

RECORD OF SURVEY

IN GOVT. LOT 7, SECTION 31 AND GOVT. LOTS 1 AND 2, SECTION 32, T. 3N. R. 9E. OF THE W.M. SKAMANIA COUNTY, WASHINGTON

DEED REFERENCE:

- 1. SP&S Railway to State of Washington copy received in Dist. 4 HQ August 26, 1931 on file at the SW Region HQ. dated July 14, 1931.
- 2. RE Jackson to State of Washington A.F. #17303 dated June 15, 1931.
- 3. RE Jackson to State of Washington dated May 24, 1915 Book P Page 295 and 296.
- 4. F. H. Kennedy to State of Washington A.F. #17302 dated May 28, 1931.
- 5. F. H. Kennedy, et. ux. and A.S. Ellis, et. ux. to Skamania County waiver claim for damages and consent to locate road, dated July 7, 1915.

SURVEY REFERENCE:

- 1. WSDOT R/W plans, SR 14 Collins to Cooks, Approved April 14, 1931 sheets 1 and 2 of 4 sheets.
- 2. WSDOT Superseeded R/W plans, SR 14, Cooks to Collins, Approved June 24, 1914 sheet 2 of 2.
- 3. U.S. Department of BLM, dependent resurvey, survey and subdivision of section 31, T 3N, R9E of the Willamette Meridian, dated September 2, 1983.
- 4. SP&S Railway Map dated 8-20-31 on file at SW Region HQ, WSDOT used as reference in easement from SP&S to State of Washington. See Deed Reference #1.

SURVEY PROCEDURE:

Ties were made to apparent centerline shown here on, using the Trimble S6 robotic total station (3"), and to brass caps as shown, with Trimble R8 GPS units by tying into the Washington State Reference Network using a network solution. Redundant shots were taken at control monuments and tied brass caps to meet the minimum requirements of WAC 332-130-090.

NOTE:

THE BASIS OF BEARINGS WAS DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM SOUTH ZONE (NAD 83/91). THE TIED MONUMENTS FOUND AT THE WEST 1/4 CORNER OF SECTION 32 AND THE S 1/16 CORNER BETWEEN SECTION 31 AND 32 WAS HELD AS N 00° 59' 57" E.

THE DISTANCES SHOWN ARE GROUND DISTANCES.

NARRATIVE

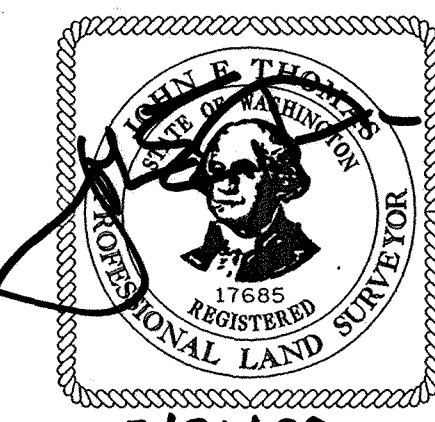
Apparent centerline was held for the centerline of SR 14. The 1931 plans were modeled and the P.I., station 219+91.40, was held at the intersection of the tied tangents of SR 14 heading West and Northeasterly from the P.I. The centerline of the Railroad was established in the same manner. The centerlines of SR 14 and the Railroad are not parrallel. The 1914 plans were rotated around the P.I. of SR 14 as established above. The West end of the 1914 plans, at station 167+55.98, was placed on the apparent centerline of SR 14. The modeled plan was then rotated to where the plan at station 144+00 was placed on said apparent centerline of SR 14. Iron pipes and brass caps tied along the West line of section 32 were held as the West line of the section. The North line of Govt. Lot 1 was calculated by heading cardinal East from the tied brass cap at the S 1/16 corner between sections 31 & 32 and going GLO plat distance of 20 chains (1320 feet) to establish the SW 1/16 corner (NW corner Govt. Lot 1). The South 1/16 corner of section 32 (NE corner Govt. Lot 2) was calculated by going cardinal East from the SW 1/16 corner 20 chains (1320 feet). The East line of Govt. Lot 1 and the East line of Govt. Lot 2 were projected cardinal South from the NE corner of Govt. Lot 1 and the NE corner of Govt. Lot 2 respectively, until they intersected the Northerly line of SR 14. Highway Engineers station 224+68.2 for SR 14 was held to place the jogs in the right of way line at station 225+50. The shown station equation at 226+34.0 resulted in a longer length between station 225+50 and 227+50. The 1914 plan sheet had a conflict between shown bearings and delta angles. The delta angles and bearing at station 144+00 were held to calculate the centerline of the "T" line. The South line of SR 14 is held at 12.00 feet Northerly of the apparent centerline of the BNSF railroad tracks. Distances vary from the centerline of SR 14 to the South line of SR 14.

RECORDING CERTIFICATE

FILED FOR RECORD THIS 21 DAY OF May, 2009, AT 11:10 A.M., IN BOOK 1 OF 1 AT PAGE 1 UNDER AUDITOR'S FILE NUMBER 2009172917 AT THE REQUEST OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. Deputy County Auditor

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. P.I.S. DATE 5/21/09



Washington State Department of Transportation
SOUTHWEST REGION
11018 N.E. 51st Circle
Vancouver, WA 98682-6686
Phone 360-905-2000

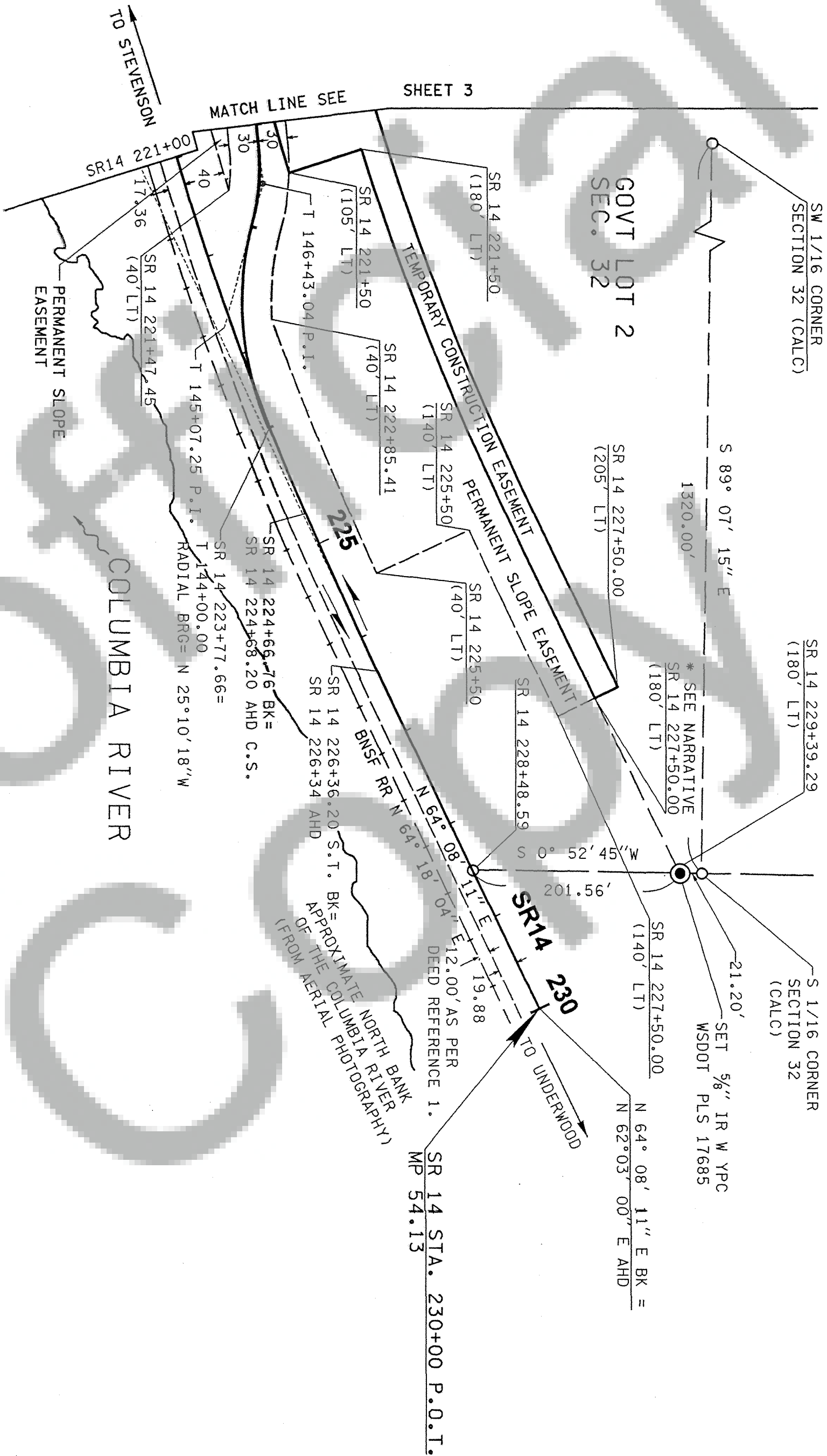
SR 14
MP 53.47 TO MP 54.13

DRAWN K. WACHTER	DATE MAY 2009	FIELD BOOK N/A
CHECKED J. THOMAS	SCALE NTS	JOB NUMBER XL 3243

CURVE DATA				
P.I. STATION	P.C. STATION	P.T. STATION	DELTA	RADIUS
T 145+07.25	T 144+00.00	PCT 146+05.25	41° 03' R	286.48'
T 146+43.04	T 146+05.25	PRC T 146+79.86	22° 23' L	190.99'
				37.79'
				74.61'

RECORD OF SURVEY

T. 3N. R. 9E. W.M.



LEGEND	
1/4 SECTION CORNER FOUND	A.F.
SET 1/2" IR WITH YELLOW PLASTIC CAP (YPC)	205
STAMPED WSDOT - PLS 17685	ROS
CALCULATED POSITION	WSDOT
FOUND MONUMENT AS SHOWN	SP&S RR
1/16TH LINE	BNSF RR
1/4 SECTION LINE	IRON ROD
ROAD	IP
EXISTING R/W	IRON PIPE
RAILROAD	BRASS CAP
RIVER BANK	

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DEPUTY Julie Schlem COUNTY AUDITOR

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P.L.S. John T. Schlem

DATE 5/21/09



Washington State
Department of Transportation

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11018 N.E. 51st Circle
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Sheet 4 of 4 Sheets

SR 14
MP 53.47 TO MP 54.13

DRAWN	DATE	FIELD BOOK
K WACHTER	MAY 2009	N/A
CHECKED	SCALE	JOB NUMBER
J. THOMAS	1"=100'	XL 3243