

COMPUTER
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COMPARED

MICHELLE UTSLER, COUNTY RECORDER
MADISON IOWA

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PLAT OF SURVEY OF PARCEL LETTER 'A'

LOCATED IN THE
FrSW¼ SECTION 7 TOWNSHIP 74 NORTH, RANGE 28 WEST
IN
MADISON COUNTY, IOWA

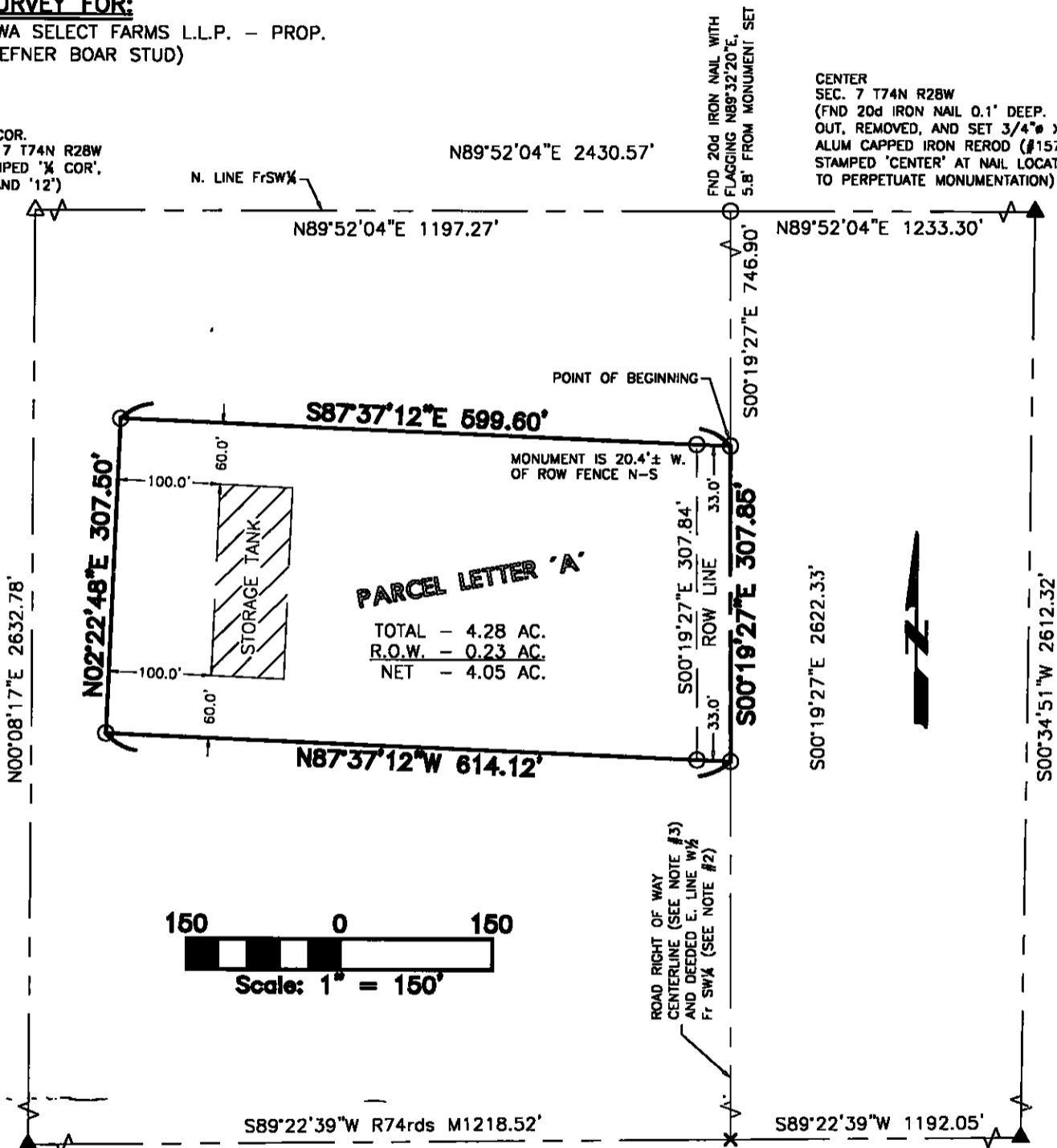
SURVEY FOR:

IOWA SELECT FARMS L.L.P. - PROP.
(HEFNER BOAR STUD)

W¼ COR.
SEC. 7 T74N R28W
(STAMPED 'X' COR',
'7', AND '12')

N89°52'04"E 2430.57'

CENTER
SEC. 7 T74N R28W
(FND 20d IRON NAIL 0.1" DEEP. TIED
OUT, REMOVED, AND SET 3/4" x 4.0"
ALUM CAPPED IRON REROD (#15745)
STAMPED 'CENTER' AT NAIL LOCATION
TO PERPETUATE MONUMENTATION)



150 0 150
Scale: 1" = 150'

SW COR.
SEC. 7 T74N R28W
(FND CUT 'X' IN PCC)

S89°22'39"W R2410.34' R2412.6' M2410.57'

S¼ COR.
SEC. 7 T74N R28W
(FND CUT 'X' IN PCC)



I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly licensed Land Surveyor under the laws of the State of Iowa.

Lee O. Gallentine, LS
LEE O. GALLENTINE, LS
Date: June 21, 2006 license number: 15745
My license renewal date is December 31, 2006

Pages or sheets covered by this seal: 1 & 2

Date of Survey: June 5, 2006
Scale: 1" = 150'
Corners Found: PLSS Corner (As noted)
 (As noted)
 MAG Nail Iron ROW Rail
Corners Set: PLSS Corner 3/4" Dia x 48"
 Alum Capped Iron Rerod (#15745) or as noted
 3/4" Dia x 24" Orange Capped Iron Rerod (#15745)
 Cut 'X' in PCC
M = Measured Distance or Bearing R = Record Distance or Bearing
P = Platted Distance or Bearing D = Deed Distance or Bearing
FB # 230-71 IDOT = Ia. Dept. of Trans. Distance

RE

RYKEN ENGINEERING
ACKLEY, WEBSTER CITY, & MASON CITY, IOWA

3852
Pg. 1 of 2

LEGAL DESCRIPTION:

County Auditor's Parcel Letter 'A' located in the Fractional Southwest Quarter (FrSW $\frac{1}{4}$) of Section Seven (7), Township Seventy-four (74) North, Range Twenty-eight (28) West of the 5th P.M., Madison County, Iowa, more particularly described as follows:

Commencing at the West Quarter Corner of said Section 7; thence North 89°52'04" East, 1197.27 feet along the north line of said Fractional Southwest Quarter to the deeded east line of the West One-half of said Fractional Southwest Quarter; thence South 00°19'27" East, 746.90 feet along said east line to the point of beginning; thence South 00°19'27" East, 307.85 feet along said east line; thence North 87°37'12" West, 614.12 feet; thence North 02°22'48" East, 307.50 feet; thence South 87°37'12" East, 599.60 feet to the point of beginning containing 4.28 acres total including 0.23 acres existing right of way. Subject to easements.

Note: For the purposes of this survey, the north line of said Fractional Southwest Quarter was determined to bear North 89°52'04" East using GPS.

NOTES:

1. FOR THE PURPOSES OF THIS SURVEY, PARTS OF THE FOLLOWING WERE RETRACED:

CO. ENGR'S ROAD RECORD BK B PG 88

CO. ENGR'S 1968 GRADING PLANS

CO. ENGR'S 2005 PAVING PLANS

2. THE CURRENT DEEDS FOR THE SW $\frac{1}{4}$ REFER TO THE "E $\frac{1}{2}$ FrSW $\frac{1}{4}$ " AND "NW $\frac{1}{4}$ FrSW $\frac{1}{4}$ ", WHICH WOULD INFER AN ALIQUOT PARTS DIVISION. HOWEVER, THE PARENT DEEDS FOR THE SW $\frac{1}{4}$ READ "WEST HALF ($\frac{1}{2}$) OF THE SOUTHWEST QUARTER ($\frac{1}{4}$)... CONTAINING SEVENTY THREE AND TWELVE ONE HUNDREDTHS (73 12/100) ACRES MORE OR LESS" IN 1880 (PER CO. REC'S BK 18 PG 268) AND "EAST HALF ($\frac{1}{2}$) OF THE SOUTHWEST (frac) QUARTER ... CONTAINING SEVENTY THREE AND 12/100 ACRES MORE OR LESS" IN 1886 (PER CO. REC'S BK 26 PG 134). FROM THESE DESCRIPTIONS, IT IS APPARENT THE SW $\frac{1}{4}$ WAS INTENDED TO BE SPLIT UP BY EQUAL AREAS AND NOT ALIQUOT PARTS. THIS WOULD LEAD TO DIVISION BY AREA WITH THE SENIOR DEED RECEIVING THEIR FULL SHARE AND THE JUNIOR DEED RECEIVING ANY SHORTAGE. HOWEVER THE DEEDS READ "MORE OR LESS" AND IT IS APPARENT THAT THE INTENTION WAS FOR EACH DIVISION TO BE CONVEYED AN EQUAL AREA AND NOT 73.12 ACRES EXACTLY. THEREFORE, THE E. LINE DEEDED W $\frac{1}{2}$ FrSW $\frac{1}{4}$ WAS LAID OUT SO THAT EACH $\frac{1}{2}$ OF THE FrSW $\frac{1}{4}$ RECEIVED EQUAL AREA. IT WAS ALSO MADE PARALLEL AND COINCIDENT WITH THE ROAD ROW CENTERLINE AS ESTABLISHED IN #3 BELOW (THE ROAD IS AN OBVIOUS MANMADE MONUMENT AND LANDOWNERS USUALLY EXPECT THEIR PROPERTY LINE TO BE PARALLEL TO SUCH).

3. CO. ENGR'S ROAD RECORDS INDICATE THAT THIS ROAD WAS ESTABLISHED IN 1880, WITH NO ROW WIDTH STATED. THEREFORE, IT HAS ALWAYS BEEN ASSUMED TO BE A 66.0' ROW. THIS IS VERIFIED BY THE 1968 GRADING PLANS FOR CO. RD G-61 WHICH SHOW 64' BETWEEN ROW FENCES NEAR THE S. LINE FrSW $\frac{1}{4}$. THEREFORE, THE ROAD ROW CENTERLINE WAS ESTABLISHED PARALLEL WITH AND 33.0' OFFSET FROM THE EAST ROW FENCE. THIS CENTERLINE IS 12'± W. OF THE CENTERLINE OF THE ROAD SURFACE ITSELF. HOWEVER THIS CENTERLINE WAS USED DUE TO THE FOLLOWING:

A) THE MAJORITY OF THE EAST ROW FENCE IS STILL IN PLACE WHEREAS THE MAJORITY OF THE WEST ROW FENCE HAS BEEN REMOVED.

B) THIS CENTERLINE IS ALSO COINCIDENT WITH THE E. LINE DEEDED W $\frac{1}{2}$ FrSW $\frac{1}{4}$ AS DETAILED IN #2 ABOVE, WHICH IS A REASONABLE ASSUMPTION AS MOST ROAD ROW IS SPLIT EVENLY BETWEEN LANDOWNERS.

C) AT THE NORTH END, THE EXISTING ROW FENCES MEASURE 45.0'± BETWEEN THEM. THEREFORE, IT IS OBVIOUS THAT NOT ALL OF THE 66.0' ROW WAS FENCED.