

AMENDED RECORD OF SURVEY

LOCATED IN THE SOUTHWEST 1/4, SOUTHEAST 1/4, AND NORTHEAST 1/4
OF SECTION 29, TOWNSHIP 3 NORTH, RANGE 8 EAST, WILLAMETTE MERIDIAN,
SKAMANIA COUNTY, WASHINGTON

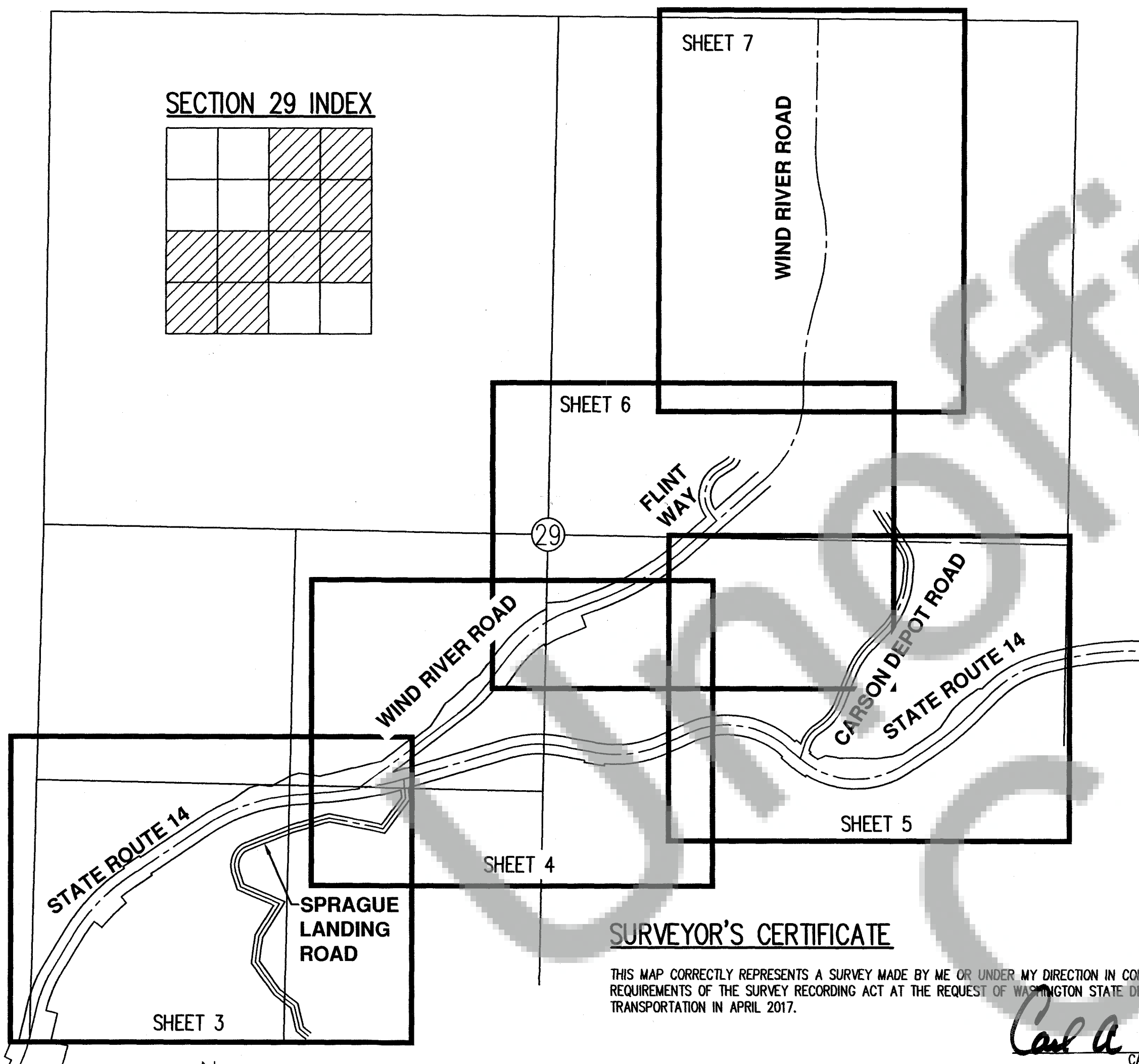
JULY 05, 2017

SHEET 1 OF 8

SHEET DIAGRAM

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NARRATIVE

THE PURPOSE OF THIS PRE-CONSTRUCTION SURVEY WAS TO AMEND SURVEY AFN 2017000835 FILED IN SKAMANIA COUNTY ON 04/26/2017 DUE TO ADDITIONAL EVIDENCE THAT WAS DISCOVERED POST FILING. THIS SURVEY ESTABLISHES THE EXISTING ROAD ALIGNMENTS AND RIGHT-OF-WAYS FOR PORTIONS OF STATE ROUTE 14, WIND RIVER ROAD, AND SPRAGUE LANDING ROAD FOR FUTURE CONSTRUCTION WORK LOCATED AT THE INTERSECTIONS OF SR14 AND WIND RIVER ROAD.

WIND RIVER ROAD IS COMPRISED OF TWO CENTERLINE ALIGNMENTS THAT BEGIN AT THE INTERSECTION OF STATE ROUTE 14 HEADING NORTHERLY TO CARSON. BOTH CENTERLINES CONTROL PORTIONS OF RIGHT-OF-WAY ALONG THIS ROAD. THE FIRST CENTERLINE ALIGNMENT IS BASED ON THE STATE OF WASHINGTON DEPARTMENT OF HIGHWAYS MAP OF SECONDARY STATE HIGHWAY NO. 8-C (S.S.H. NO. 8-C) JCT. STATE ROAD NO. 8 TO CARSON, APPROVED DECEMBER 6, 1935. THE SECOND CENTERLINE ALIGNMENT IS BASED ON SKAMANIA COUNTY DRAWING CRP 68-20 WIND RIVER ROAD COUNTY ROAD NO. 2135 CARSON JUNCTION TO CARSON, APPROVED FEBRUARY 3, 1969. THIS DRAWING RELOCATED A PORTION OF CENTERLINE AND ACQUIRED ADDITIONAL RIGHT-OF-WAY THAT TIES INTO EXISTING RIGHT-OF-WAY CONTROLLED BY THE STATE MAP. THE COUNTY DRAWING SHOWS THE EXISTING RIGHT-OF-WAY HOWEVER DOES NOT SPECIFY WHICH DRAWING THE RIGHT-OF-WAY WAS DERIVED FROM. VISUALLY IT APPEARS TO AGREE WITH THE STATE MAP. THE PORTIONS OF ADDITIONAL RIGHT-OF-WAY WERE DEEDED TO THE COUNTY, HOWEVER THE EXISTING RIGHT-OF-WAY BASED ON THE STATE MAP DOES NOT APPEAR TO EVER BEEN DEDICATED. RESEARCH AT THE COUNTY ENGINEERS OFFICE AND A TITLE SEARCH THROUGH A TITLE COMPANY COULD NOT UNCOVER ANY DEEDS RELATING TO THE EXISTING RIGHT-OF-WAY DEDICATION IN THIS PROJECT AREA. LATTER DEEDS CALL FOR EXCEPTIONS CITING SECONDARY STATE HIGHWAY 8-C. IT ALSO APPEARS THAT SOME PORTIONS OF THIS STATE MAP WERE ACQUIRED BY DEED NORTH OF THE PROJECT AREA. THE CENTERLINE OF THE STATE MAP WAS HELD BASED ON THE BEST EVIDENCE AVAILABLE. THE STATE MAP ONLY REFERENCES ITS INTERSECTION WITH SR14 AND ITS TERMINUS AT WHAT APPEARS TO BE A CALCULATED POSITION OF THE E 1/16 CORNER OF SECTION 29 AND 20. THIS CORNER DOES NOT APPEAR TO HAVE BEEN FOUND AND THERE ARE NO TIES TO THE NORTHEAST SECTION CORNER AS IT IS BEING SHOWN AS FOUND. SR14 BEING FURTHER DESCRIBED BELOW HAS NOT BEEN ESTABLISHED AT THIS POINT AND WILL NEED THE RESOLUTION OF THIS ROAD TO AID ITS RESOLUTION. DUE TO THE LACK OF REFERENCE TIES SHOWN ON THE STATE MAP THE RELOCATED COUNTY WIND RIVER ROAD CENTERLINE WAS ESTABLISHED FIRST. THIS COUNTY CENTERLINE WAS ESTABLISHED BY HOLDING RECORD CENTERLINE ALIGNMENT PER CRP 68-20, HOLDING RECORD STATIONING 51+92.36 AT THE FOUND COUNTY BRASS DISK LOCATED AT THE E 1/16 CORNER SECTIONS 29 AND 20 AND ROTATING THE ALIGNMENT TO BEST FIT THE FOUND CONCRETE CENTERLINE MONUMENTS. RIGHT-OF-WAY WAS ESTABLISHED BY HOLDING RECORD WIDTHS OFFSET FROM EACH SIDE OF CENTERLINE. THE STATE CENTERLINE WAS ESTABLISHED BY HOLDING RECORDING STATION 10+50 40' RIGHT PER THE STATE MAP AT STATION 9+87 43' RIGHT OF THE ESTABLISHED COUNTY CENTERLINE AND ROTATING THE ALIGNMENT TO EXTENT THROUGH THE SAID FOUND COUNTY BRASS DISK AT THE E 1/16 CORNER. THE RIGHT-OF-WAYS WERE ESTABLISHED BY HOLDING RECORD WIDTHS OFFSET FROM EACH SIDE OF CENTERLINE.

STATE ROUTE 14 (SR14) IS COMPRISED OF TWO CENTERLINE ALIGNMENTS FOR A PORTION OF THE ROUTE INSIDE SECTION 29. EACH CENTERLINE CONTROLS PORTIONS OF THE RIGHT-OF-WAY WHICH IS DESCRIBED IN THIS SURVEY. THE CENTERLINE OF STATE ROUTE 14 (SR14) WAS ESTABLISHED BY BY HOLDING THE RECORD CENTERLINE ALIGNMENTS PER STATE OF WASHINGTON DEPARTMENT OF HIGHWAYS MAPS SR14 (STEVENSON TO WIND RIVER, SKAMANIA COUNTY) CONTRACT 1315, SHEET 3 APPROVED MAY 18 1925, REVISED MARCH 26 1929, WHICH INCLUDES SHEET 3A WITH 1993 INTERSECTION REVISIONS. ALSO BY HOLDING CONTRACT 1356 SHEET 4 APPROVED MAY 18 1925, REVISED JUNE 22, 1927, AND BY HOLDING SHEET 4, OF THE PLANS APPROVED MAY 18, 1925, "NO CONTRACT NUMBER SHOWN". THE ONLY REFERENCES SHOWN ON THESE MAPS FOR ESTABLISHING RECORD CENTERLINE ARE THE SOUTHWEST CORNER AND EAST 1/4 OF SECTION 29. THE EAST 1/4 APPEARS TO HAVE BEEN FOUND, HOWEVER THE MAPS DO NOT INDICATE WHAT WAS FOUND AT THE LOCATION. THIS TIE WAS MOST LIKELY FROM THE MID 1920'S BASED ON THE DATES APPROVED AND REVISED. HOWEVER IN THE MID 1930'S THE US ARMY CORPS OF ENGINEERS APPEARS TO HAVE MONUMENTED THIS CORNER AT WHAT SEEMS TO HAVE BEEN BASED ON A CALCULATED POSITION. THE US ARMY CORPS OF ENGINEERS 1936 BONNEVILLE PROJECT DOES NOT INDICATE FINDING THE PREVIOUS CORNER MONUMENT. THE SOUTHWEST SECTION CORNER APPEARS TO HAVE BEEN A CALCULATED POSITION. THE ROADWAY MAPS DO SHOW THE CORNER AND REFERENCE IT TO THE CENTERLINE HOWEVER DO NOT SHOW THE CORNER AS FOUND. EVEN IF IT WAS FOUND ORIGINALLY THERE ARE NO REFERENCE TIES FROM PHYSICAL OBJECTS TO THIS POSITION. THE 1936 US ARMY CORPS PLAT SHOWS THIS AS A CALCULATED POSITION AND SO DO LATTER SURVEYS. MONUMENTS FROM MORE CURRENT SURVEYS FOUND ALONG SR14 APPEAR TO HAVE BEEN SET AT THE RIGHT-OF-WAYS USING APPROXIMATE CENTERLINE POSITION AS SITED ON THEIR FILED SURVEYS. THE BEST EVIDENCE OF ESTABLISHING THE CENTERLINE ALIGNMENT OF SR14 WAS TO DRAW THE RECORD SR14 CENTERLINE ALIGNMENT TOGETHER WITH THE RECORD ALIGNMENT OF THE 1935 SECONDARY STATE HIGHWAY 8-C AS DESCRIBED IN THE WIND RIVER ROAD ESTABLISHMENT, HOLDING THE 1935 SECONDARY STATE HIGHWAY 8-C RESOLUTION TO CONTROL THE STATIONING AND ROTATION OF THE SR14 ALIGNMENT. AS A CHECK TO THIS RESOLUTION THE AS-CONSTRUCTED CENTERLINE WAS ESTABLISHED FROM THE SR14 PLANS AND COMPARED AGAINST THE AS-TRAVELED CENTERLINE AND CHECKED WITHIN REASON. CULVERT CROSSINGS ALONG SR14 WERE TIED AND STATIONING WAS CHECKED AGAINST THE PLANS, THEY ALSO CHECKED WITHIN REASON. THE STATIONING OF THE CALCULATED EASTERLY SECTION LINE ALSO CHECKS WITHIN REASON. THE RIGHT-OF-WAYS WERE ESTABLISHED BY HOLDING RECORD STATION AND OFFSET PER SAID MAPS AND CORRESPONDING ACQUISITION DEEDS.

THE CENTERLINE OF SPRAGUE LANDING ROAD WAS ESTABLISHED BY HOLDING THE RECORD BEARINGS AND DISTANCES OF THE CENTERLINE ALIGNMENT AND FOUND MONUMENTS PER THE PATRICIA ANDERSON SHORT PLAT (AFN 107282). THE RECORD CENTERLINE FROM SAID SHORT PLAT AGREED WITH THE SKAMANIA COUNTY ENGINEERS 1937 DRAWING OF THE 1932 TRAVERSE OF EXISTING SPRAGUE LANDING ROAD FILED AS 4-8.0-AO.00, WITH THE EXCEPTION OF ONE TANGENT BEARING. THE RIGHT-OF-WAY WIDTH OF 40 FEET, 20 FEET FROM CENTERLINE WAS HELD BASED ON THE BEST AVAILABLE EVIDENCE PER SAID COUNTY DRAWING AND AS INDICATED BY FOUND MONUMENTS PER SAID SHORT PLAT. THIS AGREES WITH A ROAD WAIVER FOR CARSON LANDING ROAD BEING A 40 FOOT RIGHT-OF-WAY GRANTED TO THE COUNTY SIGNED JULY 24, 1906 WAS FOUND AT THE SKAMANIA COUNTY ENGINEERS OFFICE, PAGE 56 OF THE RANGE BOOK.

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 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION IN APRIL 2017.

Carl A. Beseda
CARL A. BESEDA, PROFESSIONAL
LAND SURVEYOR, LS #34127

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 17 DAY OF July, 2017 AT 10:09 A.M. IN
BOOK --- OF SURVEYS AT PAGE --- AT THE REQUEST OF AKS ENGINEERING AND
FORESTRY LLC. UNDER AUDITOR'S FILE NUMBER 2017001432

CERTIFICATE NUMBER ---

Wendy Nicklaus
COUNTY AUDITOR - Deputy



PREPARED FOR

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
11018 NE 51ST CIRCLE
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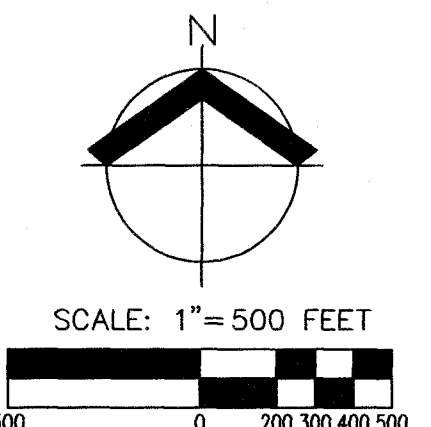
7/17/2017

JOB NAME: SR14 WIND RIVER HWY
JOB NUMBER: 3962-01
DRAWN BY: JDP
CHECKED BY: NSW,CAB
DRAWING NO.: 3962-01ROS

AKS ENGINEERING AND FORESTRY, LLC
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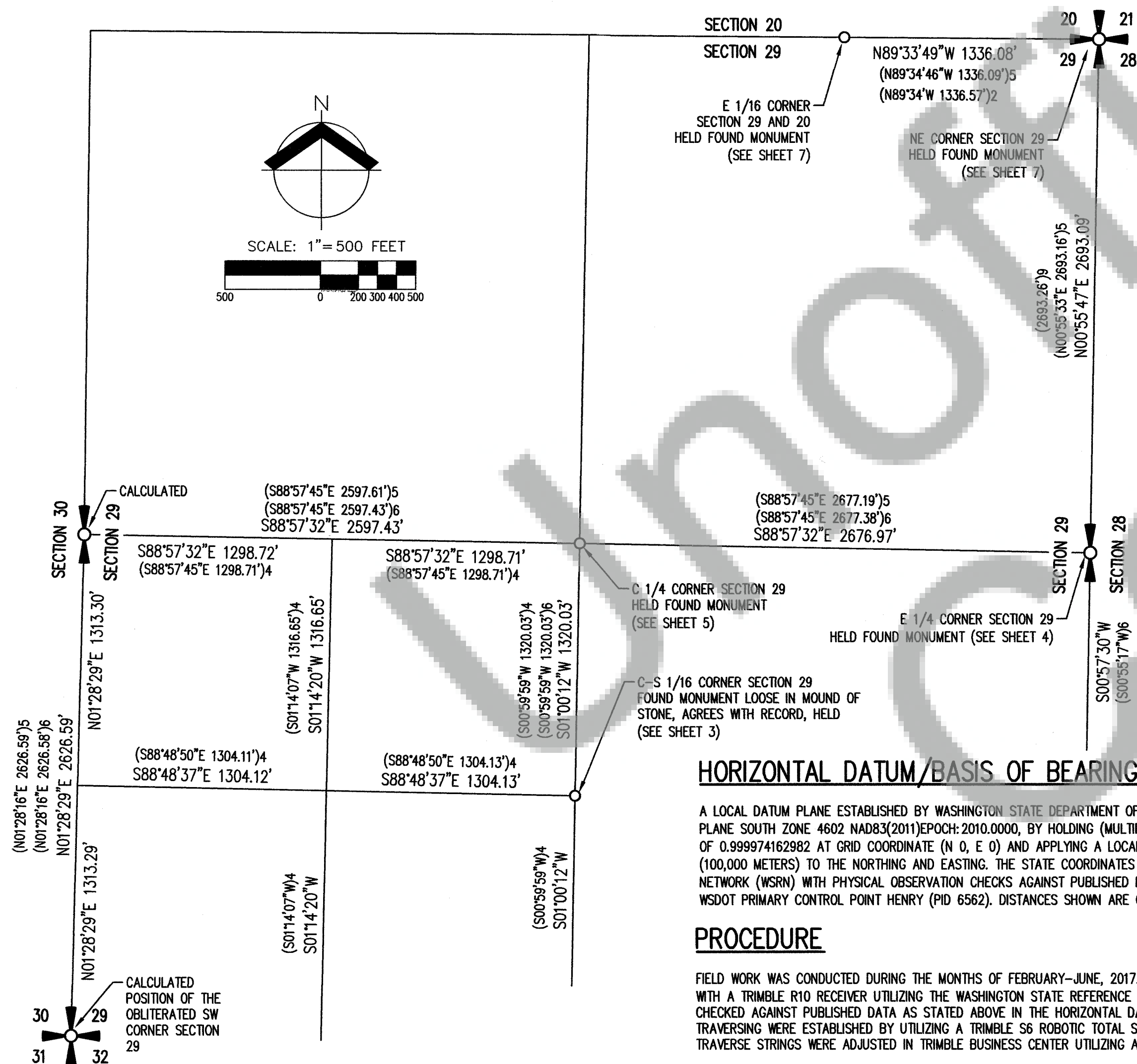
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LOCATED IN THE SOUTHWEST 1/4, SOUTHEAST 1/4, AND NORTHEAST 1/4
OF SECTION 29, TOWNSHIP 3 NORTH, RANGE 8 EAST, WILLAMETTE MERIDIAN,
SKAMANIA COUNTY, WASHINGTON

JULY 05, 2017
SHEET 2 OF 8

SECTION BREAKDOWN DESCRIPTION

THIS SECTION 29 BREAKDOWN WAS ESTABLISHED FROM RECORD INFORMATION AND FOUND MONUMENTS PER SKAMANIA COUNTY CONTROL PROJECT CRP 74-26 SURVEY (AFN 79988), SURVEY BOOK 1 PAGE 221 (AFN 90446), AND PATRICIA ANDERSEN SHORT PLAT (AFN 107282). THE COUNTY MONUMENT AT THE CENTER 1/4 SECTION 29 (MON 161) PER SURVEY AFN 79988 WAS HELD AND RECORD BEARINGS WERE ROTATED TO THE FOUND USCE MONUMENT (MON 151) AT THE EAST 1/4 CORNER SECTION 29. SURVEY AFN 90446 CALLS THIS SET COUNTY MONUMENT AT THE CENTER 1/4 EAST 0.19' FROM THE TRUE POSITION. HOWEVER THE MONUMENT WAS HELD IN THIS SURVEY BECAUSE THE ROTATED RECORD BEARING AND DISTANCE AGREED WITH THE MONUMENT (MON 119) FOUND AT THE APPARENT C-S 1/16 CORNER PER AFN 90446. THE RECORD DISTANCES ALSO AGREE WITH THE CALCULATED SOUTHWEST CORNER OF SECTION 29. THIS POSITION AGREES WITH WITNESS/REFERENCE MONUMENTS (MON 166 AND 165) SET PER SURVEY AFN 79988. THIS SURVEY'S MEASUREMENT TO THE USCE MONUMENT AT THE EAST 1/4 SECTION 29 WAS SHORTER THAN RECORD BUT WAS WITHIN REASONABLE TOLERANCE.



CONTROL COORDINATE TABLE US SURVEY FEET

DESCRIPTION	MONUMENT CONTROL NUMBER	LOCAL DATUM PLANE NORTHING	LOCAL DATUM PLANE EASTING	STATE PLANE WA S 4602 NORTHING	STATE PLANE WA S 4602 EASTING	MERIDIAN CONVERGENCE ANGLE	ROADWAY STATION AND OFFSET
E 1/4 SEC 29	MONUMENT 151	471363.637	1632524.705	143284.006	1304475.075	-0°57'19"	NA
C 1/4 SEC 29	MONUMENT 161	471412.272	1629848.177	143332.642	1301798.478	-0°57'47"	NA
SW SEC 29	CALCULATED	468833.741	1627183.583	140754.044	1299133.816	-0°58'14"	SR14(1) 186+57.87 3.19'LT
E 1/16 SEC 29 & 20	MONUMENT 207	474066.554	1631232.364	145986.992	1303182.701	-0°57'33"	WR(1) 53+29.84 0.00' WR(2) 51+92.36 0.00'
NE SEC 29	MONUMENT 208	474056.375	1632568.405	145976.813	1304518.777	-0°57'19"	NA
AKS CONTROL	CONTROL 1	470356.097	1629805.183	142276.440	1301755.484	-0°57'47"	SR14(1) 223+54.40 20.20'LT
AKS CONTROL	CONTROL 2	470262.281	1630190.926	142182.621	1302141.236	-0°57'43"	SR14(1,2) 227+44.90 19.78'RT
AKS CONTROL	CONTROL 3	470303.080	1630410.302	142223.421	1302360.617	-0°57'41"	SR14(1,2) 229+62.54 16.13'RT
AKS CONTROL	CONTROL 4	470446.749	1630817.313	142367.094	1302767.639	-0°57'37"	SR14(1) 233+95.44 14.41'LT SR14(2) 233+93.85 19.51'LT
AKS CONTROL	CONTROL 5	470291.424	1631145.455	142211.765	1303095.790	-0°57'33"	SR14(1) 237+55.52 19.92'LT SR14(2) 237+51.92 21.30'LT
AKS CONTROL	CONTROL 6	470164.051	1631318.148	142084.389	1303268.487	-0°57'31"	SR14(1) 239+72.38 7.65'RT SR14(2) 239+60.57 26.97'RT
AKS CONTROL	CONTROL 7	470238.537	1631765.339	142158.876	1303715.690	-0°57'27"	SR14(1) 244+24.11 39.92'RT SR14(2) 244+06.04 23.18'RT
AKS CONTROL	CONTROL 8	470362.344	1629240.431	142282.687	1301190.716	-0°57'53"	WR(1) 6+19.75 17.48'RT WR(2) 5+56.56 14.84'RT
AKS CONTROL	CONTROL 10	471463.287	1630727.981	143383.658	1302678.305	-0°57'38"	WR(1) 24+97.98 20.22'RT WR(2) 24+33.27 23.13'RT
AKS CONTROL	CONTROL 25	470494.516	1631991.131	142414.862	1303941.488	-0°57'25"	SR14(1) 247+59.92 25.97'LT SR14(2) 247+41.86 22.41'LT
AKS CONTROL	CONTROL 30	470032.715	1628523.034	141953.049	1300473.301	-0°58'00"	SR14(1) 210+36.01 34.32'RT
AKS CONTROL	CONTROL 31	469956.570	1628123.161	141876.902	1300073.417	-0°58'04"	SR14(1) 206+25.47 17.80'LT
AKS CONTROL	CONTROL 32	469778.148	1627913.495	141698.475	1299863.746	-0°58'06"	SR14(1) 198+99.32 15.27'RT
AKS CONTROL	CONTROL 34	469560.314	1627607.029	141480.636	1299557.273	-0°58'09"	SR14(1) 195+20.91 17.69'RT
AKS CONTROL	CONTROL 35	469296.818	1627351.226	141217.133	1299301.462	-0°58'12"	SR14(1) 191+52.95 20.22'LT
AKS CONTROL	CONTROL 36	469089.230	1627281.294	141009.539	1299231.529	-0°58'13"	SR14(1) 189+33.72 21.95'RT
AKS CONTROL	CONTROL 37	468912.695	1627220.772	140833.000	1299171.005	-0°58'13"	SR14(1) 187+43.20 15.11'RT
AKS CONTROL	CONTROL 60	470176.323	1629003.590	142096.661	1300953.869	-0°57'55"	SR14(1) 215+35.55 47.65'LT WR(1) 3+18.86 21.59'RT WR(2) 2+55.45 20.13'RT
AKS CONTROL	CONTROL 61	470049.773	1628691.024	141970.108	1300641.295	-0°57'58"	SR14(1) 212+05.33 31.59'RT
AKS CONTROL	CONTROL 62	470503.688	1629369.628	142424.035	1301319.917	-0°57'51"	WR(1) 8+08.22 16.43'LT WR(2) 7+44.89 19.83'LT
WSDOT CONTROL	CONTROL 94	470044.848	1629117.780	141965.182	1301068.063	-0°57'54"	SLR 11+08.53 5.67'LT
WSDOT CONTROL	CONTROL 300	470070.813	1628359.757	141991.148	1300310.019	-0°58'02"	SR14(1) 208+81.84 32.52'LT
WSDOT CONTROL	CONTROL 903	470061.224	1628807.231	141981.559	1300757.506	-0°57'57"	SR14(1) 213+20.97 31.25'RT
WSDOT CONTROL	CONTROL 905	469912.797	1629018.795	141833.128	1300969.075	-0°57'55"	SLR 12+73.56 5.18'LT
WSDOT CONTROL	CONTROL 906	469935.644	1628774.503	141855.976	1300724.777	-0°57'57"	SLR 15+25.48 8.01'LT
WSDOT CONTROL	CONTROL 907	470178.868	1629257.284	142099.206	1301207.570	-0°57'53"	SR14(1) 217+82.22 18.95'RT
WSDOT CONTROL	CONTROL 912	470644.945	1629568.225	142565.295	1301518.519	-0°57'49"	WR(1) 10+48.90 19.21'RT WR(2) 9+85.55 22.24'RT
WSDOT CONTROL	CONTROL 913	471139.400	1630317.305	143059.763	1302267.619	-0°57'42"	WR(1) 19+76.60 10.22'RT WR(2) 19+14.85 30.13'RT
WSDOT CONTROL	CONTROL 950	470997.410	1629844.695	142917.769	1301794.996	-0°57'47"	WR(1) 14+88.29 43.01'LT WR(2) 14+30.23 28.44'LT



PREPARED FOR



WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
11018 NE 51ST CIRCLE
VANCOUVER WA. 98668-7409
(360) 905-2000

7/12/2017

JOB NAME: SR14 WIND RIVER HWY
JOB NUMBER: 3962-01
DRAWN BY: JDP
CHECKED BY: NSW,CAB
DRAWING NO.: 3962-01ROS

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AKS

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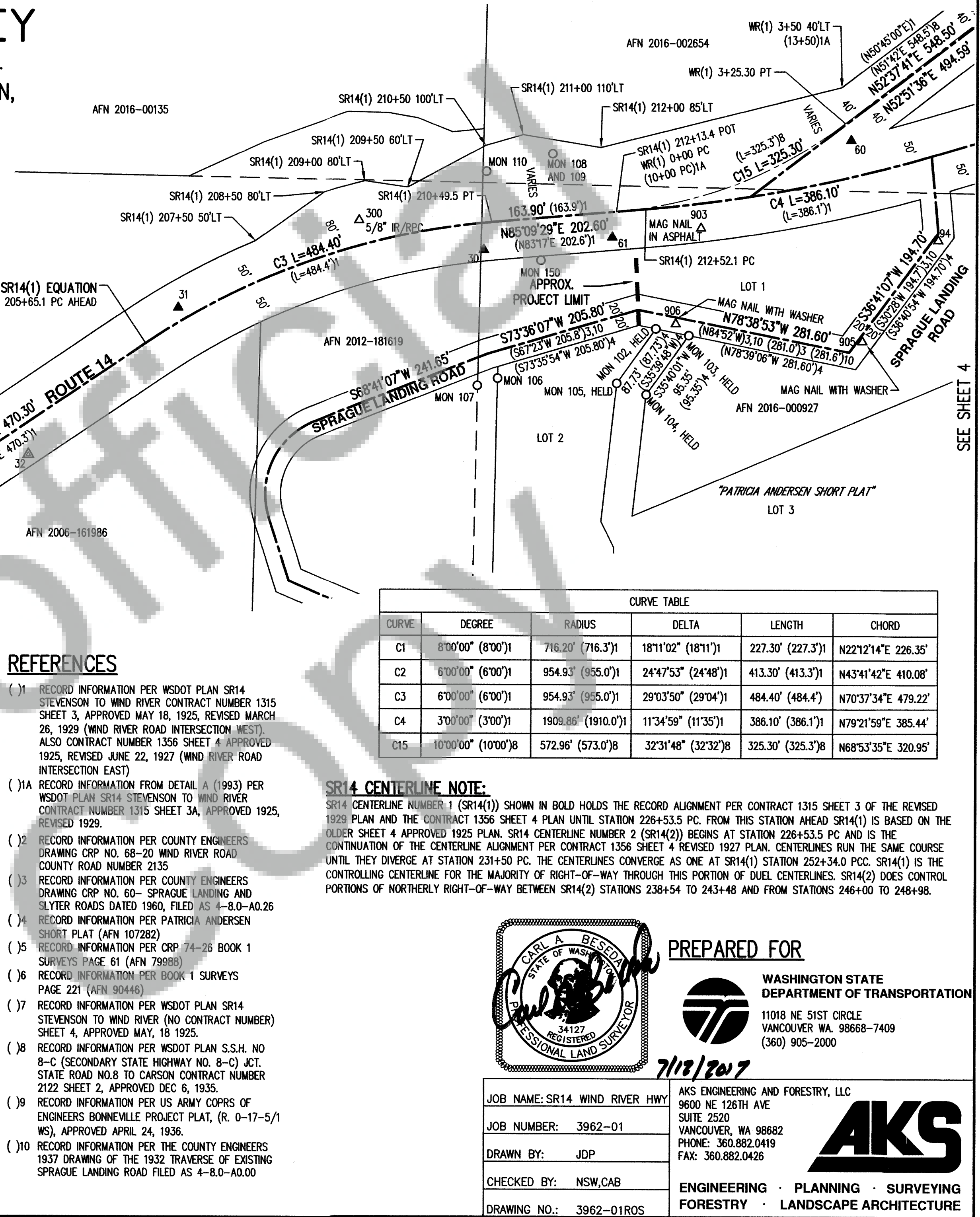
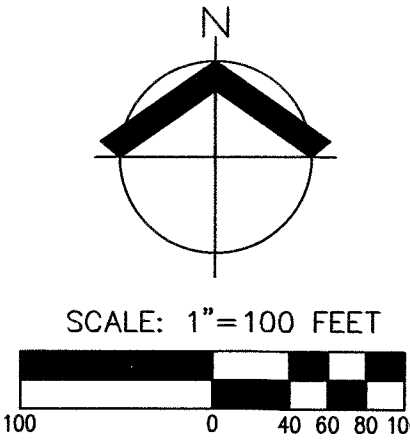
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JULY 05, 2017
SHEET 3 OF 8

LEGEND

- FOUND 3"x3" CONCRETE MONUMENT; UNKNOWN ORIGIN; AS NOTED; TIED AT OUTSIDE CENTER EDGE
- DENOTES FOUND MONUMENT AS NOTED
- ▲ AKS CONTROL MONUMENT SET 1/2" IR W/RPC INSCRIBED "AKS ENGR. CONTROL" (SEE SHEET 2 FOR TABLE)
- ▲ AKS CONTROL MONUMENT SET MAG NAIL IN ASPHALT (SEE SHEET 2 FOR TABLE)
- ▲ DENOTES FOUND WSDOT CONTROL MONUMENT AS NOTED (SEE SHEET 2 FOR TABLE)
- ✱ FOUND OR CALCULATED PUBLIC LAND SURVEY SYSTEM CORNER AS NOTED
- IP IRON PIPE
- IR IRON ROD
- W/RPC WITH A RED PLASTIC CAP
- W/YPC WITH A YELLOW PLASTIC CAP
- AFN AUDITOR'S FILE NUMBER PER SKAMANIA COUNTY RECORDS
- CRP COUNTY ROAD PROJECT PER SKAMANIA COUNTY RECORDS
- ROW RIGHT-OF-WAY
- USCE UNITED STATES ARMY CORPS OF ENGINEERS
- SR14 STATE ROUTE 14
- WR WIND RIVER ROAD
- SLR SPRAGUE LANDING ROAD
- MON MONUMENT (SEE SHEET 8 FOR TABLE)
- WSDOT WASHINGTON STATE DEPARTMENT OF TRANSPORTATION



REFERENCES

- (1) RECORD INFORMATION PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3, APPROVED MAY 18, 1925, REVISED MARCH 26, 1929 (WIND RIVER ROAD INTERSECTION WEST). ALSO CONTRACT NUMBER 1356 SHEET 4 APPROVED 1925, REVISED JUNE 22, 1927 (WIND RIVER ROAD INTERSECTION EAST)
- (1A) RECORD INFORMATION FROM DETAIL A (1993) PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3A, APPROVED 1925, REVISED 1929.
- (2) RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 68-20 WIND RIVER ROAD COUNTY ROAD NUMBER 2135
- (3) RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 60- SPRAGUE LANDING AND SLYTER ROADS DATED 1960, FILED AS 4-8.0-A0.26
- (4) RECORD INFORMATION PER PATRICIA ANDERSEN SHORT PLAT (AFN 107282)
- (5) RECORD INFORMATION PER CRP 74-26 BOOK 1 SURVEYS PAGE 61 (AFN 79988)
- (6) RECORD INFORMATION PER BOOK 1 SURVEYS PAGE 221 (AFN 90446)
- (7) RECORD INFORMATION PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER (NO CONTRACT NUMBER) SHEET 4, APPROVED MAY, 18 1925.
- (8) RECORD INFORMATION PER WSDOT PLAN S.S.H. NO 8-C (SECONDARY STATE HIGHWAY NO. 8-C) JCT. STATE ROAD NO.8 TO CARSON CONTRACT NUMBER 2122 SHEET 2, APPROVED DEC 6, 1935.
- (9) RECORD INFORMATION PER THE COUNTY ENGINEERS 1937 DRAWING OF THE 1932 TRAVERSE OF EXISTING SPRAGUE LANDING ROAD FILED AS 4-8.0-A0.00

CURVE TABLE					
CURVE	DEGREE	RADIUS	DELTA	LENGTH	CHORD
C1	8°00'00" (8°00')1	716.20' (716.3')1	18°11'02" (18°11')1	227.30' (227.3')1	N22°12'14"E 226.35'
C2	6°00'00" (6°00')1	954.93' (955.0')1	24°47'53" (24°48')1	413.30' (413.3')1	N43°41'42"E 410.08'
C3	6°00'00" (6°00')1	954.93' (955.0')1	29°03'50" (29°04')1	484.40' (484.4')1	N70°37'34"E 479.22'
C4	3°00'00" (3°00')1	1909.86' (1910.0')1	11°34'59" (11°35')1	386.10' (386.1')1	N79°21'59"E 385.44'
C15	10°00'00" (10°00')8	572.96' (573.0')8	32°31'48" (32°32')8	325.30' (325.3')8	N68°53'35"E 320.95'

SR14 CENTERLINE NOTE:

SR14 CENTERLINE NUMBER 1 (SR14(1)) SHOWN IN BOLD HOLDS THE RECORD ALIGNMENT PER CONTRACT 1315 SHEET 3 OF THE REVISED 1929 PLAN AND THE CONTRACT 1356 SHEET 4 PLAN UNTIL STATION 226+53.5 PC. FROM THIS STATION AHEAD SR14(1) IS BASED ON THE OLDER SHEET 4 APPROVED 1925 PLAN. SR14 CENTERLINE NUMBER 2 (SR14(2)) BEGINS AT STATION 226+53.5 PC AND IS THE CONTINUATION OF THE CENTERLINE ALIGNMENT PER CONTRACT 1356 SHEET 4 REVISED 1927 PLAN. CENTERLINES RUN THE SAME COURSE UNTIL THEY DIVERGE AT STATION 231+50 PC. THE CENTERLINES CONVERGE AS ONE AT SR14(1) STATION 252+34.0 PCC. SR14(1) IS THE CONTROLLING CENTERLINE FOR THE MAJORITY OF RIGHT-OF-WAY THROUGH THIS PORTION OF DUEL CENTERLINES. SR14(2) DOES CONTROL PORTIONS OF NORTHERLY RIGHT-OF-WAY BETWEEN SR14(2) STATIONS 238+54 TO 243+48 AND FROM STATIONS 246+00 TO 248+98.



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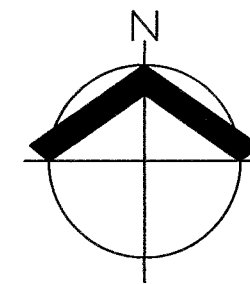
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SHEET 4 OF 8

SR14 CENTERLINE NOTE:

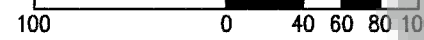
SR14 CENTERLINE NUMBER 1 (SR14(1)) SHOWN IN BOLD HOLDS THE RECORD ALIGNMENT PER CONTRACT 1315 SHEET 3 OF THE REVISED 1929 PLAN AND THE CONTRACT 1356 SHEET 4 PLAN UNTIL STATION 226+53.5 PC. FROM THIS STATION AHEAD SR14(1) IS BASED ON THE OLDER SHEET 4 APPROVED 1925 PLAN. SR14 CENTERLINE NUMBER 2 (SR14(2)) BEGINS AT STATION 226+53.5 PC AND IS THE CONTINUATION OF THE CENTERLINE ALIGNMENT PER CONTRACT 1356 SHEET 4 REVISED 1927 PLAN. CENTERLINES RUN THE SAME COURSE UNTIL THEY DIVERGE AT STATION 231+50 PC. THE CENTERLINES CONVERGE AS ONE AT SR14(1) STATION 252+34.0 PCC. SR14(1) IS THE CONTROLLING CENTERLINE FOR THE MAJORITY OF RIGHT-OF-WAY THROUGH THIS PORTION OF DUEL CENTERLINES. SR14(2) DOES CONTROL PORTIONS OF NORTHERLY RIGHT-OF-WAY BETWEEN SR14(2) STATIONS 238+54 TO 243+48 AND FROM STATIONS 246+00 TO 248+98.

WIND RIVER CENTERLINE NOTE:

THE WIND RIVER ROAD CENTERLINE NUMBER 1 (WR(1)) IS THE ESTABLISHED CENTERLINE BASED ON THE 1935 STATE PLAN SECONDARY STATE HIGHWAY NO. 8-C CONTRACT 2122. WIND RIVER CENTERLINE NUMBER 2 (WR(2)) SHOWN IN BOLD IS THE ESTABLISHED CENTERLINE BASED ON THE 1968 SKAMANIA COUNTY CRP NO. 68-20 WIND RIVER ROAD COUNTY ROAD 2135 PLAN. WR(2) CONTROLS THE MAJORITY OF RIGHT-OF-WAY IN THIS AREA. WR(1) CONTROLS PORTIONS OF THE NORTHERLY RIGHT-OF-WAY FROM STATION 3+50 TO 6+63.38 AND PORTIONS OF THE SOUTHERLY RIGHT-OF-WAY FROM STATION 3+67.56 TO 16+50.



SCALE: 1"=100 FEET

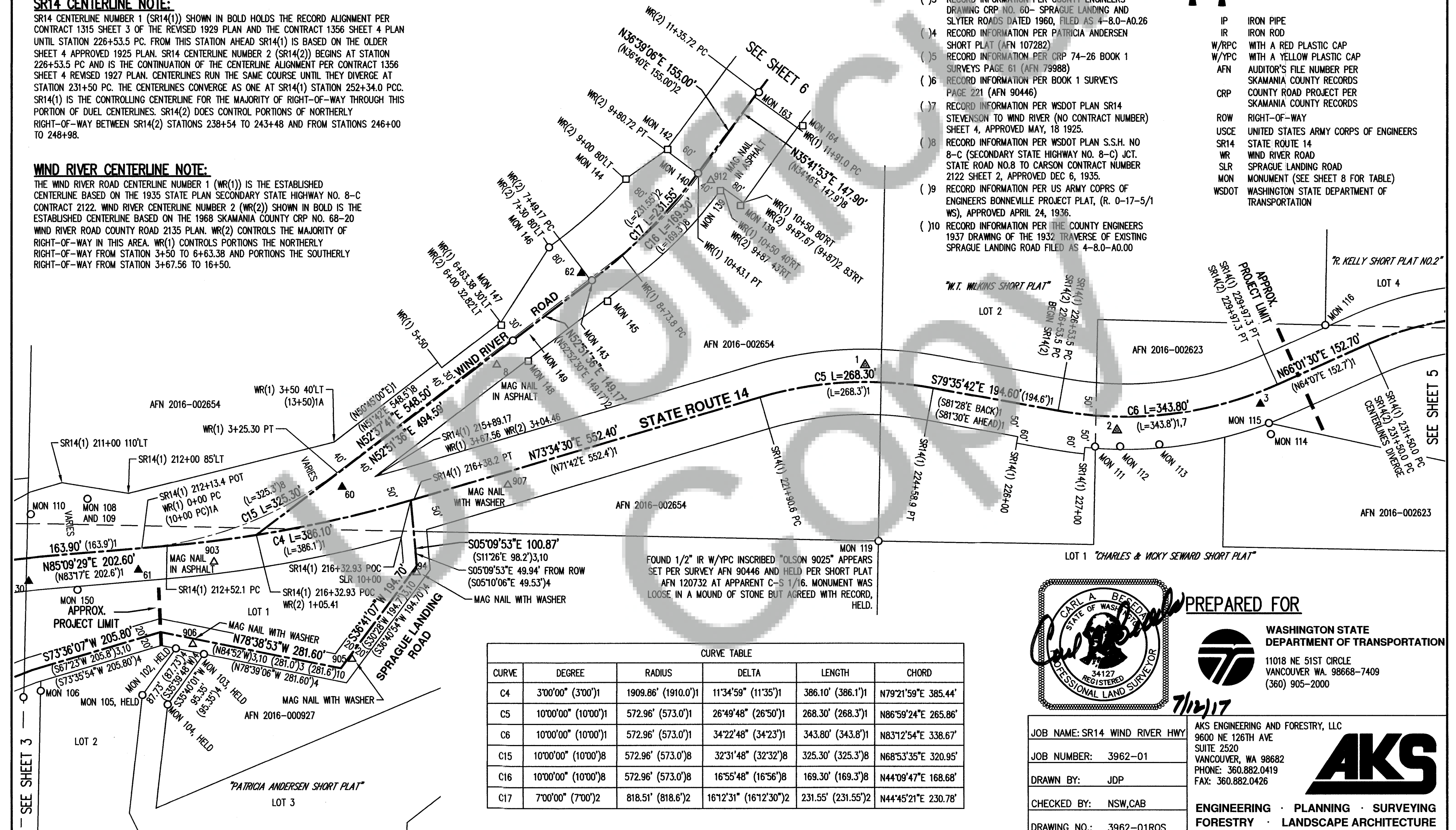


REFERENCES

- (1) RECORD INFORMATION PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3, APPROVED MAY 18, 1925, REVISED MARCH 26, 1929 (WIND RIVER ROAD INTERSECTION WEST). ALSO CONTRACT NUMBER 1356 SHEET 4 APPROVED 1925, REVISED JUNE 22, 1927 (WIND RIVER ROAD INTERSECTION EAST)
- (1A) RECORD INFORMATION FROM DETAIL A (1993) PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3A, APPROVED 1925, REVISED 1929.
- (2) RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 68-20 WIND RIVER ROAD COUNTY ROAD NUMBER 2135
- (3) RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 60- SPRAGUE LANDING AND SLYTER ROADS DATED 1960, FILED AS 4-8.0-A0.26
- (4) RECORD INFORMATION PER PATRICIA ANDERSEN SHORT PLAT (AFN 107282)
- (5) RECORD INFORMATION PER CRP 74-26 BOOK 1 SURVEYS PAGE 61 (AFN 79988)
- (6) RECORD INFORMATION PER BOOK 1 SURVEYS PAGE 221 (AFN 90446)
- (7) RECORD INFORMATION PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER (NO CONTRACT NUMBER) SHEET 4, APPROVED MAY, 18 1925.
- (8) RECORD INFORMATION PER WSDOT PLAN S.S.H. NO 8-C (SECONDARY STATE HIGHWAY NO. 8-C) JCT. STATE ROAD NO.8 TO CARSON CONTRACT NUMBER 2122 SHEET 2, APPROVED DEC 6, 1935.
- (9) RECORD INFORMATION PER US ARMY CORPS OF ENGINEERS BONNEVILLE PROJECT PLAT, (R. 0-17-5/1 WS), APPROVED APRIL 24, 1936.
- (10) RECORD INFORMATION PER THE COUNTY ENGINEERS 1937 DRAWING OF THE 1932 TRAVERSE OF EXISTING SPRAGUE LANDING ROAD FILED AS 4-8.0-A0.00

LEGEND

- FOUND 3"x3" CONCRETE MONUMENT; UNKNOWN ORIGIN; AS NOTED; TIED AT OUTSIDE CENTER EDGE
- DENOTES FOUND MONUMENT AS NOTED
- ▲ AKS CONTROL MONUMENT SET 1/2" IR W/RPC INSCRIBED "AKS ENGR. CONTROL" (SEE SHEET 2 FOR TABLE)
- △ AKS CONTROL MONUMENT SET MAG NAIL IN ASPHALT (SEE SHEET 2 FOR TABLE)
- △ DENOTES FOUND WSDOT CONTROL MONUMENT AS NOTED (SEE SHEET 2 FOR TABLE)
- ⊕ FOUND OR CALCULATED PUBLIC LAND SURVEY SYSTEM CORNER AS NOTED
- IP IRON PIPE
- IR IRON ROD
- W/RPC WITH A RED PLASTIC CAP
- W/YPC WITH A YELLOW PLASTIC CAP
- AFN AUDITOR'S FILE NUMBER PER SKAMANIA COUNTY RECORDS
- CRP COUNTY ROAD PROJECT PER SKAMANIA COUNTY RECORDS
- ROW RIGHT-OF-WAY
- USCE UNITED STATES ARMY CORPS OF ENGINEERS
- SR14 STATE ROUTE 14
- WR WIND RIVER ROAD
- SLR SPRAGUE LANDING ROAD
- MON MONUMENT (SEE SHEET 8 FOR TABLE)
- WSDOT WASHINGTON STATE DEPARTMENT OF TRANSPORTATION



FOUND 1/2" IR W/YPC INSCRIBED "OLSON 9025" APPEARS SET PER SURVEY AFN 90446 AND HELD PER SHORT PLAT AFN 120732 AT APPARENT C-S 1/16. MONUMENT WAS LOOSE IN A MOUND OF STONE BUT AGREED WITH RECORD, HELD.

CURVE TABLE

CURVE	DEGREE	RADIUS	DELTA	LENGTH	CHORD
C4	3'00'00" (3'00'')1	1909.86' (1910.0'')1	11'34'59" (11'35'')1	386.10' (386.1'')1	N79'21'59"E 385.44'
C5	10'00'00" (10'00'')1	572.96' (573.0'')1	26'49'48" (26'50'')1	268.30' (268.3'')1	N86'59'24"E 265.86'
C6	10'00'00" (10'00'')1	572.96' (573.0'')1	34'22'48" (34'23'')1	343.80' (343.8'')1	N83'12'54"E 338.67'
C15	10'00'00" (10'00'')8	572.96' (573.0'')8	32'31'48" (32'32'')8	325.30' (325.3'')8	N68'53'35"E 320.95'
C16	10'00'00" (10'00'')8	572.96' (573.0'')8	16'55'48" (16'56'')8	169.30' (169.3'')8	N44'09'47"E 168.68'
C17	7'00'00" (7'00'')2	818.51' (818.6'')2	16'12'31" (16'12'30'')2	231.55' (231.55'')2	N44'45'21"E 230.78'



PREPARED FOR



WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
11018 NE 51ST CIRCLE
VANCOUVER WA. 98668-7409
(360) 905-2000

JOB NAME: SR14 WIND RIVER HWY
JOB NUMBER: 3962-01
DRAWN BY: JDP
CHECKED BY: NSW,CAB
DRAWING NO.: 3962-01ROS

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE
SUITE 2520
VANCOUVER, WA 98682
PHONE: 360.882.0419
FAX: 360.882.0426

AKS

ENGINEERING · PLANNING · SURVEYING
FORESTRY · LANDSCAPE ARCHITECTURE

AMENDED RECORD OF SURVEY

LOCATED IN THE SOUTHWEST 1/4, SOUTHEAST 1/4, AND NORTHEAST 1/4
OF SECTION 29, TOWNSHIP 3 NORTH, RANGE 8 EAST, WILLAMETTE MERIDIAN,
SKAMANIA COUNTY, WASHINGTON

REFERENCES

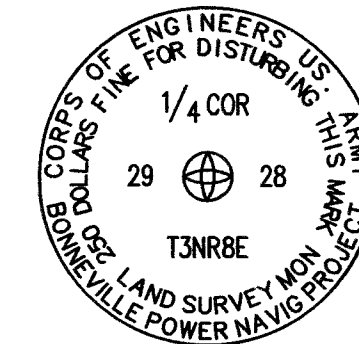
- (1) RECORD INFORMATION PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3, APPROVED MAY 18, 1925, REVISED MARCH 26, 1929 (WIND RIVER ROAD INTERSECTION WEST), ALSO CONTRACT NUMBER 1356 SHEET 4 APPROVED 1925, REVISED JUNE 22, 1927 (WIND RIVER ROAD INTERSECTION EAST)
- (1A) RECORD INFORMATION FROM DETAIL A (1993) PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3A, APPROVED 1925, REVISED 1929.
- (2) RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 68-20 WIND RIVER ROAD COUNTY ROAD NUMBER 2135
- (3) RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 60- SPRAGUE LANDING AND SLYTER ROADS DATED 1960, FILED AS 4-8.0-A0.26
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JULY 05, 2017
SHEET 5 OF 8

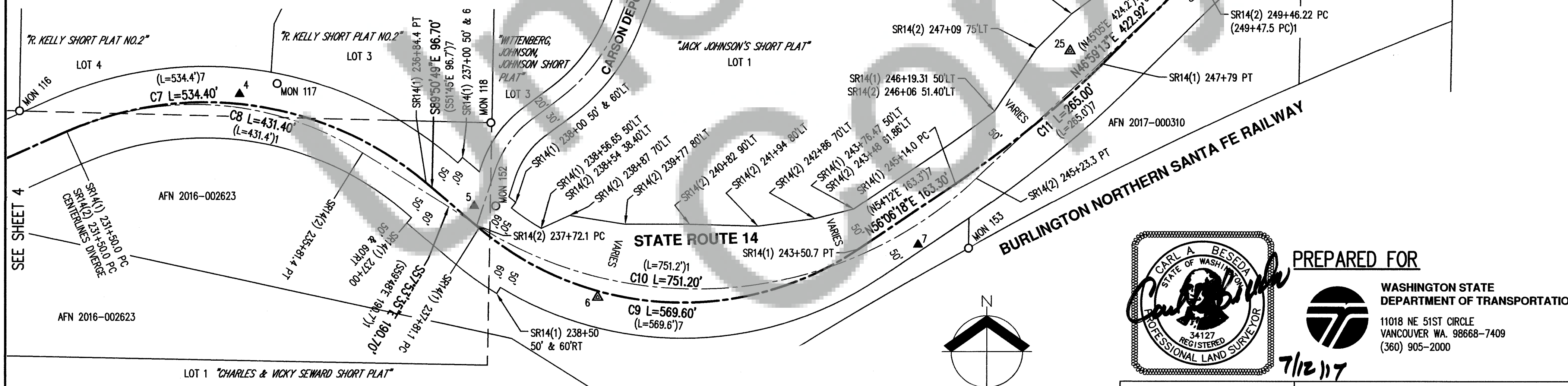
LEGEND

- FOUND 3"x3" CONCRETE MONUMENT; UNKNOWN ORIGIN; AS NOTED; TIED AT OUTSIDE CENTER EDGE
- DENOTES FOUND MONUMENT AS NOTED
- ▲ AKS CONTROL MONUMENT SET 1/2" IR W/RPC INSCRIBED "AKS ENGR. CONTROL" (SEE SHEET 2 FOR TABLE)
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- MON MONUMENT (SEE SHEET 8 FOR TABLE)
- WSDOT WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

CURVE TABLE					
CURVE	DEGREE	RADIUS	DELTA	LENGTH	CHORD
C7	12°00'00" (12°00')7	477.46' (477.5')7	64°07'41" (64°08')7	534.40' (534.4')7	S81°54'40"E 506.94'
C8	13°00'00" (13°00')1	440.74' (440.8')1	56°04'55" (56°05')1	431.40' (431.4')1	S85°56'02"E 414.38'
C9	13°00'00" (13°00')7	440.74' (440.8')7	74°02'53" (74°03')7	569.60' (569.6')7	S86°52'16"E 530.78'
C10	10°00'00" (10°00')1	572.96' (573.0')1	75°07'12" (75°07')1	751.20' (751.2')1	N84°32'49"E 698.54'
C11	4°00'00" (4°00')7	1432.39' (1432.5')7	10°36'00" (10°36')7	265.00' (265.0')7	N50°48'18"E 264.62'
C12	10°00'00" (10°00')7	572.96' (573.0')7	29°00'00" (29°00')7	290.00' (290.0')7	N60°00'18"E 286.91'
C13	10°12'00" (10°15')1	561.72' (559.0')1	27°31'05" (27°31')1	269.78' (268.5')1	N60°44'46"E 267.20'
C14	3°00'00" (3°00')1,7	1909.86' (1910.0')1,7	20°00'04" (20°00')1,7	666.70' (666.7')1,7	N84°30'20"E 663.32'



E 1/4 CORNER SECTION 29 (MON 151)
FOUND 3 1/2" BRASS DISK STAMPED
AS SHOWN, SET BY THE US ARMY
CORPS OF ENGINEERS, ACCEPTED BY
SURROUNDING SURVEYS, HELD



SR14 CENTERLINE NOTE:

SR14 CENTERLINE NUMBER 1 (SR14(1)) SHOWN IN BOLD HOLDS THE RECORD ALIGNMENT PER CONTRACT 1315 SHEET 3 OF THE REVISED 1929 PLAN AND THE CONTRACT 1356 SHEET 4 PLAN UNTIL STATION 226+53.5 PC. FROM THIS STATION AHEAD SR14(1) IS BASED ON THE OLDER SHEET 4 APPROVED 1925 PLAN. SR14 CENTERLINE NUMBER 2 (SR14(2)) BEGINS AT STATION 226+53.5 PC AND IS THE CONTINUATION OF THE CENTERLINE ALIGNMENT PER CONTRACT 1356 SHEET 4 REVISED 1927 PLAN. CENTERLINES RUN THE SAME COURSE UNTIL THEY DIVERGE AT STATION 231+50 PC. THE CENTERLINES CONVERGE AS ONE AT SR14(1) STATION 252+34.0 PCC. SR14(1) IS THE CONTROLLING CENTERLINE FOR THE MAJORITY OF RIGHT-OF-WAY THROUGH THIS PORTION OF DUEL CENTERLINES. SR14(2) DOES CONTROL PORTIONS OF NORTHERLY RIGHT-OF-WAY BETWEEN SR14(2) STATIONS 238+54 TO 243+48 AND FROM STATIONS 246+00 TO 248+98.



PREPARED FOR

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
11018 NE 51ST CIRCLE
VANCOUVER WA. 98668-7409
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JOB NAME: SR14 WIND RIVER HWY
JOB NUMBER: 3962-01
DRAWN BY: JDP
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FAX: 360.882.0426



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FORESTRY · LANDSCAPE ARCHITECTURE

SCALE: 1"=100 FEET
100 0 40 60 80 100

AMENDED RECORD OF SURVEY

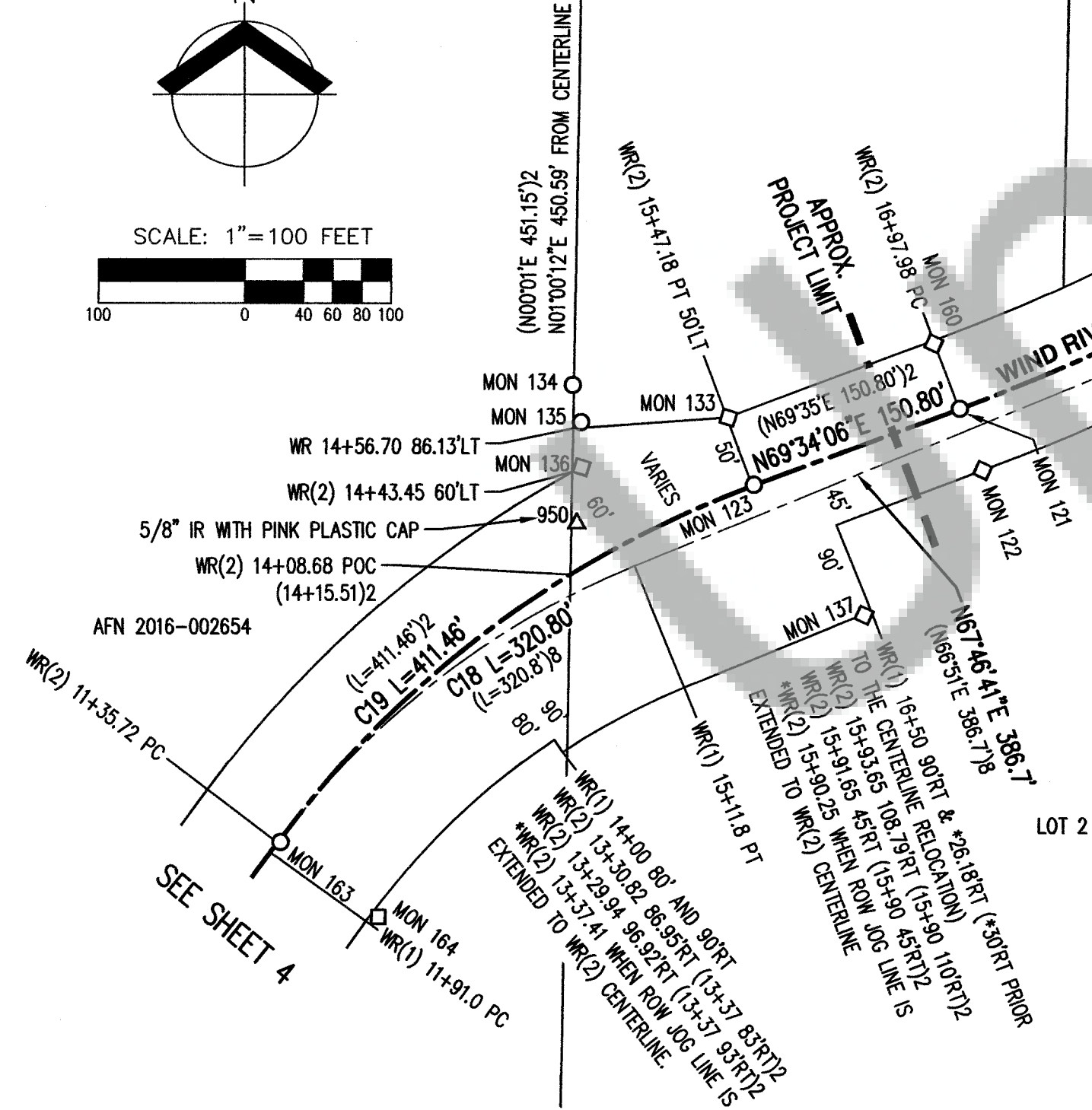
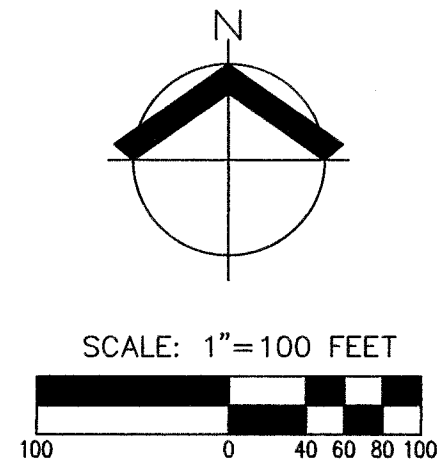
LOCATED IN THE SOUTHWEST 1/4, SOUTHEAST 1/4, AND NORTHEAST 1/4
OF SECTION 29, TOWNSHIP 3 NORTH, RANGE 8 EAST, WILLAMETTE MERIDIAN,
SKAMANIA COUNTY, WASHINGTON

JULY 05, 2017
SHEET 6 OF 8

CURVE TABLE					
CURVE	DEGREE	RADIUS	DELTA	LENGTH	CHORD
C18	10°00'00" (10°00')8	572.96' (573.0')8	32°04'48" (32°05')8	320.80' (320.8')8	N51°44'17"E 316.63'
C19	8°00'00" (8°00')2	716.20' (716.3')2	32°55'00" (32°55')2	411.46' (411.46')2	N53°06'36"E 405.82'
C20	10°00'00" (10°00')8	572.96' (573.0')8	18°10'48" (18°11')8	181.80' (181.8')8	N58°41'17"E 181.04'
C21	4°00'00" (4°00')2	1432.39' (1432.5')2	20°25'00" (20°25')2	510.42' (510.42')2	N59°21'36"E 507.72'
C22	10°00'00" (10°00')2	572.96' (573.0')2	48°10'59" (48°11')2	481.83' (481.83')2	N25°03'36"E 467.76'
C23	20°00'00" (20°00')8	286.48' (286.5')8	50°00'00" (50°00')8	250.00' (250.0')8	N24°35'53"E 242.14'

FOUND 1 1/2" ALUMINUM CAP STAMPED "SKAMANIA COUNTY
ENG" PER SURVEY AFN 79988 (MON 161), HELD FOR THIS
SURVEY TO ESTABLISH ROAD ALIGNMENTS AND SECTION
BREAKDOWN; FOUND 3 1/2" U.S. ARMY CORPS OF
ENGINEERS BRASS CAP (MON 162), BEARS N15°57'49"W 4.24'
FROM COUNTY MONUMENT, DID NOT HOLD FOR THIS SURVEY.

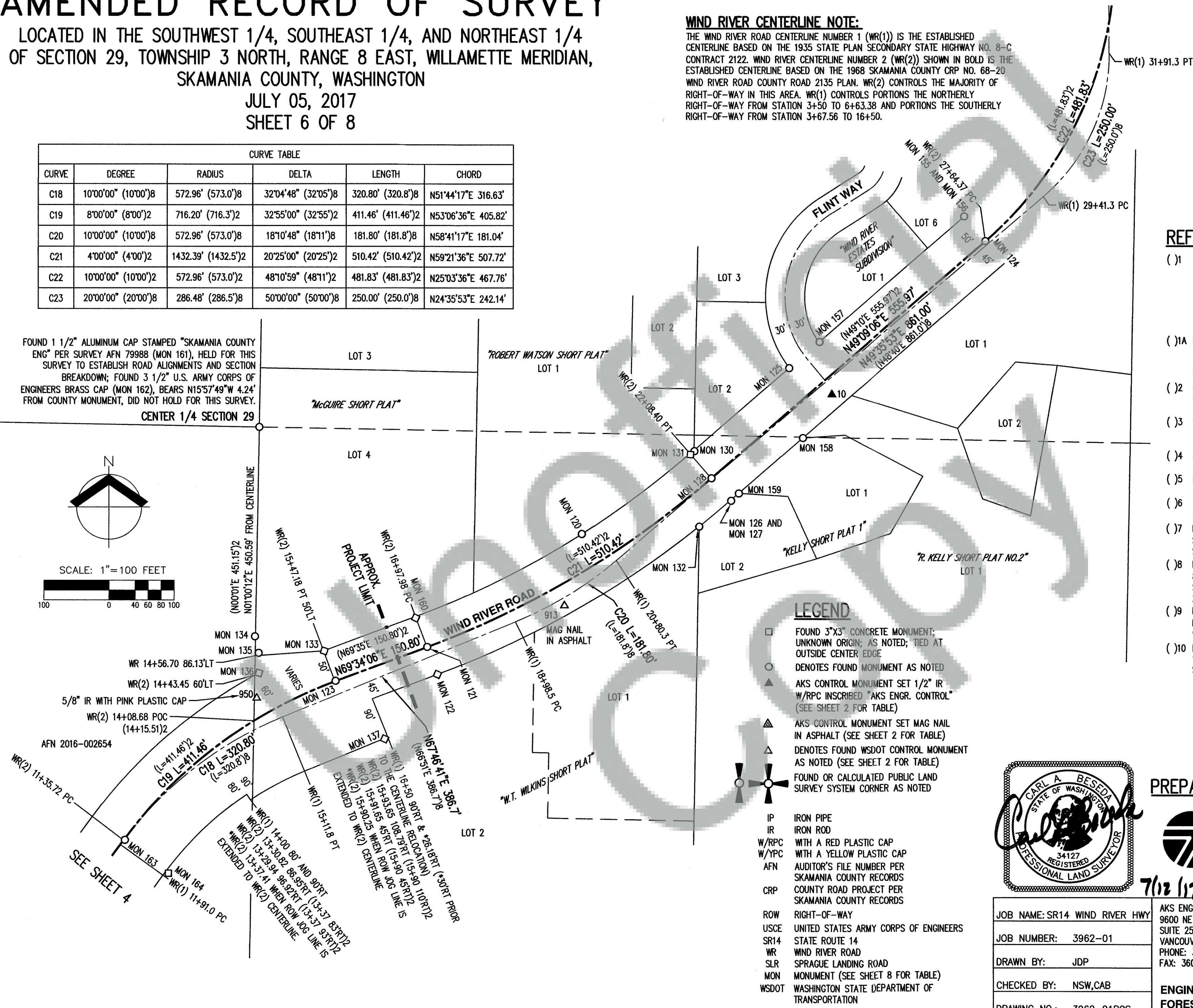
CENTER 1/4 SECTION 29



WIND RIVER CENTERLINE NOTE:

THE WIND RIVER ROAD CENTERLINE NUMBER 1 (WR(1)) IS THE ESTABLISHED
CENTERLINE BASED ON THE 1935 STATE PLAN SECONDARY STATE HIGHWAY NO. 8-C
CONTRACT 2122. WIND RIVER CENTERLINE NUMBER 2 (WR(2)) SHOWN IN BOLD IS THE
ESTABLISHED CENTERLINE BASED ON THE 1968 SKAMANIA COUNTY CRP NO. 68-20
WIND RIVER ROAD COUNTY ROAD 2135 PLAN. WR(2) CONTROLS THE MAJORITY OF
RIGHT-OF-WAY IN THIS AREA. WR(1) CONTROLS PORTIONS THE NORTHERLY
RIGHT-OF-WAY FROM STATION 3+50 TO 6+63.38 AND PORTIONS THE SOUTHERLY
RIGHT-OF-WAY FROM STATION 3+56.72 TO 16+50.

SEE SHEET 7



REFERENCES

- (1) RECORD INFORMATION PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3, APPROVED MAY 18, 1925, REVISED MARCH 26, 1929 (WIND RIVER ROAD INTERSECTION WEST). ALSO CONTRACT NUMBER 1356 SHEET 4 APPROVED 1925, REVISED JUNE 22, 1927 (WIND RIVER ROAD INTERSECTION EAST)
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- (3) RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 60- SPRAGUE LANDING AND SLYTER ROADS DATED 1960, FILED AS 4-8.0-A0.26
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- (9) RECORD INFORMATION PER US ARMY COPRS OF ENGINEERS BONNEVILLE PROJECT PLAT, (R. 0-17-5/1 WS), APPROVED APRIL 24, 1936.
- (10) RECORD INFORMATION PER THE COUNTY ENGINEERS 1937 DRAWING OF THE 1932 TRAVERSE OF EXISTING SPRAGUE LANDING ROAD FILED AS 4-8.0-A0.00

LEGEND

- FOUND 3"x3" CONCRETE MONUMENT; UNKNOWN ORIGIN; AS NOTED; TIED AT OUTSIDE CENTER EDGE
- DENOTES FOUND MONUMENT AS NOTED
- ▲ AKS CONTROL MONUMENT SET 1/2" IR W/RPC INSCRIBED "AKS ENGR. CONTROL" (SEE SHEET 2 FOR TABLE)
- ▲ AKS CONTROL MONUMENT SET MAG NAIL IN ASPHALT (SEE SHEET 2 FOR TABLE)
- ▲ DENOTES FOUND WSDOT CONTROL MONUMENT AS NOTED (SEE SHEET 2 FOR TABLE)
- ▲ FOUND OR CALCULATED PUBLIC LAND SURVEY SYSTEM CORNER AS NOTED
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- MON MONUMENT (SEE SHEET 8 FOR TABLE)
- WSDOT WASHINGTON STATE DEPARTMENT OF TRANSPORTATION



PREPARED FOR



WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
11018 NE 51ST CIRCLE
VANCOUVER WA. 98668-7409
(360) 905-2000

JOB NAME:	SR14 WIND RIVER HWY
JOB NUMBER:	3962-01
DRAWN BY:	JDP
CHECKED BY:	NSW,CAB
DRAWING NO.:	3962-01ROS

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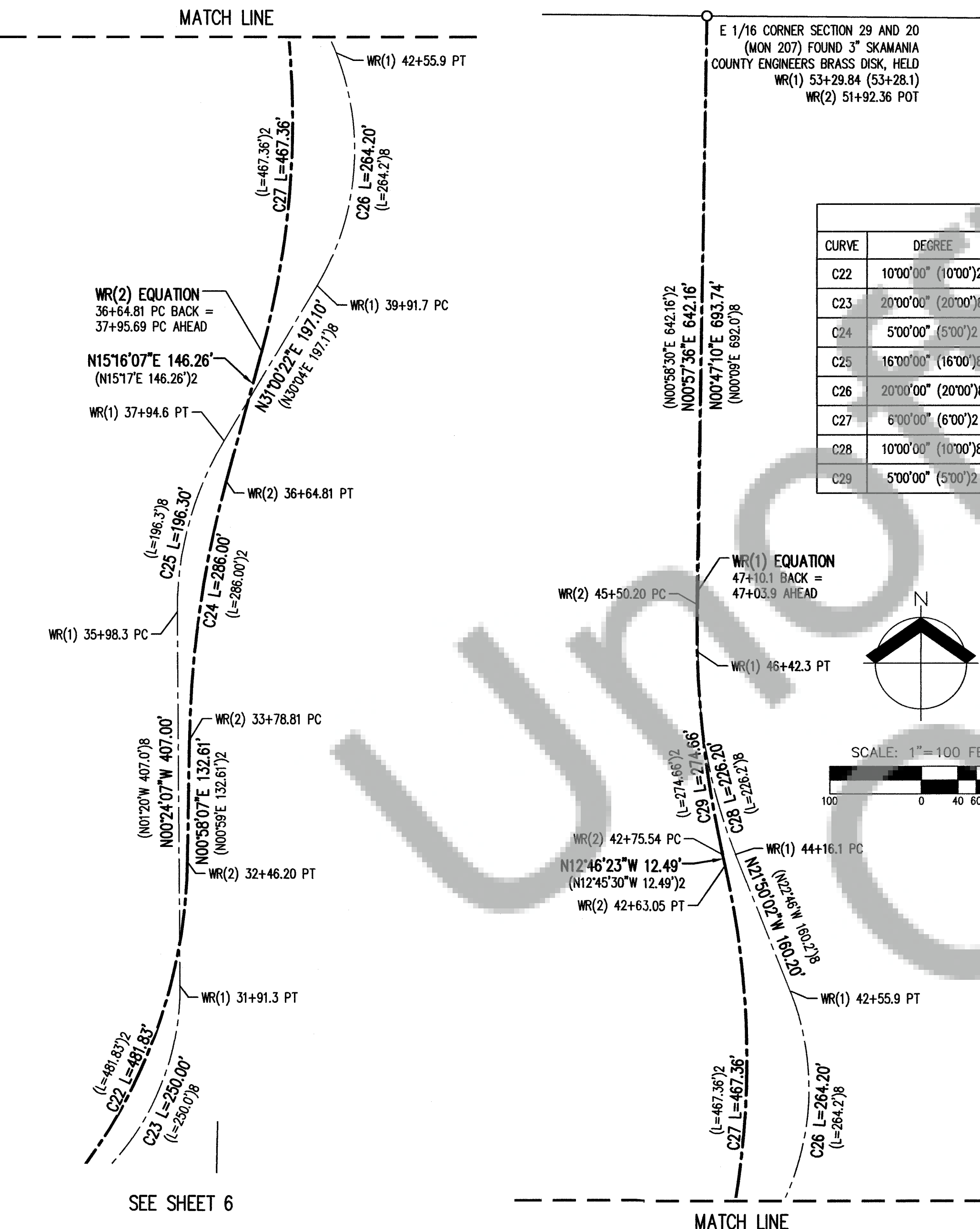
AMENDED RECORD OF SURVEY

LOCATED IN THE SOUTHWEST 1/4, SOUTHEAST 1/4, AND NORTHEAST 1/4
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SKAMANIA COUNTY, WASHINGTON

JULY 05, 2017
SHEET 7 OF 8

WIND RIVER CENTERLINE NOTE:

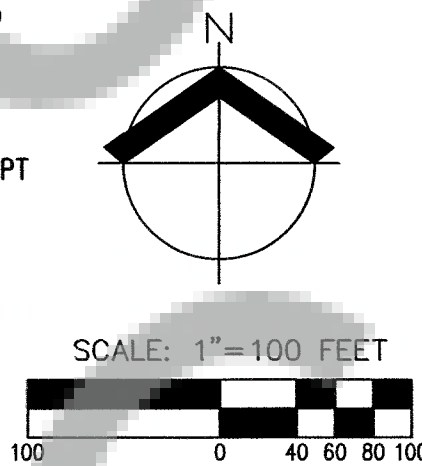
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RIGHT-OF-WAY FROM STATION 3+50 TO 6+63.38 AND PORTIONS THE SOUTHERLY
RIGHT-OF-WAY FROM STATION 3+67.56 TO 16+50.



CURVE TABLE					
CURVE	DEGREE	RADIUS	DELTA	LENGTH	CHORD
C22	10°00'00" (10°00')2	572.96' (573.0')2	48°10'59" (48°11')2	481.83' (481.83')2	N25°03'36"E 467.76'
C23	20°00'00" (20°00')8	286.48' (286.5')8	50°00'00" (50°00')8	250.00' (250.0')8	N24°35'53"E 242.14'
C24	5°00'00" (5°00')2	1145.92' (1146.0')2	14°18'00" (14°18')2	286.00' (286.0')2	N8°07'07"E 285.26'
C25	16°00'00" (16°00')8	358.10' (358.1')8	31°24'29" (31°24')8	196.30' (196.3')8	N15°18'07"E 193.85'
C26	20°00'00" (20°00')8	286.48' (286.5')8	52°50'24" (52°50')8	264.20' (264.2')8	N4°35'10"E 254.94'
C27	6°00'00" (6°00')2	954.93' (955.0')2	28°02'30" (28°02'30')2	467.36' (467.36')2	N1°14'52"E 462.71'
C28	10°00'00" (10°00')8	572.96' (573.0')8	22°37'12" (22°37')8	226.20' (226.2')8	N10°31'26"W 224.73'
C29	5°00'00" (5°00')2	1145.92' (1146.0')2	13°43'59" (13°44')2	274.66' (274.66')2	N5°54'23"W 274.00'

LEGEND

- FOUND 3"x3" CONCRETE MONUMENT; UNKNOWN ORIGIN; AS NOTED; TIED AT OUTSIDE CENTER EDGE
- DENOTES FOUND MONUMENT AS NOTED
- ▲ AKS CONTROL MONUMENT SET 1/2" IR W/RPC INSCRIBED "AKS ENGR. CONTROL" (SEE SHEET 2 FOR TABLE)
- △ AKS CONTROL MONUMENT SET MAG NAIL IN ASPHALT (SEE SHEET 2 FOR TABLE)
- △ DENOTES FOUND WSDOT CONTROL MONUMENT AS NOTED (SEE SHEET 2 FOR TABLE)
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- USCE UNITED STATES ARMY CORPS OF ENGINEERS
- SR14 STATE ROUTE 14
- WR WIND RIVER ROAD
- SLR SPRAGUE LANDING ROAD
- MON MONUMENT (SEE SHEET 8 FOR TABLE)
- WSDOT WASHINGTON STATE DEPARTMENT OF TRANSPORTATION



NE CORNER SECTION 29 (MON 208)
FOUND 1 1/2" SKAMANIA COUNTY
ENGINEERS ALUMINUM CAP, HELD

REFERENCES

- ()1 RECORD INFORMATION PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3, APPROVED MAY 18, 1925, REVISED MARCH 26, 1929 (WIND RIVER ROAD INTERSECTION WEST). ALSO CONTRACT NUMBER 1356 SHEET 4 APPROVED 1925, REVISED JUNE 22, 1927 (WIND RIVER ROAD INTERSECTION EAST)
- ()1A RECORD INFORMATION FROM DETAIL A (1993) PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER CONTRACT NUMBER 1315 SHEET 3A, APPROVED 1925, REVISED 1929.
- ()2 RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 68-20 WIND RIVER ROAD COUNTY ROAD NUMBER 2135
- ()3 RECORD INFORMATION PER COUNTY ENGINEERS DRAWING CRP NO. 60- SPRAGUE LANDING AND SLYTER ROADS DATED 1960, FILED AS 4-8.0-A0.26
- ()4 RECORD INFORMATION PER PATRICIA ANDERSEN SHORT PLAT (AFN 107282)
- ()5 RECORD INFORMATION PER CRP 74-26 BOOK 1 SURVEYS PAGE 61 (AFN 79988)
- ()6 RECORD INFORMATION PER BOOK 1 SURVEYS PAGE 221 (AFN 90446)
- ()7 RECORD INFORMATION PER WSDOT PLAN SR14 STEVENSON TO WIND RIVER (NO CONTRACT NUMBER) SHEET 4, APPROVED MAY, 18 1925.
- ()8 RECORD INFORMATION PER WSDOT PLAN S.S.H. NO 8-C (SECONDARY STATE HIGHWAY NO. 8-C) JCT. STATE ROAD NO.8 TO CARSON CONTRACT NUMBER 2122 SHEET 2, APPROVED DEC 6, 1935.
- ()9 RECORD INFORMATION PER US ARMY COPRS OF ENGINEERS BONNEVILLE PROJECT PLAT, (R. 0-17-5/1 WS), APPROVED APRIL 24, 1936.
- ()10 RECORD INFORMATION PER THE COUNTY ENGINEERS 1937 DRAWING OF THE 1932 TRAVERSE OF EXISTING SPRAGUE LANDING ROAD FILED AS 4-8.0-A0.00



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7/12/17

JOB NAME: SR14 WIND RIVER HWY
JOB NUMBER: 3962-01
DRAWN BY: JDP
CHECKED BY: NSW,CAB
DRAWING NO.: 3962-01ROS

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AMENDED RECORD OF SURVEY

LOCATED IN THE SOUTHWEST 1/4, SOUTHEAST 1/4, AND
NORTHEAST 1/4 OF SECTION 29, TOWNSHIP 3 NORTH, RANGE 8
EAST, WILLAMETTE MERIDIAN, SKAMANIA COUNTY, WASHINGTON
JULY 05, 2017
SHEET 8 OF 8

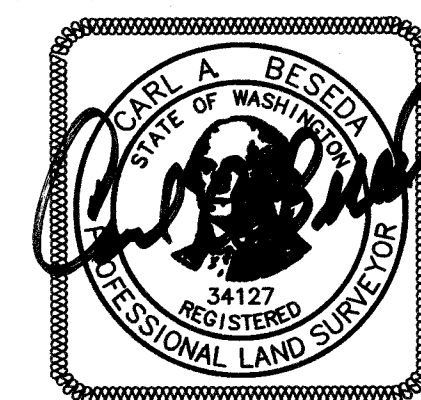
MONUMENT NUMBER	ROADWAY	STATION OFFSET	DESCRIPTION	REMARKS
102	SPRAGUE LANDING	15+49.62 20.00'LT	FOUND 1/2" IR WITH YPC INSCRIBED "GLAESER 15024" PER SHORT PLAT AFN 107282	HELD FOR SPRAGUE LANDING ROAD RESOLUTION
103	SPRAGUE LANDING	15+05.66 20.00'LT	FOUND 1/2" IR WITH YPC INSCRIBED "GLAESER 15024" PER SHORT PLAT AFN 107282, BENT, TIED SPIN HOLE	HELD FOR SPRAGUE LANDING ROAD RESOLUTION
104	SPRAGUE LANDING	NA	FOUND 1/2" IR WITH YPC INSCRIBED "GLAESER 15024" PER SHORT PLAT AFN 107282	HELD FOR SPRAGUE LANDING ROAD RESOLUTION
105	SPRAGUE LANDING	NA	FOUND 1/2" IR W/YPC INSCRIBED "GLAESER 15024" PER SHORT PLAT AFN 107282	HELD FOR SPRAGUE LANDING ROAD RESOLUTION
106	SPRAGUE LANDING	17+79.20 34.36'LT	FOUND 5/8" IR W/RPC INSCRIBED "BELL DESIGN 41954" UNKNOWN ORIGIN	
107	SPRAGUE LANDING	18+10.16 33.92'LT	FOUND 5/8" IR W/RPC INSCRIBED "BELL DESIGN 41954" UNKNOWN ORIGIN	
108	SR14(1)	211+36.62 82.02'LT	FOUND 1/2" IR UNKNOWN ORIGIN	COULD NOT LOCATE RECORD MAY BE RELATED TO FORMER HWY NO.8 ALIGNMENT LOCATED NORTHERLY OF CURRENT SR14
109	SR14(1)	211+36.69 81.89'LT	FOUND 1 1/2" OUTER DIAMETER IP UNKNOWN ORIGIN, BENT TIED SPIN HOLE	COULD NOT LOCATE RECORD MAY BE RELATED TO FORMER HWY NO.8 ALIGNMENT LOCATED NORTHERLY OF CURRENT SR14
110	SR14(1)	210+48.33 66.39'LT	FOUND 5/8" IR W/YPC INSCRIBED "TERRA PLS 18731" PER SURVEY AFN 2005157177	THIS APPEARS TO BE A 15' OFFSET TO TERRA'S SW 1/16 POSITION BASED ON HOLDING THE USCE BRASS CAP AT THE CENTER 1/4
111	SR14(1,2)	227+14.22 47.24'RT	FOUND 1/2" IR W/YPC INSCRIBED "OLSON 9025" UNKNOWN ORIGIN	LOCATION SHOWN PER AFN 90446 BUT APPEARS TO BE SET AT A LATTER DATE
112	SR14(1,2)	227+49.63 45.26'RT	FOUND 1/2" IR WITH YPC INSCRIBED "OLSON 9025" UNKNOWN ORIGIN	APPEARS TO BE RELATED TO A PRIVATE ROAD EASEMENT
113	SR14(1,2)	228+05.51 44.39'RT	FOUND 1/2" IR W/YPC INSCRIBED "OLSON 9025" UNKNOWN ORIGIN	APPEARS TO BE RELATED TO A PRIVATE ROAD EASEMENT
114	SR14(1,2)	229+61.39 66.41'RT	FOUND 5/8" IR W/RPC ILLEGIBLE UNKNOWN ORIGIN	
115	SR14(1,2)	229+64.13 49.57'RT	FOUND 5/8" IR W/RPC INSCRIBED "WALS 15673 ORLS 1799" PER SURVEY AFN 2004153861	
116	SR14(1,2)	231+00.97 53.15'LT	FOUND 3/4" INSIDE DIAMETER IP APPEARS TO BE SET PER SHORT PLAT AFN 95038, RECORD CALLS FOR SETTING 1/2" IR	
117	SR14(1) SR14(2)	234+42.91 35.86'LT 234+39.65 43.12'LT	FOUND 1/2" IR APPEARS TO BE SET PER SHORT PLAT AFN 95038, LOOSE, PROJECTING 0.9' ABOVE THE SURFACE, TIED AT ENTRY TO GROUND	FALLS EAST OF CALCULATED POSITION, MAY HAVE BEEN SET AT AN OFFSET AS RECORD SHOWS AN APPROACH PERMIT REQUIRED AT THIS LOCATION
118	SR14(1) SR14(2)	236+98.96 122.52'LT 237+10.28 130.81'LT	FOUND 1/2" IR PER SHORT PLAT AFN 95038	
120	WR(1) WR(2)	20+64.47 64.84'LT 19+93.96 50.00'LT	FOUND 5/8" IR W/YPC INSCRIBED "WYEAST SURVEY PLS 29288" PER SHORT PLAT AFN 138546	HELD FOR RIGHT-OF-WAY OFFSET
121	WR(1) WR(2)	17+58.10 15.56'LT 16+98.40 0.00'	FOUND NAIL SET IN CONCRETE IN MONUMENT BOX, CRP 68-20 SHOWS MONUMENT AT THIS LOCATION	HELD FOR WR(2) ALIGNMENT BEARING
122	WR(1) WR(2)	17+56.86 29.53'RT 16+98.55 45.00'RT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	HELD FOR RIGHT-OF-WAY OFFSET
123	WR(1) WR(2)	16+08.21 20.53'LT 15+48.43 0.39'LT	FOUND NAIL SET IN CONCRETE IN MONUMENT BOX, CRP 68-20 SHOWS MONUMENT AT THIS LOCATION	
124	WR(1) WR(2)	28+29.14 5.57'LT 27+64.37 0.00'	FOUND NAIL SET IN CONCRETE IN MONUMENT BOX, CRP 68-20 SHOWS MONUMENT AT THIS LOCATION	HELD FOR WR(2) ALIGNMENT BEARING

MONUMENT TABLE

MONUMENT NUMBER	ROADWAY	STATION OFFSET	DESCRIPTION	REMARKS
125	WR(1) WR(2)	24+73.65 52.70'LT 24+09.50 50.00'LT	FOUND 5/8" IR W/RPC INSCRIBED "TRANTOW LS 15673 WA" PER SUBDIVISION PLAT AFN 129340	HELD FOR RIGHT-OF-WAY OFFSET
126	WR(1) WR(2)	22+73.50 45.24'RT 22+08.59 46.39'RT	FOUND 1/2" IR PER SHORT PLAT AFN 93551	
127	WR(1) WR(2)	22+73.63 44.97'RT 22+08.72 46.13'RT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
128	WR(1) WR(2)	22+73.06 0.95'LT 22+08.40 0.20'LT	FOUND NAIL SET IN CONCRETE IN MONUMENT BOX, CRP 68-20 SHOWS MONUMENT AT THIS LOCATION	HELD FOR WR(2) ALIGNMENT STATIONING
130	WR(1) WR(2)	22+80.15 49.94'LT 22+15.98 48.73'LT	FOUND 5/8" IR PER SURVEY AFN 90570, LEANING SOUTH, TIED AT ENTRY TO GROUND	
131	WR(1) WR(2)	22+72.09 49.81'LT 22+07.91 48.67'LT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
132	WR(1) WR(2)	22+10.89 43.23'RT 21+47.89 45.21'RT	FOUND 1/2" IR PER SHORT PLAT AFN 93551	
133	WR(1) WR(2)	16+09.52 69.71'LT 15+48.20 49.58'LT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
134	WR(1) WR(2)	15+19.31 130.66'LT 14+68.35 112.70'LT	FOUND 5/8" IR W/RPC INSCRIBED "WALS 15673 ORLS 1799" ORIGIN UNKNOWN	MONUMENT NOT REFERENCED ON SHORT PLAT AFN 132988, APPEARS TO BE SET ON SUBDIVISION OF SECTION LINE IF HOLDING THE USCE MONUMENT AT THE C 1/4
135	WR(1) WR(2)	15+15.01 105.02'LT 14+62.73 87.50'LT	FOUND 5/8" IR IN MONUMENT BOX UNKNOWN ORIGIN	
136	WR(1) WR(2)	15+04.80 76.21'LT 14+50.18 59.84'LT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
137	WR(1) WR(2)	16+44.41 90.80'RT 15+88.09 109.76'RT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
138	WR(1) WR(2)	10+43.69 79.39'RT 9+81.35 82.49'RT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
139	WR(1) WR(2)	10+44.02 40.78'RT 9+81.03 43.88'RT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
140	WR(1) WR(2)	10+45.84 2.60'LT 9+82.13 0.48'RT	FOUND NAIL SET IN CONCRETE IN MONUMENT BOX, CRP 68-20 SHOWS MONUMENT AT THIS LOCATION	
142	WR(1) WR(2)	10+48.13 61.61'LT 9+83.44 58.57'LT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN, LEANING SOUTH, TIED BACK CENTER AT ENTRY TO GROUND	
143	WR(1) WR(2)	8+13.86 3.50'RT 7+50.61 0.00'	FOUND NAIL SET IN CONCRETE IN MONUMENT BOX, CRP 68-20 SHOWS MONUMENT AT THIS LOCATION	HELD FOR WR(2) ALIGNMENT BEARING
144	WR(1) WR(2)	9+62.31 82.08'LT 9+01.21 79.18'LT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
145	WR(1) WR(2)	8+13.47 43.50'RT 7+50.32 40.00'RT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
146	WR(1) WR(2)	7+92.09 76+36'LT 7+28.51 79.71'LT	FOUND 1 1/2" ALUMINUM CAP UNKNOWN ORIGIN	
147	WR(1) WR(2)	6+61.80 26.10'LT 5+98.43 28.92'LT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	

MONUMENT TABLE

MONUMENT NUMBER	ROADWAY	STATION OFFSET	DESCRIPTION	REMARKS
148	WR(1) WR(2)	6+61.41 42.55'RT 5+98.32 39.73'RT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
149	WR(1) WR(2)	6+61.62 2.85'RT 5+98.37 0.00'	FOUND NAIL SET IN CONCRETE IN MONUMENT BOX, CRP 68-20 SHOWS MONUMENT AT THIS LOCATION	HELD FOR WR(2) ALIGNMENT BEARING
150	SR14(1)	211+09.70 55.18'RT	FOUND 1/2" INSIDE DIAMETER IRON PIPE, UNKNOWN ORIGIN	
152	SR14(1) SR14(2)	237+93.44 42.40'LT 237+92.84 38.23'LT	FOUND 1/2" IR PER SHORT PLAT AFN 93857	
153	SR14(1) SR14(2)	244+79.33 84.46'RT 244+57.25 67.72'RT	FOUND 5/8" IR W/RPC INSCRIBED "WALS 15673 ORLS 1799" PER SURVEY AFN 2004153861	AT RAILROAD RIGHT-OF-WAY
155	WR(1) WR(2)	28+28.71 55.61'LT 27+64.59 50.00'LT	FOUND 5/8" IR W/RPC INSCRIBED "TRANTOW LS 15673 WA" PER AFN 129340	HELD FOR RIGHT-OF-WAY OFFSET
156	WR(1) WR(2)	28+27.82 54.42'LT 27+63.67 48.95'LT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
157	WR(1) WR(2)	25+35.20 53.08'LT 24+71.05 50.00'LT	FOUND 5/8" IR W/RPC INSCRIBED "TRANTOW LS 15673 WA" PER SUBDIVISION PLAT AFN 129340	HELD FOR RIGHT-OF-WAY OFFSET
158	WR(1) WR(2)	24+20.20 42.74'RT 23+55.31 45.00'RT	FOUND 1/2" IR PER SHORT PLAT AFN 93551, BENT EAST, TIED AT BEND	HELD FOR RIGHT-OF-WAY OFFSET
159	WR(1) WR(2)	22+90.01 44.11'RT 22+25.11 45.40'RT	FOUND 1/2" IR PER SHORT PLAT AFN 93551, BENT, TIED SPIN HOLE	
160	WR(1) WR(2)	17+58.63 63.54'LT 16+97.43 48.07'LT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	FALLEN OVER, STRAIGHTENED
163	WR(1) WR(2)	12+00.63 0.80'RT 11+36.95 1.38'RT	FOUND NAIL SET IN 2" IP SET IN CONCRETE IN MONUMENT BOX, CRP 68-20 SHOWS MONUMENT AT THIS LOCATION	
164	WR(1) WR(2)	11+99.58 85.15'RT 11+36.08 85.73'RT	FOUND 3"x3" CONCRETE MONUMENT UNKNOWN ORIGIN	
165	SR14(1)	188+61.04 48.32'LT	FOUND 1/2" IR WITH YPC INSCRIBED "OLSON PLS 9025" PER SURVEY AFN 79988	BEARS N01°33'35"E 211.49' (N01°28'16"E 211.50')S FROM CALCULATED SW COR SEC 29, VERIFIES CALCULATED CORNER POSITION
166	SR14(1)	187+16.57 15.15'LT	FOUND 1/2" IR WITH YPC INSCRIBED "OLSON PLS 9025" PER SURVEY AFN 79988	BEARS N01°36'08"E 59.90' (N01°28'16"E 60.00')S FROM CALCULATED SW COR SEC 29, VERIFIES CALCULATED CORNER POSITION
209	WR(1) WR(2)	27+54.44 54.99'LT 26+90.30 50.00'LT	FOUND 5/8" IR W/RPC INSCRIBED "TRANTOW LS 15673 WA" PER SUBDIVISION PLAT AFN 129340	



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