

**Statement of Evidence:**

**D252**

Northeast Corner of Section 25, Township 38 North, Range 31 West, East Langola Township, 4<sup>th</sup> Principal Meridian, Benton County, Minnesota.

1849 Original US General Land Office survey set a wood post in a mound with a pit 6 links south at the corner location.

1940 County Engineer's Notebook No. 133 contains a road survey for CAR No. 41 running south to north and terminating at this corner. Corner is shown as a hub set in the center of 4-way road intersection. Ties:  
Cor. FPNW 47.5'  
Cor. FPNE 45.8'

1941 County Engineer's Notebook No. 151 contains a road survey for CAR 41 running south to north on township line beginning at this corner. Corner is same as in 1940.

Undated County Surveyor's Record Book 2, page 274, notes the following reference ties.  
SW Corner Conc Survey Marker SE 50.4  
TP SW 51.35

1974 County Highway reference ties to a 3/8" re-rod.  
N&D PP SW 56.98  
State Goose Ref. Sign (top) NW 48.98  
N&C Post for Tele PedNE 56.32

1989 Bruce Skipton, LS 17768, found a 3/8" iron pin near the centerline intersection of roads south, east, and west and notes that GLO distances north and west to centerline of a creek fit with notes. Accepted pin as the corner and filed a Certificate of Location (#195980).

2011 The Benton County Surveyor's Office found a 8-inch spike at the intersection of roads, which does not match the 3/8-inch iron pin called for in 1989. The reference ties, while being similar appear to have changed/upgraded in the last 22 years. The found spike does fit Mr. Skipton's half-mile distance west about flat and north within 0.1 feet. Since the spike falls at the intersection of 4-way roads as called for in 1940 and fits Mr. Skipton's distances west and north within survey tolerance, it is accepted as marking the obliterated corner position. A 1/2-inch by 14-inch iron pipe capped "RLS 19552" was set in place of the found spike, GPS coordinates were collected and reference ties were established.

County Coordinates obtained by GPS  
NAD 83 (1996 Adjustment)  
N-175048.324  
E-478910.831