



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Secretary

Marc Williams
Commissioner of Highways

INTRA-DEPARTMENTAL MEMO


TO: All Chief District Engineers

All District Planners

Marcelyn Mathews, P.E.
State Highway Engineer

Chuck Knowles, P.E.
Deputy State Highway Engineer
for System Preservation

Nancy Albright, P.E.
Director
Division of Maintenance

FROM: Marc D. Williams, P.E.
Commissioner of Highways 

DATE: January 8, 2007

SUBJECT: State Primary Road System (SPRS)
Jurisdictional Transfers

The Cabinet entered a contract with Wilbur Smith Associates to research the jurisdictional transfer policies of surrounding State Highway Agencies (SHA's) and other SHA's in the United States considered progressive in their policies. The product of this collaborative effort between the Division of Planning and Wilbur Smith Associates is the attached copy of the *Policy Guidelines for Kentucky State Primary Road System (SPRS) Jurisdictional Transfers*. The Cabinet has adopted this policy and will use it whenever considering acceptance of roads into the SPRS and the resultant jurisdictional transfers with local government entities.

These policy guidelines primarily concentrate on local government entity requests that the Cabinet accept local roads into the SPRS. This document is designed to better define the criteria and create a more formal assessment framework that should improve the process for both the Districts and Central Office.

This document does not meaningfully address the greater need for better partnering relationships between the Cabinet and local government entities and their acceptance of responsibility and ownership for bypassed or replaced road segments created when the Cabinet builds a new facility. However, the policy in this document is a beginning point for a more responsible policy direction.

If there are any concerns or questions regarding the policy in this document, please contact Daryl Greer in the Division of Planning at (502) 564-7183.

MDW/JEH/NH

Attachment

Policy Guidelines for Kentucky State Primary Road System (SPRS) Jurisdictional Transfers

Kentucky Transportation Cabinet
Department of Highways
Division of Planning



September 2006



Table of Contents

I. Purpose and Background	1
A. Purpose of Policy Guidelines.....	1
B. Legal Authority.....	1
C. Basis for Policy Guidelines	1
D. Purpose of the SPRS	3
II. Local Requests for Jurisdictional Transfers	4
A. Process.....	4
B. Criteria	5
III. Jurisdictional Transfers due to New Construction or Reconstruction	7
A. Policy	7
B. Criteria	7
C. Process	7
D. Schedule	8
E. Tracking System	8
IV. KYTC SPRS Review and Updates by Highway District	8
A. Continuous Functional Classification/State Primary Road System Review	8
B. Annual Functional Classification/State Primary Road System Review	9

Policy Guidelines for Kentucky State Primary Road System (SPRS) Jurisdictional Transfers

September 2006

I. Purpose and Background

A. Purpose of Policy Guidelines

The purpose of the Kentucky Transportation Cabinet (KYTC) Department of Highways *Policy Guidelines for Kentucky State Primary Road System (SPRS) Jurisdictional Transfers*, referred to herein as the Policy Guidelines, is to define the policy and procedures for negotiating with local county and city governments for the following:

1. Requests from local governments to add new roads to the Kentucky Transportation Cabinet (KYTC) State Primary Road System (SPRS); and
2. Disposition of roads or road segments ("orphaned" roads) within the SPRS that no longer serve as part of a functionally classified transportation network after replacement by a new or reconstructed road. Disposition shall be by either:
 - a. The negotiated transfer of such roads to local governments, or
 - b. Abandonment of such roads and/or release to private ownership, or
 - c. Discontinuance of maintenance by the Department of Highways

B. Legal Authority

The authority for the creation of Kentucky's State Primary Road System (SPRS) lies with the KYTC Department of Highways as established by Kentucky Revised Statute 177.020. The Division of Planning has been assigned the responsibility for making recommendations, preparing official documentation, and maintaining the records for the Kentucky State Primary Road System (SPRS), as well as other designated highway systems in the Commonwealth of Kentucky.

The State Primary Road System consists of about 27,450 miles (35.6%) of Kentucky's approximately 77,000 miles of public roads.

C. Basis for Policy Guidelines

A *Kentucky State Primary Road System Criteria Study* was completed in February 2004 by the Division of Planning to develop formal criteria that could be used to:

- Determine a more appropriate classification of roads within the state system (e.g., changing a Rural Secondary to a State Secondary or Major Collector to Minor Arterial),
- Review existing state and local roads and streets to identify roads not germane to a statewide transportation network which could be candidates for jurisdictional transfers to local governments, and

-
- Review highways being considered for designation as a part of the Kentucky SPRS, particularly in response to requests from local governments.

The primary purpose of these Policy Guidelines is to address the last of these initiatives, i.e., responding to requests to add roads to the KYTC SPRS. Although the KYTC needs a separate mechanism for reclassification and reduction of mileage for the state system, these Policy Guidelines only address one aspect of the second initiative by examining how to transfer or eliminate roads or road segments no longer suited for the SPRS due to new highway construction or reconstruction.

As part of the KYTC SPRS Criteria Study, criteria were identified to evaluate candidate roads for inclusion on the state system based on the following:

- Review of input from peer, adjacent, and progressive states;
- Literature research;
- Review of Kentucky statutes and regulations;
- Availability of road inventory data in the KYTC Highway Information System database; and
- Comparison of Kentucky SPRS with the Federal Highway Functional Classification System and systems, criteria, and processes in other states.

Key sections in the Kentucky Revised Statutes (KRS 177.020) that spell out the authority and requirements of the Department of Highways with regard to this issue are as follows (underlining added for emphasis):

1. The state primary road system shall consist of such public roads and city streets within the state as the Department of Highways determines shall be established, constructed, or maintained by the Department of Highways.
2. The department shall, in its discretion, determine which public roads, or city streets, shall be established, constructed, or maintained by it, and shall determine the type of construction or maintenance for that road or city street.
3. In the establishment of the state primary road system, the Department of Highways is authorized to select new routes, deviate from an existing route whenever it deems such deviation proper, eliminate from the state primary system roads or city streets which have been replaced as a proper part of the system by the construction of a new facility or the selection of a new route ...
4. Prior to the advertisement for bids on any highway construction project, the Department of Highways shall meet with the fiscal court in the jurisdiction of the construction project for the purpose of advising the fiscal court of any state road or road segment which the department may seek to eliminate from the state primary road system upon completion of that highway construction project. The requirement of this subsection shall be in addition to the requirements of subsection (5) of this section.
5. The department shall notify the fiscal court of the county at least four (4) months before it eliminates a road, road segment, bridge, or street in that county from the state primary road system. Upon receiving notice, the fiscal court may reject title and notify the department that the road shall not become part of the county road

system. If the fiscal court declines, the department shall give notice to all private persons entitled to a necessary access over this road of their rights under this chapter; and, by petition of any private party entitled to such access, the road shall be deemed a discontinued state road and shall be closed to public use but remain open in accordance with its condition and use for the access of the private parties involved. In the absence of such petition, title shall be transferred to the owner or owners of the tract or tracts of land to which the road originally belonged.

6. As used in this section, the term "rural secondary roads" shall mean such system of roads in this state which are usually considered farm to market roads and that were classified as part of the rural secondary road system by the Department of Highways on January 1, 1986 ... in no case shall the rural secondary system, as defined in this subsection, be less than eleven thousand eight hundred (11,800) miles.
7. The establishment, construction, or maintenance of the state primary road system shall be under the direction and control of the Department of Highways. The commissioner of highways is authorized to adopt regulations necessary to the administration of this authority.

Therefore, through these statutes, the KYTC's Department of Highways has been given the authority to:

1. Determine which public roads and city streets shall be part of the SPRS;
2. Eliminate roads and streets from the SPRS which have been replaced by a newly constructed facility or the designation of another route, under specified limits and after following a prescribed legal process; and
3. Adopt regulations to carry out this authority.

D. Purpose of the SPRS

In 1968, the Federal Highway Administration (FHWA) first established a Highway Functional Classification System that defines a hierarchy of roads and streets based on the degree to which the road or street provides mobility and/or access, as follows:

1. Arterials: Roads or streets are classified as arterials if they provide a high level of mobility and a low degree of access to adjacent properties
2. Local: Roads or streets that provide a high level of access to adjacent properties but a low level of mobility are classified as local.
3. Collectors: Roads or streets that provide a balance between mobility and land access are classified as collectors.

The KYTC SPRS Criteria Study recommended the primary responsibility of the KYTC Department of Highways be to provide and maintain a roadway network serving statewide and/or inter-regional mobility, rather than providing direct access to property. In keeping with the Federal Functional Classification concepts, criteria, and procedures, it is logical that the SPRS should consist primarily of Arterials and Collectors, but most Locals should be the responsibility of local city and county governments.

The Kentucky Administrative Regulation 603 KAR 3:030 established a category of roads in the SPRS that has direct land access as a primary purpose (Supplemental Road). However, current and future fiscal constraints necessitate that KYTC restrict the addition or retention of roads that only serve a local purpose, i.e., access to property.

Therefore, it is the policy of the KYTC Department of Highways that the criteria and procedures set forth in this policy document are intended to ensure that public roads accepted into the State Primary Road System in the future should maximize statewide and/or inter-regional mobility. Further, it is the policy of the KYTC Department of Highways that the responsibility for public roads having the primary purpose of local land access rests with local city and county governments.

II. Requests for Jurisdictional Transfers

A. Process

Initial requests for the KYTC Department of Highways to accept a proposed road into the State Primary Road System shall be submitted by the local government to the KYTC Highway District Engineer who has jurisdiction in the area.

All requests shall include a local government resolution that specifies:

1. The candidate road, with a thorough description that includes beginning and ending points;
2. The party that currently has responsibility for the roads;
3. That the road is on a publicly-held right-of-way;
4. That the governmental entity holds title and ownership;
5. That the local government has reviewed the criteria that roads must meet for SPRS inclusion, and believes the road in question qualifies, with appropriate justification; and
6. That the local government will agree to an exchange that accepts all rights, responsibilities, ownership and title for the operation and maintenance for a minimum of one (1) lane-mile of SPRS road for each one (1) lane-mile of local road accepted into the SPRS from local jurisdiction.

After gathering information on the candidate road relating to criteria in these Policy Guidelines, the District Engineer shall submit the local government request and resolution with supporting documentation to the central office Division of Planning. The Division of Planning will assess the feasibility of accepting the road into the SPRS, based on an evaluation of the Department's records and information provided by the District. If given a favorable review, the Division of Planning will work with the District to identify potential state roads or road segments suitable for exchange with the local government.

If the request is given tentative approval the local government will be notified and a jurisdictional exchange of roads negotiated. A second resolution by the local government will then be required which specifies that the local government relinquishes all rights, responsibilities, and ownership of the candidate road and agrees to accept all

rights, responsibilities, and ownership of the selected existing state roads or road segments, as negotiated between the Department and the local government and specified by state route number, description, and milepoint. The local government will then be responsible for contacting property owners, obtaining deeds, and obtaining signatures for the candidate road, as needed.

Upon submittal of the resolution and supporting documents by the local government to the Department, the Division of Planning will prepare an Official Order and submit it to the Commissioner of Highways for formal approval and signature.

Acceptance of a roadway into the SPRS does not obligate the KYTC Department of Highways to undertake any improvements or specific repairs.

A flow chart showing the process for jurisdictional road transfers between local and state government is shown in **Appendix A**.

B. Criteria

Upon request by a local government through the process described above, the following criteria shall be used to determine if a proposed road or road segment should be added to the SPRS. Two sets of criteria are presented: one set of absolute requirements and a set of "other criteria" that should be considered and met in most cases, but that may be waived with just cause, due to extenuating circumstances.

1. Requirements: The following set of criteria must be met for any road to be included in the Kentucky State Primary Road System:
 - a. Public Road: All roads added to the SPRS system should be available for unrestricted public use (e.g., no gated roads).
 - b. State/Local Mileage Exchange: Transfers of existing roads from local to state government should only be considered on a minimum of one lane-mile for one lane-mile basis. This means for every one lane-mile of road under consideration for the state maintenance system, the local government must accept a negotiated exchange of a minimum one lane-mile of state road.
 - c. Functional Classification: As a rule roads added to the SPRS should be functionally classified as Arterials or Collectors, since they have mobility as either their primary purpose or one of their primary purposes. Rural or Urban Locals serve primarily to provide direct access to abutting land and access to the higher order systems. They offer the lowest level of mobility and usually deliberately discourage through traffic movement. If appropriate, a functional classification review may be undertaken to determine if the classification of a road is or should be a higher classification than Local.
 - d. Lane Widths: Any road added to the SPRS must have at least two lanes, with each lane width equal to or greater than 10 feet.
 - e. Pavement: All new roads added to the SPRS should be paved to meet current Division of Maintenance standards. All existing roads considered for transfer to the SPRS should be paved with a minimum of 2 inches of asphalt on 4 inches of DGA base, or equivalent. Oil and gravel is not acceptable.

-
- f. Special Circumstances: A review of the roadway should be undertaken by District personnel to determine if there are any special circumstances that could add to the cost to improve or maintain the highway, e.g., rockfall or landslide areas, deficient bridges, poor pavement condition, special access or land use problems, drainage problems, and others deemed appropriate. No road with such problems will be considered for inclusion on the SPRS.
2. Other Criteria: Other guideline criteria to consider in reviewing candidate roads for inclusion in the Kentucky SPRS on a case-by-case basis, are as follows:
- a. Average Daily Traffic: In order to best serve the population in a particular county, the KYTC Department of Highways may choose to require that all rural roads considered for inclusion in the SPRS should carry an average daily traffic (ADT) equal to or greater than 1,000 vehicles per day (vpd). All urban roads should carry an ADT equal to or greater than 2,000 vpd.
- b. Continuity: In an effort to ensure that the SPRS is a continuous system serving a statewide mobility and/or connectivity purpose, non-continuous "stubs" or dead-ends may not be added to the SPRS. Roads considered for inclusion may be required to end at another state route, a state line, a geographic feature, or a major traffic generator.
- c. Parallel Route: As a general rule, a local road should not be placed on the SPRS if the road is parallel and in close proximity to one or more existing state highways in the same geographic area.
- d. Right-of-Way: The KYTC may require that a suitable Right-of-Way (ROW) be provided the entire length of the candidate road for deeding to the Commonwealth for the use and benefit of the Kentucky Transportation Cabinet. It may also be required that ROW width be:
- (1) No less than that needed to accommodate maintenance equipment with adequate turnaround provisions;
 - (2) Sufficient to maintain slopes and embankments;
 - (3) Cleared of encroachments by the requesting party; and
 - (4) Conveyed by fee title.
- e. Truck Traffic: The KYTC may require a candidate road carry or be likely to carry an average percentage of truck traffic (for the type facility) to be considered for inclusion in the SPRS. In general roads accepted into the SPRS should accommodate 80,000 pounds gross vehicle weight trucks.
- f. Access Management: A road may be denied consideration for inclusion in the SPRS because of non-compliance with the current KYTC Access Management Policy.
- g. Special Circumstances: When evaluating roads that may not meet the SPRS criteria included in these Policy Guidelines, special consideration should be given to approving candidate roads that serve a national defense purpose (e.g., access to Bluegrass Army Depot) or other legitimate purpose (e.g., access to an intermodal facility, or other state or public facility of regional significance).

-
- h. Documentation of Exceptions: If a road is recommended for the SPRS that does not meet any of the “guideline” criteria in this section (Section II.B.2), the reasons for making such an exception should be documented and submitted with the recommendation.

A checklist for the review of jurisdictional road transfer applications from a local government is shown in **Appendix B**.

III. Jurisdictional Transfers due to New Construction or Reconstruction

A. Policy

When projects are planned and/or programmed, it is the policy of the KYTC Department of Highways to obtain commitments from local governments to assume responsibility for “orphaned” roads, as applicable.

The construction of a new highway or reconstruction of an existing highway frequently results in “orphaned” roads. For purposes of these Policy Guidelines, “orphaned” roads are either the remaining segments of the “old” road or any newly constructed local access connectors which have the primary purpose of providing local access only and that, therefore, no longer serve a statewide or inter-regional purpose because the numbered route has been changed from the “old” road to the new road or road segment.

In such circumstances, the county must, at a minimum, accept all rights, responsibilities, ownership and title for the operation and maintenance of old road beds and new county road approaches created as a result of the construction.

B. Criteria

Criteria for determining if an “orphaned” road or road segment should remain on the SPRS after the numbered route has been transferred to the new road or new road segment should be the same as those listed in Section II.B.

C. Process

The process to be followed is in Kentucky Revised Statutes (KRS 177.020), as described previously in Section I of these Policy Guidelines. **Appendix C** provides examples of correspondence and a local resolution that has been used previously to gain such commitments as part of the Design phase.

The commitment from a local government should be obtained formally in writing during the programming or design phases. A draft memorandum of understanding (MOU) to be used to secure this commitment is shown in **Appendix D**.

Acceptance of a roadway by the local government does not obligate the KYTC Department of Highways to undertake improvements or specific repairs, but this should be one of the items considered as part of the negotiation process.

The KYTC Department of Highways should seek to obtain such commitments by mutual agreement with the local government in writing. This would be binding on all parties as spelled out in the agreement and the supporting resolution. If a local government does not agree to partner with KYTC in a project by accepting responsibility and ownership of any "orphaned" road segment, KYTC shall decide if the project still has sufficient benefits to warrant continuing with the proposed project. Items to be considered in the negotiation of such agreements include giving up and/or accepting responsibility for the road, right-of-way, maintenance, curbs and gutters, culverts, drainage structures, sidewalks, bicycle or multi-use paths, utilities, railroad crossings, landscaping, traffic control devices, and other items as deemed appropriate.

D. Schedule

Such commitments should be secured as early in the project development process as possible. Ideally, commitments would occur during the Planning phase, so that future funding and programming of a project may be affected by the local commitment to assume responsibility of "orphaned" roads.

E. Tracking System

It is recommended that each Highway District develop a tracking system to:

1. Identify and locate candidate roads for possible jurisdictional transfers due to proposed highway improvements, and
2. Ensure that commitments and agreements are properly addressed in the project development process.

Such a system would require proactive communication and cooperation among the various affected functional elements in the KYTC Department of Highways.

IV. KYTC SPRS Review and Updates by Highway District

A. Continuous Functional Classification/State Primary Road System Review

Review and updates of the SPRS shall be an ongoing, continuous process. Each District office shall review functional and SPRS classification whenever changes occur on a road or street, including:

- a. Road projects that change trip patterns and/or leave unwanted segments;
- b. Development (commercial or residential) causing a change in function of the road; and
- c. Noticeable changes (increases or decreases) in traffic volumes.

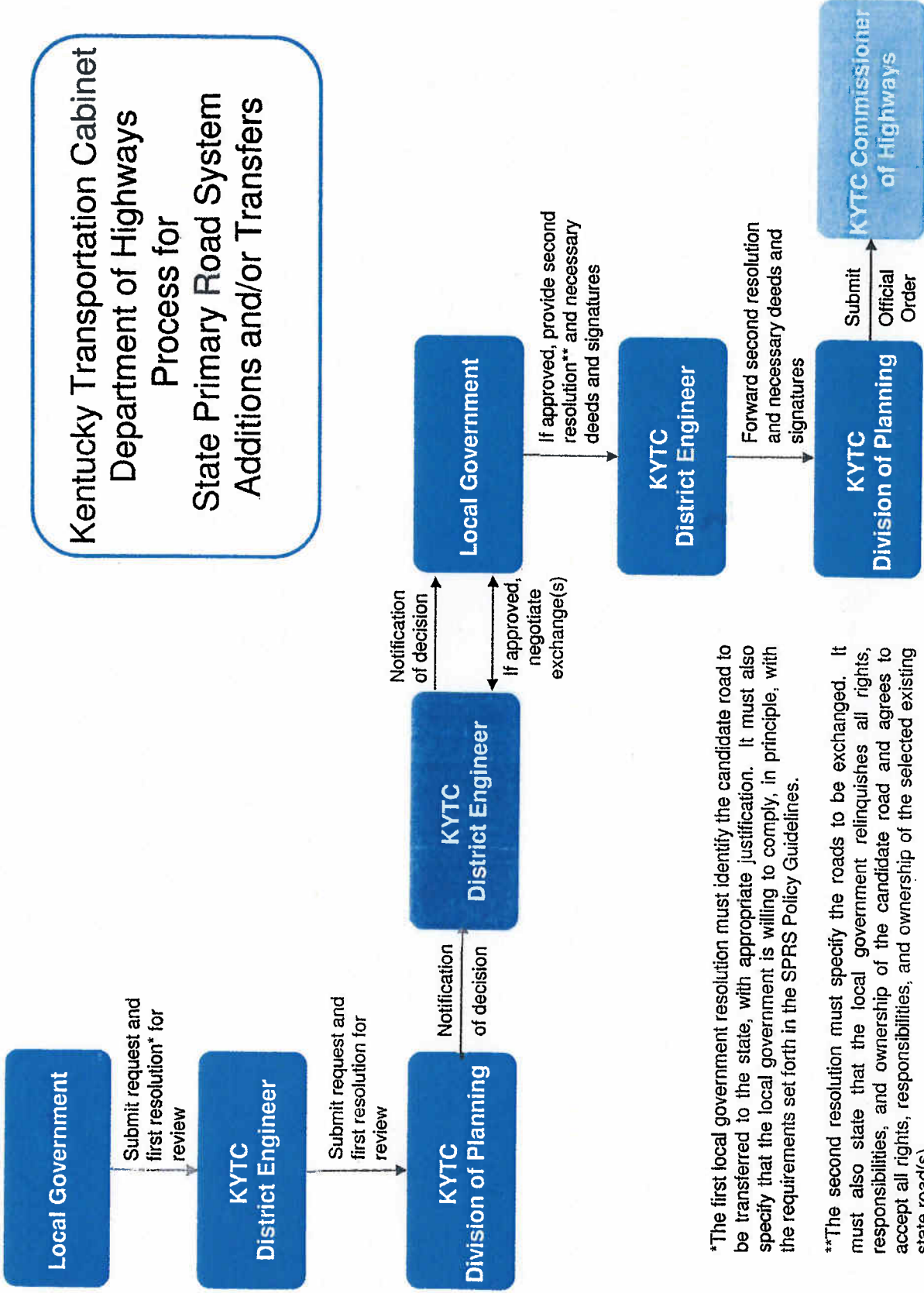
The District should submit system change recommendations to the Division of Planning, with supporting justification, as changes occur.

B. Annual Functional Classification/State Primary Road System Review

The Districts should perform an annual review of the functional classification system and SPRS for all state roads in the last quarter of each calendar year. At the conclusion of this review, the District should submit system change recommendations to the Division of Planning, with supporting justification, as needed.

Appendix A

**Kentucky Transportation Cabinet
Department of Highways
Process for
State Primary Road System
Additions and/or Transfers**



*The first local government resolution must identify the candidate road to be transferred to the state, with appropriate justification. It must also specify that the local government is willing to comply, in principle, with the requirements set forth in the SPRS Policy Guidelines.

**The second resolution must specify the roads to be exchanged. It must also state that the local government relinquishes all rights, responsibilities, and ownership of the candidate road and agrees to accept all rights, responsibilities, and ownership of the selected existing state road(s).

**Kentucky Transportation Cabinet – Department of Highways
SPRS Criteria Checklist for Jurisdictional Transfer Applications**

Date:		
Highway District:		
Location (City and County):		
Road or Street Name:		
Road or Street Description:		
Contact Person:		
Contact Address:		
Contact Phone/Fax/Email:		
		Check One
		Yes No
Local Government Request/First Resolution		
Has the local government request been received?		
Date received:		
Has the first local government resolution been received?		
Date received:		
Does the first local government resolution specify:		
• The candidate road with a thorough description including beginning and ending points?		
• The party that currently has responsibility for the road?		
• That the road is on a publicly-held right-of-way (ROW)?		
• That the government entity holds title and ownership?		
• That the local government has reviewed the criteria that roads must meet for SPRS inclusion, and believes the road qualifies, with appropriate justification provided in the resolution?		
• That the local government will agree to an exchange that accepts all rights, responsibilities, ownership and title for the operation and maintenance of a minimum of one (1) lane-mile of road that the state wishes to relinquish for each one (1) lane-mile of local road accepted into the SPRS, as required?		
Has the Highway District provided supporting information (e.g., geometrics, roadway conditions, traffic, field evaluation results, special conditions, etc.) to the Division of Planning?		
SPRS Criteria		
Does the applicant road meet the following Absolute Criteria*:		
• Available for unrestricted public use (e.g., no gated roads)?		
• Proposed as a trade of a minimum of 1 lane-mile for 1 lane-mile?		
• Functionally classified as Arterial or Collector?		
• Lane widths equal to or greater than 10 feet in width.		
• If new, paved to meet current Division of Highways standards; or, if existing, paved to a minimum of 2 inches of asphalt on 4 inches of DGA base, or equivalent?		
• Road has more than one lane?		
• No special circumstances** exist or are expected that could add to the cost to improve or maintain the highway, such as:		
◦ No rockfall or landslide area(s)		
◦ No deficient bridge(s)		
◦ Adequate pavement condition		
◦ No special access or land use problem(s)		
◦ No drainage problem(s)		
◦ Other (please describe)?		

* Absolute Criteria must be met to consider a road for inclusion in the KYTC SPRS.

** NOTE: If any special circumstances exist, please attach a written explanation.

**Kentucky Transportation Cabinet – Department of Highways
SPRS Criteria Checklist for Jurisdictional Transfer Applications (continued)**

	Check One	
	Yes	No
Does the applicant road meet the following Other Criteria***:		
• If rural, carries an average daily traffic (ADT) greater than or equal to 1,000 vehicles per day (vpd); or, if urban carries an ADT greater than or equal to 2,000 vpd?		
• Not a non-continuous “stub” or dead-end road		
• Not parallel and in close proximity to one or more existing state highways in the same geographic area?		
• Right-of-way (ROW) is provided the entire length of the candidate road for deeding to the Commonwealth of Kentucky/Transportation Cabinet, and ROW is:		
◦ Sufficient to accommodate maintenance equipment with adequate turnaround provisions;		
◦ Sufficient to maintain slopes and embankments; and		
◦ Cleared of encroachments by the requesting party?		
• Carries or is likely to carry a high percentage of truck traffic?		
• Complies with the current KYTC Access Management Policy?		
• Serves a national defense or other legitimate purpose?		
• If a road is recommended for the SPRS that does not meet any of the “other criteria”, the reasons for making such an exception were documented to be submitted with the recommendation?		
Has the Division of Planning approved the preliminary recommendation, subject to transfer of the following state roads(s) to local government:		
Date of approval or denial of request:		
Has the local government been notified of preliminary approval or denial?		
Date of notification to local government:		
Second Resolution		
Has the second local government resolution been received?		
Date of receipt:		
Does the second local government resolution specify:		
• That the local government relinquishes all rights, responsibilities, and ownership of the candidate road and agrees to accept all rights, responsibilities, and ownership of the selected existing state roads or road segments, as negotiated between the Department and the local government and specified by state route number, description, and milepoint?		
Has the Division of Planning recommended final approval?		
Date of approval or denial:		
If recommended for approval, has the Division of Planning prepared and sent Official Order to Commissioner of Highways for formal approval and signature?		
Date Official Order sent to Commissioner:		
If approved, has the Commissioner of Highways signed the official order?		
Date Official Order signed by Commissioner:		

*** Other Criteria should be met in most cases for a road to be considered for inclusion in the KYTC SPRS, but may be waived with just cause, due to extenuating circumstances.



Commonwealth of Kentucky
Transportation Cabinet

Department of Highways, District Four
634 E. Dixie, P.O. Box 309
Elizabethtown, Kentucky 42702-0309
270/766-5066 (Fax) 270/766-5069
Tom Jobe, Jr.
Chief District Engineer

January 15, 2003

James C. Codell, III
Secretary of Transportation

Clifford C. Linkes, P.E.
Deputy Secretary

Paul E. Patton
Governor

The Honorable George Monarch III
Breckinridge County Judge/Executive
County Courthouse Annex
P.O. Box 227
Hardinsburg, Kentucky 40143

SUBJECT: US 60

Dear Judge Monarch:

This letter is concerning old US 60 roadbed and new county road approaches, resulting from the reconstruction of US 60, that do not fit into a State Maintained System of Roads. The second section of this reconstruction project was open to traffic in November, 2002. It is the policy of the Department to offer the old roadbeds and new approaches to county roads to the County for acceptance into their road system. The roads will be in good condition before the transfer is made. The areas are defined as follows:

1. New approach to Hardins Mill Road, beginning at Station 6+800 of new US 60 and extending 435' to the existing county road;
2. New approach to Haycraft Teller Road, beginning at Station 7+476.363 of new US 60, and extending 425' to the existing county road.
3. The old US 60 roadbed, beginning at Station 8+400 and extending 0.170 mile to end of road.



Judge George Monarch III

Page 2

January 15, 2003

4. The old US 60 roadbed, beginning at Station 10+010.5 of new US 60 and Extending to Station 11+820 of new US 60, including the four, new approaches (Stations 10+010.5, 10+187, 11+100, 11+820) A total distance of 1.075 miles.
5. New Approach to Skillman Monarch Road, beginning at Station 12+346 of new US 60, and extending 670' to the existing county road

Plan sheets are attached showing the approaches and old roadbed. An example Resolution is also included for signatures. Please return a signed Resolution if the Court chooses to except our offer. If you have any questions, please call me at 270-766-5060.

Sincerely,



Patty B. Dunaway, P.E.
Planning Engineer
District 4 Elizabethtown

PBD/ahb

RESOLUTION

FISCAL COURT OF BRECKINRIDGE COUNTY

Be it resolved by the Fiscal Court of Breckinridge County that the Court does hereby accept the old roadbed and new approaches on the US 60 as described below into the County Road System, and have all rights, responsibility, ownership and title for the operation and maintenance of this facility:

- 1. New approach Hardins Mill Road, beginning at Station 6+800 of new US 60 and extending 435' to the existing county road;
2. New approach Haycraft Teller Road beginning at Station 7+476.363 of New US 60, and extending 425' to the existing county road.
3. The old US 60 roadbed, beginning at Station 8+400 and extending 0.170 mile to end of road.
4. The old US 60 roadbed, beginning at Station 10+010.5 of new US 60 and extending to Station 11+820 of new US 60, including the four, new approaches (Stations 10+010.5, 10+187, 11+100, 11+820). A total distance of 1.075 miles.
5. New approach to Skillman Monarch Road, beginning at Station 12+346 of New US 60, and extending 670' to the existing county road.

Now therefore be it resolved by the Fiscal Court of Breckinridge County that the County Judge/Executive of the County of Breckinridge is hereby authorized and directed to sign said resolution, as set forth, on behalf of the Fiscal Court of Breckinridge County and Clerk of Breckinridge County is hereby authorized and directed to certify thereto.

The vote taken on said Resolution, the result being as follows:

Ayes

Nays

COMMONWEALTH OF KENTUCKY)
Breckinridge County)

Enacted this _____ day of _____, 20 _____

Signed _____

County Judge/Executive of Breckinridge County

I, _____, Clerk of the County Court for the County and State aforesaid, certify that the foregoing is a true copy of the Order above which is of record in my office in Book _____, Page _____. Given under my hand and seal of office this the _____ day of _____, 20 _____.

SIGNED _____

RESOLUTION

FISCAL COURT OF BRECKINRIDGE COUNTY

Be it resolved by the Fiscal Court of Breckinridge County that the Court does hereby accept the old roadbed and new approaches on the US 60 as described below into the County Road System, and have all rights, responsibility, ownership and title for the operation and maintenance of this facility:

1. New approach Hardins Mill Road, beginning at Station 6+800 of new US 60 and extending 435' to the existing county road;
2. New approach Haycraft Teller Road beginning at Station 7+476.363 of new US 60, and extending 425' to the existing county road.
3. The old US 60 roadbed, beginning at station 8+400 and extending 0.170 mile to end of road.
4. The old US 60 roadbed, beginning at Station 10+010.5 of new US 60 and extending to Station 11+820 of new US 60, including the four, new approaches (Stations 10+010.5, 10+187, 11+100, 11+820). A total distance of 1.075 miles.
5. New approach to Skillman Monarch Road, beginning at Station 12+346 of new US 60, and extending 670' to the existing county road.

Now therefore be it resolved by the Fiscal Court of Breckinridge County that the County Judge/Executive of the County of Breckinridge is hereby authorized and directed to sign said resolution, as set forth, on behalf of the Fiscal Court of Breckinridge County and Fiscal Court Clerk of Breckinridge County is hereby authorized and directed to certify thereto.

The vote taken on said Resolution, the result being as follows:

AYES:
Billy Johnson
Donald L. ...
...
...
...

NAYS

COMMONWEALTH OF KENTUCKY)

Breckinridge County)

Enacted this 10th day of February, 2003

Signed

George B. Massey

County Judge/Executive of Breckinridge County

I, Kira Hoskins, Fiscal Court Clerk of Breckinridge
County aforesaid, certify that the foregoing is a true copy of the Order above
which is of record in the office of the County Court Clerk of this the 10th day
of February, 2003.

SIGNED

Kira Hoskins

Fiscal Court Clerk of Breckinridge County

MEMORANDUM

TO: Gordon C. Duke, Secretary
Finance and Administration Cabinet

THROUGH: Nancy Brownlee, Assistant Director
Division of Real Properties
Finance and Administration Cabinet

FROM: Ralph Divine, Director
Division of Right of Way and Utilities

DATE: July 11, 2003

SUBJECT: Breckinridge County
Breckinridge County Fiscal Court
Old US 60 and Approach Roads

Due to completion of the reconstruction and realignment of US 60, the above highway facilities were bypassed by the construction of the new project. Transportation Cabinet Official Order No. 101729 eliminated the bypassed sections, and associated rights of way, from the State Primary Road System. This Official Order further directed that the eliminated facilities and Approach Roads be conveyed to the Breckinridge County Fiscal Court by Quitclaim Deed. The Breckinridge County Fiscal Court has agreed to accept these eliminated facilities, and associated rights of way, into their highway system.

In view of the above, please process for approval the enclosed Transportation Cabinet Official Order No. 101729, Finance and Administration Cabinet Official Order No. _____ and a Quitclaim Deed in favor of the Breckinridge County Fiscal Court. Should additional information be required, please contact Bill Dalton at 4-3214, Ext. 238.

APPROVED: _____
ARMOND W. RUSS, COMMISSIONER
DEPARTMENT FOR FACILITIES MANAGEMENT

RD: BD

MEMORANDUM

TO: Gary W. Sharpe, Director
Division of Highway Design

ATTN: David Jones

FROM: Bill Dalton *Bill Dalton*
Right of Way Program Specialist I
Division of Right of Way and Utilities

DATE: September 18, 2003

SUBJECT: Breckinridge County
Breckinridge County Fiscal Court
Old US 60 and Approach Roads

The above project has been transferred to the Breckinridge County Fiscal Court by Quitclaim Deed. Find attached the deed with drawing for your use in changing the record plans.

Please contact me at 4-3214, Ext. 238 should additional information be required.

JW: BD

Attachments

C Nancy Brownlee
Truman Bartleson
Patty Dunaway

QUITCLAIM DEED

THIS QUITCLAIM DEED made and entered into this 20th day of August, 2003, by and between the Commonwealth of Kentucky, by Gordon C. Duke, Secretary of the Finance and Administration Cabinet, Frankfort, Kentucky 40601, Party of the First Part, and the Breckinridge County Fiscal Court, Breckinridge County Courthouse Annex, P.O. Box 227, Hardinsburg, Kentucky 40143, Party of the Second Part.

WITNESSETH:

WIHEREAS, the Finance and Administration Cabinet, pursuant to the provisions of KRS Chapters 45A and 56, has found that the hereinafter described real estate is not needed for public use by the Commonwealth of Kentucky; and

WIHEREAS, said Cabinet has determined that it is in the best interest of the Commonwealth of Kentucky that said property be conveyed to the Party of the Second Part for use as a public highway facility.

FOR AND IN CONSIDERATION of the above premises, and for no monetary consideration, the Party of the First Part has bargained and does remise, release and forever quitclaim unto the Party of the Second Part, its successors and assigns forever, all of its rights, title and interest in and to the following described real property lying and being in Breckinridge County, Kentucky, to wit:

Breckinridge County
Breckinridge County Fiscal Court
Old US 60 and Approach Roads

Old US 60, beginning at station 10+010.5 of new US 60, extending to station 11+820 of new US 60, including the four new approaches at stations 10+010.5, 10+187, 11+100, and 11+820, for an approximate distance of 1.075 miles.

Old US 60, beginning at station 8+400, extending approximately 0.170 mile.

Newby Road Approach, beginning at station 1+464.021 of new US 60, extending approximately 0.052 mile to the existing county road.

Harper-Henderson Road Approach, beginning at station 2+263 of new US 60, extending approximately 0.050 mile to the existing county road.

Swan Lake/Ashland Road Approaches, beginning at stations 2+518 and 2+915.5 of new US 60, extending approximately 0.015 mile each to the existing county road.

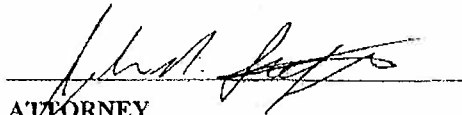
CONSIDERATION CERTIFICATE OF GRANTOR

THE PARTY OF THE FIRST PART, Grantor herein, hereby certifies that this conveyance is being made for no monetary consideration and has "ZERO" estimated cash value, and that this Quitclaim Deed merely removes the cloud of any interest that the Party of the First Part might have in the above described property.

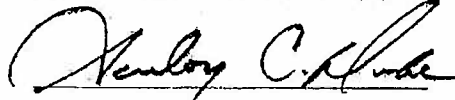
IN TESTIMONY WHEREOF, the Commonwealth of Kentucky has executed this Quitclaim Deed by Gordon C. Duke, Secretary of the Finance and Administration Cabinet of the Commonwealth of Kentucky, this the day and date first hereinabove written.

APPROVED AS TO FORM & LEGALITY:

COMMONWEALTH OF KENTUCKY



ATTORNEY
FINANCE & ADMINISTRATION CABINET



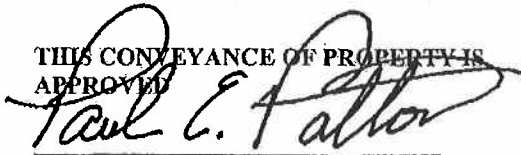
GORDON C. DUKE, SECRETARY
FINANCE & ADMINISTRATION
CABINET

EXAMINED:

THIS CONVEYANCE OF PROPERTY IS
APPROVED



Michael F. Alexander Jr.
COUNSEL TO GOVERNOR



PAUL E. PATTON, GOVERNOR
COMMONWEALTH OF KENTUCKY

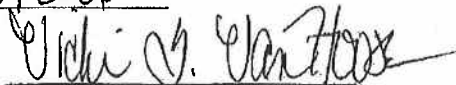
CERTIFICATE OF ACKNOWLEDGMENT

COMMONWEALTH OF KENTUCKY

COUNTY OF FRANKLIN

The foregoing Quitclaim Deed from the Commonwealth of Kentucky to the Breckinridge County Fiscal Court, including Consideration Certificate of Grantor, was acknowledged and sworn before me this 20th day of August, 2003, by Gordon C. Duke, Secretary of the Finance and Administration Cabinet of the Commonwealth of Kentucky, on behalf of the Commonwealth of Kentucky.

My Commission expires: April 8, 2006



NOTARY PUBLIC

CONSIDERATION CERTIFICATE OF GRANTEE/GRANTEES

The undersigned, Party of the Second Part, Grantee herein, does hereby certify that no monetary consideration was paid for this conveyance, which has "ZERO" estimated cash value, and this Quitclaim Deed merely removes the cloud of any interest that the Party of the First Part might have in the above described property.

In Witness whereof, the undersigned has executed this Consideration Certificate this 9th day of September, 2003.

BRECKINRIDGE COUNTY FISCAL COURT

BY: George Monarch III
George Monarch, III
Breckinridge County Judge/Executive

CERTIFICATE OF ACKNOWLEDGMENT

COMMONWEALTH OF KENTUCKY

COUNTY OF Breckinridge

The foregoing Consideration Certificate of Grantee was acknowledged and sworn to before me this 9th day of September, 2003, by George Monarch, III, Breckinridge County Judge Executive, on behalf of the Breckinridge County Fiscal Court.

My Commission expires: August 20, 2006

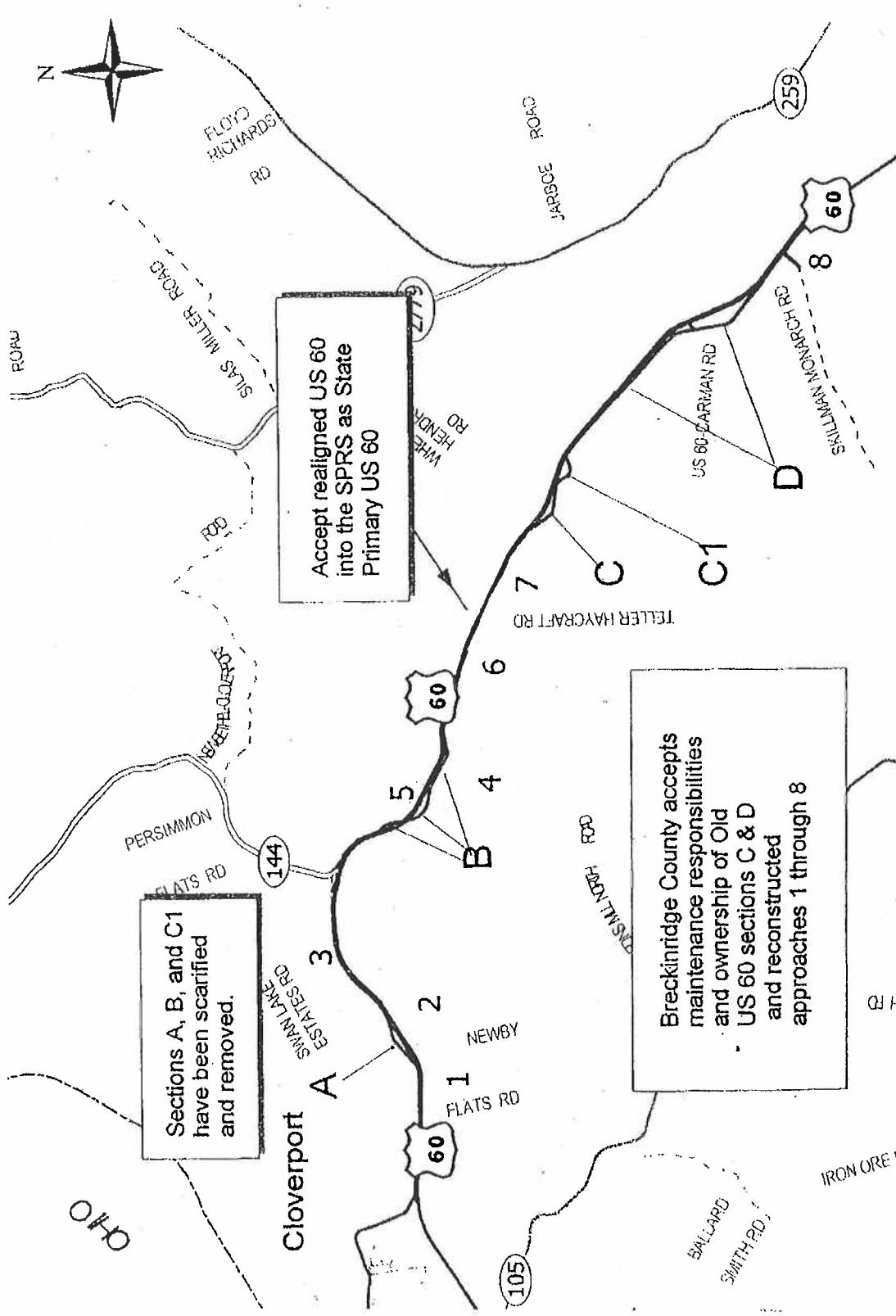
George C. Monarch
NOTARY PUBLIC

THIS INSTRUMENT PREPARED BY:

Susan Pugh Chaplin
SUSAN PUGH CHAPLIN, ATTORNEY
TRANSPORTATION CABINET
STATE OFFICE BUILDING
FRANKFORT, KY 40622

RECORDING FEE \$16.00

STATE OF KENTUCKY, COUNTY OF BRECKINRIDGE, SCT.
I, CHARLES ALLEN WILSON, Clerk of the County
and State aforesaid, do certify that the foregoing instrument
was on the 9 day of Sept 03
at 9:30 A.M., lodged for record, whereupon the same
with the foregoing and this certificate have been duly
recorded in my said office in Book
292 Page 387 12 day of Sept 03
Given under my hand this 12 day of Sept 03
CHARLES ALLEN WILSON, CLERK
BY: George Monarch III



Sections A, B, and C1 have been scarified and removed.

Accept realigned US 60 into the SPRS as State Primary US 60

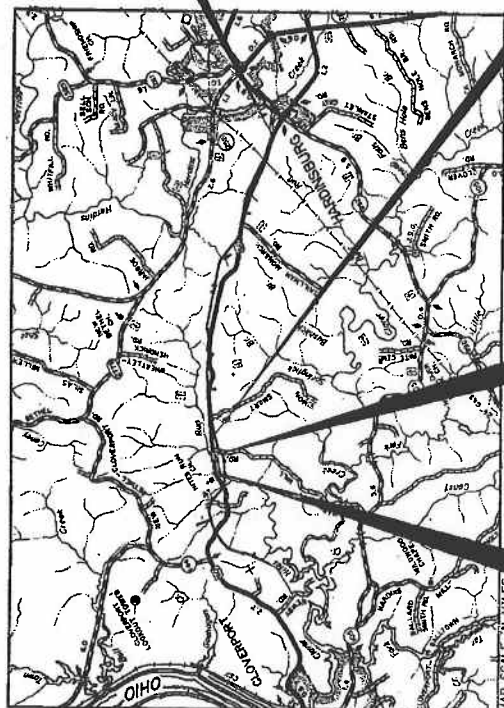
Breckinridge County accepts maintenance responsibilities and ownership of Old US 60 sections C & D and reconstructed and reapproaches 1 through 8

BRECKINRIDGE COUNTY US 60

COUNTY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
JEFFERSON	2017	1	3
FDSE 014 0050 004-014			
Item No. 4-116.01			

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLANS OF
PROPOSED PROJECT
BRECKINRIDGE COUNTY
STPR 60-3 (70)



THESE PLANS ARE FOR GRADE, DRAIN, AND SURFACING.
THE CONTROL OF ACCESS ON THIS PROJECT SHALL BE BY PERMIT.

Sta. 6+4380
End Construction

Sta. 7+536 AT 10' SKEW
LEFT CONST. 3000MM
X 1500MM RIBC.

Sta. 6+736 US 60 TYPE IV
30.7' ON SINGLE SP. R.

Sta. 6+380
US 60
Begin Construction

KENTUCKY
DEPARTMENT OF HIGHWAYS
BRECKINRIDGE COUNTY

US 60 - CLOVERPORT TO HARDINSBURG

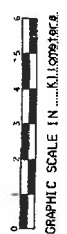
PROJECT STPR 60-3 (70)

NUMBER: FDSE 014 0050 004-014 ITEM NO. 4-116.01

LETTING DATE: 7-21-18

DESIGNED BY: [Signature]

PLANS APPROVED: [Signature]



LAYOUT MAP

SHEET NO.	OCCUPATION
1	PLAN
2	PLAN
3	PLAN
4	PLAN
5	PLAN
6	PLAN
7	PLAN
8	PLAN
9	PLAN
10	PLAN
11	PLAN
12	PLAN
13	PLAN
14	PLAN
15	PLAN
16	PLAN
17	PLAN
18	PLAN
19	PLAN
20	PLAN
21	PLAN
22	PLAN
23	PLAN
24	PLAN
25	PLAN
26	PLAN
27	PLAN
28	PLAN
29	PLAN
30	PLAN
31	PLAN
32	PLAN
33	PLAN
34	PLAN
35	PLAN

STANDARD DRAWINGS
RBB-001-06
RBI-001-08
RBI-002-08
RBI-003-05
RBS-005-10
RBR-030-03
RBR-050-03
RBR-001-11
RBS-150-01
RBI-120-01
RBI-120-02
RBI-210-04
RBI-210-05
RBI-210-06
RBI-210-07
RBI-210-08
RBI-210-09
RBI-210-10
RBI-210-11
RBI-210-12
RBI-210-13
RBI-210-14
RBI-210-15
RBI-210-16
RBI-210-17
RBI-210-18
RBI-210-19
RBI-210-20
RBI-210-21
RBI-210-22
RBI-210-23
RBI-210-24
RBI-210-25
RBI-210-26
RBI-210-27
RBI-210-28
RBI-210-29
RBI-210-30
RBI-210-31
RBI-210-32
RBI-210-33
RBI-210-34
RBI-210-35
RBI-210-36
RBI-210-37
RBI-210-38
RBI-210-39
RBI-210-40
RBI-210-41
RBI-210-42
RBI-210-43
RBI-210-44
RBI-210-45
RBI-210-46
RBI-210-47
RBI-210-48
RBI-210-49
RBI-210-50

DESIGN CRITERIA
CLASS OF HIGHWAY: Rural Arterial
TYPE OF TERRAIN: Level
DESIGN SPEED: 100 MPH
REQUIRED NFSD: 2 (ON GRADE) 1 (160' MIN.)
REQUIRED PSD: 67' 0"
LEVEL OF SERVICE: B
ADT PRESENT (1993): 2500
ADT FUTURE (2018): 3500
DAY TRIP VOLUMES: 55/45
D %: 17
OBSCURED: 0
RESTRICTED 30: 0
RESTRICTED 40: 0
RESTRICTED 50: 0
RESTRICTED 60: 0
RESTRICTED 70: 0
RESTRICTED 80: 0
RESTRICTED 90: 0
RESTRICTED 100: 0
RESTRICTED 110: 0
RESTRICTED 120: 0
RESTRICTED 130: 0
RESTRICTED 140: 0
RESTRICTED 150: 0
RESTRICTED 160: 0
RESTRICTED 170: 0
RESTRICTED 180: 0
RESTRICTED 190: 0
RESTRICTED 200: 0
RESTRICTED 210: 0
RESTRICTED 220: 0
RESTRICTED 230: 0
RESTRICTED 240: 0
RESTRICTED 250: 0
RESTRICTED 260: 0
RESTRICTED 270: 0
RESTRICTED 280: 0
RESTRICTED 290: 0
RESTRICTED 300: 0
RESTRICTED 310: 0
RESTRICTED 320: 0
RESTRICTED 330: 0
RESTRICTED 340: 0
RESTRICTED 350: 0
RESTRICTED 360: 0
RESTRICTED 370: 0
RESTRICTED 380: 0
RESTRICTED 390: 0
RESTRICTED 400: 0
RESTRICTED 410: 0
RESTRICTED 420: 0
RESTRICTED 430: 0
RESTRICTED 440: 0
RESTRICTED 450: 0
RESTRICTED 460: 0
RESTRICTED 470: 0
RESTRICTED 480: 0
RESTRICTED 490: 0
RESTRICTED 500: 0

OBSCURED
RESTRICTED 30: 0
RESTRICTED 40: 0
RESTRICTED 50: 0
RESTRICTED 60: 0
RESTRICTED 70: 0
RESTRICTED 80: 0
RESTRICTED 90: 0
RESTRICTED 100: 0
RESTRICTED 110: 0
RESTRICTED 120: 0
RESTRICTED 130: 0
RESTRICTED 140: 0
RESTRICTED 150: 0
RESTRICTED 160: 0
RESTRICTED 170: 0
RESTRICTED 180: 0
RESTRICTED 190: 0
RESTRICTED 200: 0
RESTRICTED 210: 0
RESTRICTED 220: 0
RESTRICTED 230: 0
RESTRICTED 240: 0
RESTRICTED 250: 0
RESTRICTED 260: 0
RESTRICTED 270: 0
RESTRICTED 280: 0
RESTRICTED 290: 0
RESTRICTED 300: 0
RESTRICTED 310: 0
RESTRICTED 320: 0
RESTRICTED 330: 0
RESTRICTED 340: 0
RESTRICTED 350: 0
RESTRICTED 360: 0
RESTRICTED 370: 0
RESTRICTED 380: 0
RESTRICTED 390: 0
RESTRICTED 400: 0
RESTRICTED 410: 0
RESTRICTED 420: 0
RESTRICTED 430: 0
RESTRICTED 440: 0
RESTRICTED 450: 0
RESTRICTED 460: 0
RESTRICTED 470: 0
RESTRICTED 480: 0
RESTRICTED 490: 0
RESTRICTED 500: 0

OBSCURED

RESTRICTED 30: 0

RESTRICTED 40: 0

RESTRICTED 50: 0

RESTRICTED 60: 0

RESTRICTED 70: 0

RESTRICTED 80: 0

RESTRICTED 90: 0

RESTRICTED 100: 0

RESTRICTED 110: 0

RESTRICTED 120: 0

RESTRICTED 130: 0

RESTRICTED 140: 0

RESTRICTED 150: 0

RESTRICTED 160: 0

RESTRICTED 170: 0

RESTRICTED 180: 0

RESTRICTED 190: 0

RESTRICTED 200: 0

RESTRICTED 210: 0

RESTRICTED 220: 0

RESTRICTED 230: 0

RESTRICTED 240: 0

RESTRICTED 250: 0

RESTRICTED 260: 0

RESTRICTED 270: 0

RESTRICTED 280: 0

RESTRICTED 290: 0

RESTRICTED 300: 0

RESTRICTED 310: 0

RESTRICTED 320: 0

RESTRICTED 330: 0

RESTRICTED 340: 0

RESTRICTED 350: 0

RESTRICTED 360: 0

RESTRICTED 370: 0

RESTRICTED 380: 0

RESTRICTED 390: 0

RESTRICTED 400: 0

RESTRICTED 410: 0

RESTRICTED 420: 0

RESTRICTED 430: 0

RESTRICTED 440: 0

RESTRICTED 450: 0

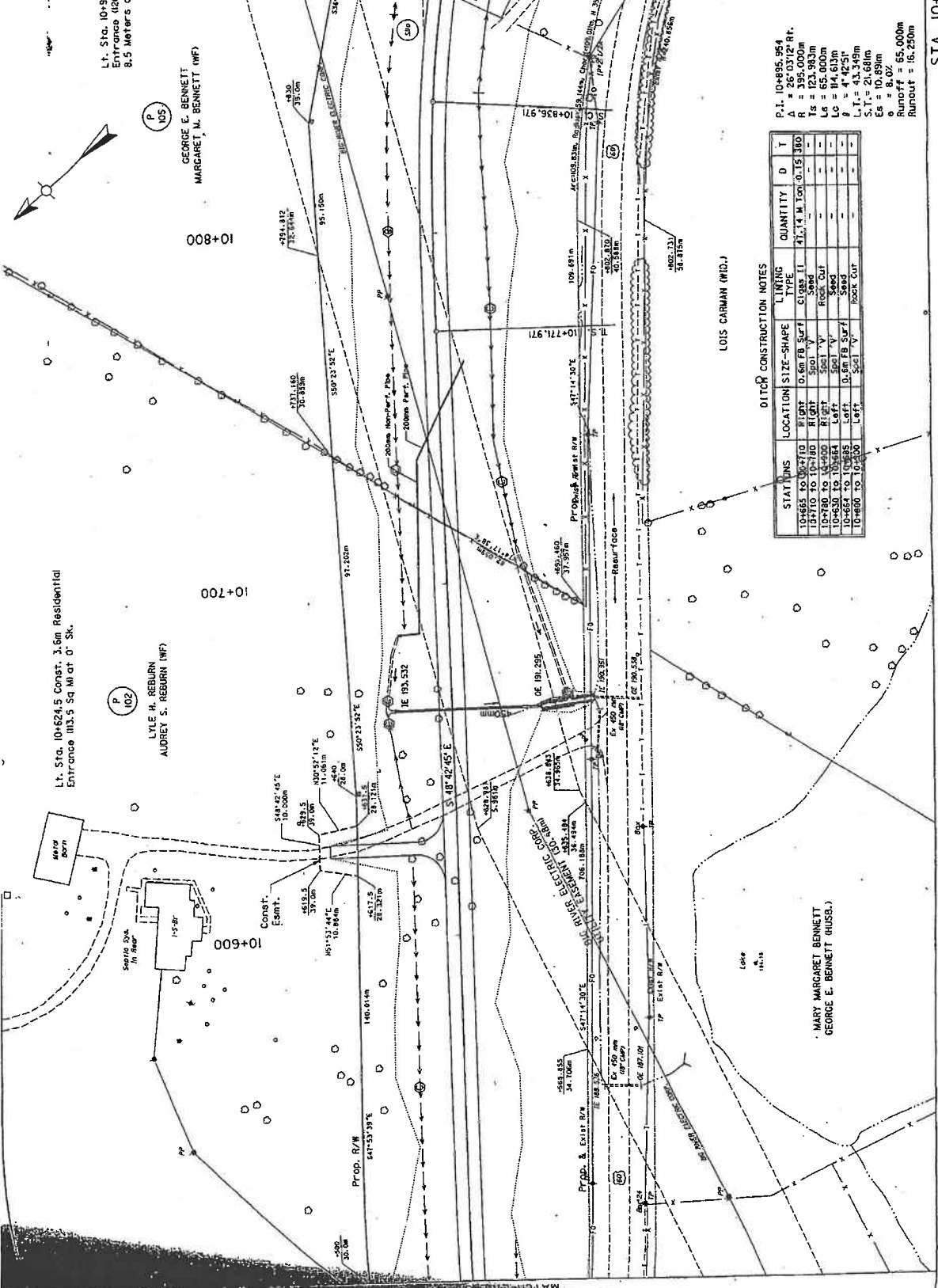
RESTRICTED 460: 0

RESTRICTED 470: 0

RESTRICTED 480: 0

RESTRICTED 490: 0

RESTRICTED 500: 0



Lt. Sta. 10+624.5 Const. 3.6m Residential Entrance (113.5 Sq M) at 0' Sk.

Lt. Sta. 10+900 Const. 3.6m Field Entrance (120 Sq M) at 0' Sk. With 8.5 Meters of 375 Entrance Pipe

DITCH CONSTRUCTION NOTES

STATIONS	LOCATION	SIZE-SHAPE	LINING	QUANTITY	D	T
10+664 to 10+710	RIGHT	0.6m FB Surf	CLARK II	41.14 M Ton	0.15	380
10+710 to 10+780	RIGHT	0.6m FB Surf	CLARK II	41.14 M Ton	0.15	380
10+780 to 10+830	RIGHT	0.6m FB Surf	CLARK II	41.14 M Ton	0.15	380
10+830 to 10+854	Left	0.6m FB Surf	CLARK II	41.14 M Ton	0.15	380
10+854 to 10+885	Left	0.6m FB Surf	CLARK II	41.14 M Ton	0.15	380
10+885 to 10+900	Left	0.6m FB Surf	CLARK II	41.14 M Ton	0.15	380

P.I. 10+885.954
 R = 395.000m
 Ts = 123.983m
 Lc = 65.000m
 Lo = 114.613m
 β = 4°42'51"
 L.T. = 43.349m
 S.T. = 21.681m
 Es = 8.02'
 Runoff = 65.000m
 Runoff = 16.250m

SCALE 1:500
 STA. 10+500 TO STA. 10+900

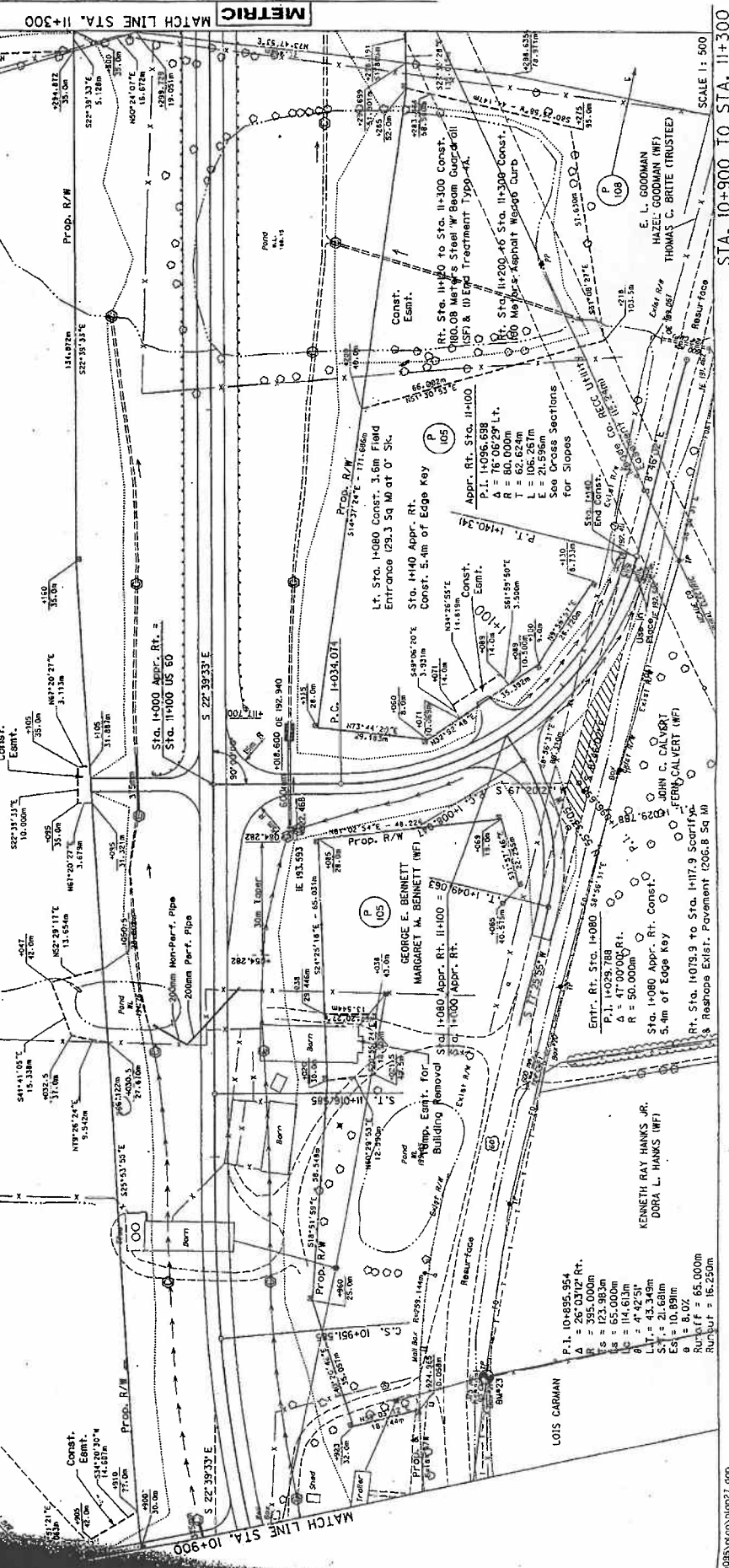
COUNTY	FISCAL YEAR	SHEET	TOTAL SHEETS
Franklin	1999	31	331

Project No. 4-116.01
 E. L. GOODMAN
 HAZEL GOODMAN (W/F)
 THOMAS C. BRITTE (TRUSTEE)

Lt. Sta. 11+00 Const. 3.6m Field Entrance (97.3 Sq M) at 0' Sk. with 14.7 Meters of 375mm Entrance Pipe.
 Lt. Sta. 11+02.40 to Sta. 11+300 Const. 200 Meters Steel W Beam Guardrail (SFI) & (H) Terminal Section No. 1.
 Lt. Sta. 11+270 to Sta. 11+300 Const. 30 Meters Asphalt Wedge Curb

DITCH CONSTRUCTION NOTES

LOCATION	SIZE-SHAPE	LINING TYPE	QUANTITY	D	E
11+00	Right	300mm	Rock Cut		
11+01	Right	300mm	Excavator	108.97	0.30
11+02	Right	300mm	Excavator	130.81	0.30
11+03	Right	300mm	Excavator	215.32	0.30
11+04	Right	300mm	Excavator	216.80	0.30
11+05	Right	300mm	Excavator	24.34	0.30
11+06	Right	300mm	Excavator	18.48	0.30
11+07	Right	300mm	Excavator	18.48	0.30
11+08	Right	300mm	Excavator	18.48	0.30
11+09	Right	300mm	Excavator	18.48	0.30
11+10	Right	300mm	Excavator	18.48	0.30
11+11	Right	300mm	Excavator	18.48	0.30
11+12	Right	300mm	Excavator	18.48	0.30



STA. 10+900 TO STA. 11+300

SCALE 1:500

LOIS CARMAN
 P.I. 10+695.954
 A = 395.000m
 B = 223.983m
 C = 65.000m
 D = 14.613m
 E = 4.425m
 L.T. = 43.349m
 S.T. = 21.661m
 ES = 10.051m
 Runoff = 65.000m
 Runoff = 16.250m

KENNETH RAY HANKS (R)
 DORA L. HANKS (W/F)

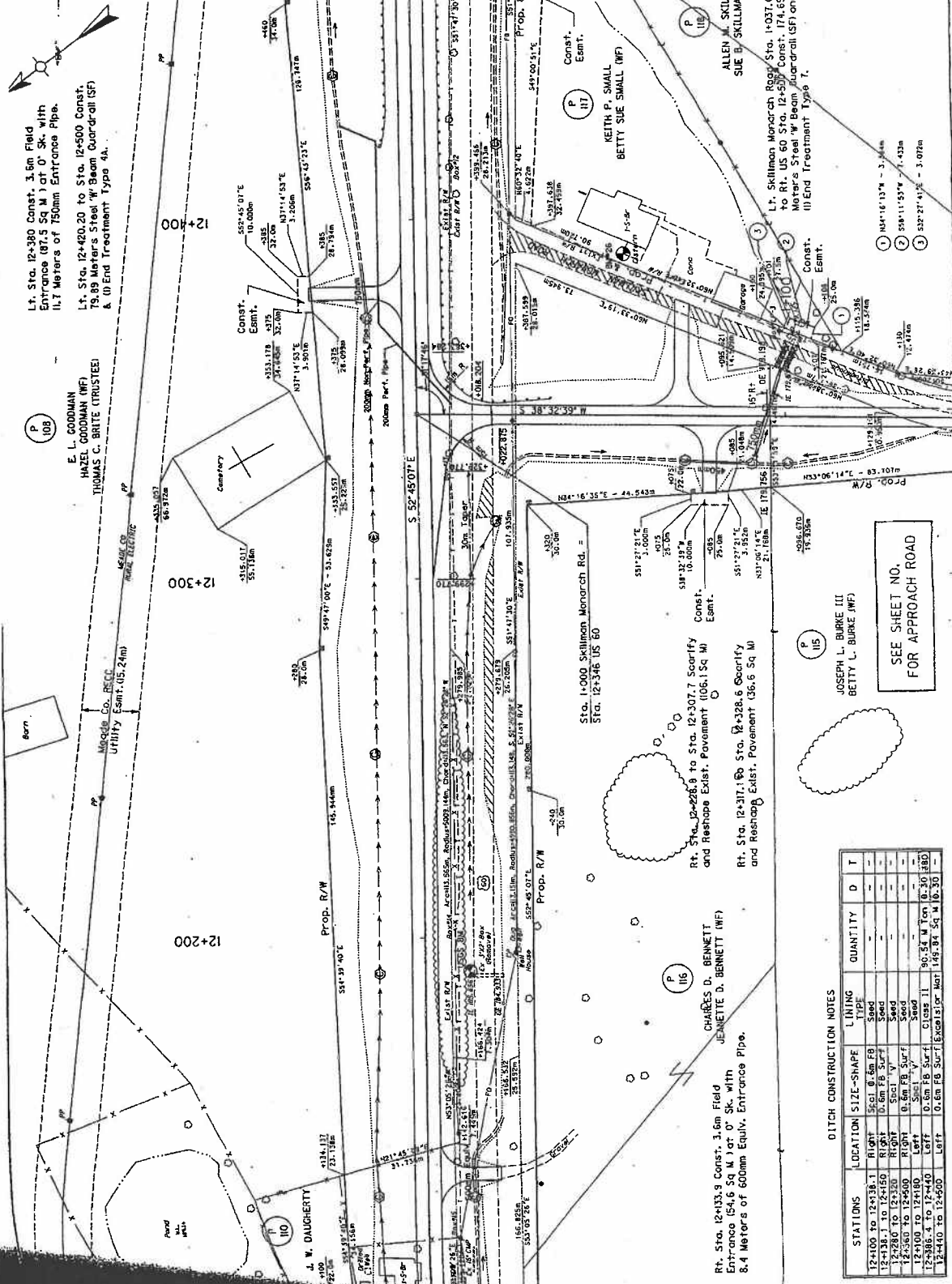
JOHN C. CALVERT (W/F)
 JOHN C. CALVERT (W/F)
 FERRY CALVERT (W/F)

GEORGE E. BENNETT (W/F)
 MARGARET M. BENNETT (W/F)

GEORGE E. BENNETT (W/F)
 MARGARET M. BENNETT (W/F)

GEORGE E. BENNETT (W/F)
 MARGARET M. BENNETT (W/F)

GEORGE E. BENNETT (W/F)
 MARGARET M. BENNETT (W/F)



Lt. Sta. 12+380 Const. 3.6m Field Entrance (87.5 SQ M) of 6" SK with 11.7 Meters of 150mm Entrance Pipe.

Lt. Sta. 12+400, 20 to Sta. 12+500 Const. 75.85 Meters of 60mm Equiv. Entrance Pipe & 10 End Treatment Type 4A.

(P 109) E. L. GOODMAN
HAZEL GOODMAN (WIFE)
THOMAS C. BRUTE (TRUSTEE)

(P 110) J. W. DAUGHERTY

(P 115) CHARLES D. BENNETT
JEANNETTE D. BENNETT (WIFE)

(P 116) JOSEPH L. BURKE II
BETTY L. BURKE (WIFE)

(P 117) KEITH P. SMALL
BETTY SUE SMALL (WIFE)

(P 118) ALLEN M. SKILLMAN
SUE B. SKILLMAN (WIFE)

DITCH CONSTRUCTION NOTES

STATIONS	LOCATION	SIZE-SHAPE	LINING	QUANTITY	D	T
12+200 TO 12+318.1	RIGHT	50cm FB	Slip			
12+318.1 TO 12+346	RIGHT	50cm FB	Slip			
12+346 TO 12+380	RIGHT	50cm FB	Slip			
12+380 TO 12+400	RIGHT	50cm FB	Slip			
12+400 TO 12+440	LEFT	50cm FB	Slip			
12+440 TO 12+500	LEFT	50cm FB	Slip			

SEE SHEET NO.
FOR APPROACH ROAD

**KENTUCKY DEPARTMENT OF HIGHWAYS
STATE ROAD ACCEPTANCE RESOLUTION**

Order # XXXX

(Name of City and/or County), KENTUCKY

WHEREAS, by this Order, the duly elected representatives of *(name of city or county)*, hereinafter called the *(City or County)*, is hereby notified that the Kentucky Department of Highways (hereinafter called the Department) intends to construct or re-construct a state road, designated as State Route *(or Routes)* _____, with all or part of the road located on new alignment in said *(City or County)*, as described and as shown on the sketch map attached hereto; and

WHEREAS, the *(City or County)* agrees to accept all rights and responsibilities for ownership, maintenance, and utility accommodation, and will accept as part of their local road system *(all of or a portion of)* State Route *(or Routes)* _____ for any existing road segment or segments that will no longer be part of the new route, or any new connector roads from the existing road to the new route, that are determined by the Department to have no statewide or regional purpose, and that, therefore, will be considered for removal from the Kentucky State Primary Road System by Official Order of the Department, upon completion of the work described above; and

WHEREAS, the Department shall retain jurisdictional authority and maintenance responsibility on the route(s) being removed from the State System until the improvements referenced in this Order are completed; and

WHEREAS, upon the completion of the road improvements described in this Order, the *(City or County)* shall accept title and ownership of the property on the route(s) being removed from the State Primary Road System; and

WHEREAS, upon execution of this Order, the route(s) shall be immediately returned to the *(City or County)* and the *(City or County)* shall by operation of law have jurisdictional as well as maintenance and operational authority over said route(s); and

WHEREAS, the advancement of this project to construction is contingent upon the execution of this Resolution;

NOW, THEREFORE, IT IS RESOLVED that the *(City or County)* will execute this Resolution and, thus, hereby agrees to these conditions, and that a signed copy of this Resolution be furnished to the Department.

This _____ day of _____, *(Year)*.

(Name of City or County)
(Mayor or County Judge-Executive)

Attest: _____
(Name of City or County)
(Title)