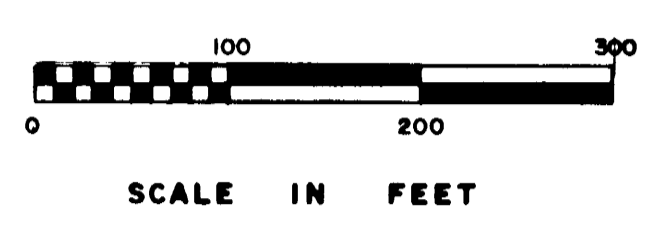
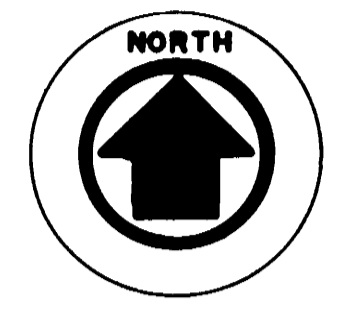
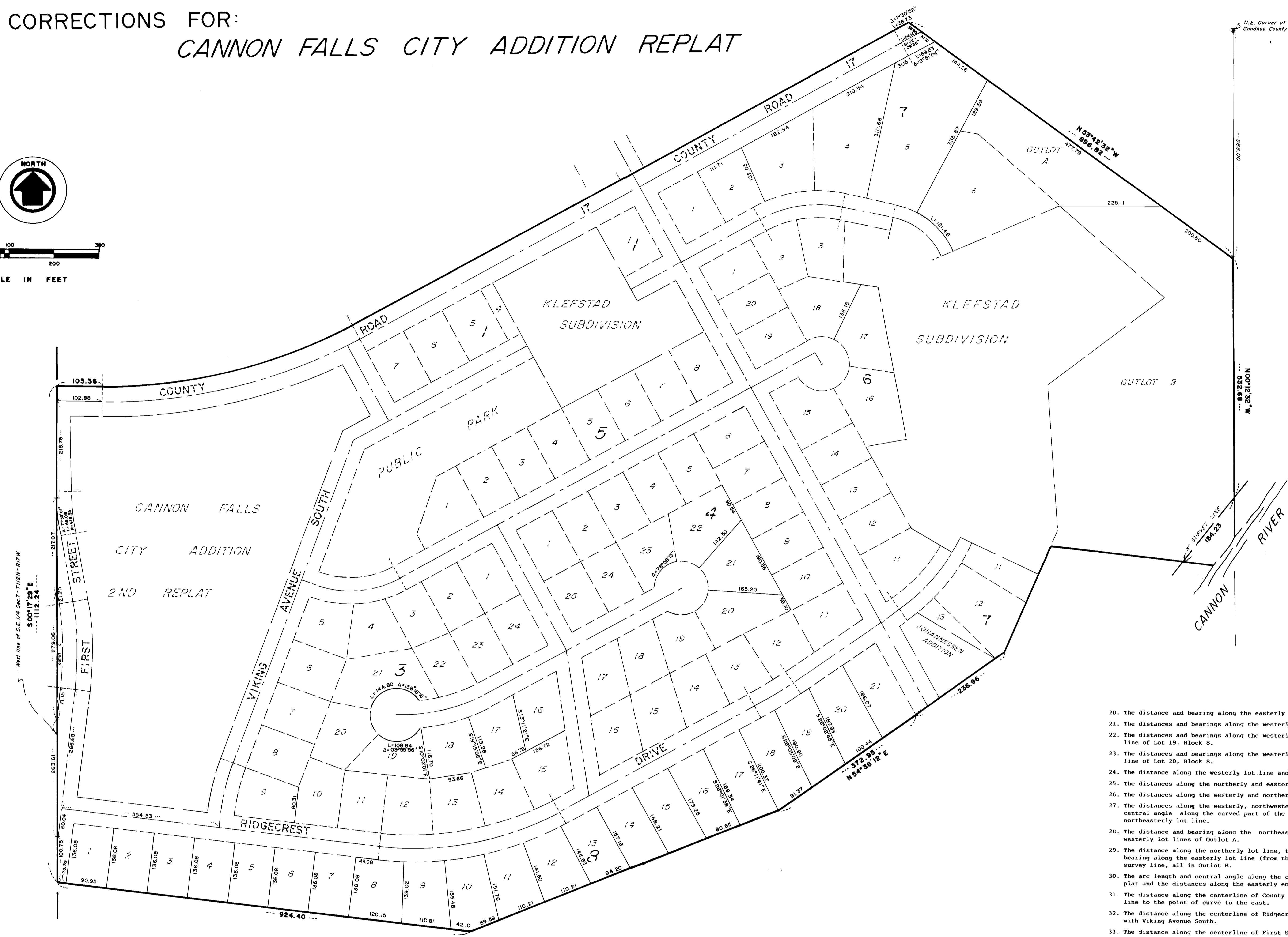


PLAT CORRECTIONS FOR: CANNON FALLS CITY ADDITION REPLAT

February 2, 1993
Craig Gundersen



SCALE IN FEET



20. The distance and bearing along the easterly and westerly lot lines of Lot 17, Block 8.
21. The distances and bearings along the westerly, easterly, and southerly lot lines of Lot 18, Block 8.
22. The distances and bearings along the westerly and easterly lot lines and the bearing along the southerly lot line of Lot 19, Block 8.
23. The distances and bearings along the westerly and southerly lot lines and the distance along the easterly lot line of Lot 20, Block 8.
24. The distance along the westerly lot line and the bearing along the southerly lot line of Lot 21, Block 8.
25. The distances along the northerly and easterly lot lines of Lot 2 and Lot 4, Block 7.
26. The distances along the westerly and northerly lot lines of Lot 3, Block 7.
27. The distances along the westerly, northwesterly, easterly, and northeasterly lot lines, and the arc length and central angle along the curved part of the northwesterly lot line of Lot 5, Block 7. Also the bearing along the northeasterly lot line.
28. The distance and bearing along the northeasterly lot line and the distances along the southerly and northwesterly lot lines of Outlot A.
29. The distance along the northerly lot line, the distance and bearing along the northeasterly lot line, the distance and bearing along the easterly lot line (from the northeast corner south to the survey line), and the distance along survey line, all in Outlot B.
30. The arc length and central angle along the centerline of County Road No. 17 at the most northerly corner of said plat and the distances along the easterly end of said County Road No. 17 at the northerly plat boundary.
31. The distance along the centerline of County Road No. 17 at the northwest corner of said plat from the west plat line to the point of curve to the east.
32. The distance along the centerline of Ridgecrest Drive from its intersection with First Street to its intersection with Viking Avenue South.
33. The distance along the centerline of First Street from its intersection with Ridgecrest Drive north to the point of curve.
34. The arc length, central angle, and radius along the centerline of First Street from its northerly intersection of said centerline of First Street with the west plat boundary thence south to the point of curve.
35. The distance from the southwest plat corner to the southwest corner of Lot 1, Block 8.
36. The distances around Outlot C, the bearing along the west line of Outlot C, except the curved part of the east line of said Outlot C.
37. The distance along the easterly lot line of Lot 18, Block 6.
38. The distance along the westerly lot line of Lot 17, Block 6.
39. The outside boundary of said plat shall be revised as shown pictorially. The corrections are due to section corner changes since the plat was originally filed.
40. The description in the dedication shall be corrected as shown in Section 3.

Name of Plat: CANNON FALLS CITY ADDITION REPLAT. Pursuant to the provisions of Chapter 505.174 Laws of Minnesota, 1957, Delmar H. Schwanz, the undersigned, a Registered Land Surveyor in and for the State of Minnesota, declares as follows:

1. That I prepared the plat of CANNON FALLS CITY ADDITION REPLAT dated January 23, 1973 and filed as Document Number 231789 in the office of the County Recorder for Goodhue County, Minnesota in Book 6 of Plats on page 23.
2. That said plat contains errors, omissions, or defects in the following particulars, to wit:
 1. The arc length and central angle along the southerly lot line (cul de sac) of Lot 21, Block 3.
 2. The distance and bearing along the easterly lot line and the arc length and central angle along the northerly lot line (cul de sac) of Lot 19, Block 3.
 3. The distance and bearing along the westerly and easterly lot lines and the distance along the westerly part of the southerly lot line of Lot 18, Block 3.
 4. The distance and bearing along the westerly lot line, the bearing along the easterly lot line, and the distance along the easterly part of the southerly lot line of Lot 17, Block 3.
 5. The bearing along the westerly lot line of Lot 16, Block 3.
 6. The distance along the northerly lot line of Lot 15, Block 3.
 7. The distance along the northerly lot line of Lot 13, Block 3.
 8. The distance along the southerly part of the westerly lot line of Lot 10, Block 3.
 9. The distance along the easterly line of Lot 9, Block 3.
 10. The central angle along the cul de sac part of the southerly lot line of Lot 23, Block 4.
 11. The distances along the southerly and easterly lot lines of Lot 22, Block 4.
 12. The distances along the northerly, easterly, and southerly lot lines of Lot 21, Block 4.
 13. The distances along the northerly and easterly lot lines of Lot 20, Block 4.
 14. The distances along the westerly, southerly, and easterly lot lines of Lot 1, Block 8.
 15. The distances along the easterly and westerly lot lines of Lot 2, Lot 3, Lot 4, Lot 5, Lot 6, Lot 7, all in Block 8.
 16. The distances along the easterly, southerly, westerly lot lines, and the westerly part of the northerly lot line of Lot 8, Block 8.
 17. The distances along the westerly, southerly, and easterly lot lines of Lot 9, Lot 10, Lot 11, Lot 12, and Lot 13, all in Block 8.
 18. The distances along the westerly and easterly lot lines of Lot 14 and Lot 15, Block 8.
 19. The distances along the westerly and southerly lot lines and the distance and bearing along the easterly lot line of Lot 16, Block 8.

3. That said plat is hereby corrected in the following particulars to-wit:
 1. As shown on the pictorial part of this drawing.
 2. With reference to number 40 above the description changes are shown in capital letters and underlined as follows:

That part of Lots, Blocks, vacated streets and alleys, and the vacated Park of Cannon Falls City Addition, according to the recorded Plat thereof, and that part of the old railroad right of way lying within the following described lines: Beginning at the intersection of the west line of the Southeast Quarter of Section 7, Township 112, Range 17 and the northerly right of way line of County Road No. 17, said point also being the southwest corner of the plat of Pine Tree Ridge Replat City of Cannon Falls; thence SOUTH 00 DEGREES 17 MINUTES 29 SECONDS EAST (assumed bearing) along the west line thereof 1112.24 feet; thence South 83 degrees, 30 minutes, 00 seconds EAST a distance of 924.40 feet; thence North 67 degrees, 57 minutes, 30 seconds East a distance of 736.89 feet; thence NORTH 54 DEGREES 36 MINUTES 12 SECONDS EAST A DISTANCE OF 372.95 FEET; thence North 54 degrees, 29 minutes 04 seconds East a distance of 236.96 feet; thence North 23 degrees, 29 minutes, 04 seconds East a distance of 259.95 feet; thence South 83 degrees, 24 minutes, 34 seconds East to its intersection with the waters edge of the Cannon River; thence northeasterly along the northerly waters edge to its intersection with the East line of the Southeast Quarter of said Section 7; Thence North 00 degrees 12 minutes 32 seconds West along said east line to a point 563.00 feet south of the Northeast corner of said Southeast Quarter; thence North 53 degrees 42 minutes 32 seconds West a distance of 896.82 feet more or less to its intersection with the northerly right of way line of said County Road and the southerly line of the plat of Pine Tree Ridge Replat City of Cannon Falls; thence southwesterly along said southerly line of the plat of Pine Tree Ridge Replat City of Cannon Falls and said northerly right of way line to the point of beginning.

Dated: 05-05-93
Delmar H. Schwanz, Registered Land Surveyor
Minnesota License Number 8625

The above Certificate of Correction to the plat of Cannon Falls City Addition Replat has been approved by the City of Cannon Falls at a regular meeting of the city council of the City of Cannon Falls, Minnesota held on the 15 day of July, 1993.
City Clerk



DELMAR H. SCHWANZ
LAND SURVEYORS, INC.
Registered Under Laws of the State of Minnesota
14780 SOUTH ROBERT TRAIL ROSEMOUNT, MINNESOTA 55068 612/423-1768