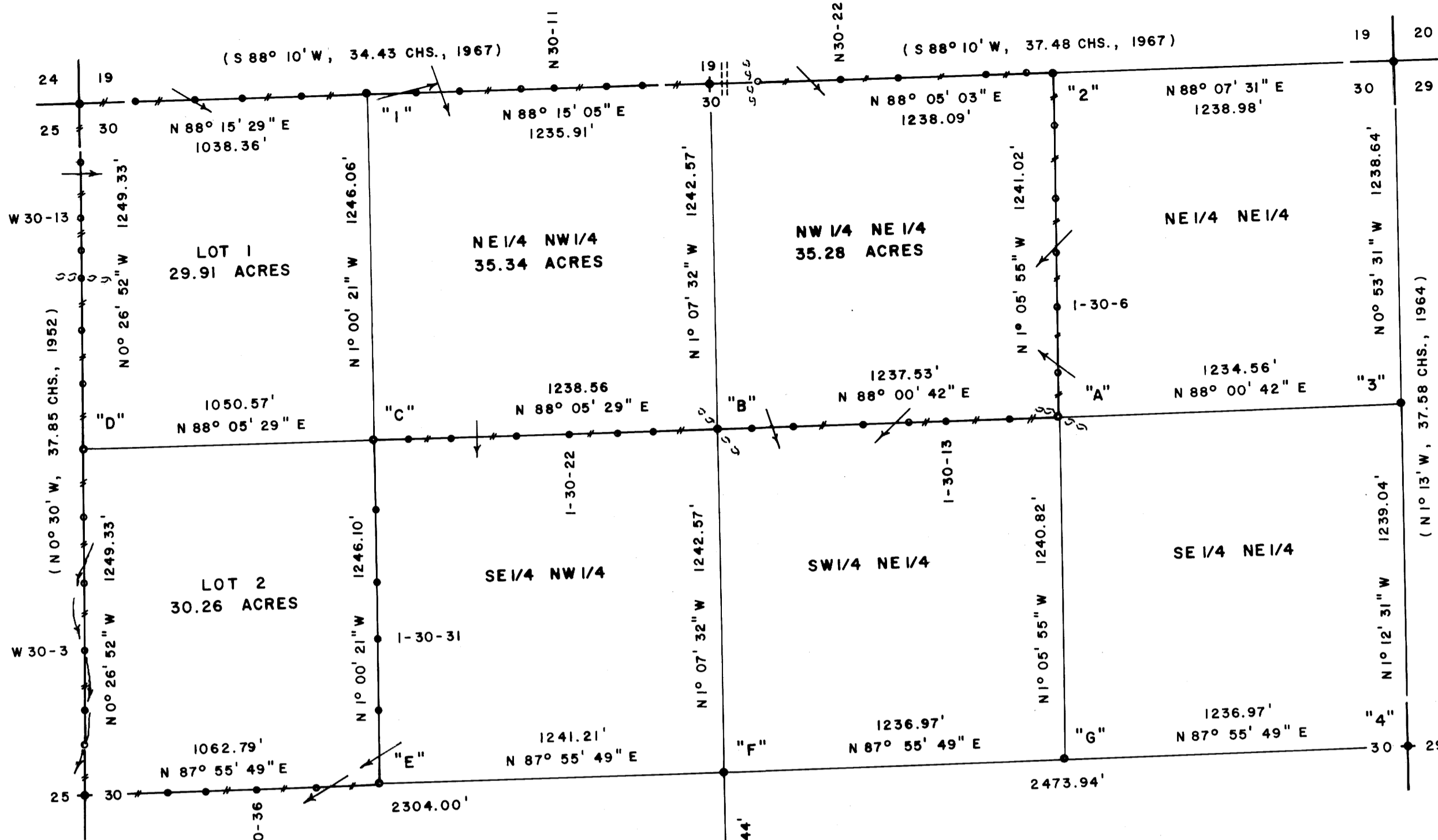


N.W. SECTION CORNER
FD. 1952 G.L.O. BRASS CAP
50" FIR, N 42°W, 55.3' (NO MARKS), 1883 B.T.
20" FIR, S 80°W, 18.3' (SCAR VIS.), — B.T.
15" FIR, N 61°E, 39.8' (SCAR VIS.), 1952 B.T.
24" FIR, S 42°E, 17.1' (SCAR VIS.), 1952 B.T.
25" FIR, S 50°W, 9.7' (SCAR VIS.), 1952 B.T.
34" FIR, N 35°W, 71.8' (SCAR VIS.), 1952 B.T.

NORTH 1/4 CORNER
FD. 1967 B.L.M. BRASS CAP
44" FIR, S 23°E, 22.8' (SCAR VIS.), 1967 B.T.
44" FIR, N 41°W, 29.3' (SCAR VIS.), 1967 B.T.

N.E. SECTION CORNER
FD. 1964 B.L.M. BRASS CAP
9" FIR, N 13°W, 71.4' (SCAR VIS.), 1964 B.T.
30" FIR, S 56°W, 70.5' (SCAR VIS.), 1964 B.T.
40" FIR, N 5°E, 40.8' (SCAR VIS.), 1964 B.T.



WEST 1/4 CORNER
FD. 1952 G.L.O. BRASS CAP
27" FIR, N 68°E, 7.0' (SCAR VIS.), 1952 B.T.
34" FIR, S 63°W, 8.1' (SCAR VIS.), 1952 B.T.

LOCATION OF 1/2" IRON RODS

N. 1/4 COR.		EAST	C.W. 1/16 COR.		WEST
N 30-21	175'	EAST	I-30-35	231'	WEST
N 30-22	469'	EAST	I-30-36	447'	WEST
N 30-23	680'	EAST	I-30-37	628'	WEST
N 30-24	999'	EAST	I-30-38	766'	WEST
N 30-26	1143'	EAST	I-30-39	967'	WEST
E. 1/16 COR.	1238'	EAST	W. 1/4 COR.	1063'	WEST
I-30-3	192'	SOUTH	W 30-1	183'	NORTH
I-30-4	454'	SOUTH	W 30-2	312'	NORTH
I-30-5	651'	SOUTH	W 30-3	522'	NORTH
I-30-6	845'	SOUTH	W 30-4	767'	NORTH
I-30-8	1084'	SOUTH	W 30-5	1000'	NORTH
N.E. 1/16 COR.	1241'	SOUTH	N. 1/16 COR.	1249'	NORTH
I-30-11	182'	WEST	W 30-7	1488'	NORTH
I-30-13	402'	WEST	W 30-8	1675'	NORTH
I-30-14	541'	WEST	W 30-10	1864'	NORTH
I-30-15	707'	WEST	W 30-12	1966'	NORTH
I-30-16	960'	WEST	W 30-13	2078'	NORTH
I-30-17	1107'	WEST	W 30-14	2286'	NORTH
C.N. 1/16 COR.	1238'	WEST	N.W. COR.	2499'	NORTH
I-30-20	233'	WEST	N 30-1	206'	EAST
I-30-21	356'	WEST	N 30-2	422'	EAST
I-30-22	530'	WEST	N 30-4	590'	EAST
I-30-23	720'	WEST	N 30-5	806'	EAST
I-30-24	957'	WEST	W. 1/16 COR.	1038'	EAST
I-30-25	1108'	WEST	N 30-8	180'	EAST
N.W. 1/16 COR.	1239'	WEST	N 30-9	335'	EAST
I-30-28	256'	SOUTH	N 30-10	555'	EAST
I-30-29	512'	SOUTH	N 30-11	675'	EAST
I-30-31	719'	SOUTH	N 30-12	862'	EAST
I-30-32	973'	SOUTH	N 30-13	997'	EAST
C.W. 1/16 COR.	1246	SOUTH	N. 1/4 COR.	1236'	EAST

"A" N.E. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
15" FIR, N 11°E, 19.7' (SCRIBED)
22" FIR, S 56°W, 21.5' (SCRIBED)

"B" C.N. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
10" FIR, S 66°W, 9.9' (SCRIBED)
19" FIR, N 40°E, 32.1' (SCRIBED)

"C" N.W. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
21" FIR, N 71°E, 12.5' (SCRIBED)
32" FIR, S 2°E, 5.9' (SCRIBED)

"D" NORTH 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
11" HEMLOCK, N 54°E, 17.9' (SCRIBED)
16" HEMLOCK, S 11°W, 21.7' (SCRIBED)

"E" C.W. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
48" FIR, N 71°E, 11.2' (SCRIBED)
55" FIR, S 27°W, 9.7' (SCRIBED)

"F" CENTER 1/4 CORNER
SET 2 1/2" BRASS CAP IN SANDSTONE FACE
18" FIR, N 38°W, 40.4' (SCRIBED)
27" FIR, S 67°W, 21.6' (SCRIBED)

"G" C.E. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
14" FIR, N 88°E, 26.2' (SCRIBED)
19" FIR, S 10°E, 14.3' (SCRIBED)

"H" C.S. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
5" FIR, S 43°W, 12.1' (SCRIBED)
8" FIR, S 34°E, 17.8' (SCRIBED)

"I" WEST 1/16 CORNER
FD. 1967 B.L.M. BRASS CAP
12" HEMLOCK, S 18°E, 39.8' (SCAR VIS.), 1967 B.T.
16" HEMLOCK, N 59°E, 28.4' (SCAR VIS.), 1967 B.T.

"2" EAST 1/16 CORNER
FD. 1967 B.L.M. BRASS CAP
20" FIR, N 49°E, 10.2' (SCAR VIS.), 1967 B.T.
32" FIR, S 14°E, 28.7' (SCAR VIS.), 1967 B.T.

NARRATIVE

I, LES ROBERTS, REGISTERED PROFESSIONAL LAND SURVEYOR DO CERTIFY THAT I HAVE CORRECTLY SURVEYED SECTION 30 IN ACCORDANCE TO THE MANUAL OF INSTRUCTIONS FOR THE SURVEY OF THE PUBLIC LANDS OF THE UNITED STATES. THE CENTER 1/4 CORNER WAS SET AT THE INTERSECTION OF THE N-S AND E-W CENTER LINES OF SECTION 30. THE NORTH 1/16 CORNER BETWEEN SECTIONS 25 AND 30 WAS SET HALF WAY BETWEEN THE WEST 1/4 CORNER AND THE N.W. CORNER OF SECTION 30. THE C.W. 1/16 CORNER WAS SET BY PROPORTIONATE MEASURE BETWEEN THE CENTER 1/4 CORNER AND THE WEST 1/4 CORNER OF SECTION 30. THE C.N. 1/16 AND THE C.E. 1/16 CORNERS WERE SET HALF WAY BETWEEN THE CENTER 1/4 CORNER AND THE NORTH 1/4 CORNER AND THE EAST 1/4 CORNER OF SECTION 30 RESPECTIVELY. THE N.E. 1/16 AND THE N.W. 1/16 CORNERS WERE SET AT THE INTERSECTION OF THE N-S AND E-W CENTER LINES OF THE N.E. 1/4 AND THE N.W. 1/4 OF SECTION 30 RESPECTIVELY. THE C.S. 1/16 CORNER WAS SET HALF WAY BETWEEN THE CENTER 1/4 CORNER AND THE SOUTH 1/4 CORNER OF SECTION 30. A CLOSED MEANDER TRAVERTISE AND E.D.M. TRAVERSE WAS RUN BETWEEN ALL FOUND CORNERS AND USED FOR CONTROL. A CLOSED MEANDER TRAVERTISE AND CHAIN TRAVERSE WAS RUN ALONG THE WEST AND NORTH BOUNDARIES, AND THRU THE INTERIOR OF SECTION 30 AS SHOWN. OFFSETS WERE COMPUTED FROM THIS MEANDER TRAVERSE TO THE TRUE PROPERTY LINE.

"3" NORTH 1/16 CORNER
FD. 1964 B.L.M. BRASS CAP
12" FIR, S 69°E, 9.8' (SCAR VIS.), 1964 B.T.
13" FIR, N 16°W, 11.4' (SCAR VIS.), 1964 B.T.

"4" EAST 1/4 CORNER
FD. 1964 B.L.M. BRASS CAP
26" FIR, S 9°W, 72.8' (SCAR VIS.), 1964 B.T.
27" FIR, N 68°E, 21.7' (SCAR VIS.), 1964 B.T.

"5" SOUTH 1/4 CORNER
FD. 1964 B.L.M. BRASS CAP
72" CEDAR, S 66°E, 42.3' (SCAR VIS.), 1964 B.T.
(N.W. B.T. DESTROYED BY ROAD CONSTRUCTION)

