	<i>Chapter</i> RIGHT-OF-WAY
	<i>Subject</i> General Information

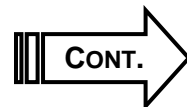
GENERAL: The procurement of right of way to widths that accommodate the construction, adequate drainage, and proper maintenance of the highway is a very important part of the overall project. Adequate right-of-way widths permit the construction of gentle slopes, resulting in more safety for the motorist and allowing easier and more economical maintenance. Traffic requirements, topography, environmental issues, utilities, land use, costs, intersection design, and extent of ultimate expansion influence the width of right of way for the complete development of a roadway.

RIGHT-OF-WAY WIDTH: Right of way should be of sufficient width to accommodate construction and the continued maintenance and operation of the facility. Avoiding right-angle breaks in the right-of-way line and irregularities in widths facilitates maintenance operations and fencing and optimizes land use.

Consider the use of curb-and-gutter sections in urbanized areas for the reduction of right-of-way widths and compatibility with adjacent development. The use of right of way, permanent easements, and temporary easements should be determined on a site-specific basis in order to facilitate the construction, operation, and maintenance of the facility and adjacent land use. Typically, permanent right of way should be acquired to the back edge of the berm on curb-and-gutter projects with easements used for that portion beyond the right of way for construction, operation, and maintenance of drainage structures.

EASEMENTS: It is common practice to use two types of easements on proposed highway projects: temporary and permanent.

Temporary Easement—A temporary easement is the use of a tract of land for a specified time duration (typically the duration of construction), with the land reverting to the owner’s exclusive use at the end of the period. The plans and the deed descriptions require a stated purpose for the easement. Use the following example in designations for temporary easements: "Temporary easement for (specify use such as entrance construction, detour construction, slope construction, building removal, etc.)" (see **Exhibit 1300-01**). When utilizing temporary easements for the removal of buildings, a minimum of 15 feet should be secured around the entire structure unless constrained by the limits of the property boundary or by other nearby features designated to remain in place (see **Exhibit 1300-02**).



EASEMENTS**(cont.):**

Temporary easements can be used for drainage structures, such as yard drains, if they have little impact on roadway drainage.

Permanent Easement—A permanent easement is an easement for a specific purpose that is ongoing and continuous. The plans and the deed descriptions require a stated purpose for the easement. Use the following example in designations for permanent easements: "Permanent easement for (specify use such as drainage, water line, sewers, electric, etc.)" (see **Exhibit 1300-01**). It is not necessary to segment the descriptions for permanent easements for differing utility uses. The permanent easement should list all uses on the plans and deed descriptions. Overlapping easements should not occur. Permanent easements for utility relocation should include the types of utilities that will be included in the easement. Metes and bounds descriptions are required for permanent easements.

PARCEL NUMBERS:

Assign a parcel number to each individual parcel, starting with the number 1 at the beginning of the project, and number consecutively to the end of the project (see **Exhibit 1300-01**). If a project is of a magnitude to warrant breaking it into sections, the numbering system would continue, but a gap should be provided to pick up additional parcels that may arise as the project plans are developed. For example:

Section #1—the parcels might be numbered 1 through 40

Section #2—might be numbered 50 through 110

Section #3—might be numbered 120 through 170, etc.


Once a parcel number has been used, it should never be reused on the same project. Unused parcel numbers should be noted on the summary sheet as "not used" (see **Exhibit 1300-03**).

Numbers may occupy up to a maximum of four spaces. Do not use dashes and periods to separate characters. Letters should not be used in parcel numbers except for explicit reasons such as in the case of leased parcels. Leased parcels or leased portions of parcels shall have parcel numbers followed by the letter L (i.e., 4L, 4L1, 4L2, etc., where L1 means first lease, L2 means second lease, etc.) (see **Exhibit 1300-04**).

RIGHT-OF-WAY

MONUMENTATION: The right-of-way boundaries for the entire project shall be established and monumented for all projects according to guidance provided in **HD-300** of this manual.



	<i>Chapter</i> RIGHT OF WAY
	<i>Subject</i> Right-of-Way Plans

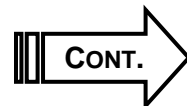
RIGHT OF WAY PLANS:

Procedures for dealing with right-of-way plan submittals and revisions are given in this chapter and in **HD-1305** and **HD-1306**. Preliminary right-of-way plans are not required unless specifically requested. Right-of-way plans shall consist of the following:

- Layout sheet
- Right-of-way revision sheet (if required)
- Typical sections
- Plan(s) and profile(s)
- Right-of-way summary(ies)
- Right-of-way strip map(s)
- Any detail sheets that affect right of way (i.e., detours, maintenance of traffic, access control sheets, railroad detail sheets)
- Coordinate control sheet(s)
- Cross-sections (if requested)

LAYOUT SHEET:

The layout sheet for right-of-way plans should contain the project location, description, and identification features. This layout sheet shall bear a signature block for the project manager and the state highway engineer. The type of access control proposed for the project and highways on the National Highway System shall also be noted on the layout sheet. (See **HD-1100** to find the different types of access control.) The following note shall be used on partial-access-control projects: "Access shall be provided only where specifically shown on the plans." The layout sheet shall be designated "Right-of-Way Plans" and include an index of sheets. Please refer to **Exhibit 1300-05** for details.



RIGHT-OF-WAY

REVISION SHEET: When a revision occurs, a right-of-way revision sheet is added to the right-of-way plans. This sheet is labeled “Right of Way Revision Sheet” and inserted directly after the layout sheet. This sheet shall be numbered as sheet number “R1a.”

Each time a right-of-way revision is processed on the project, a block shall be added to the new sheet showing right-of-way revision number, plan revision date, sheets revised, parcels involved, and any relevant remarks (see **Exhibit 1300-06**).

This sheet can be updated electronically, reprinted, and inserted into the plans each time a revision is processed, if desired.

TYPICAL**SECTIONS:**

The typical sections sheet(s) included in the right-of-way plans shall depict the typical cross-section of the mainline roadway. A normal crown and a superelevated section (if applicable) should be shown, along with a bridge typical section (if applicable). Typical sections of approach roads and entrances should also be included.

PLAN & PROFILE:

The right-of-way plan and profile sheets typically are generated from grade and drain plans. These sheets shall depict the following:

- Existing planimetrics
- Proposed right of way
- Existing right of way
- Existing and proposed easements
- Right-of-way monumentation
- Property lines
- Existing utilities
- Construction limits (disturbed limits)
- Entrances
- Access control lines (if applicable)
- Locations of wells, water cisterns, and septic systems
- Signs (both on and off existing right of way)
- Any other pertinent features
- Parcel numbers and name(s) of the owners (including marital status) for each affected parcel

When deemed appropriate, the project team may elect to depict right-of-way information on separate detail sheets.

Ownership of all utilities affected by the project should be listed in tabular form on the first plan sheet, along with the address and phone number of the company plus the name of the appropriate contact person (if available). Existing utility locations should be shown on the plan sheet. Existing overhead utilities should be referenced by type and be shown connected to the respective poles that carry them. Existing underground utilities are to be shown and referenced by type, size, material, and depth. (For more information, see the “Survey” chapter, **HD-300**, of this manual).



PLAN & PROFILE**(cont.):**

Label all lines that describe permanent takings with bearings and distances. Label existing right-of-way lines with bearings and distances.

Right-of-way monumentation shall be shown on the plan sheets. The monuments shall be flagged on the plan sheets with station and offset.

The profile view should show the location of utilities where they cross the centerline, along with their respective elevations. For overhead utilities, the low-wire elevation should be shown on the profile sheet.

RIGHT-OF-WAY**SUMMARY****SHEET(S):**

The right-of-way summary sheet(s) (**Exhibit 1300-03**) shall show all parcel numbers, the name(s) of the owner(s), and total areas either in acres or square feet. Parcels with total areas greater than one acre shall be shown on the summary sheet in acres, while parcels with areas less than one acre shall be shown in square feet. When a parcel is severed more than once (e.g. mainline and approach might leave property in three or more pieces), each area should be shown. Regardless of parcel size, easements shall be shown in square feet.

- The “Basis of Determination” column should show how the total area was derived.
- “Area Remaining” is intended to document the remaining areas of affected properties.
- The “Total Area Remaining” is the “Total Area” minus the “Fee Simple Right of Way.”
- The “Source of Title” column shall indicate the deed book and page number or other title source.
- The “Remarks” column should show any other information that may be useful to the right-of-way agents during the acquisition process. For example, when a parcel is severed more than once, then each remaining area can be noted.

RIGHT-OF-WAY**STRIP MAP(S):**

The right-of-way strip map(s) (see **Exhibit 1300-07**) at a minimum shall show the centerline(s), existing and proposed right-of-way lines, permanent easement lines, control-of-access lines, property lines, property owners, and parcel numbers. On limited control-of-access projects, access breaks shall be shown. The right-of-way strip map should be drawn to a scale that best depicts the boundaries of the parcels. This may not be practical in all cases due to excessively large parcels. The right-of-way strip map should be included in the right-of-way plans unless the requirement is waived by the district right-of-way supervisor. Using aerial photos with right-of-way strip maps is encouraged.



DETAIL SHEETS: Detail sheets deemed necessary for clarification for the property owner and right-of-way personnel should be included in the right-of-way plans. Some examples might be maintenance of traffic, erosion control, pipe sheets, and environmental mitigation plans. Detail sheets that are specifically related to railroad involvement should be developed according to guidance provided in the “Railroad” chapter, **HD-1400**, of this manual. Mineral ownership detail sheets may be desirable on isolated projects. (For mineral plans, see **HD-1303**, “Other Right-of-Way Considerations,” for more details.)


**COORDINATE
CONTROL
SHEET(S):**

The coordinate control sheet(s) document the control information that facilitates the field survey process. Right-of-way monuments and witness monuments are documented on the coordinate control sheets with northing, easting, station, and offset. Coordinate control sheets shall be included in the right-of-way plans so that monumentation can be established during the project’s right-of-way phase.

**CROSS-SECTION
SHEETS:**

Cross-sections are typically not included in right-of-way plans but should be furnished when requested by the Division of Right of Way and Utilities. The designer shall submit current cross-sections to the project manager at the time of submission of right-of-way plans.



	<p><i>Chapter</i></p> <p>RIGHT OF WAY</p>
	<p><i>Subject</i></p> <p>Other Right-of-Way Considerations</p>

CEMETERIES: When a proposed roadway requires right-of-way acquisition from a cemetery, a separate survey must be conducted. A separate sheet showing:

- Accurate boundary of the entire cemetery, labeled with distance and bearing
- Segment to be acquired
- Graves that will be relocated
- Locations of the graves adjacent to those being relocated
- Grave numbers
- Name of the remains in each grave, when known (otherwise labeled "Unknown")

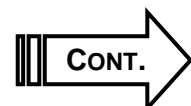
The Division of Right of Way and Utilities submits this information to the Vital Statistics Branch of the Division of Epidemiology and Health Planning in the Cabinet for Health and Family Services. (See ***Right of Way Manual***.)

OIL, WATER, & GAS WELLS:

All oil or gas wells and appurtenant lines, tanks, and pumps within the proximity of the project are to be shown on the right-of-way plans with the company name and well number. If ownership is different than the surrounding property, a separate parcel number shall be used and recorded on the right-of-way summary sheet. Water well locations should be shown on the plans with accompanying lines, etc. For all wells within the construction limits of the project, a note should be added as to their disposition (filling and capping, etc.).

ENCROACHMENTS ON RIGHTOFWAY:

Encroachments that are found should be shown on the plans. It is important that the encroachment be identified and precisely located. Encroachments should be identified as early in the design process as possible so that necessary legal actions can be taken to clear the property and create no additional delays to the project. The project manager, through the branch manager for preconstruction, should inform the chief district engineer of any encroachments. The project manager should also coordinate with the Division of Right of Way and Utilities.




MINERAL PLANS: Mineral plans are detail sheets showing the boundaries of ownership of subsurface minerals and may be required on some projects. Property owners for surface and subsurface rights often vary and overlap. Accurately display them on separate sheets and summaries for proper acquisition. Mineral ownerships shall be designated with an “M” before the parcel number, i.e., M9. Overlapping mineral owners are designated with a hyphenated number after the previously cited nomenclature, i.e., M9-1 and M9-2. The project manager shall consult with the Division of Right of Way and Utilities to determine the need for mineral plans.

EXISTING

RIGHT OF WAY: Existing right of way as defined by the Kentucky legislature (KRS 178.025) is as follows:

1. Any road, street, highway or parcel of ground dedicated and laid off as a public way and used without restrictions by the general public for five (5) consecutive years, shall conclusively be presumed to be a public road.
2. In the absence of any record, the width of a public road right of way shall be presumed to extend to and include that area lying outside the shoulders and ditch lines and within any landmarks such as fences, fence posts, corner stones or other similar monuments indicating the boundary line.
3. In the absence of both record and landmark, the right of way of a public road shall be deemed to extend to and include the shoulders and ditch lines adjacent to said road, and to the top of cuts or toe of fills where such exist.



	<p><i>Chapter</i></p> <p>RIGHT-OF-WAY</p>
	<p><i>Subject</i></p> <p>Right-of-Way Deed Descriptions</p>

DEED DESCRIPTIONS:

In addition to the information required on the plan sheets, it is necessary to submit deed descriptions of the property to be acquired and a copy of the existing deed of record for the property.

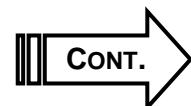
These documents are to be submitted along with the right-of-way plans for the project. Designers are not responsible for the preparation of deeds of conveyance but are responsible for the preparation of the metes and bounds deed description(s). The Division of Right of Way and Utilities has designated the district right-of-way supervisor as the responsible party for the deed of conveyance.

The controlled access lines shall be specifically described in deed descriptions for "limited access highways." When providing openings in the controlled access line, state the beginning and ending of access control in the appropriate deed descriptions. It is not necessary to provide separate descriptions for C/A R/W and non-C/A R/W takings on the same parcel. Roadways designated as "access by permit" will not require these descriptions.

During completion of the construction plans and review of deeds and acquisition of rights of way, it often is necessary to make changes to the deed descriptions. To facilitate revisions, all deed descriptions will be prepared on approved electronic media and submitted along with a printed-paper copy.

Assign each individual parcel a number starting with number 1 and number consecutively to the end of the project. Consider this parcel number the identifier of the existing property. Assign a tract letter (right of way or easement) to each portion of acquired land. Append the letter to the parcel number; i.e., Parcel 4, Tract A, may be the right of way to be acquired from Parcel 4; Parcel 4, Tract B, may be the permanent easement to be acquired from Parcel 4. Subsequent descriptions would each receive a tract letter. The order of descriptions typically is:

1. Each of the fee-simple right-of-way descriptions
2. Each of the permanent easement descriptions
3. Each of the temporary easement descriptions




**DEED
DESCRIPTIONS
(cont.):**

Deed descriptions shall contain an opening statement. This statement will provide a general location of the property including a tie to a major landmark whenever practical. Each description shall also contain a closing statement. This statement should indicate the area contained in the tract and the type of acquisition, i.e., fee simple, permanent easement, or temporary easement.

The description for property acquired in fee simple shall be by metes and bounds, referenced to the highway centerline by station and offset distance, and should be written in a clockwise direction (see **Exhibit 1300-08**). When a property is a lot described on a recorded plat on file in the county clerk's office, the metes and bounds description will include reference to the lot number and subdivision name, plus plat book and page number. If the project includes an existing roadway right of way, it should be assumed that the Commonwealth of Kentucky holds title to the existing right of way and that those areas should not be included in the descriptions. The Division of Right of Way and Utilities may request additional property descriptions, land areas, etc., to facilitate the acquisition process.

The designer will not identify excess property at the time of submittal of right-of-way plans. A later modification to the plans will be required when the district right-of-way supervisor advises that an excess parcel will be acquired. Descriptions for excess property are to be provided when requested.



	<p><i>Chapter</i></p> <p>RIGHT OF WAY</p>
	<p><i>Subject</i></p> <p>Submission of Right-of-Way Plans</p>

SUBMISSION OF PLANS:

The project manager will include the following items with the right-of-way plan submission to the Central Office Division of Right of Way and Utilities:

- Paper copy of the right-of-way plans with an original Mylar layout sheet signed by the project manager
- Completed TC 61-12E form, *R/W Plans Submitted to Central Office*


Documents identified on this form should accompany the right-of-way plans at the time of submittal. (See **Exhibit 1300-09.**)

- Deed descriptions of the acquiring property

All deed descriptions will be prepared on floppy disks and submitted along with a printed copy on paper. The deed descriptions shall be in ASCII format and contain a maximum of 80 characters per line.

- Paper copies of the existing deeds of record for the properties
- Copy of the environmental checklist, if required



	<i>Chapter</i> RIGHT OF WAY
	<i>Subject</i> Revision of Right-of-Way Plans

**REVISION
PROCEDURE
FOR RIGHT-OF-WAY
PLANS:**

It may become necessary to make revisions to right-of-way plans due to changes made to the roadway plans, changes in property ownership, etc.

When a revision occurs, a right-of-way revision sheet shall be added to the right-of-way plans. This sheet shall be labeled "Right-of-Way Revision Sheet" and inserted directly after the layout sheet. This sheet shall be numbered as sheet number "R1a."

Each time a right-of-way revision is processed on the project, a block shall be added to the new sheet showing right-of-way revision number, plan revision date, sheets revised, parcels involved, and any relevant remarks (see **Exhibit 1300-09**). This sheet can be updated electronically, reprinted, and inserted into the plans each time a revision is processed, if desired.


In addition to the right-of-way revision sheet, it is required that each revised sheet show the "Revised Plan Date: ____" in the upper-right corner, below the "County of", "Item No.," and "Sheet No." blocks. (See example below.) Only the last revised plan date should be shown on the revised plan sheets.

COUNTY OF	ITEM NO.	SHEET NO.
MUHLENBERG	2-0014	R11

REVISED PLAN DATE: JANUARY 31, 2003

A paper copy of the right-of-way revision sheet shall be submitted along with the memorandum from the project manager and the unmarked white prints to the Central Office Division of Right of Way and Utilities.



	<p><i>Chapter</i></p> <p>RIGHT OF WAY</p>
	<p><i>Subject</i></p> <p>Right of Way & Abandoned Roads</p>

POLICY:

With the design and construction of any new facility, the functional classification system in the general area affected by the new construction should be examined. A determination should be made as to whether the facilities being replaced are relevant to the state road system as defined by their functional usage. It is the policy of the Transportation Cabinet to convey maintenance responsibility and associated rights of way to local jurisdictions (county/city) for the following facilities:

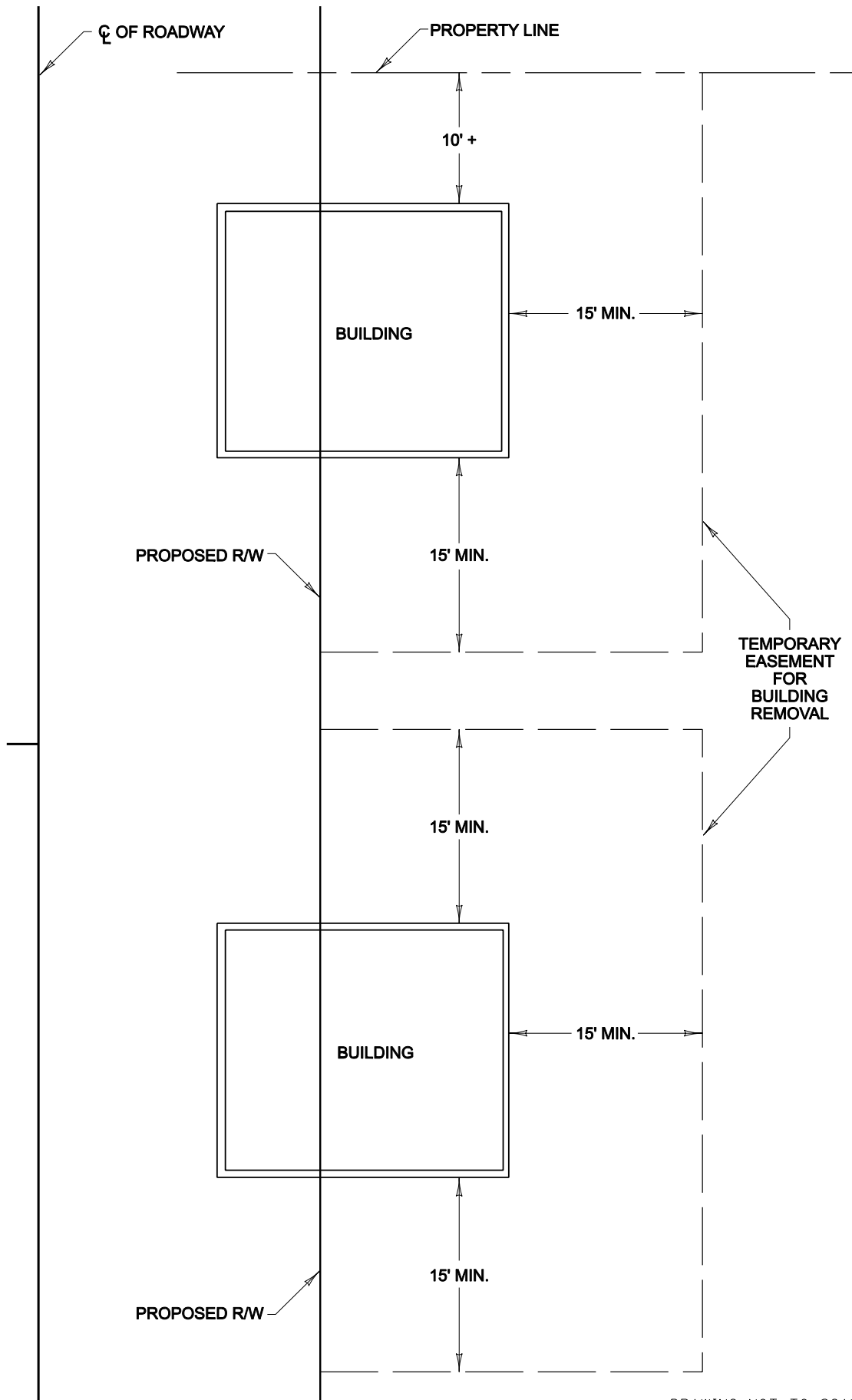
- All abandoned segments of state roads left to serve as frontage or local access roads following construction
- All frontage or access roads constructed with the new highway
- All segments of local roads that are relocated with the new highway construction and for which right of way is purchased by the Cabinet

The project team shall review each state road, frontage road, access road, and relocated local road for possible abandonment. In addition, a review of any other newly classified or existing supplemental road facilities is made to assure that it is in the best interests of the Cabinet to convey them to the local jurisdiction. The project team will then make a recommendation to the district planning engineer. As described in the *Planning Manual*, the district planning engineer will prepare a highway systems map of the general area showing the new alignment.

The designer will prepare deed descriptions for the right of way for all portions of the abandoned state road, access road, frontage road, or local road that lie outside the right-of-way limits required for maintenance of the new roadway.

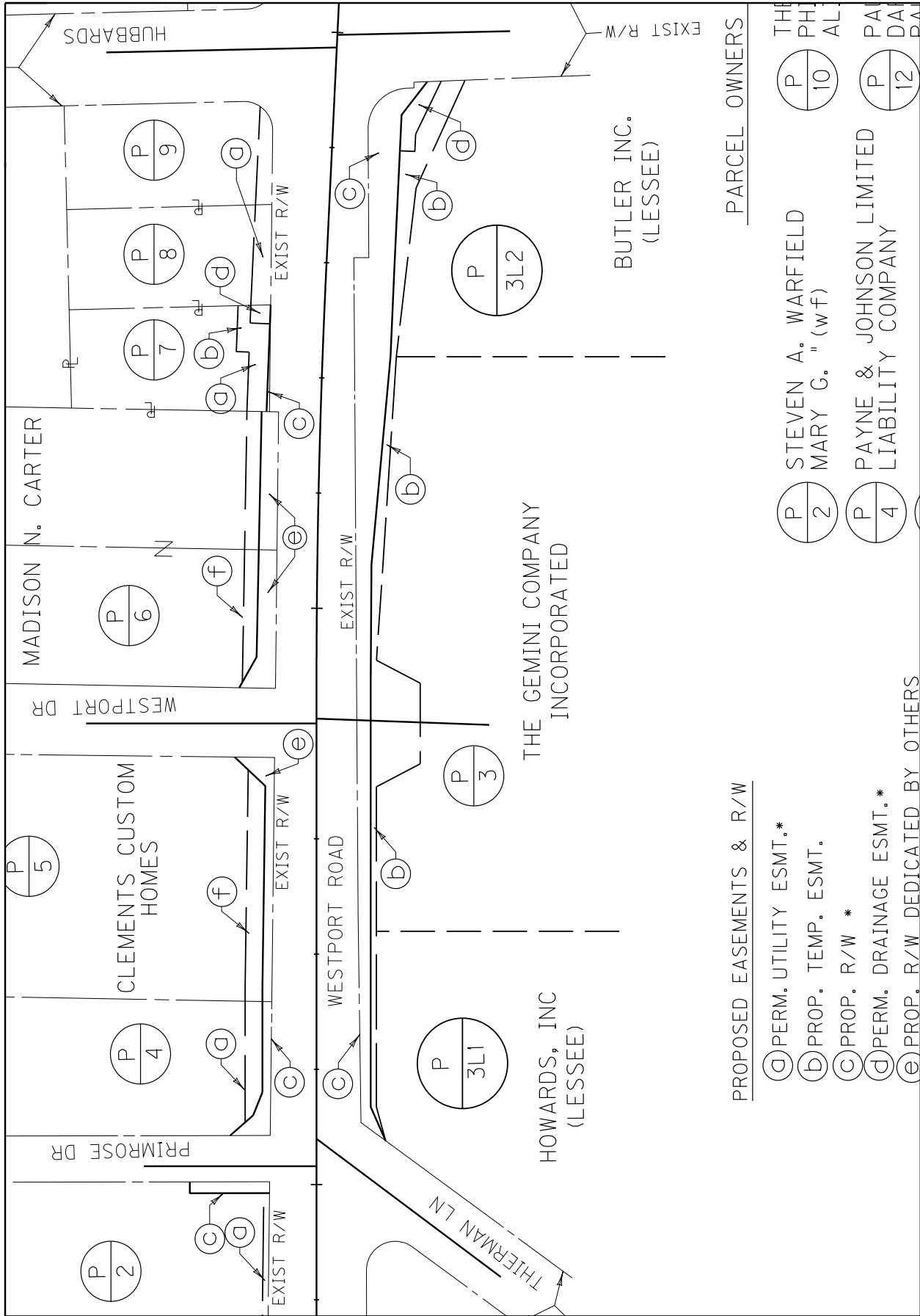


EXAMPLE TEMPORARY EASEMENT FOR BUILDING REMOVAL



EXAMPLE LESSEE ON STRIP MAP

EXHIBIT 1300-04



PROPOSED EASEMENTS & R/W

- (a) PERM. UTILITY ESMT.*
- (b) PROP. TEMP. ESMT.
- (c) PROP. R/W *
- (d) PERM. DRAINAGE ESMT.*
- (e) PROP. R/W DEDICATED BY OTHERS

PARCEL OWNERS

- P/2 STEVEN A. WARFIELD
- P/4 PAYNE & JOHNSON LIMITED LIABILITY COMPANY
- P/5 CLEMENTS CUSTOM HOMES
- P/6 MADISON N. CARTER
- P/7 MADISON N. CARTER
- P/8 MADISON N. CARTER
- P/9 MADISON N. CARTER
- P/3 THE GEMINI COMPANY INCORPORATED
- P/3L1 HOWARDS, INC (LESSEE)
- P/3L2 BUTLER INC. (LESSEE)
- P/10 STEVEN A. WARFIELD
- P/12 PAYNE & JOHNSON LIMITED LIABILITY COMPANY

EXAMPLE R/W REVISION SHEET

EXHIBIT 1300-06

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-001.1	R1a

RIGHT OF WAY REVISION NO.1

REVISED PLANS DATE: JULY 16, 2004
SHEETS REVISED: R-1 thru R-29
PARCELS INVOLVED: P#118, P#120, P#121
REMARKS: CUT BACK FILL SLOPES
FOR SIGHT DISTANCE

RIGHT-OF-WAY REVISION NO.2

REVISED PLANS DATE: AUGUST 24, 2004
SHEETS REVISED: R11, R13
PARCELS INVOLVED: P#84
REMARKS: CHANGED PROPOSED
ENTRANCE WIDTH

RIGHT-OF-WAY REVISION NO.3

REVISED PLANS DATE: MAY 04, 2005
SHEETS REVISED: R3 - R7, R23, R24
PARCELS INVOLVED: P#89, P#91
REMARKS: P#89-CHANGE AREA OF TOTAL
TRACT AND TAKING
P#91-CHANGE PROPERTY OWNERSHIP

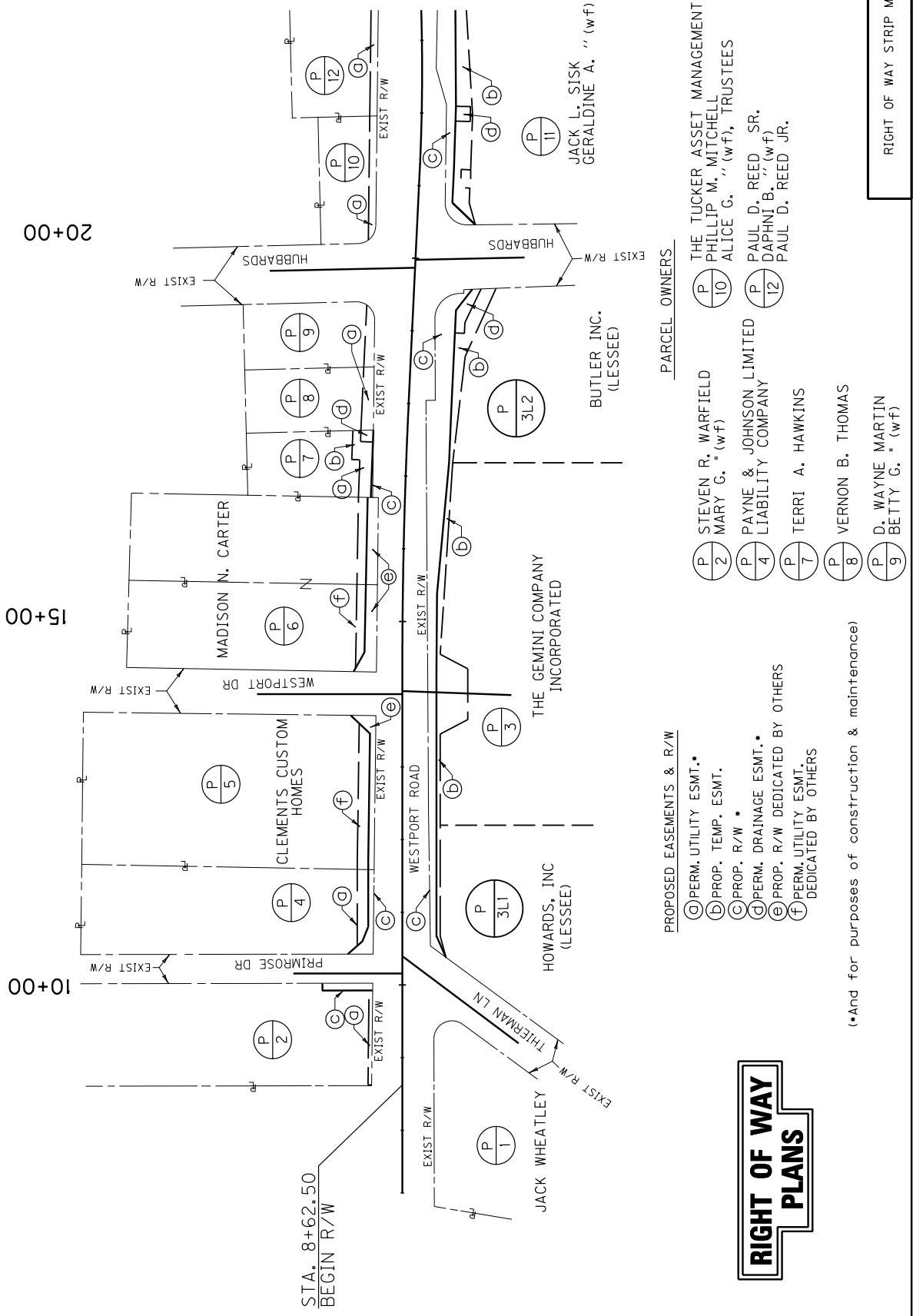
**RIGHT OF WAY
PLANS**

RIGHT OF WAY REVISION SHEET

EXAMPLE R/W STRIP MAP

EXHIBIT 1300-07

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-028-01	



- PROPOSED EASEMENTS & R/W**
- (C) PERM. UTILITY ESMT.
 - (D) PROP. TEMP. ESMT.
 - (E) PROP. R/W
 - (F) PERM. DRAINAGE ESMT.
 - (G) PROP. R/W DEDICATED BY OTHERS
 - (H) PERM. UTILITY ESMT. DEDICATED BY OTHERS

- PARCEL OWNERS**
- (P 1) JACK WHEATLEY
 - (P 2) STEVEN R. WARFIELD, MARY G. (wf)
 - (P 3) HOWARDS, INC (LESSEE)
 - (P 4) PAYNE & JOHNSON LIMITED LIABILITY COMPANY
 - (P 5) CLEMENTS CUSTOM HOMES
 - (P 6) MADISON N. CARTER
 - (P 7) TERRI A. HAWKINS
 - (P 8) VERNON B. THOMAS
 - (P 9) D. WAYNE MARTIN, BETTY G. (wf)
 - (P 10) THE TUCKER ASSET MANAGEMENT TRUST, PHILLIP M. MITCHELL, ALICE G. (wf), TRUSTEES
 - (P 11) JACK L. SISK GERALDINE A. (wf)
 - (P 12) PAUL D. REED SR., DAPHNI B. (wf), PAUL D. REED JR.

(*And for purposes of construction & maintenance)

RIGHT OF WAY PLANS

RIGHT OF WAY STRIP MAP

EXAMPLE: METES AND BOUNDS DESCRIPTION

Scott County US 25
Item No. 7-9999.99

Parcel No. 2 Tract A
John and Betty Smith

Being a tract of land lying in Scott County along US 25 approximately 3.7 miles north of the intersection of US 25 and US 460, and more particularly described as follows: Beginning at a point in the East existing right of way of US 25, said point being 37.50 feet right of US 25 centerline station 10+00; thence with the existing right of way North 7 degrees 27 minutes 42 seconds West, 390.21 feet to a point 37.50 feet right of US 25 centerline station 13+90.21, said point also being in the north property line of John and Betty Smith; thence with said property line South 66 degrees 07 minutes 20 seconds East, 61.43 feet to a point 89.97 feet right of US 25 centerline station 13+58.26; thence with the proposed controlled access and right of way line South 4 degrees 56 minutes 44 seconds West, 98.08 feet to a point 68.90 feet right of US 25 centerline station 12+62.47; thence continuing with the proposed controlled access and right of way line South 4 degrees 55 minutes 01 seconds East, 82.10 feet to a break in the controlled access line, said point being 65.25 feet right of US 25 centerline station 11+80.45; thence with the proposed right of way line South 4 degrees 55 minutes 01 seconds East, 22.99 feet to a point 64.23 feet right of US 25 centerline station 11+57.48; thence with the proposed controlled access and right of way line South 4 degrees 55 minutes 01 seconds East, 42.69 feet to a point 62.34 feet right of US 25 centerline station 11+14.83; thence continuing with the proposed controlled access and right of way line South 4 degrees 44 minutes 33 seconds West, 117.48 feet to the point of beginning.

The above described parcel contains 10,432 square feet of right of way.

Scott County US 25
Item No. 7-9999.99

Parcel No. 2 Tract B
John and Betty Smith

Being a tract of land lying in Scott County along US 25 approximately 3.7 miles north of the intersection of US 25 and US 460, and more particularly described as follows: Beginning at a point in the north property line of John and Betty Smith, said point being 89.97 feet right of US 25 centerline station 13+58.26; thence with said property line South 66 degrees 07 minutes 20 seconds East, 58.02 feet to a point 139.53 feet right of US 25 centerline station 13+28.08; thence South 39 degrees 38 minutes 42 seconds West, 96.41 feet to a point 68.90 feet right of US 25 centerline station 12+62.47; thence with the proposed controlled access and right of way line North 4 degrees 56 minutes 41 seconds East, 98.08 feet to the point of beginning.

The above described parcel contains 2,692 square feet of permanent easement for maintenance of drainage structures.

3/26/2004

Scott County US25
Item No. 7-9999.99

Parcel No. 2 Tract C
John and Betty Smith

Being a tract of land lying in Scott County along US 25 approximately 3.7 miles north of the intersection of US 25 and US 460, and more particularly described as follows: Beginning at a point in the proposed right of way of US 25, said point being 63.50 feet right of US 25 centerline station 11+41.07; thence with the proposed right of way North 4 degrees 55 minutes 01 seconds West, 55.83 feet to a point 65.98 feet right of US 25 centerline station 11+96.85; thence South 59 degrees 24 minutes 53 seconds East, 26.62 feet to a point 86.94 feet) right of US 25 centerline station 11+80.45; thence South 7 degrees 27 minutes 42 seconds East, 22.97 feet to a point 86.94 feet right of US 25 centerline station 11+57.48; thence South 47 degrees 33 minutes 08 seconds West, 28.61 feet to the point of beginning.

The above described parcel contains 874 square feet of temporary easement for entrance construction.

3/26/2004

Kentucky Transportation Cabinet
 Department of Highways
 Division of Design

TC 61-12E
 Rev 10/01

Right-of-Way Plans Submitted to Central Office

County _____ Fed. No. _____

Item No. _____ UPN _____

Road Name _____

From _____

To _____

Date Surveyed _____ Design Approval Date _____

*Types of Plans _____

From Station _____ To Station _____

Gross Length _____ Miles _____ Net Length _____ Miles _____

Portions Not Included _____

Estimated Cost _____

Project Authorization Cost of R/W Acquisition _____

Sheets Submitted

Layout _____	R/W Access Control Map _____
Typical Section _____	Field Check Sheet _____
Plan and Profile _____	R/W Deeds _____
R/W Summary _____	Other _____
R/W Strip Map _____	

*Please indicate what type of plans are being submitted: Preliminary or Final Right-Of-Way Plans.

Signature _____

Title _____