

# RIGHT-OF-WAY DEED FOR PUBLIC ROAD

STATE OF ALABAMA  
COUNTY OF SHELBY

KNOW ALL MEN BY THESE PRESENTS, That we, the undersigned, WILLIE INGRAM  
and EDNA INGRAM and MARY NELL MEAD  
of the County and State aforesaid, in and for the  
consideration of ONE DOLLAR AND 00/100 (\$1.00) in hand paid by Shelby County the receipt  
whereof is hereby acknowledged and for the further consideration of the benefit accruing to us and to  
the public from the construction or improvement of a public road through our lands, in Shelby County,  
do hereby give, grant, bargain, sell and convey unto Shelby County, its successors or assigns, a Right-  
of-way hereinafter described, over and across our said lands in Shelby County, Alabama, for a public  
road; which right-of-way shall be SIXTY (60) feet in width, THIRTY (30) feet  
on each side of the center line of said road, as it is now located and staked out by the Highway  
Department or as much of our lands as is required to make a SIXTY (60) foot right-of-way  
across our lands, said right-of-way herein conveyed being more particularly described as follows, to-wit:

Right-of-Way thirty (30) feet wide on the easterly side of the centerline described on  
Exhibit "A" attached hereto and made part and parcel hereof as fully as if set out  
herein which said Exhibit "A" is signed by Grantor(s) herein for the purpose of  
identification.

The Right-of-Way herein granted shall pertain only to that portion of property on Exhibit "A"  
which is owned by the undersigned Grantor(s) or in which the undersigned Grantor(s) have  
an interest and as shown on the right-of-way map of Project No. SCP 59-189-91 as  
retained in the office of the County Engineer of Shelby County. The portion of property to serve  
as Right-of-Way is located in Parcel No. 4, in the SE 1/4 of the NE 1/4 of Section  
31, Township 20-S, Range 1E of Shelby County, Alabama.

To Have and To Hold by Shelby County, or its Assigns, and for and in consideration of the benefit to  
our property by reason of the construction or improvement of said road, we hereby release the County  
aforesaid, and all of its employees and officers, and the State of Alabama and all its employees and  
officers from all consequential damages, present or prospective, to our property, arising out of the  
construction, improvement, maintenance or repair of said road, and that said road is a benefit to our  
property is hereby admitted and acknowledged. All agreements, covering the moving, relocating and/or  
changing of the building and/or structures located wholly or partially on the above described right-of-way  
shall be in writing and approved by the State Highway Department before same shall be valid and  
binding on the said State Highway Department. The grantor hereby grants permission with right of  
ingress and egress to grantor's adjoining property at any time during construction period of project for  
purpose of moving grantor's buildings and/or structures from the above described right-of-way.

In witness whereof, we have hereunto set our hands and seal this the 22<sup>ND</sup>  
day of NOVEMBER, 19 95

Witness:

Philip A. Wright

Mary Nell Mead (Seal)

(Seal)

Inst # 1996-22765

07/15/1996-22765  
02:03 PM CERTIFIED  
SHELBY COUNTY JUDGE OF PROBATE  
004 MCD .00

Inst # 1996-22765

# ACKNOWLEDGMENT FOR INDIVIDUAL

STATE OF ALABAMA,

Shelby County

I, PHILIP H. JINRIGHT, a NOTARY PUBLIC in and for said County,  
in said State hereby certify that MARY NELL MEAD  
whose name IS signed to the foregoing conveyance, and who HAS  
executed the same voluntarily on the day the same bears date.

Given under my hand this 22 day of NOVEMBER, A.D.  
19 95

Philip H. Jinright

NOTARY PUBLIC  
(Official Title)

## EXHIBIT "A" - HUGHES ROAD CENTERLINE DESCRIPTION

The following description represents the centerline of Project No. SCP 59-189-91 which begins and ends at points on the existing centerline of County Road 49, lying in the SW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of Section 31, T-20S, Range 1E and in the NE  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  of Section 30, T-20S, Range 1E. The alignment map for said project is on file at the Shelby County Highway Department in Columbiana, Alabama. Said centerline is more particularly described as follows:

Starting at the northwest corner of the SW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of Section 31, T-20S, Range 1E: thence S  $30^{\circ} 18' E$ , 161.20 feet, to the Point of Beginning; from the Point of Beginning S  $36^{\circ} 55' 04'' W$ , 365.87 feet; along a curve to the right ( $\Delta = 7^{\circ} 04' 28''$ ,  $R = 1617.72'$ ,  $L = 199.75'$ ); S  $43^{\circ} 59' 32'' W$ , 37.79 feet; along a curve to the left ( $\Delta = 27^{\circ} 59' 41''$ ,  $R = 475.00'$ ,  $L = 232.09'$ ); S  $15^{\circ} 59' 51'' W$ , 124.00 feet; along a curve to the right ( $\Delta = 24^{\circ} 16' 30''$ ,  $R = 609.22'$ ,  $L = 258.11'$ ); S  $40^{\circ} 16' 21'' W$ , 47.59 feet; along a curve to the left ( $\Delta = 33^{\circ} 05' 58''$ ,  $R = 432.96'$ ,  $L = 250.12'$ ); S  $22^{\circ} 54' 53'' E$ , 64.04 feet; along a curve to the right ( $\Delta = 14^{\circ} 25'$ ,  $R = 415.00'$ ,  $L = 104.42'$ ); S  $8^{\circ} 29' 52'' E$ , 59.30 feet; along a curve to the left ( $\Delta = 4^{\circ} 07' 39''$ ,  $R = 971.30'$ ,  $L = 69.97'$ ); S  $12^{\circ} 37' 31'' E$ , 129.41 feet; along a curve to the left ( $\Delta = 5^{\circ} 02' 40''$ ,  $R = 794.56'$ ,  $L = 69.95'$ ); S  $17^{\circ} 40' 11'' E$ , 54.52 feet; along a curve to the right ( $\Delta = 50^{\circ} 07' 52''$ ,  $R = 415.00'$ ,  $L = 363.11'$ ); S  $32^{\circ} 27' 41'' W$ , 87.79 feet; along a curve to the left ( $\Delta = 31^{\circ} 15' 45''$ ,  $R = 415.00'$ ,  $L = 226.44'$ ); along a curve to the right ( $\Delta = 4^{\circ} 17' 22''$ ,  $R = 927.25'$ ,  $L = 69.42'$ ); S  $5^{\circ} 29' 18'' W$ , 19.93 feet; along a curve to the left ( $\Delta = 61^{\circ} 03' 36''$ ,  $R = 415.00'$ ,  $L = 442.26'$ ); S  $55^{\circ} 34' 18'' E$ , 155.55 feet; along a curve to the right ( $\Delta = 54^{\circ} 29'$ ,  $R = 415.00'$ ,  $L = 394.63'$ ); S  $1^{\circ} 05' 18'' E$ , 244.01 feet; along a curve to the right ( $\Delta = 34^{\circ} 04' 31''$ ,  $R = 415.00'$ ,  $L = 246.81'$ ); along a curve to the left ( $\Delta = 28^{\circ} 14' 32''$ ,  $R = 549.09'$ ,  $L = 270.66'$ ); S  $21^{\circ} 30' 51'' W$ , 56.34 feet; along a curve to the left ( $\Delta = 21^{\circ} 32'$ ,  $R = 415.00'$ ,  $L = 155.99'$ ); S  $0^{\circ} 01' 18'' E$ , 70.14 feet; along a curve to the left ( $\Delta = 24^{\circ} 25' 12''$ ,  $R = 720.00'$ ,  $L = 306.87'$ ); S  $24^{\circ} 26' 30'' E$ , 120.40 feet; along a curve to the right ( $\Delta = 47^{\circ} 59' 04''$ ,  $R = 384.22'$ ,  $L = 321.78'$ ); along a curve to the left ( $\Delta = 56^{\circ} 22' 57''$ ,  $R = 389.44'$ ,  $L = 383.23'$ ); S  $32^{\circ} 50' 23'' E$ , 97.29 feet; along a curve to the right ( $\Delta = 36^{\circ} 53' 52''$ ,  $R = 415.00'$ ,  $L = 267.26'$ ); S  $4^{\circ} 03' 29'' W$ , 23.28 feet; along a curve to the left ( $\Delta = 9^{\circ} 17' 09''$ ,  $R = 615.67'$ ,  $L = 99.78'$ ); along a curve to the right ( $\Delta = 12^{\circ} 37' 04''$ ,  $R = 503.43'$ ,  $L = 110.87'$ ); along a curve to the left ( $\Delta = 13^{\circ} 13' 44''$ ,  $R = 1280.00'$ ,  $L = 295.53'$ ); S  $5^{\circ} 50' 20'' E$ , 53.60 feet; along a curve to the right ( $\Delta = 27^{\circ} 13' 32''$ ,  $R = 415.00'$ ,  $L = 197.20'$ ); S  $21^{\circ} 23' 13'' W$ , 18.87 feet; along a curve to the left ( $\Delta = 25^{\circ} 51' 14''$ ,  $R = 415.00'$ ,  $L = 187.26'$ ); S  $4^{\circ} 28' 02'' E$ , 168.45 feet; along a curve to the left ( $\Delta = 13^{\circ} 55' 15''$ ,  $R = 415.00'$ ,  $L = 100.83'$ ); S  $18^{\circ} 23' 16'' E$ , 201.17 feet; along a curve to the right ( $\Delta = 13^{\circ} 58' 49''$ ,  $R = 815.59'$ ,  $L = 199.01'$ ); S  $4^{\circ} 24' 27'' E$ , 88.37 feet; along a curve to the right ( $\Delta = 5^{\circ} 38' 52''$ ,  $R = 1013.66'$ ,  $L = 99.92'$ ); along a curve to the left ( $\Delta = 7^{\circ} 21' 28''$ ,  $R = 938.31'$ ,  $L = 120.50'$ ); S  $2^{\circ} 41' 51'' E$ , 435.43 feet; along a curve to the left ( $\Delta = 14^{\circ} 27' 10''$ ,  $R = 415.00'$ ,  $L = 104.68'$ ); S  $17^{\circ} 09' 01'' E$ , 66.71 feet; along a curve to the right ( $\Delta = 7^{\circ} 26' 49''$ ,  $R = 415.00'$ ,  $L = 53.96'$ ); S  $9^{\circ} 41' 02'' E$ , 100.66 feet; along a curve to the right ( $\Delta = 25^{\circ} 56' 03''$ ,  $R = 542.86'$ ,  $L = 245.72'$ ); S  $16^{\circ} 14' 01'' W$ , 9.20 feet; along a curve to the left ( $\Delta = 39^{\circ} 04' 59''$ ,  $R = 415.00'$ ,  $L = 283.08'$ ); S  $39^{\circ} 28' 45'' E$ , 46.90 feet; along a curve to the left ( $\Delta = 33^{\circ} 05' 34''$ ,  $R = 82.34'$ ,  $L = 47.56'$ ); S  $55^{\circ} 56' 32'' E$ , 20.37 feet; to Station 92+75 on the centerline of County Road 49. Said point the Point of Ending for Project No. SCP 59-189-91.

EXHIBIT A—HUGHES ROAD CENTERLINE DESCRIPTION  
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The Right-of-Way for said project consists of a strip of land 60 feet in width, 30 feet on each side of the above described centerline, with exceptions at stations and offsets as listed below:

Begin Station	End Station	Offset Direction (Feet)
93+18.05	94+00	20' Right
98+56.05	98+83.97	20' Right

This portion of Project No. SCP 59-189-91 lies in the NW  $\frac{1}{4}$  of NE  $\frac{1}{4}$ , NE  $\frac{1}{4}$  of SW  $\frac{1}{4}$ , NW  $\frac{1}{4}$  of SW  $\frac{1}{4}$ , NW  $\frac{1}{4}$  of SE  $\frac{1}{4}$ , and SE  $\frac{1}{4}$  of SW  $\frac{1}{4}$  of Section 30, T-20S, Range 1 East, and the NE  $\frac{1}{4}$  of NW  $\frac{1}{4}$ , SE  $\frac{1}{4}$  of NW  $\frac{1}{4}$ , SW  $\frac{1}{4}$  of NE  $\frac{1}{4}$ , NW  $\frac{1}{4}$  of SE  $\frac{1}{4}$ , NE  $\frac{1}{4}$  of SW  $\frac{1}{4}$ , SE  $\frac{1}{4}$  of SW  $\frac{1}{4}$ , and SW  $\frac{1}{4}$  of SE  $\frac{1}{4}$  of Section 31, T-20S, Range 1 East of Shelby County, Alabama.

Philip A. Jennings

Mary Nell Mead (seal)

(seal)

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