

RE

 \geq THE NW 1/4 AND THE NE 1/4 OF SKAMANIA COUNTY, OF SECTION 35, FEBRUARY, 2004 T. 2 N., WASHINGTON R. 9 THE NE 25.2

THE WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (4602) NADB3(91) (U.S. SURVEY FEET), DERIVED FROM GPS OBSERVATION OF WSDOT GPS CONTROL POINTS GP30014-5, GP30014-19 AND GP30014-22. DISTANCES SHOWN HEREON ARE GROUND DISTANCES. TO OBTAIN THE GRID DISTANCE MULTIPLY BY THE COMBINED PROJECT SCALE FACTOR OF 1.000026354. (SEE NARRATIVE)

0

FOUND MONUMENT AS NOTED

FOUND AND HELD 1/2" IRON ROD WITH Y.P.C. STAMPED "GLAESER 15024" AS SET IN M. DOETSCH SHORT PLAT, BK. 3, PG. 109.

BASIS OF BEARINGS

LEGEND

0

SET 5/8" x 24" IRON ROD WITH YELLOW PLASTIC STAMPED "BESEDA 32448" (5' GREEN STEEL "T" F POST SET NEXT TO IRON ROD AS WITNESS POST)

T FENCE

TO OBTAIN GROUND COORDINATES FROM GRID, MULTIPLY BY COMBINED PROJECT SCALE FACTOR OF 0.999973647.

WSDOT CONTROL POINTS

NORTHING (US. FT.)

EASTING (US. FT.)

WSD01 GP30014-5 WSD01 GP30014-19 WSD01 GP30014-22

92676.294 115655.244 97377.499

08378.889

1206340.

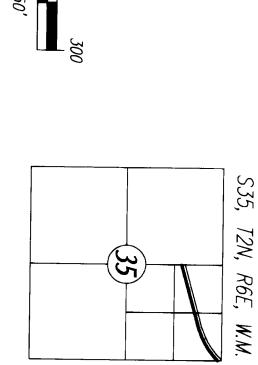
).573 5.530

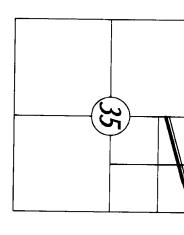
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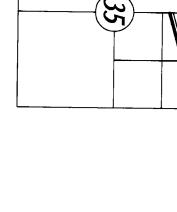
RECORD INFORMATION AS PER "RIGHT OF WAY AND TRACK MAP" SPOKANE PORTLAND & SEATTLE RY, VANCOUVER DINISION, SHEETS 9 AND 10 OF 56, DATED JUNE 30, 1916.

RECORD INFORMATION PER 1966 ELDRIDGE SURVEY 34-6.2 AS INDEXED BY SKAMANIA COUNTY ENGINEERING DEPT.

GEODETIC CONTROL







POSITION OF SECTION CORNER AS CALCULATED IN R.O.S. BK. PG. 151.

26 25

SCALE: 1" 150'

RECORDED IN BOOK 3 OF SURVEYS AT PAGE 190.

RECORD INFORMATION PER 1967 PORTERFIELD 34—6.2—35.1 AS INDEXED BY SKAMANIA COUN

Y ENGINEERING

RECORD INFORMATION PER STATE OF WASHINGTON HIGHWAY DEPARTMENT SR-14 RIGHT OF WAY PLAN "WOODARD CREEK TO BEACON ROCK", SHEET 1 OF 1, DATED MARCH 16, 1927.

36 —APPROXIMATE SECTION
LINE LOCATION. ACTUAL
SECTION LINE NOT
LOCATED IN THIS
SURVEY.

CENTRAL CURVE:

R=2291.83' L=1840.00'

188.01 SURVEYOR'S CERTIFICATE 120:4

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNI MY DIRECTION IN CONFORMANCE MTH THE REQUIREMENTS OF THE SURVEY RECORDING ACT, AT THE REQUEST OF WASHINGTON STATE PARKS & RECREATION COMMISSION IN DECEMBER OF 2003. UNDER

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 12+ AT 10:4 AM. IN BOOK DAY OF FEBRUAR AF SURVEYS AT BARE AT

THE REQUEST OF MACKAY & SPOSITO, INC.

DEPUTY COUNTY AUDITOR

MacKay ENGINEERS & Sposito, Inc.

1325 SE TECH CENTER DRIVE, SUITE 140 (360) 695-3411 (503) 289-6726 PTLD SURVEYORS **PLANNERS**



NOTE: MACKAY & SPOSITO INC. MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE SUCH AS ACQUIESCENCE, ESTOPPEL, ADVERSE POSSESSION, ETC.

NARRATIVE

5742812 W ROD ROD 10 IRON ROD 199.92 IRON ROD

1792+63.70

1793+00 € 794+00

158.79'-SEE NOTE ABOVE

, 85

S7429'24"W

1799+00 1800+00

296.90

374.11

1801+00

N7429'24"E 296.90

TOO' RIGHT OF WAY AND STATIONING AS SHOWN ON "RIGHT OF WAY AND TRACK MAP" SPOKANE PORTLAND & SEATTLE RY., VANCOUVER DINSION. THE RAILROAD CENTERLINE WAS CACULATED FROM R.O.S. BK. 3, PG. 228 IN R.O.S. BK. 3, PG. 451 AND VERIFIED WITH FIELD TIES TO TRACK SPLITS. BETWEEN APPROXIMATELY STATION 1809+00 AND 1814+00 THE TRACK HAS DRIFTED RIGHT, 1.5'+/-. AT APPROXIMATELY STATION 1819+00 THE TRACK HAS DRIFTED THE LEFT AND AT APPROXIMATE STATION 1819+00 THE TRACK HAS DRIFTED LEFT, 2'+/-. THIS DRIFT CAN BE ATTRIBUTED TO RESURFACING OVER THE YEARS AND TO THE WOOD RAILROAD TIES BEING REPLACED BY CONCRETE TIES IN 1990, ACCORDING TO THE B.N.S.F. ROADMASTER.

-98.51^x

1802+00

S7429'24"W

1804+00

1805+00

297.90

077527

50.00

545.86

- £ 1806+00

1807+00 5

STA: TS 1808+81.60 OFFSET: 50.00 R

,09

1803+00

UNRECORDED SURVEY 34-6.2-35.4

7

{[<75;37'00">]}

TAX LOT 900

BASSETT

BK. 752, PG.231

PARCEL /
PARCEL /
SURVEY
SURVEY
34-6.2-35.1
37.

BK.117, PG.416 TAX LOT 700 U.S.A.

51.62

[{<73.04'00">]}

<(170.3')>{

54.90

350.08' 81.40'

1796+00 1797+00

399.98' IRON ROD TO IRON ROD STATES TO STATE STATES TO STATES

HELD FOR EASTING ONLY

1249.95' IRON ROD TO 100 IRON ROD *250.00

TAX LOT 201
WASHINGTON STATE PARKS AND RECREATION COMMISSION
BK. 107, PG. 263

1795+00

S01"25'24"W

POSITION OF 1/2" IRON PIPE AS SHOWN IN R.O.S. BK. 3, PG. 451.

BK. 3, PG. 451

BK. 3, PG. 451

BK. 3, PG. 451

OUNRECORDED

J. PG. 451

J. PG. 451

SURVEY 34-6.2-35.4

SURVEY 34-6.2-35.4

TAX LOT 800 WOODALL BK.140, PG.616

POSITION OF 3/4" IRON PIPE AS SHOWN IN R.O.S. BK. 3, PG. 451.

UNRECORDED dK.142
UNRECORDED
SURVEY 34-6.2-35.4

WASHINGTON STATE PARKS AND RECREATION COMMISSION
BK.142, PG.882

TAX LOT 190

BURLINGTON NORTHERN SANTA FE RAILROAD 18

188.01

1816+00

"SHORT STATION" AS SHOWN ON RIGHT OF WAY AND TRACK, MAP

<(978.80')>

1137.59' [1137.79']

DECREE OF CONDEMNATION AND APPROPRIATION VOLUME 2, PAGE 267(RECORDED MARCH 15, 1906)
RECORDS OF SUPERIOR COURT OF SKAMANIA COUNTY

WASHINGTON STATE PARKS AND RECREATION COMMISSION DEED BK. 107, PG. 263
(RECORDED NOV. 3, 1987)

THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY PLAN RECORDS DEPARTMENT HAS AN SR 14 PLAN WHICH OVERLAPS A PORTION OF THE RIGHT OF WAY PLAN RECORDS DEPARTMENT HAS AN SR 14 PLAN WHICH OVERLAPS A PORTION OF THE RIGHT OF WAY PLAN AS LISTED IN THE LEGEND ABOVE. THE ONLY TITLE ON IT IS "SR 14". IN HAND WRITING AT THE BOTTOM OF THE SHEET IS "SKAMANIA EAST". THE OLDEST DATE ON THIS PLAN, APPEARING UNDER THE "SR 14" IS A NOTE "REUSED 5-16-22". THIS IS THE OLDEST DATE ON THE PLAN. THIS PLAN NOTES A DISTANCE FROM THE SR 14 CENTERLINE TO THE RY. OF 159'. IT IS UNCLEAR WHETHER THIS DISTANCE IS ALONG THE 1/4 SECTION LINE OR WHETHER IT IS AT RIGHT ANGLES TO THE SR 14 CENTERLINE. IT IS ALSO UNCLEAR TO WHERE THE ON THE RY. THE DISTANCE IS TO. THIS SHEET ALSO SHOWS THE RAILROAD PLAN IN THE RIGHT OF WAY.

STATUTORY WARRANTY DEED THE TRUST FOR PUBLIC LAND TO

NOTE: THE WASHING! DEPARTMENT

38821'56"E

2609.26' {2610.13'}

DEED REFERENCE

35

POSITION OF CONCRETE MONUMENT WITH BRASS CAP STAMPED "SKAMANIA COUNTY ENGINEER" AS SHOWN IN R.O.S BK. 4, PG. 451.

52.27

161.42

161.42 N7429'24'E

249.99' IRON ROD TO: IRON ROD *250.00

HELD FOR EASTING

28.22.44"W 28.32.44"B 249.58.31

M. DOETSCH STAT STANDARD PLAT STANDARD PC. 109

THE PURPOSE OF THIS SURVEY WAS TO CALCULATE AND MONUMENT THE SOUTH RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN SANTA FE RAILROAD AS SHOWN HEREON. FIELD WORK CONSISTED OF RECOVERING AND VERIFYING EXISTING CONTROL POINTS AS ESTABLISHED IN R.O.S. BK. 3, PG. 451. A RANDOM TRAVERSE CLOSED AND ORIENTED TO THESE CONTROL POINTS WAS MADE ALONG THE SOUTH RIGHT OF WAY LINE OF THE RAILROAD. THE TRAVERSE WAS PERFORMED WITH A GEODIMETER 3—SECOND "TOTAL STATION" INSTRUMENT. THE TRAVERSE WAS ADJUSTED BY COMPASS RULE AND THE RESULTING LINEAR ERROR OF CLOSURE WAS EQUAL TO OR EXCEEDED THE REQUIREMENTS OF WAC 332—130—090. RADIAL TIES WERE MADE TO FOUND MONUMENTS AND THE RAILROAD TRACK CENTERLINE. IRON RODS WERE SET FROM THESE TRAVERSE POINTS BY RADIAL STAKEOUT.

DWG. NAME: DRAWN BY: 13794RS1 108 NO.: SHEET 1 OF 13794

CHECKED BY:

JE Y

CALC. BY:

FAX (360) 695-0833