

**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 WSDOT IN JANUARY 2017.

*Vincent Francis Brown* 1/05/17  
VINCENT FRANCIS BROWN, REGISTERED LAND SURVEYOR #40013

**AUDITOR'S CERTIFICATE**

FILED FOR RECORD THIS 5<sup>th</sup> DAY OF January, 2017.  
AT 2:19 PM. IN AUDITOR'S FILE NO. 2017-000049  
AT THE REQUEST OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION.

*Janice Bordin*  
DEPUTY COUNTY AUDITOR

**Washington State**  
**Department of Transportation**  
11018 NE 51ST CIRCLE VANCOUVER, WA 98682-6686

CALC. BY: VFB DRAWN BY: VFB JOB NO.: MD5110  
CHECKED BY: PF/SL DATE: JANUARY 2017 SHEET 1 OF 2



# NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO DETERMINE THE PERIMETER BOUNDARY OF SKAMANIA COUNTY TAX LOT PARCEL #01050100060000 THAT WILL BE CONVEYED TO WSDOT FROM SKAMANIA COUNTY. THE DEED DESCRIPTION CALLS THE POINT OF BEGINNING (POB) TO BE AT THE INTERSECTION OF THE NORTH LINE OF GOVERNMENT LOT 1 WITH THE NORTH R/W LINE OF SR14 AS PER DEED BK. 54, PG. 49 AND BK. 30, PG. 320 AND ARE THE SENIOR DEEDS. IT ALSO CALLS THE POB TO BE 251.5' EAST OF THE NW CORNER OF GOVERNMENT LOT 1. BASED UPON THIS SURVEY, THESE TWO CALLS DIFFER BY APPROXIMATELY 92'. THE MEASURED DISTANCE IS 159.18' VERSUS 251.5'. COINCIDENTLY THE MEASURED DISTANCE BETWEEN THE NW CORNER GOVERNMENT LOT 1 AND SR14 CENTERLINE IS 253.32. HELD DEED DISTANCE OF 668.70' ALONG THE NORTH LINE. THE WEST LINE OF THIS PARCEL WAS CALCULATED AS A PROPORTIONAL MEAN BEARING BETWEEN THE WEST LINE OF GOVERNMENT LOT 1 AND THE WEST LINE OF THE SE 1/4 OF SECTION 1 AND TERMINATING AT THE NORTH R/W LINE OF SR14. THE DISTANCE ALONG THE NORTH R/W LINE BACK TO THE POB FITS BY 0.58' OF THE TWO DEEDS. THE SUBDIVISION OF THE SW 1/4 OF SECTION 1 (AS SHOWN) WAS CALCULATED PER THE 2009 BUREAU OF LAND MANAGEMENT MANUAL FOR AN IRREGULAR SECTION.

SR14 WAS CALCULATED BY MODELING WSDOT'S 1925 R/W PLAN PRINDLE TO SKAMANIA, SHEETS 2 AND 3. THIS R/W PLAN MODEL WAS HELD AT STATION 639+33.29 (SR14 - SMITH CRIPE INTERSECTION) WITH THE FOUND WSDOT MONUMENT MARKING THE SAME LOCATION. THE BEARING OF THE R/W PLAN MODEL WAS ROTATED BETWEEN THE ABOVE NOTED WSDOT MONUMENT AND HOLDING A PERPENDICULAR 50' OFFSET FROM THE 2" IRON PIPE (581+15.23, 50' LT) AS SET ON THE NORTH R/W LINE OF SR14 BY CLARKE LABARRE IN 1933. THE PAINTED CENTERLINE STRIPE FITS VERY WELL WITH THIS METHOD DEVIATING FROM 0.0' TO 1.2' IN SOME LOCATIONS.

# SURVEY REFERENCES

UNRECORDED SURVEY OF PRINDLE TRACTS BY CLARKE A. LABARRE (COUNTY ENGINEER) JUNE 1, 1933 AND RE-SURVEYED AND RE-TRACED BY CHARLES PORTERFIELD FEB. 21, 1968. PORTERFIELD AND ASSOCIATES FILE 683-B

WSDOT R/W PLANS, PRINDLE TO SKAMANIA APPROVED OCT. 9, 1925, SHEETS 2 AND 3 OF 6.

ROS BY HAGEDORN BK. 2, PG. 62, REC. MAY 1982

ROS BY OLSON ENGINEERING, INC. BK. 1, PG. 145, REC. APRIL 1978

ROS BY ROBERT GLAESER, BK. 2, PG. 37, REC. OCT. 1981

# RECORD OF SURVEY IN THE SOUTH 1/2 OF THE SE 1/4 OF SECTION 1 BEING IN A PORTION OF GOVERNMENT LOT 1 T. 1 N., R. 5 E., W.M. SKAMANIA COUNTY, WA. JANUARY, 2017

FOUND PIPE WITH PIN INSIDE WSDOT BOXED MONUMENT CASING N 76°20'39" W, 5.34' FROM THE CALCULATED POSITION. PIPE IS 3.29' NORTHWESTERLY OF SR14 CENTERLINE.

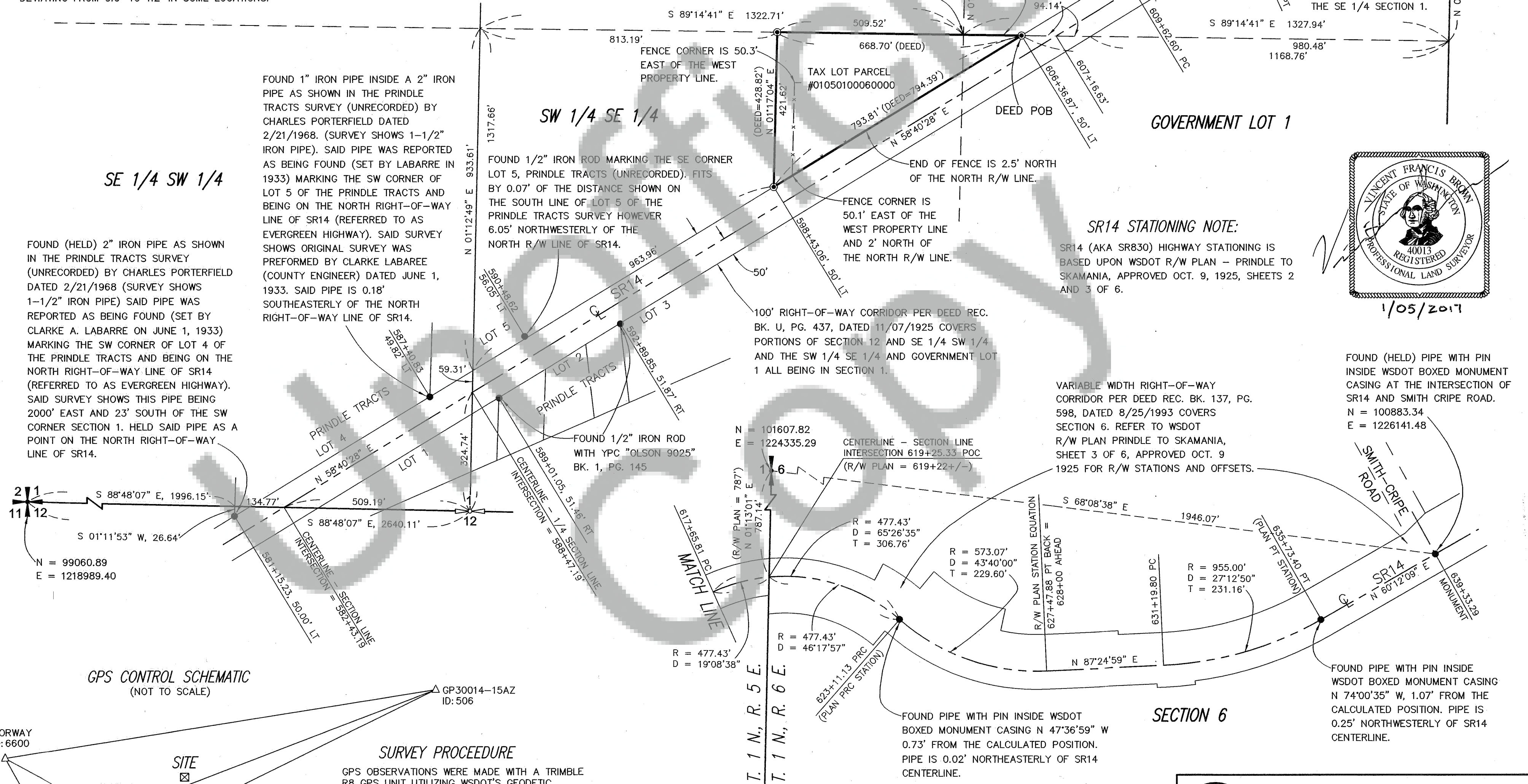
100' RIGHT-OF-WAY CORRIDOR PER DEED REC. BK. U, PG. 441 DATED 11/07/1925 COVERS THE NE 1/4 OF THE SE 1/4 SECTION 1.

SR14 STATIONING NOTE:  
SR14 (AKA SR830) HIGHWAY STATIONING IS BASED UPON WSDOT R/W PLAN - PRINDLE TO SKAMANIA, APPROVED OCT. 9, 1925, SHEETS 2 AND 3 OF 6.

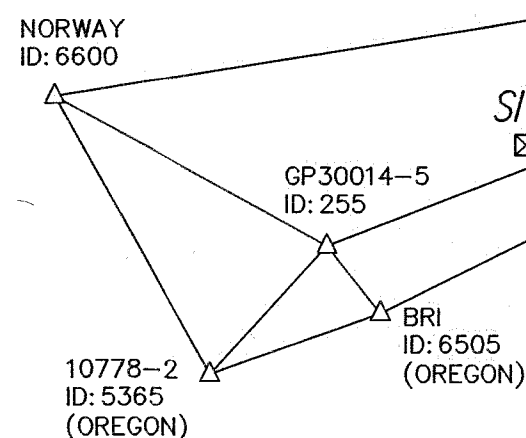
VARIABLE WIDTH RIGHT-OF-WAY CORRIDOR PER DEED REC. BK. 137, PG. 598, DATED 8/25/1993 COVERS SECTION 6. REFER TO WSDOT R/W PLAN PRINDLE TO SKAMANIA, SHEET 3 OF 6, APPROVED OCT. 9 1925 FOR R/W STATIONS AND OFFSETS.

FOUND (HELD) PIPE WITH PIN INSIDE WSDOT BOXED MONUMENT CASING AT THE INTERSECTION OF SR14 AND SMITH CRIPE ROAD.  
N = 100883.34  
E = 1226141.48

FOUND PIPE WITH PIN INSIDE WSDOT BOXED MONUMENT CASING N 74°00'35" W, 1.07' FROM THE CALCULATED POSITION. PIPE IS 0.25' NORTHWESTERLY OF SR14 CENTERLINE.

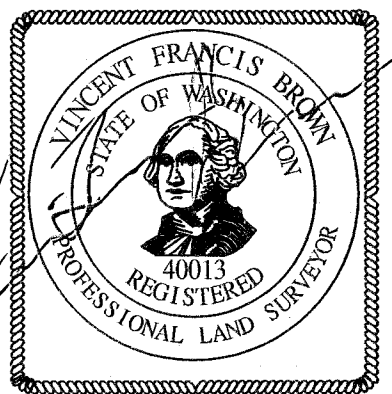


## GPS CONTROL SCHEMATIC (NOT TO SCALE)



## SURVEY PROCEDURE

GPS OBSERVATIONS WERE MADE WITH A TRIMBLE R8 GPS UNIT UTILIZING WSDOT'S GEODETIC CONTROL NETWORK AS PUBLISHED ON THE WEBSITE AT WWW.WSDOT.WA.GOV/MONUMENT. GPS OBSERVATIONS WERE REDUCED TO GROUND DISTANCES BY USING A COMBINED GRID TO GROUND SCALE FACTOR OF 1.000040754041. REDUNDANT TIES ON CONTROL AND CONTROLLING MONUMENTS WERE OBSERVED TO MEET THE MINIMUM REQUIREMENTS OF WAC 322-130-090.



CALC. BY: VFB DRAWN BY: VFB JOB NO.: MD5110  
CHECKED BY: PF/SL DATE: JANUARY 2017 SHEET 2 OF 2

G drive:\EngineeringServices\Cadastral\SR14\SR14PrindleSite\SR14.ROS.2.Prindle.Maintenance.Site.dwg