

CORNER NOTES

(1) FOUND 2 INCH IRON PIPE 3 FEET ABOVE GROUND, ACCEPTED AS REPLACEMENT FOR THE 1/4 CORNER OF SECTION 17 & 18
T. 25N, R. 8E, MDM, SHOWN IN BOOK 4 OF RECORDS OF SURVEYS AT PAGE 40.
FROM WHICH FOUND:
15' FIR WITH BLAZE & K-TAG S 52-24 E, A DISTANCE OF 21.9 FEET
K-TAG MARKED N 62.5 W 21.7 TO 1/4 COR
RECORD (B) 8' FIR S 66-09 E, A DISTANCE OF 24.1

(2) FOUND USFS ALUMINUM DISK MARKED FOR THE INTERSECTION OF SECTION 17 & 18 AND HORNET SURVEY No. 6231 AND
MARKED PLS 4790 WITH 3/4" IRON PIPE AND TAG LS 3634 LAYING ALONG SIDE, SEE (8 RS. 69)
FROM WHICH FOUND:
5' FIR WITH K-TAG S 2 E, A DISTANCE OF 8.9 FEET
5' FIR WITH K-TAG S 45 W, A DISTANCE OF 13.0 FEET

(3) FOUND 3/4" REBAR & CALTRANS R/W DISK
FROM WHICH POINT THE INTERSECTION OF THE EAST LINE OF PARCEL 4, BOOK 6 OF PARCEL MAPS PAGE 36 AND THE HIGHWAY
RIGHT OF WAY AS MONUMENTED IN BOOK 11 OF RECORDS OF SURVEYS, PAGE 86 BEARS S 59-36-26 E, A DISTANCE OF 152 FEET.

(4) FOUND 1/2 INCH REBAR, SET CAP PLS 6051

(5) FOUND BRIDGE SPIKE, REPLACED WITH 1/2 INCH REBAR & CAP PLS 6051

(6) SET 1/2 INCH REBAR & CAP PLS 6051
FROM WHICH FOUND A 1/2" REBAR & CAP LS 3297 S 86-14-55 E, A DISTANCE OF 31.41 FEET.

(7) SET 1/2 INCH REBAR & CAP PLS 6051
FROM WHICH FOUND:
A 1/2 INCH REBAR & CAP LS 3297 N 77-25-58 W, A DISTANCE OF 30.15 FEET
A 1/2 INCH REBAR & CAP LS 3297 S 77-25-58 E, A DISTANCE OF 30.15 FEET

(8) SET 1/2 INCH REBAR & CAP PLS 6051
FROM WHICH FOUND A 1/2 INCH REBAR & CAP LS 3297 S 54-09-29 E, A DISTANCE OF 29.88 FEET.

(9) SET 1/2 INCH REBAR & CAP PLS 6051
FROM WHICH FOUND:
A 1/2 INCH REBAR & CAP LS 3297 N 51-10-02 W, A DISTANCE OF 29.90 FEET
A 1/2 INCH REBAR & CAP LS 3297 S 54-10-02 E, A DISTANCE OF 29.90 FEET

(10) SET 1/2 INCH REBAR & CAP PLS 6051
FROM WHICH FOUND:
A 1/2 INCH REBAR & CAP LS 3297 N 41-15-35 W, A DISTANCE OF 29.86 FEET
A 1/2 INCH REBAR & CAP LS 3297 S 41-15-35 E, A DISTANCE OF 29.86 FEET

(11) FOUND 3/4" REBAR & CALTRANS R/W CAP • EASTERLY RIGHT OF WAY BC
FROM WHICH POINT THE EASTERLY RIGHT OF WAY TO THE NORTHWEST BEARS
N 58-41-47 E, A DISTANCE OF 0.72 FEET. (FOR DETAIL SEE DETAIL "A" 11 RS 87)

(12) FOUND 3/4" REBAR & CALTRANS R/W CAP • WESTERLY RIGHT OF WAY BC
FROM WHICH POINT THE WESTERLY RIGHT OF WAY TO THE NORTHWEST BEARS
N 73-03-15 E, A DISTANCE OF 0.69 FEET. (FOR DETAIL SEE DETAIL "A" 11 RS 87)

(13) FOUND 3/4" REBAR & CALTRANS R/W CAP
FROM WHICH THE INTERSECTION OF THE RIGHT OF WAY AND THE WEST LINE OF
PARCEL 4, BOOK 6 OF PARCEL MAPS, PAGE 112 BEARS N 13-36-22 W, A DISTANCE OF 4.06 FEET.

(14) FOUND 3/4" REBAR & CALTRANS R/W CAP
FROM WHICH THE INTERSECTION OF THE RIGHT OF WAY AND THE WEST LINE OF PARCEL 1,
BOOK 6 OF PARCEL MAPS AT PAGE 112 BEARS N 13-36-22 W, A DISTANCE OF 4.17 FEET.

(15) SET 1/2" REBAR & CAP PLS 6051
FROM WHICH THE PROPERTY LINE COMMON TO PARCEL 3 & 4 (6 PM 112) AND THE R/R
RIGHT OF WAY BC BEARS N 32-29-38 W, A DISTANCE OF 10.00 FEET.

(16) FOUND BRASS DISK IN ROCK MARKED CALTRANS R/W

(17) SET LEAD & TAG PLS 6051

(18) SET 1/2" REBAR AND CAP PLS 6051
FROM WHICH THE INTERSECTION OF THE PROPERTY LINE COMMON TO PARCELS 2 & 3 (6 PM 112)
AND THE NORTH LINE OF THE R/R RIGHT OF WAY BEARS N 00-54-14 W, A DISTANCE OF 10.00 FEET.

NOTES

[1] ALL DISTANCES SHOWN AS RECORD PER BOOK 11 OF RECORDS OF SURVEYS PAGE 86
HAVE BEEN MULTIPLIED BY THE SPECIFIED COMBINED GRID FACTOR (1.0001285) AND
ARE GROUND LEVEL DISTANCES.

[2] THE RECORD INFORMATION FROM BOOK 6 OF PARCEL MAPS, PAGE 36 SHOWING THE
PREVIOUS RIGHT OF WAY AND THE MOST WESTERLY LINE OF PARCEL 4 WAS USED
TO ESTABLISH THE BOUNDARY OF PARCEL 4 AND THE INTERSECTION OF SAID
BOUNDARY AND THE PRESENT MONUMENTED RIGHT OF WAY OF HIGHWAY 70.

[3] THE TIE SHOWN IN BOOK 6 OF PARCEL MAPS AT PAGE 112 (N 49-08-53 E 84-66)
FROM THE RIGHT OF WAY EC TO THE EAST LINE OF PARCEL 3 WAS USED TO
ESTABLISH SAID EAST LINE AND THEREBY THE EC ON THE NORTH RIGHT OF WAY
OF THE RAILROAD AS SHOWN ON SAID MAP.

[4] THE RAILROAD RIGHT OF WAY SHOWN IN BOOK 6 OF PARCEL MAPS, AT PAGE 36 AND
BOOK 6 OF PARCEL MAPS AT PAGE 112 AND REESTABLISHED FROM RECOVERED
MONUMENTS AS SHOWN HEREON WAS ACCEPTED BECAUSE EVEN THOUGH IT DOES NOT
REPRESENT THE EXISTING CENTERLINE OF THE TRACKS IT IS CLOSE TO CENTERLINE OF
THE TRACKS AT THE WEST BOUNDARY, THE EAST BOUNDARY AND THE SECTION
LINE COMMON TO SECTION 18 & 17.

[5] THE RECOVERED MONUMENTS DEFINING THE RIGHT OF WAY ALONG RUSH CREEK ROAD
AND THEREBY THE PROPERTY LINE COMMON TO PARCEL 2 AND 3 IN BOOK 6 OF
PARCEL MAPS AT PAGE 112 ARE IN POSITIONS CONSIDERABLY DIFFERENT THAN
THE LOCATIONS SHOWN ON RECORD, HOWEVER SAID MONUMENTS DEFINE THE EXISTING
ROAD AND HAVE ACCEPTED THEM AND MONUMENTED THE CENTERLINE OF THE
ROADWAY BY USE OF THOSE MONUMENTS.

[6] THE ANGLE POINT IN THE LINE COMMON TO PARCELS 1 AND 2, NORTH OF HIGHWAY 70
(6 PM 112) WAS ESTABLISHED FROM RECORD USING THE RECOVERED WITNESS CORNER ON THE
PROPERTY LINE COMMON TO PARCEL 2 (8 PM 112) AND PARCEL 3 (6 PM 36). THE LINE
BETWEEN PARCEL 1 AND 2 BOOK 6 OF PARCEL MAPS PAGE 112 FROM SAME ANGLE POINT
TO THE HIGHWAY RIGHT OF WAY IS THE LOCATED CENTERLINE OF RUSH CREEK
BECAUSE:
A. RECORD INFORMATION AND RECOVERED MONUMENTATION ARE GROSSLY DIFFERENT.
B. (6 PM 112) SHOWS THE DIVISION OF PARCELS 1 AND 2 ALONG THE CENTERLINE OF SAID CREEK.

[7] THIS LINE IS SHOWN FOR REFERENCE ONLY AND SHOWN AS INDICATED ON THE APPROPRIATE RECORD
AND IS NOT A PART OF THIS SURVEY.

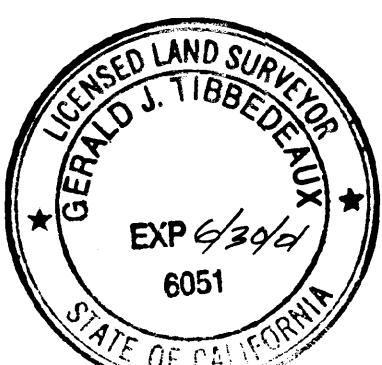
[8] THE EAST BOUNDARY OF PARCEL 4 BOOK 6 OF PARCEL MAPS, PAGE 36 WAS IMPROPERLY
ESTABLISHED ON SAID MAP. I HAVE USED THE RECORD INFORMATION SHOWN IN BOOK 133
OF OFFICIAL RECORDS AT PAGE 183 TO ESTABLISH THE CORRECT BOUNDARY OF SAID
PARCEL 4. THE HIGHWAY RIGHT OF WAY INFORMATION SHOWN IN BOOK 6 OF PARCEL MAPS
AT PAGE 36 WAS USED TO REESTABLISH THE END OF CURVE ON THE OLD HIGHWAY
RIGHT OF WAY.

[9] THE RAILROAD RIGHT OF WAY AS SHOWN IN BOOK 6 OF PARCEL MAPS AT PAGE 36 AND
IN BOOK 6 OF PARCEL MAPS AT PAGE 112 IS NORTH OF THE HIGH WATER LINE CALLED
FOR IN BOOK 133 OF OFFICIAL RECORDS AT PAGE 183, AND I HAVE MONUMENTED THE
INTERSECTION OF THE RECORD LINE AND THE NORTH LINE OF THE RAILROAD RIGHT
OF WAY.

[10] THE PROPERTY LINE BETWEEN PARCEL 2 AND 3 (6 PM 112) FROM HIGHWAY 70 TO THE NORTH
RIGHT OF WAY OF THE RAILROAD IS BASED ON THE RECORD ANGLE SHOWN ON (6 PM 112) FROM
THE REESTABLISHED CENTERLINE OF RUSH CREEK ROAD.
BECAUSE:
A. THE MONUMENTED RIGHT OF WAY OF RUSH CREEK ROAD ENCOMPASSES THE EXISTING ROADWAY
B. THE DISTANCE FROM THE CENTERLINE OF HIGHWAY 70 TO THE NORTH RIGHT OF WAY OF
THE RAILROAD IS CLOSE TO THE DISTANCE REPORTED IN (6 PM 112)
C. ANY OTHER DEFINITION OF THIS LINE BASED ON RECORD WOULD BE IN CONFLICT WITH OTHER ELEMENTS.

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION
IN CONFORMANCE WITH THE REQUIREMENTS OF THE LAND SURVEYOR'S ACT AT THE
REQUEST OF INCA MINING COMPANY IN OCTOBER 2000.



GERALD JOSEPH TIBBDEAUX
PLS 6051
LICENSE EXPIRES 06/30/01

COUNTY SURVEYOR'S STATEMENT

THIS MAP HAS BEEN EXAMINED IN ACCORDANCE WITH SECTION 8766 OF THE LAND SURVEYOR'S
ACT THIS 16th DAY OF February 2001.



R. TOM HUNTER RCE 35015
COUNTY SURVEYOR
LICENSE EXPIRES 03/31/04

COUNTY RECORDER'S STATEMENT

FILED THIS 16th DAY OF February 2001 AT 11:34 A. M. IN
BOOK 11 OF RECORDS OF SURVEYS AT PAGE 148 - 150 AT THE REQUEST OF
THE COUNTY SURVEYOR.

FEES \$ 12.00
FILE NO. 2001-01319
BY DEPUTY

JUDITH WELLS
COUNTY RECORDER

Elizabeth Watson

RECORD OF SURVEY
FOR
INCA MINING COMPANY

PROPERTY SHOWN ON (6 PM 36) & (6 PM 112)
WITHIN SECTION 17 & 18 T. 25N., R. 8E., MDM

PLUMAS COUNTY CALIFORNIA

OCTOBER 2000

Tibbedeaux Surveying
P.O. Box 1960 / 565 Ridge St.
Portola, CA 96122
(530) 832-5772

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SHEET 1 OF 3