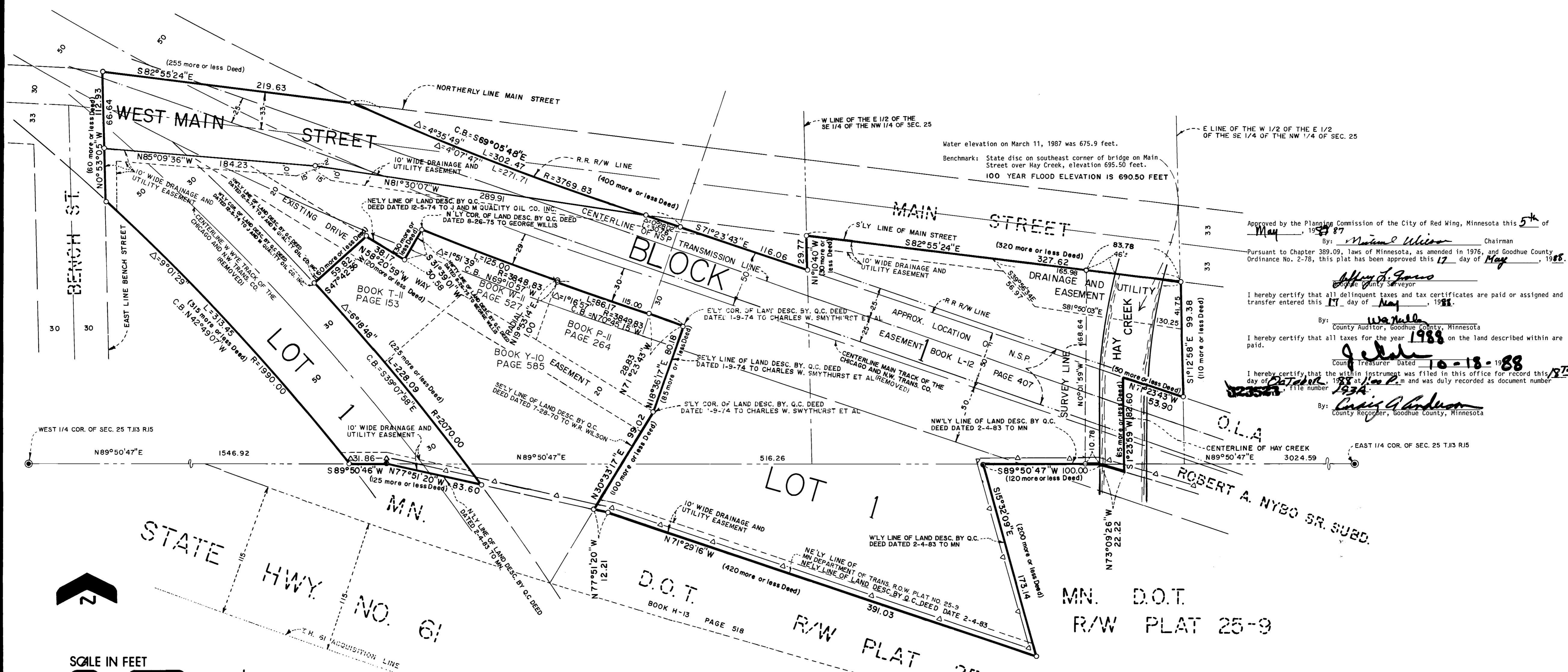


# KOPLIN ADDITION

PART OF THE S 1/2 OF THE NW 1/4 AND PART OF THE NE 1/4 OF THE SW 1/4 OF SEC. 25, TWP 113N, R15W



Approved by the Planning Commission of the City of Red Wing, Minnesota this 5<sup>th</sup> of May, 1988  
 By: Michael Wilson Chairman  
 Pursuant to Chapter 389.09, laws of Minnesota, as amended in 1976, and Goodhue County Ordinance No. 2-78, this plat has been approved this 17 day of May, 1988.  
 I hereby certify that all delinquent taxes and tax certificates are paid or assigned and transfer entered this 17 day of May, 1988.  
 By: W. A. Nallo County Auditor, Goodhue County, Minnesota  
 I hereby certify that all taxes for the year 1988 on the land described within are paid.  
 I hereby certify that the within instrument was filed in this office for record this 17<sup>th</sup> day of May, 1988 at 10:18 a.m. and was duly recorded as document number 1934.  
 By: Carly A. Johnson County Recorder, Goodhue County, Minnesota

KNOW ALL MEN BY THESE PRESENTS: That the City of Red Wing, a municipal corporation, owner and proprietor of the following described land, situated in the County of Goodhue, State of Minnesota, to wit:  
 That part of the South Half of the Northwest Quarter, and the Northeast Quarter of the Southwest Quarter of Section 25, Township 113 North, Range 15 West of the Fifth Principal Meridian, bounded and described as follows:  
 Beginning at the intersection of the East line (extended) of Bench Street, and the Northerly line of Main Street; thence Easterly along said Northerly line of Main Street a distance of 255 feet, more or less, to a point distant 50 feet Northeasterly, measured radially from the centerline of the main track (now removed) of the Minnesota Central Railroad Company (later the Wisconsin, Minnesota and Pacific Railroad Company, the Chicago and North Western Railway Company, now the Chicago and North Western Transportation Company), running from Red Wing to Cannon Falls, as said main track centerline was originally located and established; thence Southeasterly parallel with said original main track centerline a distance of 400 feet, more or less, to a point on the West line of the East Half of the Southeast Quarter of said Section 25; thence Northerly along said West line a distance of 30 feet, more or less, to a point on the Southerly line of said Main Street; thence Easterly along said Southerly line of Main Street a distance of 320 feet, more or less, to a point on the East line of the West Half of the East Half of the Southeast Quarter of the Northwest Quarter of said Section 25; thence Southerly along said East line a distance of 110 feet, more or less, to a point distant 50 feet Northeasterly, measured radially, from said original main track centerline; thence Northerly parallel with said main track centerline a distance of 50 feet, more or less, to the center of Hay Creek; thence Southwesterly along said center of Hay Creek a distance of 65 feet, more or less, to a point on the Northerly line of a tract of land described by Quit Claim Deed dated February 4, 1983, between the Chicago and North Western Transportation Company and the State of Minnesota; thence Westerly along said Northerly line a distance of 120 feet, more or less, to an angle point; thence Southerly along a Westerly boundary line as described by said deed dated February 4, 1983; thence Southerly along said Westerly boundary line a distance of 200 feet, more or less, to an angle point; thence Westerly along a Northerly boundary line as described by said deed dated February 4, 1983, a distance of 420 feet, more or less, to a point on the Southeasterly line of a parcel of land described by Quit Claim Deed dated July 28, 1970, between the Chicago and North Western Railway Company and W. R. Wilson; thence Northeasterly along said Southeasterly line a distance of 100 feet, more or less, to the most southerly corner of a parcel of land described by Quit Claim Deed dated January 9, 1974, between the Chicago and North Western Transportation Company and Charles W. Smythurst et al; thence Northeasterly along the Southeasterly line of said parcel of land described by deed dated January 9, 1974, a distance of 85 feet, more or less, to the most Easterly corner thereof, being a point distant 30 feet Southwesterly, measured radially, from said main track centerline; thence Northwesterly parallel with said main track centerline a distance of 115 feet; thence Northeasterly radial to the last described course a distance of 1 foot; thence Northwesterly parallel with and distant 29 feet Southwesterly, measured radially from said main track centerline, a distance of 125 feet to the most Northerly corner of a parcel of land described by Quit Claim Deed dated August 26, 1975, between the Chicago and North Western Transportation Company and George Willis; thence Southwesterly along the Northwesterly line of said parcel of land described by deed dated August 26, 1975, a distance of 30 feet, more or less, to a point on the Northerly line of a parcel of land described by Quit Claim Deed dated December 5, 1974, between the Chicago and North Western Transportation Company and J & M Quality Oil, Inc.; thence Northwesterly along the Northerly line of said parcel of land described by deed dated December 5, 1974, a distance of 20 feet, more or less, to the most Northerly corner thereof; thence Southwesterly along the Northwesterly line of said parcel of land described by deed dated December 5, 1974, a distance of 60 feet, more or less, to the most Westerly corner thereof, being a point distant 30 feet Northeasterly, measured radially, from the centerline of the West leg of the Wye track (now removed) leading from the main track (now removed) running from Red Wing to Rochester, as said tracks were located prior to the removal thereof; thence South easterly parallel with said (former) Wye track centerline, distance of 225 feet, more or less, to a point on the Northerly line of said tract of land described by deed dated February 4, 1983; thence Westerly along said Northerly line a distance of 125 feet, more or less, to a point distant 50 feet Southwesterly, measured radially, from the centerline of said Wye track, as originally located and established; thence Northwesterly parallel with said original Wye track centerline a distance of 315 feet, more or less, to a point on the East line of said Bench Street; thence Northerly along said East line, and the Northerly extension thereof, a distance of 60 feet, more or less, to the point of beginning.

Has caused the same to be surveyed and platted as KOPLIN ADDITION and does hereby donate and dedicate to the public, for public use forever the thoroughfare and the drainage and utility easements as shown on said plat.  
 In Witness whereof said City of Red Wing, a municipal corporation, has caused these presents to be signed by its proper officers and the Seal of the City of Red Wing to be hereunto affixed this 4<sup>th</sup> day of April, A.D., 1988.  
 CITY OF RED WING, MINNESOTA  
 SIGNED: Joannell M. Dyrstad its Mayor B. C. Willis its Clerk  
 STATE OF MINNESOTA, COUNTY OF GOODHUE  
 The foregoing instrument was acknowledged before me this 4<sup>th</sup> day of April, 1988 by Joannell M. Dyrstad its Mayor and Burton C. Willis, Mayor of said City of Red Wing, a municipal corporation, on behalf of said corporation.  
 JAMES V. KLITZKE  
 NOTARY PUBLIC - MINNESOTA  
 GOODHUE COUNTY  
 My Commission Expires June 29 1989  
 I hereby certify that I have surveyed and platted the property described on this plat as KOPLIN ADDITION that this plat is a correct representation of said survey; that all distances are correctly shown on said plat in feet and hundredths of a foot; that all monuments have been correctly placed in the ground as shown on said plat; that the outside boundary lines are correctly designated, and there are no wet lands or public highways to be designated on said plat, other than as shown.  
 STATE OF MINNESOTA, COUNTY OF GOODHUE  
 The foregoing instrument was acknowledged before me this 7 day of July, 1987, by David A. Johnson, Land Surveyor.  
 DEBRA S. SCOFIELD  
 NOTARY PUBLIC - MINNESOTA  
 GOODHUE COUNTY  
 My Commission Expires 7-2-92  
 Approved by the City Council of Red Wing, Minnesota, this 26<sup>th</sup> day of May, 1987.  
 SIGNED: B. C. Willis City Clerk Joannell M. Dyrstad Mayor  
 I hereby certify that I have reviewed this plat and found the abstract of title or certificate of title and final plat to be in compliance with the requirements of this ordinance.  
 By: Carly A. Johnson City of Red Wing Recorder, Date 4-9-88

**JOHNSON & SCOFIELD INC.**  
**LAND SURVEYORS**  
 1203 MAIN STREET - RED WING - MN 55066 612-388-1558  
 Wabasha County Surveyors  
 Wabasha County Courthouse - Wabasha - MN 55981  
 612-565-3244