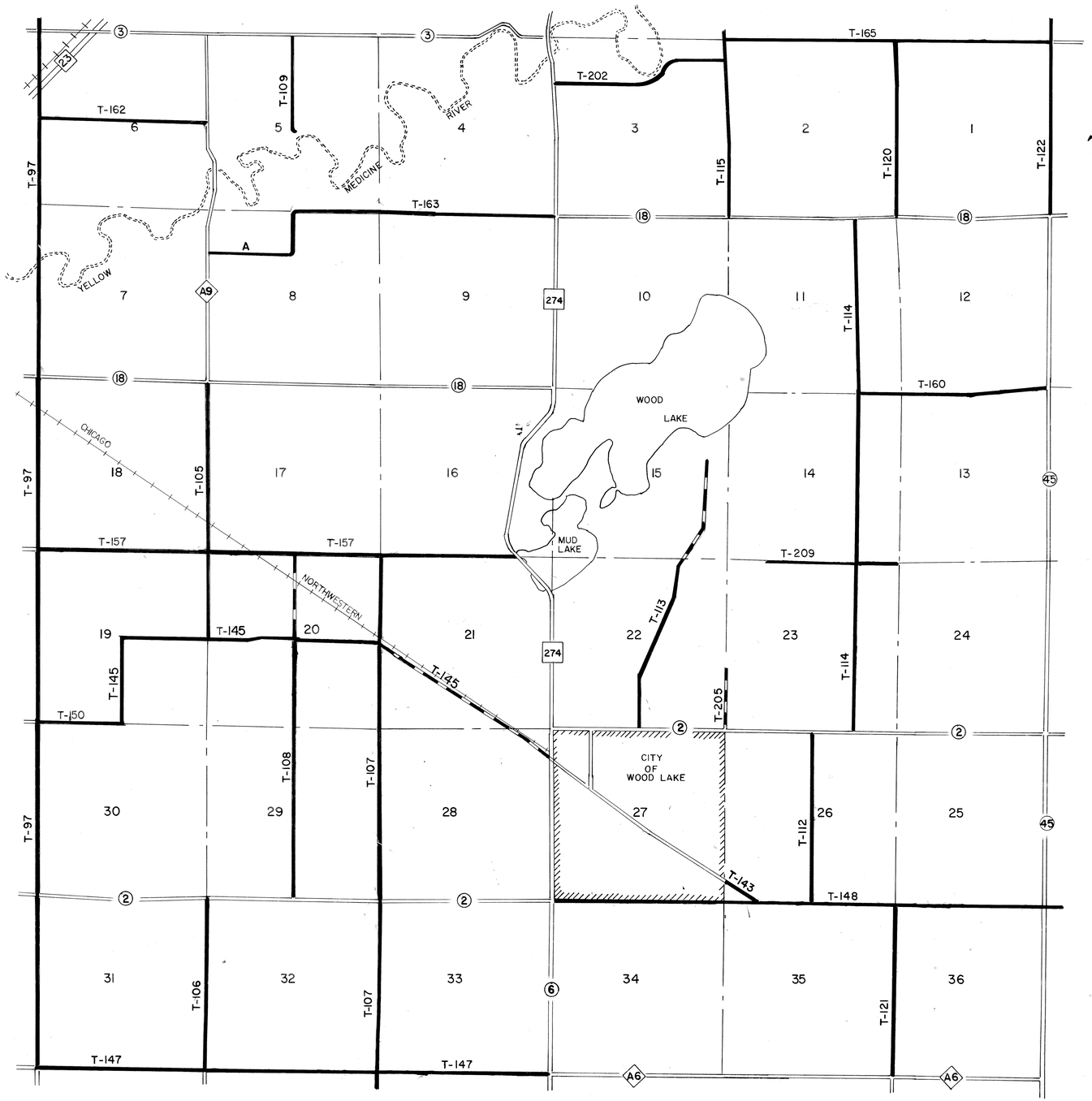
WOOD LAKE TOWNSHIP

TOWNSHIP 114 NORTH RANGE 39 WEST

YELLOW MEDICINE COUNTY MINNESOTA

ROAD EASEMENT MAP

EXHIBIT "A"



LEGEND

T-NUMBER	T-73
TOWNSHIP ROAD - 66' R/W	
TOWNSHIP ROAD - 33' R/W	
COUNTY ROAD	
COUNTY STATE AID HIGHWAY	
TRUNK HIGHWAY	75
SECTION NUMBER	25
WATER COURSE	
SECTION LINE	
RAILROAD	

SCALE 1" = 2000'

1000 0 1000 2000 3000 4000 5000

BE IT RESOVLED BY, THE TOWN BOARD OF Wood Lake TOWNSHIP Yellow Medicine COUNTY, MINNESOTA, THAT THE ROADS AND ROAD RIGHTS OF WAY AS SHOWN ON THE ABOVE MAP ARE HEREBY DETERMINED TO BE DULY ESTABLISHED 4-ROD (66') ROADS UNLESS OTHERWISE SHOWN ON THE ABOVE MAP.

THE ABOVE RESOLUTION WAS DULY ADOPTED BY THE Wood Lake TOWN BOARD AT ITS REGULAR TOWN BOARD MEETING HELD ON THE 21st DAY OF April 19 86.

Wayne Peterson SIGNED Steve Ramsey
TOWN CLERK CHAIRPERSON Wood Lake TOWNSHIP

COUNTY RECORDER DOCUMENT NUMBER 188305

I HEREBY CERTITY THAT THIS INSTRUMENT WAS FILED IN THE OFFICE OF THE COUNTY RECORDER FOR RECORD ON THIS 2 DAY OF May, 19 86 AT 2:35 O'CLOCK P.M AND WAD DULY RECORDED IN Yellow Medicine COUNTY, in Book 48 of Misc., page 434. Envelope # 88 Plat File

Norman A. Opdahl
COUNTY RECORDER
by Kay Nordahl, Deputy

TOWNSHIP ROAD EASEMENT MAP:

I HEREBY CERTIFY THAT THIS MAP OF TOWNSHIP ROAD EASEMENTS, AS DETERMINED BY THE TOWNSHIP OF HAS BEEN PREPARED FOR GRAPHIC REPRESENTATION PURPOSES ONLY BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA

C. M. Bruggeman

DATE 1-21-86 REGISTRATION NO. 6700

NOTE:

THE ROADWAY CENTERLINE DESCRIPTIONS, INCLUDED AS EXHIBIT "B", WERE DERIVED FROM BOTH ACTUAL FIELD SURVEYS FOR THE ROADWAYS WHICH CONTAIN IRREGULAR CURVES OR ALIGNMENT AND FROM THE USGS 10' CONTOUR MAPS PREPAIRED IN 1967 FOR THE ROADWAYS WHICH APPARENTLY FOLLOW THE SUBDIVISION LINES DETERMINED IN THE PUBLIC LAND SURVEY SYSTEM. WHERE FIELD SURVEY METHODS WERE USED NO EFFORT WAS MADE TO LOCATE PUBLIC LAND SURVEY SYSTEM MONUMENTS OR TO ESTABLISH MONUMENTS TO PERPETUATE ALIGNMENT AS DESCRIBED. THE INTENT OF THE DESCRIPTIONS BASED ON SUCH FIELD SURVEYS IS TO MAINTAIN A MAXIMUM DEVIATION OF 5 FEET FROM THE ACTUAL CENTERLINE OF THE TRAVELED ROADWAY.