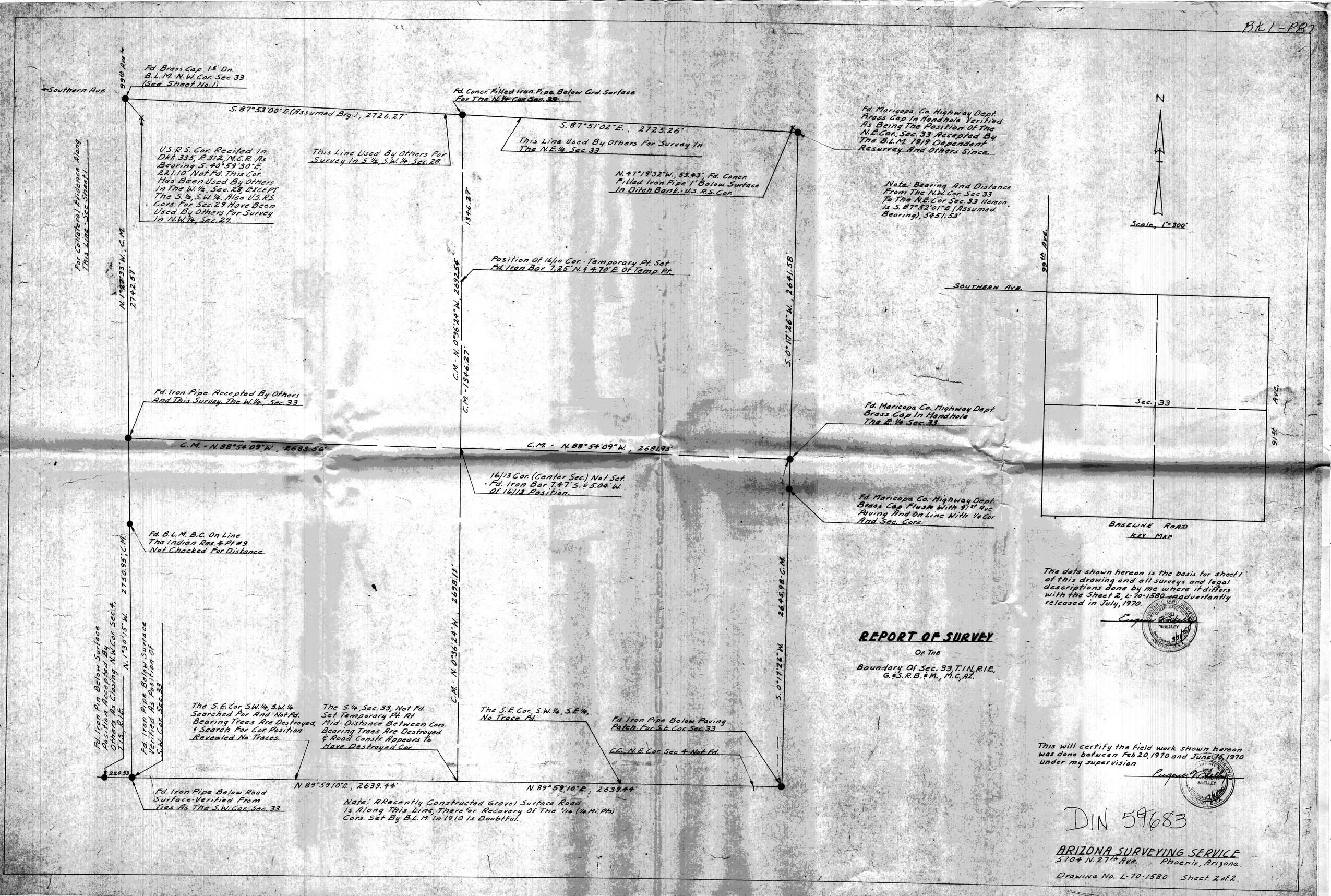

Bk 1-P87
Fd. Brass Cap 1½' Dn.
B.L.M. N.W. Cor. Sec 33
(See Sheet No. 1)
Southern Ave
99th Ave
S. 87°53'00" E. (Assumed Brg.), 2726.27'
Fd. Concr. Filled Iron Pipe Below Grd. Surface
For The N.¼ Cor. Sec. 33
S. 87°51'02" E., 2725.26'
This Line Used By Others For Survey In
The N.E.¼ Sec. 33
Fd. Maricopa Co. Highway Dept.
Brass Cap In Handhole Verified
As Being The Position Of The
N.E. Cor. Sec. 33 Accepted By
The B.L.M. 1919 Dependent
Resurvey And Others Since.
U.S.R.S. Cor. Recited In
Dkt. 335, P. 312, M.C.R. As
Bearing S. 40°59'30" E.
221.10' Not Fd. This Cor.
Has Been Used By Others
In The W.½, Sec. 28, EXCEPT
The S.½, S.W.¼. Also U.S.R.S.
Cors. For Sec. 29 Have Been
Used By Others For Survey
In N.W.¼, Sec. 29.
This Line Used By Others For
Survey In S.½, S.W.¼, Sec. 28.
N. 47°19'32" W., 53.43', Fd. Concr.
Filled Iron Pipe 1' Below Surface
In Ditch Bank. - U.S.R.S. Cor.
Note: Bearing And Distance
From The N.W. Cor. Sec 33
To The N.E. Cor. Sec. 33 Hereon
Is S. 87°52'01" E. (Assumed
Bearing), 5451.53'
N
Scale, 1" = 300'
For Collateral Evidence Along
This Line - See Sheet 1.
N. 1°27'33" W., C.M.
2742.57'
1346.27'
Position Of 16/10 Cor. - Temporary Pt. Set
Fd. Iron Bar 7.25' N. & 4.70' E. Of Temp. Pt.
C.M. - N. 0°36'24" W., 2692.54'
C.M. - 1346.27'
S. 0°17'26" W., 2641.58'
99th Ave.
SOUTHERN AVE.
Fd. Iron Pipe Accepted By Others
And This Survey. The W.¼, Sec. 33
Fd. Maricopa Co. Highway Dept.
Brass Cap In Handhole
The E.¼ Sec. 33
Sec. 33
91st Ave.
C.M. - N. 88°54'09" W., 2683.56'
C.M. - N. 88°54'09" W., 2681.93'
16/13 Cor. (Center Sec.) Not Set.
Fd. Iron Bar 7.47' S. & 5.04' W.
Of 16/13 Position.
Fd. Maricopa Co. Highway Dept.
Brass Cap Flush With 91st Ave
Paving And On Line With ¼ Cor
And Sec. Cors.
BASELINE ROAD
KEY MAP
Fd. B.L.M. B.C. On Line
The Indian Res. & Pt #9
Not Checked For Distance
2750.95', C.M.
N. 1°30'15" W.
2698.11'
C.M. - N. 0°36'24" W.
2645.98' C.M.
S. 0°17'26" W.
The data shown hereon is the basis for sheet 1
of this drawing and all surveys and legal
descriptions done by me where it differs
with the Sheet 2, L-70-1580 inadvertantly
released in July, 1970.
Eugene V. Shelley
REPORT OF SURVEY
Of The
Boundary Of Sec. 33, T.1N, R.1E.,
G. & S.R.B. & M., M.C., AZ.
Fd. Iron Pin Below Surface
Position Accepted By
Others As Closing N.W. Cor. Sec. 4,
T.1S., R.1E.
Fd. Iron Pipe Below Surface
Verified As Position Of
S.W. Cor. Sec. 33
The S.E. Cor., S.W.¼, S.W.¼
Searched For And Not Fd.
Bearing Trees Are Destroyed,
& Search For Cor. Position
Revealed No Traces.
The S.¼, Sec. 33, Not Fd.
Set Temporary Pt. At
Mid-Distance Between Cors.
Bearing Trees Are Destroyed
& Road Constr. Appears To
Have Destroyed Cor.
The S.E. Cor., S.W.¼, S.E.¼,
No Trace Fd.
Fd. Iron Pipe Below Paving
Patch For S.E. Cor. Sec. 33
C.C. N.E. Cor. Sec. 4 - Not Fd.
220.53
N. 89°59'10" E., 2639.44'
N. 89°59'10" E., 2639.44'
Fd. Iron Pipe Below Road
Surface - Verified From
Ties As The S.W. Cor. Sec. 33
Note: A Recently Constructed Gravel Surface Road
Is Along This Line, There for Recovery Of The 1/16 (¼ Mi. Pts)
Cors. Set By B.L.M. In 1910 Is Doubtful.
This will certify the field work shown hereon
was done between Feb 20, 1970 and June 15, 1970
under my supervision
Eugene V. Shelley
DIN 59683
ARIZONA SURVEYING SERVICE
5704 N. 27th Ave. Phoenix, Arizona
Drawing No. L-70-1580 Sheet 2 of 2