



CITY OF MADISONVILLE

Gina W. Munger
City Clerk/Treasurer

William M. Cox, Jr.
Mayor

I certify that I am the duly qualified City Clerk of the City of Madisonville, Kentucky, and the foregoing five (5) pages of the attached Ordinance, filed in Deed Book 16, Page 141, are a true, correct, and complete copy duly adopted by the City Council at a duly convened meeting held on April 7, 1969, all as appears in the official records of the City.

WITNESS, my hand and Seal of the Madisonville, this 29th day of December, 2009.


Gina Munger, City Clerk

RECEIVED AND FILED
DATE December 30, 2009

TREY GRAYSON
SECRETARY OF STATE
COMMONWEALTH OF KENTUCKY
BY Handie Adkins

Side 16
Page 141
4/2/54

AN ORDINANCE PROVIDING FOR
THE ANNEXATION OF TERRITORY
ADJACENT TO THE CITY OF
MADISONVILLE, KENTUCKY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY
OF MADISONVILLE, KENTUCKY, AS FOLLOWS:

That all of the following described real estate
lying adjacent to the City of Madisonville, Kentucky, be
annexed to the City of Madisonville, Kentucky:

RECEIVED AND FILED
DATE December 30, 2009

TREY GRAYSON
SECRETARY OF STATE
COMMONWEALTH OF KENTUCKY
BY Garbi Adkins

PARCEL #1

The following described parcel of land located at the intersection of U. S. Highway 41A and Kentucky Highway 85 in Hopkins County, Kentucky, more particularly bounded and described as follows:

Beginning at an iron post at the southeast intersection of the rights-of-way of U. W. Highway #41 and Kentucky Highway #85, running thence due East with the right-of-way of Kentucky Highway #85 413 feet to a stake in said right of way on the East side of a driveway leading into the premises of the Lessors; running thence South 22° - 50' West 50 feet; South 35° - 30' West 50 feet; and South 43° - 30' West 37 feet to a stake on the East side of said driveway; running thence perpendicular with the last call 50 feet across said driveway to an iron pin set on the west side of said driveway; running thence 2 inches West of a plank fence South 38° - 30' West 403 feet to an iron pin; thence South 60° - 40' West 172 feet to an iron pin; thence South 4° - 45' West 290 feet to a stake set in a fence line; thence North 78° - 45' West 239 feet to a stake in the East right-of-way line of U. S. Highway-#41; thence with the East right-of-way line of U. S. Highway #41 North 3° - 45' East 100 feet; North 10° - 30' 100 feet; North 16° East 100 feet; North 22° - 40' East 100 feet; North 27° - 10' East 65 feet; North 32° East 258 feet; North 41° - 45' East 50 feet; North 62° East 50 feet; North 85° East 30 feet; and North 2° East 30 feet to the point of beginning.

OMITTED PARCEL
IN 1981 FILING

→ PARCEL #2

A certain tract of land within the city limits of Madisonville in Hopkins County, Kentucky, located immediately north of the newly constructed Goodyear Rubber Plant & U. S. Highway 41-A, being bounded on the east side by the Pennville Parkway and on the west side by the L. & N. Railroad, more particularly described as follows:

Beginning at an iron pin 112 a common corner with U. S. Highway 41-A and the L. & N. Railroad Company, being approximately 60 feet from the centerline of the nearest railroad track and approximately 93 feet from the centerline of U. S. Highway 41-A also being in the existing right of way fence line of U. S. Highway 41-A; thence with the L. & N. Railroad Company N 00° 24' E 959.39 feet to an iron pin 113 being a common corner with the L. & N. Railroad Company; thence with the L. & N. Railroad Company S 89° 37' E 30.00 feet to an iron pin 114 being a common corner with the L. & N. Railroad Company; thence with the L. & N. Railroad Company N 00° 23' E 1,942.00 feet to station 107-X a point in the line of the L. & N. Railroad Company being opposite the point of curvature of a 3° 30' curve to the left of the L. & N. Main Line Track; thence continuing with the L. & N. Railroad Company and the right of way line with the curve the chord being N 09° 09' W 721.76 feet to an iron pin 119 being a common corner with the L. & N. Railroad Company; thence with the L. & N. Railroad Company S 69° 09' W 30.00 feet to a boat spike 118 being a common corner with the L. & N. Railroad Company; thence continuing with the L. & N. Railroad Company with the 3° 30' curve the chord being

N 22° 27' W 87.18 feet to an iron pin 116, being a common corner with the L. & N. Railroad Company and Corum & Whittington; thence with Corum & Whittington S 84° 28' E 106.40 feet to an iron pin 120-A a common corner with Corum & Whittington and the Pennyrile Parkway; thence with the Pennyrile Parkway with the 1° 30' Curve along the Highway right of way the chord being S 28° 09' E 111.46 feet to a Hub marked station 15+15, right of way fence being a common corner with the Pennyrile Parkway; thence continuing with the Pennyrile Parkway S 33° 18' E 1,559.73 feet to a stake 103-A marked station 31+00 right of way fence; thence continuing with the Pennyrile Parkway S 39° 26' E 289.24 feet to a stake 102-A marked station 33+87.06 right of way fence, being located in the end of the existing right of way fence; thence continuing with the Pennyrile Parkway along the existing right of way fence the following courses and distances:

S 33° 49' E 370.19 feet to station 101-E
S 31° 05' E 100.68 feet to station 101-D
S 29° 28' E 99.86 feet to station 101-C
S 23° 43' E 100.48 feet to station 101-B
S 19° 29' E 100.02 feet to station 101-A
S 14° 51' E 98.34 feet to station 100-C
S 77° 27' W 53.98 feet to station 100-B
S 09° 03' E 449.19 feet to station 100-A

being a common corner with the Pennyrile Parkway and U. S. Highway 41-A; thence with U. S. Highway 41-A along the existing right of way fence S 58° 05' W 423.90 feet to station 111-C being a common corner with U. S. Highway 41-A and the centerline of a 20 foot wide entrance road to this described property; thence continuing with U. S. Highway 41-A along the existing right of way fence the following courses and distances:

S 63° 02' W 209.76 feet to station 111-B
S 23° 56' E 9.62 feet to station 111-A

S 62° 15' W 1,079.49 feet to the beginning containing 69.606 acres by D.M.D.

PARCEL #3

Tract #1: Beginning at the intersection of the north Right of Way line of U. S. #41A and the east bank of Greasy Creek, running thence with the north Right of Way line of U. S. #41A, in a northwesterly direction, passing the Tucker School House Road at 3828 feet, in all 7788 feet to the southwest corner of the Holeman Allinder farm, thence with the west property line of the Holeman Allinder farm, in a northwardly direction 3228 feet to the northwest corner of said farm, thence with Allinder's north property line and the south Right of Way of the Johnnie Owen Lane, in an easterly direction 3960 feet to the west Right of Way line of the Tucker School House Road, thence with same in a southwardly direction 2145 feet to a point in line, thence eastwardly 363 feet to a point, thence southwardly 594 feet to a point in line with the toe of Lake Pewee Dam, thence with said line southeasterly 3232 feet to a large "drain off" tile of Lake Pewee in line with

the east bank of Greasy Creek, thence southwardly with the east bank of Greasy Creek, down stream, 1254 feet to the beginning.

Tract #2: Beginning at the intersection of the north Right of Way line of Kentucky Highway #262 (Laffoon Trail) and the east bank of Greasy Creek, running thence with the north Right of Way of said Highway in a westwardly direction 2772 feet to the east Right of Way line of a gravel road, thence northwardly with the east Right of Way of said Gravel road, commonly known as the Kington Lane, crossing the Kentucky Highway #1089, (Rose Creek Road) at 3017 feet, and in all a distance of 6534 feet to the south Right of Way line of U. S. #41A, thence southeasterly with the south Right of Way line of U. S. #41A 5544 feet to where the south Right of Way line of the L. & N. R. R., (M.H.E.R.R.) and the east bank of Greasy Creek intersects, thence with the east bank of Greasy Creek, down stream, in a southwardly direction to the beginning.

PARCEL #4

Tract No. 1:

Beginning at a point in the present Western City Limits line, in line of Chickasaw Village Subdivision and Amos Thompson, said point being located N. 7° - 52' E. approximately 905' from the Southwest corner of the City Limits as now established; thence with the present Western City Limits line S. 7° - 52' W. approximately 827' to a point in the present Western City Limits line and the South line of Chickasaw Village Subdivision; thence with the South line of Chickasaw Village Subdivision N. 82° - 55' W. approximately 1300 feet to the Southwest corner of Chickasaw Village Subdivision; thence with West line of Chickasaw Village Subdivision N. 5° - 12' E. 829.01' to the Northwest corner of Chickasaw Village in line of Stoltz; thence with line of Stoltz and Thompson S. 82°-43' E. approximately 1330' to the beginning.

Tract No. 2:

Beginning at a point, in the present South City Limits line at its intersection with the South line of Chickasaw Village, said point being located N. 87° - 38' E. approximately 450' from the Southwest corner of the City Limits as now established; thence N. 87° - 38' E. approximately 960' to the East line of Chickasaw Village; thence S. 4° - 49' W. approximately 170' to the Southeast corner of Chickasaw Village; thence N. 82° - 55' W. approximately 940' to the beginning.

This Ordinance shall be published in the Madisonville Messenger, as prescribed by law.

Within thirty days after the adoption, publication and advertisement of this Ordinance, a petition shall then be filed in the Hopkins Circuit Court in the name of and on behalf of the City of Madisonville, Kentucky, setting forth the passage, publication and advertisement of this Ordinance, the objects and purposes thereof, together with the metes and bounds descriptions of the territory proposed to be annexed to the City of Madisonville, Kentucky, and praying for judgment to annex the territory described herein to said City.

The foregoing Ordinance was read at length to the Council and having been duly considered, the motion was made and duly seconded that it be declared as an emergency. The vote being taken after the first reading upon rollcall, the following Councilmen voted "Aye";

The following Councilmen voted "Nay":

Adopted this April 7, 1969.

15/ DAVID PARISIT
Mayor

Attest:

William Rice
City Clerk and Treasurer

OVERSIZE MAP INCLUDED WITH
SUBMISSION.

To research the map, contact the
Office of Secretary of State
or the County Clerk.