

10/30/2019

Gwen R. Pinson
Executive Director
Kentucky Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RECEIVED

NOV 05 2019

PUBLIC SERVICE
COMMISSION

Ms. Pinson,

I recently received a letter from Duke Energy informing me that they intend to put a new line on my property for the Amazon, Noyen projects in Boone County. Duke put conduct on CVG property last year. My deed has restrictions of no poles or structures on land I purchased as surplus from Boone County via a purchase from CVG for a road. I bought this property with knowledge of these restrictions prior to purchase. The county deputy attorney Gwen VICE reaffirmed that the BOG and my deeds are specific to NO! poles as this is in aircraft flight areas. Please see the deeds of mine as well as CVG enclosed. I appreciate a favorable decision to this as Duke apparently did not research this issue thoroughly.

Sincerely
Ken C. [Signature]

Oct. 21, 2019

DRINGENBURG DUANE
5566 ZIG ZAG RD
FLORENCE, KY 41042

Notice of Proposed Electric Transmission Line Construction Project

Dear Property Owner:

Duke Energy Kentucky, Inc., (Duke Energy) is proposing a new electric transmission line project in Boone County. We are contacting you as part of the process to file an application seeking a certificate of public convenience and necessity from the Kentucky Public Service Commission. This project involves the approximate 2-mile construction of a new, 138-kilovolt (kV) transmission line between Aero Substation near the Amazon Prime Air Hub facility off Aero Parkway and a proposed Woodspoint Substation near Burlington Pike.

You are receiving this notice because county property records that indicate either the proposed transmission line right-of-way crosses your property, or you own property within the filing corridor.

1. The construction of the proposed 138-kV transmission line between the proposed Aero and Woodspoint substations involves the following work:

- The construction of approximately 2 miles of 138-kV transmission line.
- The transmission line will be supported by approximately 50 steel poles with an average above-ground height of 80 feet.
- The distance between poles will run an average of 175 to 275 feet.
- Right-of-way width for the project is 70 feet when the line is running adjacent to the road, and 100 feet when the line is running cross-country.
- To enable the safe operation of the line, the required right-of-way width and location of the centerline will be finalized during the detailed engineering design and construction phases, and will be discussed in land rights negotiations with landowners.

The project is described as Case No. 2019-00361 on the Kentucky Public Service Commission's website at

https://psc.ky.gov/PSC_WebNet/ViewCaseFilings.aspx?case=2019-00361.

2. Enclosed is a map that shows the route of the proposed transmission line.

3. The Kentucky Public Service Commission will process Duke Energy's application under Case No. 2019-00361.

Contact information for the Executive Director of the Kentucky Public Service Commission:

Gwen R. Pinson, Executive Director
Kentucky Public Service Commission
211 Sower Boulevard
Frankfort, KY 40602
502.564-3940
800.772.4636

Duke Energy anticipates filing its application with the Kentucky Public Service Commission on or after Oct. 24, 2019. The application when filed may be viewed under Case No. 2019-00361 on the commission's website at

https://psc.ky.gov/PSC_WebNet/ViewCaseFilings.aspx?case=2019-00361.

4. You have the right to submit a timely written request for intervention in Case No. 2019-00361. The motion must be submitted to the Kentucky Public Service Commission, 211 Sower Boulevard, Frankfort, KY 40602, and must establish the grounds for your request to intervene, including your status and the nature of your interest in the proceeding. Please see 807 KAR 5:001, Section 4 (11) at <http://kyrules.elaws.us/rule/807kar5:001> for additional information regarding the requirements and procedure for requesting intervention. 807 KAR 5:001, Section 4(11) may be accessed at **<http://www.lrc.state.ky.us/kar/807/005/001.htm>**.

If no request for intervention is received within 30 days of the filing of the application, the Kentucky Public Service Commission may take final action on the application. The request for intervention should reference Case No. 2019-00361.

5. You also have the right to request a local public hearing regarding the application and the proposed 138-kV transmission line and related work. The requirements for requesting a local public hearing are described in 807 KAR 5:120, Section 3. See <http://kyrules.elaws.us/rule/807kar5:001> for additional information.

6. Written comments may also be filed at the above address, or by sending an email to the commission's public information officer at **psc.info@ky.gov**. The comments should reference Case No. 2019-00361.

7. Project updates may also be found on the Duke Energy Aero Reliability Project website at **duke-energy.com/Aero**.

Sincerely,

Duke Energy



Title
Preferred Route Corridor

Client/Project
 Woodspoint to Aero
 138 kV Transmission Line Siting Study

Project Location
 Boone Co., KY



- Legend**
- ▲ Proposed Duke Substation
 - ▬ Preferred Route Corridor
 - ▭ Proposed Substation Site
 - Existing Duke Owned Transmission Line
 - ▭ CVG Airport Property Boundary



This Instrument Prepared by
and after recording

RETURN TO:
ZIEGLER & SCHNEIDER, P.S.C.
541 Buttermilk Pike, Suite 500
P.O. Box 175710
Covington, Kentucky 41017-57170

By: Joseph L. Baker
Joseph L. Baker

finance
RETURN TO:

D E E D

KNOW ALL MEN BY THESE PRESENTS:

That KENTON COUNTY AIRPORT BOARD, an air board formed pursuant to Kentucky Revised Statute Chapter 183, pursuant to a Resolution of its Board of Directors, finding that the real estate conveyed herein is no longer needed for aviation purposes,

the GRANTOR, for and in consideration of Seven Million One Hundred Six Thousand Dollars (\$7,106,000.00)

paid to the GRANTOR by the GRANTEE herein, the receipt of which is hereby acknowledged, do bargain, sell and convey to the following named GRANTEE,

COUNTY OF BOONE, KENTUCKY, its

successors and assigns forever, the following described real estate, in the County of BOONE, and State of KENTUCKY, to wit:

Street Address: GENERAL AREA BETWEEN KY. 18 AND KY. 1017, NORTH AND WEST OF 216 246 ROAD.

Grantee(s) Address: 2950 WASHINGTON ST., DUBLINGTON, KY. 41005

The in-care-of address to which the property tax bill for 2011 may be sent to:

P.O. BOX 760, DUBLINGTON, KY. 41005

Grantor(s) Address: CVG AIRPORT, P.O. BOX 752000, CINCINNATI, OHIO 45275

Pursuant to KRS 142,959 (7) (b)

This conveyance is exempt from the transfer tax.

Boone County
D987 PG 40

PARCEL A: Group Nos.: 2032; 2026; 2033; 476; 2033B

Being a tract of land lying in Boone County, Kentucky, situated east of Burlington, being 1.6 miles northeast of the intersection of the South Airport Connector and KY 18 - Burlington Pike, lying north and south of the South Airport Connector and being more particularly described as follows:

BEGINNING at a point 75.00 feet left of South Airfield Connector station 68+97.58, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence with the proposed north partial control of access right of way of South Airfield Connector along an arc 335.40 feet to the right, having a radius of 1575.00 feet, the chord of which is South 78 degrees 48 minutes 02 seconds East 334.77 feet to a point 75.00 feet left of South Airfield Connector station 72+17.02; thence South 72 degrees 41 minutes 59 seconds East 462.52 feet to a point 75.00 feet left of South Airfield Connector station 76+79.54; thence along an arc 90.69 feet to the left, having a radius of 1425.00 feet, the chord of which is South 74 degrees 31 minutes 22 seconds East 90.67 feet to a point 75.00 feet left of South Airfield Connector station 77+75.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector along an arc 47.50 feet to the left, having a radius of 1425.00 feet, the chord of which is South 77 degrees 18 minutes 03 seconds East 47.50 feet to a point 75.00 feet left of South Airfield Connector station 78+25.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector along an arc 641.57 feet to the left, having a radius of 1425.00 feet, the chord of which is North 88 degrees 50 minutes 46 seconds East 636.17 feet to a point 75.00 feet left of South Airfield Connector station 85+00.34; thence North 75 degrees 56 minutes 53 seconds East 884.66 feet to a point 75.00 feet left of South Airfield Connector station 93+85.00; thence North 14 degrees 03 minutes 07 seconds West 175.00 feet to a point 250.00 feet left of South Airfield Connector station 93+85.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector North 75 degrees 56 minutes 53 seconds East 150.00 feet to a point 250.00 feet left of South Airfield Connector station 95+35.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector South 14 degrees 03 minutes 07 seconds East 175.00 feet to a point 75.00 feet left of South Airfield Connector station 95+35.00; thence North 75 degrees 56 minutes 53 seconds East 940.00 feet to a point 75.00 feet left of South Airfield Connector station 104+75.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector North 75 degrees 56 minutes 53 seconds East 50.00 feet to a point 75.00 feet left of South Airfield Connector station 105+25.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield

Connector North 75 degrees 56 minutes 53 seconds East 430.74 feet to a point 75.00 feet left of South Airfield Connector station 109+55.74; thence along an arc 566.22 feet to the right, having a radius of 1575.00 feet, the chord of which is North 86 degrees 14 minutes 49 seconds East 563.17 feet to a point 75.00 feet left of South Airfield Connector station 114+95.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector along an arc 52.50 feet to the right, having a radius of 1575.00 feet, the chord of which is South 82 degrees 29 minutes 56 seconds East 52.50 feet to a point 75.00 feet left of South Airfield Connector station 115+45.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector along an arc 246.65 feet to the right, having a radius of 1575.00 feet, the chord of which is South 77 degrees 03 minutes 28 seconds East 246.40 feet to a point 75.00 feet left of South Airfield Connector station 117+79.90; thence South 72 degrees 34 minutes 17 seconds East 845.10 feet to a point 75.00 feet left of South Airfield Connector station 126+25.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector South 72 degrees 34 minutes 17 seconds East 150.00 feet to a point 75.00 feet left of South Airfield Connector station 127+75.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector South 72 degrees 34 minutes 17 seconds East 126.73 feet to a point 75.00 feet left of South Airfield Connector station 129+01.73; thence along an arc 349.94 feet to the left, having a radius of 1125.00 feet, the chord of which is South 81 degrees 28 minutes 57 seconds East 348.53 feet to a point 75.00 feet left of South Airfield Connector station 132+75.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector along an arc 46.88 feet to the left, having a radius of 1125.00 feet, the chord of which is North 88 degrees 24 minutes 46 seconds East 46.87 feet to a point 75.00 feet left of South Airfield Connector station 133+25.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector along an arc 515.62 feet to the left, having a radius of 1125.00 feet, the chord of which is North 74 degrees 05 minutes 20 seconds East 511.12 feet to a point 75.00 feet left of South Airfield Connector station 138+75.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector along an arc 46.88 feet to the left, having a radius of 1125.00 feet, the chord of which is North 59 degrees 45 minutes 54 seconds East 46.87 feet to a point 75.00 feet left of South Airfield Connector station 139+25.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector along an arc 322.74 feet to the left, having a radius of 1125.00 feet, the chord of

which is North 50 degrees 21 minutes 10 seconds East 321.63 feet to a point 75.00 feet left of South Airfield Connector station 142+69.25; thence North 42 degrees 08 minutes 04 seconds East 205.75 feet to a point 75.00 feet left of South Airfield Connector station 144+75.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector North 42 degrees 08 minutes 04 seconds East 50.00 feet to a point 75.00 feet left of South Airfield Connector station 145+25.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector North 42 degrees 08 minutes 04 seconds East 450.00 feet to a point 75.00 feet left of South Airfield Connector station 149+75.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector North 42 degrees 08 minutes 04 seconds East 50.00 feet to a point 75.00 feet left of South Airfield Connector station 150+25.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector North 42 degrees 08 minutes 04 seconds East 98.59 feet to a point 75.00 feet left of South Airfield Connector station 151+23.59; thence along an arc 514.53 feet to the right, having a radius of 525.00 feet, the chord of which is North 70 degrees 12 minutes 40 seconds East 494.18 feet to a point 75.00 feet left of South Airfield Connector station 155+64.61; thence South 81 degrees 42 minutes 44 seconds East 24.48 feet to a point 75.00 feet left of South Airfield Connector station 155+89.10, said point being in the proposed west partial control of access right of way of Turfway Road Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed west partial control of access right of way of Turfway Road Connector North 8 degrees 17 minutes 16 seconds East 518.48 feet to a point 75.00 feet right of Turfway Road Connector station 510+50.00, said point being in the proposed west right of way of Turfway Road Connector; thence leaving the proposed west partial control of access right of way of Turfway Road Connector and with the proposed west right of way of Turfway Road Connector North 8 degrees 17 minutes 16 seconds East 43.89 feet to a point 75.00 feet right of Turfway Road Connector station 510+06.11; thence along an arc 477.60 feet to the left, having a radius of 575.00 feet, the chord of which is North 15 degrees 30 minutes 27 seconds West 463.99 feet to a point 75.00 feet right of Turfway Road Connector station 504+66.22; thence North 39 degrees 25 minutes 46 seconds West 66.05 feet to a point 75.00 feet right of Turfway Road Connector station 504+00.00, said point being in the proposed permanent west easement of Turfway Road Connector; thence leaving the proposed permanent west easement of Turfway Road Connector North 50 degrees 34 minutes 14 seconds East 40.42 feet to a point 34.58 feet right of Turfway Road Connector station 504+00.00, said point being in the existing west right of way of Turfway Road - KY 1017; thence leaving the proposed west right of way of Turfway Road Connector and with the existing west right of way of Turfway Road - KY 1017 South 39 degrees 28 minutes 50 seconds East 108.17 feet to a point 32.96 feet right of Turfway Road Connector station 505+10.53; thence South 39 degrees 28 minutes 50 seconds East 176.56 feet to a point 3.78 feet left of Turfway Road Connector station 506+87.81; thence South 50 degrees 41 minutes 24 seconds West 16.13 feet to a point 11.39 feet

right of Turfway Road Connector station 506+93.31; thence South 39 degrees 18 minutes 36 seconds East 29.40 feet to a point 0.74 feet right of Turfway Road Connector station 507+20.97; thence along an arc 509.86 feet to the right, having a radius of 700.02 feet, the chord of which is South 18 degrees 26 minutes 39 seconds East 498.67 feet to a point 162.09 feet left of Turfway Road Connector station 511+75.71; thence South 2 degrees 25 minutes 18 seconds West 180.04 feet to a point 180.50 feet left of Turfway Road Connector station 513+54.81; thence along an arc 150.25 feet to the left, having a radius of 800.02 feet, the chord of which is South 2 degrees 57 minutes 31 seconds East 150.03 feet to a point 209.76 feet left of Turfway Road Connector station 515+01.96; thence along an arc 67.54 feet to the left, having a radius of 206.07 feet, the chord of which is South 1 degree 48 minutes 15 seconds West 67.24 feet to a point 88.47 feet left of South Airfield Connector station 158+62.45; thence leaving the existing west right of way of Turfway Road - KY 1017 South 50 degrees 51 minutes 45 seconds West 203.31 feet to a point 75.00 feet right of South Airfield Connector station 157+43.90, said point being in the proposed permanent south easement of South Airfield Connector and the proposed south right of way of South Airfield Connector; thence leaving the proposed permanent south easement of South Airfield Connector and with the proposed south right of way of South Airfield Connector North 81 degrees 42 minutes 44 seconds West 154.90 feet to a point 75.00 feet right of South Airfield Connector station 155+89.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector North 81 degrees 42 minutes 44 seconds West 24.39 feet to a point 75.00 feet right of South Airfield Connector station 155+64.61; thence along an arc 367.52 feet to the left, having a radius of 375.00 feet, the chord of which is South 70 degrees 12 minutes 40 seconds West 352.99 feet to a point 75.00 feet right of South Airfield Connector station 151+23.59; thence South 42 degrees 08 minutes 04 seconds West 98.59 feet to a point 75.00 feet right of South Airfield Connector station 150+25.00, said point being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector South 42 degrees 08 minutes 04 seconds West 50.00 feet to a point 75.00 feet right of South Airfield Connector station 149+75.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector South 42 degrees 08 minutes 04 seconds West 450.00 feet to a point 75.00 feet right of South Airfield Connector station 145+25.00, said point being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector South 42 degrees 08 minutes 04 seconds West 50.00 feet to a point 75.00 feet right of South Airfield Connector station 144+75.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector South 42 degrees 08 minutes 04 seconds West 205.75 feet to a point 75.00 feet right of South Airfield Connector station 142+69.25; thence along an arc 365.77 feet to the right, having a radius of 1275.00 feet, the chord of which is South 50 degrees 21 minutes 10 seconds West 364.51 feet to a point 75.00 feet right of South Airfield Connector station 139+25.00, said point

being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector along an arc 53.13 feet to the right, having a radius of 1275.00 feet, the chord of which is South 59 degrees 45 minutes 54 seconds West 53.12 feet to a point 75.00 feet right of South Airfield Connector station 138+75.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector along an arc 584.38 feet to the right, having a radius of 1275.00 feet, the chord of which is South 74 degrees 05 minutes 20 seconds West 579.27 feet to a point 75.00 feet right of South Airfield Connector station 133+25.00, said point being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector along an arc 53.13 feet to the right, having a radius of 1275.00 feet, the chord of which is South 88 degrees 24 minutes 46 seconds West 53.12 feet to a point 75.00 feet right of South Airfield Connector station 132+75.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector along an arc 396.60 feet to the right, having a radius of 1275.00 feet, the chord of which is North 81 degrees 28 minutes 57 seconds West 395.00 feet to a point 75.00 feet right of South Airfield Connector station 129+01.73; thence North 72 degrees 34 minutes 17 seconds West 126.73 feet to a point 75.00 feet right of South Airfield Connector station 127+75.00, said point being in the proposed east right of way of Houston Road Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed east right of way of Houston Road Connector South 17 degrees 25 minutes 43 seconds West 225.03 feet to a point 75.00 feet left of Houston Road Connector station 403+00.03; thence along an arc 1359.76 feet to the left, having a radius of 1325.00 feet, the chord of which is South 11 degrees 58 minutes 15 seconds East 1300.87 feet to a point 75.00 feet left of Houston Road Connector station 417+36.75; thence South 41 degrees 22 minutes 13 seconds East 1138.98 feet to a point 75.00 feet left of Houston Road Connector station 428+75.73; thence North 51 degrees 35 minutes 02 seconds East 2.08 feet to a point 77.08 feet left of Houston Road Connector station 428+75.84; thence South 41 degrees 00 minutes 47 seconds East 185.92 feet to a point 75.92 feet left of Houston Road Connector station 430+61.76; thence South 41 degrees 00 minutes 47 seconds East 273.18 feet to a point 74.21 feet left of Houston Road Connector station 433+34.94, said point being in the existing north right of way of Houston Road - KY 842; thence leaving the proposed east right of way of Houston Road Connector and with the existing north right of way of Houston Road - KY 842 South 56 degrees 52 minutes 19 seconds West 151.43 feet to a point 75.65 feet right of Houston Road Connector station 433+13.23, said point being in the proposed west right of way of Houston Road Connector; thence leaving the existing north right of way of Houston Road - KY 842 and with the proposed west right of way of Houston Road Connector North 41 degrees 00 minutes 47 seconds West 265.35 feet to a point 73.99 feet right of Houston Road Connector station 430+47.89; thence North 41 degrees 00 minutes 47 seconds West 179.78 feet to a point 72.87 feet right of Houston Road Connector station 428+68.11; thence North 41 degrees 03 minutes 12 seconds West 151.56 feet to a point 72.03 feet right of Houston Road Connector station 427+16.55; thence South 46 degrees 20 minutes 12 seconds

West 2.97 feet to a point 75.00 feet right of Houston Road Connector station 427+16.67; thence North 41 degrees 22 minutes 13 seconds West 979.92 feet to a point 75.00 feet right of Houston Road Connector station 417+36.75; thence along an arc 1513.70 feet to the right, having a radius of 1475.00 feet, the chord of which is North 11 degrees 58 minutes 15 seconds West 1448.14 feet to a point 75.00 feet right of Houston Road Connector station 403+00.03; thence North 17 degrees 25 minutes 43 seconds East 225.03 feet to a point 75.00 feet right of South Airfield Connector station 126+25.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed west right of way of Houston Road Connector and with the proposed south partial control of access right of way of South Airfield Connector North 72 degrees 34 minutes 17 seconds West 845.10 feet to a point 75.00 feet right of South Airfield Connector station 117+79.90; thence leaving the proposed south partial control of access right of way of South Airfield Connector North 72 degrees 41 minutes 51 seconds West 6.28 feet to a point 75.00 feet right of South Airfield Connector station 117+73.29; thence leaving the proposed south partial control of access right of way of South Airfield Connector South 75 degrees 21 minutes 34 seconds West 121.13 feet to a point 134.97 feet right of South Airfield Connector station 116+60.08; thence South 75 degrees 21 minutes 34 seconds West 1318.33 feet to a point 296.25 feet right of South Airfield Connector station 102+55.15; thence South 75 degrees 21 minutes 34 seconds West 97.92 feet to a point 297.26 feet right of South Airfield Connector station 101+57.24; thence South 77 degrees 17 minutes 01 seconds West 483.69 feet to a point 285.98 feet right of South Airfield Connector station 96+73.69; thence South 76 degrees 14 minutes 06 seconds West 554.27 feet to a point 283.21 feet right of South Airfield Connector station 91+19.43; thence South 75 degrees 17 minutes 45 seconds West 301.11 feet to a point 286.64 feet right of South Airfield Connector station 88+18.34; thence South 75 degrees 17 minutes 45 seconds West 6.00 feet to a point 286.70 feet right of South Airfield Connector station 88+12.34; thence South 16 degrees 21 minutes 02 seconds East 6.84 feet to a point 293.54 feet right of South Airfield Connector station 88+12.61; thence South 76 degrees 42 minutes 58 seconds West 84.10 feet to a point 292.41 feet right of South Airfield Connector station 87+28.52; thence South 71 degrees 03 minutes 58 seconds West 100.10 feet to a point 300.93 feet right of South Airfield Connector station 86+28.79; thence South 54 degrees 27 minutes 58 seconds West 69.70 feet to a point 326.45 feet right of South Airfield Connector station 85+63.93; thence South 21 degrees 05 minutes 58 seconds West 123.50 feet to a point 427.44 feet right of South Airfield Connector station 84+94.49; thence North 0 degrees 23 minutes 36 seconds East 141.98 feet to a point 289.94 feet right of South Airfield Connector station 85+28.24; thence South 75 degrees 59 minutes 08 seconds West 1464.58 feet to a point 775.26 feet right of South Airfield Connector station 73+83.44; thence North 14 degrees 12 minutes 10 seconds West 790.17 feet to a point 80.00 feet right of South Airfield Connector station 69+55.33, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector North 14 degrees 12 minutes 10 seconds West 165.35 feet to the BEGINNING.

The above described parcel contains 75.888 acres (3,305,665 square feet).

It is the specific intention of the Grantor herein to convey the above described property designated as Parcel A in fee simple for purposes of construction, operation, and maintenance of the proposed highway.

- ✓ Being part of the same property conveyed to the Grantor herein by deed from Dorothy W. Haller, a single person, dated April 5, 1961, and recorded in Deed Book 148, page 371; also being part of the
- ✓ same property conveyed to the Grantor herein by deed from Dorothy W. Haller, a single person, dated October 28, 1965, and recorded in Deed Book 169, page 211; also being part of the same
- ✓ property conveyed to the Grantor herein by deed from Willie Dringenburg and Alma Dringenburg, his wife, dated May 8, 1979, and recorded in Deed Book 259, page 166; also being part of the same
- ✓ property conveyed to the Grantor from Addie May Conrad, an unmarried widow, dated November 21, 1973, and recorded in Deed Book 206, page 489; also being part of the same property conveyed
- ✓ to the Grantor herein by deed from George H. Boh and his wife, Alma Boh, dated August 25, 1977, and recorded in Deed Book 240, page 166; also being part of the same property conveyed to the
- ✓ Grantor herein by deed from Irvin C. Dringenburg and his wife, Betty L. Dringenburg, dated November 16, 1967, and recorded in Deed Book 178, page 383; also being all of the same property
- ✓ conveyed to the Grantor herein by deed from Mary Ellen Foltz, a single person, dated June 2, 1995, and recorded in Deed Book 617, page 34. All references are to the Boone County Clerk's records at Burlington, Kentucky.

PARCEL B: Group Nos.: 2032; 2026; 2033~~4~~476

Being a tract of land lying in Boone County, Kentucky, situated east of Burlington, being 1.5 miles northeast of the intersection of the South Airport Connector and KY 18 - Burlington Pike, lying north of the South Airport Connector and being more particularly described as follows:

BEGINNING at a point 136.23 feet left of South Airfield Connector station 68+77.97, said point being in the proposed permanent north easement of South Airfield Connector; thence with the proposed permanent north easement of South Airfield Connector South 89 degrees 20 minutes 01 second East 132.17 feet to a point 150.00 feet left of South Airfield Connector station 69+98.00; thence South 77 degrees 29 minutes 57 seconds East 484.75 feet to a point 173.00 feet left of South Airfield Connector station 74+60.00; thence South 62 degrees 03 minutes 44 seconds East 341.96 feet to a point 105.00 feet left of South Airfield Connector station 78+05.00; thence South 86 degrees 42 minutes 10 seconds East 397.59 feet to a point 112.00 feet left of South Airfield Connector station 82+35.00; thence North 73 degrees 07 minutes 40 seconds East 413.41 feet to a point 154.00 feet left of South Airfield Connector station 86+69.00; thence North 75 degrees 10 minutes 05 seconds East 661.06 feet to a point 163.00 feet left of South Airfield Connector station 93+30.00; thence North 14 degrees 03 minutes 07 seconds West 167.00 feet to a point 330.00 feet left of South Airfield Connector station 93+30.00; thence North 75 degrees 56 minutes 53 seconds East 240.00 feet to a point 330.00 feet left of South Airfield Connector station 95+70.00; thence South 14 degrees 03 minutes 07 seconds East 169.00 feet to a point 161.00 feet left of South Airfield Connector station 95+70.00; thence North 81 degrees 16 minutes 38 seconds East 538.33 feet to a point 111.00 feet left of South Airfield Connector station 101+06.00; thence North 42 degrees 48

minutes 28 seconds East 144.51 feet to a point 190.00 feet left of South Airfield Connector station 102+27.00; thence North 77 degrees 44 minutes 36 seconds East 1002.86 feet to a point 181.00 feet left of South Airfield Connector station 112+01.00; thence South 80 degrees 00 minutes 27 seconds East 614.03 feet to a point 137.00 feet left of South Airfield Connector station 117+58.00; thence South 69 degrees 15 minutes 59 seconds East 326.54 feet to a point 118.00 feet left of South Airfield Connector station 120+82.00; thence South 73 degrees 13 minutes 52 seconds East 608.04 feet to a point 125.00 feet left of South Airfield Connector station 126+90.00; thence South 82 degrees 03 minutes 32 seconds East 312.90 feet to a point 172.00 feet left of South Airfield Connector station 130+15.00; thence South 32 degrees 58 minutes 42 seconds East 123.84 feet to a point 81.00 feet left of South Airfield Connector station 131+09.00; thence North 77 degrees 56 minutes 35 seconds East 519.01 feet to a point 136.00 feet left of South Airfield Connector station 136+82.00; thence North 49 degrees 13 minutes 50 seconds East 938.09 feet to a point 145.00 feet left of South Airfield Connector station 147+00.00; thence North 42 degrees 08 minutes 05 seconds East 425.46 feet to a point 145.00 feet left of South Airfield Connector station 151+25.00; thence North 64 degrees 15 minutes 31 seconds East 281.01 feet to a point 105.00 feet left of South Airfield Connector station 153+45.00; thence North 81 degrees 30 minutes 10 seconds East 238.54 feet to a point 110.00 feet left of South Airfield Connector station 155+39.00, said point being in the proposed permanent west easement of Turfway Road Connector; thence leaving the proposed permanent north easement of South Airfield Connector and with the proposed permanent west easement of Turfway Road Connector North 10 degrees 34 minutes 21 seconds East 334.65 feet to a point 118.00 feet right of Turfway Road Connector station 512+00.00; thence North 2 degrees 42 minutes 25 seconds East 311.70 feet to a point 135.00 feet right of Turfway Road Connector station 508+58.00; thence North 12 degrees 56 minutes 25 seconds West 257.32 feet to a point 108.00 feet right of Turfway Road Connector station 505+40.00; thence North 38 degrees 41 minutes 56 seconds West 127.37 feet to a point 110.00 feet right of Turfway Road Connector station 504+00.00; thence North 50 degrees 34 minutes 14 seconds East 35.00 feet to a point 75.00 feet right of Turfway Road Connector station 504+00.00, said point being in the proposed west right of way of Turfway Road Connector; thence leaving the proposed permanent west easement of Turfway Road Connector and with the proposed west right of way of Turfway Road Connector South 39 degrees 25 minutes 46 seconds East 66.05 feet to a point 75.00 feet right of Turfway Road Connector station 504+66.22; thence along an arc 477.60 feet to the right, having a radius of 575.00 feet, the chord of which is South 15 degrees 30 minutes 27 seconds East 463.99 feet to a point 75.00 feet right of Turfway Road Connector station 510+06.11; thence South 8 degrees 17 minutes 16 seconds West 43.89 feet to a point 75.00 feet right of Turfway Road Connector station 510+50.00, said point being in the proposed west partial control of access right of way of Turfway Road Connector; thence leaving the proposed west right of way of Turfway Road Connector and with the proposed west partial control of access right of way of Turfway Road Connector South 8 degrees 17 minutes 16 seconds West 518.48 feet to a point 75.00 feet left of South Airfield Connector station 155+89.10, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed west partial control of access right of way of Turfway Road Connector and with the proposed north partial control of access right of way of South Airfield Connector North 81 degrees 42 minutes 44 seconds West 24.48 feet to a point 75.00 feet left of South Airfield Connector station 155+64.61; thence along an arc 514.53 feet to the left, having a radius of 525.00 feet, the chord of which is South 70

degrees 12 minutes 40 seconds West 494.18 feet to a point 75.00 feet left of South Airfield Connector station 151+23.59; thence South 42 degrees 08 minutes 04 seconds West 98.59 feet to a point 75.00 feet left of South Airfield Connector station 150+25.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector South 42 degrees 08 minutes 04 seconds West 50.00 feet to a point 75.00 feet left of South Airfield Connector station 149+75.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector South 42 degrees 08 minutes 04 seconds West 450.00 feet to a point 75.00 feet left of South Airfield Connector station 145+25.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector South 42 degrees 08 minutes 04 seconds West 50.00 feet to a point 75.00 feet left of South Airfield Connector station 144+75.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector South 42 degrees 08 minutes 04 seconds West 205.75 feet to a point 75.00 feet left of South Airfield Connector station 142+69.25; thence along an arc 322.74 feet to the right, having a radius of 1125.00 feet, the chord of which is South 50 degrees 21 minutes 10 seconds West 321.63 feet to a point 75.00 feet left of South Airfield Connector station 139+25.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector along an arc 46.88 feet to the right, having a radius of 1125.00 feet, the chord of which is South 59 degrees 45 minutes 54 seconds West 46.87 feet to a point 75.00 feet left of South Airfield Connector station 138+75.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector along an arc 515.62 feet to the right, having a radius of 1125.00 feet, the chord of which is South 74 degrees 05 minutes 20 seconds West 511.12 feet to a point 75.00 feet left of South Airfield Connector station 133+25.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector along an arc 46.88 feet to the right, having a radius of 1125.00 feet, the chord of which is South 88 degrees 24 minutes 46 seconds West 46.87 feet to a point 75.00 feet left of South Airfield Connector station 132+75.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector along an arc 349.94 feet to the right, having a radius of 1125.00 feet, the chord of which is North 81 degrees 28 minutes 57 seconds West 348.53 feet to a point 75.00 feet left of South Airfield Connector station 129+01.73; thence North 72 degrees 34 minutes 17 seconds West 126.73 feet to a point 75.00 feet left of South Airfield Connector station 127+75.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of

access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector North 72 degrees 34 minutes 17 seconds West 150.00 feet to a point 75.00 feet left of South Airfield Connector station 126+25.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector North 72 degrees 34 minutes 17 seconds West 845.10 feet to a point 75.00 feet left of South Airfield Connector station 117+79.90; thence along an arc 246.65 feet to the left, having a radius of 1575.00 feet, the chord of which is North 77 degrees 03 minutes 28 seconds West 246.40 feet to a point 75.00 feet left of South Airfield Connector station 115+45.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector along an arc 52.50 feet to the left, having a radius of 1575.00 feet, the chord of which is North 82 degrees 29 minutes 56 seconds West 52.50 feet to a point 75.00 feet left of South Airfield Connector station 114+95.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector along an arc 566.22 feet to the left, having a radius of 1575.00 feet, the chord of which is South 86 degrees 14 minutes 49 seconds West 563.17 feet to a point 75.00 feet left of South Airfield Connector station 109+55.74; thence South 75 degrees 56 minutes 53 seconds West 430.74 feet to a point 75.00 feet left of South Airfield Connector station 105+25.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector South 75 degrees 56 minutes 53 seconds West 50.00 feet to a point 75.00 feet left of South Airfield Connector station 104+75.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector South 75 degrees 56 minutes 53 seconds West 940.00 feet to a point 75.00 feet left of South Airfield Connector station 95+35.00; thence North 14 degrees 03 minutes 07 seconds West 175.00 feet to a point 250.00 feet left of South Airfield Connector station 95+35.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield Connector and with the proposed north right of way of South Airfield Connector South 75 degrees 56 minutes 53 seconds West 150.00 feet to a point 250.00 feet left of South Airfield Connector station 93+85.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector South 14 degrees 03 minutes 07 seconds East 175.00 feet to a point 75.00 feet left of South Airfield Connector station 93+85.00; thence South 75 degrees 56 minutes 53 seconds West 884.66 feet to a point 75.00 feet left of South Airfield Connector station 85+00.34; thence along an arc 641.57 feet to the right, having a radius of 1425.00 feet, the chord of which is South 88 degrees 50 minutes 46 seconds West 636.17 feet to a point 75.00 feet left of South Airfield Connector station 78+25.00, said point being in the proposed north right of way of South Airfield Connector; thence leaving the proposed north partial control of access right of way of South Airfield

Connector and with the proposed north right of way of South Airfield Connector along an arc 47.50 feet to the right, having a radius of 1425.00 feet, the chord of which is North 77 degrees 18 minutes 03 seconds West 47.50 feet to a point 75.00 feet left of South Airfield Connector station 77+75.00, said point being in the proposed north partial control of access right of way of South Airfield Connector; thence leaving the proposed north right of way of South Airfield Connector and with the proposed north partial control of access right of way of South Airfield Connector along an arc 90.69 feet to the right, having a radius of 1425.00 feet, the chord of which is North 74 degrees 31 minutes 22 seconds West 90.67 feet to a point 75.00 feet left of South Airfield Connector station 76+79.54; thence North 72 degrees 41 minutes 59 seconds West 462.52 feet to a point 75.00 feet left of South Airfield Connector station 72+17.02; thence along an arc 335.40 feet to the left, having a radius of 1575.00 feet, the chord of which is North 78 degrees 48 minutes 02 seconds West 334.77 feet to a point 75.00 feet left of South Airfield Connector station 68+97.58; thence leaving the proposed north partial control of access right of way of South Airfield Connector North 14 degrees 12 minutes 10 seconds West 64.73 feet to the BEGINNING.

The above described parcel contains 15.825 acres (689,339 square feet).

It is the specific intention of the Grantor herein to convey a permanent easement to the property described above and designated as Parcel B for the purpose of construction, operation, and maintenance of the proposed highway.

Being part of the same property conveyed to the Grantor herein by deed from Dorothy W. Haller, a single person, dated April 5, 1961, and recorded in Deed Book 148, page 371; also being part of the same property conveyed to the Grantor herein by deed from Dorothy W. Haller, a single person, dated October 28, 1965, and recorded in Deed Book 169, page 211; also being part of the same property conveyed to the Grantor herein by deed from Willie Dringenburg and Alma Dringenburg, his wife, dated May 8, 1979, and recorded in Deed Book 259, page 166; also being part of the same property conveyed to the Grantor herein by deed from Addie May Conrad, an unremarried widow, dated November 21, 1973, and recorded in Deed Book 206, page 489; also being part of the same property conveyed to the Grantor herein by deed from George H. Boh (aka George Boh) and his wife, Alma Boh, dated August 25, 1977, and recorded in Deed Book 240, page 166. All references are to the Boone County Clerk's records at Burlington, Kentucky.

PARCEL C: Group Nos.: 476; 2033; 2033B

Being a tract of land lying in Boone County, Kentucky, situated east of Burlington, being 1.9 miles northeast of the intersection of the South Airport Connector and KY 18 - Burlington Pike, lying south of the South Airport Connector and east of the Houston Road Connector and being more particularly described as follows:

BEGINNING at a point 75.00 feet right of South Airfield Connector station 127+75.00, said point being in the proposed south partial control of access right of way of South Airfield Connector and the proposed east right of way of Houston Road Connector; thence leaving the proposed east right of

way of Houston Road Connector and with the proposed south partial control of access right of way of South Airfield Connector South 72 degrees 34 minutes 17 seconds East 126.73 feet to a point 75.00 feet right of South Airfield Connector station 129+01.73; thence along an arc 396.60 feet to the left, having a radius of 1275.00 feet, the chord of which is South 81 degrees 28 minutes 57 seconds East 395.00 feet to a point 75.00 feet right of South Airfield Connector station 132+75.00, said point being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector along an arc 53.13 feet to the left, having a radius of 1275.00 feet, the chord of which is North 88 degrees 24 minutes 46 seconds East 53.12 feet to a point 75.00 feet right of South Airfield Connector station 133+25.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector along an arc 584.38 feet to the left, having a radius of 1275.00 feet, the chord of which is North 74 degrees 05 minutes 20 seconds East 579.27 feet to a point 75.00 feet right of South Airfield Connector station 138+75.00, said point being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector along an arc 53.13 feet to the left, having a radius of 1275.00 feet, the chord of which is North 59 degrees 45 minutes 54 seconds East 53.12 feet to a point 75.00 feet right of South Airfield Connector station 139+25.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector along an arc 365.77 feet to the left, having a radius of 1275.00 feet, the chord of which is North 50 degrees 21 minutes 10 seconds East 364.51 feet to a point 75.00 feet right of South Airfield Connector station 142+69.25; thence North 42 degrees 08 minutes 04 seconds East 205.75 feet to a point 75.00 feet right of South Airfield Connector station 144+75.00, said point being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector North 42 degrees 08 minutes 04 seconds East 50.00 feet to a point 75.00 feet right of South Airfield Connector station 145+25.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector North 42 degrees 08 minutes 04 seconds East 450.00 feet to a point 75.00 feet right of South Airfield Connector station 149+75.00, said point being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector North 42 degrees 08 minutes 04 seconds East 50.00 feet to a point 75.00 feet right of South Airfield Connector station 150+25.00, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence leaving the proposed south right of way of South Airfield Connector and with the proposed south partial control of access right of way of South Airfield Connector North 42 degrees 08 minutes 04 seconds East 98.59 feet to a point 75.00 feet right of South Airfield Connector station 151+23.59; thence along an arc 367.52 feet to the right, having a radius of 375.00 feet, the chord of which is North 70 degrees 12

minutes 40 seconds East 352.99 feet to a point 75.00 feet right of South Airfield Connector station 155+64.61; thence South 81 degrees 42 minutes 44 seconds East 24.39 feet to a point 75.00 feet right of South Airfield Connector station 155+89.00, said point being in the proposed south right of way of South Airfield Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed south right of way of South Airfield Connector South 81 degrees 42 minutes 44 seconds East 154.90 feet to a point 75.00 feet right of South Airfield Connector station 157+43.90, said point being in the proposed permanent south easement of South Airfield Connector; thence leaving the proposed permanent south easement of South Airfield Connector and the proposed south right of way of South Airfield Connector South 50 degrees 51 minutes 45 seconds West 141.76 feet to a point 179.39 feet right of South Airfield Connector station 156+47.99; thence North 85 degrees 24 minutes 00 seconds West 283.98 feet to a point 128.00 feet right of South Airfield Connector station 152+63.00, said point being in the proposed permanent south easement of South Airfield Connector; thence with the proposed permanent south easement of South Airfield Connector South 43 degrees 29 minutes 06 seconds West 395.87 feet to a point 134.00 feet right of South Airfield Connector station 148+26.00; thence South 40 degrees 18 minutes 28 seconds West 439.22 feet to a point 148.00 feet right of South Airfield Connector station 143+87.00; thence South 48 degrees 36 minutes 28 seconds West 382.72 feet to a point 131.00 feet right of South Airfield Connector station 140+31.00; thence South 63 degrees 01 minute 33 seconds West 78.16 feet to a point 120.33 feet right of South Airfield Connector station 139+60.90; thence leaving the proposed permanent south easement of South Airfield Connector South 18 degrees 37 minutes 00 seconds West 107.80 feet to a point 189.63 feet right of South Airfield Connector station 138+87.75; thence South 6 degrees 12 minutes 00 seconds East 189.18 feet to a point 365.00 feet right of South Airfield Connector station 138+30.00; thence South 82 degrees 54 minutes 15 seconds West 30.30 feet to a point 355.00 feet right of South Airfield Connector station 138+08.00; thence North 6 degrees 12 minutes 00 seconds West 189.87 feet to a point 177.66 feet right of South Airfield Connector station 138+63.61; thence North 30 degrees 33 minutes 00 seconds West 64.61 feet to a point 113.09 feet right of South Airfield Connector station 138+61.50, said point being in the proposed permanent south easement of South Airfield Connector; thence with the proposed permanent south easement of South Airfield Connector South 63 degrees 01 minute 33 seconds West 180.58 feet to a point 121.00 feet right of South Airfield Connector station 136+97.00; thence South 75 degrees 17 minutes 27 seconds West 220.71 feet to a point 117.00 feet right of South Airfield Connector station 134+96.00; thence South 86 degrees 03 minutes 22 seconds West 697.58 feet to a point 213.00 feet right of South Airfield Connector station 128+78.00, said point being in the existing east permanent easement of Houston Road Connector; thence leaving the proposed permanent south easement of South Airfield Connector and with the existing east permanent easement of Houston Road Connector South 19 degrees 13 minutes 54 seconds West 452.29 feet to a point 111.00 feet left of Houston Road Connector station 407+02.00; thence South 16 degrees 41 minutes 54 seconds East 323.85 feet to a point 170.00 feet left of Houston Road Connector station 410+57.00; thence South 5 degrees 53 minutes 15 seconds East 321.10 feet to a point 88.00 feet left of Houston Road Connector station 414+00.00; thence South 39 degrees 05 minutes 55 seconds East 423.13 feet to a point 109.00 feet left of Houston Road Connector station 418+47.00; thence South 41 degrees 48 minutes 42 seconds East 779.02 feet to a point 115.00 feet left of Houston Road Connector station 426+26.00; thence South 50 degrees 19 minutes 28 seconds East 256.99 feet to a

point 155.00 feet left of Houston Road Connector station 428+79.86; thence leaving the existing east permanent easement of Houston Road Connector South 51 degrees 35 minutes 02 seconds West 78.03 feet to a point 77.08 feet left of Houston Road Connector station 428+75.84, said point being in the proposed east right of way of Houston Road Connector; thence with the proposed east right of way of Houston Road Connector South 51 degrees 35 minutes 02 seconds West 2.08 feet to a point 75.00 feet left of Houston Road Connector station 428+75.73; thence North 41 degrees 22 minutes 13 seconds West 1138.98 feet to a point 75.00 feet left of Houston Road Connector station 417+36.75; thence along an arc 1359.76 feet to the right, having a radius of 1325.00 feet, the chord of which is North 11 degrees 58 minutes 15 seconds West 1300.87 feet to a point 75.00 feet left of Houston Road Connector station 403+00.03; thence North 17 degrees 25 minutes 43 seconds East 225.03 feet to the BEGINNING.

The above described parcel contains 7.755 acres (337,794 square feet).

It is the specific intention of the Grantor herein to convey a permanent easement to the property described above and designated as Parcel C for the purpose of construction, operation, and maintenance of the proposed highway.

Being part of the same property conveyed to the Grantor herein by deed from George H. Boh (aka George Boh) and his wife, Alma Boh, dated August 25, 1977, and recorded in Deed Book 240, page 166; also being part of the same property conveyed to the Grantor herein by deed from Huntington Bank of Kenton County (formerly Covington Trust and Banking Company), co-Trustee of the Trust of Gilbert J. Foltz, C. William Funk, co-Trustee of the Trust of Gilbert J. Foltz, and C. William Funk, Executor of the Estate of Gilbert J. Foltz, deceased, dated December 22, 1986 and recorded in Deed Book 358, page 62. All references are to the Boone County Clerk's records at Burlington, Kentucky.

PARCEL D: Group Nos.: 476; 2033

Being a tract of land lying in Boone County, Kentucky, situated east of Burlington, being 1.6 miles southeast of the intersection of the South Airport Connector and KY 18 - Burlington Pike, lying south of the South Airport Connector and west of the Houston Road Connector and being more particularly described as follows:

BEGINNING at a point 75.00 feet right of South Airfield Connector station 117+73.29, said point being in the proposed south partial control of access right of way of South Airfield Connector; thence South 72 degrees 41 minutes 51 seconds East 6.28 feet to a point 75.00 feet right of South Airfield Connector station 117+79.90; thence with the proposed south partial control of access right of way of South Airfield Connector South 72 degrees 34 minutes 17 seconds East 845.10 feet to a point 75.00 feet right of South Airfield Connector station 126+25.00, said point being in the proposed west right of way of Houston Road Connector; thence leaving the proposed south partial control of access right of way of South Airfield Connector and with the proposed west right of way of Houston Road Connector South 17 degrees 25 minutes 43 seconds West 225.03 feet to a point 75.00 feet right of

Houston Road Connector station 403+00.03; thence along an arc 1513.70 feet to the left, having a radius of 1475.00 feet, the chord of which is South 11 degrees 58 minutes 15 seconds East 1448.14 feet to a point 75.00 feet right of Houston Road Connector station 417+36.75; thence South 41 degrees 22 minutes 13 seconds East 979.92 feet to a point 75.00 feet right of Houston Road Connector station 427+16.67; thence leaving the proposed west right of way of Houston Road Connector South 46 degrees 20 minutes 12 seconds West 55.04 feet to a point 130.00 feet right of Houston Road Connector station 427+18.88, said point being in the existing west permanent easement of Houston Road Connector; thence with the existing west permanent easement of Houston Road Connector North 40 degrees 27 minutes 39 seconds West 881.99 feet to a point 116.00 feet right of Houston Road Connector station 418+37.00; thence North 39 degrees 40 minutes 20 seconds West 306.98 feet to a point 121.00 feet right of Houston Road Connector station 415+46.00; thence North 31 degrees 20 minutes 10 seconds West 472.25 feet to a point 175.00 feet right of Houston Road Connector station 411+20.00; thence North 4 degrees 45 minutes 00 seconds West 595.08 feet to a point 170.00 feet right of Houston Road Connector station 405+87.00; thence North 22 degrees 02 minutes 07 seconds East 424.97 feet to a point 196.00 feet right of South Airfield Connector station 125+97.00, said point being in the proposed permanent south easement of South Airfield Connector; thence leaving the existing west permanent easement of Houston Road Connector and with the proposed permanent south easement of South Airfield Connector North 68 degrees 35 minutes 31 seconds West 115.28 feet to a point 188.00 feet right of South Airfield Connector station 124+82.00; thence North 58 degrees 09 minutes 02 seconds West 216.83 feet to a point 134.00 feet right of South Airfield Connector station 122+72.00; thence North 71 degrees 28 minutes 39 seconds West 554.56 feet to a point 122.00 feet right of South Airfield Connector station 117+12.00; thence North 87 degrees 55 minutes 27 seconds West 39.07 feet to a point 130.10 feet right of South Airfield Connector station 116+70.27; thence leaving the proposed permanent south easement of South Airfield Connector North 75 degrees 21 minutes 34 seconds East 110.64 feet to the BEGINNING.

The above described parcel contains 4.896 acres (213,255 square feet).

It is the specific intention of the Grantor herein to convey a permanent easement to the property described above and designated as Parcel D for the purpose of construction, operation, and maintenance of the proposed highway.

Being part of the same property conveyed to the Grantor herein by deed from George H. Boh (aka George Boh) and his wife, Alma Boh, dated August 25, 1977, and recorded in Deed Book 240, page 166 of the Boone County Clerk's records at Burlington, Kentucky. ✓

The real estate interests conveyed hereunder are subject to the following restrictions which shall run with the land and be binding upon the County of Boone, Kentucky, its successors and assigns forever:

- (a) No structures, building, or poles shall be erected by the County of Boone, Kentucky in the easement area. The height of objects of natural growth and other obstructions within the



subject easement is hereby restricted to such a height as to comply with Federal Aviation Regulations, Part 77.



- (b) The County of Boone, Kentucky shall not permit any use of the easement area which would interfere with communications between aircraft and the Airport, or with landing or taking off of aircraft at the Cincinnati/Northern Kentucky International Airport or impair visibility in the vicinity of the Airport, or otherwise constitute an airport hazard.
- (c) There is hereby reserved to the grantor, its successors and assigns, for the use and benefit of the public, a right of flight for the passage of aircraft in the airspace above the surface of the area of the easement granted herein. This public right shall include the right to cause in said airspace any noise, vibration, dispersal of fumes or particulates incidental to the operation of any aircraft used for navigation or flight through said airspace or landing, taking off from or operating at the Cincinnati/Northern Kentucky International Airport.
- (d) The County of Boone, Kentucky shall not hereafter use nor permit nor suffer use of the land in the easement area in such a manner as to create a potential for attracting birds and other wildlife which may pose a hazard to aircraft.

Together with all the privileges and appurtenances to the same belonging. To have and to hold forever the same to the GRANTEE, in the fashion and manner stated above in the conveying clause, with covenants of general warranty.

GRANTOR and GRANTEE both certify, under oath, that the consideration reflected in this Deed is the full consideration paid for the property and GRANTEE joins in this Deed for the sole purpose of making this certificate about the consideration.

DATED this 12 day of December, 2010.

GRANTOR:

GRANTEE:

KENTON COUNTY AIRPORT BOARD

COUNTY OF BOONE, KENTUCKY

By: 
Its: Chief Executive Officer

By: 
Its: DEPUTY JUDGE EXECUTIVE

COMMONWEALTH OF KENTUCKY, COUNTY OF BOONE [GRANTOR]

The foregoing instrument was sworn to and acknowledged before me this 2ND day of December, 2010, by John C. Mork, the Chief Executive Officer of the Kenton County Airport Board, for and on behalf of said Board.

Craig J. Spaw
NOTARY PUBLIC
Kentucky State at Large
My Commission expires: 11/12/2012

COMMONWEALTH OF KENTUCKY, COUNTY OF BOONE [GRANTEE]

The statement about consideration in the foregoing instrument was sworn to and acknowledged before me this 12 day of December, 2010, by Cheri C. Shaw, the Deputy Judge Executive of the County of Boone, Kentucky, for and on behalf of said County.

Cheri C. Shaw
NOTARY PUBLIC
Kentucky State at Large
My Commission expires: 1-25-12

**Boone County
D987 PG 57**

DOCUMENT NO: 553797
RECORDED ON: DECEMBER 03, 2010 03:32:31PM
TOTAL FEES: 162.00
GROUP : 2032
COUNTY CLERK: RENEE PING
COUNTY: BOONE COUNTY CLERK
DEPUTY CLERK: JULIE SPALDING
BOOK D987 PAGES 48 - 57

9
SAA

RETURN TO:

DEED

Return to:
Duane C. Dringenburg
5566 ZigZag Rd.
Florence, KY 41042

Tax Exempt per KRS
142.050(7)(b)

KNOW ALL MEN BY THESE PRESENTS:

That **COUNTY OF BOONE, KENTUCKY**, a political subdivision of the Commonwealth of Kentucky, with address of 2950 Washington Square, Burlington, KY 41005, Grantor,

for and in consideration of good and valuable consideration being the sum of \$3,250.00, the receipt of which is hereby acknowledged, does hereby bargain, sell, and convey to:

DUANE C. DRINGENBURG, with address and c/o address for tax bills of 5566 Zig Zag Road, Florence, KY 41042, Grantee,

his heirs and assigns forever, the following described real estate, in the County of Boone and Commonwealth of Kentucky, to-wit:

Group No. 2026

Present Street Address: 2.135 acre parcel South side of Aero Parkway, West of Zig Zag Road Connector, Boone County, Kentucky.

Located in Boone County, Kentucky, lying on the south side of Aero Parkway and the west side of the Zig Zag Road Connector and being part of the same property conveyed to the County of Boone, Kentucky by deed recorded in Deed Book 987, page 40, in the office of the Boone County Clerk at Burlington, Kentucky and is more particularly described as follows:

Unless otherwise stated, any monument referred to herein as an iron pin (set) is a 1/2 inch diameter rebar eighteen inches in length with a plastic cap stamped "Larison PLS 3357". All bearings referred to herein are based upon Kentucky State Plane Coordinate System, North Zone, NAD83.

BEGINNING at an existing aluminum right-of-way monument at northwest right-of-way intersection of Aero Parkway and Zig Zag Road Connector, 75.00 feet as measured perpendicular to their respective centerlines;

THENCE with the right-of-way line of Zig Zag Road Connector S 14°03'07" E a distance of 142.58 feet to an iron pin (set) in the north right-of-way line of Zig Zag Road, 25.00 feet as measured perpendicular to the centerline;

THENCE with said right-of-way line S 78°07'32" W a distance of 478.38 feet to a point;

**Boone County
D1080 PG 923**

THENCE with a curve turning to the left with an arc length of 218.67 feet, a radius of 433.41 feet, a chord bearing of S 63°40'18" W, and a chord length of 216.36 feet to an iron pin (set);

THENCE with a new division of the County of Boone, Kentucky property N 14°03'07" W a distance of 170.41 feet to a MAG nail with an aluminum washer stamped "Larison PLS 3357" in the south right-of-way line of Aero Parkway;

THENCE with said right-of-way line N 75°56'53" E a distance of 689.44 feet to the point of beginning containing 2.135 acres and being subject to all right-of-ways and easements of record.

This description was prepared from a new survey made by Gregory A. Larison, PLS 3357, for Viox & Viox, Inc., June 8, 2016.

For further reference see Parcel B designated on the attached Plat, approved by the Boone County Planning Commission on July 19, 2016 and marked as Exhibit A, attached hereto and made apart hereof.

RESERVATION OF EASEMENT:

Grantor reserves and retains in perpetuity a general and permanent utility easement on over and under the parcel herein conveyed.

RESERVATION OF EASEMENT:

Grantor reserves and retains a perpetual easement on over and under the parcel herein conveyed, for the unobstructed public use of and for the repair, maintenance and improvement over and upon the multi-modal path, being real property described as follows:

Located in Boone County, Kentucky, lying on the south side of Aero Parkway and the west side of the Zig Zag Road Connector and being part of the same property conveyed to the County of Boone, Kentucky by deed recorded in Deed Book 987, page 40, in the office of the Boone County Clerk at Burlington, Kentucky and is more particularly described as follows:

BEGINNING at an existing aluminum right-of-way monument at the northwest right-of-way intersection of Aero Parkway and Zig Zag Road Connector, 75.00 feet as measured perpendicular to their respective centerlines;

THENCE with the right-of-way line of Zig Zag Road Connector S 14°03'07" E a distance of 40.00 feet to a point;

THENCE leaving said right of way line S 75°56'53" W a distance of 689.44 feet to a point;

THENCE N 14°03'07" W a distance of 40.00 feet to an existing MAG nail with an aluminum washer stamper "Larison PLS 3357" in the south right-of-way line of Aero Parkway;

THENCE with said right-of-way line N 75°56'53' E a distance of 689.44 feet to the point of beginning containing 0.633.

For further reference see Easement B (0.633 acres) on Exhibit B, titled Permanent Multimodal Path Easements to be retained by County of Boone, Kentucky, attached hereto and made a part hereof.

Being a part of the property conveyed to Grantor, County of Boone, Kentucky from Kenton County Airport Board, by Deed dated December 1, 2010 and recorded on December 3, 2010 in Deed Book 987 page 40 and from Kenton County Airport Board, and by Correction Deed dated January 18, 2011 and recorded on January 20, 2011 in Deed Book 988 page 513, all in the records of the Boone County Clerk's Office, Burlington, Kentucky.

Grantor herein places the following restrictive covenants on the property being conveyed herein:

- 1) There shall be no structures, building, or poles erected on this property in perpetuity
- 2) The property shall be maintained in perpetuity, free from excessive vegetation, debris, junk and other discarded items.

It is the intent of the Grantor and these restrictive covenants shall run with the land.

This conveyance is made subject to all easements, restrictions, conditions, right of ways and covenants of record.

Together with all the privileges and appurtenances to the same belonging, To have and to hold the same to the said

DUANE C. DRINGENBURG, Grantee

his heirs and assigns forever.

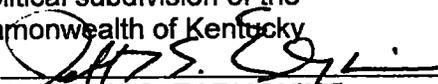
The Grantor, its successors and assigns, HEREBY COVENANTING with the Grantee his heirs and assigns, that the TITLE so conveyed is CLEAR, FREE AND UNENCUMBERED and that it will WARRANT AND DEFEND the same against all legal claims whatsoever.

IN WITNESS WHEREOF, the said **COUNTY OF BOONE, KENTUCKY**, a political subdivision of the Commonwealth of Kentucky, by and through Jeffrey S. Earlywine, its Deputy Judge/Executive, pursuant to Resolution No. 2016-202 adopted and approved on October 18, 2016 hereunto sets its hand this 14th day of November, 2016.

**Boone County
D1080 PG 925**

COUNTY OF BOONE, KENTUCKY

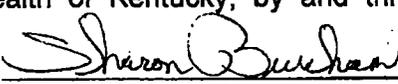
A political subdivision of the
Commonwealth of Kentucky

By: 

JEFFREY S. EARLYWINE
DEPUTY, JUDGE/EXECUTIVE

COMMONWEALTH OF KENTUCKY
COUNTY OF BOONE

Subscribed, sworn to and acknowledged before me, a notary public, this 16th
day of November, 2016, by the **COUNTY OF BOONE, KENTUCKY**, a
political subdivision of the Commonwealth of Kentucky, by and through Jeffrey S.
Earlywine, Deputy Judge/Executive.



NOTARY PUBLIC no# 527984

State at Large

My commission expires: 2-25-2019

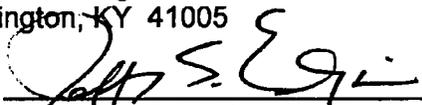
CONSIDERATION CERTIFICATE

We, **COUNTY OF BOONE, KENTUCKY**, a political subdivision of the
Commonwealth of Kentucky, Grantor and **DUANE C. DRINGENBURG, Grantee**
herein, do hereby certify, pursuant to KRS Chapter 382, that the above consideration
of \$3,250.00, is the true, correct and full consideration paid for the property herein
conveyed. We further certify our understanding that falsification of the stated
consideration or sale price of the property is a Class D felony, subject to one to five
years imprisonment and fines up to \$10,000.00.

GRANTOR:

COUNTY OF BOONE, KENTUCKY,

A political subdivision of the
Commonwealth of Kentucky
2950 Washington Avenue
Burlington, KY 41005

By: 

JEFFREY S. EARLYWINE
DEPUTY JUDGE/EXECUTIVE

COMMONWEALTH OF KENTUCKY
COUNTY OF BOONE

Subscribed, sworn to and acknowledged before me, a notary public, this 16th
day of November, 2016, by the **COUNTY OF BOONE, KENTUCKY**, a political

subdivision of the Commonwealth of Kentucky, Grantor, by and through Jeffrey S. Earlywine, Deputy Judge/Executive, Grantor.


NOTARY PUBLIC no# 527984
State at Large
My commission expires: 2-25-2019

GRANTEE:


DUANE C. DRINGENBURG
5566 Zig Zag Road
Florence, KY 41042

COMMONWEALTH OF KENTUCKY
COUNTY OF BOONE

Subscribed, sworn to and acknowledged before me, a notary public, this 16th
day of November, 2016, by DUANE C. DRINGENBURG, Grantee.


NOTARY PUBLIC no# 527984
State at Large
My commission expires: 2-25-2019

THIS INSTRUMENT PREPARED BY:

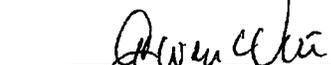
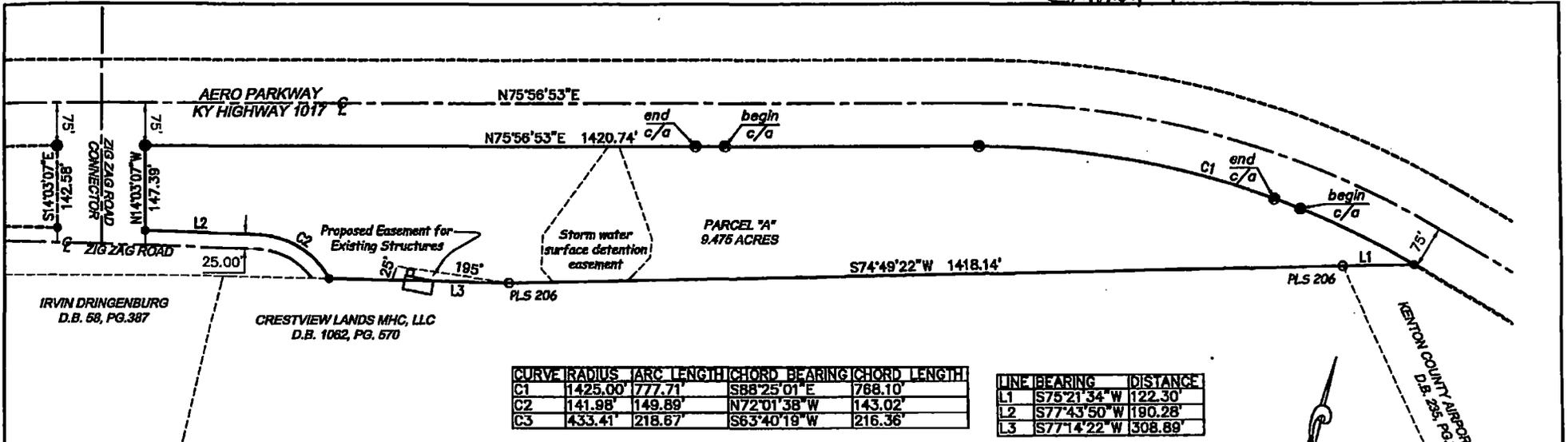

GWEN C. VICE, KBA # 73007
Asst. Boone County Attorney
2970 Union Square
P.O. Box 83
Burlington, KY 41005
(859) 334-3200

Exhibit A



CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	1425.00'	777.71'	S88°25'01" E	788.10'
C2	141.98'	149.89'	N72°01'38" W	143.02'
C3	433.41'	218.67'	S63°40'19" W	216.36'

LINE	BEARING	DISTANCE
L1	S75°21'34" W	122.30'
L2	S77°43'50" W	190.28'
L3	S77°14'22" W	308.89'

**PLAT OF SURVEY
PORTION OF THE
COUNTY OF BOONE, KENTUCKY
PROPERTY**

BOONE COUNTY KENTUCKY
SOUTH SIDE OF AERO PARKWAY
EAST & WEST OF ZIG ZAG CONNECTOR

JUNE 6, 2016 SCALE: 1"=200'
Date of Survey: 6/8/16

Client & Owner:
Boone County Fiscal Court
P.O. Box 900
Burlington, KY 41005



VIOX & VIOX
Civil Engineers, Surveyors, and Landscape Architects
466 Erlanger Road • Erlanger, Kentucky 41018
Ph (859) 727-3293 • Fax (859) 727-8452 • www.vioxinc.com

FOR BUILDABLE LOTS

I certify that I have examined the records of the Boone County Clerk and find that this is the 1st & 2nd conveyance made under the present ownership of the parent tract.

Gregory A. Larson 6/8/16
Gregory A. Larson DATE
P.L.S. 3357

LAND SURVEYOR'S CERTIFICATE

I hereby certify that the survey depicted by this plat was done by persons under my direct supervision by the method of random traverse with sideshots. The unadjusted error of closure was at least 1:10,000 and was not adjusted. The survey as shown hereon is an Urban Survey and the accuracy and precision of said survey meets all the specifications of this class and complies with 201 KAR 18:150. I further certify that this survey complies with the Boone County Zoning Regulation and the Boone County Subdivision Regulations, and that dedicated areas including public ways are within the boundaries of this survey.

Gregory A. Larson 6/8/16
Gregory A. Larson Date
P.L.S. 3357



- EXISTING IRON PIN - LICENSEE AS NOTED
- SET 1/2" x 18" REBAR AND CAP STAMPED "PLS 3357"
- EXISTING ALUMINUM RIGHT-OF-WAY MONUMENT
- ▲ SET MAG NAIL W/ ALUMINUM WASHER STAMPED "PLS 3357"

This plat shall be void if not filed with the Boone County Clerk for recording purposes within two (2) years of Planning Commission approval.

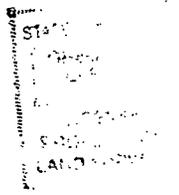
**BOONE COUNTY PLANNING COMMISSION
APPROVAL CERTIFICATE**

Approved for recording the transfer of property only by the Boone County Planning Commission this 19th day of July, 2016

Gregory A. Larson 7/19/16
SIGNATURE DATE



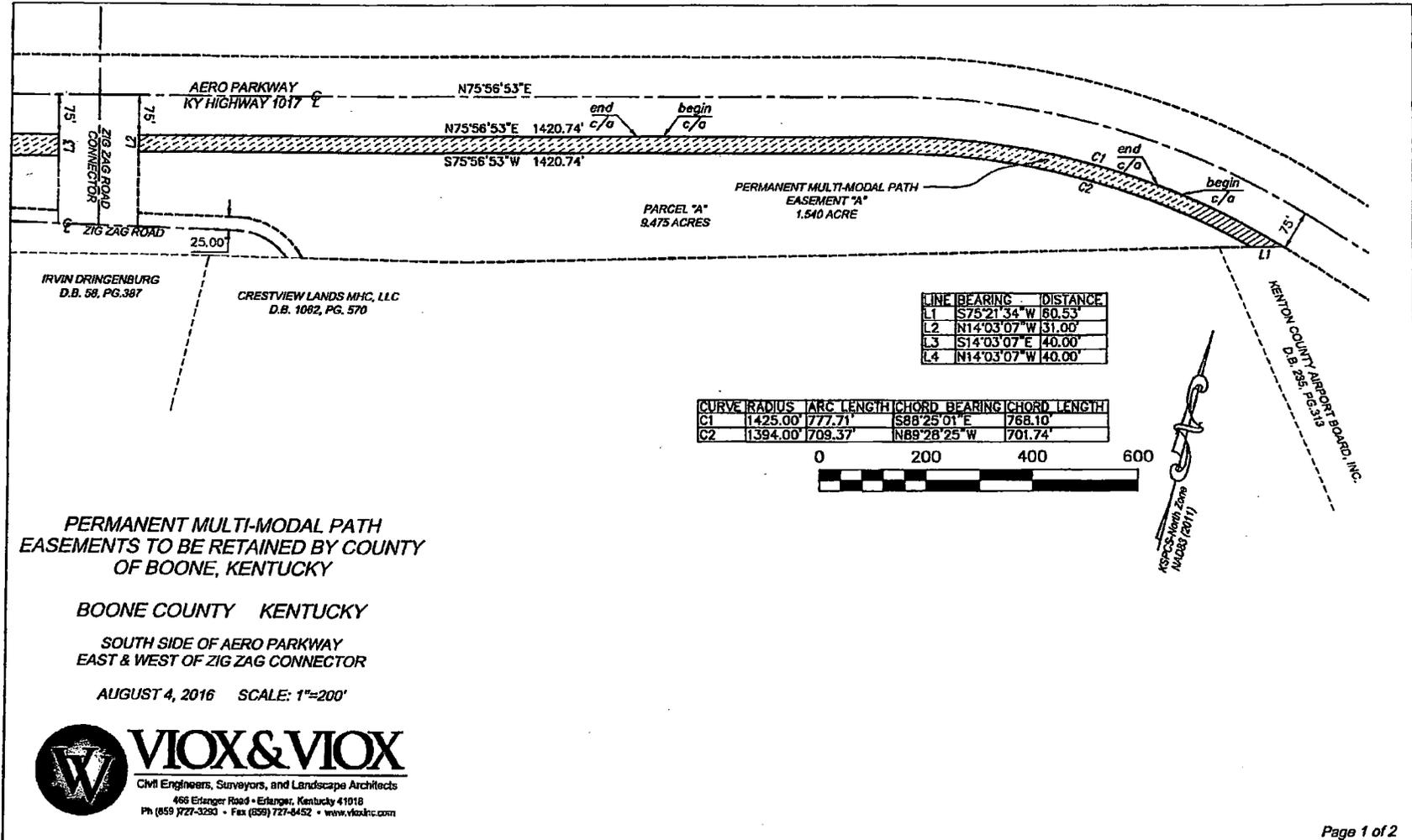
JB
A
7-19-16



P & Z Code No. 5259

Boone County
D1080 PG 928

Exhibit B



**PERMANENT MULTI-MODAL PATH
EASEMENTS TO BE RETAINED BY COUNTY
OF BOONE, KENTUCKY**

BOONE COUNTY KENTUCKY

**SOUTH SIDE OF AERO PARKWAY
EAST & WEST OF ZIG ZAG CONNECTOR**

AUGUST 4, 2016 SCALE: 1"=200'

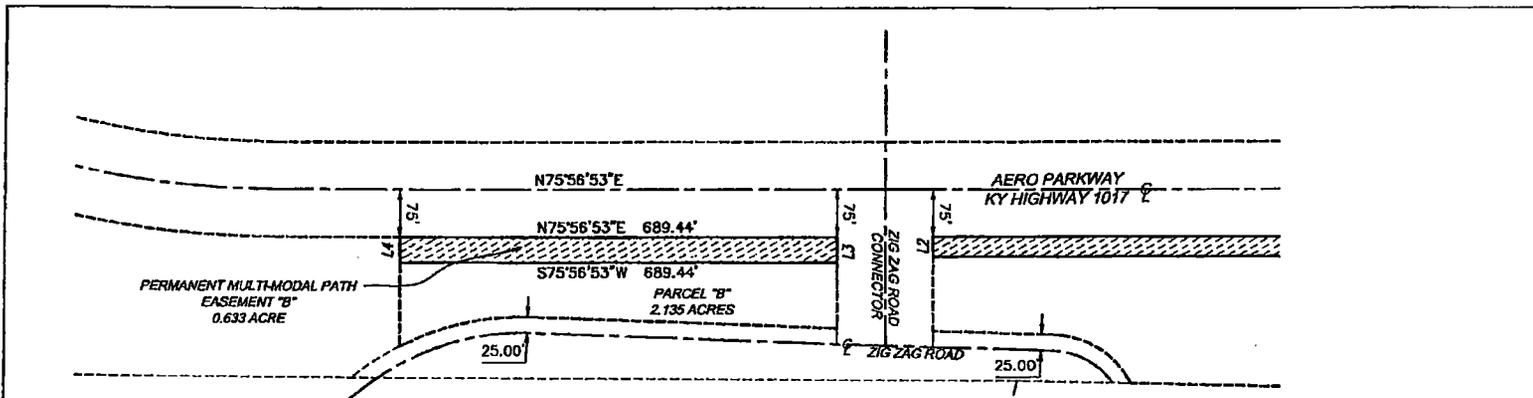


VIOX & VIOX

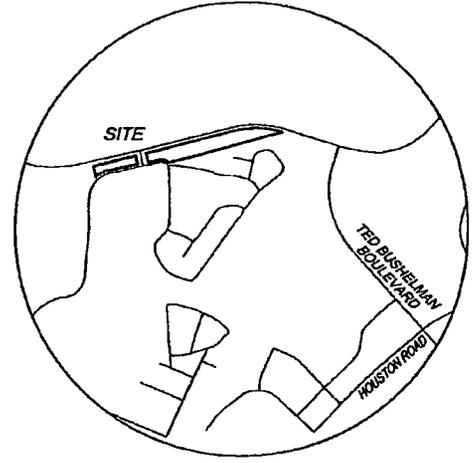
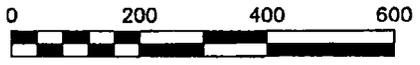
Civil Engineers, Surveyors, and Landscape Architects
466 Erlanger Road • Erlanger, Kentucky 41018
Ph (659) 727-3293 • Fax (659) 727-6452 • www.vioxinc.com

Boone County
D1080 PG 930

DOCUMENT NO: 714736
 RECORDED ON: NOVEMBER 16, 2016 11:32:29AM
 TOTAL FEES: \$35.00
 GROUP: 2826
 COUNTY CLERK: KENNY BROWN
 COUNTY: BOONE COUNTY CLERK
 DEPUTY CLERK: ELIZABETH SHINALE
 BOOK 01080 PAGES 923 - 931



LINE	BEARING	DISTANCE
L1	S75°21'34" W	60.53
L2	N14°03'07" W	31.00
L3	S14°03'07" E	40.00
L4	N14°03'07" W	40.00



**PERMANENT MULTI-MODAL PATH
 EASEMENT TO BE RETAINED BY COUNTY
 OF BOONE, KENTUCKY**

BOONE COUNTY KENTUCKY

**SOUTH SIDE OF AERO PARKWAY
 EAST & WEST OF ZIG ZAG CONNECTOR**

AUGUST 4, 2016 SCALE: 1"=200'

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**Boone County
 D1080 PG 931**