



PROPOSED CORRECTIVE DESCRIPTIONS
PARCEL A

All that part of Government Lot 2, Section 26, Township 142, Range 31, Cass County, Minnesota, described as follows:

Commencing at the northwest corner of said Government Lot 2; thence on an assumed bearing of South 88 degrees 13 minutes 00 seconds East along the north line of said Government Lot 2, a distance of 1440.00 feet; thence North 88 degrees 13 minutes 00 seconds West along said north line, a distance of 460.00 feet; thence North 21 degrees 47 minutes 04 seconds East a distance of 301.87 feet to a line distant 250.00 feet southerly of the southerly line of Lot 20, SUNRISE HEIGHTS, plat of record, said County; thence South 67 degrees 04 minutes 14 seconds East along said line, distant 250.00 feet southerly of said southerly line of Lot 20, a distance of 66.38 feet; thence South 37 minutes 11 seconds 21 seconds West a distance of 84.56 feet; thence South 39 degrees 59 minutes 01 second West a distance of 8.53 feet; thence South 36 degrees 03 minutes 19 seconds West a distance of 70.18 feet; thence South 32 degrees 08 minutes 45 seconds West a distance of 86.81 feet; thence South 30 degrees 44 minutes 48 seconds West a distance of 54.36 feet; thence South 27 degrees 08 minutes 02 seconds West a distance of 58.59 feet; thence South 23 degrees 13 minutes 02 seconds West a distance of 63.78 feet; thence South 19 degrees 11 minutes 20 seconds West a distance of 63.14 feet; thence South 15 degrees 59 minutes 57 seconds West a distance of 23.24 feet; thence South 15 degrees 42 minutes 22 seconds East a distance of 62.92 feet; thence South 08 degrees 13 minutes 36 seconds West a distance of 339.74 feet to the easterly right-of-way line of present State Trunk Highway No. 371 as located and established on November 5, 2002, being the point of beginning of the land to be described; thence northeasterly, on a non-tangential curve concave to the northwest, having a radius of 1178.30 feet, a delta angle of 05 degrees 08 minutes 38 seconds and a chord bearing of North 21 degrees 52 minutes 40 seconds East, for an arc distance of 105.79 feet; thence North 19 degrees 18 minutes 21 seconds East a distance of 78.84 feet to a point hereinafter referred to as "Point A"; thence continuing North 19 degrees 18 minutes 21 seconds East a distance of 220.75 feet; thence northeasterly, on a tangential curve concave to the southeast, having a radius of 1115.00 feet and a delta angle of 18 degrees 23 minutes 01 second, for an arc distance of 357.75 feet; thence North 37 degrees 41 minutes 22 seconds East a distance of 187.52 feet; thence North 34 degrees 34 minutes 09 seconds East a distance of 55.64 feet to the intersection with a line 116.25 feet southerly of, as measured at a right angle to and parallel with, said north line of Government Lot 2; thence South 88 degrees 13 minutes 00 seconds East parallel with said north line of Government Lot 2, a distance of 113.86 feet to the westerly right-of-way line of the former Burlington Northern Railroad (now abandoned); thence southerly, along said westerly right-of-way line, on a non-tangential curve concave to the east, having a radius of 1687.04 feet, a delta angle of 02 degrees 52 minutes 21 seconds and a chord bearing of South 09 degrees 07 minutes 34 seconds East, for an arc distance of 967.91 feet to the intersection with a line 158.32 feet northerly of, as measured at a right angle to and parallel with, the south line of said Government Lot 2; thence South 25 degrees 58 minutes 04 seconds West a distance of 171.51 feet to a point on said south line of Government Lot 2, which lies 1800.69 feet easterly of the southwest corner of said Government Lot 2; thence North 86 degrees 38 minutes 46 seconds West along said south line of Government Lot 2, a distance of 447.01 feet to said easterly right-of-way line of present State Trunk Highway No. 371; thence continuing North 86 degrees 38 minutes 46 seconds West along said south line of Government Lot 2 and along said easterly right-of-way line of present State Trunk Highway No. 371, a distance of 69.23 feet to an angle point in said easterly right-of-way line of present State Trunk Highway No. 371; thence northerly, along said easterly right-of-way line of present State Trunk Highway No. 371, on a non-tangential curve concave to the northeast, having a radius of 1749.86 feet, a delta angle of 00 degrees 22 minutes 34 seconds and a chord bearing of North 16 degrees 11 minutes 45 seconds West, for an arc distance of 11.49 feet to an angle point in said easterly right-of-way line of present State Trunk Highway No. 371; thence South 73 degrees 59 minutes 32 seconds West along said easterly right-of-way line of present State Trunk Highway No. 371, a distance of 32.65 feet to said south line of Government Lot 2; thence North 86 degrees 38 minutes 46 seconds West along said south line of Government Lot 2, a distance of 55.39 feet to said easterly right-of-way line of present State Trunk Highway No. 371; thence northerly, along said easterly right-of-way line of present State Trunk Highway No. 371, on a non-tangential curve concave to the east, having a radius of 1834.86 feet, a delta angle of 05 degrees 39 minutes 26 seconds and a chord bearing of North 12 degrees 36 minutes 21 seconds West, for an arc distance of 181.17 feet to the point of beginning.

All that part of Government Lot 2, Section 26, Township 142, Range 31, Cass County, Minnesota, described as follows:

Commencing at the southwest corner of said Government Lot 2; thence on an assumed bearing of South 86 degrees 38 minutes 46 seconds East along the south line of said Government Lot 2, a distance of 1800.69 feet to the point of beginning of the land to be described; thence North 25 degrees 58 minutes 04 seconds East a distance of 171.51 feet to the intersection with the westerly right-of-way line of the former Burlington Northern Railroad (now abandoned) and a line lying 158.32 feet northerly of, as measured at a right angle to and parallel with, said south line of Government Lot 2; thence southeasterly, along said westerly right-of-way line, on a non-tangential curve concave to the northeast, having a radius of 1687.04 feet, a delta angle of 06 degrees 21 minutes 00 seconds and a chord bearing of South 28 degrees 44 minutes 14 seconds East, for an arc distance of 186.97 feet to said south line of Government Lot 2; thence North 86 degrees 38 minutes 46 seconds West along said south line of Government Lot 2, a distance of 165.22 feet to the point of beginning.

Containing 0.29 of an acre more or less.

CURVE TABLE

NUMBER	RADIUS	DELTA	ARC DISTANCE	CHORD BEARING	CHORD DISTANCE	TANGENT
C1	1896.86	09°06'12"	301.38	S 25°50'56"W	301.06	151.01
C2	1178.30	05°08'38"	105.79	N 21°52'40"E	105.75	52.93
C3	1115.00	18°23'01"	357.75	N 28°29'52"E	356.22	180.43
C4	1687.04	32°52'21"	967.91	S 09°07'34"E	954.69	497.68
C5	1749.86	00°22'34"	11.49	N 16°11'45"W	11.49	5.74
C6	1834.86	05°39'26"	181.17	N 12°36'21"W	181.09	30.56
C7	1687.04	06°38'42"	195.66	S 03°59'15"W	195.55	97.94
C8	1687.04	26°13'39"	772.25	S 12°26'55"E	765.53	393.01
C9	1687.04	06°21'00"	186.97	S 28°44'14"E	186.87	93.58
C10	1684.86	01°30'06"	44.16	S 17°55'48"E	44.16	22.08

LINE TABLE

NUMBER	BEARING	DISTANCE
L1	S 39°59'01"W	8.53
L2	N 34°34'09"E	55.64

Containing 11.17 acres more or less. Subject to an easement for storm water drainage purposes, over, under and across that part of the above described tract, being a strip of land lying 15.00 feet on each side of the following described centerline:

Beginning at the aforementioned "Point A"; thence South 60 degrees 18 minutes 20 seconds East a distance of 67.75 feet; thence South 65 degrees 28 minutes 18 seconds East a distance of 160.48 feet and there terminating.

At the point of beginning of said easement centerline, the sidelines of said easement shall be extended or shortened to terminate on a line which bears South 19 degrees 18 minutes 21 seconds West and North 19 degrees 18 minutes 21 seconds East from the aforementioned "Point A".

SURVEYOR'S CERTIFICATE

I hereby certify that this is a true and correct representation of a survey of the boundaries of the above described land, and that this survey was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under the laws of the State of Minnesota. Dated this 16th day of December, 2002.

Glenn Howe
Professional Land Surveyor
Minnesota License No. 17825

Revised on 09/14/05 to include Parcel B

CERTIFICATE OF SURVEY FOR:
ARVIG COMMUNICATIONS

CONTRACT NO.	FOLDER	DRAWN BY	FIELD BOOK
352-05AL	352-05	JPP & GEH	ALS-145A/3B
DWG FILE	CRD FILE	CRS FILE	FIELD CREW
352-05	352-05	352-05	RVB & JML & CAE
SEC - TWP - RG	CHECKED BY	DRAWING NUMBER	
26 - 142 - 31	GEH	5278R	