

AMENDED  
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

\* THIS SURVEY AMENDS THAT SURVEY RECORDED UNDER AFN 2009172917  
RECORDED 05/21/09. CHANGES ARE ONLY ON SHEET 3, SHOWN AS CLOUDED

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 parallel. 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

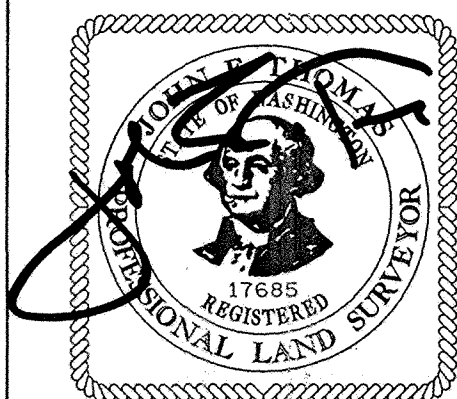
FILED FOR RECORD THIS 16 DAY OF July,  
2009, AT 5:50 p M., IN BOOK N/A OF N/A AT  
PAGE N/A UNDER AUDITOR'S FEE NUMBER 2009173369  
AT THE REQUEST OF THE WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION.

Heidi B. Penner p. 1 of 4  
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.

HE.T. DATE 7/16/09  
P.L.S.



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

Sheet 1 of 4 Sheets

SR 14  
MP 53.47 TO MP 54.13

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



RECORD OF SURVEY

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

LEGEND

1/4 SECTION CORNER FOUND  
SET 1/2" IR WITH YELLOW  
PLASTIC CAP (YPC)  
STAMPED WSDOT - PLS 17685  
CALCULATED POSITION

FOUND MONUMENT AS SHOWN

1/16TH LINE

1/4 SECTION LINE

ROAD

EXISTING R/W

RAILROAD

RIVER BANK

205  
HIGHWAY ENGINEER STATION  
RECORD OF SURVEY

WSDOT  
WASHINGTON STATE DEPARTMENT  
OF TRANSPORTATION  
SPOKANE, PORTLAND AND SEATTLE  
RAILROAD  
BURLINGTON NORTHERN SANTA FE  
RAILROAD

SP&S RR

BNSF RR

IRON ROD

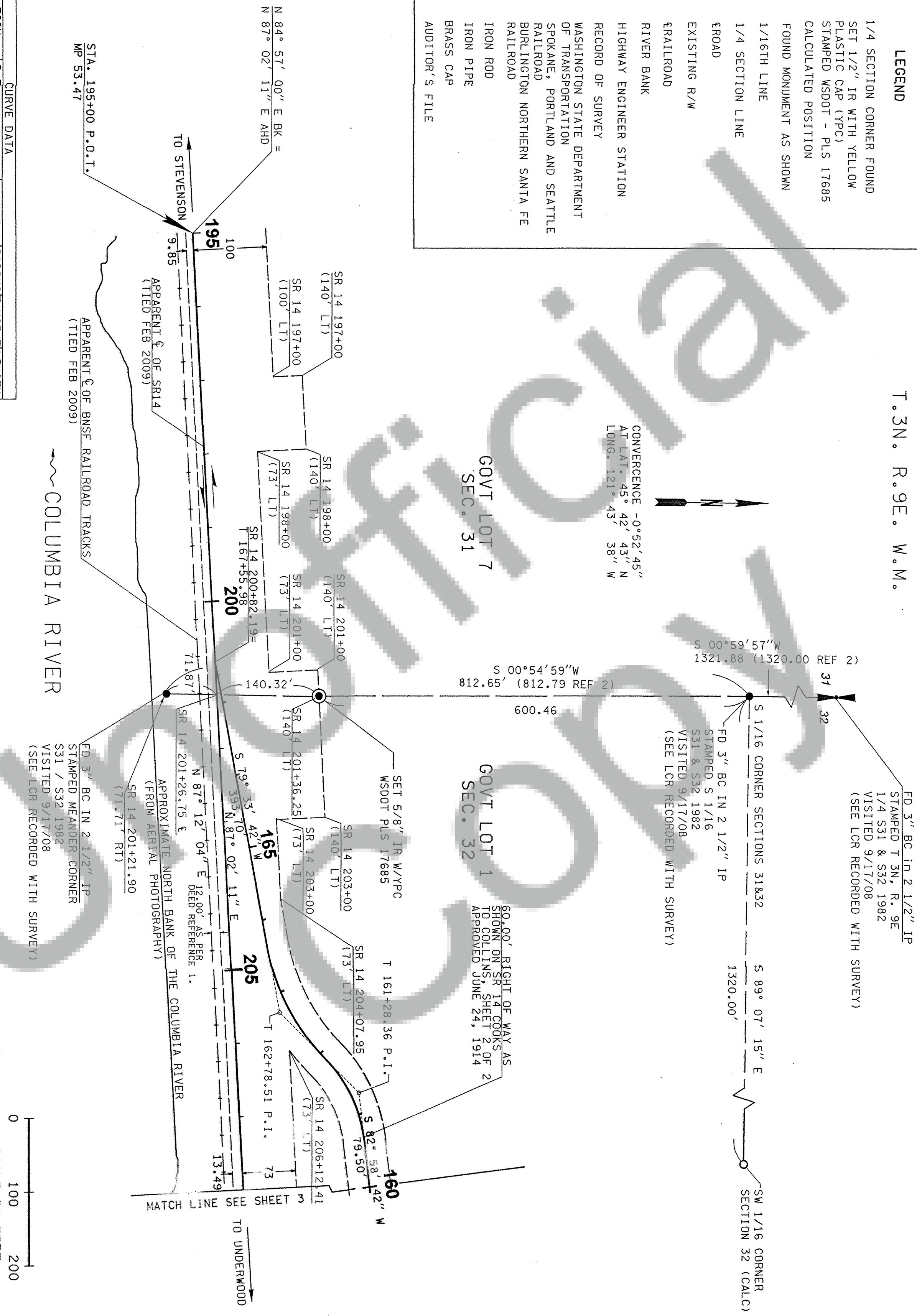
IRON PIPE

IP

BRASS CAP

BC

A.F.  
AUDITOR'S FILE



CURVE DATA			
P.I. STATION	P.C. STATION	P.T. STATION	DELTA
T 161+28.36	T 160+62.56	PC	T 161+89.28
T 162+78.51	T 161+89.28	PRC	T 163+62.28
		PT	34° 36' R286.48
			89.23 173.00

RECORDING CERTIFICATE

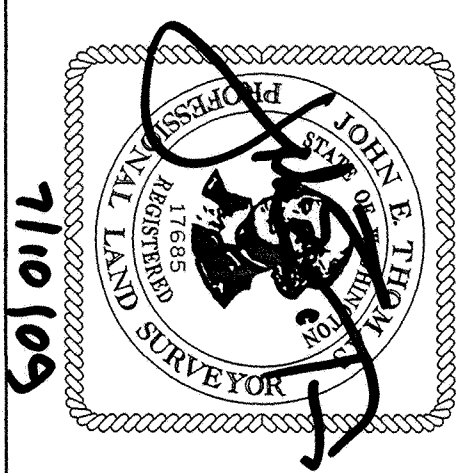
SURVEYOR'S CERTIFICATE

FILED FOR RECORD THIS 16 DAY OF July,  
2009, AT 5:50 P.M., IN BOOK 414 OF 414 AT  
PAGE 114 UNDER AUDITOR'S FEE NUMBER 2009173369  
AT THE REQUEST OF THE WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION.

APPROVED BY APPROVED BY P.2 of 4  
DEPUTY COUNTY AUDITOR

THIS MAP CORRECTLY REPRESENTS A SURVEY  
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TRANSPORTATION.

P.L.S. APPROVED BY DATE 7/10/09



**Washington State**  
**Department of Transportation**

SOUTHWEST REGION  
11018 N.E. 51st Circle  
Vancouver, WA 98682-6686  
Phone 360-905-2000

Sheet 2 of 4 Sheets

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

SR 14  
MP 53.47 TO MP 54.13



CURVE DATA					
P.I. STATION	P.C. STATION	P.T. STATION	DELTA	RADIUS	TANGENT
T 147+55.06	T 147+30.26 PC	T 147+78.79 PRC	29° 07' R	95.49'	24.80'
T 148+33.16	T 147+78.79 PRC	T 148+77.65 PRC	59° 19' L	95.49'	54.37'
T 149+23.25	T 148+77.65 PRC	T 149+62.73	51° 03' R	95.49'	45.60'
T 150+28.13	T 149+77.73	T 150+76.29 PT	29° 34' R	190.99'	50.40'
T 151+67.86	T 151+24.59 PC	T 152+09.70 PT	25° 32' R	190.99'	43.27'
T 155+03.35	T 154+64.90 PC	T 155+39.10 PRC	37° 06' L	114.59'	38.45'
T 156+83.09	T 155+39.10 PRC	T 156+53.40 PRC	57° 09' R	114.59'	62.45'
T 157+11.50 PRC	T 156+53.40 PRC	T 157+11.50 PRC	29° 03' L	114.59'	29.69'
T 159+11.06 PRC	T 157+11.50 PRC	T 159+11.06 PRC	29° 56' L	381.97'	199.56'
T 159+47.49	T 159+11.06 PRC	T 159+83.06 PT	21° 36' R	190.99'	36.43'

LINE TABLE			
L1	S 83° 29' 42" W	50.40'	
L2	S 75° 39' 18" W	15.00'	
L3	S 74° 46' 42" W	48.30'	

**LEGEND**

1/4 SECTION CORNER FOUND  
SET 1/2" IR WITH YELLOW  
PLASTIC CAP (YPC)  
STAMPED WSDOT - PLS 17685  
CALCULATED POSITION

FOUND MONUMENT AS SHOWN

1/16TH LINE

1/4 SECTION LINE

ROAD

EXISTING R/W

RAILROAD

RIVER BANK

**205**

HIGHWAY ENGINEER STATION

RECORD OF SURVEY

WASHINGTON STATE DEPARTMENT  
OF TRANSPORTATION  
SPOKANE, PORTLAND AND SEATTLE  
RAILROAD  
BURLINGTON NORTHERN SANTA FE  
RAILROAD

WSDOT

SP&S RR

BNSF RR

IR

IP

BC

A.F.

IRON ROD

IRON PIPE

BRASS CAP

AUDITOR'S FILE



RECORDING CERTIFICATE

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2009, AT 5:50 P.M., IN BOOK N/A OF N/A,  
PAGE N/A UNDER AUDITOR'S FEE NUMBER 200913334  
AT THE REQUEST OF THE WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION.

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY  
MADE BY ME OR UNDER MY DIRECTION IN  
CONFORMANCE WITH THE REQUIREMENTS OF  
THE SURVEYING ACT AT THE REQUEST  
OF THE WASHINGTON STATE DEPARTMENT OF  
TRANSPORTATION.

DEPUTY Heidi D. Penner P. 3 of 4  
COUNTY AUDITOR

P.L. [Signature]

DATE 7/16/09



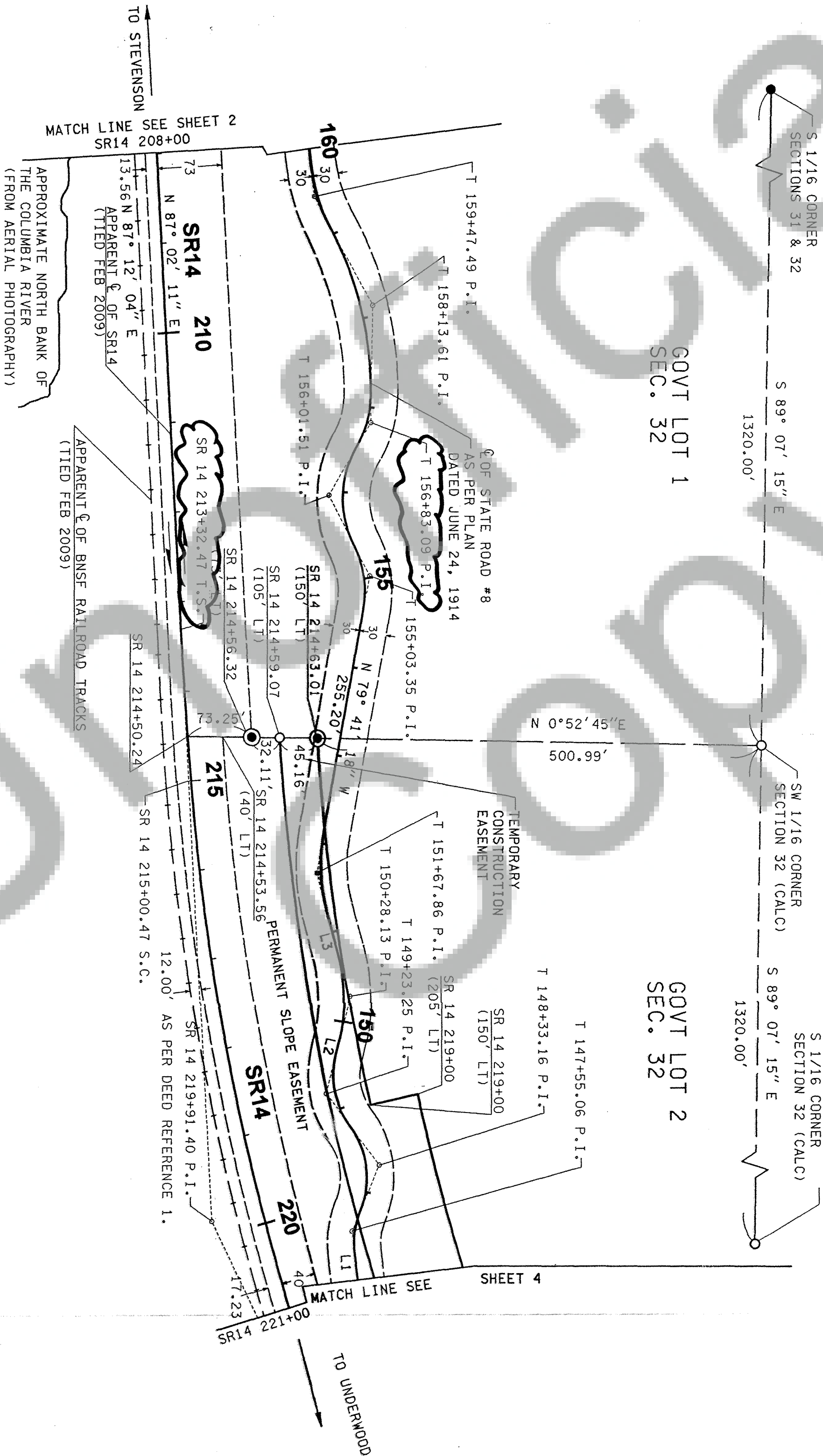
**Washington State**  
**Department of Transportation**

SOUTHWEST REGION  
11018 N.E. 51st Circle  
Vancouver, WA 98682-6686  
Phone 360-905-2000

Sheet 3 of 4 Sheets

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

TOTAL CURVE DATA			CURVE DATA			SPIRAL DATA		
P.I. STATION	DELTA		RADIUS	LENGTH		Q	DE	Ls
SR 14 219+91.40	22° 54'	(PLAN)	658.93'	19° 30' 30"	2837.99'	0.992	1° 40' 00"	1.68
(PLAN)			660.47' (PLAN)	19° 34' (PLAN)		(PLAN)	(PLAN)	(PLAN)



RECORD OF SURVEY

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

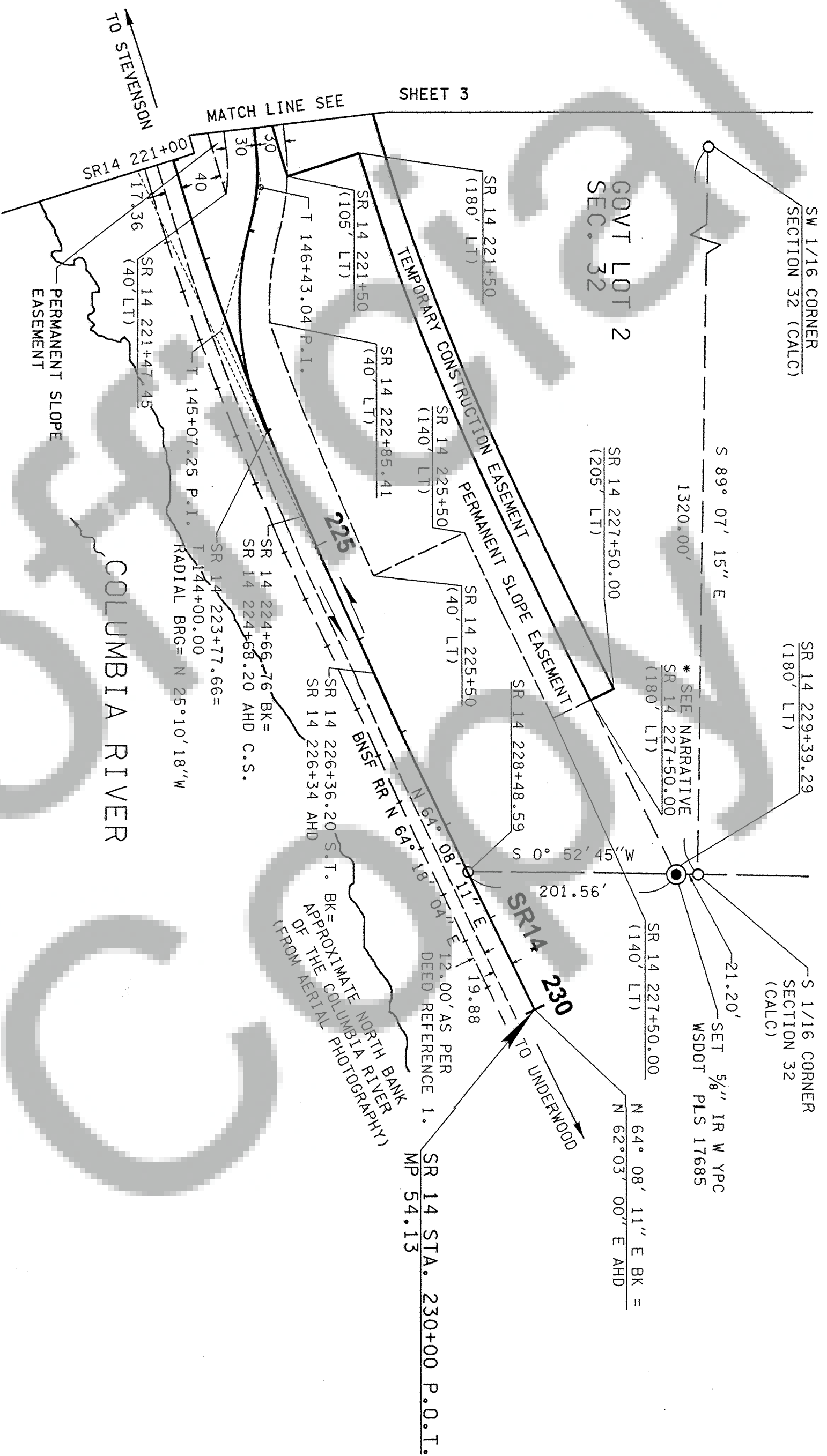




CURVE DATA						
P.I. STATION	P.C. STATION	P.T. STATION	DELTA	RADIUS	TANGENT	LENGTH
T 145+07.25	T 144+00.00 P.C.	T 146+05.25 P.R.C.	41° 03' R	286.48'	107.25	205.25'
T 146+43.04	T 146+05.25 P.R.C.	T 146+79.86 P.T.	22° 23' L	190.99'	37.79	74.61'

## RECORD OF SURVEY

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



## LEGEND

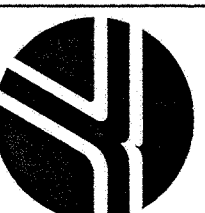
1/4 SECTION CORNER FOUND	A.F.	AUDITOR'S FILE
SET 1/2" IR WITH YELLOW PLASTIC CAP (YPC)	<b>205</b>	HIGHWAY ENGINEER STATION
STAMPED WSDOT - PLS 17685	ROS	RECORD OF SURVEY
CALCULATED POSITION	WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
FOUND MONUMENT AS SHOWN	SP&S RR	SPOKANE, PORTLAND AND SEATTLE RAILROAD
1/16TH LINE	BNSF RR	BURLINGTON NORTHERN SANTA FE RAILROAD
1/4 SECTION LINE		
£ROAD	IR	IRON ROD
EXISTING R/W	IP	IRON PIPE
£RAILROAD	BC	BRASS CAP
RIVER BANK		

## RECORDING CERTIFICATE

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2009, AT 5:50 P M., IN BOOK 113 OF 113 AT  
PAGE 113 UNDER AUDITOR'S FEE NUMBER 200913336  
AT THE REQUEST OF THE WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION.

# 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.



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Sheet 4 of 4 Sheets

SR 14  
MP 53.47 TO MP 54.13

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