



February 22, 2023

Rebecca Thompson
Qk4, Inc.
2225 Lawrenceburg Road #12
Frankfort, Kentucky 40601

**RE: Cultural Historic Overview Study for I-64 between US 127 and US 60 in Franklin County, Kentucky, Item No. 5-551.00
CRA Project No.: K230033
Contract Publication Series: 23-036**

Dear Ms. Thompson,

In February 2023, Cultural Resource Analysts, Inc. (CRA), personnel completed a cultural historic overview study for I-64 between the interchanges for US 127 and US 60 in Franklin County, Kentucky. The study was conducted at the request of Rebecca Thompson of Qk4, Inc., on behalf of the Kentucky Transportation Cabinet (KYTC). The study area was provided by Qk4, Inc. and consists of an area that extends 200 ft north from the centerline of the west-bound lanes of I-64 and 200 ft south from the centerline of the east-bound lanes of I-64. The objective of the overview study is to identify properties within the study area that are potentially significant, listed, or eligible for listing in the National Register of Historic Places (NRHP) that should be taken into consideration as the project plans develop. This letter report was prepared by Brittany Sams of CRA.

CRA personnel submitted a records review request to the Kentucky Heritage Council (KHC) on January 11, 2023. The results (FY23-5121) along with copies of requested survey forms were provided by the KHC on January 27, 2023, and requested copies of reports that may overlap the study area were provided on February 3, 2023. The records review results indicate that one previously surveyed resource is located within or adjacent to the study area (FR 115). Wheatland (FR 115) has a pending NRHP status according to the KHC database. However, the windshield survey and a review of recent aerials confirmed that the primary resource associated with FR 115, the residence, is no longer extant. Wheatland was first recorded on a KHC Survey Inventory form in 1971. In 1976, the site was assigned survey number FR 115 when surveyed as part of a county-wide historic inventory initiative by the KHC and was resurveyed in a similar initiative in 1986 by Historic Frankfort, Inc. FR 115 does not appear to be associated with a cultural historic resource report on file with the KHC. A review of surveys and reports on file at the KHC revealed the study area does not overlap with survey areas in previous cultural historic resource reports within or adjacent to the vicinity.

The study area was subjected to a windshield survey from the public right-of-way (ROW). Brittany Sams and Evan Christodoulou of CRA completed the windshield survey on February 13, 2023. Previously surveyed resources and those that appeared to exhibit potential significance and sufficient integrity for listing in the NRHP were identified during the windshield survey, including one previously surveyed resource (FR 115), 10 previously undocumented bridges, multiple culverts, and previously undocumented properties from the ROW during survey. Resources that appeared eligible for listing in the NRHP, were undetermined, or that were previously identified are mapped on topographic quadrangles and aerials, along with bridges associated with I-64 (Figures 1–3). None of the resources identified during the windshield survey within the study area are listed in the NRHP. FR 115 currently has a pending NRHP status per the KHC database, but the primary resource associated with FR 115 was confirmed to be non-extant during the windshield survey (Table 1). Aerial images indicate the primary resource, a residence, was demolished between 2018 and 2020.

CRA Site 1 has not been previously surveyed and was not clearly visible from the ROW during CRA's windshield survey: aerial images indicate the site includes a house constructed between 2006 and 2007 and

a barn that is over 50 years old, which were partially visible from the ROW and do not appear eligible for listing on the NRHP. However, approximately 600 ft southeast of the barn is a house indicated on a 1924 Frankfort, Kentucky 15-minute topographic map and outbuilding obscured from view by vegetation (Table 2) (United States Geological Survey [USGS] 1924). Although this older residence is on a separate parcel from the new dwelling to the north, both parcels have the same owner.

Ten previously undocumented bridges are located within the study area. On March 10, 2005, the Advisory Council on Historic Preservation (ACHP) adopted the Exception Regarding Historic Preservation Review Process for Effects to the Interstate Highway System. The exemption effectively excludes the Interstate Highway System from consideration as a historic property under Section 106 of the National Historic Preservation Act (NHPA), except for certain individual elements or structures that rise to a level of national significance under the NRHP criteria. Resources excluded from the exemption include: those elements that are at least 50 years old that possess national significance and meet NRHP criteria; elements that are less than 50 years of age, possess national significance, meet NRHP criteria, and are of exceptional importance (and therefore meet Criteria Consideration G); those elements listed or determined eligible for the NRHP by the Keeper of the Register prior to the effective date of the exemption; and elements, such as bridges, tunnels, and rest areas, constructed prior to June 30, 1956 and later incorporated into the Interstate Highway System that possess state or local significance and meet NRHP eligibility criteria (ACHP 2005:11928–11929).

Bridge 1 (Bridge ID: 037B00096N) was constructed in 1992 and is exempt because it is not over 50 years of age and does not rise to a level of significance to qualify as a notable example of its type. Bridges 2 (Bridge ID: 037B00051R) and 3 (Bridge ID: 037B00051L) are continuous steel girder bridges constructed in 1962. Per the ACHP program comment established on November 02, 2012, post-1945, multi-girder steel bridges are exempt from consideration as a historic property under Section 106 of the NHPA (ACHP 2012: 68790–68795). Bridges 4 (Bridge ID: 037B00058R), 5 (Bridge ID: 037B00058L), and 8 (Bridge ID: 037B00029N) are concrete tee-beam bridges constructed in 1962. Per the 2012 ACHP program comment, post-1945, reinforced concrete tee-beam bridges are exempt from consideration as historic properties under Section 106 of the NHPA. Bridges 6 (Bridge ID: 037B00052L) and 7 (Bridge ID: 037B00052R) are continuous steel multi-girder bridges constructed in 1963. Bridges 9 (Bridge ID: 037B00053R) and 10 (Bridge ID: 037B00053L) are continuous steel multi-girder bridges constructed in 1972. Per the 2012 ACHP program comment, post-1945, multi-girder steel bridges are exempt from consideration as historic properties under Section 106 of the NHPA. Each bridge lacks distinctive design components or materials to elevate its architectural significance and identify it a notable example of the type. Therefore, the bridges associated with I-64 within the study area (Bridges 1–10) do not appear to rise to a level of significance to qualify as exceptions to the ACHP Interstate Highway System exemption and are therefore not eligible for listing in the NRHP.

In addition to identifying potentially eligible individual resources during the windshield survey, CRA also considered the potential for historic districts, including rural historic districts, within the study area. The study area does not appear to have potential significance as a historic district or rural historic district based on the windshield survey. Resources which date to the development of the area from the early to late nineteenth century and which may be architecturally or thematically linked were not identified within the study area, and the study area and its vicinity has experienced a substantial number of intrusions in the form of mid- to late twentieth-century residential and/or agricultural development, infrastructure, and industry, along with the construction of I-64. These intrusions have compromised the study area's integrity of setting, feeling, and association. Therefore, for the foregoing reasons, the study area does not appear to have the potential for NRHP-eligible historic districts.

The locations of previously surveyed resources, undetermined resources, and the I-64 bridges identified during the windshield survey are included in the attached aerial photographs and topographic maps, and initial recommendations for potential NRHP eligibility for the resources in the study area during the windshield survey are included in the tables (see Tables 1 and 2) below. Appendix A contains photographs

of the previously surveyed and undetermined resources that were accessible/and or visible during the windshield survey from the public ROW. Other resources 45 years of age and over are located in the study area but those viewed from the ROW by CRA personnel do not appear to have significance and/or integrity for potential listing in the NRHP. Additionally, further investigation will be required to ascertain the NRHP eligibility of one resource (CRA 1) that is located within the study area but is not visible from the ROW. If you have any questions, please do not hesitate to contact me.

Sincerely,



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Bibliography

Advisory Council on Historic Preservation

2005 “Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System.” *Federal Register* 70:11928–11929. Electronic document, <https://www.govinfo.gov/content/pkg/F R-2005-03-10/pdf/05-4739.pdf>, accessed February 17, 2023.

2012 “Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges.” *Federal Register* 77:68790–68795. Electronic document, https://www.achp.gov/sites/default/files/program_comments, accessed February 17, 2023.

United States Geological Survey

1924 Frankfort, Kentucky, 15-minute series topographical quadrangle. United States Department of the Interior, Washington, DC.

Table 1. Recommended Ineligible and Demolished Resource.

Site/Survey #	Resource Name/Function	Address/Location	NRHP Status	Condition	Figures
FR 115	Wheatland	400 Hanley Lane Frankfort, Kentucky 40601	Pending; ineligible per CRA windshield survey	Non-extant primary resource per review of recent aerials and CRA windshield survey	A-7-A-10

Table 2. Undetermined per CRA Windshield Survey.

Site/Survey #	Resource Name/Function	Address/Location	NRHP Status	Condition	Figures
CRA 1	Residence, barn, outbuilding, modern residence	701 Johnson Road Frankfort, KY 40601	Undetermined CRA windshield survey	The modern house and barn are in good condition. The condition of the residence and outbuilding obscured from the ROW is unknown.	A-11-A-13

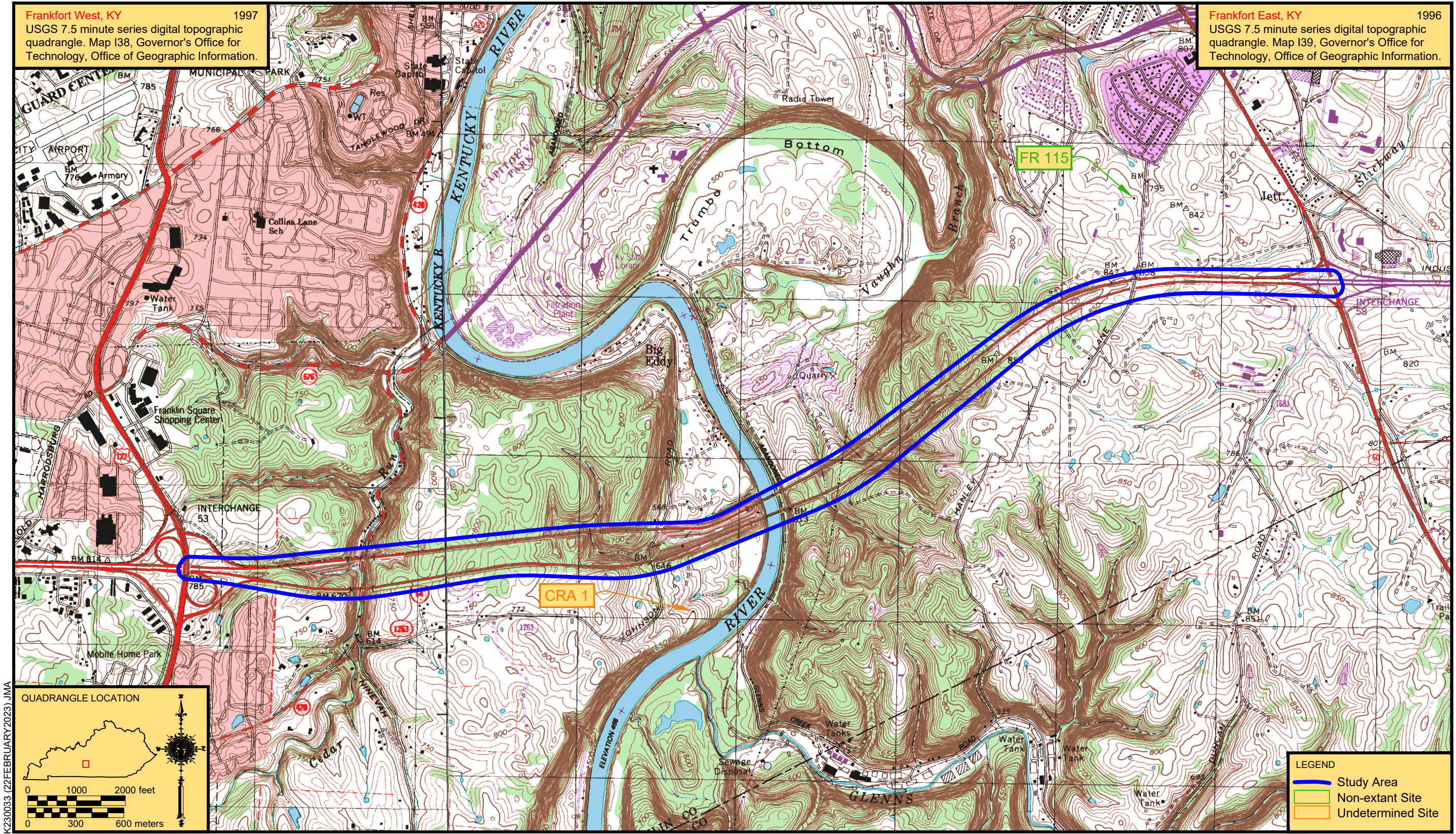
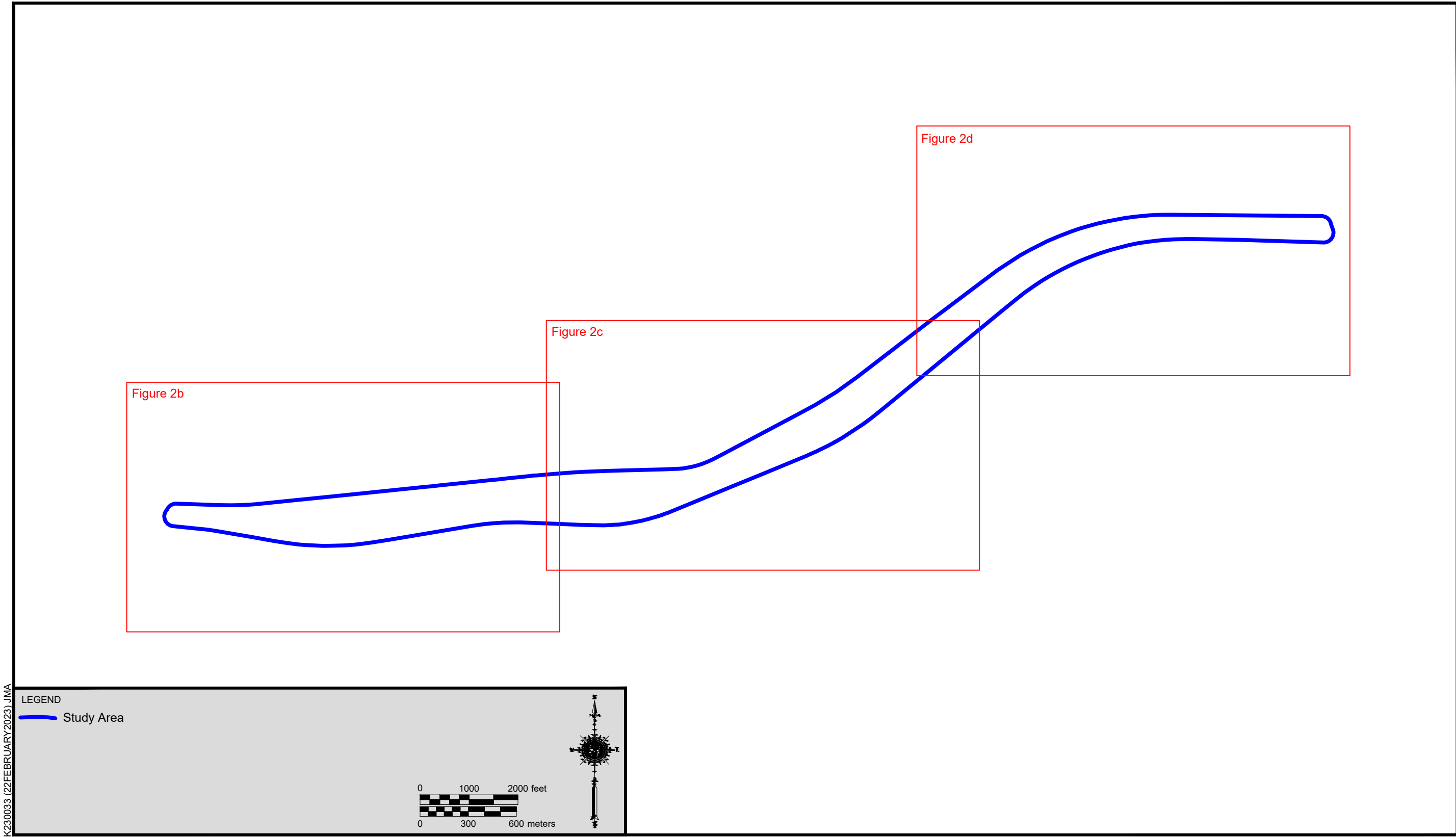


Figure 1. Topographic map depicting the study area and the locations of cultural historic resources.



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Figure 2a. Aerial depicting the study area and the locations of cultural historic resources (KEY).

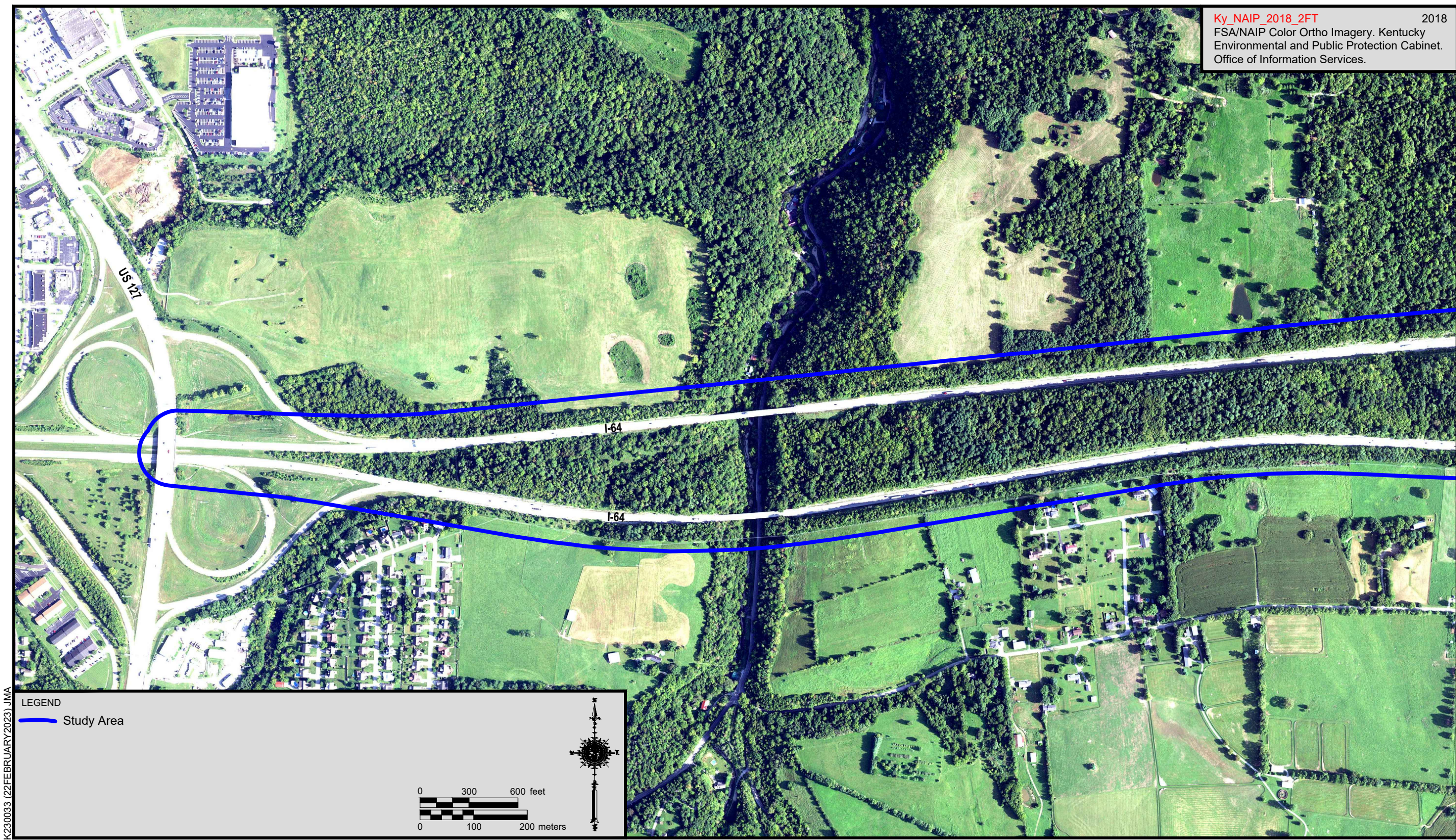
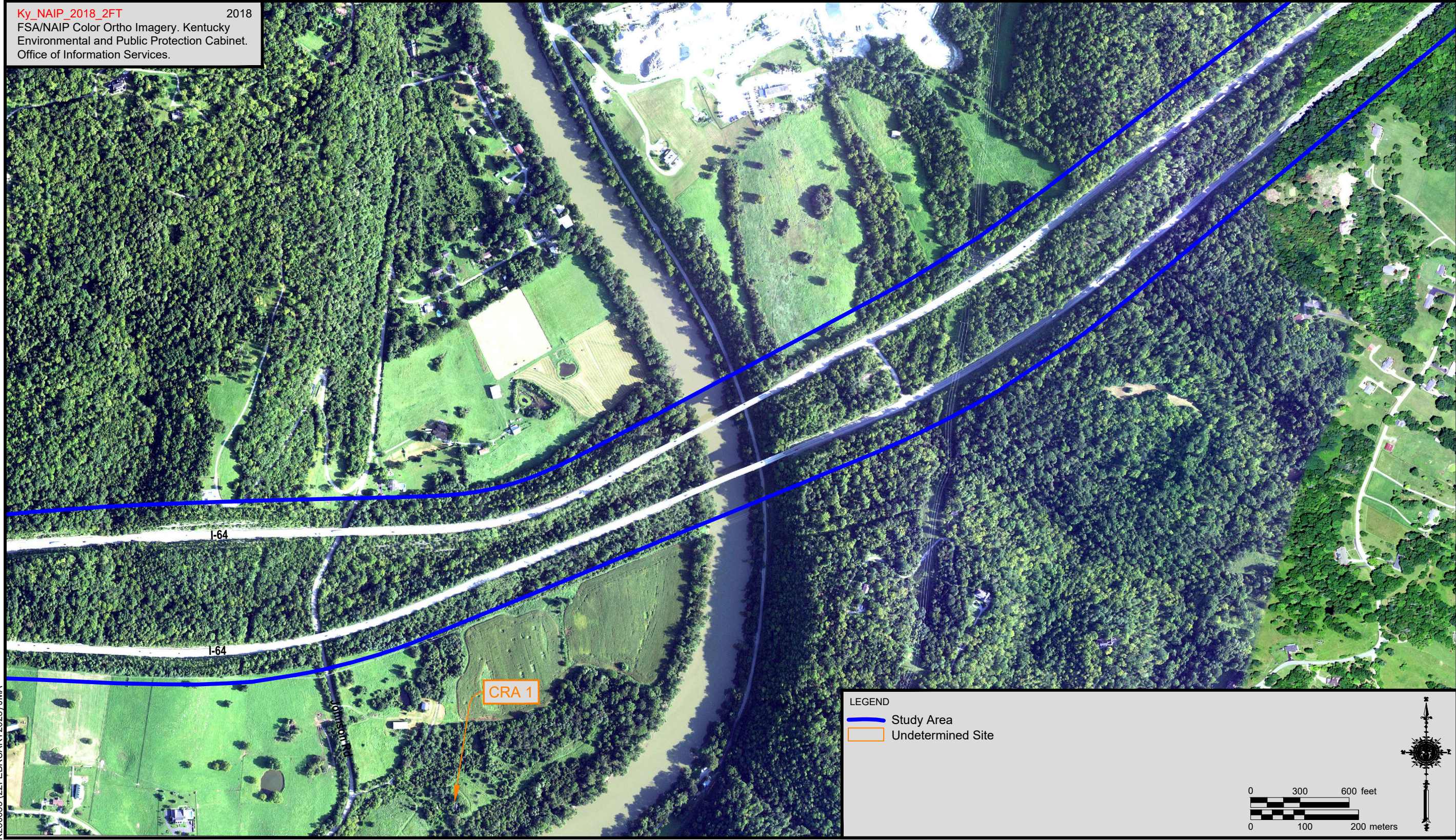


Figure 2b. Aerial depicting the study area and the locations of cultural historic resources.

Ky_NAIP_2018_2FT 2018
FSA/NAIP Color Ortho Imagery. Kentucky
Environmental and Public Protection Cabinet.
Office of Information Services.



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Figure 2c. Aerial depicting the study area and the locations of cultural historic resources.

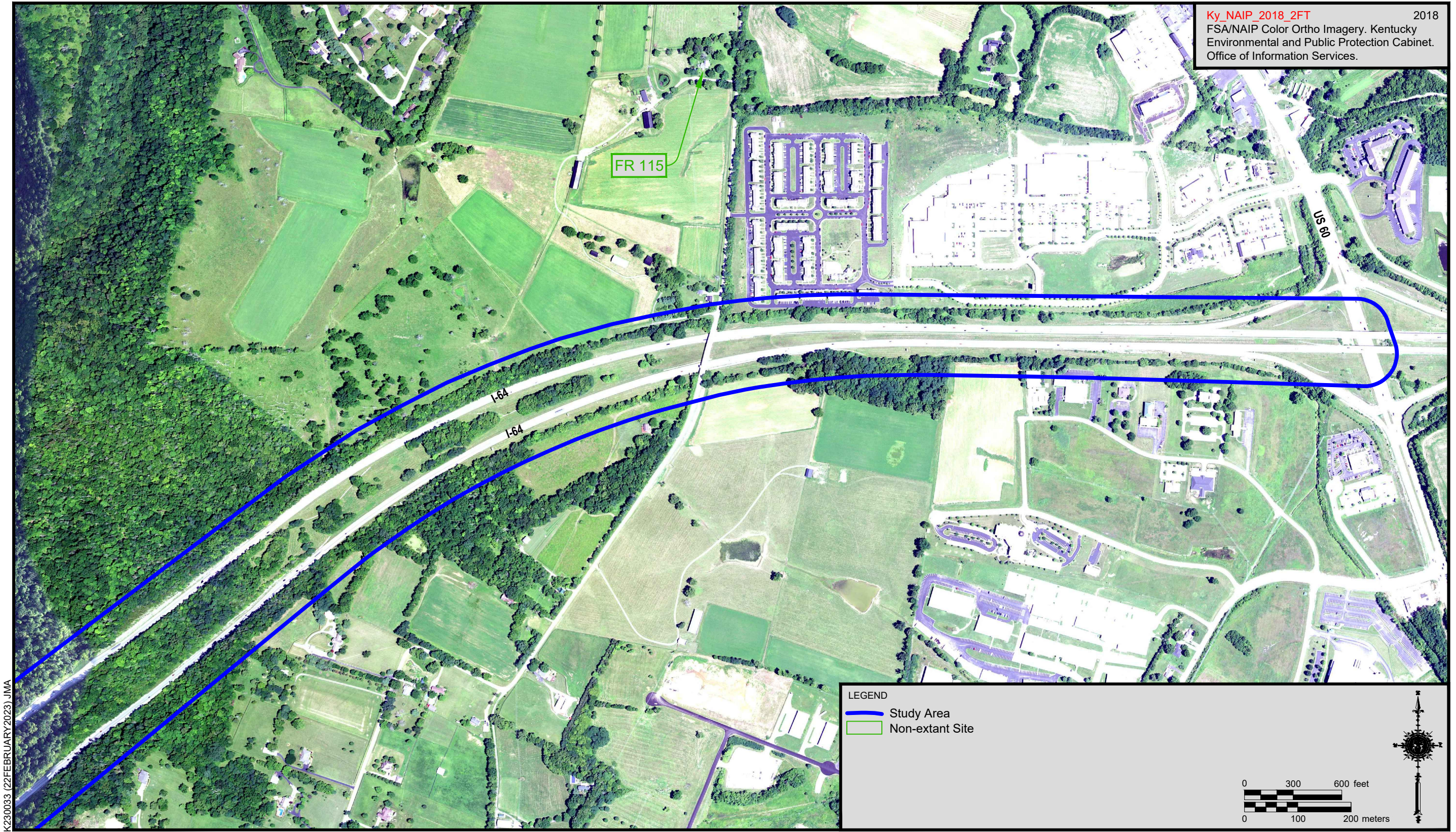


Figure 2d. Aerial depicting the study area and the locations of cultural historic resources.

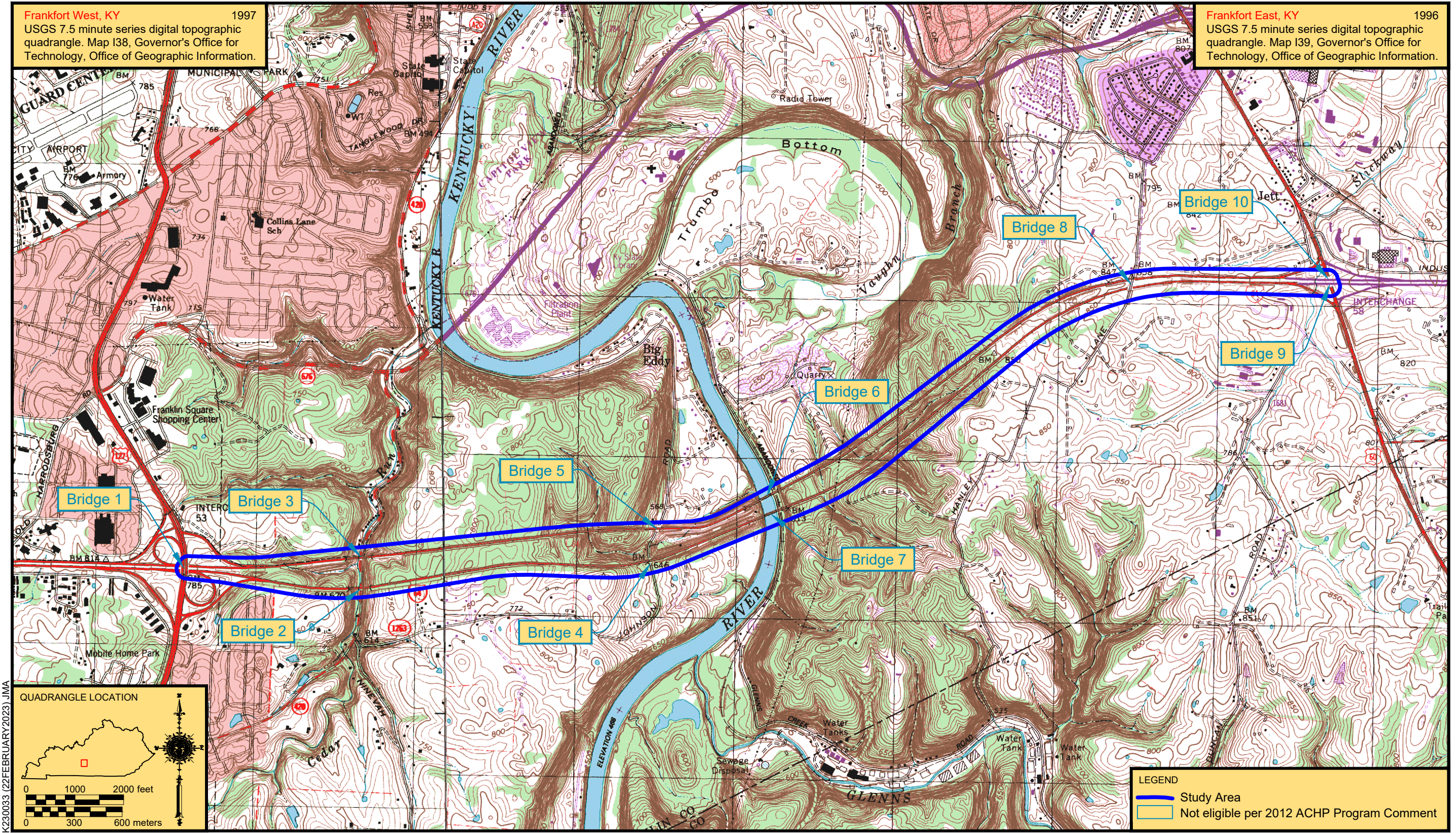


Figure 3. Topographic map depicting the study area and the locations of bridges associated with I-64.

**APPENDIX A. OVERVIEWS OF THE APE AND
PHOTOGRAPHS OF THE RECORDED CULTURAL
HISTORIC RESOURCES**



Figure A-1. Overview of the APE from I-64, slightly west of its intersection with the US 127 bridge, looking east.



Figure A-2. Overview of the APE from I-64, slightly east of where it spans the Kentucky River, looking east-northeast.



Figure A-3. Overview of the APE from I-64, slightly east of where it spans the Kentucky River, looking west-southwest.



Figure A-4. Overview of the APE from the bridge that carries Hanley Lane over I-64, looking east.



Figure A-5. Overview of the APE from the bridge that carries Hanley Lane over I-64, looking west.



Figure A-6. Overview of the APE from the bridge that carries I-64 over US 60, looking west.



Figure A-7. FR 115. Overview of the site, looking southwest.



Figure A-8. FR 115. Northeast and southeast elevations of the equipment shed associated with FR 115, looking west.



Figure A-9. FR 115. North and east elevations of the first barn associated with FR 115, looking west.



Figure A-10. FR 115. Southwest and southeast elevations of second barn associated with FR 115, looking northwest.



Figure A-11. CRA 1. North and west elevations of the barn, looking southeast.



Figure A-12. CRA 1. South and west elevations of the modern house, looking northeast.



Figure A-13. CRA 1. Overview of the site from Johnson Road, facing toward the house and outbuilding associated with the site which are obscured from view, looking east-southeast.