

**BROCKWAY**  
ENGINEERING  
P.L.L.C.

Hydraulics

Hydrology

Water Resources

December 19, 2007

Corey Skinner, PE  
Idaho Department of Water Resources  
1341 Fillmore Street, Suite 200  
Twin Falls, Idaho 83301

RECEIVED  
DEC 19 2007  
DEPT. OF WATER RESOURCES  
SOUTHERN REGION

Re: Legal Description and Map for Submitted Water Transfer

Dear Corey,

Per our discussion on the water right transfer and new permit application for Ketchum-Long Island, LLC, you requested a legal description of the property to accompany the sale agreement. Please find the legal description and map included with this letter.

If you have any questions, please contact me.

Sincerely,

G. Erick Powell, Ph.D., E.I.T.

enclosed

CHARLES E.  
BROCKWAY,  
PH.D., P.E.

CHARLES G.  
BROCKWAY,  
PH.D., P.E.

2016 NORTH  
WASHINGTON  
STREET • SUITE 4

TWIN FALLS,  
IDAHO 83301

208•736•8543

FAX: 736•8506

**Sun Valley Associates**  
REAL ESTATE BROKERS

**FACSIMILE COVER SHEET**

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SOUTHERN REGION

DATE: 12/19  
TO: ERIC POWER ATTN: 736-8866  
FROM: ALEX

NUMBER OF PAGES: 5 (INCLUDING COVER SHEET)

SPECIAL  
INSTRUCTIONS: \_\_\_\_\_

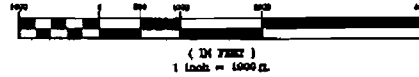
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IF THERE ARE ANY PROBLEMS IN RECEIVING THIS FAX, PLEASE CALL:  
208-622-4100

**RECEIVED**  
DEC 19 2007

**A RECORD OF SURVEY SHOWING  
THE ALTURAS RANCH  
LOCATED WITHIN PORTIONS OF SECTIONS 10, 11, & 16, T.7N., R.14E., B.M., CUSTER COUNTY, IDAHO  
DECEMBER 2006**

GRAPHIC SCALE



**LEGEND**

- Boundary Line
- Section Line
- 1/4 & 1/16th Section Line
- State Hwy No. 76 132' Easement
- Access Easement as Shown
- Lost Wheel Line of Center Pivot
- Approximate Center of Salmon River
- National Forest Lands
- Found Brass Cap
- Found Aluminum Cap
- Found Stone
- Set 5/8" Rebar by PLS 7048
- Set Aluminum Cap
- Well

**NOTES**

- 1). Basis of Bearings is Grid North per Idaho State Plane Coordinate System, MADBX(1992) at Grid in US Survey Feet. Combined Project Scale Factor is 0.999945, Convergence Angle is -0°33'52.7". Ground Distances will be slightly longer. Survey was performed using RTK GPS from Blaine County GS Control.
- 2). Research suggests that the State Hwy No. 76 132 foot wide Right-of-Way is an Easement through the Subject Property to benefit JTO, the SNRA and the Public as a Transportation and Utility Corridor.
- 3). Alturas Lake Road as shown is a 66 foot wide Easement as discussed in Book of Deeds 35, Page 34, Records of Custer County.
- 4). Documents used in this Record of Survey include:  
 OLD Plat and Field Notes of T.7N., R.14E., from 1914.  
 USFS Record of Survey Inst. No. 208130 from 1992.  
 USFS Record of Survey Inst. No. 233924 from 2005.  
 Bureau of Public Roads Highway Plans for Project 26, 1925-1928.

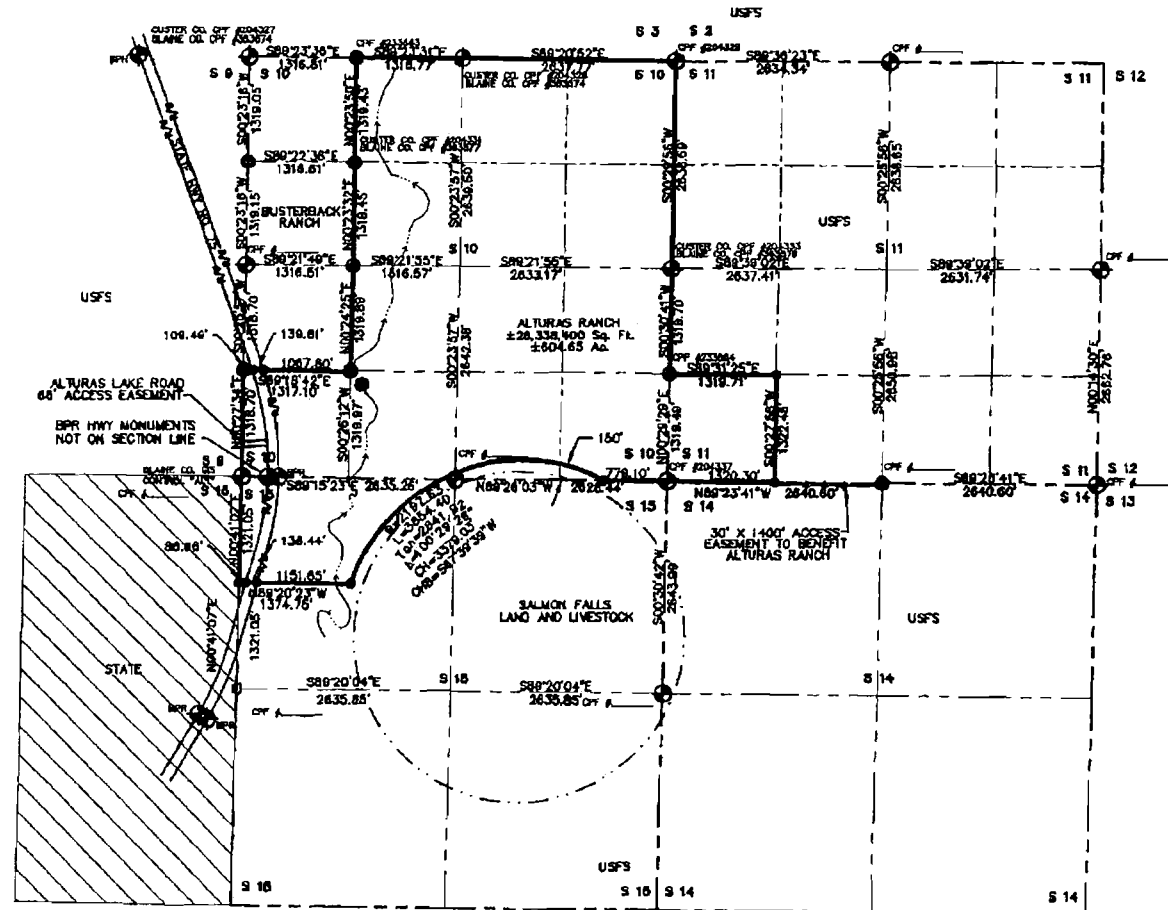
**CERTIFICATE OF SURVEYOR**

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF IDAHO, THAT THIS MAP CONFORMS TO IDAHO STATE CODE RELATING TO PLATS AND SURVEYS, THE CORNER PERPETUATION AND FILING ACT, AND THAT THIS MAP IS A TRUE AND ACCURATE REPRESENTATION OF A SURVEY DONE BY ME.

**COUNTY RECORDER'S CERTIFICATE**

STATE OF IDAHO }  
 COUNTY OF CUSTER } ss  
 THIS IS TO CERTIFY THAT THE FOREGOING PLAT WAS FILED IN THE OFFICE OF THE RECORDER OF CUSTER COUNTY, IDAHO ON THIS DAY OF \_\_\_\_\_, 2006, AT \_\_\_\_\_ M., AND DULY RECORDED IN THE RECORD OF SURVEYS BOOK \_\_\_\_\_ AT PAGE \_\_\_\_\_

EX-OFFICIO RECORDER



R.G.S. ALTURAS RANCH  
 S 10, 11 & 16, T.7N., R.14E.  
 ALPINE ENGINEERS INC.

Order No.: 3070704364C-D

**LEGAL DESCRIPTION  
EXHIBIT 'A'**

A PARCEL OF LAND LYING WITHIN THE NORTH HALF OF THE SOUTHEAST QUARTER, A PORTION OF THE SOUTH HALF OF THE SOUTHEAST QUARTER, THE NORTHEAST QUARTER, THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER, THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, A PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER, AND THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10; THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11; THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND A PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 7 NORTH, RANGE 14 EAST, BOISE MERIDIAN, CUSTER COUNTY, IDAHO; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE GLO BRASS CAP MARKING THE SOUTHWEST CORNER OF SECTION 10, BEING BLAINE COUNTY GIS CONTROL POINT "ALT", WHICH POINT IS THE TRUE POINT OF BEGINNING;

THENCE N. 00° 27' 34" E., 1318.70 FEET ALONG THE WEST BOUNDARY OF SECTION 10, TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10, MARKED BY A USFS ALUMINUM CAP;

THENCE S. 89° 18' 42" E., 1317.10 FEET ALONG THE NORTH BOUNDARY OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10, TO THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10, MARKED BY A USFS ALUMINUM CAP;

THENCE N. 00° 24' 25" E., 1319.89 FEET ALONG THE WEST BOUNDARY OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10, TO THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10, MARKED BY A USFS ALUMINUM CAP;

THENCE N. 00° 23' 32" E. 1319.45 FEET ALONG THE WEST BOUNDARY OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TO THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, MARKED BY A USFS ALUMINUM CAP;

THENCE N. 00° 23' 50" E., 1319.43 FEET ALONG THE WEST BOUNDARY OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TO THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE

**NORTHWEST QUARTER OF SECTION 10, MARKED BY THE USFS ALUMINUM CAP;**

**THENCE S. 89° 23' 31" E., 1316.77 FEET ALONG THE NORTH BOUNDARY OF SECTION 10, TO THE NORTH QUARTER CORNER OF SECTION 10, MARKED BY A GLO BRASS CAP;**

**THENCE S. 89° 20' 52" E. 2637.77 FEET ALONG THE NORTH BOUNDARY OF SECTION 10, TO THE NORTHEAST CORNER OF SECTION 10, MARKED BY A GLO BRASS CAP;**

**THENCE S. 00° 29' 56" W., 2638.69 FEET ALONG THE EAST BOUNDARY OF SECTION 10, TO THE EAST QUARTER CORNER OF SECTION 10, MARKED BY A GLO BRASS CAP;**

**THENCE S. 00° 30' 41" W., 1319.70 FEET ALONG THE EAST BOUNDARY OF SECTION 10, TO THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 10, MARKED BY A USFS ALUMINUM CAP;**

**THENCE S. 89° 31' 25" E., 1319.71 FEET ALONG THE NORTH BOUNDARY OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, TO THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, MARKED BY A 5/8" REBAR BY PLS 7048;**

**THENCE S. 00° 27' 58" W., 1322.46 FEET ALONG THE EAST BOUNDARY OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, TO THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, MARKED BY A 5/8" REBAR BY PLS 7048;**

**THENCE N. 89° 23' 41" W., 1320.30 FEET ALONG THE SOUTH BOUNDARY OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, TO THE SOUTHWEST CORNER OF SECTION 11, MARKED BY THE GLO BRASS CAP;**

**THENCE N. 89° 26' 03" W. 779.10 FEET ALONG THE SOUTH BOUNDARY OF SECTION 10, TO ITS INTERSECTION WITH AN ARC WITH A RADIUS 150 FEET LONGER THAN THAT SCRIBED BY THE OUTSIDE WHEEL TRACT OF AN EXISTING CENTER PIVOT MARKED BY A 5/8" REBAR BY PLS 7048;**

**THENCE 3854.40 FEET ALONG A NON-TANGENTIAL CURVE TO THE LEFT WITH A RADUIS OF 2197.63 FEET, A CENTRAL ANGLE OF 100° 29' 26", A TANGENT OF 2641.92 FEET AND A CHORD OF 3379.03 FEET THAT BEARS S. 67° 39' 39" W., BEING AN ARC WITH A RADIUS OF 150 FEET LONGER THAN THAT SCRIBED BY**

THE OUTSIDE TRACT OF AN EXISTING CENTER PIVOT, TO A 5/8" REBAR BY  
PLS 7048;

THENCE N. 89° 20' 23" W., 1374.75 FEET ALONG THE SOUTH BOUNDARY OF THE  
NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 15 TO A 5/8" REBAR  
BY PLS 7048;

THENCE N. 00° 41' 07" E., 1321.05 FEET ALONG THE WEST BOUNDARY OF  
SECTION 15, TO THE TRUE POINT OF BEGINNING.

BASIS OF BEARINGS OF THIS DESCRIPTION IS IDAHO STATE PLANE  
COORDINATE SYSTEM, NAD83 (1992), CENTRAL ZONE, AT GRID, US SURVEY  
FEET.

THE DESCRIBED PARCEL IS SUBJECT TO A 132 FOOT WIDE RIGHT-OF-WAY  
EASEMENT FOR STATE HIGHWAY NO. 75 TO BENEFIT ITD, THE SNRA AND THE  
PUBLIC TRANSPORTATION AND UTILITY CORRIDOR AND A 66 FOOT WIDE  
RIGHT-OF-WAY EASEMENT FOR ALTURAS LAKE ROAD TO BENEFIT THE  
SNRA AND THE PUBLIC AS A TRANSPORTATION AND UTILITY COORIDOR.