

SURVEY 23-90

FD. MASONRY NAIL

LAGRANDE/UNION COUNTY AIRPORT

FD. MASONRY NAIL

EXISTING TAXIWAY  
N89°58'05"E 1700.85

N89°58'06"E 1420.78

200'

NW CORNER  
LG/UC AIRPORT  
SUBDIVISION  
PLS 1099, 1990

NE CORNER  
LG/UC AIRPORT  
SUBDIVISION  
PLS 1099, 1990

RUNWAY 16-34  
N0°03'09"W 799.23

FD. MASONRY NAIL  
AND FLAT WASHER  
MARKED "NGS 34"

250'

N0°03'09"W 1610.57

AREA = 52.16 ACRES ±

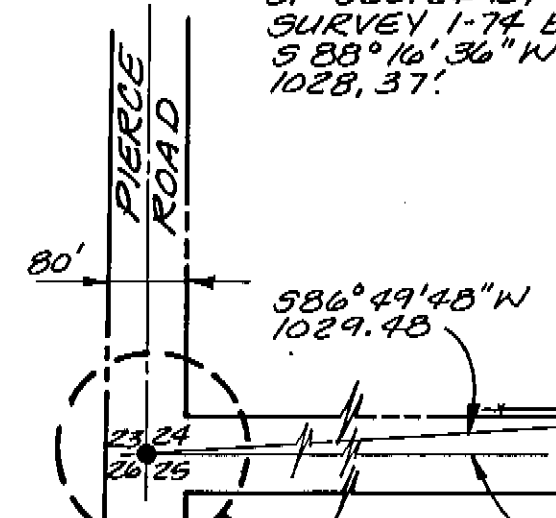
1587.91

NOTE:  
FROM THE INITIAL  
POINT, THE BRASS  
CAP ESTABLISHED  
AT THE SW CORNER  
OF SEC. 24 BY  
SURVEY 1-74 BEARS  
S 88°16'36" W  
1028.37'

RECORD DISTANCE BETWEEN SW  
AND SE CORNERS OF SEC. 24  
PER DEED BOOK 103, PG. 323 = 5249 FEET  
PER DEED BOOK 104, PG. 472 = 5249 FEET

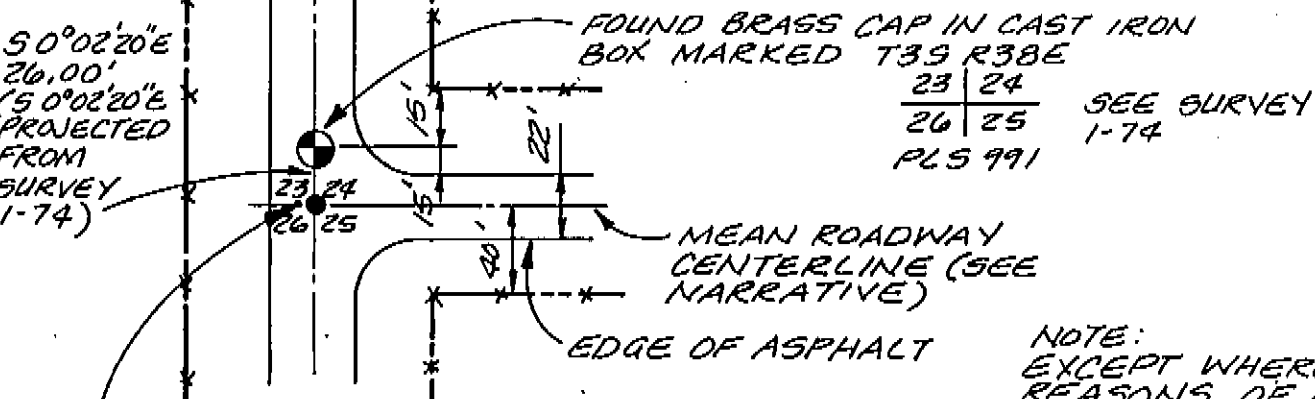
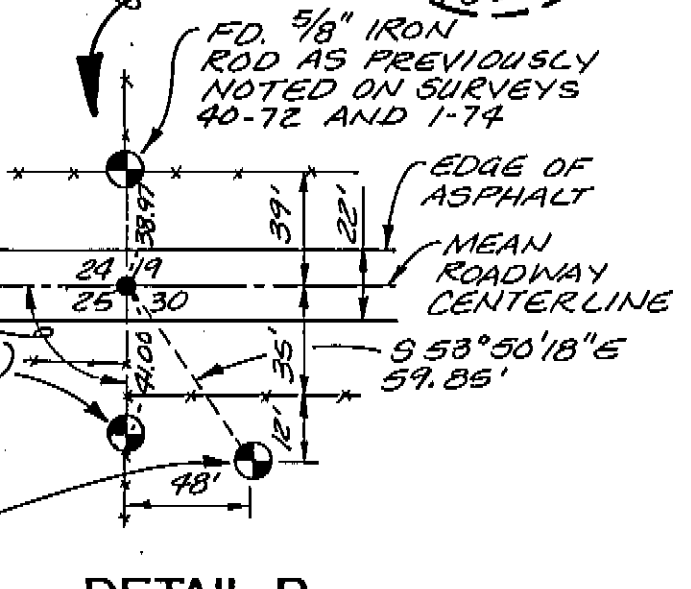
INITIAL POINT  
LG/UC AIRPORT  
SUBDIVISION  
PLS 1099, 1990

SET BRASS CAP MARKED:  
T35  
R 524 | S19 | R IN CONCRETE,  
38 | 525 | 530 | 39 16" BELOW ASPHALT  
E SURFACE,  
PLS 1099 ACCESSIBLE  
1990 THROUGH WATER  
VALVE COVER



NOTE: OUR MEASUREMENT OF THE DISTANCE  
BETWEEN THE MONUMENTS  
ESTABLISHED BY SURVEY 1-74 AT THE  
SW AND SE CORNERS OF SEC. 24  
AGREES WITH THE DISTANCE SHOWN  
ON SURVEY 1-74.

NOTE: IRON ROD SET BY  
SURVEY 59-75 IN  
REFERENCE OF ITS  
NW CORNER WAS  
SEARCHED FOR,  
BUT NOT FOUND.



NOTE: EXCEPT WHERE CONSTRUCTED FOR OBVIOUS  
REASONS OF CONVENIENCE, THE EXISTING FENCES  
ALONG THE SOUTH SIDE OF AIRPORT LANE ARE IN  
AGREEMENT WITH THE DEEDED RIGHT-OF-WAY WIDTH.

LEGEND

- FOUND MONUMENT AS DESCRIBED
- △ FOUND MASONRY NAIL AS SHOWN FROM PRIOR AIRPORT ADMINISTRATIVE SURVEYS
- ⊙ SET 2" x 30" ALUMINUM PIPE, BURIED 6" AND SUPPORTED WITH CONCRETE, WITH MAGNET EQUIPPED ALUMINUM CAP MARKED AS NOTED.
- SET MONUMENT AS DESCRIBED.
- SET 1" x 36" GALVANIZED IRON PIPE, FLUSH-IN-GROUND AND SUPPORTED WITH CONCRETE, WITH BRASS CAP MARKED AS NOTED.
- ( ) RECORD DIMENSION PER CITED REFERENCE DOCUMENT.
- EXISTING FENCE
- - - ROAD RIGHT-OF-WAY LINE
- EXISTING CENTERLINE

BASIS OF BEARINGS

S89°43'43" W BETWEEN  
THE MONUMENTS  
ESTABLISHED BY  
SURVEY 1-74 AT THE  
SOUTH EAST AND  
SOUTHWEST CORNERS  
OF SEC. 24, T.3 S., R.38E.

NOTE:  
RECORDS OF LAND  
CORNER MONUMENTATION  
ARE BEING FILED  
SEPARATELY FOR THIS  
SURVEY.

REFERENCE MATERIAL

RECORDS OF UNION COUNTY  
DEEDS  
BOOK 41, PAGE 478 BOOK 103, PAGE 337  
BOOK 103, PAGE 323 BOOK 109, PAGE 072

SURVEYS  
40-72  
1-74  
59-75

COUNTY ROADS  
ORIGINAL ROAD PETITION NUMBERS  
44, 215, 595

MISCELLANEOUS RECORDS  
LEASE AGREEMENT, DATED OCTOBER 1, 1986,  
BETWEEN THE CITY OF LAGRANDE AND THE  
U.S. FOREST SERVICE  
GENERAL LAND OFFICE SUBDIVISION SURVEY  
OF T.3S., R.38E., BY DAVID THOMPSON, 1863

SURVEY NARRATIVE

This survey was performed on behalf of Union County in anticipation of the subdivision of approximately 52 acres of land located in the southwesterly portion of the La Grande/Union County Airport.

The West and North boundaries of this survey are located relative to the centerlines of the existing airport runway and taxiway. The East boundary is located parallel with the West boundary and runs along an existing North-South fence which is the apparent West boundary of lands leased by the U.S. Forest Service.

The South boundary of this parcel is the North line of Airport Lane County Road. Our research finds that Union County Survey Nos. 1-74 and 59-75 have determined conflicting locations for this County Road. In order to determine which survey locations are to be accepted for this survey, we proceeded to review the various records cited in the reference material listing. County Road Petition No. 44 describes a road, opened in 1872, beginning at the northeast corner of Section 14 and running South 2-3/4 miles... Petition No. 215 describes a road, opened in 1884, beginning at the southeast corner of Section 21, T3S, R38E, and running West along the section line to the southwest corner of Section 24, T3S, R38E. Petition No. 595 describes a road, opened in 1907, which was intended to replace a segment of the road described in Petition No. 215. Deed Book 41, Page 478 describes the acquisition of right-of-way for the roadway, however, it is unclear if the roadway was physically constructed.

The deeds in Book 103, Pages 323 and 337, and Book 104, Page 072, all dated 1940, describe the acquisition of additional lands to form an 80-foot wide right-of-way along portions of Airport Lane and Pierce Road. Also included in these deeds is the reacquisition of portions of the Airport Lane right-of-way which were apparently vacated in response to the establishment of the roadway described in Petition No. 595.

Also reviewed for possible information were the alignment drawings of the Oregon State Highway Department and the records of the Union County Road Department.

In our opinion, all of the records cited and reviewed herein, with the exception of Survey No. 1-74, are clear in their intent to place the centerline of the Airport Lane right-of-way along the South line of Section 24. Since there are no existing record monuments that are directly related to the documents reviewed which would define the location of the roadway and section line, we feel that the physical roadway is the only evidence remaining from which to define the location of the section line and the right-of-way for Airport Lane County Road. We also feel that Survey No. 59-75 is correct in its apparent intent to utilize the existing roadway as the basis for the location of the section line, although this survey is somewhat unclear in its methods and rationale for adopting this approach.

Therefore, our location of the southwest and southeast corners of Section 24 and the intervening section line is based as much as possible on the locations defined by Survey 59-75. The southwest corner of Section 24 is placed at the intersection of the existing centerline of Airport Lane and on the southerly projection of the West line of Section 24 as located by Survey 1-74. To maintain the intended relationship of the coincidence of the existing roadway centerline with the section line, we made measurements to twelve points on the existing roadway centerline to determine the location of a line which best fits the existing conditions. We adopt a line which varies no more than 1.5 feet from the existing roadway centerline at any point within the South line of Section 24. The southeast corner of Section 24 is placed so the angle between the South line of the section and the reference monument set on the East line of the parcel surveyed by Survey No. 59-75 is maintained.

This survey was concluded by establishing and marking the monuments as shown on this drawing.

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

GARY L. LANGLITZ  
JULY 22, 1971  
1099

August 13, 1990

UNION COUNTY  
SURVEYOR

Date Received 8/13/90

Date Filed 12/12/90

By Gary L. Langlitz

File No. 023-90

SURVEY LOCATED IN THE SOUTHWEST ONE QUARTER OF SECTION 24, T.3 S., R.38 E., WILLAMETTE MERIDIAN, UNION COUNTY, OREGON

FOR: UNION COUNTY, OREGON 1106 K AVENUE LA GRANDE, OREGON 97850

SCALE: 1" = 200'

DATE: APR-JUL 1990

JOB NO. 687-13

anderson perry & associates, inc.  
engineering • surveying • materials testing  
LA GRANDE, OR. WALLA WALLA, WA. LEWISTON, ID.

SHEET NO. 1/1

SURVEY 23-90