

Consulting Party and Native American Consultation

US 127 – KY 90 To Jamestown Bypass

AGENDA

**Consulting Parties Meeting
January 11, 2007
Freedom Christian Church**

- 1. INTRODUCTION/PROJECT OVERVIEW**
- 2. REVIEW OF SECTION 106 PROCESS**
- 3. REVIEW OF SECTION 4(f)**
- 4. DISCUSSION OF AREA OF POTENTIAL EFFECT**
- 5. DISCUSSION OF PROPERTIES ELIGIBLE FOR NATIONAL REGISTER**
- 6. QUESTIONS**
- 7. WHAT HAPPENS NEXT?**





MEETING MINUTES

PROJECT:	US 127 – KY 90 to Jamestown Bypass
PURPOSE:	Consulting Parties Meeting
PLACE:	Freedom Christian Church, Jamestown KY
MEETING DATE:	January 11, 2007
PREPARED BY:	Kirk Reinke
IN ATTENDANCE:	Listed Below

NAME	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
Brooks Bates	129 Ballard St. Jamestown, KY 42629		
Steve Bledsoe	P.O. Box 132 Russell Springs, KY 42642		
Vic and Shirley Cooper	P.O. Box 265 Russell Springs, KY 42642		
Danny Craft	Rt. 4 Box 997 H Albany, KY 42602		
Ted A. Cummings	5105 Heather Hill LaGrange, KY 40031		
John Brack Flanagan	1494 Three Springs Rd. Bowling Green, KY 42104		
Mickey Garner	210 Dixon Rd. Jamestown, KY 42629		
Walton Haddix	P.O. Box 435 Albany, KY 42602		
Lyle Huff	RR #3, Box 374 Albany, KY 42602		
Jimmy McQueary	304 J. McQueary Rd. Russell Springs, KY 42642		
Greg Popplewell	389 Monk Springs Rd. Jamestown, KY 42629		
Gary Robertson	1834 W. Steve Warriner Dr. Russell Springs, KY 42642		
Jimmie Sloan	RR4, Box 948 Albany, KY 42602	606-387-5126	
Nicky Smith	P.O. Box 129 Albany, KY 42602		
Carl Carney	234 Jumpoff Rd. Jamestown, KY 42629	270-343-3434	
Anthony Carver	275 Jumpoff Rd. Jamestown, KY 42629	270-343-6350	
Jeffrey Cloy	5592 Hwy. 379 Russell Springs, KY 42642	270-343-3276	



NAME	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
Kenneth Hay	1215 W. Hwy.92 Jamestown, KY 42629	270-343-4173	
David Honeycutt	RR2, Box 513 Albany, KY 42602	606-387-5647	
Willis McClure	240 Stella Rd. Jamestown, KY 42629	270-343-3749	
Billy and Carol Severns	2535 Swan Pond Rd. Jamestown, KY 42629	270-343-6455	
Craig Shoe	850 Boat Dock Rd. Somerset, KY 42501	606-679-6337	
Ned Sloan	RR4, Box 948 Albany, KY 42602	606-387-5126	
Pam Theele	RR2, Box 36 Albany, KY 42602	606-387-4847	
Billy Tupman	5717 South Hwy. 127 Jamestown, KY 42629	270-343-3388	
Billy Williams	P.O. Box 1038 Russell Springs, KY 42642	270-566-0982	
Amanda Abner	KYTC DEA	502-564-7250	Amanda.Abner@ky.gov
Cathi Blair	KYTC District 8	606-677-4017	Cathi.Blair@ky.gov
Joe Cox	KYTC District 8	606-677-4017	Joe.Cox@ky.gov
Helen Powell	H. Powell and Co.	859-233-9416	hpowellandco@aol.com
Tom Springer	Qk4	502-585-2222	tspringer@qk4.com
Kirk Reinke	Qk4	502-585-2222	kreinke@qk4.com

Joe Cox, KYTC District 8, welcomed everyone to the meeting. He introduced the consultant team members that were present, and gave a brief overview of the project's history. Then he stated the focus and goals for the meeting: to discuss historic sites in the area and the Area of Potential Effect for the project.

Tom Springer, Qk4, made a presentation about the project, the joint KY-FHWA\KYTC Section 106 process, Section 4(f), the Area of Potential Effect (APE), and the four sites currently believed eligible for the National Register of Historic Places. He then led the group in a discussion of those issues, and opened the floor for questions.

Discussion centered on the Creelsboro Rural Historic District and the portions of the alignments crossing it. The attendees asked few questions about the APE and the four sites deemed eligible, except for the Wolf Creek Dam. Most of the discussion was about the crossing of the Creelsboro Rural Historic District, including specific routes of the alignments, height and length of the bridge over the Cumberland River, and coordination efforts with the U.S. Army Corps of Engineers concerning the dam and fish hatchery. The attendees felt that the alignment that crosses Swan Pond Bottom would better minimize



the effects to and use of the historic district since it is the furthest from the historic Creelsboro area and on the other side of the river. They noted that it would also provide improved access in and out of Swan Pond Bottom.

Attendees were provided copies of the Eligibility Report and maps of the APE, and asked to provide any comments to the KYTC District 8 office within thirty days.

END OF MINUTES

KJR/kjr

cc: Attendees

File No. U:\01110\Docs\ Mtg Minutes\Jan 11, 2007 CP Mtg

Request to become a "Consulting Party"
National Historic Preservation Act, Section 106
US 127 Reconstruction Project
Clinton and Russell Counties

Name: Willis R. McClure

Organization: _____

Address: 240 Stella Road
Jamestown, Ky.

Phone: 270-343-3749

Yes, I would like to participate as a "consulting party" regarding the historic resources and the proposed project.

No, I am not interested in becoming a "consulting party" for the proposed project.

Please describe reasons why you would be interested in becoming a "consulting party" to address impacts to historic resources along the proposed project corridor and what you believe you can offer.

I am interested in becoming a
"consulting party" because I live
and own property in Swan Pond
Bottom and in Manntown. I hope
to offer historical information
and meaningful discussion and
suggestions on route proposals.

Signature:  Date: 1-16-07

Request to become a "Consulting Party"
National Historic Preservation Act, Section 106
US 127 Reconstruction Project
Clinton and Russell Counties

Name: Jeffrey C Loy

Organization: _____

Address: 5592 Hwy 379

Russell Springs Ky 42642

Phone: 270-343-3276

Yes, I would like to participate as a "consulting party" regarding the historic resources and the proposed project.

No, I am not interested in becoming a "consulting party" for the proposed project.

Please describe reasons why you would be interested in becoming a "consulting party" to address impacts to historic resources along the proposed project corridor and what you believe you can offer.

Life time Russell Co Resident & own
property along Cumberland river.

Signature: Jeffrey C Loy

Date: 1-19-07

Blair, Cathi (KYTC-D08)

Subject: RE: US 127 Relocation Project: Historical Sites and Impact; Creelsboro, Ky

Thanks Mr. Flanagan. Your information will be submitted to our Historian for her review and if she has any questions, she will contact you directly.

From: johnflanagan@insightbb.com [mailto:johnflanagan@insightbb.com]
Sent: Friday, January 19, 2007 8:55 PM
To: Blair, Cathi (KYTC-D08)
Cc: anthony carnes; Cummins, Ted; Flanagan, David
Subject: US 127 Relocation Project: Historical Sites and Impact; Creelsboro, Ky
Importance: High

Ms. Blair,

I have mailed the attached letter to Mr. Joe Cox, Project Manager, as of today. I look forward to working with you on the Environmental and the Pre-Historical impacts of the project.

If I can assist you or your associates with locating the Historical Sites I listed in my letter, please contact me at your convenience.

It is still my opinion, that the "Blackfish" route or the *new*.... "Little Indian Creek" route, mentioned by Mr. Carl Carnes and Anthony Carnes, will have the least negative impact to the Historical; Prehistorical; and Environmental concerns in Russell County. I took note, that a substantial number of Consulting Party members at the meeting, consider the Blackfish route as the best route for US 127.

Best Regards,

John Brack Flanagan

01-18-2007

John B. Flanagan
1494 Three Springs Road
Bowling Green, Kentucky 42104

Mr. Joe Cox
Transportation Cabinet
Department of Highways District 8 Office
1660 S. Highway 27
P.O. Box 780
Somerset, Kentucky 42502

Re: Cultural Historic Issues
Section 106 Consulting Party Status
US 127 Reconstruction Project
Clinton and Russell Counties
Items Nos. 8-108 and 8-115

Dear Mr. Cox:

I want to thank you and your staff for a very professional presentation, on Jan 11, 2007, in Russell County, in regards to the **historic resource issues** of the proposed routes.

I will not address, at this time, the numerous pre-historic sites dating from 15,000 BC to 1772 AD, to include the Paleo period (Clovis and Cumberland points), located in Jackman bottom.

In general, I consider Alternate Route A to have the greatest adverse impact to the **Creelsboro Historic District** and Route B the second greatest adverse impact to the Historic District based upon the fact both routes **sever** the middle of the Historic Creelsboro District and Jackman bottom. These lands south of the Green River in the "Kentuckee" territories were reserved by the Commonwealth of Virginia's Legislature in 1790 for Revolutionary War soldiers. To name a few of these soldiers and our first patriots: William Jackman; Ensign William Campbell, VA Militia; Col. Flowers; Col. Buster and others. These men are all buried east of Creelsboro and in close proximity of Routes A and/or B. Some of these same cemeteries also contain the graves of 30-40 African American slaves; and Civil War soldiers; Sgt Oscar Oldham, 8th Ky Inf. and Private Blankenship to mention two. (Route A and B)

As stated in other historical studies, the settlement pattern in Jackman bottom has been unchanged for 140 years. This section of the Cumberland River valley offers all Kentuckians a historical look and a unique chapter of Kentucky's History of the Cumberland Plateau and Valley from 1790s to present day, and should be preserved. In

my opinion, the entire Jackman Bottom valley area is so rich in period history and historical sites, from Helm's landing to Rockhouse Bottom's Arch, that it should be considered for inclusion on the National Register of Historical Places.(Route A and B)

Consider the following Cultural Historic items of Jackman Bottom that will be adversely affected, visually damaged, access restricted or irreversibly destroyed by either Routes A or B:

Item 1: The first African-American School/Church site in Russell County, located North side Jackman ridge in the "Horse Hollow".(Route A.)

Item 2: African-American slave cemetery on Ensign William Campbell's Farm. (Route A)

Item 3: The destruction and severance of, Revolutionary War Soldier and first pioneer, Ensign William Campbell's 118 acre farm that has been in the same family continuously for the last 200 years. His former house and slave cabins site also will be affected. (Route A)

Item 4: Early one room school site located on Ensign William Campbell's Farm (Route A)

Item 5: Site of, WWI hero, Sgt. Alvin C. York's speech about the need for new roads, c.1920's, (Route A)(Sgt. York lived just south of Creelsboro, near Pall Mall, TN)

Item 6: Campbell River Boat Landing, Ferry and site of Riverboat Warehouse on Campbell Farm. (Route A)

Item 7: River Landing and field site that saw the 21st Kentucky Inf., aka., the "Old Infantry" (War of 1812), unit, that was commanded by Col. S. W. Price and Bivouacked for weeks, March 18, 1862, at the Campbell Landing, waiting for Union transports to take them to Nashville to join Gen. Buell's Army of the Cumberland, and then proceeded to Shiloh, TN for the historic battle (Route A)

Item 8: Race horse track and baseball field sites that were open to the public, during the 19th and 20th centuries. (Route A)

Item 9: Creelsboro Oil Refinery site and ruins, c. 1920s (Route A)

Item 10: The destruction of remnants of the early Jackman Bottom pioneer road dating back to c.1798-1928 and a stone lined dug well in same vicinity (Route A)

Item 11: Creelsboro vicinity was the location of a Civil War, Union garrison, Camp Green, and the site of several skirmishes between Union and Confederate Calvary units and visits by famed Civil War Guerilla, Capt. Champ Ferguson, CSA, and other

element's of Col. John Hunt Morgan's Calvary Scouts on Dec 31 and Jan 1, 1863 (Route A)

Item 12: Creelsboro is the ancestral home of Mexico's prominent Creel family, and the Hon. Rodriquez Creel, who, until recently, held a high political post inside the Mexican government, during President Fox's administration, c. 2004.

In summary, Routes A or B will not only adversely affect the above historical sites, but in some cases, will irrevocably destroy the ability of future archaeologist and historians to do scientific studies on the above sites and preserve these sites for future generations. I **strongly recommend** that other routes be considered for the proposed relocation of US 127 as to avoid the irrevocable harm that would be done to all of the above mentioned historic properties and sites located on or near Routes A and B.

If you or any members of your staff would like to take a field survey of the above mentioned historical sites, please contact me as soon as possible. My CP: 270-799-2166.
E-mail: johnflanagan@insightbb.com

Respectfully Submitted,

John B. Flanagan
LTC US Army Reserve (Ret)

Blair, Cathi (KYTC-D08)

From: johnflanagan@insightbb.com
Sent: Wednesday, January 24, 2007 1:35 PM
To: Blair, Cathi (KYTC-D08)
Cc: Cummins, Ted; Flanagan, David; Flanagan, Michael; Jeananne Miller Zink; bseverns@gmail.com
Subject: Addendum to my Letter dated 01-18-07; Cultural Historic Issues, Section 106 Consulting Party
Importance: High

Ms. Blair:

I omitted one other significant historical structure, the Beulah Campbell House, an agrarian African - American homestead, that is located in Jackman Bottom and adjacent to Route A, (Orange). Beulah and her sister(Name unknown) and their ancestors were former African-American slaves that lived on this approximately 70 acre farm from the close of the Civil War in 1864, to present day c.1970s. At the close of the Civil War, it is my understanding from Judge Jack B. Miller (Retired), that my G-G-Grandfather John W. Campbell, grandson of Ensign William Campbell, Revolutionary War soldier, gave them this tract of land. This is the same tract of land that contains the first African-American Church, Cemetary and School in Russell County, as told to me by Robert Garner, retired Union Chapel School principal. The cemetary is located behind the Beulah Campbell house. Route A will go right thru the middle of the historical African -American Church/School site in what is known as, the Horse Hollow.

This "Hollow" takes its name from the place that my family's ancestors hid their teams of horses, mules and oxen from both Union and Confederate calvary, to include John Hunt Morgan's units during the Civil War. My gradmother Effie A. Miller, Campbell heir, told me this c.1970 and also mentioned her grandfather, John W. Campbell had a horse for many years which they called the "Morgan Horse", a horse Morgan's calvary had left in exchange for a good horse.

This historical African-American site has been undisturbed since the close of the civil war, and could provide a wealth of archaeological data about the life of African-Americans after the close of the Civil War in Kentucky.

Please add the above information to my original letter dated 01-18-07, in regards to Cultural Historic Issues and forward to the appropriate Historians.

Sincerely,

John B. Flanagan

January 19, 2007

Cathi Blair
District 8 Environmental Coordinator
Department of Highways District 8 Office
1660 S. Highway 27
P. O. Box 780
Somerset, Kentucky 42502

Dear Ms. Blair,

First, I would like to express my appreciation to you for allowing me this opportunity to express my thoughts as a Consulting Party for the US 127 Reconstruction Project. Even though I live about 100 miles away, I consider the area that will be impacted by this project as home. The property I own in Salt Lick Bottom has been in our family since it was settled. My great-great-grandfather was the first person to ever own the property.

Second, I realize how difficult it must be to try to determine a route that will minimize the impact of this project on the historic and cultural value of this community. Given that this was a center of commerce dating back to the late 1700s and early 1800s – as you know, by 1803 William Campbell was operating a ferry across the Cumberland River and the Creel brothers established a tavern and trading post at about the same time - there are many, many historic sites in this area. I have a map of Kentucky that was printed in 1840 that identifies the major towns of Kentucky at that time. The only two towns identified in this area of the Commonwealth are Burnside and Creelsburgh (sic.).

And finally, I hope that you will take your responsibility to preserve this historic area very seriously. Few people anywhere in America feel the bond with their land as much as the folks in this area.

In the late 1960s there was one night when the earth portion of the Dam fell almost 2 feet at the connecting point with the concrete portion. Some of the Corps of Engineers employees working in the power house ran for their lives – they thought the dam was going to break. A few days later someone visited my Grandfather and Grandmother, who at the time were living on our farm below the Dam. It was suggested that they might want to re-locate.

My Grandfather, who had lived on the farm all his life, responded that “if everything a man has goes, he might as well go with it.” His simple response summarizes the bond between our family and this farm. He later explained that he was thinking of the loss of not only the tangible assets of the farm, but also of the intangible family history that has been intertwined with this property for about (at that time) 150 years.

At the end of the January 11, 2007 meeting two things were requested of those who are Consulting Parties. The first was to comment on the Area of Potential Effect for the project. Over the past 50 years, I have walked, ridden ponies and horses, and driven jeeps over almost every inch of the Creelsboro Historic District. So I feel uniquely qualified to address this issue.

The second request was to provide information regarding properties eligible for the National Register. There are three structures on my farm that meet the criteria and should be given strong consideration for inclusion on the National Register. There is also one area that is rich in artifacts from the past that should not be lost.

In the paragraphs below, I will provide you with my thoughts regarding the Area of Potential Effect for the project and then I will identify cultural and historic sites that should be protected.

Area of Potential Effect

There is absolutely no question that Alt. A (the Orange Route) would have a devastating impact – culturally, historically, and aesthetically – on the entire area. This proposed route would be visible from Creelsboro and would have the most negative consequences to the area. It would violate the farms on both sides of the river that have been handed down from father to son or daughter for generations. All of the truly historic areas on both sides of the river would be devastated by this route.

Few people remember that in order to load and unload heavy freight, the river boats made stops on both sides of the river at Creelsboro. On the South side of the Cumberland River the stop was very close to where this proposed route takes the road. This route also would consume a cemetery and the site of one of the oldest log cabins on the Cumberland River. A route this far west – which would increase the distance from the Jamestown bypass to Hwy 90 by several miles – should not even be considered.

Alt. B (the Red Route) is slightly better than Alt. A due to the hills on the south side of the Cumberland River that would help hide the bridge and absorb some of the noise. Additionally, there are fewer cultural and historic sites on the south side of the River along this route and it would be a little further away from Creelsboro. However, there are still many historic sites, especially on the north side of the Cumberland River that would be destroyed if this alternative is selected.

Alt. C (the Blue Route) is by far the most desirable choice with respect to the Area of Potential Effect. It would not be visible from Creelsboro and the noise would not impact the entire bottom as would be the case if A or B were selected. Even though you have designated Swan Pond Bottom as part of the Creelsboro Historic District, this area is not considered by the locals to have nearly as many landmarks as those areas downstream. In addition, the folks in the Swan Pond Bottom really want the road to follow this route as it will provide them with a much needed route out of the bottom that doesn't require them to "drive around the cliffs" as they have had to do for the past 70 years. This is also the most direct (that is, the shortest) route from the Jamestown by-pass to Hwy 90.

Cultural and Historic Sites on The Cummings Farm

There are three sites on my property that meet the requirements to be eligible for the National Register. And there is one site that is rich in artifacts from Native Americans. In order to provide you with the best possible directions to these sites, I have gone to The Commonwealth Map (kygeonet.ky.gov) and found the coordinates of the sites. These coordinates are in parenthesis next to the name of the site.

Site 1 – The Tobacco Barn (5088537.16, 3477942.45)

This barn was completed in 1939 by Mr. Blankenship of Russell Springs, Kentucky. After building this barn, Mr. Blankenship went on to built many barns in Russell County including barns on Dr. Lawrence's farms. At the time this barn was built, it was the largest barn in Russell County. It is still in excellent condition.

Site 2 – Graves of River Boat Captain and Slave (5088355.14, 3477885.63)

Right behind the tobacco barn is a raised rock wall that protects the graves of a Riverboat Captain and his slave. According to family legend, the slave fell overboard during a storm during a time when the river was flooded. The Captain lost his life trying to save the slave. The burial site was chosen due to the proximity of the accident and the Captain's direction given before he died that he wanted be buried where the waters of the Cumberland River would never cover his grave.

Family legend has it that the Captain was a relative of Confederate General Robert E. Lee. One of General Lee's great-nephews (Oakley Lee) lived about a mile from the Mantown Church for many years.

The rock wall is in excellent condition. There are no headstones.

Site 3 – Rock Chimney Built by Slaves in the 1830s (5089124.3, 3478876.81)

In one of the bends of Salt Lick Creek stands a chimney that remains from the original cabin built on the farm. The chimney was constructed at the time my great-great grandmother (my grandfather's fraternal grandmother) was a child on the farm. The chimney was constructed from limestone – some stones probably weighing close to 1000 pounds – and has withstood many floods of the Cumberland River. During my father's life, he saw the waters of the Cumberland River half-way up the chimney several times.

The chimney is a work of art and still in excellent condition.

Site 4 – Area Where Salt Lick Creek Converges with The Cumberland River (5088632.32, 3470643.22)

On the western bank of Salt Lick Creek I have found many, many very well preserved artifacts from Native American Culture. Arrowheads, scrapers, bowls and grindstones are a few of the things that have been found at this site.

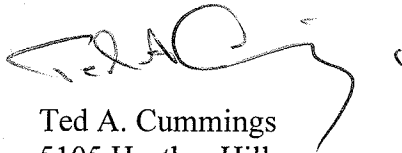
Conclusion

Creelsboro and the historic river bottom land around it are an important part of the Cummings family heritage. It is a rich and unique legacy that I hope to pass along to my children – and their children.

If you truly want to maintain the integrity of this area from a historical and cultural perspective, only one proposed route – Alt. C (the Blue Route) – is a viable choice.

Please let me know if you have any questions regarding the information I have included in this communication. Once again, thank you for the opportunity to provide this input.

Sincerely,



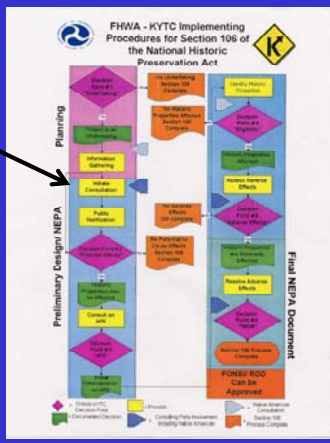
Ted A. Cummings
5105 Heather Hill
La Grange, KY 40031
(502) 222-5206

Section 106 Process

3. Initiate Consultation

Oct. 31, 2002 Sent Letter to Public Officials

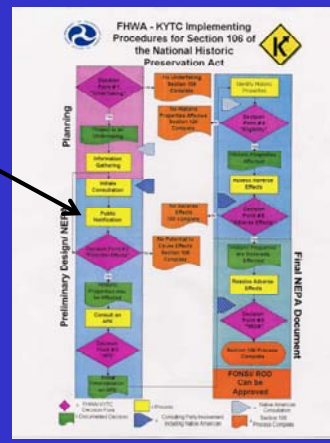
- Clinton County
- Russell County
- Albany
- Jamestown
- SHPO
- FHWA



Section 106 Process

4. Public Notification

Jan. 30, 2003 Public Meeting



Section 106 Process

5. Potential Effect?

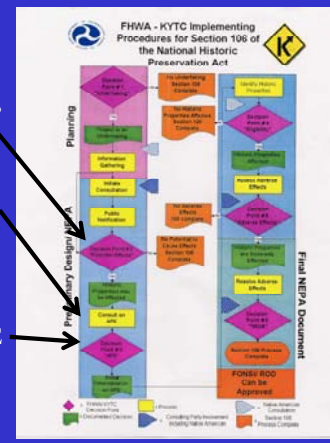
— yes

6. Consult on APE

— Objective of Tonight's Meeting

7. Decision on APE

— Shortly After Tonight's Meeting



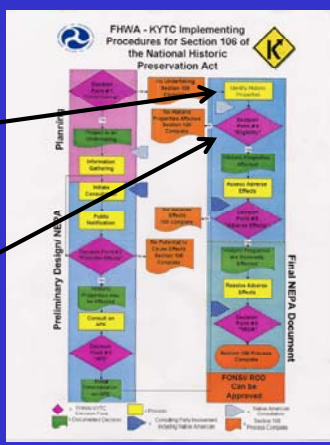
Section 106 Process

8. Identify Historic Properties

— Objective of Tonight's Meeting

9. Decision on Eligibility

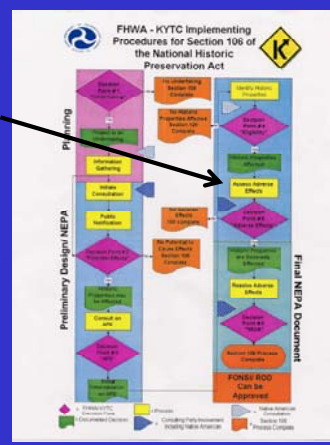
— After Tonight's Meeting



Section 106 Process

10. Assess Adverse Effects:

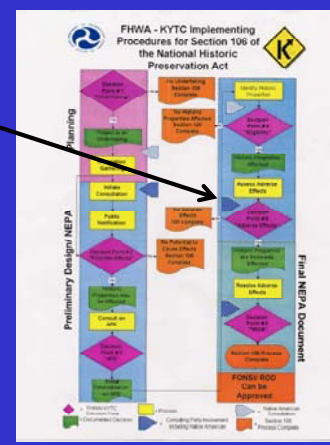
1. Consultant Prepares Draft Effects Determination
2. Reviewed by KYTC Historian
3. Sent to SHPO



Section 106 Process

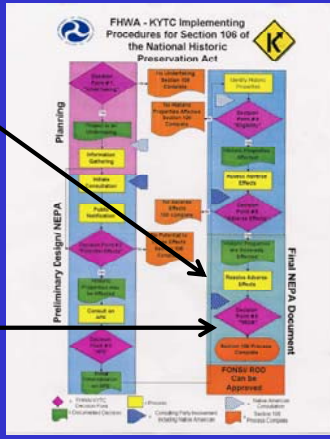
11. SHPO Determinations of Effect Presented to Consulting Parties

— Next Consulting Parties Meeting



Section 106 Process

12. If Adverse Effects:
 - Identify Mitigation or Enhancements to “Resolve Adverse Effects”
 - Hold CP Mtg.
13. Write MOA, Signed by: KYTC, SHPO, and FHWA



Role of Section 106 Consulting Parties

Consulting Parties include:

- Advisory Council on Historic Preservation (ACHP)
 - if they elect to participate
- Federal Agency – FHWA
- Applicant – KYTC
- Native American Tribes
- SHPO/THPO
- Local Government – Judge/Executives, Magistrates, Mayors
- Individuals and Organizations



Role of Section 106 Consulting Parties

- Provide information on potential historic properties
- Review pertinent information about the project
- Share views and offer ideas about effects to historic properties
- Consider possible solutions to adverse effects



Role of Section 106 Consulting Parties

the consultation process:

- Considers alternatives and their effects
- Seeks consensus on how effects to historic properties should be handled
- Does NOT mandate a specific outcome



Section 4(f)

- Originated in the USDOT Act of 1966
- Current regulations in 23CFR 771.135
- FHWA Section 4(f) Policy Paper, March 2005
 - <http://www.environment.fhwa.dot.gov/projdev/4fpolicy.asp>

The Secretary shall not approve any project which requires the use of any significant 4(f) property unless:

- (1) There is no feasible and prudent alternative to the use of such land, and;
- (2) Such project includes all possible planning to minimize harm resulting from such use.



Section 4(f) Properties

- **Parks and recreational areas** – Officially designated as such and open to the public
- **Wildlife/waterfowl refuges** – Officially designated as such, but not necessarily open to the public
- **Historic sites** – Listed on or eligible for the National Register of Historic Places (NRHP)
- **Archaeological sites** – Listed on or eligible for the NRHP, and important for preservation in place



Section 4(f) “Use”

- Land from a 4(f) site is permanently incorporated into a transportation project
 - includes permanent easements
- There is an adverse but temporary occupancy of the 4(f) site
- There is a constructive use
 - proximity impacts of the project on the 4(f) site are severe enough to substantially impair the site’s vital function, significance, or enjoyment value



Section 4(f) Goals

1. Avoid use of 4(f) Properties (through use of prudent and feasible alternatives, if necessary)
2. If use cannot be avoided, Mitigate effects of use to extent possible
3. If there are Adverse Effects that cannot be avoided or mitigated, Minimize the effects to extent possible

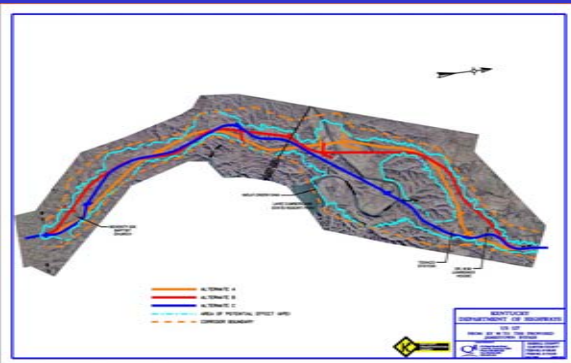


Area of Potential Effect (APE)

“the geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character or use of historic properties, if any such properties exist.”
-- 36 CFR800.16(d)



Area of Potential Effect (APE)



Site Currently Eligible for the NRHP

- Creelsboro Rural Historic District
 - Determined Eligible in 1987
 - Significant for its connection to settlement patterns, river transport, agriculture, and folk architecture
 - Encompasses Swan Pond Bottom, Jackman Bottom, Salt Lick Bottom, Creelsboro Bottom, and Wells Bottom
 - Includes 161 structures, cemeteries, and other sites (ferry crossings) as “contributing properties”



Creelsboro Rural Historic District



Sites Identified as “Potentially Eligible” for the NRHP

- **Dr. M.M. Lawrence House,**
Sewellton
US 127 north of KY 2284



- **Texaco Service Station,**
Freedom
US 127 at KY 55



Sites Identified as “Potentially Eligible” for the NRHP

- **Wolf Creek Dam,**
Cumberland River



- **Seventy-Six Baptist Church,**
Seventy-Six
KY 639 between KY 1533 and KY 734



Next Steps

- 30-day comment period, then finalize Eligibility Report
- Revise alignment alternatives
- Perform environmental studies, and determine effects to historic properties
- Present effects determination to Consulting Parties and consider mitigation
- Finalize environmental document for selected action
- Hold Public Hearing





Example of letters sent to Consulting Parties

Steven L. Beshear
Governor

TRANSPORTATION CABINET

Department of Highways District 8 Office
1660 S. Highway 27
P.O. Box 780
Somerset, KY 42502
(606) 677-4017

Joe Prather
Secretary

July 14, 2009

Mr. Mark Dennen, Executive Director &
State Historic Preservation Officer
Kentucky Heritage Council
300 Washington Street
Frankfort, KY 40601

**RE: Realignment of US 127 from KY 90 in Clinton County To the Jamestown Bypass in
Russell County
Item Nos. 8-115 and 8-108**

Dear Mr. Dennen:

The purpose of this letter is to bring you up to date with the latest decisions regarding the US 127 Realignment project in Clinton and Russell counties, from KY 90 north to the Jamestown Bypass. As you will recall, one of our key objectives is to remove US 127 from the Wolf Creek Dam, which will require the road to be on new alignment and cross the Cumberland River west of the dam through the Creelsboro Rural Historic District (CRHD). Attachment A includes a map of the CRHD showing the locations of the contributing historical elements in relation to the alignments (Segments 16, 16.1, 17, and 18) that cross the District, and a table listing the contributing elements and their distances from each alignment.

Our first (and only) consulting parties meeting was held January 11, 2007; a summary of that meeting is included as Attachment B. The objective of that meeting was to explain your role as a "consulting party" under Section 106 of the National Historic Preservation Act. In general, there are four major steps where input from consulting parties is sought:

- 1) Determining the Area of Potential Effect (APE), *i.e.*, the study area
- 2) Determining which sites are potentially eligible for listing on the National Register of Historic Places
- 3) Determining what effects, if any, the project would have on those sites
- 4) Identifying ways we could mitigate any adverse effects

At the January 11, 2007 meeting, we addressed steps 1 and 2. There were no substantive comments on the APE /study area. There were several comments on the eligible sites. Since that meeting we have conducted more research to address consulting parties' comments on the historic sites. A summary document addressing each comment is included as Attachment C.

The "Cultural Historic Eligibility Report" prepared for this project addresses the APE, the eligible sites, the comments and responses received from the consulting parties, and the effect determinations. The report has been completed, submitted to the Kentucky Transportation



Example of letters sent to Consulting Parties

Cabinet, provided to the Federal Highway Administration, and then provided to, and subsequently approved by, the State Historic Preservation Officer (SHPO). Each of these three agencies carefully reviewed the information, made field visits as needed, and requested additional information until an agreement was reached. The agreements are reflected in the attached SHPO correspondence, dated April 22, 2009, which concurs with the Determinations of Effects (see Attachment D).

The purpose of this letter to consulting parties is two-fold: 1) to solicit your comments on the SHPO letter and Determinations of Effects, and 2) to solicit your ideas about how to mitigate the Adverse Effects.

Regarding the Determinations of Effect, the SHPO's letter states that there will be No Adverse Effect to any of the resources except the Creelsboro Rural Historic District. The CRHD will experience an Adverse Effect from each of the three proposed alignments that cross it. The letter identifies Segment 16 as the alignment having "the least physical and visual impact to contributing historic resources." Segment 16 crosses the CRHD through Swan Pond Bottom (i.e., farther east and closer to the Wolf Creek Dam than the other alignments).

Following the SHPO's concurrence regarding Segment 16's impact, a modified Segment 16.1 was developed. That alignment, shown on the attached map, shares Segment 16's alignment through most of the District and maintains its ability to minimize adverse effects to the District while (1) avoiding a wetland in Swan Pond Bottom and (2) avoiding almost 6,800 linear feet of direct impact to Blackfish Creek (north of the river).

Regarding identifying potential measures to mitigate the Adverse Effect to the CRHD, it is our policy to first request ideas from you, the local consulting parties, before identifying measures of our own. Therefore, we encourage you to provide KYTC with your ideas on how the KYTC could mitigate any Adverse Effects resulting from our proposed transportation improvement of US 127, please provide them in your response letter.

Please provide us your comments on these determinations by August 15, 2009. If you have any questions please call me at 606-677-4017.

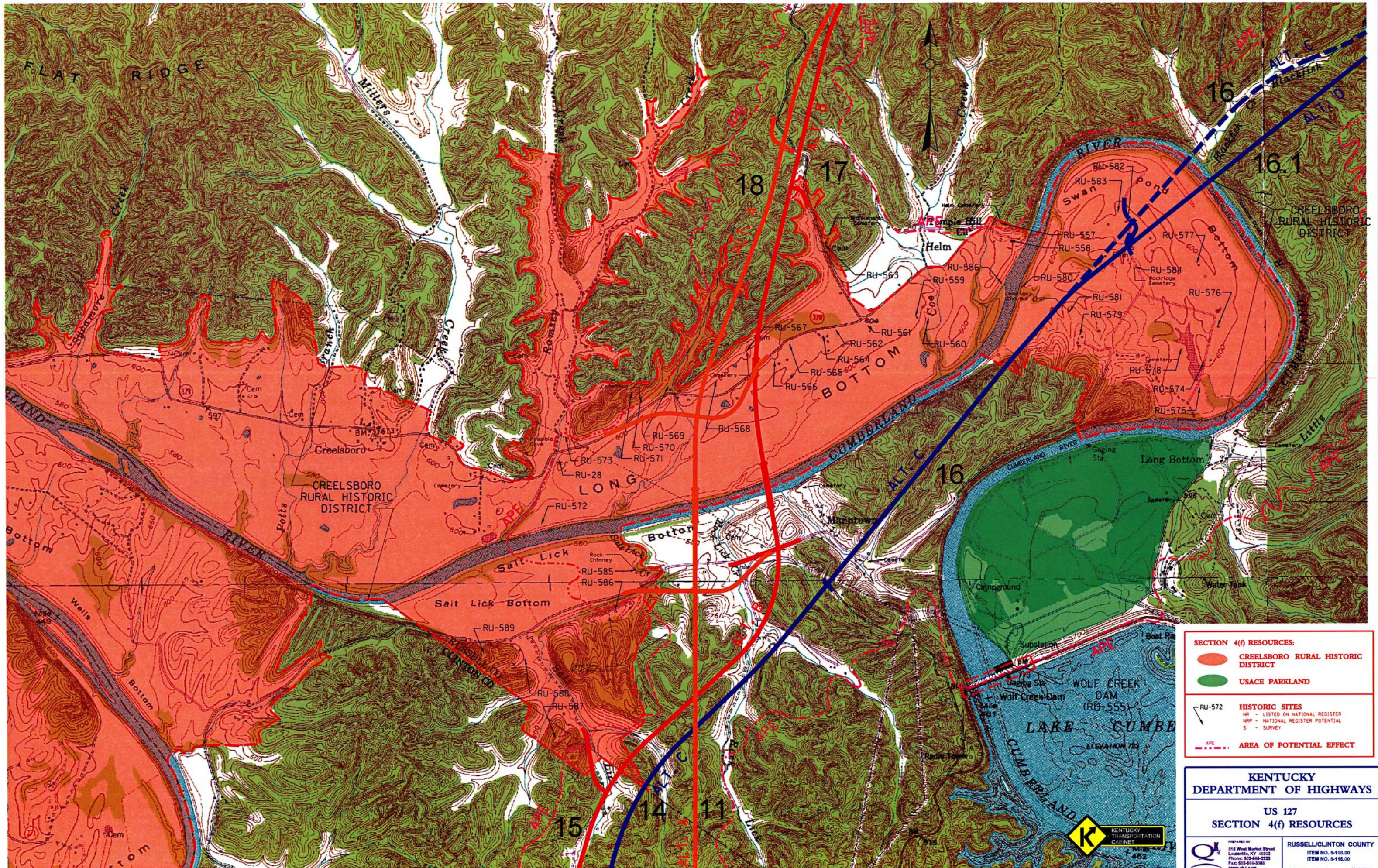
Sincerely,



Jami B. West
Environmental Coordinator
KYTC – District 8

Attachments:

- A) Map of CRHD and the proposed alignments, and table listing the contributing elements
- B) Summary of first consulting parties meeting
- C) Response to comments from consulting parties regarding eligibility
- D) April 22, 2009, SHPO letter regarding determinations of effects



SECTION 4(f) RESOURCES:

- CREELSBORO RURAL HISTORIC DISTRICT
- USACE PARKLAND

HISTORIC SITES

- NR - LISTED ON NATIONAL REGISTER
- NHP - NATIONAL REGISTER POTENTIAL
- S - SURVEY

AREA OF POTENTIAL EFFECT

- APE

**KENTUCKY
DEPARTMENT OF HIGHWAYS**

**US 127
SECTION 4(f) RESOURCES**

PREPARED BY
616 West Market Street
Louisville, KY 40202
Phone: 502-464-3222
Fax: 502-466-3068
www.kd.com

RUSSELL/CLINTON COUNTY
ITEM NO. 8-108.00
ITEM NO. 8-118.00
SCALE: 1"=2000' MAY 2009

ATTACHMENT A: TABLE OF CONTRIBUTING ELEMENTS

Creelsboro Rural Historic District—Contributing Elements

Site	A—Segment 18	B—Segment 17	C—Segment 16	D—Segment 16.1
RU-556 Helm Landing	V	V	V	V
RU-557 Helm Cemetery	V	V	NA	NA
RU-558 Helm House	V	V	V	V
RU-559 Jackman House Site	V	V	NA	NA
RU-560 Jackman Cemetery	V	V	NA	NA
RU-561 Blankenship House	V	V	NA	NA
RU-562 Grave of C. Jackman	V	V	NA	NA
RU-563 Blankenship-Oldham Cem	V	V	NA	NA
RU-564 Jackman House	V	V	NA	NA
RU-565 Grave of S. Jackman	V	V	NA	NA
RU-566 Dink Mann House	200 X	600	NA	NA
RU-567 Mann Cemetery	1000	300	NA	NA
RU-568 Campbell House Site	300	1000	NA	NA
RU-569 Beulah Campbell House	1000 600 X	V	NA	NA
RU-570 Campbell Cemetery	600 X	V	NA	NA
RU-571 Pioneer Road	600 X	V	NA	NA
RU-28 Cyrus Campbell House	V	V	NA	NA
RU-572 Olga/Campbell Ferry Landing	V	V	NA	NA
RU-573 Ruins of Oil Refinery	V	V	NA	NA
RU-574 L.A. McClure House	NA	NA	V	V
RU-575 Milt Lester House Site	NA	NA	V	V
RU-576 Aaron McClure House	NA	NA	V	V
RU-577 Myrtle & Leon Lester House	NA	NA	V	V
RU-578 McClure-Boyd Cemetery	NA	NA	V	V
RU-579 Benjamin Blankenship House	NA	NA	1000	1000
RU-580 Blankenship Ferry	V	V	1000	1000
RU-581 Blankenship Cemetery	NA	NA	300	300
RU-582 J.E. Wooldridge House Site	NA	NA	200 100 X	500 200 X
RU-583 Wooldrige Wheat House	NA	NA	600	800
RU-584 Wooldridge Cemetery	NA	NA	375 X	250 X
RU-585 Northrip Log House Site	600 X	NA	600	600
RU-586 Northrip-Cummings House Site	200 X	NA	NA	NA
RU-587 Northrip Cemetery	NA	600 X	NA	NA
RU-588 C.H. Campbell House Site	NA	NA	NA	NA
RU-589 Slave Cemetery	NA	NA	NA	NA
Total Sites	22	21	14	14

Creelsboro Rural Historic District Visual Effects: Key to Abbreviations

- 100= site within 100 ft. of alternate which is also visible
- 300= site within 300 ft. of alternate which is also visible
- 600= site within 600 ft. of alternate which is also visible
- 1000= site within 1000 ft. of alternate which is also visible
- V= Alternate visible, site greater than 1,000 ft. from alternate
- NA = Not visible/ not within 1000 feet
- X= Realignment of crossroads/ intersecting roads



MEETING MINUTES

PROJECT:	US 127 – KY 90 to Jamestown Bypass
PURPOSE:	Consulting Parties Meeting
PLACE:	Freedom Christian Church, Jamestown KY
MEETING DATE:	January 11, 2007
PREPARED BY:	Kirk Reinke
IN ATTENDANCE:	Listed Below

NAME	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
Brooks Bates	129 Ballard St. Jamestown, KY 42629		
Steve Bledsoe	P.O. Box 132 Russell Springs, KY 42642		
Vic and Shirley Cooper	P.O. Box 265 Russell Springs, KY 42642		
Danny Craft	Rt. 4 Box 997 H Albany, KY 42602		
Ted A. Cummings	5105 Heather Hill LaGrange, KY 40031		
John Brack Flanagan	1494 Three Springs Rd. Bowling Green, KY 42104		
Mickey Garner	210 Dixon Rd. Jamestown, KY 42629		
Walton Haddix	P.O. Box 435 Albany, KY 42602		
Lyle Huff	RR #3, Box 374 Albany, KY 42602		
Jimmy McQueary	304 J. McQueary Rd. Russell Springs, KY 42642		
Greg Popplewell	389 Monk Springs Rd. Jamestown, KY 42629		
Gary Robertson	1834 W. Steve Warriner Dr. Russell Springs, KY 42642		
Jimmie Sloan	RR4, Box 948 Albany, KY 42602	606-387-5126	
Nicky Smith	P.O. Box 129 Albany, KY 42602		
Carl Carney	234 Jumpoff Rd. Jamestown, KY 42629	270-343-3434	
Anthony Carver	275 Jumpoff Rd. Jamestown, KY 42629	270-343-6350	
Jeffrey Cloy	5592 Hwy. 379 Russell Springs, KY 42642	270-343-3276	



NAME	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
Kenneth Hay	1215 W. Hwy.92 Jamestown, KY 42629	270-343-4173	
David Honeycutt	RR2, Box 513 Albany, KY 42602	606-387-5647	
Willis McClure	240 Stella Rd. Jamestown, KY 42629	270-343-3749	
Billy and Carol Severns	2535 Swan Pond Rd. Jamestown, KY 42629	270-343-6455	
Craig Shoe	850 Boat Dock Rd. Somerset, KY 42501	606-679-6337	
Ned Sloan	RR4, Box 948 Albany, KY 42602	606-387-5126	
Pam Theele	RR2, Box 36 Albany, KY 42602	606-387-4847	
Billy Tupman	5717 South Hwy. 127 Jamestown, KY 42629	270-343-3388	
Billy Williams	P.O. Box 1038 Russell Springs, KY 42642	270-566-0982	
Amanda Abner	KYTC DEA	502-564-7250	Amanda.Abner@ky.gov
Cathi Blair	KYTC District 8	606-677-4017	Cathi.Blair@ky.gov
Joe Cox	KYTC District 8	606-677-4017	Joe.Cox@ky.gov
Helen Powell	H. Powell and Co.	859-233-9416	hpowellandco@aol.com
Tom Springer	Qk4	502-585-2222	tspringer@qk4.com
Kirk Reinke	Qk4	502-585-2222	kreinke@qk4.com

Joe Cox, KYTC District 8, welcomed everyone to the meeting. He introduced the consultant team members that were present, and gave a brief overview of the project's history. Then he stated the focus and goals for the meeting: to discuss historic sites in the area and the Area of Potential Effect for the project.

Tom Springer, Qk4, made a presentation about the project, the joint KY-FHWA\KYTC Section 106 process, Section 4(f), the Area of Potential Effect (APE), and the four sites currently believed eligible for the National Register of Historic Places. He then led the group in a discussion of those issues, and opened the floor for questions.

Discussion centered on the Creelsboro Rural Historic District and the portions of the alignments crossing it. The attendees asked few questions about the APE and the four sites deemed eligible, except for the Wolf Creek Dam. Most of the discussion was about the crossing of the Creelsboro Rural Historic District, including specific routes of the alignments, height and length of the bridge over the Cumberland River, and coordination efforts with the U.S. Army Corps of Engineers concerning the dam and fish hatchery. The attendees felt that the alignment that crosses Swan Pond Bottom would better minimize



the effects to and use of the historic district since it is the furthest from the historic Creelsboro area and on the other side of the river. They noted that it would also provide improved access in and out of Swan Pond Bottom.

Attendees were provided copies of the Eligibility Report and maps of the APE, and asked to provide any comments to the KYTC District 8 office within thirty days.

END OF MINUTES

KJR/kjr
cc: Attendees
File No. U:\01110\Docs\ Mtg Minutes\Jan 11, 2007 CP Mtg

**Section 106 National Historic Preservation Act
Response to Comments from the Consulting Parties
Following the January 11, 2007 Meeting**

**US 127, Russell and Clinton Counties
Item Nos: 8-115 & 108**

Following are the joint Kentucky Transportation Cabinet (KYTC) and Federal Highway Administration (FHWA) responses to comments from Consulting Parties following the first Consulting Parties meeting held June 17, 2004. The objective of the meeting was to present and discuss the Section 106 process, the Area of Potential Effects (APE), and the initial determinations of eligibility.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

...These lands south of the Green River in the “Kentuckee” territories were reserved by the Commonwealth of Virginia’s Legislature in 1790 for Revolutionary War soldiers. To name a few of these soldiers and our first patriots: William Jackman; Ensign William Campbell, VA Militia; Col. Flowers; Col. Buster and others. These men are all buried east of Creelsboro and in close proximity of Routes A and/or B. Some of these cemeteries also contain the graves of 30-40 African American slaves; Civil War soldiers; Sgt Oscar Oldham, 8th Ky Inf. And Private Blankenship to mention two.

Response

William Jackman

William Jackman (1750-1838) is buried in the Jackman Cemetery which is within Creelsboro Rural Historic District which has been determined eligible and is also within the Area of Potential Effect (APE) for the US 127 project.

Ensign William Campbell, Virginia Militia

William Campbell (1759-1814), a Revolutionary War veteran, is buried in the Campbell Cemetery which is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Col. Flowers

Col. Edward Flowers (1743-1815), a Revolutionary War veteran, is buried in the Buster Cemetery, which is on the south side of KY 379 and east of Millers Creek and Creelsboro. The Buster Cemetery is within the Creelsboro Rural Historic District which has been determined eligible, but is outside of the APE for the US 127 project.

Col. Buster

Col. Claudius C. Buster was a trustee for the town of Creelsboro when it was incorporated in 1819. Other trustees were Granville Wheat, William B. Armstrong, and Samuel Luwallen. Col. Buster is buried in the Buster Cemetery, which is on the south side of KY 379, east of Millers Creek and Creelsboro. The Buster Cemetery is within the Creelsboro Rural Historic District which has been determined eligible, but is outside of the APE for the US 127 project.

Sgt. Oscar Oldham

Consulting Party Responses re: Eligibility
US 127, Russell and Clinton Counties

Sgt. Oscar Oldham (8th KY Infantry) is buried in the Blankenship-Oldham Cemetery which is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Private Blankenship

George S. Blankenship (1839-1934), Co. G 3 Ky Inf., is buried in the Blankenship-Oldham Cemetery which is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

African slaves

African slaves are buried in the Campbell Cemetery which is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

...As stated in other historical studies, the settlement pattern in Jackman Bottom has been unchanged for 140 years. This section of the Cumberland River valley offers all Kentuckians a historical look and unique chapter of Kentucky's History of the Cumberland Plateau and valley from 1790s to the present day, and should be preserved. In my opinion, the entire Jackman Bottom valley area is so rich in period history and historical sites, from Helm's landing to Rockhouse Bottom's Arch, that it should be considered for inclusion on the National Register of Historical Places. (Route A and B)

Response

The Creelsboro Rural Historic District, which includes Jackman Bottom, Creelsboro Bottom, Swan Pond Bottom, Salt Lick Bottom, and Wells Bottom was determined eligible by consensus between the Kentucky State Historic Preservation Officer (SHPO) and the Corps of Engineers in 1989. Rockhouse Bottom was not included within the boundary for the Creelsboro Rural Historic District and lies outside of the APE for the US 127 project.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Consider the following Cultural Historic items of Jackman Bottom that will be adversely affected, visually damaged, access restricted or irreversibly destroyed by either Routes A or B:

Item 1. The first African-American School/ Church site in Russell County, located North side Jackman Ridge in the "Horse Hollow". (Route A)

Response

On page 13 of the "Management Summary for the Preliminary Archeological Investigations US 127 Reconstruction Project", Cultural Resource Analysts, Inc. described this area, identified in the report as Site 5 and noted the presence of a pile of construction material and historic domestic artifacts on the ground surface. No subsurface investigation was undertaken. The description noted that the site had been reported by John Flanagan to be the location of a historic African American church and school. Flanagan also reported that the site was on the historic tract of Beulah Campbell, a freed African American slave who was given the property circa 1864. At the time of the archeological investigation, the site was within a wooded area and the ground surface was obscured by grasses and weeds.

Historic artifacts were recovered from the site. The domestic group of artifacts consisted of one stoneware fragment and one BIM fragment. The stoneware fragment was dated from 1780 to 1925. The BIM glass fragment was identified as a medicine bottle fragment which could date from 1870 to 1920. The hand-made brick recovered from the site was not assigned a specific date, but the report noted, that in general, hand-made bricks were produced before 1880. The report recommended archival documentation and subsurface investigation to evaluate the National Register potential of this site if it is impacted by construction activities.

The site reviewed by Cultural Resource Analysts, Inc. is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 2. African-American slave cemetery on Ensign William Campbell's

Farm (Route A)

Response

The Campbell Cemetery is located on a hillside north of KY 379. It contains six inscribed stones and a number of crude stone without inscriptions which may mark the burials of slaves. According to local sources, William Campbell (1759-1814), an Ensign in the Virginia State Troops during the Revolutionary War and operator of the Creelsboro Ferry, is buried here in the Campbell Cemetery despite the presence of a modern marker which was erected to his memory in another cemetery east of the Christian Church in Creelsboro. There is a low stone wall on the south side of the Campbell Cemetery and an old pioneer road bed on the north side which follows the base of the ridge.

Inscriptions	Notes by consultant
Mary A. Campbell 1851-1883	Wife of William Campbell
Mary A. Campbell 1836-1915	Wife of John W. Campbell, mother of Cyrus and Cora Mary Ann Helms married Campbell in 1855
John W. Campbell 1825-1889	Husband of Mary A. and father of Cyrus and Cora
Note: According to <i>Russell County Cemetery Records</i> by Samuel and Nora Miller, John W. Campbell was born in 1827)	
Cyrus Campbell 1823-1856	Brother of John W. Campbell
(Note: Cyrus Campbell's Will was probated in 1854 WB 1/221; according to Vital Statistics of Russell County in Ky. Historical Society Library, Cyrus Campbell, single, age 30 died in 1854 from consumption)	
Infant Campbell 1858-1858	Son of J.W. and M.A. Campbell
John Campbell Died 1865	Born in 1793
	Father of J.W. Campbell
	First wife, Elizabeth Flowers, 1815
	Second wife, Sarah Hays, 1840
Note: According to <i>Russell County Cemetery Records</i> by Samuel and Nora Miller, Cyrus Campbell (1856-1928), the son of J.W. Campbell, is also buried here.	

The Campbell Cemetery is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 3. The destruction and severance of Revolutionary War Soldier and first pioneer, William Campbell's 118-acre farm that has been in the same family continuously for the last 200 years. His former house and slave cabins site will also be affected (Route A).

Response

William Campbell, son of James and Lettiica Taylor Campbell was born in 1759 in either Pennsylvania or Virginia. Campbell served in the Revolutionary War under Col. Clark and later in a light horse company as an Ensign under Captain Issac Campbell, seeing action in Virginia and North Carolina. He married Jane Dean, the daughter of Adam Dean, in Montgomery County, Virginia in 1782. Circa 1800, he moved to the Creelsboro area.

The children of William and Jane Campbell were: James (b. 1783) married Margaret, surname unknown; Adam Dean (1786-1864) married Polly Boyd in 1819; Isaac (b. 1789) married Polly Wells; Elizabeth/Betsy (b. 1791) married John Fergus; John (b. 1793) married Elizabeth Flowers in 1815; Polly (1796-1846) married Thomas Logan in 1817; William (1798-1845) married Nancy Allen in 1821; Charles (b. 1804); Sarah/ Sally (b. 1807) married Wilson Allen.

William Campbell died in 1814. His widow Jane moved to Jackson County, Alabama to live with her daughter, Sarah Allen. Jane Campbell applied for a Revolutionary War pension on June 17, 1848 at the age of 87. Jane Campbell died in 1857 and is buried in Alabama.

William Campbell's 118-acre farm containing the sites of the Campbell House and slave cabins appears to be located within the tract currently owned by Ralph David Flanagan. The tract is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Deed Research

- 1997 J.B. Flanagan and Ralph David Flanagan to Ralph David Flanagan. References the old line below the William Campbell House, 118 acres. Part of land inherited by John Braxton Flanagan and Ralph David Flanagan by the will of Joyce Flanagan (WB 13/ 18) (DB 161/ 465) Property conveyed to John E. and Joyce Flanagan (both deceased) from Homer and Myrtle Mann in 1964.
- 1964 Homer and Myrtle Mann to John E. and Joyce Flanagan (49/ 256)
Hugh and Lena Mann, Verlie and Stanley McClure, Anna Dalton, Hugh and Lena Mann, Earl and Lola Mann, Jimmy R. Mann to Flanagan. Property conveyed to the parties of the first part by the will of Eldon Mann (WB 4/ 390)
- 1917 LL. and Elsie Mann of Sewellton to Eldon Mann of Creelsboro, 118 acres. Notes the William Cambell House. (3/389)
- 1913 Eldon and Stella Mann of Creelsboro to L.L. Mann of Creelsboro, 118 acres. (Z/ 592)
- 1909 C.A. and T.J. (wife) Hammonds of Helm to Eldon and Leonard Mann of Creelsboro. Notes the Campbell House. Tract 1 was 260 acres. (X/295)
Except a portion (19.5 acres?) that was sold by J.E. Hays to J.W. Jackson, which had corners with both John Campbell and Burrell Campbell. Notes a spring near the meeting house and excludes the church lot. It references a stake in the dividing line between James Jackman and John W.

John W. Campbell.

Property conveyed to Hammonds by Sophie M. Strive?? via Master Commissioner on June 21, 1906 and January 26, 1907 (Commissioner's Deed Book 2/ 386/886? and 2/426)

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 4. Early one-room school site located on Ensign William Campbell's Farm (Route A)

Response

In the deed research for the property currently owned by Ralph Flanagan, a church lot and meeting house are referenced (Deed book X, page 295, 1909). See Item 3. Also in the 1850 census, James P. Campbell, a school teacher, was living in the household of John Campbell.

The site of an early one-room school appears to be located the tract currently owned by Ralph Flanagan which is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 5. Site of WW I hero, Sgt. Alvin C. York's speech about the need for new roads, c.1920s, (Route A)(Sgt. York lived just south of Creelsboro, near Pall Mall, TN)

Response

Alvin York was awarded the Medal of Honor for leading an attack on a German machine gun nest, taking 32 machine guns, killing 28 German soldiers, and capturing 132 others during the Allies' Meuse-Argonne offensive during World War I.

After his return home, York felt that transportation was crucial to the development of the rugged region along the Tennessee/ Kentucky border to provide access to its natural resources of timber and oil. Because of York's prodding in the mid-1920s, US 127 was built through the mountains and named the Alvin York Highway.

In the Campbell Family folder #5 in the Kentucky Historical Society Library is part of a newspaper article entitled "York Trail to Be Given Boost at Creelsboro" from the *News Journal* and dated Thursday, July 26, 1928.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 6. Campbell River Boat Landing, Ferry, and site of River boat Warehouse on Campbell Farm (Route A).

Response

The site of the Campbell Ferry (also known as Grider's Ferry, the Creelsboro Ferry, Olga Ferry) was on the south end of present-day Miller Lane west of the confluence of Ramsey's Creek with the Cumberland River. The Campbell Ferry site is within the Creelsboro Rural Historic District which has been determined eligible, but is outside of the APE for the US 127 project.

In the study done by Martha Carver, Margaret Slater, and Richard Tune in 1988 entitled "Architectural/ Historical Survey for the Proposed Feasibility Study to Improve Wolf Creek Power Plant", the authors noted that a warehouse which stood at the landing was no longer standing.

The “Russell County Base Map” published by the Kentucky Geological Service in 1924 shows two roads heading north from the ferry. One road heads due north up, then west towards Creelsboro, and then north up present-day Miller’s Creek (also known as Grider’s Creek) and on to Columbia in Adair County. During the Civil War, the road along Miller’s Creek to the ferry was a significant north-south transportation route used by the Union Army for the movement of men and supplies from Columbia to Tennessee. On the “Russell County Highway Map” published in 1950, this road was labeled as KY 55. The other road leaves the ferry landing and heads northeast along the west bank of Ramsey’s Creek and follows Ramsey’s Creek to Olga.

The Campbell Ferry was operated William Campbell from as early as 1803 until his death in 1814. After Campbell’s death, the ferry was operated by the Flowers family. By 1826, the crossing was known as Grider’s Ferry and was referenced as such during the Civil War. Ownership returned to the Cambell family in the late nineteenth century. The Olga Ferry was operated from 1880 through the 1920s by Cyrus Campbell. During the oil boom in the 1920s, the Currahan Oil Company’s boat, the “Oil King”, based its operation at this landing. The ruins of the oil refinery are located to the northeast of the Cyrus Campbell House.

Cyrus Campbell (1856-1928) was the son of John W. Campbell (1825-1889), grandson of John Campbell (1795-1865), and great-grandson of William Campbell (1759-1814), a Revolutionary War soldier and early settler in the Creelsboro area. John W. Cambell (1825-1889) amassed a significant amount of land in Creelsboro Bottom from the heirs of his father.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 7. River Landing and field site that saw the 21st Kentucky Inf., aka, the “Old Infantry” (War of 1812) unit, that was commanded by Col. S.W. Price and Bivouacked for weeks, March 18, 1862, at the Campbell Landing, waiting for Union transports to take them to Nashville to join Gen. Buell’s Army of the Cumberland, and then proceeded to Shiloh, TN, for the historic battle (Route A).

Response

The 21st Kentucky, 3rd Kentucky, and the 6th Ohio Battery were ordered to go to Cumberland River in the vicinity of Jamestown for transport down the Cumberland River to Nashville. The troop movements of these regiments were documented in the *War of the Rebellion*, regimental histories, and a diary. From the research to date, it appears that the 21st Kentucky embarked from the vicinity of Creelsboro while the 3rd Kentucky and 6th Ohio Battery left from Camp Green at the mouth of Greasy Creek on the Cumberland River.

On March 10, 1862, O. D Greene, Assistant Adjutant General, Headquarters of the Department of the Ohio, Louisville ordered that the 3rd Kentucky Volunteers under Col. Bramlette; 21st Kentucky Volunteers under Colonel Wheat; and Bradley’s Ohio Battery concentrate immediately at Jamestown, Kentucky and await arrival of boats to carry them to Nashville (*The War of the Rebellion*, Series 1, Vol. 52, Part 1, p. 221).

On page 489 of *Union Regiments of Kentucky* by Thomas Speed in 1897 is a reference to the 21st Kentucky Infantry’s being ordered to proceed to Creelsboro on the Cumberland River for transport to Nashville. According to a regimental history, the 21st Kentucky Volunteers were organized and mustered at Camp Hobson and Ward, Kentucky. From December 31, 1861 until March 1862, the unit was on duty

at Green River Bridge. In March, 1862, they marched 20 miles to Creelsboro and were transported to Nashville, Tennessee.

The 3rd Kentucky Volunteer Infantry which was organized at Camp Dick Robinson in Garrard County under Colonel Thomas E. Bramlette, included many men from Russell County. The 3rd Kentucky was mustered for service on October 8, 1861. Other officers were William Scott, Samuel McKee, Henry C. Dunlap, and Daniel Collier. Its movements were as follows: October 23, 1861, to Rockcastle County; then to Crab Orchard; November 1 to Somerset, Kentucky; November 13 to A.R. West's in Wayne County; returned to Camp Wolford near Somerset; and November 19 to Columbia. At this point, its effective strength was a little over 500 men. On January 7, 1862, the 3rd Kentucky, its numbers reduced by sickness, moved to mouth of Rennick Creek in Cumberland County. On January 14, it marched to the mouth of Greasy Creek in Russell County. Here the health of the unit improved.

On page 68 of *Diary of Captain John W. Tuttle, Monticello Kentucky, Third Kentucky Volunteer Infantry Company*, Tuttle described embarkment of the 3rd Kentucky Infantry and the Ohio 6th Battery on boats to Nashville, Tennessee:

“On the evening of the 2nd March a fleet of six steamers landed at the mouth of Greasy Creek for the purpose of conveying our regt. and the 6th Ohio Battery to Dixie's land. The next day was spent in embarking which was completed about 4 p.m.

The steamer May Duke upon which our company (H) Capt. King's Co. (F) a part of Capt. Marat's Co. (J) and a part of the battery was embarked ran up the river opposite the residence of Mr. J.H. Meadows to wood. I was sent with a detail of 20 men to throw wood over the cliff. The night was very dark and the hill very steep. A part of the men succeeded in gaining the top but I did not. The next morning we started for Nashville. Our flotilla did not keep together but we were continuously passing each other during the whole trip. Nothing of particular interest transpired on our journey and we arrived without accident at the city of Nashville about 11 p.m. March 17. We disembarked the next morning...”

According to the regimental history, the 3rd Kentucky numbered about nine hundred men when it embarked for Nashville. On March 29, it marched by way of Franklin, Columbia, Waynesboro, and Savannah Tennessee to the Battle of Shiloh where it arrived on the night of April 7, 1862. The regiment fought in battles in Tennessee, Mississippi, Alabama. On September 11, 1862 it returned to Bowling Green, Kentucky.

The 6th Independent Battery Light Artillery was organized at Camp Buckingham, Mansfield, Ohio on November 20, 1861 under Captain Cullen Bradley. It had four 2-pound Parrott guns and two 6-pound Rodmans. On December 15, 1861, the regiment was ordered to Louisville, Kentucky. From there it moved to Nolin River. It was on duty at Camp Dick Robinson until January 12, 1862, when it moved to Columbia. The unit was sent to Jimtown and Camp Green for duty blockading the Cumberland River until March 4, 1861. The regiment was en route to Nashville, Tennessee from March 14 to 19, 1862 (Larry Stevens, www.ohiocivilwar.com).

The Cambell Landing is included in the Creelsboro Rural Historic District, but is outside of the APE for

the US 127 project. Camp Green, located at the mouth of Greasy Creek, was upstream from Creelsboro and has been covered by Lake Cumberland. The site of Camp Green is not included in either the Creelsboro Rural Historic District or the APE for US 127.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 8. Race horse track and baseball field sites that were open to the public, during the 19th and 20th centuries. (Route A)

Response

Local histories refer to a baseball field located on the Dink Mann Farm which is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 9. Creelsboro Oil Refinery site and ruins, c. 1920s. (Route A)

Response

The ruins of the Creelsboro Oil Refinery are located to the northeast of the Cyrus Campbell House. During the 1920s, operations for an oil boom in this area were centered on the Cyrus Campbell property and the Olga Landing. A pipeline was run south across the bottom. The site is included in the Creelsboro Rural Historic District and is within the APE for the US 127 project.

In 1861, the Matilda Gabbard Well in Clinton County was drilled to 225 feet and was credited with the discovery of Ordovician Granville production in the area of Creelsboro, Desda, and Decide Poolss, Clinton and Russell County. The Gabbard Well was located across the river from Creelsboro.

The end of the Civil War in 1865 marked the start of a drilling boom in Kentucky. Those Union soldiers who were familiar with Drake's success and who had noted Kentucky's salt, oil, and natural gas springs and wells returned to the area to seek their fortune. During the summer and autumn of 1865, shallow gushers came in on Bear Creek on the Cumberland River and on Crocus Creek. Any oil or feeble gas spring was regarded as an infallible guide to a new Oil Creek. Dr. B. Franklin's favorable report on the site of the Old American Well led to the incorporation of the Cumberland River Oil and Salt Company of Kentucky, which was approved by the Kentucky Legislature on January 23, 1865.

In 1884, the oil boom in south central Kentucky attracted national attention. It was shown on a map of the "Oil Regions of Kentucky and Tennessee" which was included in the Tenth Census Report. Growing demand for kerosene and the byproducts of oil refining kept exploration for and production of oil and gas active for the rest of the century.

In 1902, the Cumberland Pipe Line Company extends a line from Somerset in Pulaski County to Salt Lick Bend in Cumberland County.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 10. The destruction of remnants of the early Jackman Bottom pioneer road dating back to c. 1798-1928 and a stone-lined dug well in same vicinity (Route A)

Response

Consulting Party Responses re: Eligibility
US 127, Russell and Clinton Counties

The early Jackman Bottom pioneer road runs in a depressed area along the base of the ridge. The Campbell Cemetery abuts its south side. The pioneer road is within the Creelsboro Rural Historic District which has been determined eligible and is also within the APE for the US 127 project.

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 11. Creelsboro vicinity was the location of a Civil War, Union garrison, Camp Green, and the site of several skirmishes between Union and Confederate Cavalry units and visits by famed Civil War Guerilla, Capt. Champ Ferguson, CSA, and other elements of Col. John Hunt Morgan's Cavalry Scouts on December 31 and January 1, 1863 (Route A)

Response, Camp Green

From the research, it appears that Camp Green was located at the mouth of Greasy Creek on the Cumberland River. The mouth of Greasy Creek is southeast of Jamestown and upstream from Creelsboro, near the present-day site of the Jamestown Marina on Lake Cumberland.

Documentation for the Location of Camp Green

Three specific references to Camp Green were found in the Ohio Historical Society Civil War documents database (www.ohiohistory.org). A communication dated January 25, 1862, from Samuel Beatty, Col. 19th Regiment, Ohio Volunteer Infantry Headquarters, was written from Camp Green, Russell County, Kentucky, to David Tod, Governor of Ohio, recommending promotions for officers under his command. (Correspondence to the Governor and Adjutant General of Ohio, October 31, 1861-February 21, 1862, Series 147-26:80).

On March 4, 1862, Cullen Bradley, Captain of the 6th Independent Ohio Battery Volunteer Light Artillery wrote to the Ohio Adjutant General C.P. Buckingham from Camp Green on the Cumberland River relative to a recruiting issue (Series 147-28:47).

A regimental history for the 6th Independent Battery Light Artillery (also known as Bradley's Ohio Battery), states that the regiment was moved to Columbia on January 12, 1862 and then to Jimtown and Camp Green and duty blockading the Cumberland River until March 14, 1862 when it moved to Nashville, Tennessee (Larry Stevens, www.ohiocivilwar.com).

To see if there were other references to Camp Green, the history and movements of Col. Samuel Beatty and the 19th Ohio were studied in the records of *The War of the Rebellion* and a regimental history by Larry Stevens (www.ohiocivilwar.com). The Ohio 19th Regiment, Infantry, was organized in May 15, 1861 for three months. It was reorganized in September 25, 1861 for three years at Camp Ford, Alliance Ohio. On September 26, 1861, the 19th Ohio went into active service. On November 6, 1861, Col. Beatty moved 904 officers and six cars of baggage including camp equipage by rail from Alliance to Camp Dennison, Ohio. On November 16, 1861, the 19th Ohio moved to Camp Jenkins near Louisville, Kentucky. It was attached to the 11th brigade, Army of the Ohio in December 1861. In a communication dated December 7, 1861, James P. Fyffe, Col. at the 59th Ohio Volunteers Infantry Headquarters in Lebanon, Kentucky, noted that Colonel Samuel Beatty and the 19th Regiment Ohio Volunteer Infantry were to arrive in Lebanon on December 8, 1861. On January 7, 1862, 300 troops from the 3rd Kentucky and 19th Ohio were moved to an advantageous position at the Rennick's's Creek, two-and-one-half miles above Burksville on the Cumberland River, to monitor Confederate steam boat traffic. They encamped on the

the banks of the river for several days. Then the 19th Ohio was ordered to move to the mouth of Greasy Creek in Russell County. On January 25, 1862, Samuel Beatty, wrote to David Tod from Camp Green, in Russell County, Kentucky. According to other references, the 19th Ohio was in the Jamestown and Greasy Creek vicinity of Russell until February 15, 1862 when it began its march to Nashville, Tennessee. It arrived in Nashville on March 8, 1862.

The other Union regiment, the 3rd Kentucky, which had been sent from Columbia to the mouth of Rennick Creek in Cumberland County was also ordered to move to the mouth of Greasy Creek in Russell County. An account on page 66 in the *Diary of Captain John W. Tuttle Third Kentucky Volunteers*, described the unit's arrival at the mouth of Greasy Creek on the Cumberland River.

“...Lieut. Bristow and H.B. Carter who had been rooming with me at Jones’ started on to join the regiment at the mouth of Greasy Creek on Jan. 19th. On the 31st of January, I felt myself strong enough to ride to our encampment. I started in the company with our chaplain but gave out at Jamestown where I stopped for the night. We overtook Charley Carter within three miles of Jamestown and he rode behind me to town. He started from Columbia on the same morning as we did and walked nearly as fast as we rode. The next morning we borrowed another horse and both rode to Camp Greene as our encampment at the mouth of Greasy Creek was called. We found our regiment in much better condition than we expected. It was only about 300 hundred strong when it marched from Columbia, but after its arrival at Camp Greene those who had been left at Columbia sick had been coming in every day in such numbers that upon our arrival at camp it numbered near 600 men. The Ohio 19th and 6th Battery encamped near us.”

Camp Green: Origin of the Name

Camp Green appears to have been named for William M. Green, a Russell County judge, who owned Green's Ferry on the Cumberland River. Green's Ferry ran from the mouth of Greasy Creek to Horseshoe Bottom, on the road connecting Jamestown to Albany. Green supplied the Union command with information about Confederate movements in Russell County.

Historically Civil War camps or military staging areas in Kentucky were named for the land owner, sympathetic to the Union, upon whose property the encampment occurred. Camp Nevin in Hardin County south of Glendale, used by the Union as a staging area and recruitment post from October 1861 to January 1862, was on a 600-acre farm owned by David Nevin. Nevin's Farm was chosen as the site for the camp because of its proximity to the Louisville and Nashville turnpike, the L&N Railroad, and the Nolin River. Camp Frazer, located on a farm owned by Dr. Joel Frazer north of Cynthiana in Harrison County, was first used on September 26, 1861 and continued as a Union camp through 1862. Camp Frazer was near the Licking River, Lexington-Covington Turnpike, and the Kentucky Central Railroad. Camp Dick Robinson, opened in 1861 as the first Union recruiting station south of the Ohio River on land owned by Robinson at Hoskins Crossroads in Garrard County.

When the 1860 census records for Russell County were researched for the surname "Green", only two people were found. One was Hannah Green, a free black female, age 27 living in the Rowena precinct. The other person with the surname of Green in the 1860 Russell County census was William M. Green, age 51, who lived in the Jamestown precinct. Green's occupation was county judge. William Green had real estate valued at \$600 and personal property valued at \$10,000. He apparently shared a dwelling with three other men: William H. Hayes, a tanner age 39; Charles F. Wright, a shoemaker age 22; and William T. Stanton, a lawyer, age 21. (Russell County Census, 1860: Reel #M653-394, p. 650). William M. Green had served as the Master of the Russell Masonic Lodge in 1856, 1857, and 1859.

William M. Green was the son of William Green, a Wayne County native, who bought the right to run the ferry at the mouth of Greasy Creek on the Cumberland River from John Tackett in 1816 (Adair Co. Deed Book D/ 196). The ferry connected Horseshoe Bottom to the north side of the river and Jamestown. Horseshoe Bottom extended two miles along the south side of the Cumberland River from a point opposite the mouth of Greasy Creek to a point slightly above the mouth of Wolf Creek. Also in 1816, Green bought three acres of land in the vicinity of Greasy Creek from Smith (Adair Deed Book D/ 182).

William Green was the postmaster of Horseshoe Bottom post office when it was established in 1822. William Green was one of the first justices of the peace appointed when Russell County was formed in 1826. In December of 1826, Green made a motion in a meeting of the Russell County Court for the survey of a road from the courthouse to Green's Ferry (Order Book 1/ 27). In William Green's will which was probated in 1838 (WB A/ 168), he left specific properties to his son Henry L. Green and daughter Sarah Ann Willis Neel, but the balance of his estate went to his other son William M. Green.

William M. Green also served as postmaster in Horseshoe Bottom. William M. Green was a slaveholder. In 1850, he owned the following nine slaves: 1 male, 50; 1 female, 56; 1 female, 25; 1 female, 15; 1 male, 15; 2 males, 14; 1 female, 13; and 1 male, 21 (Russell County 1850 Slave Schedule, Reel No. M432-227, page 6, sheet 535). In 1860, Green owned the following 5 slaves: 1 male, 60; 1 female, 28; 2 males, 23; and 1 female. (Russell County 1860 Slave Schedule Page 2, sheet 210).

Despite his slave holdings, Green was considered sympathetic to the Union and provided information about the movements of Confederate troops. On December 6, 1861, Union General J.T. Boyle, stationed in Columbia, wrote to General George H. Thomas that he had learned from “Judge Green of Russell, a most reliable citizen and truly loyal, that rebels under Gen Zollicofer and Cullom, after crossing the Cumberland, have sent part of their forces on this side of the river in the direction of this place. He (Green) believes it is the purpose of the enemy to move on this point....” (*The War of the Rebellion*, 7, 474). On May 11, 1863, Green’s Ferry is referenced in a communication sent from Union Capt. Wendell D. Wiltsie of the 20th Michigan from “Camp at Green’s Ferry Cumberland River” (*The War of the Rebellion*, Series 1, Vol. 23, Part 1, 307). At the time, the 20th Michigan was encamped at the mouth of Greasy Creek.

In the 1870 Census, William M. Green, a farmer, lived in the Hammons Store precinct which was also known as Wolf Creek precinct. The mouth of Wolf Creek is on the north side of the Cumberland River, on the east end of Horseshoe Bottom. Green had real estate valued at \$13,300 and \$800 in personal property. There were seven other people in his household, none of whom were related to him. In 1876, William M. Green was on the committee which drafted the building specifications for the new county courthouse and inspected the construction. Green was listed in the 1870 Census, but is not in 1880 Census for Russell County. A “William Green” (1807-1881) is buried in the Jamestown Cemetery.

Response, Civil War Skirmishes at Creelsboro

Creelsboro, Greasy Creek/ Horseshoe Bottom, and Jamestown were scenes of several military actions during the Civil War because of their proximity to the Cumberland River which the Confederacy considered a significant defensive perimeter across Kentucky. Creelsboro was also on one of the major land routes south through Kentucky. A despatch from USA General George Thomas to General Ambrose E. Burnside on April 20, 1863 recommended the following as the best route from Kentucky to eastern Tennessee: Lebanon to Columbia, to Creelsboro, to Albany, to Livingston, to Crossville, to Kingston, Tennessee (*The War of the Rebellion*, Series 1, Vol. 23, 261). Scouting parties from both sides used the Creelsboro crossing throughout the war.

December 23, 1861 Skirmish at Grider’s Ferry, Cumberland River

On December 23, Union Col. Theo E. Bramlette reported that four members of the Union cavalry and one member of the home guard encountered 15 Confederate soldiers in the vicinity of Grider’s Ferry (also known as the Campbell Ferry or Creelsboro Ferry). The firing occurred across the river. Two or three Confederates and one horse were killed, but there were no injuries to the Union troops. The Confederates fled, but returned with reinforcements. Bramlette ordered four companies of Union cavalry to sustain men. (*The War of the Rebellion*, Series 1, Vol. 7, 513). Communications about the skirmish were not received at the Union headquarters until December 28, 1861, which created confusion as to the date of the skirmish.

April 19, 1863, Skirmish at Creelsboro

From the report of Lt. Colonel William E. Riley, Eleventh Kentucky Cavalry written from Burksville on April 19, 1863 is the following account of the skirmish. Grider received orders in Columbia from Colonel Jacob of the Ninth Kentucky Cavalry to move his command to Creelsborough to ascertain the force of the enemy at that point and then to continue to Burksville. Riley proceeded on April 18 to Creelsborough with 129 men of the Eleventh Kentucky and 30 of the Twelfth Kentucky Cavalry. On arriving on a train

leading into Grider's Creek, back of Mr. Grider's house, about one mile from Creelsborough, Grider halted the main force. He detailed Lts. Debaun and Norton of Company C with 17 men, Lieutenants Purdy and Willemin of Company G, with 16 men, and Lieutenants Taylor and Niemeyer of Company H, with 10 men, a total of 43 men, all of the Eleventh Kentucky Cavalry, under the command of Captain Jacob Cozatt of Company C, and dispatched them on the road over the hill to Creelsborough. The balance of the command, consisted of a detachment of Company A, 25 men under Captain J.G. Pond; also a detachment of Company B, 16 men under Lieutenant Burgess, numbering 24 men; also a detachment of Company D, numbering 13 men, under Lieutenants Robinson and Burton; a detachment of Company I, numbering 6 men, under lieutenant String; and a detachment of Company H of the Twelfth Kentucky Cavalry, under Lieutenant Lippincott, numbering 30 men, making in all 106 men. He moved with this detachment of his command down the said creek to the crossing of the road from Creelsborough up to the ferry, and thence down this road to Creelsborough.

"As we were ascending the hill into Creelsborough, on the double-quick, the rebel pickets fired on Captain Cozatt's detachment. This firing was the first notice of the rebels, who were in the town and rifling a store, had of our approach. There were 60 to 70 rebels in and around the town. We were met on the brow of the hill by about 25 rebels, mounted and in arms, who rode up within 50 feet of us before they saw us or we them. The firing commenced instantly, and this firing was kept up for several minutes, when the rebels turned and fled down the road through Creelsborough. We pursued rapidly. In passing through the town we were fired upon from nearly every house and place of concealment. We, however, pressed the retreating (rebels) through the town, and I found here that both detachments of the command had gotten together, and were engaged in pursuing this detachment of rebels in hot haste. I rode about the center, and halted the rear and reversed its front, marched back into the town, leaving the right wing to pursue. I ordered every house and stable and hiding place in the town to be searched, which was soon done. The rebels had scattered in every direction. Some had fled to the hills and bushes; others hid under houses and in the lofts, and etc. We only left one rebel on the streets of Creelsborough to die, but left him in the care of our most excellent surgeon, Dr. J.H. Peyton. We took 12 prisoners, one of whom was wounded, and one of whom was E.M. Allen, captain in the Confederate Army.

Our men escaped without a scratch. The surprise of the enemy was perfect.

We arrived in Creelsborough about 11 o'clock, and left there about 1 o'clock for Burksville, where we arrived at 6 p.m., when we reported according to our orders from General Manson, to Colonel Jacob, for duty, thus making a march of about 42 miles, over as bad roads as there are in the mountains of Kentucky, and spent two hours of the day in a brisk little skirmish with the enemy, and in pursuing, retreating, and searching for skulking rebels.

We captured 12 horses and equipments, and several guns and pistols, a full report of which I have not received... "*(The War of the Rebellion, Series 1, Volume 23, part 1, 265).*

June 29, 1863, Creelsboro

A skirmish occurred when a party of under Union Colonel Wolford met a group of about 50 Confederates in the vicinity of Creelsboro. During the engagement, one Confederate was killed and two were captured from Basil Duke's regiment (*The War of the Rebellion, Series 1, Vol. 23, part 1, 628*).

December 6, 1863

Consulting Party Responses re: Eligibility
US 127, Russell and Clinton Counties

Three scouting parties of 100 men each from the Union Kentucky Cavalry, which had been formed in Columbia in the summer of 1863, were sent out to hunt for Confederate guerillas. One party crossed the Cumberland River at Creelsboro. The other two crossed the river at Burksville and Celina.

December 28, 1863, Union Boats from Nashville to Creelsboro

On December 28, 140 sharpshooters and three officers under Union Lieutenant- Colonel Andrew J. Cropsy left Nashville traveling on the Cumberland River on two gunboats and three transports on a patrol to gather information. Cropsy left the transports and 100 of his men at Carthage, Tennessee. He then proceeded up river on the gunboats "Emma Boyd" and "Reindeer". Between Carthage and Creelsboro, they were often fired upon by Confederates hidden along the river bluffs. On December 31, Cropsy arrived at Creelsboro. The river level was falling rapidly and Cropsy feared that his boats would not have sufficient draft. Cropsy turned around at Creelsboro and returned to Nashville (*The War of the Rebellion*, Series 1, Vol. 31, Part 1, 644).

April 24, May, 1865

On April 24, 1865, Major Bridgewater's battalion of state troops were ordered to Jamestown for the purpose of scouting Russell County.

February- May 1865

A number of union soldiers were mustered for Company E of the South Cumberland Battalion between February and May in Creelsboro. On May 1, 1865, 73 recruits were mustered into Company A and 12 were mustered into Company E of the South Cumberland Battalion (*Kentucky Adjutant General's Report*, pp. 808-809, 815).

Response, Champ Ferguson

Champ Ferguson was born on a branch of Spring Creek about one-and-one-half miles from Elliotts Cross Roads near Albany in Clinton County in 1821. He grew up along the Kentucky-Tennessee border in the Cumberland mountains and had a reputation for fighting and violence his entire life. In his thirties he moved with his wife and family from southern Kentucky into the Calfkiller River Valley in White County, Tennessee.

During the Civil War, the people of east Tennessee were divided in their loyalties to the Union and Confederate causes. The mountainous terrain and lack of law enforcement during the war years created an opportunity for guerilla fighters or irregular military groups to operate. Families were often divided. For reasons which have been debated, Ferguson developed a fierce hatred for the Union cause and enlisted in the Confederacy in the fall of 1861. Ferguson would later claim that Confederate officials had promised him that they would ignore a previous murder charge if he agreed to support the Confederate cause. Ferguson initially served as a private in the independent cavalry command of Captain Scott Bledsoe. At different times during the war, Ferguson had contact with and served as a scout for Confederate units led by Brig. Gen. John Hunt Morgan and Maj. Gen. Joseph Wheeler. Ferguson organized a unit of men and began to attack civilians in the region believed to have Union sympathies. Ferguson's men were not subject to military discipline and often engaged in behavior which violated military rules. There are many stories about the sadistic acts of Ferguson and his men.

General Basil W. Duke, brother-in-law of John Hunt Morgan met Ferguson in Sparta, Tennessee in July 1862 when he reported for duty as a scout for Morgan's Cavalry on its first raid into Kentucky. According

According to Gen. Duke, “He was a rough-looking man but of striking and rather prepossessing appearance, more than six feet in height and powerfully built....His personal adventures, combats, and encounters were innumerable. Some of his escapes, when assailed by great odds, were almost incredible and could be only explained by his great bodily strength, activities, adroitness in the use of his weapons, and savage energy”.

In late 1864 and 1865, Ferguson was attached to the commands of General John C. Breckenridge and Joseph Wheeler. At the end of the Civil War, Ferguson was arrested by Union officers and tried in Nashville for 53 murders. Ferguson admitted to killing over 100 men, but indicated that these acts occurred as part of military activities. On October 10, 1865, he was found guilty and was hanged on October 20, 1865.

References to Champ Ferguson in the Jamestown Area from *The War of the Rebellion*

There are multiple references to Ferguson’s guerilla activity along the Cumberland River in vicinity of Jamestown during May and June, 1863.

Mouth of Greasy Creek, Russell Co. to Monticello in Wayne County, May 11, 1863

On May 11, 1863, Union Captain Wendell D. Wiltsie, 20th Michigan Infantry reported from Camp at Green’s Ferry in Russell County that he had received orders from Colonel Jacob to proceed with 100 men to “where a band of guerillas, under the notorious (Champ) Ferguson, was supposed to be lurking in the mountains between here and Monticello and, if possible to discover and break it up...I left the Monticello Road on our right and proceeded by mountain paths to Harmon’s Creek; thence back to the road at Alcorn’s which is nine miles from the ferry and 7 from Monticello. From here we proceeded south to Beaver Creek and returned to Alcorn’s..not having met any armed force, but capturing in all 12 prisoners and 5 horses, supposed to belong to the band we were in search of, and burning Alcorn’s distillery, supposed to be a lurking place for bushwhackers. Had sent men looking in ravines and rock houses for guerillas. Attacked by 300 men of Morgan’s advance guard from direction of Monticello”. (*The War of the Rebellion*, Series 1, Vol. 23, Part 1, 307-308).

Somerset, May 23, 1863

In a report from Gen. S. P. Carter to Brig. General O.B. Wilcox, Carter described a strong position nine miles from Jamestown, known as “Three Forks of Wolf”. As early as the fall of 1861, the rebels had troops stationed there and threw up some defenses. Carter anticipated that the marauding gangs of Champ Ferguson, numbering about 150 from Wayne and Clinton counties, “will in all probability give us much trouble”. Jamestown is about 35 miles south of Monticello (*The War of the Rebellion*, Series 1, Vol. 23, Part 2, 359-360).

Battle of Horseshoe Bend, May 10, 1863

Ferguson was rumored to have been in the vicinity during the Battle of Horseshoe Bend which occurred on May 10, 1863 when Confederate Gen. John Hunt Morgan engaged in a skirmish with Union Colonel Jacob’s and his force of 500 men for control of the Narrows of the Cumberland River. The engagement lasted all day.

Sparta, Tennessee, July 29, 1863

By July 1863, Ferguson was in the vicinity of Sparta, Tennessee. On July 29th Confederate Col. George

G. Dibrill, 13th Tennessee reported that his men had been attacked by the brigade of Col. Minty. The fighting ranged over an area that included Wild Cat Creek, Calfkiller River, and Blue Spring Creek. During the fight, Dibrill was reinforced by Champ Ferguson with a part of his company and by several citizens (*The War of the Rebellion*, Series 1, Vol 23, Part 1, 847-848).

August 18, 1863 23rd Army Corps, near Albany, Ky.

Union Lieutenant Carr encountered Champ Ferguson and his troops at Albany. Carr indicated that two of Ferguson's men were killed and three were wounded, including Ferguson himself (*The War of the Rebellion*, Series 1, Vol. 30, Part 2, 576).

January 4-14, 1864, Col. Thomas J. Harrison, 8th Indiana Cavalry, Cedar Grove, Tenn.

4 units descended Cumberland Mountain to Sparta, one down Caney Fork, one directly to Sparta, one down Blue Spring Cove, one down Calfkiller. The points designated include the localities of Captain Carter's, Captain Champ Ferguson's, Major Bledsoe's, and Colonel Murray's squads of bushwhackers. The move resulted in considerable skirmishing. Group remained on Calfkiller for five days and in the time, we killed 4 of the bushwhackers and wounded 5 or 6, capturing 15, including a captain and lieutenant, 30 horses, and 20 stand of arms. We visited the farm of Champ Ferguson on two occasions, capturing much of the sutler's goods taken by him from Colonel Browlow's sutler, and 5 of his horses, with many valuable articles. Before we left the valley, these bandits would fly to the mountains on the approach of even a squad of our men (*The War of the Rebellion*, Series 1, Vol. 32, Part 1, 65-66).

February 24, 1865

Correspondence from S.G. Burbridge Brevet Major-General USA to Brig. General B.W. Duke, CSA. Informed Duke that he did not intend to hold Duke's command responsible for the murder of Negro soldiers at Saltville in October 1864. The murder of Lieutenant Smith at Emory and Henry Hospital by Champ Ferguson was one of the most diabolical acts committed during the war, and I am surprised at its being passed over without notice by the Confederate authorities. Should he or any of the band that accompanied him on this occasion fall into the hands of U.S. forces, they will not be treated as prisoners (*The War of the Rebellion*, Series 1, Vol. 39, Part 1, 765).

February 26, 1864, Kingston, Tennessee

According to a report from Col. Robert K. Byrd 1st Tennessee Infantry, Champ Ferguson with 150 men made a raid on his courier-line on the 24th at Washington, in Rhea County, killed the provost-marshal at that place, and captured all the couriers from there to Sulphur Springs, killing one and wounding two others. He carried off 11 horses and 11 repeating rifles (*The War of the Rebellion*, Series 1, Vol. 32, Part 1, 485)

March 11, 1864, Calfkiller River, Tennessee

Col. William B. Stokes, 5th Tennessee Cavalry, USA reported that he sent out a scout 80 men under Captains Blackburn and Waters to search for enemy on Calfkiller. They met the enemy concentrate, and numbering 150 men, and after a stubborn and desperate resistance of 1 hour they succeeded in dispersing and running them into the mountains. The rebels lost one man killed and several wounded, the notorious Champ Ferguson being one of the latter. On March 20, another force was sent out and killed 5 men including Lieutenant Bowman. Captain Loure, of the guerillas, was wounded. Captain Bledsoe was killed a few days previously by my men while foraging. Learning that Carter was across Caney Creek, a force

was sent to find him, but was unable to capture him. Hugh's command is scattered over the entire country. They are merely trying to keep out of my way (*The War of the Rebellion*, Series 1, Vol. 32, Part 1, 494-495).

July 7, 1864, Kingston, Tennessee

Major Thomas H. Reeves reported that he was informed that there were some guerillas near Post Oak, about seven miles from Kingston. He learned that there were about 20 rebels under the command of Champ Ferguson at that place pressing horses. Reeves gathered 50 additional men and pursued the rebels. He arrived at Post Oak and found that the rebels had taken 113 U.S. horses and went toward the Cumberland Mountains. They were eight hours ahead of Reeves. Had to graze his stock. Learned that there were 400 more horses on the mountains. After resting started out for Crossville on July 8 and learned upon arrival that the rebels had gotten the horses and then had about 500 U.S. horses and mules. The rebels left the road and took into the mountains. The leaders of the rebel band were Ferguson, Hughes, Clark, and Carter, all present in person. Learned that the rebels had concealed the stolen stock in England Cove (*The War of the Rebellion*, Series 1, Vol. 39, Part 1, 351-352).

July 15, 1864, Kingston Tennessee

The commanding officer reports that guerillas under Champ Ferguson drove off a few days since 500 U.S. horses that Captain Fry was pasturing within a few miles of that place and the mounted force available was inadequate to their pursuit and recapture. General Ammen reports that orders have been given and that efforts will be made to recover the stock and punish the raiders (*The War of the Rebellion*, Series 1, Vol. 39, Part 1, 234)

April 28, 1865

Champ Ferguson was in command of southwest Virginia (*The War of the Rebellion*, Series 1, Vol. 39, Part 2, 508).

May 16, 1865

H.C. Whittemore, Captain and Acting Assistant Adjutant-General, USA writes that Champ Ferguson and his gang of cut-throats having refused surrender are denounced as outlaws, and the military forces of this district will deal with and treat them accordingly (*The War of the Rebellion*, Series 1, Vol. 49, Part 2, 806)

May 30, 1865

The capture of Champ Ferguson and surrender of his guerillas has restored complete quiet to Overton and Fentress counties, Tenn. Written by Wm. D. Whipple, Brigadier General and Chief of Staff, USA (*The War of the Rebellion*, Series 1, Vol. 49, Part 2, 931).

Comment from John B. Flanagan, to Joe Cox, KYTC District 8, 1/18/2007

Item 12. Creelsboro is the ancestral home of Mexico's prominent Creel family, and the Hon. Rodriquez Creel, who, until recently, held a high political post inside the Mexican government, during President Fox's administration c. 2004.

Response

The Creel brothers, Elijah and Elza (Elzy) established a tavern and trading post in the present-day Creelsboro vicinity circa 1809. The Creel family was prominent in Kentucky history and also played an

important role in Mexico's history. A son, Reuben Creel, after serving in the Mexican War, remained in Mexico and became a citizen of that country. His son Enrique became Governor of the State of Chihuahua and was later appointed ambassador from Mexico to the United States. In spite of their association with the town and the fact that it was named for them, apparently no one from the Creel family ever lived in Creelsboro (Martha Carver, Margaret Slater, Richard Tune, "Architectural/ Historical Survey for the Proposed Feasibility Study to Improve Wolf Creek Power Plant, Russell-Clinton Counties, Kentucky", p.29)

Comment, John B. Flanagan, Email to Cathi Blair, 1/24/2007

I omitted one other significant historical structure, the Beulah Campbell House, an agrarian African-American homestead, that is located in Jackman Bottom adjacent to Route A (Orange). Beulah and her sister (name unknown) and their ancestors were former African-American slaves that lived on this approximately 70 acre farm from the close of the Civil War in 1864 to the present day c. 1970s. At the close of the Civil War...John W. Campbell, grandson of Ensign William Campbell, Revolutionary War soldier, gave them this tract of land. This is the same tract of land that contains the first African-American Church, Cemetery, and School in Russell County. The cemetery is located behind the Beulah Campbell House. Route A will go right thru the middle of the historic African-American Church/ School site in what is known as, Horse Hollow.

This "Hollow" takes its name from the place that my family's ancestors hid their teams of horses, mules, and oxen from both Union and Confederate cavalry, to include John Hunt Morgan's units during the Civil War..."

Response

Beulah Campbell Property, Mouth of Horse Hollow is located in the Creelsboro Rural Historic District which was determined eligible in 1989 and is also within the APE for the US 127 project. The deed research confirms that Beulah Campbell (1903-circa 1995) owned the property. According to the census information Beulah Campbell was

the granddaughter of Burrell (also known as Berl) Campbell who was a slave owned by John Campbell who died in 1865. In the inventory of the estate of John Campbell produced by his son, John W. Campbell, are the following 16 slaves: Dicy, William, Gusty (?), Jane, Eler, Bell, Letishey, Murrah, Burrell, Lewis, Merly, Matilda, Letishey, Molly, Mike, and Murrah.

(WB 2/ 502).

According to the deed research, Burrill Campbell bought one tract from the Alexander Jackman heirs in 1878 and another tract from James Jackman and his wife Sarah in 1880. Sarah Hays Campbell Jackman (b. circa 1804) was a link between the Campbell and Jackman families. Sarah Hays was the second wife of John Campbell (1795-1865) in 1865. In 1869, she married Alexander Jackman, Sr. at her home. Alexander or Alex Jackman (1800 to 1877) was the son of William Jackman and father of James Jackman (b. circa 1826).

Deed Research

1995 Larry K. and Wanda A. Helm, Shelby Adrian Akers to Larry K. Helm (148/139)
Tract 1: 8.73 acres

Consulting Party Responses re: Eligibility
US 127, Russell and Clinton Counties

Tract 2: 54.76 acres

Same property as transferred to party of the first part by Beulah Campbell et. a.

February 15, 1995 (146/404)

- 1995 Beulah Campbell, unmarried and the administrator of the estate of Georgia Campbell Steiger, to Larry K. and Wanda Helms and Shelby Adrian Akers (146/404)

Tract 1: Property conveyed to Berl Campbell, Commissioner's Deed Book 1/22 in 1878. Result of Joseph W. Jackman, administrator of Alexander Jackman, deceased versus A.M. Jackman et al. (heirs of Alexander Jackman)

Heirs of Alexander Jackman : A.M. Jackman, H.C. Jackman, Elizabeth Jackman, Rebecca Grider, R.C. Grider, Thomas M. Jackman, John Stapp, Lucy Stapp to certify a deed to Berl Campbell, 1880 (Com. DB 1/22). Property sold February 18, 1879.

Tract 2: Property conveyed to Burrell and Elvy Campbell from James and Sarah Jackman, Feb. 1880, 22 acres for \$220 (DB N/ 236 and DB S/ 504)

References the dividing line between James Jackman and John W. Campbell.

Other reference DB K/339, 19.5 acres, 1873???

In 1870 census, Alexander Jackman 70 was the head of the household Others listed in the household were Sarah Jackman, 66; Elizabeth, 32; Alex M., physician, 28; and Henry C., 23.

- 1995 Affidavit of Descent for Beulah and Georgia Campbell Steiger as affirmed by Alma Lewis of Hopkinsville and Judge Jack Miller of Russell Springs

1. Burrell Campbell also known as Berl Campbell was married to Elvy Campbell, also known as Elva Campbell. They had two children James P. and Bell. No other children
2. Elvy Campbell died prior to 1904 and was survived by her husband and two children
3. Burrell Campbell did not remarry and remained in Russell County. In his will written in 1904 and probated in March 1905 (WB 4/ 112), he devised ½ of his property to his son and the other ½ to daughter Bell for life, with the remainder at death to go to son and son's heirs.
4. Belle Campbell died unmarried with no children in the 1930s.
5. James P. Campbell married Laura White and had four daughters: Jessie Mae, Georgia, Elva, and Beulah
6. James P. Campbell died prior to 1920 and was survived by his wife Laura Campbell. Her dower was extinguished by her death in 1949.
7. Jessie Mae Campbell died unmarried and without children in 1965 in Louisville.
8. Elva Campbell died unmarried in 1985 in Russell County.
9. The heirs of Burrell and Elvy Campbell in 1995 were Beulah, unmarried in nursing home in Elkton and Georgia Campbell Steiger, unremarried widow. Her husband Haywood Steiger died in the 1950s at home at 1919 W. Madison St. in Louisville.
Georgia Campbell Steiger died May 8, 1989.

Information on Beulah Campbell and her family from Creelsboro precinct census records

<u>Year</u>	<u>Head of household</u>	<u>Wife</u>	<u>Children</u>
1920	Laura Campbell, 53		Jessie

Consulting Party Responses re: Eligibility
US 127, Russell and Clinton Counties

			Elva Georgia Beulah, 17
1910	Laura Campbell		Jessie M. Elva Beulah
1900	James S. Campbell	b. 1863 Laura b. 1864	Lizzie B., 1895 Jesse M., 1897 Elva, 1899
No census information from 1890.			
1880	Burrill Campbell, 58	Elva, 56	James, 17
1870	Burrell Campbell, 48	Elva	James b. 1863

On August 17, 1866, Burrell and Elver Campbell declared that they had been living together as husband and wife for 11 years (Sanders, *Russell County Black Marriages, Book 1, 1866-1876*).

Several other black families with the surname of Campbell were living in the Creelsboro precinct in the 1880 census. Dice Campbell, age 52, a female head of household had the following people under her roof: Martha H., 16 and James, 13. In the household of Mike Campbell, a farmer, age 55, were Lucy, age 45; Luvinia, age 14 and Joseph, age 10. Slaves named "Mike" and "Dicy" were listed in the inventory of John Campbell's estate.

In 1880, living with America Campbell, age 40, as the female head of household were Eliza, 23, a sister; Mary B., 12, a niece; and Sally, 16. In the household of William Campbell 25 were Annie, 20; Robert, 8; Ella, 6; Fred, 4; and Etta, 2. In the household of William J. Armstrong, a white merchant in Creelsboro and father of Walter Armstrong, was Sophia Campbell, black age 25.

**Comment, Ted A. Cummings, Letter to Cathi Blair, 1/19/07
Sites on the Cummings Farm**

Comment: Site 1, Tobacco Barn

This barn was completed in 1939 by Mr. Blankenship of Russell Springs, Kentucky. After building this barn, Mr. Blankenship went on to build many barns in Russell County including barns on Dr. Lawrence's farms. At the time this barn was built, it was the largest barn in Russell County. It is still in excellent condition.

Response

This barn is included in the Creelsboro Rural Historic District which was determined eligible in 1989. It is included on the Northrop-Cummings House Site which is located within the APE for the US 127 project.

Early settlers in Salt Lick Bottom included William Beard who received a land grant here in 1800. In 1842,

Alice Northrop (D/ 21) sold land on Salt Lick Creek Bottom to James Northrop (born circa 1811). Northrop also bought land from William Jackman, Adam Jackman, James Jackman, and Alexander Jackman of Jackman Bottom (D/ 228). Northrop either built or came into the possession of a log house built circa 1830. Only the stone chimney remains on potential archeological site. James Northrop's estate was divided among his heirs in 1866. The Northrop-Cummins House was built during the same time period, but is no longer standing. The property containing the James Northrop House later passed to Thursa J. Northrop (1828-1905) whose heirs sold it to the Cummings in 1919.

Comment, Ted A. Cummings, Letter to Cathi Blair, 1/19/07

Site 2, River Boat Captain and Slave

Right behind the tobacco barn is a raised rock wall that protects the graves of a River boat Captain and his slave. According to family legend, the slave fell overboard during a storm during a time when the river was flooded. The Captain lost his life trying to save the slave. The burial site was chosen due to the proximity of the accident and the Captain's direction given before he died that he wanted to be buried where the waters of the Cumberland River would never cover his grave.

Family legend has it that the Captain was a relative of Confederate General Robert E. Lee. One of General Lee's great-nephews (Oakley Lee) lived about a mile from the Manntown Church for many years. The rock wall is in excellent condition. There are no headstones.

Response

This area behind the barn is also included in the Creelsboro Rural Historic District which was determined eligible in 1989. It is included on the Northrip-Cummings House Site which is located within the APE for the US 127 project.

Comment, Ted A. Cummings, Letter to Cathi Blair, 1/19/07

Rock Chimney Built by Slaves in the 1830s.

In one of the bends of Salt Lick Creek stands a chimney that remains from the original cabin built on the farm. The chimney was constructed at the time my great-great-grandmother (my father's fraternal grandmother) was a child on the farm. The chimney was constructed from limestone-some stones probably weighing close to 1000 pounds - and has withstood many floods on the Cumberland River. During my father's life, he saw the waters of the Cumberland River half-way up the chimney several times. The chimney is a work of art and is in excellent condition.

Response

The Northrop House built circa 1830 by James Northrop, was described as being one log pen with partition wall, exterior stone chimney on stone foundation on east wall, exterior brick chimney on stone foundation on west wall. Interior had chair rail, boxed staircase, Federal period mantels in the 1987 report for the Corps of Engineers. It is in the Creelsboro Rural Historic District which was determined eligible in 1989. It is included on the Northrop Log House Site which is located within the APE for the US 127 project.

Comment, Ted A. Cummings, Letter to Cathi Blair, 1/19/07

Site 4: Area where Salt Lick Creek Converges with the Cumberland River

On the western bank of Salt Lick Creek I have found many, many, very well preserved artifacts from Native American Culture. Arrowheads, scrapers, bowls and grindstones are a few of the things that

that have been found at this site.

Response

A copy of the information on the area in the vicinity of the Salt Lick Creek's convergence with the Cumberland River has been given to Cultural Resource Analysts, Inc. (CRAI) which is doing the archeology study for the project. The response from Cultural Resource Analysts, Inc. is as follows:

“A narrow portion of Alternative A crosses the landforms of Salt Lick Bottom between Rock Lick Creek and Salt Lick Creek. No previous archeological survey has been conducted and no archeological sites are previously recorded in the Kentucky Office of State Archeology files for this area.

This area was pedestrian surveyed during CRAI's investigation in the Summer/ Fall 2007 to assess the landforms present within Alternate A. A small floodplain and low terrace were noted in the project area. No archeological sites were found during this survey, but ground surface visibility was poor. Furthermore, no subsurface testing was conducted at this time. However, the setting is considered a high potential area for archeological sites, with other sites such as Site 15Ru61 and FS-1 found on similar landforms on Long (Jackman) Bottom. Considering this, there is a good potential for archeological deposits to be found in the portions of Alternate A that would cross Salt Lick Bottom.”

BIBLIOGRAPHY

Adair County Deeds, Department of Libraries and Archives, Frankfort.

Brent, Joseph E. "Battle of Mill Springs Historic Areas". National Register Nomination, Kentucky Heritage Council, 1992.

Barbette, Ruth P. "Greasy Creek Settlement of Russell County, Kentucky, from the Earliest Times to the Formation of the County". *Russell County Historical Society Newsletter*. Kentucky Historical Society Library, Frankfort.

Barbette, Ruth P. *Marriage Records of Adair County, Kentucky, 1802-1840*. Privately printed, 1975.

Campbell Family File, Kentucky Historical Society Library, Frankfort.

Carver, Martha, Margaret Slater, Richard Tune of Bacon, Inc. "Architectural/ Historical Survey for the Proposed Feasibility Study to Improve Wolf Creek Power Plant". U.S. Army Corps of Engineers, Nashville District, 1988.

Cultural Resource Analysts, Inc. "Management Summary for the Preliminary Archeological Investigations US 127 Reconstruction Project".

Cummings, Ted A. Letter to Cathi Blair, 1/19/07.

Davis, George, Leslie Perry, Joseph Churchly. *The Official Military Atlas of the Civil War*. Government Printing Office, 1891-1895. Reprinted as *The Official Atlas of the Civil War*. New York: Thomas Yoseloff, 1958.

Department of Education Map Book, 1930s. Drawer 3, Map File 9: 9G. Department of Libraries and Archives, Frankfort.

Flanagan, John B. Letter to Joe Cox, "Cultural Historic Issues, Section 106 Consulting Party Status, US 127 Reconstruction Project, Clinton and Russell Counties, Items No. 8-108 and 8-115, 1/18/07

Flanagan, John B. Email to Cathi Blair, "Addendum to my letter dated 1/18/07; Cultural Historic Issues, Section 106 Consulting Party", 1/24/07.

Jackman Family File, Kentucky Historical Society Library, Frankfort.

Kentucky Geological Survey. "Russell County Base Map". 1924.

Miller, Samuel and Nora Miller. *Russell County Cemetery Records*. Typewritten manuscript, Kentucky Historical Society, Frankfort.

Russell County Deeds, Russell Courthouse, Jamestown and the Department of Libraries and Archives, Frankfort.

- Russell County General Highway Map. Kentucky State Highway Department, 1937.
- Russell County General Highway Map. Kentucky State Highway Department, 1950.
- Russell County History and Families*. Paducah, Turner Publishing Co., 1996.
- Sanders, Carol L. *Marriage Records, Books I and II, 1826-1860*. Blue Ash: Ohio Publishing Co., 1984.
- Sanders, Carol L. *Marriage Records, Books III, IV, and V, 1867-1875*. Blue Ash: Ohio Publishing Co., 1986.
- Sanders, Carol L. *Russell County Black Marriages, Book 1, 1866-1876*. Blue Ash: Ohio Publishing Co., 1987.
- Sanders, Carol L. *Russell County Marriage Records, 1860-1867, 1860 Loose Paper Marriages and Book III*. Ash: Ohio Publishing Co., 1985.
- Scott, Robert, editor. *The War of the Rebellion*. Washington: Government Printing Office, 1889-1890.
- Speed, Thomas. *Union Regiments of Kentucky*. Louisville: Courier Journal Job Printing Co., 1897.
- Stevens, Larry. www.ohiocivilwar.com.
- Sussenbach, Tom. "Revised Report on a Cultural Resource Assessment of the Early Times Fish Farm". Program for Cultural Assessment and Graduate Studies, University of Kentucky Archeological Report 284, 1992.
- Tuttle, John W. *Diary of Captain John W. Tuttle, Monticello, Kentucky, Third Kentucky Volunteer Infantry, Company H*. Kentucky Virtual Library, Digitized Books.
- Wells, J.W. *History of Cumberland County, Kentucky*. Louisville: Standard Printing Co., 1947.
- Withers, Spencer. "Oil and Gas Map of Clinton County, Kentucky". Kentucky Geological Survey, Series VI, 1925.
- Wooten, Ruth. *Cumberland County, Kentucky, Yesterday and Today*. Dallas, Texas: Curtis Media, 1992.



STEVEN L. BESHEAR
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

MARCHETA SPARROW
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE

300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

MARK DENNEN
ACTING EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

April 22, 2009

Mr. David M. Waldner, Director
Division of Environmental Analysis
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

**Re: A Cultural Historic Eligibility Report for the
US 127 from South of Jamestown to KY 90 and
Russell and Clinton Counties, Kentucky (Item No. 8-115.00 & 8-108.00)**

Dear Mr. Waldner:

The State Historic Preservation Office received for review and approval the above-referenced report completed by Helen C. Powell at H. C. Powell and Co. on March 11, 2009. The proposed undertaking involves the construction of a two-lane, undivided, 'rural typical' roadway with twelve foot lanes and 10 foot shoulders that expands upon US 127 South of Jamestown through Russell and Clinton Counties, Kentucky.

In a letter dated December 20, 2006, this office concurred with the findings of a preliminary eligibility assessment with the understanding that a full baseline study and survey of all sites within the APE would follow. This preliminary report identified four sites and one historic district as being eligible for listing in the National Register of Historic Places (NRHP). These four sites included the Dr. M.M. and Opal Lawrence House (RU-543), the Lake Cumberland Texaco Station (RU-545), the Wolf Creek Dam and Powerhouse (RU-555), and the Seventy-Six Baptist Church (CT-103). Within the Creelsboro Historic District, the consultant identified 35 contributing sites.

In this most recent baseline, the consultant identified 39 sites within the project's Area of Potential Effect (APE) and 35 additional sites within the Creelsboro Historic District. Following a site visit by staff of the Heritage Council on Friday, April 17th, 2009, four additional sites were photographed, but no further research was conducted (these are now Site 40, 41, 42, and 43). One of these newly identified sites, Site 42 (CT-112) will be significantly impacted by a proposed alternative (Segment 15, Alternative B). Another, Site 43 (RU-594), will be impacted by Segment 17, Alternative A. Should these segments be considered further, historical research on both properties must be conducted in order to properly evaluate them for the National Register, including their potential eligibility as contributing elements to the Creelsboro Historic District. The built environment of each property reflects early twentieth century agriculture and dates within the district's period of significance (1790-1930).

As a point of further interest: Site 42 is located on Williams Road, a roadway that is overgrown and infrequently used, but which all maps included in this report show connecting Salt Lick Road in Russell County to US 127 in Clinton County. Therefore, other historic cultural resources might be present along this roadway that would be significantly impacted by 15B.

We concur with the determinations made in this and the previous eligibility report that **Sites 6, 8, 18, 32 and the Creelsboro Rural Historic District are eligible** for listing in the National Register of Historic Places (NRHP), but it should be noted that the Wolf Creek Dam and Powerhouse National Register boundaries extend beyond the footprint of the dam to include the powerhouse and other connected structures dating to the same construction period.

We concur with the impact matrix as presented in KYTC correspondence and in this report, but it does not assess the impacts of Segment 15, Alternative B on Williams Road and adjacent properties. Additional fieldwork is required should this alternative be further considered.

Cultural Historic Survey of US 127 from South of Jamestown to KY 90

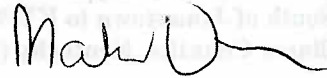
Russell and Clinton Counties, KY (Item No. 8-115.00 and 8-108.00)

We concur with the author and the staff at KYTC-DEA that Segment 16, Alternative C will have the least physical and visual impact to contributing historic resources. Segments 15 and 17 of Alternative B, as well as Segment 18 of Alternative A, will negatively impact both the northern and southern halves of the district, while 16C will limit the physical impacts to Swan Pond Bottom on the south side of the Cumberland River. Therefore, **Alternative C** appears to minimize the project's adverse impacts to the greatest extent.

Since all proposed alternatives will have takings that result in an **Adverse Effect to the Creelsboro Rural Historic District**, further consultation with this office regarding the resolution of adverse effects will be required. We look forward to working with KYTC staff in the future to minimize and/or mitigate impacts to significant cultural historic resources.

Should you have questions regarding these comments, please contact Danae Peckler of my staff at (502) 564-7005, extension 127.

Sincerely,



Mark Dennen
Executive Director and
State Historic Preservation Officer

Cc: Amanda Abner, KYTC-DEA

DAP:dap



Clinton County Historical Society

P.O. Box 177

Albany, Kentucky 42602

(606) 387-6021

July 20, 2009

Mr. Jami B. West
Transportation Cabinet
Department of Highways District 8 Office
1660 South Highway 27
P.O. Box 780
Somerset, Kentucky 42502

In re: Letter dated July 14, 2009 to the
Clinton County Historical Society
Concerning realignment of US 127

Dear Mr. West:

Thank you for your letter of July 20, 2009. Please change the address of the Clinton County Historical Society to P.O. Box 177, Albany, Kentucky 42602.

Thank you.

Sincerely,



Luther C. Conner, Jr.
President

LCCJr: slj

26sljlet-CCHS.doc

**Section 106 CP Letter Request for Comment on SHPO Letter, Determination of Effects, Adverse Effects
– US127 Realignment Projects, July 14, 2009**

Correspondence Log

<p><u>7-17-09</u> Anthony Carnes (phone) 606-423-9959</p>	<p>Has questions about some historical properties and said he would send them to me in an email. Also had questions about a map of the property north of the project. I referred the map question to Joe Gossage.</p>	<p>8-4-09, I sent an email to Tiffany Carnes following up because I'd never heard anything out of Mr. Carnes.</p>
<p><u>7-17-09</u> Ted Cummings (phone) tacrph@yahoo.com</p>	<p>Interested in finding out what sites 6, 8, 18 and 32 and the Creelsboro Historic District involve/include. Commented about some artifacts along the river and a pedestrian survey along the river.</p>	<p>8-4-09, I sent Mr. Cummins an email asking for more specifics regarding his questions so that I can appropriately respond.</p> <p>8-19-09 Mr. Cummins called apologizing for not responding. Gave me the email address because the original email address we had on file was incorrect. He requested to know what sites 6, 8, 18 and 32 were as they were eligible for the register.</p> <p>8-19-09 I responded in an email to Mr. Cummins with the identification for the sites he requested.</p>
<p><u>7-20-09</u> Clinton Co. Historical Society (via letter)</p>	<p>Change of address: P.O. Box 177, Albany, KY 42602 606-387-6021</p>	
<p><u>8-3-09</u> Coleman Coffey</p>	<p>Commented that he was fascinated with the civil war data provided and was curious about our historical resources.</p>	
<p><u>8-14-09</u> Bill Severens</p>	<p>Mr. Severens called requesting a copy of the CP letter and packet of attachments. He stated that Mr. McClure passed away and Mrs. McClure had given him a copy of the letter she received.</p>	<p>On 8-25-09 Mr. Severens came by and picked up a copy of the CP letter and packet.</p>



U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 28, 2009

Ms. Karen Kaniatobe, THPO
Cultural/Historic Preservation Department
Absentee Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

Subject: Invitation to Consult on Transportation Impacts to Native American Sites
Phase I Archaeological Results
Proposed Reconstruction of US 127
Russell and Clinton Counties, Kentucky
KYTC Item Numbers 8-108 and 8-115

Dear Ms. Kaniatobe:

The Federal Highway Administration (FHWA), in partnership with the Kentucky Transportation Cabinet (KYTC), invites you, as a federally recognized Indian Tribe, to consult on a federally funded transportation project. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties of significance to Indian tribes. We are requesting your assistance in identifying areas with potential cultural and/or religious significance to your tribe, which may be impacted by this federal-aid transportation project.

A Phase I archaeological survey of proposed impacts within the bottomlands of the Cumberland River valley was conducted. The results of this survey recorded or reexamined seven sites which contained prehistoric (Native American) components (15Ru59, 15Ru60, 15Ru83, 15Ru84, 15Ru87, 15Ru125, and 15Ru126). The management summary recommends Phase II testing, deep testing, or additional Phase I survey for sites 15Ru59, 15Ru60, 15Ru83, and 15Ru125 if they are to be impacted by the project. Also, once the preferred alignment is selected, Phase I survey for the remaining portions of the alignment will be required. All findings will be reviewed by FHWA, KYTC, and the SHPO.

In summary, all Phase I archaeological survey was conducted in accordance with accepted guidelines. Phase II archaeological testing, additional Phase I archaeological survey, or deep testing has been recommended if these sites can not be avoided. There was no evidence of prehistoric (Native American) human remains. Should evidence of prehistoric human remains be discovered, work will cease immediately pending notification of your tribe. Any and all findings will be properly secured and protected.

You are receiving this letter and attachment via email. We would appreciate your response to this invitation within 30 days of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues to your tribe and consider our archaeological process and findings for this project adequate. If you need additional information or would like an extension of the response time, please advise us via email, telephone, or in writing.

We look forward to working with you on this project. Please direct your comments and/or inquiries to Anthony Goodman of my staff by phone at (502) 223-6742 or by email at Anthony.Goodman@fhwa.dot.gov.

Sincerely Yours,



For
Jose Sepulveda
Division Administrator
Federal Highway Administration

JS/ag/crs

Attachment

c: Mark Dennen (KY SHPO)
Jami West (KYTC District 8)
Tim Foreman (KYTC)
Tom Springer (QK4)
Archaeology Files (KYTC)
FHWA Project File w/e





U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 28, 2009

Dr. Richard Allen, THPO
Cherokee Nation
P.O. Box 948
Tahlequah, OK 74465

Subject: Invitation to Consult on Transportation Impacts to Native American Sites
Phase I Archaeological Results
Proposed Reconstruction of US 127
Russell and Clinton Counties, Kentucky
KYTC Item Numbers 8-108 and 8-115

Dear Dr. Allen:

The Federal Highway Administration (FHWA), in partnership with the Kentucky Transportation Cabinet (KYTC), invites you, as a federally recognized Indian Tribe, to consult on a federally funded transportation project. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties of significance to Indian tribes. We are requesting your assistance in identifying areas with potential cultural and/or religious significance to your tribe, which may be impacted by this federal-aid transportation project.

A Phase I archaeological survey of proposed impacts within the bottomlands of the Cumberland River valley was conducted. The results of this survey recorded or reexamined seven sites which contained prehistoric (Native American) components (15Ru59, 15Ru60, 15Ru83, 15Ru84, 15Ru87, 15Ru125, and 15Ru126). The management summary recommends Phase II testing, deep testing, or additional Phase I survey for sites 15Ru59, 15Ru60, 15Ru83, and 15Ru125 if they are to be impacted by the project. Also, once the preferred alignment is selected, Phase I survey for the remaining portions of the alignment will be required. All findings will be reviewed by FHWA, KYTC, and the SHPO.

In summary, all Phase I archaeological survey was conducted in accordance with accepted guidelines. Phase II archaeological testing, additional Phase I archaeological survey, or deep testing has been recommended if these sites can not be avoided. There was no evidence of prehistoric (Native American) human remains. Should evidence of prehistoric human remains be discovered, work will cease immediately pending notification of your tribe. Any and all findings will be properly secured and protected.

You are receiving this letter and attachment via email. We would appreciate your response to this invitation within 30 days of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues to your tribe and consider our archaeological process and findings for this project adequate. If you need additional information or would like an extension of the response time, please advise us via email, telephone, or in writing.

We look forward to working with you on this project. Please direct your comments and/or inquiries to Anthony Goodman of my staff by phone at (502) 223-6742 or by email at Anthony.Goodman@fhwa.dot.gov.

Sincerely Yours,



For
Jose Sepulveda
Division Administrator
Federal Highway Administration

JS/ag/crs
Attachment

c: Mark Dennen (KY SHPO)
Jami West (KYTC District 8)
Tim Foreman (KYTC)
Tom Springer (QK4)
Archaeology Files (KYTC)
FHWA Project File w/e





U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 28, 2009

Mr. Russell Townsend, THPO
Eastern Band of Cherokee Indians
Cultural Resources Division
P.O. Box 455
Cherokee, NC 28719

Subject: Invitation to Consult on Transportation Impacts to Native American Sites
Phase I Archaeological Results
Proposed Reconstruction of US 127
Russell and Clinton Counties, Kentucky
KYTC Item Numbers 8-108 and 8-115

Dear Mr. Townsend:

The Federal Highway Administration (FHWA), in partnership with the Kentucky Transportation Cabinet (KYTC), invites you, as a federally recognized Indian Tribe, to consult on a federally funded transportation project. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties of significance to Indian tribes. We are requesting your assistance in identifying areas with potential cultural and/or religious significance to your tribe, which may be impacted by this federal-aid transportation project.

A Phase I archaeological survey of proposed impacts within the bottomlands of the Cumberland River valley was conducted. The results of this survey recorded or reexamined seven sites which contained prehistoric (Native American) components (15Ru59, 15Ru60, 15Ru83, 15Ru84, 15Ru87, 15Ru125, and 15Ru126). The management summary recommends Phase II testing, deep testing, or additional Phase I survey for sites 15Ru59, 15Ru60, 15Ru83, and 15Ru125 if they are to be impacted by the project. Also, once the preferred alignment is selected, Phase I survey for the remaining portions of the alignment will be required. All findings will be reviewed by FHWA, KYTC, and the SHPO.

In summary, all Phase I archaeological survey was conducted in accordance with accepted guidelines. Phase II archaeological testing, additional Phase I archaeological survey, or deep testing has been recommended if these sites can not be avoided. There was no evidence of prehistoric (Native American) human remains. Should evidence of prehistoric human remains be discovered, work will cease immediately pending notification of your tribe. Any and all findings will be properly secured and protected.

You are receiving this letter and attachment via email. We would appreciate your response to this invitation within 30 days of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues to your tribe and consider our archaeological process and findings for this project adequate. If you need additional information or would like an extension of the response time, please advise us via email, telephone, or in writing.

We look forward to working with you on this project. Please direct your comments and/or inquiries to Anthony Goodman of my staff by phone at (502) 223-6742 or by email at Anthony.Goodman@fhwa.dot.gov.

Sincerely Yours,



For
Jose Sepulveda
Division Administrator
Federal Highway Administration

JS/ag/crs

Attachment

c: Mark Dennen (KY SHPO)
Jami West (KYTC District 8)
Tim Foreman (KYTC)
Tom Springer (QK4)
Archaeology Files (KYTC)
FHWA Project File w/e





U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 28, 2009

Ms. Robin Dushane
Environmental/Land Management Department
Eastern Shawnee Tribe of Oklahoma
P.O. Box 350
Seneca, MO 64865

Subject: Invitation to Consult on Transportation Impacts to Native American Sites
Phase I Archaeological Results
Proposed Reconstruction of US 127
Russell and Clinton Counties, Kentucky
KYTC Item Numbers 8-108 and 8-115

Dear Ms. Dushane:

The Federal Highway Administration (FHWA), in partnership with the Kentucky Transportation Cabinet (KYTC), invites you, as a federally recognized Indian Tribe, to consult on a federally funded transportation project. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties of significance to Indian tribes. We are requesting your assistance in identifying areas with potential cultural and/or religious significance to your tribe, which may be impacted by this federal-aid transportation project.

A Phase I archaeological survey of proposed impacts within the bottomlands of the Cumberland River valley was conducted. The results of this survey recorded or reexamined seven sites which contained prehistoric (Native American) components (15Ru59, 15Ru60, 15Ru83, 15Ru84, 15Ru87, 15Ru125, and 15Ru126). The management summary recommends Phase II testing, deep testing, or additional Phase I survey for sites 15Ru59, 15Ru60, 15Ru83, and 15Ru125 if they are to be impacted by the project. Also, once the preferred alignment is selected, Phase I survey for the remaining portions of the alignment will be required. All findings will be reviewed by FHWA, KYTC, and the SHPO.

In summary, all Phase I archaeological survey was conducted in accordance with accepted guidelines. Phase II archaeological testing, additional Phase I archaeological survey, or deep testing has been recommended if these sites can not be avoided. There was no evidence of prehistoric (Native American) human remains. Should evidence of prehistoric human remains be discovered, work will cease immediately pending notification of your tribe. Any and all findings will be properly secured and protected.

You are receiving this letter and attachment via email. We would appreciate your response to this invitation within 30 days of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues to your tribe and consider our archaeological process and findings for this project adequate. If you need additional information or would like an extension of the response time, please advise us via email, telephone, or in writing.

We look forward to working with you on this project. Please direct your comments and/or inquiries to Anthony Goodman of my staff by phone at (502) 223-6742 or by email at Anthony.Goodman@fhwa.dot.gov.

Sincerely Yours,



For
Jose Sepulveda
Division Administrator
Federal Highway Administration

JS/ag/crs

Attachment

c: Mark Dennen (KY SHPO)
Jami West (KYTC District 8)
Tim Foreman (KYTC)
Tom Springer (QK4)
Archaeology Files (KYTC)
FHWA Project File w/e





U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 28, 2009

Ms. Jodi Hayes, Tribal Administrator
The Shawnee Tribe
P.O. Box 189
Miami, OK 74355

Subject: Invitation to Consult on Transportation Impacts to Native American Sites
Phase I Archaeological Results
Proposed Reconstruction of US 127
Russell and Clinton Counties, Kentucky
KYTC Item Numbers 8-108 and 8-115

Dear Ms. Hayes:

The Federal Highway Administration (FHWA), in partnership with the Kentucky Transportation Cabinet (KYTC), invites you, as a federally recognized Indian Tribe, to consult on a federally funded transportation project. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties of significance to Indian tribes. We are requesting your assistance in identifying areas with potential cultural and/or religious significance to your tribe, which may be impacted by this federal-aid transportation project.

A Phase I archaeological survey of proposed impacts within the bottomlands of the Cumberland River valley was conducted. The results of this survey recorded or reexamined seven sites which contained prehistoric (Native American) components (15Ru59, 15Ru60, 15Ru83, 15Ru84, 15Ru87, 15Ru125, and 15Ru126). The management summary recommends Phase II testing, deep testing, or additional Phase I survey for sites 15Ru59, 15Ru60, 15Ru83, and 15Ru125 if they are to be impacted by the project. Also, once the preferred alignment is selected, Phase I survey for the remaining portions of the alignment will be required. All findings will be reviewed by FHWA, KYTC, and the SHPO.

In summary, all Phase I archaeological survey was conducted in accordance with accepted guidelines. Phase II archaeological testing, additional Phase I archaeological survey, or deep testing has been recommended if these sites can not be avoided. There was no evidence of prehistoric (Native American) human remains. Should evidence of prehistoric human remains be discovered, work will cease immediately pending notification of your tribe. Any and all findings will be properly secured and protected.

You are receiving this letter and attachment via email. We would appreciate your response to this invitation within 30 days of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues to your tribe and consider our archaeological process and findings for this project adequate. If you need additional information or would like an extension of the response time, please advise us via email, telephone, or in writing.

We look forward to working with you on this project. Please direct your comments and/or inquiries to Anthony Goodman of my staff by phone at (502) 223-6742 or by email at Anthony.Goodman@fhwa.dot.gov.

Sincerely Yours,



For
Jose Sepulveda
Division Administrator
Federal Highway Administration

JS/ag/crs
Attachment

c: Mark Dennen (KY SHPO)
Jami West (KYTC District 8)
Tim Foreman (KYTC)
Tom Springer (QK4)
Archaeology Files (KYTC)
FHWA Project File w/e





U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division Office
Jose Sepulveda, Division Administrator

**330 West Broadway
Frankfort, KY 40601
PH. (502) 223-6720
FAX (502) 223-6735**

September 28, 2009

Ms. Lisa Stopp, Historic Preservation Coordinator
United Keetoowah Band of Cherokee Indians
P.O. Box 746
Tahlequah, OK 74465

Subject: Invitation to Consult on Transportation Impacts to Native American Sites
Phase I Archaeological Results
Proposed Reconstruction of US 127
Russell and Clinton Counties, Kentucky
KYTC Item Numbers 8-108 and 8-115

Dear Ms. Stopp:

The Federal Highway Administration (FHWA), in partnership with the Kentucky Transportation Cabinet (KYTC), invites you, as a federally recognized Indian Tribe, to consult on a federally funded transportation project. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties of significance to Indian tribes. We are requesting your assistance in identifying areas with potential cultural and/or religious significance to your tribe, which may be impacted by this federal-aid transportation project.

A Phase I archaeological survey of proposed impacts within the bottomlands of the Cumberland River valley was conducted. The results of this survey recorded or reexamined seven sites which contained prehistoric (Native American) components (15Ru59, 15Ru60, 15Ru83, 15Ru84, 15Ru87, 15Ru125, and 15Ru126). The management summary recommends Phase II testing, deep testing, or additional Phase I survey for sites 15Ru59, 15Ru60, 15Ru83, and 15Ru125 if they are to be impacted by the project. Also, once the preferred alignment is selected, Phase I survey for the remaining portions of the alignment will be required. All findings will be reviewed by FHWA, KYTC, and the SHPO.

In summary, all Phase I archaeological survey was conducted in accordance with accepted guidelines. Phase II archaeological testing, additional Phase I archaeological survey, or deep testing has been recommended if these sites can not be avoided. There was no evidence of prehistoric (Native American) human remains. Should evidence of prehistoric human remains be discovered, work will cease immediately pending notification of your tribe. Any and all findings will be properly secured and protected.

You are receiving this letter and attachment via email. We would appreciate your response to this invitation within 30 days of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues to your tribe and consider our archaeological process and findings for this project adequate. If you need additional information or would like an extension of the response time, please advise us via email, telephone, or in writing.

We look forward to working with you on this project. Please direct your comments and/or inquiries to Anthony Goodman of my staff by phone at (502) 223-6742 or by email at Anthony.Goodman@fhwa.dot.gov.

Sincerely Yours,



For
Jose Sepulveda
Division Administrator
Federal Highway Administration

JS/ag/crs
Attachment

c: Mark Dennen (KY SHPO)
Jami West (KYTC District 8)
Tim Foreman (KYTC)
Tom Springer (QK4)
Archaeology Files (KYTC)
FHWA Project File w/e



Springer, Tom

From: Shields, Carl (KYTC) [Carl.Shields@ky.gov]
Sent: Wednesday, October 14, 2009 9:20 AM
To: Foreman, Tim (KYTC); Springer, Tom; West, Jami B (KYTC-D08); Stackelbeck, Kary (Heritage Council)
Subject: FW: Request to Consult 8-108/115

Wanted to forward this on. NAC is still open, but we've gotten a response from the Cherokee Nation. I will let you know if we receive additional responses and when consultation closes.

Carl

Carl R. Shields - Archaeologist
Division of Environmental Analysis
Kentucky Transportation Cabinet
200 Mero Street, Station
Frankfort, Kentucky 40622
phone: (502) 564-7250 x3345
fax: (502) 564-5655
email: Carl.Shields@ky.gov
<http://www.kytc.state.ky.us/EnvAnalysis/default.asp>

Mandatory Disclaimer: This transmission is sent on behalf of the Kentucky Transportation Cabinet and may be privileged, proprietary or confidential. It is intended for the recipient(s). If you are not the intended recipient(s) or a person responsible for delivering this transmission to the intended recipient(s), you shall not disclose, copy, or distribute this transmission or take any action in reliance on it. If you have received this transmission in error, please notify me immediately by telephone or email.

Thank you.

From: Richard Allen [mailto:Richard-Allen@cherokee.org]
Sent: Monday, October 12, 2009 6:36 PM
To: Goodman, Anthony (FHWA)
Subject: RE: Request to Consult

The Cherokee Nation has no knowledge of any historic, cultural or sacred sites within the affected area. Should any ground disturbance reveal an archaeological site or human remains, we ask that the all activity cease immediately and the Cherokee Nation and other appropriate agencies be contacted immediately.

Thank you,

Dr. Richard L. Allen
Policy Analyst
Cherokee Nation
P.O. Box 948
Tahlequah, Oklahoma 74465
(918) 453-5466 (office)
(918) 822-2707 (cell)

10/14/2009

(918) 458-5898 (fax)

From: Anthony.Goodman@dot.gov [mailto:Anthony.Goodman@dot.gov]
Sent: Monday, September 28, 2009 11:49 AM
To: Richard Allen
Cc: Carl.Shields@ky.gov
Subject: Request to Consult

The Federal Highway Administration (FHWA), in partnership with the Kentucky Transportation Cabinet (KYTC), invites you, as a federally recognized Indian Tribe, to consult on a federally funded transportation project. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties of significance to Indian tribes. We are requesting your assistance in identifying areas with potential cultural and/or religious significance to your tribe, which may be impacted by this federal-aid transportation project. If you have any questions, please contact me at Anthony.Goodman@dot.gov or 502-223-6742. Thank you.

No virus found in this incoming message.
Checked by AVG - www.avg.com
Version: 8.5.421 / Virus Database: 270.14.16/2435 - Release Date: 10/14/09 06:33:00

10/14/2009

SHPO Consultation



Architecture

Engineering

Construction

MEETING MINUTES

Project: US 127
Purpose: Site Review
Place: Clinton & Russell Counties, Kentucky
Meeting Date: April 23, 2003
Prepared By: David Smith
In Attendance: Joe Cox, District 8
Cathi Blair, District 8
Greg Potts, SHPO
Rebecca Turner, DEA
Helen Powell, Helen Powell & Company
David Smith, Qk4

- Looked at Swan Pond Bottom, Creelsboro Historic District.
- David Smith said that USACE did a study in 1989, was reviewed by SHPO, determined expansion of Historic District was eligible.
- Helen set preliminary APE.
- Cathi will check with USACE or USFWS on plan or designation of uses for land below dam.
- There may not be an avoidance alternative; may all be 4 (f).

Next Steps:

- Move Blue line away from McClure closer to Blackfish Creek.
- Move red line to take out curve.
- Maybe move both red and gold lines a little west.



TRANSPORTATION
ENVIRONMENTAL
ANALYSIS

Education, Arts and Humanities Cabinet AUG 4 7 55 AM '03

KENTUCKY HERITAGE COUNCIL

The State Historic Preservation Office

Paul E. Patton
Governor
Marlene M. Helm
Cabinet Secretary

David L. Morgan
Executive Director and
SHPO

July 30, 2003

Mr. David M. Waldner, Director
Division of Environmental Analysis
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

**Re: Area of Potential Effect for the US 27 Project in Russell/Clinton Counties,
Kentucky (Item No. 8-108.00/8-115.00)**

Dear Mr. Waldner:

The State Historic Preservation Office has received for review and approval the Area of Potential Effect (APE) determination for the above referenced project. We concur with the findings of the Kentucky Transportation Cabinet that the proposed APE is currently adequate for factoring potential effects to historic properties. We also concur that this APE should be considered fluid and subject to change as alternates are further developed and refined. Should you have any questions, please feel free to contact Craig Potts of my staff at (502) 564-7005 ext. 121.

Sincerely,

David L. Morgan, Director
Kentucky Heritage Council and
State Historic Preservation Officer





**COMMERCE CABINET
KENTUCKY HERITAGE COUNCIL**

Ernie Fletcher
Governor

The State Historic Preservation Office
300 Washington Street
Frankfort, Kentucky 40601
Phone (502) 564-7005
Fax (502) 564-5820
www.kentucky.gov

George Ward
~~XXXXXXXXXX~~
Secretary

David L. Morgan
Executive Director and
State Historic Preservation Officer

August 14, 2006

Mr. David Whitworth
Federal Highway Administration
330 West Broadway
Frankfort, KY 40601

**Re: Area of Potential Effect (APE) for the US 127 Project in Russell/Clinton
Counties, Kentucky (Item No 8-108.00/115.00)**

Dear Mr. Whitworth:

The State Historic Preservation Office has received for review and approval the Area of Potential Effect (APE) determination for the above referenced project. We concur with the Kentucky Transportation Cabinet's Division of Environmental Analysis that as the project alternatives now stand, the APE drawn by Helen Powell appears appropriate.

Should you have any questions, please feel free to contact Janice-Rice Brother of my staff at (502) 564-7005 ext. 121.

Sincerely,

David L. Morgan, Executive Director
Kentucky Heritage Council and
State Historic Preservation Officer





**COMMERCE CABINET
KENTUCKY HERITAGE COUNCIL**

Ernie Fletcher
Governor

The State Historic Preservation Office
300 Washington Street
Frankfort, Kentucky 40601
Phone (502) 564-7005
Fax (502) 564-5820
www.kentucky.gov

George Ward
Secretary

December 20, 2006

Mr. David M. Waldner, Director
Division of Environmental Analysis
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

Re: Eligibility Report US 127 From South of Jamestown to KY 90 in Russell, Clinton and Cumberland Counties, Kentucky (Item No 8-108.00 and 8-115.00)

Dear Mr. Waldner:

The State Historic Preservation Office received for review and approval on November 22, 2006, the above-referenced eligibility report completed by Helen Powell of H. Powell and Company, Inc. There are no National Register of Historic Places listed sites within the study area, but the author identified the Dr. M.M. and Opel Lawrence House in Sewellton, Russell County; the Lake Cumberland Texaco Service Station in Freedom, Russell County; the Wolf Creek Dam in Russell County and the Seventy Six Baptist Church in Clinton County, as having NRHP potential. The Creelsboro Rural Historic District in Russell County has been determined eligible by consensus.

We concur with the author's preliminary assessments and look forward to reviewing the full baseline study, with a survey of all sites within the Area of Potential Effect. If you have questions regarding these comments, please contact Janie-Rice Brother of my staff at (502) 564-7005, extension 121.

Sincerely,

David L. Morgan, Executive Director
Kentucky Heritage Council and
State Historic Preservation Officer

Cc: Amanda Abner, KYTC-DEA



STEVEN L. BESHEAR
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

MARCHETA SPARROW
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE

300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

MARK DENNEN
ACTING EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

April 22, 2009

Mr. David M. Waldner, Director
Division of Environmental Analysis
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

**Re: A Cultural Historic Eligibility Report for the
US 127 from South of Jamestown to KY 90 and
Russell and Clinton Counties, Kentucky (Item No. 8-115.00 & 8-108.00)**

Dear Mr. Waldner:

The State Historic Preservation Office received for review and approval the above-referenced report completed by Helen C. Powell at H. C. Powell and Co. on March 11, 2009. The proposed undertaking involves the construction of a two-lane, undivided, 'rural typical' roadway with twelve foot lanes and 10 foot shoulders that expands upon US 127 South of Jamestown through Russell and Clinton Counties, Kentucky.

In a letter dated December 20, 2006, this office concurred with the findings of a preliminary eligibility assessment with the understanding that a full baseline study and survey of all sites within the APE would follow. This preliminary report identified four sites and one historic district as being eligible for listing in the National Register of Historic Places (NRHP). These four sites included the Dr. M.M. and Opal Lawrence House (RU-543), the Lake Cumberland Texaco Station (RU-545), the Wolf Creek Dam and Powerhouse (RU-555), and the Seventy-Six Baptist Church (CT-103). Within the Creelsboro Historic District, the consultant identified 35 contributing sites.

In this most recent baseline, the consultant identified 39 sites within the project's Area of Potential Effect (APE) and 35 additional sites within the Creelsboro Historic District. Following a site visit by staff of the Heritage Council on Friday, April 17th, 2009, four additional sites were photographed, but no further research was conducted (these are now Site 40, 41, 42, and 43). One of these newly identified sites, Site 42 (CT-112) will be significantly impacted by a proposed alternative (Segment 15, Alternative B). Another, Site 43 (RU-594), will be impacted by Segment 17, Alternative A. Should these segments be considered further, historical research on both properties must be conducted in order to properly evaluate them for the National Register, including their potential eligibility as contributing elements to the Creelsboro Historic District. The built environment of each property reflects early twentieth century agriculture and dates within the district's period of significance (1790-1930).

As a point of further interest: Site 42 is located on Williams Road, a roadway that is overgrown and infrequently used, but which all maps included in this report show connecting Salt Lick Road in Russell County to US 127 in Clinton County. Therefore, other historic cultural resources might be present along this roadway that would be significantly impacted by 15B.

We concur with the determinations made in this and the previous eligibility report that **Sites 6, 8, 18, 32 and the Creelsboro Rural Historic District are eligible** for listing in the National Register of Historic Places (NRHP), but it should be noted that the Wolf Creek Dam and Powerhouse National Register boundaries extend beyond the footprint of the dam to include the powerhouse and other connected structures dating to the same construction period.

We concur with the impact matrix as presented in KYTC correspondence and in this report, but it does not assess the impacts of Segment 15, Alternative B on Williams Road and adjacent properties. Additional fieldwork is required should this alternative be further considered.

Cultural Historic Survey of US 127 from South of Jamestown to KY 90

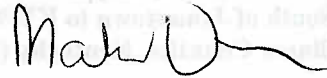
Russell and Clinton Counties, KY (Item No. 8-115.00 and 8-108.00)

We concur with the author and the staff at KYTC-DEA that Segment 16, Alternative C will have the least physical and visual impact to contributing historic resources. Segments 15 and 17 of Alternative B, as well as Segment 18 of Alternative A, will negatively impact both the northern and southern halves of the district, while 16C will limit the physical impacts to Swan Pond Bottom on the south side of the Cumberland River. Therefore, **Alternative C** appears to minimize the project's adverse impacts to the greatest extent.

Since all proposed alternatives will have takings that result in an **Adverse Effect to the Creelsboro Rural Historic District**, further consultation with this office regarding the resolution of adverse effects will be required. We look forward to working with KYTC staff in the future to minimize and/or mitigate impacts to significant cultural historic resources.

Should you have questions regarding these comments, please contact Danae Peckler of my staff at (502) 564-7005, extension 127.

Sincerely,



Mark Dennen
Executive Director and
State Historic Preservation Officer

Cc: Amanda Abner, KYTC-DEA

DAP:dap



From: Springer, Tom

Sent: Wednesday, November 25, 2009 12:08 PM

To: Abner, Amanda (KYTC); Wehner, Jane; West, Jami B (KYTC-D08); Springer, Tom

Subject: FW: 8-115.10 & 108.00, US 126 Clinton and Russell County, Section 106 Mitigation

Amanda and Jami: This email is to summarize the Tuesday, November 24, 2009, meeting with the Kentucky Heritage Council regarding the US 127 Reconstruction and Relocation project in Clinton and Russell counties.

The meeting was held at the KHC office in Frankfort. Those in attendance were Vick Birenberg (KHC), Craig Potts (KHC), Amanda Abner (KYTC DEA), Jami West (KYTC D8), Jane Wehner (Qk4) and Tom Springer (Qk4).

The meeting began with an overview of the project's location, purpose, history, alignment options, environmental issues, and Section 106 status. Tom explained that Qk4 is currently preparing the Environmental Assessment for the project. At present, there is agreement on the APE and Eligibility determinations, and findings of Effects. The key topic for the meeting discussion was potential mitigation options for adverse direct and visual effects to the Creelsboro Rural Historic District.

Amanda noted that, prior to Tuesday's meeting, KYTC had held an internal meeting to discuss mitigation options. At that internal meeting, several options were considered, and it was decided that off-site mitigation in the form of educational materials would be recommended.

At the meeting at KHC, on-site mitigation treatments to the bridge or landscaping the road were discussed and it was agreed these measures would not be effective. The following measures were proposed for consideration:

- That KYTC prepare and submit an application for listing the District on the National Register of Historic Places.
- That, in conjunction with the NRHP application, KYTC prepare and provide educational materials to the land owners explaining how to take advantage of the tax breaks offered to NRHP-listed resources.
- That the KYTC-developed educational materials (i.e., the proposed off-site mitigation) be prepared in the form of a video documenting the history of the District and vicinity. The video would be made available to the area recreational attractions and educational centers, and others who may be identified as the project proceeds.

The meeting ended with a commitment that Amanda and Jami would take these proposed mitigation measures back to DEA and FHWA for consideration.

Tom Springer, AICP, CEP
Director, Planning Department

Qk4

Architecture Engineering Planning

815 West Market Street, Suite 300, Louisville, KY 40202

Direct: 502.992.2891 - Cell: 502.544.6310

tspringer@qk4.com

From: Springer, Tom

Sent: Monday, October 05, 2009 10:20 AM

To: West, Jami B (KYTC-D08); Abner, Amanda (KYTC); Waldner, David (KYTC); Foreman, Tim (KYTC); Logsdon, Phil (KYTC); Wehner, Jane

Cc: Anthony.Goodman@dot.gov

Subject: 8-115.10 & 108.00, US 126 Clinton and Russell County, Section 106 Mitigation

David, Amanda, Jami, Tim, Phil and Anthony (Copied):

This email documents the discussion held this morning (Oct. 5, 2009) regarding Section 106 mitigation for the above-referenced project. The April 22, 2009, SHPO letter states that the recommended preferred alternative (Segment 16) would have an Adverse Effect to the Creelsboro Rural Historic District. It also stated that this segment would "have the least physical and visual impact to contributing historic resources."

The Adverse Effect determination will require the identification of mitigation, the development of an MOA and 800.11(e) documentation. The purpose of the conference call this morning was to begin the process of identifying

mitigation options. During the discussion the following issues were considered:

- Creelsboro is fairly well documented from past USACE research efforts.
- KYTC researched and documented Civil War activity and other issues in response to the Consulting Parties' comments.
- This available information could be used to develop educational materials for local schools, the USF&WS Fish Hatchery, the Lake Cumberland State Park, and other educational places.
- Interpretive signs were also discussed.
- In regard to on-site mitigation, the proposed bridge will be approximately 94 feet above the Cumberland River. As such, the bridge and its approaches will be difficult to visually mitigate with landscaping. Decorative treatments were discussed but thought to be less satisfactory than educational materials since decorative treatments will be difficult to relate to the rural, open historic nature of the area.
- Lighting could be an issue, but before impacts or mitigation are considered, more information about the lighting plans will be obtained from the design team.

After discussing on-site and out-of-kind mitigation, it was decided to recommend to SHPO, following FHWA input, out-of-kind mitigation in the form of developing educational materials to document the historic nature of the Creelsboro area.

It was noted that, although Segment 16 was identified by the SHPO as the alignment that would have the least impact, and Segment 16.1 (developed after the SHPO letter) is now the recommended preferred alignment, additional coordination with the SHPO will need to occur. It will be conducted at the same time as the mitigation coordination. It was also noted that the EA can be submitted without the MOA, but that a commitment to develop an MOA will be included.

Next Steps: After input from FHWA on the information in this email, DEA will schedule a meeting with SHPO.

Tom Springer, AICP, CEP
Director, Planning Department

Qk4

Architecture Engineering Planning

815 West Market Street, Suite 300, Louisville, KY 40202

502.992.2891 - Fx. 502.992.3110

tspringer@qk4.com