

BEFORE THE MUNICIPAL BOARD

OF THE STATE OF MINNESOTA

Shirley J. Mihelich	Chair
John W. Carey	Vice Chair
Kenneth F. Sette	Commissioner

IN THE MATTER OF THE ORDERLY ANNEXATION)	
AGREEMENT BETWEEN THE CITY OF FARIBAULT)	<u>O R D E R</u>
AND THE TOWN OF WELLS PURSUANT TO)	
MINNESOTA STATUTES 414)	

WHEREAS, a joint resolution for orderly annexation was adopted by the City of Faribault and the Town of Wells and duly accepted by the Minnesota Municipal Board; and

WHEREAS, pursuant to a joint resolution of the City of Faribault and the Town of Wells, the Municipal Board annexed certain land to the City of Faribault on May 12, 1988, Municipal Board Docket OA-143-1; and

WHEREAS, said joint resolution for annexation of said property in Municipal Board Docket OA-143-1 inadvertently omitted a section of township road now within Airtech Industrial Park and described as Shieldsville Road from the property description; and

WHEREAS, an amendment to the orderly annexation agreement was received from the City of Faribault and the Town of Wells indicating their desire that certain property be annexed to the City of Faribault pursuant to M.S. 414.0325, Subdivision 1; and

WHEREAS, M.S. 414.0325 states that in certain circumstances the Minnesota Municipal Board may review and comment, but shall within 30 days order the annexation of land pursuant to said subdivision; and

WHEREAS, on April 11, 1989, the Minnesota Municipal Board has reviewed and approved the resolution for orderly annexation;

IT IS HEREBY ORDERED: The following described property not already a part of the City of Faribault is hereby annexed to the City of Faribault, Minnesota, the same as if it had originally been made a part thereof:

Part of the Northwest Quarter of Section 24, Township 110 North, Range 21 West of the Fifth Principal Meridian, in the City of Faribault, Rice County, Minnesota, described as follows: Beginning at the Northwest corner of said Northwest Quarter; thence South $0^{\circ}19'50''$ East, along the West line of said Northwest Quarter (for purposes of this description bearings are assumed and based on said West line being South $0^{\circ}19'50''$ East), a distance of 830.87 feet; thence North $89^{\circ}40'10''$ East, 356.25 feet to a point in the center line of vacated Shieldsville Road and the true point of beginning of the parcel to be herein described, said point also being in the easterly line of STATE HIGHWAY RIGHT OF WAY PLAT NO. 66-1; thence along said center line of vacated Shieldsville Road, South $45^{\circ}06'16''$ East, 1263.98 feet to a point in the westerly right of way line of Interstate Highway 35; thence along said Interstate 35 right of way, South $43^{\circ}50'19''$ West, 270.27 feet; thence along said Interstate 35 right of way, South $45^{\circ}15'23''$ West, 179.70; thence North $85^{\circ}00'32''$ West, along said Interstate Highway 35 right of way, 135.39 feet to a point in the northeasterly right of way line of Minnesota Trunk Highway 21; thence along said right of way line on a non-tangential spiral curve, chord bearing and distance is North $39^{\circ}06'42''$ West, 186.46 feet (said course being 185.00 feet northerly from and parallel with the Highway description line which is a spiral curve of decreasing radius, concave northeasterly, spiral angle = $3^{\circ}06'26''$, and length = 252.05 feet), to the beginning of a circular curve; thence northwesterly, along said Highway 21 right of way and said RIGHT OF WAY PLAT NO. 66-1 on said circular curve, concave northeasterly (curve data: radius = 2138.94 feet; delta angle = $20^{\circ}08'28''$; chord bearing and distance = North $27^{\circ}14'07''$ West, 748.04 feet), an arc distance of 751.90 feet to point numbered B11 on said RIGHT OF WAY PLAT; thence along said plat line, South $72^{\circ}50'08''$ West, 35.00 feet to a point numbered B10 on said RIGHT OF WAY PLAT; thence along said Highway right of way line on a curve, concave northeasterly (curve data: radius = 2173.94 feet; delta angle = $9^{\circ}17'40''$; chord bearing and distance = North $12^{\circ}31'02''$ West, 352.27 feet), an arc distance of 352.65 feet to a point numbered B9 on said RIGHT OF WAY PLAT; thence South $89^{\circ}01'57''$ East, along said plat, 123.06 feet to a point numbered B8; thence along said RIGHT OF WAY PLAT, North $0^{\circ}58'03''$ East, 60.54 feet to said true point of beginning; containing 11.894 acres, more or less.

AND

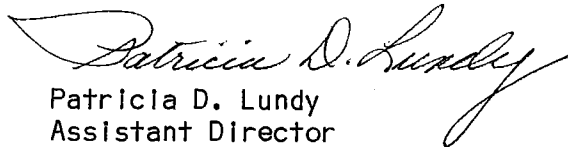
Part of the Northwest Quarter of Section 24, Township 110 North, Range 21 West of the Fifth Principal Meridian, in the City of Faribault, Rice County, Minnesota, described as follows: Beginning at the Northwest corner of said Northwest Quarter; thence South $0^{\circ}19'50''$ East, along the West line of said

Northwest Quarter (for purposes of this description bearings are assumed and based on said West line being South $0^{\circ}19'50''$ East), a distance of 830.87 feet; thence North $89^{\circ}40'10''$ East, 356.25 feet to a point in the center line of vacated Shieldsville Road and the true point of beginning of the parcel to be herein described; thence South $45^{\circ}06'16''$ East, along said center line of vacated Shieldsville Road, 1263.98 feet to a point in the northwesterly right of way line of Interstate Highway 35; thence North $43^{\circ}50'19''$ East, along said Interstate 35 right of way, 421.83 feet to the beginning of a spiral curve; thence along said right of way line on said spiral curve, chord bearing and distance is North $42^{\circ}51'19''$ East, 290.33 feet (said course being 184.00 feet northwesterly from and parallel with the Highway description line which is a spiral curve of decreasing radius, concave northwesterly, spiral angle = $3^{\circ}00'00''$, and length = 300.00 feet), to the beginning of a circular curve; thence northeasterly, along said Highway Interstate 35 right of way on said circular curve, concave northwesterly (curve data: radius = 2680.74 feet; delta angle = $12^{\circ}12'01''$; chord bearing and distance = North $34^{\circ}44'19''$ East, 569.74 feet), an arc distance of 570.82 feet; thence along said Interstate 35 right of way, North $0^{\circ}41'57''$ West, 105.32 feet; thence northeasterly, along said Interstate 35 right of way on a non tangential curve, concave northwesterly (curve data: radius = 2630.74 feet; delta angle = $15^{\circ}17'14''$; chord bearing and distance = North $18^{\circ}59'42''$ East, 699.83 feet), an arc distance of 701.91 feet to a point in the North line of said Northwest Quarter; thence South $89^{\circ}13'02''$ West, along said North line, 2088.41 feet to a point in the easterly line of STATE HIGHWAY RIGHT OF WAY PLAT NO. 66-1, said point numbered B3; thence southerly, along said RIGHT OF WAY PLAT line on a non-tangential curve, concave westerly (curve data: radius = 993.51 feet; delta angle = $9^{\circ}06'26''$; chord bearing and distance = South $10^{\circ}35'10''$ East, 157.76 feet), an arc distance of 157.93 feet to a point numbered B4; thence along said RIGHT OF WAY PLAT line, South $1^{\circ}28'42''$ East, 221.23 feet to a point numbered B5, said course being non-tangential to said previous curve; thence along said RIGHT OF WAY PLAT, South $0^{\circ}58'03''$ West, 203.92 feet to a point numbered B6; thence South $31^{\circ}02'16''$ East, along said RIGHT OF WAY PLAT line, 235.85 feet to a point numbered B7; thence along said RIGHT OF WAY PLAT line, South $0^{\circ}58'03''$ West, 49.46 feet to said true point of beginning; containing 54.562 acres, more or less.

IT IS FURTHER ORDERED: That the effective date of this order is April 11, 1989.

Dated this 11th day of April, 1989.

MINNESOTA MUNICIPAL BOARD
165 Metro Square Building
St. Paul, Minnesota 55101


Patricia D. Lundy
Assistant Director