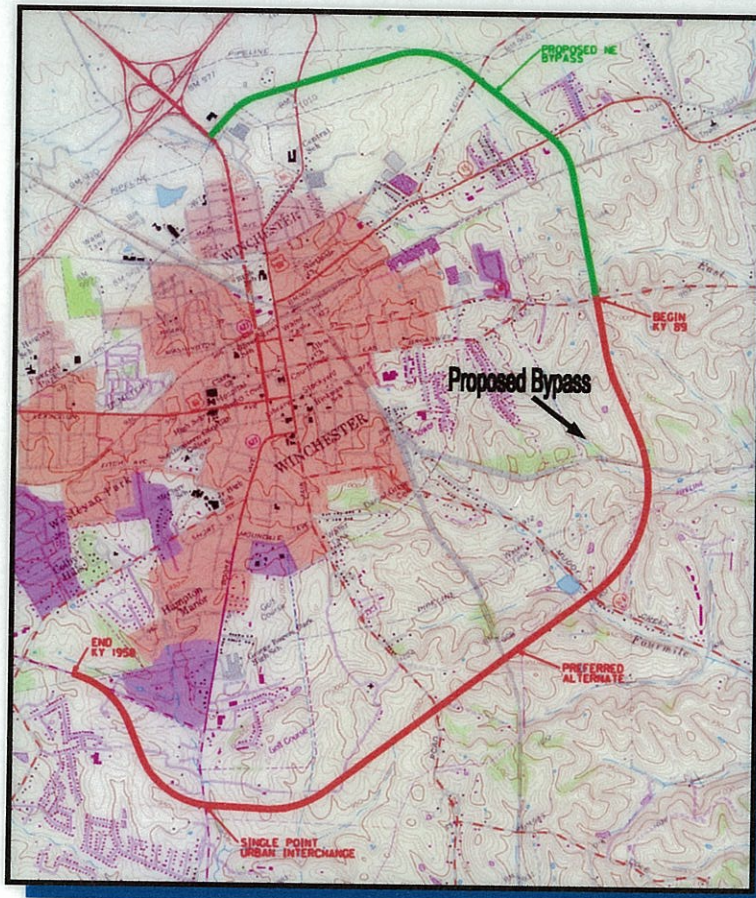


# Winchester Bypass Southeast Corridor Study



Prepared for:  
Kentucky Transportation Cabinet  
District 7  
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## PROJECT DESCRIPTION

The proposed project, the Winchester Bypass Southeast, involves construction of the southeast portion of an eastern bypass around the City of Winchester, Clark County, Kentucky.

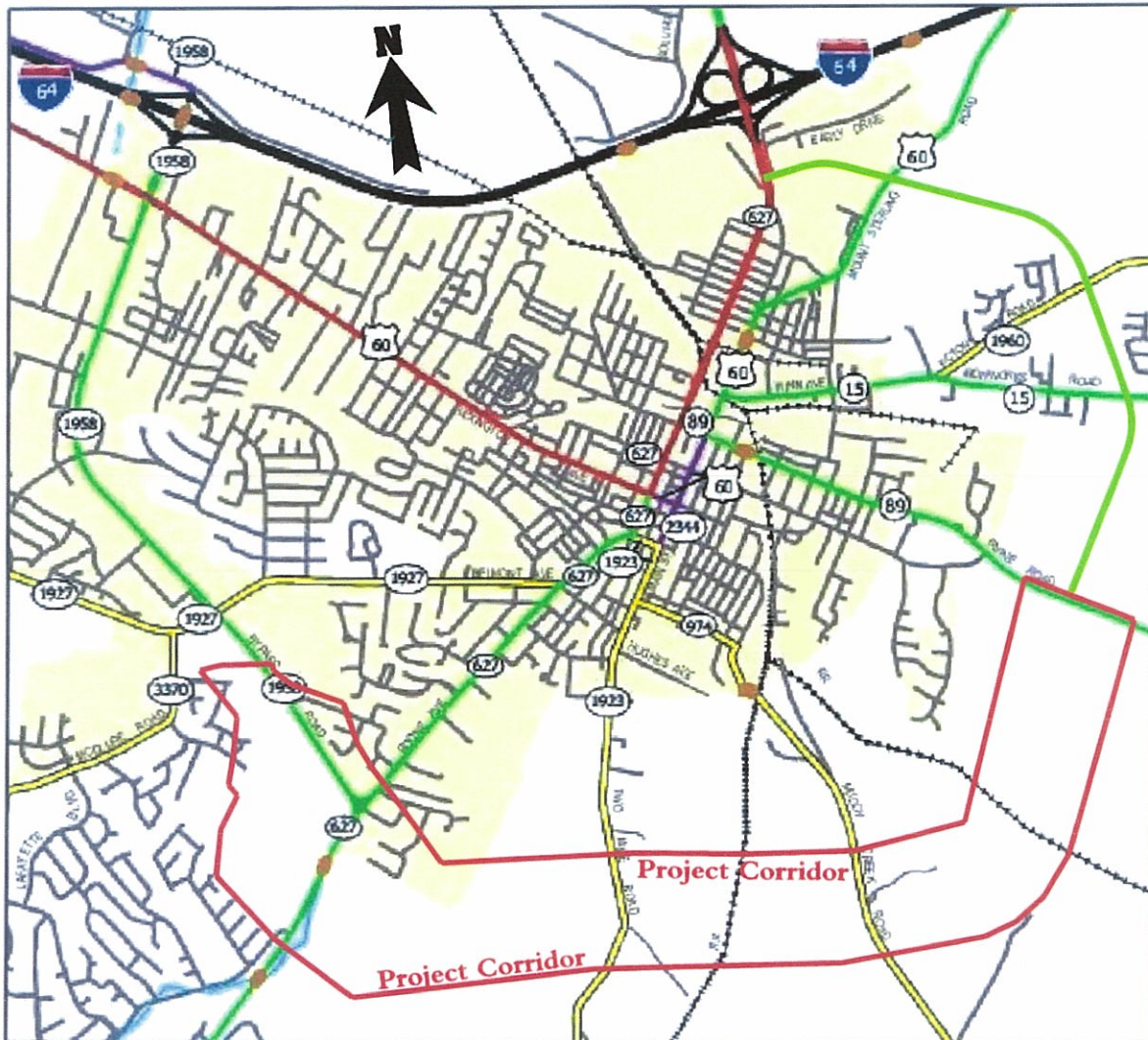


Figure 1: Project Corridor

The Winchester Bypass Southeast will be a new road to provide access from rural highways south and east of downtown Winchester to Interstate 64 (I-64) and to the existing western bypass, KY 1958. This is the final part of a planned, complete bypass around Winchester and will connect the proposed Winchester Bypass Northeast to KY 1958. More specifically, the project begins at the intersection of the Winchester Bypass Northeast and KY 89, extends southeast a distance of 4.15 miles to intersect with KY 1958, near its present intersection with KY 627. The Winchester Bypass Southeast will intersect with KY 914 (Muddy Creek Road), KY 1923 (Two Mile Road) and KY 627S between KY 89 and KY 1958.

## PUBLIC PARTICIPATION

The Winchester Bypass Southeast, like the Winchester Bypass Northeast, was designed in conjunction with a Transportation Advisory Committee. This committee was comprised of local city officials, local county officials, civic groups, property owners, the Kentucky Transportation Cabinet and the design consultant team. The mission statement for the Winchester Bypass Transportation Advisory Committee was as follows:

“The Advisory Committee shall assist the Kentucky Transportation Cabinet in setting “Goals and Objectives” for the proposed Eastern Bypass and work with the Cabinet to ensure that as many of the “Goals and Objectives” can be achieved, as feasible, without sacrificing the safety criteria, environmental requirements and efficiency of the facility, as set forth in the Kentucky Transportation Cabinets Current Design Criteria. The Advisory Committee shall express the views of the citizens in the area and their ideas as to what they consider important factors in determining an alignment for the Bypass. The ultimate goal is to achieve a safe and efficient transportation system, with the least amount of disturbance to the surrounding area, meet safety requirements and serve the need of all citizens of the Commonwealth of Kentucky who travel this route.”

The “Goals and Objectives” derived and adapted by the Advisory Committee for this eastern bypass project were as follows:

**Goal 1: Improve traffic flow and safety.**

Objectives: Reduce traffic congestion on the east side of town.  
Increase pedestrian and bicycle safety.  
Provide adequate transportation facilities for the entire area.  
Access management.

**Goal 2: Balance growth of community.**

Objectives: Insure adequate coordination of infrastructure and capital facilities planning.

**Goal 3: Land use management.**

Objectives: Minimize conflicts of land usage to their surroundings.  
Plan for future growth.  
Minimize access points.  
Adopt design standards for project corridor.

**Goal 4: Minimize disruption to existing facilities.**

Objectives: Neighborhoods.  
Area schools:  
Central;  
Conkwright.  
Downtown business district.  
Existing area businesses.

**Goal 5: Minimize environmental harm.**

Objectives: Limit number of drainage problems.  
Conserve energy.  
Minimize:  
Right of Way acquisition;  
Noise pollution;  
Air pollution;  
Impact on historic sites.  
Aesthetics.

Minutes from the Advisory Committee meetings are included in Appendix B of this report for further reference.

**PROPOSED IMPROVEMENTS**

Several alternates were studied within the project corridor and presented to the Advisory Committee for their consideration. After a couple of Advisory Committee meetings, the Committee selected two (2) alternates to continue through this design process. An environmental overview was performed on these alternatives and is included in Appendix D for further reference. Following is a discussion of the two (2) alternates as well as a discussion for the "Do-Nothing" alternate for this project.

**Alternate 1**

Alternate 1 begins on KY 89 at a point 0.30 miles from the intersection of KY 89 and East Broadway. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.15 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.44 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 1.12 miles from the Winchester Station and then crosses Twomile Road (KY 1923) at a point 1.36 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west to its termini at KY 627, a point 0.49 miles from the intersection of KY 1958 and KY 627. Also included with this alternate is the upgrading of existing KY 627 to a five-lane urban facility from KY 1958 to the project terminus.

## Alternate 2

Alternate 2 begins at the same point as Alternate 1. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.06 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.33 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 0.97 miles from the Winchester Station and then crosses Twomile Road (KY 1923) at a point 1.20 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west and crossing KY 627 at a point 0.32 miles from the intersection of KY 1958 and KY 627. It continues across KY 627 to its termini on KY 1958, a point 0.60 miles from the intersection of KY 627 and KY 1958.

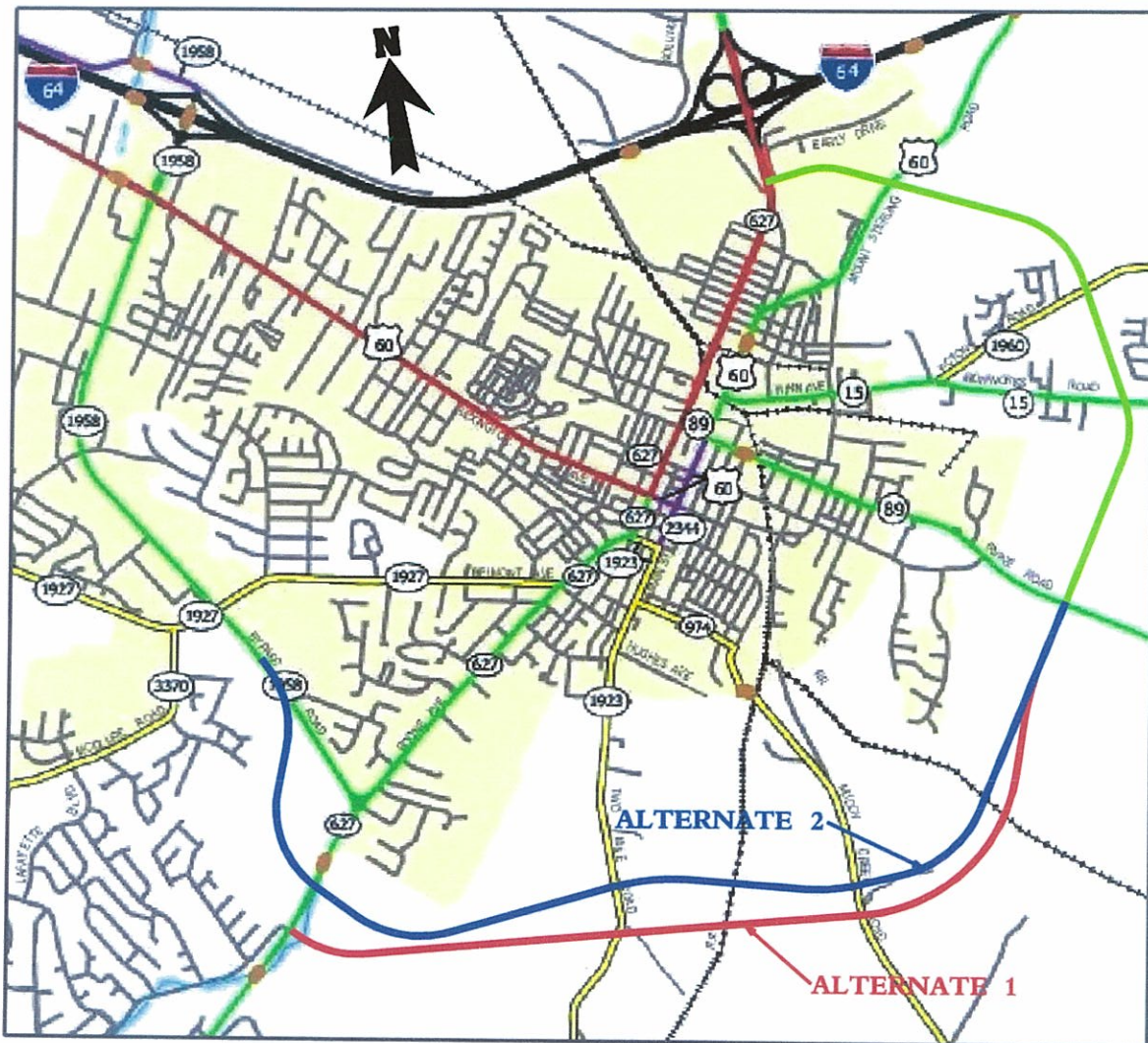


Figure 2: Proposed Alternatives

**Do-Nothing Alternate**

Due to the scope of this project being a new route to bypass the City of Winchester, the “Do-Nothing” alternate is not an option considered for this study.

After selection of these alternatives for further design, a public meeting was held in October 2000 to obtain input from the public concerning the location of the selected alignments of the proposed bypass. A public meeting transcript is included in Appendix C.

Following the public meeting, the Advisory Committee selected a preferred alignment for this portion of the bypass. The preferred alternate selected by the Committee was Alternate 1. These alternates were presented to the Transportation Cabinet’s Project Team at a Preliminary Line and Grade Inspection in December 2000. Minutes for this meeting are included in Appendix A for further reference. The estimated costs for these alternates are shown in Table I below. The Project Team concurred with the Advisory Committee in their selection of the preferred alternate with one exception. This exception was the treatment of the area around the intersection of the proposed bypass and KY 627S.

**TABLE I – Estimated Costs**

	Alternate 1	Alternate 2
Right of Way	5,000,000	5,700,000
Utility	7,409,059	6,803,040
Construction	13,108,611	14,861,970
Total	\$25,517,670	\$27,365,010

Based upon recommendations from the Advisory Committee and the Project Team, Alternate 1 was selected as the preferred alternate up to approximate Station 240+00. The Project Team requested that the Consultant study an additional alternate for the KY 627S area. This alternate was studied and presented to the Project Team at a meeting held in April 2001. Minutes from this meeting are included in Appendix A for further reference. After a presentation to the Advisory Committee, there was still no determination as to a preferred alternate for the KY 627S area.

After receiving some updated traffic information, a simulated traffic analysis was performed for the three (3) intersection alternates and presented to the Advisory Committee for their consideration. This meeting still did not yield a preferred treatment for the intersection at KY 627S. After some revisions to the traffic information and simulated model, a Project Team meeting was held in January 2003. Minutes from this meeting are included in Appendix A for further reference. The recommendation from the Project Team was to study two (2) additional alternates for the intersection of Alternate 2 and KY 627S. This included the investigation of a standard diamond interchange and a single-point urban interchange.

Following is a description of the three (3) additional alternates studied for the proposed bypass and KY 627S intersection on this project. The associated costs for these alternates are shown in Table II below.

**Alternate 3**

Alternate 3 begins at Station 239+21.52 of Alternate 1 and proceeds westwardly crossing KY 627 at a point 0.20 miles from the intersection of KY 1958 and KY 627. It continues across KY 627 to its termini on KY 1958, a point 0.40 miles from the intersection of KY 627 and KY 1958. Alternate 3 utilizes a grade separation at its intersection with KY 627. The grade separation is a modified diamond interchange to promote the free-flow of traffic at ramp intersections.

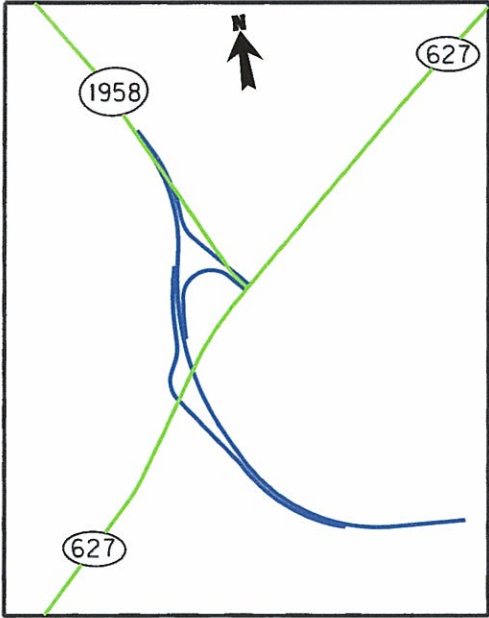


Figure 3: Alternate 3 – Modified Diamond Interchange

**Alternate 4**

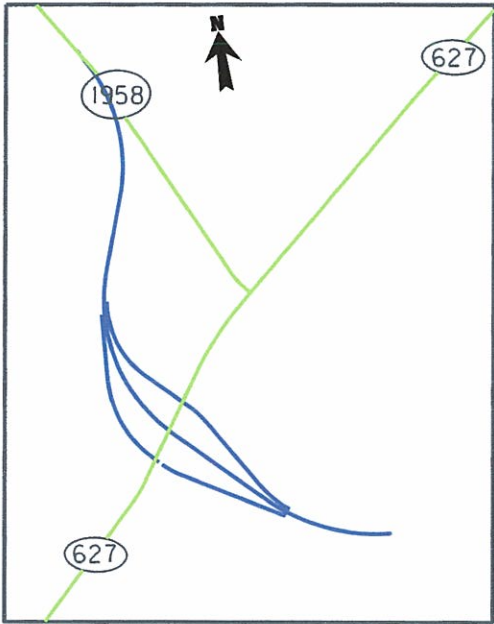


Figure 4: Alternate 4 – Diamond Interchange

Alternate 4 begins at Station 247+67.24 of Alternate 1 and proceeds along the Alternate 2 alignment to its termini on KY 1958. Alternate 4 utilizes a grade separation at its intersection with KY 627. The grade separation is a diamond interchange with the uninterrupted movement being on the proposed bypass.



**Alternate 5**

Alternate 5 begins at Station 247+67.24 of Alternate 1 and proceeds along the Alternate2 alignment to its termini on KY 1958. Alternate 4 utilizes a grade separation at its intersection with KY 627. The grade separation is a single point urban interchange with the uninterrupted flow movement being on KY 627.

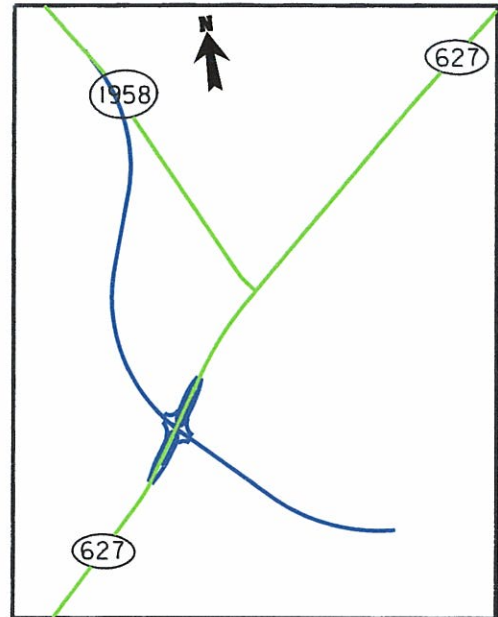


Figure 5: Alternate 5 – Single Point Urban Interchange

**TABLE II – Estimated Costs**

	Alternate 3	Alternate 4	Alternate 5
Right of Way	6,600,000	8,671,000	9,429,600
Utility	8,449,059	7,620,000	7,620,000
Construction	17,509,153	20,514,147	20,334,584
Total	\$32,558,212	\$36,805,147	\$37,384,184

These alternates and their respective traffic simulations were presented to the Project Team at a meeting in April 2003. The minutes of this meeting are included in Appendix A for further reference. The Project Team did not select a preferred alternate pending presentation of findings to the Advisory Committee. A presentation of these findings was made to the Advisory Committee in May 2003. After some discussion, the committee selected Alternate 5 as their preferred alternate for the treatment of the intersection of the proposed bypass and KY 627S.

**CONCLUSION**

The preferred alternate for the proposed southeast bypass based upon recommendations from the Project Team and Advisory Committee is a combination of Alternate 1 and Alternate 5. Alternate 1 was selected as the preferred from KY 89 to Station 247+67.24, while Alternate 5 was selected as the preferred from Station 247+67.24 to KY 1958. The preferred alternate includes a grade separation, single

point urban interchange, at KY 627S. An estimated cost comparison of the preferred alternate and the estimated 6-year plan are shown in Table III below.

**TABLE III – Estimated Costs**

	Estimated 6 Year	Preferred Alternate
Right of Way	5,700,000	9,429,600
Utility	7,410,000	7,620,000
Construction	25,000,000	20,334,584
Total	\$38,110,000	\$37,384,184

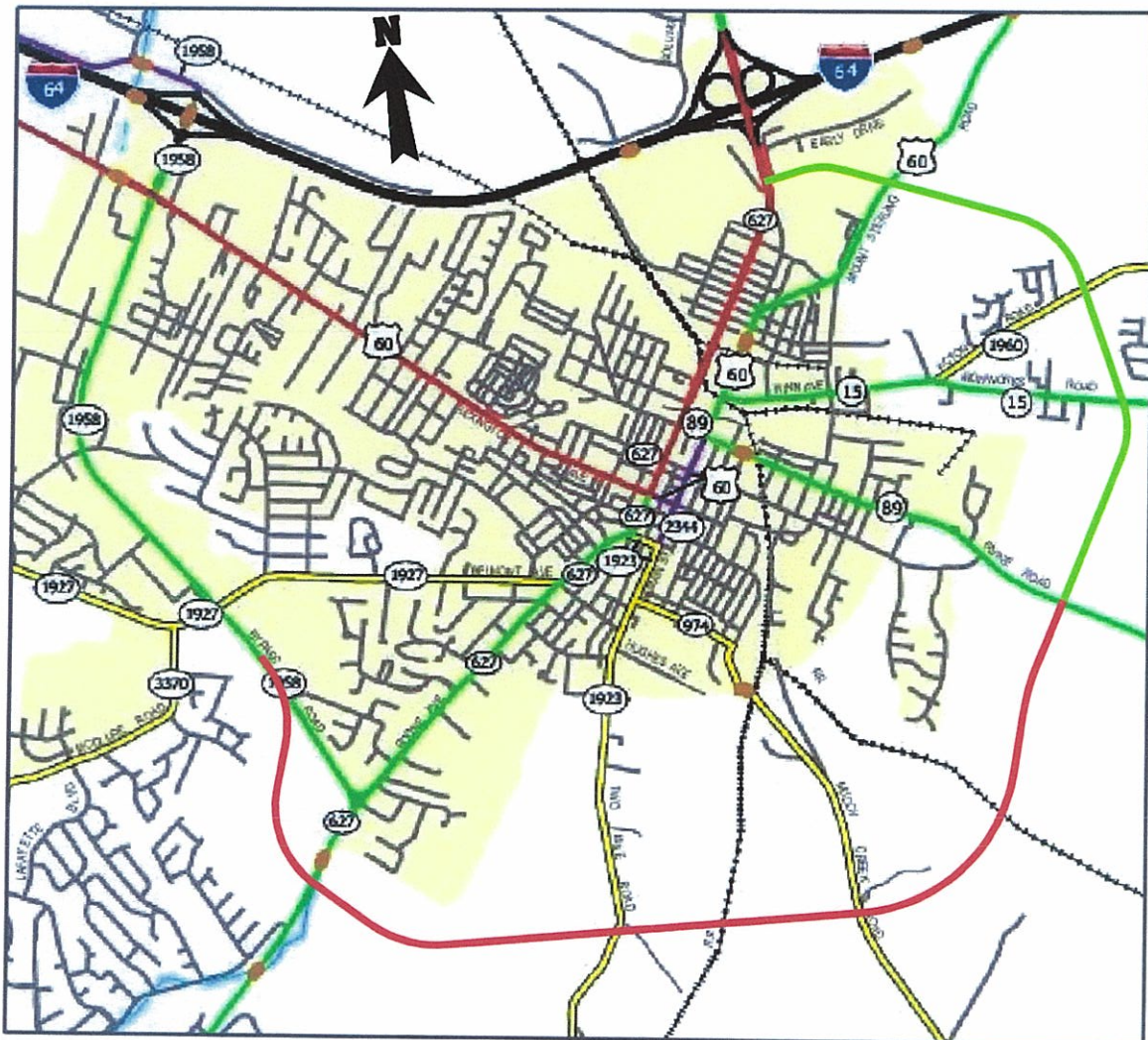


Figure 6: Preferred Alternate

**APPENDIX A**

**PRELIMINARY LINE & GRADE INSPECTION**

**CLARK COUNTY  
WINCHESTER BYPASS (SE)  
ITEM NO. 7-331.50**

**DECEMBER 14, 2000**

**MINUTES OF MEETING**

Persons in attendance:

Ananias Calvin III - Central Office - Design;  
Richard Thomas - Central Office - Design;  
Joe Banahan - Central Office - Design;  
Larry Irish - Central Office - Traffic;  
Ron Rister - Central Office - Operations;  
James Ballinger - District 7 - Preconstruction;  
Randy Turner - District 7 - Design;  
I.J. Blankenship - District 7 - Design;  
Joe McDowell - District 7 - Drainage;  
Don Lawson - District 7 - Utilities;  
Wayne Mattingly – District 7 – Utilities;  
Bradley Derickson – District 7 – Utilities;  
Tom Kerns - District 7 - Right-of-Way;  
Willie H. Whittamore, Jr. - District 7 - Planning;  
Stuart Goodpaster – District 7 – Planning;  
Joshua Samples – District 7 – Planning;  
Larry McMurray – District 7 – Traffic/Permits;  
Bob Vaughn - Vaughn & Melton;  
Michael Jones - Vaughn & Melton;  
Larry Blevins - Vaughn & Melton;  
Rebecca Colvin - Commonwealth Technology, Inc.

A brief presentation of the two alternates and their design criteria was made. The two alternates studied for this project are noted as the **Alternate 1 (Red)** and **Alternate 2 (Blue)**. As with the Northeast Section of the Eastern Bypass, the Transportation Advisory Committee provided local input into the selection and design of alternates for this project. After several meetings, the committee selected **Alternate 1** as their preferred alignment. A Public Meeting was held for this project on October 26, 2000 and comments received were discussed. The following comments were made concerning this project:

1. The Department concurs with the Advisory Committee in the selection of Alternate 1 as the preferred up to approximate Station 240+00.
2. The remainder of the alignment around KY 627(S) was discussed in detail without a decision being made as to the preferred alternate. The Consultant shall study this area in further detail and provide the Department with drawings depicting the two (2) alternates as well as an additional alternate. It was the consensus of the Department that their preference is to connect the proposed eastern bypass directly with the existing western bypass.
3. District 7 – Operations recommended the use of concrete intersections at KY 89 and KY 627(S).
4. The access points for the project were discussed. Information received during the meeting indicates that a 15 percent variance policy is applicable to permit requests after construction is complete. The Consultant was directed to check all access breaks for compliance with this policy.
5. A project field visit was not taken during this meeting. A future field visit is planned.
6. The costs for this project are as follows:

	<u>Alternate 1</u>	<u>Alternate 2</u>
Construction	\$13,108,611	\$14,861,970
Right-of-Way	\$5,000,000	\$5,700,000
Utilities	\$7,409,059	\$6,803,040

7. A description of each alternate is attached.

**ALTERNATE 1 (Red)**

Alternate 1 begins on KY 89 at a point 0.30 miles from the intersection of KY 89 and East Broadway. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.15 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.44 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 1.12 miles from the Winchester Station and then crosses Two-mile Road (KY 1923) at a point 1.36 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west to its termini at KY 627, a point 0.49 miles from the intersection of KY 1958 and KY 627. Also included with this alternate is the upgrading of existing KY 627 to a five-lane urban facility from KY 1958 to the project terminus.

**ALTERNATE 2 (Blue)**

Alternate 2 begins at the same point as Alternate 1. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.06 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.33 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 0.97 miles from the Winchester Station and then crosses Two-mile Road (KY 1923) at a point 1.20 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west and crossing KY 627 at a point 0.32 miles from the intersection of KY 1958 and KY 627. It continues across KY 627 to its termini on KY 1958, a point 0.60 miles from the intersection of KY 627 and KY 1958.

**PRELIMINARY LINE & GRADE INSPECTION**

**CLARK COUNTY  
WINCHESTER BYPASS (SE)  
ITEM NO. 7-331.50**

**April 24, 2001**

**MINUTES OF MEETING**

**Persons in attendance:**

Ananias Calvin III - Central Office - Design;  
Joe Banahan - Central Office - Design;  
James Ballinger - District 7 - Preconstruction;  
Randy Turner - District 7 - Design;  
I.J. Blankenship - District 7 - Design;  
Ron Terry - District 7 - Right-of-Way;  
Willie H. Whittamore, Jr. - District 7 - Planning;  
Frank Duncan – District 7;  
Bob Vaughn - Vaughn & Melton;  
Michael Jones - Vaughn & Melton;  
Larry Blevins - Vaughn & Melton;

This meeting is a continuation of the Preliminary Line & Grade Inspection held on December 14, 2000 for this project. The purpose of this meeting was to select an alternate for the intersection of the proposed SE Bypass with existing KY 627S. A brief presentation of the three alternates considered for this project was made by the Consultant. These alternates included the two (2) alternates presented at the earlier meeting as well as a third alternate that utilizes an interchange for the proposed connection to existing KY 627S. The following comments were made concerning this project:

1. Consultant was directed to show access breaks/roads to adjacent properties on Alternate 3.
2. It is still the consensus of the Department that their preference is to connect the proposed eastern bypass directly with the existing western bypass.
3. The Project Team recommended that a Level of Service analysis be performed by the Consultant on the proposed interchange. The District 7 office will request updated turning movements for the proposed interchange.
4. The Project Team prefers Alternate 3 pending the outcome of the Level of Service analysis on the proposed interchange.
5. The Project Team also recommended that an Advisory Committee meeting be set up to present the alternates for the KY 627S tie-in to the committee.
6. The costs for this project from Station 239+21.52 ahead are as follows:

	<u>Alternate 1</u>	<u>Alternate 2</u>	<u>Alternate 3</u>
Construction	\$13,108,611	\$17,397,331	\$17,509,153
Right-of-Way	\$ 5,000,000	\$ 5,700,000	\$ 6,600,000
Utilities	\$ 7,409,059	\$ 6,803,040	\$ 8,449,059



A Project Team Meeting was held at the District 7 Office on January 29, 2003 to present the Synchro/Sim Traffic modeling for alternatives at the KY 627S intersection with the following in attendance:

<u>Person</u>	<u>Representing</u>
Ananias Calvin III	Central Office – Design
Larry Irish	Central Office – Traffic
Telma Lightfoot	Central Office – Traffic
Frank Duncan	District 7 – Chief District Engineer
James Ballinger	District 7 – Preconstruction
Frank Bush, Jr.	District 7 – Design
Randy Turner	District 7 – Design
Michael Weitlauf	District 7 – Design
Joshua Samples	District 7 – Design
Donald Smith	District 7 – Traffic
Michael Jones	Vaughn & Melton
Robert Jacks	Vaughn & Melton

A brief overview of the project was made to bring everyone in attendance up-to-date on the purpose of this meeting. Robert Jacks made the above-mentioned presentation and then the floor was open to questions. Numerous options were discussed for the treatment of the proposed intersection without a concise decision being made.

However, several options for improvement of the alternatives for this area were discussed and are as follows:

1. Consultant was directed to add another movement for the analysis of the existing intersection at KY 1958 and KY 627S. This movement will be for the street extending east from the mentioned intersection.
2. District 7 will provide Consultant with traffic counts based upon plans when the KY 1958/KY 627S intersection was constructed.
3. Consultant was directed to investigate an interchange for the proposed intersection of the Bypass and KY 627S on Alternate 2. A standard diamond interchange and a single-point urban interchange shall be investigated.

A Project Team Meeting was held at the District 7 Office on April 16, 2003 to present a follow-up Synchro/Sim Traffic model for alternatives at the KY 627S intersection with the following in attendance:

<u>Person</u>	<u>Representing</u>
Ananias Calvin III	Central Office – Design
Larry Irish	Central Office – Traffic
James Ballinger	District 7 – Preconstruction
Frank Bush, Jr.	District 7 – Design
Randy Turner	District 7 – Design
Joshua Samples	District 7 – Design
Larry McMurray	District 7 – Traffic
Michael Jones	Vaughn & Melton
Robert Jacks	Vaughn & Melton

The purpose of this meeting was to present two (2) additional alternates requested at the January 29, 2003 meeting. A brief overview of these additional alternatives was made. Robert Jacks made the Synchro/Sim presentation and then the floor was open to comments. The Project Team did not arrive at a decision on a preferred alternate. All five (5) alternates considered will be presented to the Advisory Committee at a meeting scheduled for May 1, 2003.

Several options for presentation of alternates to the Advisory Committee were discussed and are as follows:

1. Consultant was directed to show details of turning movements, merge lanes, etc. for each alternate considered.
2. Consultant was directed to provide a time travel chart between stationary reference points for each alternate to aid the Committee in the overall understanding of each alternate.
3. Consultant was directed to provide a matrix of advantages and disadvantages of each alternate.

## APPENDIX B

# WINCHESTER BYPASS TRANSPORTATION ADVISORY COMMITTEE

## MEMBERS:

Mr. Robert Powe	City of Winchester
Mr. Overt Carroll	City of Winchester
Mr. Robert G. Strode	Clark County
Mr. John Quisenberry	Clark County
Mr. Herb McComas	Clark County
Mr. Bill Shelton	City of Winchester
Mayor Gene Kincaid	City of Winchester
Judge James B. Allen	Clark County Fiscal Court
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Mr. Robert Blanton	City of Winchester (Ex-Officio)
Mr. Steve Austin	Bluegrass Tomorrow
Mr. Bruce Duncan	Bluegrass Area Development District
Ms. Kitty Strode	Winchester/ Clark County Chamber of Commerce
Mayor Dodd Dixon	City of Winchester
Judge Drew Graham	Clark County Fiscal Court
Kentucky Transportation Cabinet	
Vaughn & Melton Consulting Engineers	
Third Rock Consultants (fka/CTI)	
Cultural Resource Analysts, Inc.	
Burry & Amos, Inc.	



**MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
May 24, 1999**

On Monday, May 24, 1999 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Robert Powe	City of Winchester
Mr. Overt Carroll	City of Winchester
Mr. John Quisenberry	Clark County
Ms. Kitty Strode	Winchester/Clark County
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Mr. Robert Blanton	City of Winchester (Ex-Officio)
A. L. Perkins	KTC - District 7 - Preconstruction
Robert Keith Caudill	KTC - District 7 - Design
Randy Turner	KTC - District 7 - Design
Bob Vaughn	Vaughn & Melton
Michael Jones	Vaughn & Melton
John Schneider	Vaughn & Melton
Mr. Bruce Duncan	Bluegrass Area Development District

Also present at the meeting were Clark County Judge-Executive Drew Graham, State Representative R.J. Palmer II, and City Commissioner Jo Ellen Reed.

The meeting was called to order by Chairman Powe. Minutes of the January 12, 1998 meeting were distributed, reviewed and approved. Clark County Judge-Executive Drew Graham and Mayor Dodd Dixon will be added to the committee. Mr. Perkins explained the format of the public hearing to the committee. The public hearing will be held on Tuesday, June 8, 1999 at Conkwright Middle School in Winchester. Mr. Jones described the process by which the preferred (Inner) alternate was selected to the new members of the committee. Exhibits for the public hearing were presented to the committee. Phase II (final) design plans of this project and the Environmental Assessment will be on display at the public hearing as well. Handouts will also be available for each person attending the public hearing.

At this point, several questions were raised concerning the project. The most notable of these are as follows:

- Q. Will the roadway be constructed as a 2-lane facility or a 4-lane facility?  
A. From KY 627 to US 60, a 4-lane roadway will be constructed. From US 60 to KY 89 a 2-lane roadway with 4-lane right-of-way will be constructed.

Q. Will any of the proposed intersections require signalization?

A. At this point, the only anticipated signalized intersection will be at KY 627 North.

Q. Can future utility expansions be constructed within the right-of-way?

A. Yes.

Q. Can the committee receive a copy of the public hearing handout prior to the June 8th public hearing?

A. A copy of the public hearing handout will be sent to each committee member.

Mr. Jones presented a map of the corridor for the Southeast portion of the Winchester Bypass. Topographic features that could possibly effect the location of the alternate alignments were also discussed.

No date was set at this time for the next committee meeting. The meeting was adjourned.

**MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
July 29, 1999**



On Thursday, July 29, 1999 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Robert Powe	City of Winchester
Mr. Herb McComas	Clark County
Mr. Bill Shelton	City of Winchester
Mr. Gene Kincaid	City of Winchester
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Judge Drew Graham	Clark County Fiscal Court
A. L. Perkins	KTC - District 7 - Preconstruction
Robert Keith Caudill	KTC - District 7 - Design
Randy Turner	KTC - District 7 - Design
Bob Vaughn	Vaughn & Melton
Michael Jones	Vaughn & Melton
John Schneider	Vaughn & Melton
Larry Blevins	Vaughn & Melton
Mary Beth Robson	Commonwealth Technology, Inc.
Mr. Bruce Duncan	Bluegrass Area Development District

Also present at the meeting was State Representative R.J. Palmer II.

The meeting was called to order by Chairman Powe. Minutes of the April 14, 1999 and May 24, 1999 meetings were distributed, reviewed and approved. Mr. Caudill distributed a summary of the Public Hearing comments for review. After the review, two (2) comments were discussed further.

The first discussion involved the inclusion of an underpass or overpass for pedestrian/bicycle traffic at the intersection of the proposed roadway and the abandoned railroad. Alternate schemes (i.e. box culvert, arch culvert, etc.) for the potential underpass were discussed. The Transportation Cabinet will contact the area coordinator of "Rails to Trails" to obtain an overall plan of the Winchester area for presentation at a future meeting. Also, Vaughn & Melton will study alternates and provide an estimated construction cost. No final decision will be made concerning this matter until after the presentation to the committee.

The second discussion involved the initial four-laning of the proposed bypass. Mr. Perkins reported that no response has been received from Cabinet personnel and no decision will be made until after the Inter-Disciplinary Team (IDT) meeting. The IDT

meeting for review of the plans by the Cabinet has not been scheduled at this time. Mr. Burtner or Mr. Blanton were invited to attend this meeting on behalf of the City of Winchester. Mr. Jones presented the committee an estimated cost for two-lane roadway (\$6.75 million) and the four-lane roadway (\$8.30 million). At this point, the committee agreed to pursue the steps necessary for the four-laning the bypass. Vaughn & Melton will submit plans to the Cabinet for the IDT meeting based upon current design criteria without including provisions for four-laning or bike paths.

Mr. Jones presented the corridor, along with current alternates being considered, for the southeast portion of the bypass from KY 89 to KY 627S to the committee. Restrictions (i.e. gas & oil pipelines, historical sites, electric facilities, etc.) for placement of the alternates shown were noted during the discussion that followed. No comments concerning the alternates were received at this time. Maps depicting alternates and environmental concerns will be presented to the committee at the next meeting for further discussion.

A tentative date of mid-to-late September was set for the next committee meeting. The meeting was adjourned.

**MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
October 14, 1999**

On Thursday, October 14, 1999 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Robert Powe	City of Winchester
Mr. Herb McComas	Clark County
Mr. Robert G. Strode	Clark County
Mr. John Quisenberry	Clark County
Mr. Bill Shelton	City of Winchester
Mr. Gene Kincaid	City of Winchester
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Mr. Robert Blanton	City of Winchester (Ex-Officio)
Ken Sperry	KTC - Central Office - Design
A. L. Perkins	KTC - District 7 - Preconstruction
Phil Lambert	KTC - District 7 - Preconstruction
Robert Keith Caudill	KTC - District 7 - Design
Randy Turner	KTC - District 7 - Design
Phil Logsdon	KTC - District 7 - Environmental
Michael Jones	Vaughn & Melton
Larry Blevins	Vaughn & Melton
Mary Beth Robson	Commonwealth Technology, Inc.
Mr. Bruce Duncan	Bluegrass Area Development District

Also present at the meeting was Mr. Roy Burgher of Winchester Municipal Utilities.

The meeting was called to order by Chairman Powe. Minutes of the July 29, 1999 meetings were distributed, reviewed and approved.

Mr. Jones gave an update on the roadway plans for the NE portion of the bypass. A Final Line and Grade Inspection was held on August 20, 1999 at the District Seven Office in Lexington. Two key recommendations by the Project Team were made at the inspection meeting. First, the Project Team recommended that 4 lanes be constructed initially from US 60 to KY 89 instead of the original concept of 2-lane initial/4-lane ultimate. Second, the Project Team recommended not to proceed with the bicycle underpass at this time since the "Rails to Trails" plans are still indefinite. Mr. Jones also stated that Final Right-of-Way plans for this project should be submitted within the next couple of months. After this submittal, the Transportation Cabinet or their Right-of-Way consultant will commence the right-of-way acquisition process.

Mr. Jones provided a map showing presently considered alignments for the corridor and gave an update on the recent activities for the SE portion of the bypass. The only activity on the plan development since the last meeting has been focused on the environmental aspects. Ms. Robson updated the committee on areas of environmental concern for the project corridor. After some discussion, the committee preferred the outer alignment (red) from KY 89 to a point just west of Two Mile Road for further design consideration. The committee also selected two alignments to develop further from this point to KY 627. One alignment will tie in to KY 627 at the existing intersection of KY 627 and Old Boonesborough Road. This alignment will require a traffic analysis on existing KY 627 between the tie-in and the existing western bypass (KY 1958). The second alignment closely follows the first and continues across KY 627 and ties directly into KY 1958. This alignment will require adjustment to avoid conflict with a house on Parcel 43.

Due to Mr. Perkins' retirement, effective October 29, 1999, Mr. Phil Lambert will replace Mr. Perkins on the committee. Also, Mr. Ken Sperry will replace Mr. Benn Powell as the Central Office representative on the committee.

A date of Thursday, December 9, 1999 at 4:00 pm was set for the next committee meeting. The meeting was adjourned.



## **MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
December 9, 1999**

On Thursday, December 9, 1999 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Robert Powe	City of Winchester
Mr. Herb McComas	Clark County
Mr. Robert G. Strode	Clark County
Mr. Gene Kincaid	City of Winchester
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Judge Drew Graham	Clark County Fiscal Court
Ken Sperry	KTC - Central Office - Design
Phil Lambert	KTC - District 7 - Preconstruction
Robert Keith Caudill	KTC - District 7 - Design
Phil Logsdon	KTC - District 7 - Environmental
Michael Jones	Vaughn & Melton
Larry Blevins	Vaughn & Melton
Mr. Bruce Duncan	Bluegrass Area Development District

Also present at the meeting was State Representative R.J. Palmer II, Mr. Tom Lynch, Mr. William E. Strode and Mr. Vernon Azevedo and Mr. Roy Burgher of Winchester Municipal Utilities.

The meeting was called to order by Vice-Chairman McComas. Minutes of the October 14, 1999 meeting were distributed, reviewed and approved.

Mr. Jones gave an update on the roadway plans for the NE portion of the bypass. Final Right-of-Way plans should be submitted to the Transportation Cabinet around the end of January, 2000.

Mr. Jones provided a map showing presently considered alignments for the SE portion of the bypass. After review of the alignments presented, the committee voted to accept these two (2) alignments, noted as Alternate 1 and Alternate 2, for inclusion in the environmental overview process. The committee also voted to continue the access point criteria previously utilized on the NE bypass that would create a minimum number of access points between approach roads. Also, the committee voted to use Alternate 1, from the beginning to Station 240+00, as the preferred alternate. Discussion of the alternates around the KY 627 intersection continued at this point without an alternate being chosen. The consultant was requested to provide a detailed study of the alternates at this location and present the findings at the next committee meeting.

Minutes of Meeting  
December 9, 1999  
Page 3

No date was set for the next committee meeting. The meeting was adjourned.





## **MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
July 17, 2000**

Minutes of Meeting  
July 17, 2000  
Page 2

On Monday, July 17, 2000 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Herb McComas	Clark County
Mr. Robert G. Strode	Clark County
Mr. Gene Kincaid	City of Winchester
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Mr. Robert Blanton	City of Winchester (Ex-Officio)
Judge Drew Graham	Clark County Fiscal Court
Ken Sperry	KTC - District 7 - Preconstruction
Phil Lambert	KTC - District 7 - Planning
Robert Keith Caudill	KTC - District 7 - Design
Michael Jones	Vaughn & Melton
Robert Vaughn	Vaughn & Melton
John Schneider	Vaughn & Melton
Mary Beth Robson	Commonwealth Technology, Inc.
Mr. Bruce Duncan	Bluegrass Area Development District

The meeting was called to order by Vice-Chairman McComas. Minutes of the December 9, 1999 meeting were distributed, reviewed and approved.

Vice-Chairman McComas gave the committee a brief update on the status of the project and a reminder as to the purpose of this meeting, which was to select an alternate for the KY 627S intersection.

Mr. Jones gave a brief statement concerning the findings for the traffic study at the subject intersection. Mr. Jones stated that, based upon the traffic projections supplied by the Transportation Cabinet, the offset intersection scenario will function satisfactorily utilizing a five-lane typical section. After some discussion, a motion, second and unanimous vote by the committee was made to recommend the offset intersection as the preferred alternate. Other items that the committee recommended included utilizing an urban template (curb & gutter and sidewalk) for the portion of KY 627S between existing KY 1958 and the proposed bypass.

No date was set for the next committee meeting. The meeting was adjourned.



## **MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
October 5, 2000**

On Thursday, October 5, 2000 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Robert Powe	City of Winchester
Mr. Herb McComas	Clark County
Mr. Overt Carroll	Clark County
Mr. John Quisenberry	Clark County
Mr. Bill Shelton	City of Winchester
Mr. Gene Kincaid	City of Winchester
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Mr. Robert Blanton	City of Winchester (Ex-Officio)
Judge Drew Graham	Clark County Fiscal Court
Ananias Calvin III	KTC - Central Office - Design
Ken Sperry	KTC - District 7 - Preconstruction
Phil Lambert	KTC - District 7 - Planning
Robert Keith Caudill	KTC - District 7 - Design
Randy Turner	KTC - District 7 - Design
Phil Logsdon	KTC - District 7 - Environmental
Michael Jones	Vaughn & Melton
John Schneider	Vaughn & Melton

Also present at the meeting were State Representative R.J. Palmer II, State Senator Dale Shroul and Mr. Roy Burgher of Winchester Municipal Utilities.

The meeting was called to order by Chairman Powe. Minutes of the July 17, 2000 meeting were distributed, reviewed and approved.

Mr. Jones gave a brief statement concerning the exhibits for the Public Meeting to be held on October 26, 2000 at George Rogers Clark High School from 4:00 to 7:00 P.M. for the SE Bypass. Cost estimates for the two (2) alternates were distributed and reviewed. Mr. Sperry noted that the traffic numbers presented at the last meeting were determined to be in error and that updated traffic numbers will be available for the Public Meeting.

The committee had a discussion concerning the proposed retention of the highway runoff. The main concern was the release of runoff into existing streams at a faster rate than what presently exists. A resolution between the committee, the design consultant and the Transportation Cabinet to address this concern during the final design phase

was agreed upon. After a motion by Mr. Burtner and a second by Mr. Quisenberry, the committee voted unanimously to accept this resolution.

Mr. Jones gave a brief update on the status of the NE Bypass. The right of way appraisal is presently underway with the an expected construction letting date of October 2001.

No date was set for the next committee meeting. The meeting was adjourned.



**MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
June 21, 2001**

On Thursday, June 21, 2001 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Robert Powe	City of Winchester
Mr. Herb McComas	Clark County
Mr. Overt Carroll	Clark County
Mr. Bill Shelton	City of Winchester
Mr. Gene Kincaid	City of Winchester
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Mr. Robert Blanton	City of Winchester (Ex-Officio)
Ms. Kitty Strode	Winchester/Clark County Chamber of Commerce
Ananias Calvin III	KTC - Central Office - Design
James Ballinger	KTC - District 7 - Preconstruction
Randy Turner	KTC - District 7 - Design
Michael Jones	Vaughn & Melton
John Schneider	Vaughn & Melton

Also present at the meeting were Winchester Vice-Mayor JoEllen Reed, Mr. Roy Burgher of Winchester Municipal Utilities and Mr. Jim King.

The meeting was called to order by Chairman Powe. Minutes of the October 5, 2000 meeting were distributed, reviewed and approved.

Mr. Jones gave an update of the events that had transpired since the last meeting and they are as follows:

- 1) A Public Meeting was held on October 26, 2000 at George Rogers Clark High School;
- 2) A Preliminary Line and Grade Inspection was held with the Kentucky Transportation Cabinet on December 14, 2000 with the following resulting from the meeting:
  - a. The KTC concurs with the committee's selection of Alternate 1 as the preferred alignment up to approximate Station 240+00;
  - b. The KTC prefers a direct connection between the proposed eastern bypass and the existing western bypass; and
  - c. The KTC requested that Vaughn & Melton examine an additional alternate for the KY 627 area that would be closer to the existing KY 627/KY 1958 intersection.

- 3) A follow-up Preliminary Line and Grade Inspection was held with the Kentucky Transportation Cabinet on April 24, 2001 with the following resulting from the meeting:
  - a. The KTC still prefers a direct connection between the proposed eastern bypass and the existing western bypass;
  - b. Additional traffic information was requested to perform a Level of Service analysis on the newly proposed interchange (Alternate 3); and
  - c. The Project Team, pending the outcome of the LOS analysis, prefers Alternate 3.

A motion and second was made to table the decision on selecting an alternate for the KY 627 area. Committee members and other community leaders will be contacted to review the proposed alternates before a final committee decision is made on the alternates.

Mr. Jones gave an update on the status of the NE Bypass. The right of way acquisition is presently underway. The Cabinet will check on the letting date for the construction.

No date was set for the next committee meeting. The meeting was adjourned.



**MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
October 18, 2001**

On Thursday, October 18, 2001 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Robert Powe	City of Winchester
Mr. Robert G. Strode	Clark County
Mr. Bill Shelton	City of Winchester
Mr. Gene Kincaid	City of Winchester
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Mr. Robert Blanton	City of Winchester (Ex-Officio)
Ananias Calvin III	KTC - Central Office - Design
James Ballinger	KTC - District 7 - Preconstruction
Randy Turner	KTC - District 7 - Design
Phil Logsdon	KTC - District 7 - Environmental
Michael Jones	Vaughn & Melton
Larry Blevins	Vaughn & Melton
Robert Jacks	Vaughn & Melton
Robert Andrew	Vaughn & Melton
Rebecca Colvin	Third Rock Consultants
Mr. Bruce Duncan	Bluegrass Area Development District

Also present at the meeting were Winchester Vice-Mayor JoEllen Reed, State Senator R.J. Palmer II and Mr. Mark Mayer.

The meeting was called to order by Michael Jones in the absence of Chairman Powe and Vice-Chairman McComas. Minutes of the June 21, 2001 meeting were distributed, reviewed and approved.

The first order of business involved the NE portion of the bypass. Mr. Jones informed the committee of a letter to the KTC from Ms. Eloise Combs that had requested an access point off of the new bypass. A copy of this letter is attached to these minutes. Mr. Jones pointed out three (3) options for this request and they are as follows:

Option 1 - Leave the plans as they are and deny access to the property during this design process. At some time in the future, Ms. Combs could request access through the Permits division. Based upon current design criteria, an access would be granted by the Permits division.

Option 2 - Provide Ms. Combs with access during this design process. This access would have to be provided between Stations 50+420 and 50+480.

Option 3 - Move the proposed alignment of Harrod Drive to a new location that would prohibit any other access points between KY 627 and US 60. This scenario would move the alignment to approximate Station 50+345.

A motion and second was made by the committee to go with option 2.

Mr. Jones then turned the floor over to Robert Jacks for a traffic simulation presentation on the three (3) alternates presented at the last meeting.

No date was set for the next committee meeting. The meeting was adjourned.



**MINUTES OF MEETING**

**Transportation Advisory Committee  
Winchester Bypass (NE)  
Committee Meeting  
May 1, 2003**

On Thursday, May 1, 2003 at 4:00 P.M., a committee meeting was held at the Winchester City Hall for the new bypass around the city of Winchester. Persons attending are as follows:

<u>NAME</u>	<u>ORGANIZATION</u>
Mr. Herb McComas	Clark County
Mr. Robert G. Strode	Clark County
Mr. John Quisenberry	Clark County
Mr. Bill Shelton	City of Winchester
Mr. Ed Burtner	City of Winchester (Ex-Officio)
Judge Drew Graham	Clark County Fiscal Court
Ananias Calvin III	KTC - Central Office - Design
James Ballinger	KTC - District 7 - Preconstruction
Randy Turner	KTC - District 7 - Design
Keith McDonald	KTC - District 7 - R/W
Michael Jones	Vaughn & Melton
Robert Jacks	Vaughn & Melton
Mr. Bruce Duncan	Bluegrass Area Development District

Also present at the meeting were State Senator R.J. Palmer II, State Representative Don Pasley, Mr. Kenny Book and Mr. John Haddix.

The meeting was called to order by Vice-Chairman McComas. Minutes of the October 18, 2001 meeting were distributed, reviewed and approved.

Mr. Jones updated the committee on the status of the NE portion of the bypass. On Friday, April 25, 2003, the Winchester Bypass NE was let for construction.

Mr. Jones then gave a brief update of the status of the SE portion of the bypass since the last meeting. Mr. Jones then presented the committee with five (5) alternates for the Winchester Bypass/KY 627 S intersection. Mr. Jones then turned the floor over to Robert Jacks for a traffic simulation presentation on the five (5) alternates. After some discussion, the committee selected Alternate No. 5 as their preferred alternate. Vaughn & Melton and the Kentucky Transportation Cabinet agreed to present this same material to a group comprised of City and County Officials and the Planning/Zoning Commission.

No date was set for the next committee meeting. The meeting was adjourned.

# **APPENDIX C**

**PUBLIC MEETING TRANSCRIPT**

**CLARK COUNTY  
PROPOSAL FOR THE DEVELOPMENT OF  
PRELIMINARY LINE AND GRADE PLANS  
FOR THE SOUTHEAST SECTION OF THE WINCHESTER BYPASS  
IN WINCHESTER, KENTUCKY**

**FD04 027 7592 020 D  
ITEM NO. 7-331.50**

**MEETING HELD ON**


**OCTOBER 26, 2000  
FROM 4:00 p.m. to 7:00 p.m.**

**AT THE**

**GEORGE ROGERS CLARK HIGH SCHOOL CAFETERIA  
620 BOONE AVENUE  
WINCHESTER, KENTUCKY**

CERTIFICATION

I, Frank P. Duncan, Chief District Engineer, District Seven, Kentucky Transportation Cabinet, Department of Highways, Lexington, Kentucky, do hereby certify that the foregoing is a true transcript of the proceedings held at the Public Meeting on the matter of the proposed Southeast Bypass in Winchester, Kentucky from KY89 to KY627 South. This meeting was held to present two (2) alignments for the proposed bypass and to solicit information, opinions and concerns from the public in relation to this project and the alignments presented. The Public Meeting was held at the George Rogers Clark High School Cafeteria located at 620 Boone Avenue in Winchester, Kentucky on Thursday, October 26, 2000 from 4:00 p.m. to 7:00 p.m.

 11-16-00  
\_\_\_\_\_  
Frank P. Duncan, P.E.                      Date  
Chief District Engineer  
District Seven





Commonwealth of Kentucky  
**Transportation Cabinet**

Department of Highways, District Seven  
763 West New Circle Rd., Building 2, P.O. Box 11127  
Lexington, Kentucky 40512  
859/246-2355, (Fax) 859/246-2354  
Clifford C. Linkes, P.E.  
Chief District Engineer

September 20, 2000

**James C. Codell, III**  
Secretary of Transportation

**E. Jeffrey Mosley**  
Deputy Secretary

**Paul E. Patton**  
Governor

The Honorable Dale ShROUT  
112 Apperson Heights  
Mt. Sterling, KY 40353

RE: Clark County  
Southern Bypass in Winchester  
FD04 025 7292  
Item No. 7-331.50

Dear Senator ShROUT:

The Department of Highways has scheduled a Public Information Meeting for the proposed construction of a new portion of the bypass south of Winchester to connect with the existing bypass. This Meeting will be held on October 26, 2000 from 4:00 p.m. to 7:00 p.m. at the George Rogers Clark High School Cafeteria located at 620 Boone Avenue in Winchester, KY. There will be no formal presentations of the project. A copy of the notice is enclosed

If you have any questions or comments, please call Keith Caudill of this office.

Sincerely,

Frank Duncan, P. E.  
Chief District Engineer

FD/KS/st  
Enclosure

c: I. J. Blankenship  
Frank Bush  
Keith Caudill ✓





Commonwealth of Kentucky  
**Transportation Cabinet**

**James C. Codell, III**  
Secretary of Transportation

**Paul E. Patton**  
Governor

**E. Jeffrey Mosley**  
Deputy Secretary

Department of Highways, District Seven  
763 West New Circle Rd., Building 2, P.O. Box 11127  
Lexington, Kentucky 40512  
859/246-2355, (Fax) 859/246-2354  
Clifford C. Linkes, P.E.  
Chief District Engineer

September 20, 2000

The Honorable R. J. Palmer, II  
126 Shanahan Lane  
Winchester, KY 40391

RE: Clark County  
Southern Bypass in Winchester  
FD04 025 7292  
Item No. 7-331.50

Dear Representative Palmer:

The Department of Highways has scheduled a Public Information Meeting for the proposed construction of a new portion of the bypass south of Winchester to connect with the existing bypass. This Meeting will be held on October 26, 2000 from 4:00 p.m. to 7:00 p.m. at the George Rogers Clark High School Cafeteria located at 620 Boone Avenue in Winchester, KY. There will be no formal presentations of the project. A copy of the notice is enclosed

If you have any questions or comments, please call Keith Caudill of this office.

Sincerely,

Frank Duncan, P. E.  
Chief District Engineer

FD/KS/st  
Enclosure

c: I. J. Blankenship  
Frank Bush  
Keith Caudill





Commonwealth of Kentucky  
**Transportation Cabinet**

Department of Highways, District Seven  
763 West New Circle Rd., Building 2, P.O. Box 11127  
Lexington, Kentucky 40512  
859/246-2355, (Fax) 859/246-2354  
Clifford C. Linkes, P.E.  
Chief District Engineer

September 20, 2000

**James C. Codell, III**  
Secretary of Transportation

**E. Jeffrey Mosley**  
Deputy Secretary

**Paul E. Patton**  
Governor

The Honorable Drew Graham  
Clark County Judge Executive  
10984 Iron Works Road  
Winchester, KY 40391

RE: Clark County  
Southern Bypass in Winchester  
FD04 025 7292  
Item No. 7-331.50

Dear Judge Graham:

The Department of Highways has scheduled a Public Information Meeting for the proposed construction of a new portion of the bypass south of Winchester to connect with the existing bypass. This Meeting will be held on October 26, 2000 from 4:00 p.m. to 7:00 p.m. at the George Rogers Clark High School Cafeteria located at 620 Boone Avenue in Winchester, KY. There will be no formal presentations of the project. A copy of the notice is enclosed

If you have any questions or comments, please call Keith Caudill of this office.

Sincerely,

Frank Duncan, P. E.  
Chief District Engineer

FD/KS/st  
Enclosure

c: I. J. Blankenship  
Frank Bush  
Keith Caudill





Commonwealth of Kentucky  
**Transportation Cabinet**

Department of Highways, District Seven  
763 West New Circle Rd., Building 2, P.O. Box 11127  
Lexington, Kentucky 40512  
859/246-2355, (Fax) 859/246-2354  
Clifford C. Linkes, P.E.  
Chief District Engineer

September 21, 2000

**James C. Codell, III**  
Secretary of Transportation

**E. Jeffrey Mosley**  
Deputy Secretary

**Paul E. Patton**  
Governor

The Winchester Sun  
P. O. Box 4300  
Winchester, KY 40392-4300

**SUBJECT:** Clark County  
Southern Bypass in Winchester  
FD04 025 7292  
Item No. 7-331.50  
Public Information Meeting


Dear Advertising Manager:

Attached is a legal notice regarding the subject project to be published in your newspaper. The notice should be inserted to a width of two (2) columns.

It is requested that this notice of a "Public Meeting" be published in your legal section on October 5, 2000 and October 19, 2000 respectively.

Please submit the invoice, affidavit and tear sheets to the attention of Sarah Turner for payment processing.

Sincerely,

  
Kenneth R. Sperry, P. E.  
TEBM for Preconstruction

KS:IJB:KC:st

Attachment *Terri Giltner*

c: ~~Liz Sharlet~~ Ken Sperry  
John Mettille Ricky D. Young  
Andre Johannes I. J. Blankenship



A F F I D A V I T

PROOF OF PUBLICATION OF A LEGAL NOTICE OF A "PUBLIC INFORMATION MEETING

Clark County  
Southern Bypass in Winchester  
FD04 025 7292  
Item No. 7-331.50  
Public Information Meeting

I, \_\_\_\_\_ do hereby certify that I hold  
the position of \_\_\_\_\_ with the \_\_\_\_\_  
in \_\_\_\_\_, Kentucky and in such position have  
responsibility for the publication of legal notices in said  
newspaper and have custody of the records of said newspaper  
concerning the publication of legal notice and that the attached  
legal notice has been published in all editions of said newspaper  
on \_\_\_\_\_, 19\_\_.

The Winchester Sun

\_\_\_\_\_  
Advertising Manager

Subscribed and sworn to before me in the presence this the \_\_\_\_\_  
day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
Notary Public  
State at Large, Kentucky

My Commission expires the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

# NOTICE OF A PUBLIC MEETING

**CLARK COUNTY  
PROPOSED SOUTHERN BYPASS IN WINCHESTER  
FROM KY89 SOUTHWARD TO KY627SOUTH  
FD04 025 7292  
ITEM NO. 7-331.50**

The Transportation Cabinet, Department of Highways has scheduled a Public Meeting on October 26, 2000 from 4:00 p.m. to 7:00 p.m. at the George Rogers Clark High School Cafeteria located at 620 Boone Avenue, in Winchester, Kentucky.

The Winchester Bypass South will be a new road to provide access from several rural highways south of downtown Winchester to I-64. It is the final part of a planned, complete bypass around Winchester and will connect the existing bypass, KY1958 to the planned Winchester Bypass Northeast. This route will provide an efficient, safe route from the southwest area of town to the east side of town. Specifically, the project begins at the KY1958/KY627 Intersection, extends east approximately 5.2 miles to intersect with KY89 at the end of the current NE Bypass Project. This section of the bypass will intersect with KY1923 (Two Mile Road) and KY974 (Muddy Creek Road).

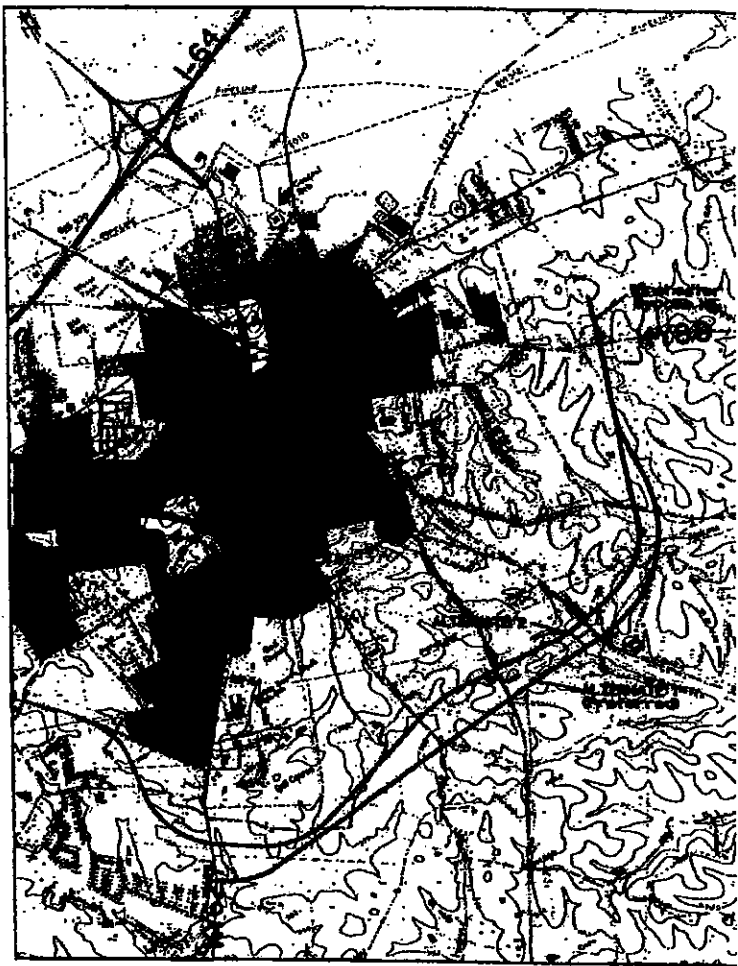
The Public Meeting will be conducted in an Open House Format. This is an informal type of meeting in which interested persons may come at any time between 4:00 p.m. and 7:00 p.m. to discuss the project with representatives and express their support and/or give their views concerning the social, economic, historic, and environmental effects the project might have upon individuals, businesses, cultural resources, and other organizations in the area and community. The Department is in the preliminary stages of the project development and this is an informational meeting held to gather as much input from the community as possible. There will not be any formal presentations given at the meeting. Representatives of the Transportation Cabinet involved in the details of the project will be present to answer questions, address comments, and assist the public with any information made available.

Handouts describing the project alignments will be provided. Both oral and written statements may be submitted during the Public Meeting, as well as at the District Office, and shall be made part of the official transcript. A tear-off sheet is also attached to write comments on and submit to Department representatives or mail to the Transportation Cabinet at the address shown within fifteen (15) days after the meeting. A Court Reporter will be available at the meeting to receive verbal statements.

Once compiled, the transcript from this public meeting and other supporting documentation will be made available for review and copying only after an Open Records Request has been received and approved. All Open Records Requests must be submitted to the Transportation Cabinet, Department of Administration Services, State Office Building, Frankfort, Kentucky, 40622.

In accordance with the "Americans With Disabilities Act," if anyone has a disability for which the Transportation Cabinet needs to provide accommodations, please notify I.J. Blankenship of the District Seven Office of the necessary requirements by October 20, 2000. This request does not have to be in writing. The phone number is (859) 246-2355. All correspondence may be sent to:

Frank Duncan, P.E.  
Chief District Engineer  
Kentucky Transportation Cabinet  
Department of Highways  
P.O. Box 11127  
Lexington, Kentucky 40512







Commonwealth of Kentucky  
**Transportation Cabinet**

Department of Highways, District Seven  
763 West New Circle Rd., Building 2, P.O. Box 11127  
Lexington, Kentucky 40512  
859/246-2355, (Fax) 859/246-2354  
Clifford C. Linkes, P.E.  
Chief District Engineer

**Paul E. Patton**  
Governor

**James C. Codell, III**  
Secretary of Transportation

**E. Jeffrey Mosley**  
Deputy Secretary

September 21, 2000

The Lexington Herald-Leader  
100 Midland Avenue  
Lexington, KY 40508

**SUBJECT:** Clark County  
Southern Bypass in Winchester  
FD04 025 7292  
Item No. 7-331.50  
Public Information Meeting

Dear Advertising Manager:

Attached is a legal notice regarding the subject project to be published in your newspaper. The notice should be inserted to a width of three (3) columns.

It is requested that this notice of a "Public Meeting" be published in your legal section on October 5, 2000 and October 19, 2000 respectively.

Please submit the invoice, affidavit and tear sheets to the attention of Sarah Turner for payment processing.

Sincerely,

Kenneth R. Sperry, P. E.  
TEBM for Preconstruction

KS:IJB:KC:st

Attachment *Terri Giltner*

- c: ~~Liz Sharlot~~ Ken Sperry
- John Mettille Ricky D. Young
- Andre Johannes I. J. Blankenship
- ~~Frank Bush~~ Keith Condit



A F F I D A V I T

PROOF OF PUBLICATION OF A LEGAL NOTICE OF A "PUBLIC INFORMATION MEETING

Clark County  
Southern Bypass in Winchester  
FD04 025 7292  
Item No. 7-331.50  
Public Information Meeting

I, \_\_\_\_\_ do hereby certify that I hold  
the position of \_\_\_\_\_ with the \_\_\_\_\_  
in \_\_\_\_\_, Kentucky and in such position have  
responsibility for the publication of legal notices in said  
newspaper and have custody of the records of said newspaper  
concerning the publication of legal notice and that the attached  
legal notice has been published in all editions of said newspaper  
on \_\_\_\_\_, 19\_\_.

The Lexington Herald-Leader

\_\_\_\_\_  
Advertising Manager

Subscribed and sworn to before me in the presence this the \_\_\_\_\_  
day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
Notary Public  
State at Large, Kentucky

My Commission expires the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

# **NOTICE OF A PUBLIC MEETING**

## **CLARK COUNTY PROPOSED SOUTHERN BYPASS IN WINCHESTER FROM KY89 SOUTHWARD TO KY627 SOUTH FD04 025 7292 ITEM NO. 7-331.50**

The Transportation Cabinet, Department of Highways has scheduled a Public Meeting on October 26, 2000 from 4:00 p.m. to 7:00 p.m. at the George Rogers Clark High School Cafeteria located at 620 Boone Avenue, in Winchester, Kentucky.

The Winchester Bypass South will be a new road to provide access from several rural highways south of downtown Winchester to I-64. It is the final part of a planned, complete bypass around Winchester and will connect the existing bypass, KY1958 to the planned Winchester Bypass Northeast. This route will provide an efficient, safe route from the southwest area of town to the east side of town. Specifically, the project begins at the KY1958/KY627 Intersection, extends east approximately 5.2 miles to intersect with KY89 at the end of the current NE Bypass Project. This section of the bypass will intersect with KY1923 (Two Mile Road) and KY974 (Muddy Creek Road).

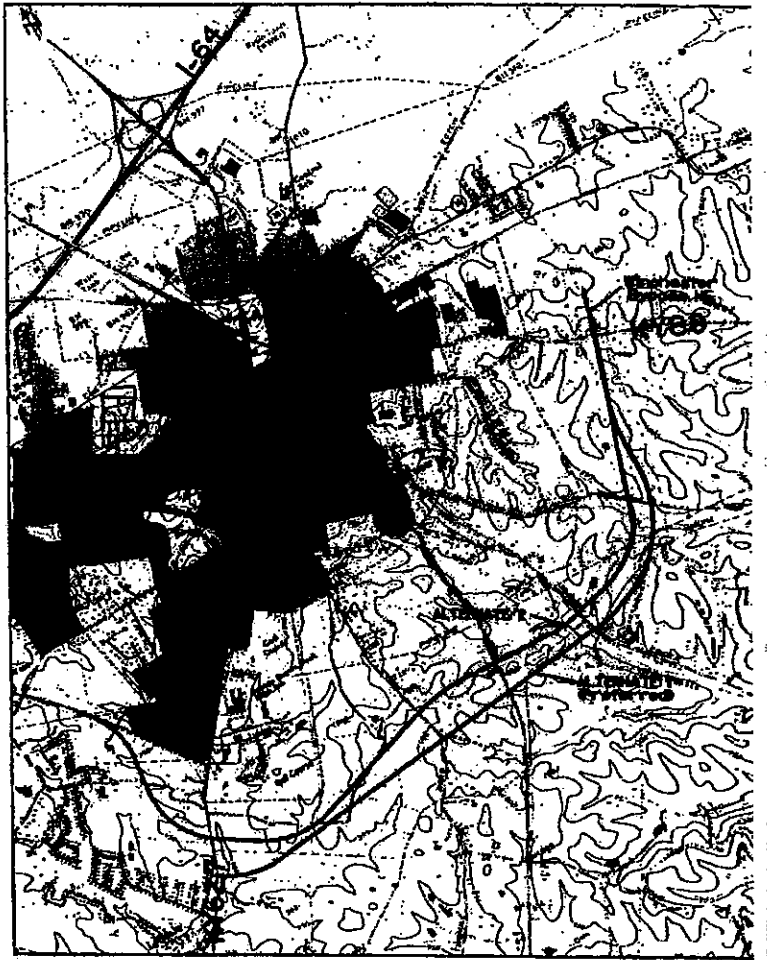
The Public Meeting will be conducted in an Open House Format. This is an informal type of meeting in which interested persons may come at any time between 4:00 p.m. and 7:00 p.m. to discuss the project with representatives and express their support and/or give their views concerning the social, economic, historic, and environmental effects the project might have upon individuals, businesses, cultural resources, and other organizations in the area and community. The Department is in the preliminary stages of the project development and this is an informational meeting held to gather as much input from the community as possible. There will not be any formal presentations given at the meeting. Representatives of the Transportation Cabinet involved in the details of the project will be present to answer questions, address comments, and assist the public with any information made available.

Handouts describing the project alignments will be provided. Both oral and written statements may be submitted during the Public Meeting, as well as at the District Office, and shall be made part of the official transcript. A tear-off sheet is also attached to write comments on and submit to Department representatives or mail to the Transportation Cabinet at the address shown within fifteen (15) days after the meeting. A Court Reporter will be available at the meeting to receive verbal statements.

Once compiled, the transcript from this public meeting and other supporting documentation will be made available for review and copying only after an Open Records Request has been received and approved. All Open Records Requests must be submitted to the Transportation Cabinet, Department of Administration Services, State Office Building, Frankfort, Kentucky, 40622.

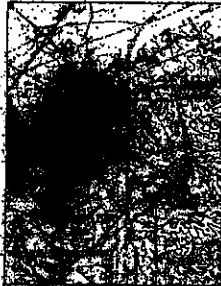
In accordance with the "Americans With Disabilities Act," if anyone has a disability for which the Transportation Cabinet needs to provide accommodations, please notify I.J. Blankenship of the District Seven Office of the necessary requirements by October 20, 2000. This request does not have to be in writing. The phone number is (859) 246-2355. All correspondence may be sent to:

Frank Duncan, P.E.  
Chief District Engineer  
Kentucky Transportation Cabinet  
Department of Highways  
P.O. Box 11127  
Lexington, Kentucky 40512



**NEWSPAPER ADVERTISEMENTS**

LEGAL PUBLIC NOTICE OF A PUBLIC MEETING CLARK COUNTY PROPOSED SOUTHERN BYPASS IN WINCHESTER FROM KY39 SOUTHWARD TO KY627 SOUTH FIDM 015 7292 ITEM NO. 7-331.50



The Transportation Cabinet, Department of Highways has scheduled a Public Meeting on October 26, 2000 from 4:00 p.m. to 7:00 p.m. at the George Rogers Clark High School Cafeteria located at 441 South 27th St. in Winchester, Kentucky.

The Winchester Bypass South will be a new road to provide access from several major highways south of downtown Winchester to I-75. It is the final part of a planned, complete bypass around Winchester and will connect the existing bypass, KY1958 to the planned Winchester Bypass Northeast. This route will provide an efficient, safe route from the southwest area of town to the east side of town. Speed limits for the project begin at the KY1958/KY627 Interchange, extend east approximately 5.2 miles to intersect with KY39 at the end of the current I-75 Bypass Project. Main section of the bypass will intersect with KY627 Two Mile Road and KY444 Knobby Branch Road.

The Public Meeting will be conducted in an Open House format. This is an informal type of meeting in which interested persons may come at any time between 4:00 p.m. and 7:00 p.m. to discuss the project with representatives and express their support and/or give their views concerning the social, economic, traffic, and environmental effects the project might have upon individuals, businesses, cultural resources, and other organizations in the area and community. The Department is in the preliminary stages of the project development and this is an informational meeting held to gather as much input from the community as possible. There will not be any formal presentations given at the meeting. Representatives of the Transportation Cabinet involved in the details of the project will be present to answer questions, address comments, and assist in the development of the project.

Handwritten comments on the project alignment will be provided. Verbal and written statements may be submitted during the public meeting as well as at the Department's office and shall be made part of the official record. A tear sheet of the project alignment to write comments on and submit to the Department representatives is available to the Transportation Cabinet at the address above within 15 business days after the meeting. A Court Reporter will be available at the meeting to receive verbal statements.

Once submitted, the transcript from the public meeting and other project documentation will be made available to the public only after an official public hearing has been held and approved by the Board of Transportation. All submitted comments must be submitted to the Transportation Cabinet, Department of Highways, 1000 Commonwealth Building, Lexington, Kentucky 40502.

In accordance with the Americans with Disabilities Act, if you have a disability for which the Transportation Cabinet needs to provide accommodations, please notify T.J. Blankenship of the District Office of the necessary requirements by October 20, 2000. This request does not have to be in writing. The phone number is (606) 257-2334. All correspondence may be sent to:

Transportation Cabinet  
Department of Highways  
P.O. Box 1217  
Lexington, Kentucky 40502

The Winchester Sun Thursday, October 19, 2000

LEGAL PUBLIC  
NOTICE  
OF A PUBLIC MEETING  
CLARK COUNTY  
PROPOSED SOUTHERN BYPASS  
IN WINCHESTER  
FROM KY 5 SOUTHWARD  
TO KY 627 SOUTH  
ED04029 7292  
ITEM NO. 7-331.50



The Transportation Cabinet, Department of Highways has scheduled a Public Meeting on October 20, 2000, at 7:00 p.m. at the George Rogers Clark High School Cafeteria located at 628 Boone Avenue, in Winchester, Kentucky.

The Winchester Bypass-South will be a new road to provide access from several rural highways south of downtown Winchester to I-64. It is the final part of a planned, complete bypass around Winchester and will connect the existing bypass, KY1958 to the planned Winchester Bypass Northeast. This route will provide an efficient, safe route from the southwest area of town to the east side of town. Specifically, the project begins at the KY1958/KY627 intersection, extends east approximately 5.2 miles to intersect with KY89 at the end of the current NE Bypass Project. This section of the bypass will intersect with KY1923 (Two Mile Road) and KY974 (Huddy Creek Road).

The Public Meeting will be conducted in an Open House Format. This is an informal type of meeting in which interested persons may come at any time between 4:00 p.m. and 7:00 p.m. to discuss the project with representatives and express their support and/or give their views concerning the social, economic, historic, and environmental effects the project might have upon individuals, businesses, cultural resources, and other organizations in the area and community. The Department is in the preliminary stages of the project development and this is an informational meeting held to gather as much input from the community as possible. There will not be any formal presentations given at the meeting. Representatives of the Transportation Cabinet involved in the details of the project will be present to answer questions, address comments, and assist the public with any information made available.

Handouts describing the project alignments will be provided. Both oral and written statements may be submitted during the Public Meeting, as well as at the District Office, and shall be made part of the official transcript. A tear-off sheet is also attached to write comments on and submit to Department representatives or mail to the Transportation Cabinet at the address shown within fifteen (15) days after the meeting. A Court Reporter will be available at the meeting to receive verbal statements.

Once compiled, the transcript from this public meeting and other supporting documentation will be made available for review and copying only after an Open Records Request has been received and approved. Open Records Requests must be submitted to the Transportation Cabinet, Department of Administration Services, State Office Building, Frankfort, Kentucky 40622.

In accordance with the "Americans With Disabilities Act," if anyone has a disability for which the Transportation Cabinet needs to provide accommodations, please notify L.J. Blankenship of the District Office of the necessary requirements by October 20, 2000. This request does not have to be in writing. The phone number is (859) 246-2335. All correspondence may be sent to:

Frank Dimeen, P.E.  
Chief District Engineer  
Kentucky Transportation Cabinet  
Department of Highways  
P.O. Box 1327  
Lexington, Kentucky 40512



Lexington Herald-Leader  
Thursday, October 5, 2000

**NOTICE OF A PUBLIC MEETING - CLARK COUNTY  
PROPOSED SOUTHERN BYPASS IN WINCHESTER  
FROM KY89 SOUTHWARD TO KY62 SOUTH  
FD04 025/7292 - ITEM NO. 7-331-50**

The Transportation Cabinet, Department of Highways has scheduled a Public Meeting on October 26, 2000 from 4:00 p.m. to 7:00 p.m. at the George Rogers Clark High School Cafeteria located at 620 Boone Avenue, in Winchester, Kentucky.

The Winchester Bypass South will be a new road to provide access from several rural highways south of downtown Winchester to I-64. It is the final part of a planned complete bypass around Winchester and will connect the existing bypass, KY1958 to the planned Winchester Bypass Northeast. This route will provide an efficient, safe route from the southwest area of town to the east side of town. Specifically, the project begins at the KY1958/KY627 Intersection, extends east approximately 5.2 miles to intersect with KY89 at the end of the current NE Bypass Project. This section of the bypass will intersect with KY1923 (Two Mile Road) and KY974 (Muddy Creek Road).

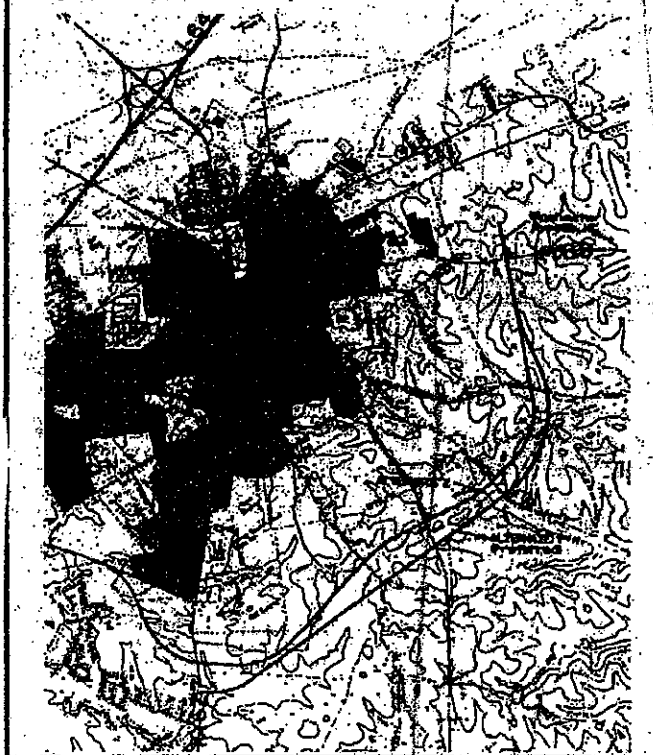
The Public Meeting will be conducted in an Open House Format. This is an informal type of meeting in which interested persons may come at any time between 4:00 p.m. and 7:00 p.m. to discuss the project with representatives and express their support and/or give their views concerning the legal, economic, historic, and environmental effects the project might have upon individuals, businesses, cultural resources, and other organizations in the area and community. The Department is in the preliminary stages of the project development and this is an informational meeting held to gather as much input from the community as possible. There will not be any formal presentations given at the meeting. Representatives of the Transportation Cabinet involved in the details of the project will be present to answer questions, address comments, and assist the public with any information made available.

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Frank Duncan, P.E., Chief District Engineer  
Kentucky Transportation Cabinet, Department of Highways  
P.O. Box 11127  
Lexington, Kentucky 40512



Lexington Herald-Leader  
Thursday, October 19, 2000

NOTICE OF A PUBLIC MEETING  
CLARK COUNTY  
PROPOSED SOUTHERN BYPASS IN WINCHESTER  
FROM KY89 SOUTHWARD TO KY627 SOUTH  
FDD4 025 7292  
ITEM NO. 7-331.50

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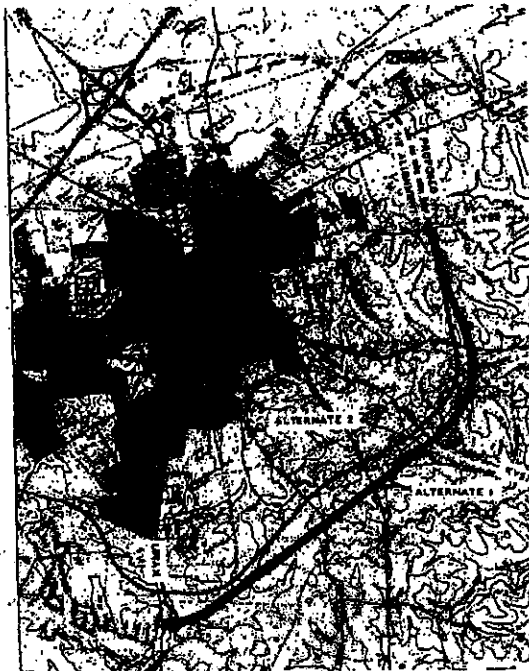
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Frank Duncan, P.E.  
Chief District Engineer  
Kentucky Transportation Cabinet  
Department of Highways  
P.O. Box 11127  
Lexington, Kentucky 40512



**LIST OF ATTENDANCE**

LIST OF ATTENDANCE

	NAME	ADDRESS
1.	Jennifer Holson	D-7 R/W
2.	Ron Terry	D-7 R/W
3.	Phil Logsdon	D-7 Environmental
4.	Ken McLeod	D-7 R/W
5.	Michael Jones	Vaughn & Melton
6.	John Schneider	" "
7.	Ananias Calvin III	C.O. Highway Design
8.	Robert W. Vaughn	Vaughn & Melton
9.	Randy Fournier	DT Design
10.	Tom Berry	D-7 R/W
11.	Phil Lambert	D-7
12.	Rebecca Colvin	CTI
13.	Ann Brandt	DEA - KYTC
14.	Joe E. Ballig	D-7 Pre-Con
15.	Robert H. Candell	D-7 Design
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LIST OF ATTENDANCE

	NAME	ADDRESS
1.	Bob Johnson	9 W Lex
2.	Angie Smith	(Win. Sun)
3.	Bill Blumenthal	201 Delaffain Road
4.	Stephen Copeland	520 BROWNING LN.
5.	Nancy Wells	1600 Boonesboro Rd. Win.
6.	Dennis Leach	179 Hilltop Dr
7.	Tracy Leach	179 Hilltop Dr
8.	Johnny R. RANEY	1808 Two mile RD.
9.	Phil May	5930 Muddy Creek Rd.
10.	Al Sealy	5805 Ecton Rd
11.	Jason Proley	5805 Ecton Road
12.	Ben Pastey	" " "
13.	Mark Hubbard	301 Lettie Lane Wilky
14.	Mary Ann Cox	1987 Muddy Creek Rd
15.	Ed Shuman	1455 Turner Rd. Win
16.	Johnny Ray Wiseman	1120 Ecton Rd.
17.	Debra E. Wolfe	1550 Ecton Rd.
18.	Joe Jackie Eggen	41 Roccest Drive Win
19.	Wendy L. Springer	1700 Cook Rd. Win
20.	Chad O'Hegren	1182 Cole Rd. Win.
21.	Angie Shuman	1455 Irvine Rd. Win
22.	Patty Stone	1495 Muddy Creek Road
23.	Robert D. Stone	1495 Muddy Creek Rd.
24.	Sam Williams	1571 Waterworks Rd
25.	Sammy Williams	1571 Waterworks Rd.

LIST OF ATTENDANCE

	NAME	ADDRESS
1.	Fred Farris	7180 Mt. Sterling Rd. Win. Ky. 40391
2.	David + Art Linn	1859 Linn Rd
3.	Homer Linn	3210 Two Mile Rd Win Ky 40391
4.	James C. Fano	1835 Boonesboro Rd. Win. Ky 40391
5.	William H. Ashby	7510 Byline Rd Win Ky 40391
6.	Mr + Mrs Billy Hackworth	175 Cole Rd Winchester 40391
7.	Jimmie Allen	1080 Cole Rd. Winchester, Ky.
8.	Albert & Elin Conls.	567. Downing Ry Winchester, Ky.
9.	Connie Sue Jewell	1919 Muddy Creek Rd Winchester, Ky 40391
10.	Susan Faulhee	2235 Muddy Creek Rd Winchester
11.	Carl Tipton	1954 Muddy Creek Rd. Winchester
12.	LOSTER PAUL BEE	2235 Muddy Creek Rd Winchester
13.	ROBERT L BURN	170 HEATHUR LN WINCHESTER
14.	Alex + Sheri Cummings	2650 Two Mile rd Winchester
15.	DONNA, Jaclyn & Jayne Farris	1835 Boonesboro Rd WINKY 40391
16.	Randy L. Todd	P.O. Box 916 1164 White Lankwright Rd Winchester Ky 40392
17.	Rebecca P. Farris + David Farris	1760 Boonesboro Rd. Winchester 40391
18.	Wick Wallen	33 Westchester Dr Winchester
19.	Marsha Hood	606 Gilbert Ct Winchester Ky 40391
20.	RICHARD YEADY	208 ALBANY CT WINCHESTER
21.	Doug Hood	606 GILBERT CT, WINCHESTER
22.	Betsy Fink	1590 Boonesboro Rd Winchester
23.	Edith Rainey	2047 Muddy Creek Win.
24.	Donald H. Rainey	2047 mully CRK WING KY.
25.	M/M Jerry Hornshell	1443 Cole Rd., Winchester Ky

LIST OF ATTENDANCE

	NAME	ADDRESS
1.	Jane Christ	1524 Muddy Creek Winchester
2.	Roy Jack Ross	1680 Muddy Creek Rd. Win. Ky. 40391
3.	Andy + Betty Jester	1941 Muddy Creek Win. Ky 40391
4.	Ken Rides	1852 Two Mile Win K
5.	Willard M. Martin	385 Boone Ave. Winchester
6.	Loace Martin	385 Boone Ave. 744 1491
7.	R.J. Palmer II	31 Casa Linda Way 737-2945
8.	Cecil E. Walker	400 Clayton Ct Winchester 745-1550
9.	ROBERT BUSH	3819 <sup>SOMERSET, KY 42503</sup> HICKORY HILL DR 606 6760062
10.	Jennifer Sciantarelli	(WINCHESTER SUN)
11.	ROTHAMBERT	2070 BONESBERG
12.	Dean Wills	915 Jackson Ferry Rd Win
13.	Picky Wills	1600 Babingtonsbrough Rd. Winchester Ky
14.	Nene Kincaid	423 Willow Creek, Winchester, Ky
15.	Mary B. Hall	725 Country Club Ct., Winchester
16.	David Lindeman	696 Emmet Creek Lane Lexington, KY 40515
17.	Joy + Kim Varner	
18.	Robert Green	114 Ashland Ave Winchester, Ky
19.	PAUL KERRICK	2 SOUTH MAPLE ST. WINCHESTER, KY 40391
20.	Jack Phillips	450 Cole Rd " " "
21.	John Davis	114 Nelson Winchester Ky 40391
22.	James + Harriette Hall	209 Rose Grove Lane Win Ky
23.	Carol Farmer	104 Rose Grove Lane Win Ky
24.	Philip + Vaughn	925 Vaughn Win Ky
25.	Dorothy McLeod	2740 Muddy Creek Win. Ky

LIST OF ATTENDANCE

NAME	ADDRESS
1. Whitney Thompson	309 Kenonimo Ct.
2. Mike Carpenter	118 Kentucky St
3. Endre Fink	1590 Boonesboro Rd.
4. Judith Cheesmont	536 Flanagan Sta. Rd
5. Patti + Paul Columbia	College Rd.
6. Ed Buckner	103 Chas. W. De Kowich, Ky
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LIST OF ATTENDANCE

	NAME	ADDRESS
1.	<i>John W. Stobin</i>	<i>63 Bond Court - Winchester Ky</i>
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**COURT REPORTER STATEMENTS**

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN

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**PUBLIC MEETING**

Concerning a Proposal for the  
Development of Plans for the  
Southern Bypass in  
Winchester, Kentucky

**CLARK COUNTY**  
ITEM NO. 7-331.50

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**MEETING LOCATION**

George Rogers Clark High School Cafeteria  
620 Boone Avenue  
Winchester, Kentucky

October 26, 2000  
4:00 p.m. to 7:00 p.m.

TERRY B. RIGLER, Court Reporter

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**ACTION COURT REPORTERS**  
184 North Mill Street  
Lexington, Kentucky 40507  
(859) 252-4004

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DENNIS RAY LEACH, JR.

179 Hilltop Drive  
Winchester, Kentucky 20391

I only had basically two concerns, the route of the Preferred Alternate where it doesn't really connect into a flow of traffic from what they have done on the bypass now. With the growth of Winchester, you have got business coming in from Richmond, you got the subdivisions there, and then the school, and then traffic coming in from the bypass from the highway.

Alternate 2 has a much better flow. Without some intersection work, and things like that there, I think the preferred method or the preferred route would be kind of rough and choppy right in that area and probably have a bunch of traffic problems in the future when Winchester got larger.

The other one was where it actually connects with Route 89. I live on Hilltop Drive, which is down at the bottom of the hill. And my concern was where the intersection was actually going to be on 89 because you have a real steep hill coming up from the county. If the intersection is there and they decide to put traffic lights in there, that's

1 going to back traffic up, and especially in the  
2 winter. That hill is already hard enough to manage in  
3 the winter. If you have got a traffic light and you  
4 wind up getting stuck on that hill at a red light,  
5 that's going to be a mess.

6           So by the maps you can't really -- I  
7 can't really tell where it's coming in, if it's coming  
8 in on that flat at the top or if it's actually coming  
9 in on the hillside. And that was really it for me,  
10 were those two things. I guess that was it.

11           Oh, one other thing. With the maps  
12 that they're using to lay out the plans for this, the  
13 subdivisions, for example, that come off of Boonesboro  
14 Road, those are all connected straight through and you  
15 really don't show that. There's a lot more traffic  
16 that comes through there.

17           I know they're old maps because they're  
18 showing landmarks in town that don't exist anymore,  
19 like Hickman Street School, Southeastern Christian  
20 College, that's College Park now. But the point is I  
21 know they are really old maps and, really, the maps  
22 that they're using aren't really accurately showing  
23 what's actually developed now. There's a subdivision  
24 off of Route 89 that's not even listed on the maps.

25           Now, on the main map they show a

1 200-foot easement between the plans and the -- and the  
2 subdivision. But I want to make sure that the maps  
3 that they're using with the planning commission are up  
4 to date maps rather -- and these are quite outdated.  
5 And I guess that's it.

6                   So just make sure that the maps are  
7 updated as you're looking at these plans in the future  
8 because it already has an impact on where the bypass  
9 and Boonesboro Road meet already. That would do it, I  
10 guess.

11

12

WILLIAM P. SHEARER

13

1455 Irvine Road

14

Winchester, Kentucky 40391

15

16

17

18

19

I just wanted to comment that I think  
the bypass should be a continuous road, particularly  
where it comes out on the existing Boonesboro Road to  
the already constructed bypass.

20

21

MARSHA HOOD

22

606 Gilbert Court

23

Winchester, Kentucky 40391

24

25

I just wanted to comment and say I

1 prefer the route that was considered the Preferred  
2 Route, not the Alternate Route, it looks like the best  
3 plan to meet our needs and looks to me like the best  
4 plan to meet the needs of the city of Winchester.

5

6

DOUG WOOD

7

606 Gilbert Court

8

Winchester, Kentucky 40391

9

10 I prefer the Alternate Route 1 because  
11 it's the best situation for me, because I have to  
12 drive out State Route 15 every day, and I think that  
13 would help me on my driving time and that way I  
14 wouldn't have to go through town and all through the  
15 traffic in the afternoons and the mornings and school  
16 buses, and that way right there.

17 And the Preferred Route is what I want  
18 to say.

19

(End of public comments)

20

21

22

23

24

25



REPORTER'S CERTIFICATE

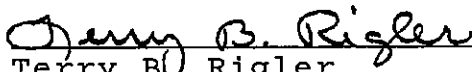
STATE OF KENTUCKY            )  
                                  )  SS.  
COUNTY OF FAYETTE         )

I, Terry B. Rigler, Notary Public in and for the State of Kentucky at Large, do hereby certify that the facts as stated by me in the caption hereto are true; that the statements reported above were made before me and were thereafter reduced to computer-aided transcription by me and under my supervision; and that the same is a true and accurate transcript of the proceedings to the best of my ability.

I further certify that I am not employed by, related to, nor of counsel for any of the parties herein, nor otherwise interested in the outcome of this action.

IN WITNESS WHEREOF, I have affixed my signature and seal this 31st day of October, 2000.

ACTION COURT REPORTERS

  
Terry B. Rigler  
184 North Mill Street  
Lexington, Kentucky 40507  
(859) 252-4004

My Commission Expires: February 18, 2004

**WRITTEN STATEMENTS**



PRIVATE INVESTMENT ADVISORS

November 3, 2000

Mr. Frank Duncan, P.E.  
Chief District Engineer  
Department of Highways  
District Seven  
P. O. Box 11127  
Lexington, KY 40512-1127

RE: Scobee Farm Trust #20L166004  
Clark County Southern Bypass

Dear Mr. Duncan:

National City Bank is co-trustee along with Mrs. Sarah Hammet of the Scobee Farm which is located on KY627. Your Alternate 1 proposal for the southern bypass intersects the Scobee Farm as it terminates on KY 627.

We have an obvious interest in where the bypass will go. We are in the process of seeking expert advice on the impact these two proposals will have on our farm. We would like to defer any comments until we have a more informed opinion.

We would like to have some additional copies of the material handed out at the October 26 public hearing, if you would be so kind as to forward them to us. Two copies should suffice.

Regards,

Richard J. Lyon  
Senior Vice President

**RECEIVED****NOV - 8 2000****DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN  
LEXINGTON**

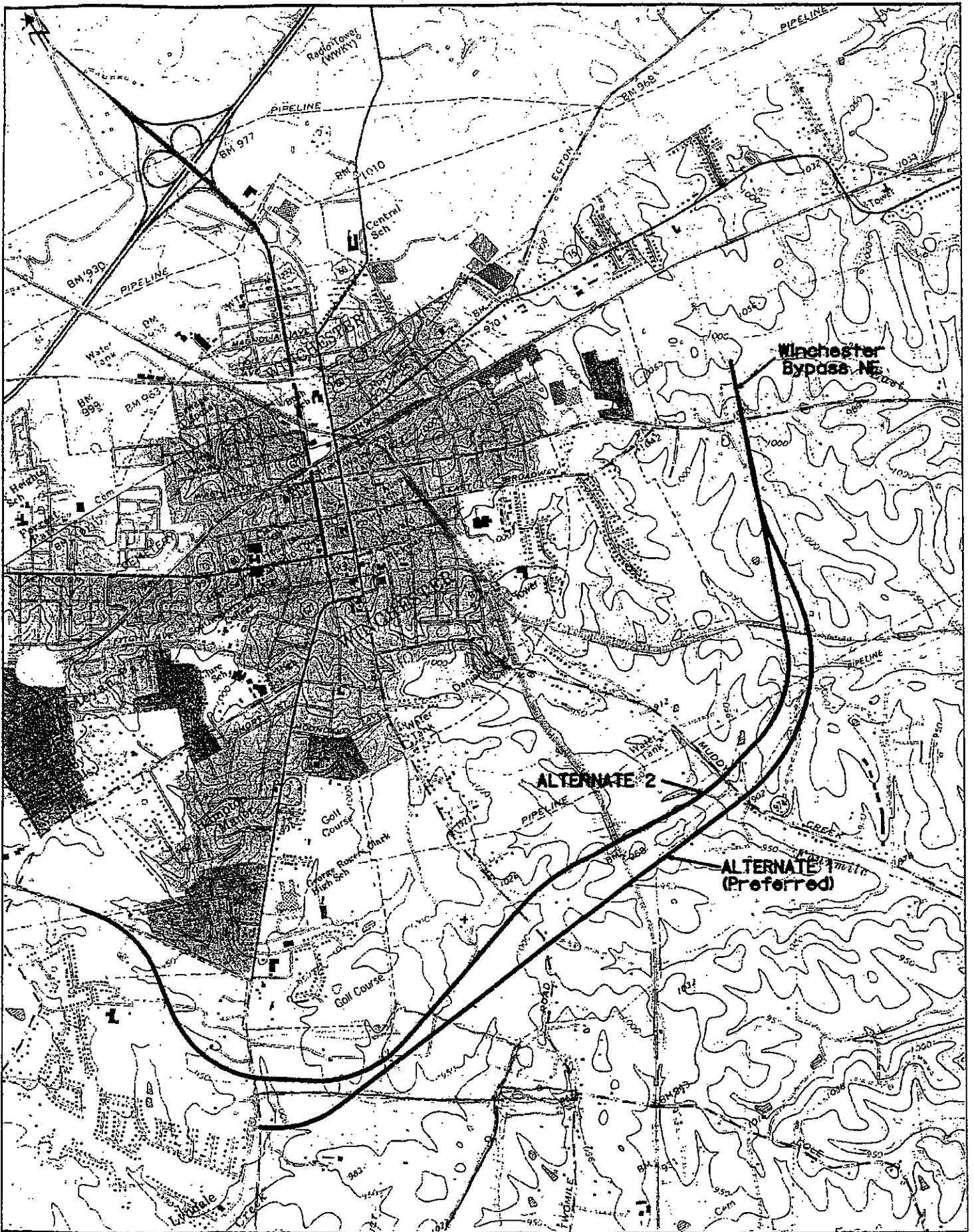
Enclosure

Cc: Mrs. Sarah Hammet  
Robert Hammet w/attachment

RJL/rk

National City Bank of Kentucky | 301 East Main Street, Lexington, Kentucky 40507  
TEL 859.281.5100 | FAX 859.281.5369

NatCity Investments, Inc. is a full-service brokerage firm and is a member of NASD and SIPC.  
Sterling and Private Client Group are divisions of National City Bank.



~~Bart B.~~  
James Bullinger

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN

RECEIVED

PUBLIC MEETING HELD ON OCTOBER 26, 2000  
CLARK COUNTY SOUTHERN BYPASS  
ITEM NO. 7-331.50

NOV - 8 2000

DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN  
LEXINGTON

CONCERNING A PROPOSAL FOR THE CONSTRUCTION OF THE SOUTHERN BYPASS  
IN WINCHESTER, KENTUCKY.

		<u>Name and Address</u>
TO:	Frank Duncan, P.E. Chief District Engineer Department of Highways District Seven P.O. Box 11127 Lexington, KY 40512-1127	FROM: Johnny & Carol Tipton 1954 Muddy Creek Rd Winchester Ky 40391

COMMENTS AND VIEWS CONCERNING THE PROJECT:

---

We understand that we need more roads or bypass here in Winchester but this bypass will come right through our home. We still owe \$62,000.00 on our home and land. If you all come through here how are we suppose to pay off our loan and find us another decent affordable place to live. We are not rich and have no money other than my husbands retirement which the state is in control of. And if you all do bring the bypass through how far in advance would we have to get out.

THANK YOU

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN

PUBLIC MEETING HELD ON OCTOBER 26, 2000  
CLARK COUNTY SOUTHERN BYPASS  
ITEM NO. 7-331.50

CONCERNING A PROPOSAL FOR THE CONSTRUCTION OF THE SOUTHERN BYPASS  
IN WINCHESTER, KENTUCKY.

	<u>Name and Address</u>
TO: Frank Duncan, P.E. Chief District Engineer Department of Highways District Seven P.O. Box 11127 Lexington, KY 40512-1127	FROM: <i>Gregory Wilson Jr. 1961 Muddy Creek Road Winchester, Ky 40391-9713</i>

COMMENTS AND VIEWS CONCERNING THE PROJECT:

*PLEASE See*

*ATTACHED*

**RECEIVED**

**NOV - 8 2000**

DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN  
LEXINGTON

November 1, 2000

I own seven acres of land at 1961 Muddy Creek Road. Looking at the map provided at the October 26 meeting, it appears that the preferred route of the bypass (Alternate 1) will go right down the driveway of my property, between the crude oil pipeline and the house, within approximately 20 feet of each.

I have owned this property and lived here for 45 years. Years ago I deeded a corner lot right next to my house to my mother for her to build a house on. She lived there until she died. In her will she left the house and lot to me for my lifetime but stated that it could not be sold. At my death it is to go to my sons.

During the time my mother lived there, I added a room onto my house. After her death, I tried to use my property as collateral for a loan. A survey showed that two feet of the room I had added was on her property, thus tying my property up with her property.

My son Roger Wayne and his family lives in the house that was my mother's, and another of my sons lives in my house. I am living in a recently built barn that I moved into in order to provide him a home.

In addition to these problems and the problem of Alternate 1 having to cross the crude oil pipeline twice, there is a family cemetery on the property. My son Paul was killed in a wreck in 1988 and is buried there. My son Roger Wayne's wife died in 1996 and is also buried there. The cemetery is not an abandoned cemetery (as the state requires a cemetery to be in order for it to be condemned for development). It is much loved and well cared for by immediate family members still living here on the property.

This land has provided homes for us and enough land to grow our own food. But we fear that it would not bring enough to enable us to replace our homes and our land. We hope that you will consider Alternate 2 in place of Alternate 1.

Sincerely,



Gordon Wilson, Jr.

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN

PUBLIC MEETING HELD ON OCTOBER 26, 2000  
CLARK COUNTY SOUTHERN BYPASS  
ITEM NO. 7-331.50

CONCERNING A PROPOSAL FOR THE CONSTRUCTION OF THE SOUTHERN BYPASS  
IN WINCHESTER, KENTUCKY.

TO: Frank Duncan, P.E.  
Chief District Engineer  
Department of Highways  
District Seven  
P.O. Box 11127  
Lexington, KY 40512-1127

FROM:

Name and Address

Endre and Betsy Fink  
1590 Boonesboro Road  
Winchester, KY 40391

COMMENTS AND VIEWS CONCERNING THE PROJECT:

I am writing to voice my opposition to the construction of the southern bypass in Winchester, Kentucky. I realize that some see this growth as necessary to provide access to those in rural areas to major highways. Others like me see it as unnecessary disruption of farm land and green space held in families for one hundred plus years, meant to be passed on for many more generations as the family farm. Both of your proposed plans dissect one such farm in my family. My father, now 70 years old, was born in the farm house and continues to farm this land at 1760 Boonesboro Road, as he has all his life. He has certainly had opportunity to sell this prime land at high dollar, but has not even considered this option, because of his love of the farm. Some of us choose to live in rural areas and accept its inconveniences in trade for its rewards. I ask that you reconsider the path of this bypass to intersect the land of those who are waiting for this opportunity, not those who wish to keep their family farms intact. Respect of those who have come before should be considered as well as those who will come in the future.

**RECEIVED**

**NOV - 8 2000**

DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN  
LEXINGTON



James Bellinger  
Caudill

611 Boone Avenue  
Winchester, KY 40391-2330  
October 27, 2000

Frank Duncan, PE  
Chief District Engineer  
Kentucky Transportation Cabinet  
PO Box 11127  
Lexington, KY 40512

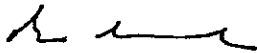
**Re: Public Hearing Materials  
Winchester Southeast Bypass  
October 26, 2000**

Dear Mr. Duncan:

I was unable to attend the public hearing on the above referenced project due to a family emergency. If possible, please send me a copy of the handout materials from the hearing including the proposed alignment of the roadway.

I do not have any comments to provide at this time.

Thank you,



Bill Bunch

**RECEIVED**

**OCT 30 2000**

DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN  
LEXINGTON



Commonwealth of Kentucky  
**Transportation Cabinet**

**James C. Codell, III**  
Secretary of Transportation

**Paul E. Patton**  
Governor

**E. Jeffrey Mosley**  
Deputy Secretary

Department of Highways, District Seven  
763 West New Circle Rd., Building 2, P.O. Box 11127  
Lexington, Kentucky 40512  
859/246-2355, (Fax) 859/246-2354  
Franklin P. Duncan, P.E.  
Chief District Engineer

October 31, 2000

Mr. Bill Bunch  
611 Boone Avenue  
Winchester, KY 40391-2330

Re: Winchester SE Bypass Study

Dear Mr. Bunch:

Attached is a copy of the hand-out provided at the Public Meeting held last Thursday evening at the George Rogers Clark High School. Please note that there is a comment sheet attached to the back of the hand-out. To be included in the report that will be sent to Frankfort, these comments must be received within 15 days of the Public Meeting.

Thank you very much for your interest in the Bypass Study and I hope you take the time to send in the comment sheet and let us know your thoughts about the project.

Sincerely,

Keith Caudill, P.E.  
Transportation Engineering Supervisor  
District Seven - Lexington



James Bollinger

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN

RECEIVED

PUBLIC MEETING HELD ON OCTOBER 26, 2000  
CLARK COUNTY SOUTHERN BYPASS  
ITEM NO. 7-331.50

NOV 13 2000

DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN  
LEXINGTON

CONCERNING A PROPOSAL FOR THE CONSTRUCTION OF THE SOUTHERN BYPASS  
IN WINCHESTER, KENTUCKY.

	<u>Name and Address</u>
TO: Frank Duncan, P.E. Chief District Engineer Department of Highways District Seven P.O. Box 11127 Lexington, KY 40512-1127	FROM: David + Rebelca FARRIS 1760 Boonesboro Rd. Winchester Ky 40391

COMMENTS AND VIEWS CONCERNING THE PROJECT:

We are opposed to the by-pass all together and feel that it is waste of tax payers money & a waste of land + green space. We feel they need a direct road from I-75-I-64.

<sup>Alternative</sup> Proposal #2 - Destroy or farm - if it has to be <sup>Alternative</sup> Preference #1 - is not right next to our house and not as damaging to farm.

Most of people on advisory council don't have their property destroyed much less their farms + lively hood. It is almost impossible to get on Boonesboro Rd. now. What will it be - if I have road.

This takes the people completely away from downtown as they strive to revive.

It is doubtful if our comments means anything.

≡ ≡

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN

PUBLIC MEETING HELD ON OCTOBER 26, 2000  
CLARK COUNTY SOUTHERN BYPASS  
ITEM NO. 7-331.50

CONCERNING A PROPOSAL FOR THE CONSTRUCTION OF THE SOUTHERN BYPASS  
IN WINCHESTER, KENTUCKY.

		<u>Name and Address</u>
TO:	Frank Duncan, P.E. Chief District Engineer Department of Highways District Seven P.O. Box 11127 Lexington, KY 40512-1127	FROM: <i>Ed Burdron</i> <i>103 Churchill Dr.</i> <i>Winchester, Ky. 40390</i>

COMMENTS AND VIEWS CONCERNING THE PROJECT:

*I support the project. I especially like  
the proposed connection with Booneboro  
Road. This will be a good project  
for community, good design.*

**PUBLIC MEETING PAMPHLET**

**KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DISTRICT SEVEN**

**PUBLIC MEETING**

**CONCERNING A PROPOSAL FOR THE DEVELOPMENT OF PLANS FOR THE  
SOUTHERN BYPASS IN WINCHESTER, KENTUCKY**

**CLARK COUNTY  
ITEM NO. 7-331.50**

**MEETING LOCATION**

**GEORGE ROGERS CLARK  
HIGH SCHOOL CAFETERIA  
620 BOONE AVENUE  
WINCHESTER, KENTUCKY**

**OCTOBER 26, 2000**

**4:00 P.M. TO 7:00 P.M.**



Commonwealth of Kentucky  
**Transportation Cabinet**

**James C. Codell, III**  
Secretary of Transportation

**E. Jeffrey Mosley**  
Deputy Secretary

Department of Highways, District Seven  
763 West New Circle Rd., Building 2, P.O. Box 11127  
Lexington, Kentucky 40512  
859/246-2355, (Fax) 859/246-2354  
Franklin P. Duncan, P.E.  
Chief District Engineer

**Paul E. Patton**  
Governor

October 26, 2000

Dear Citizen:

I would like to take this opportunity to welcome you to this Public Meeting on the proposed Southern Bypass Project in Winchester. This handout contains various information concerning the proposed project. Please take time to read this information and become better acquainted with the proposed project. The purpose of this meeting is to present a couple of alignments for the proposed bypass and to gather input from the citizens of Winchester about these alignments for the proposed Southern Bypass and thoughts about the project in general. This section of the bypass is an important section and will complete the loop around Winchester and will also provide a connection to the east side of Winchester. Please note that currently this project is not in the current 6-year Highway Plan and the purpose of this meeting and study is to establish a corridor for the bypass to assist the local planners in preserving the corridor to allow for the future bypass project. This is an Open-Format Type Meeting and there will not be any formal presentations given. You are encouraged to come at anytime during the three hour period and view the exhibits and talk with the various representatives of the Highway Department concerning the project.

Located around the room are various exhibits and other pertinent information about the project area. Representatives of the Advisory Committee, the Consulting Firm and the Department of Highways are located near the displays to help answer any questions you may have.

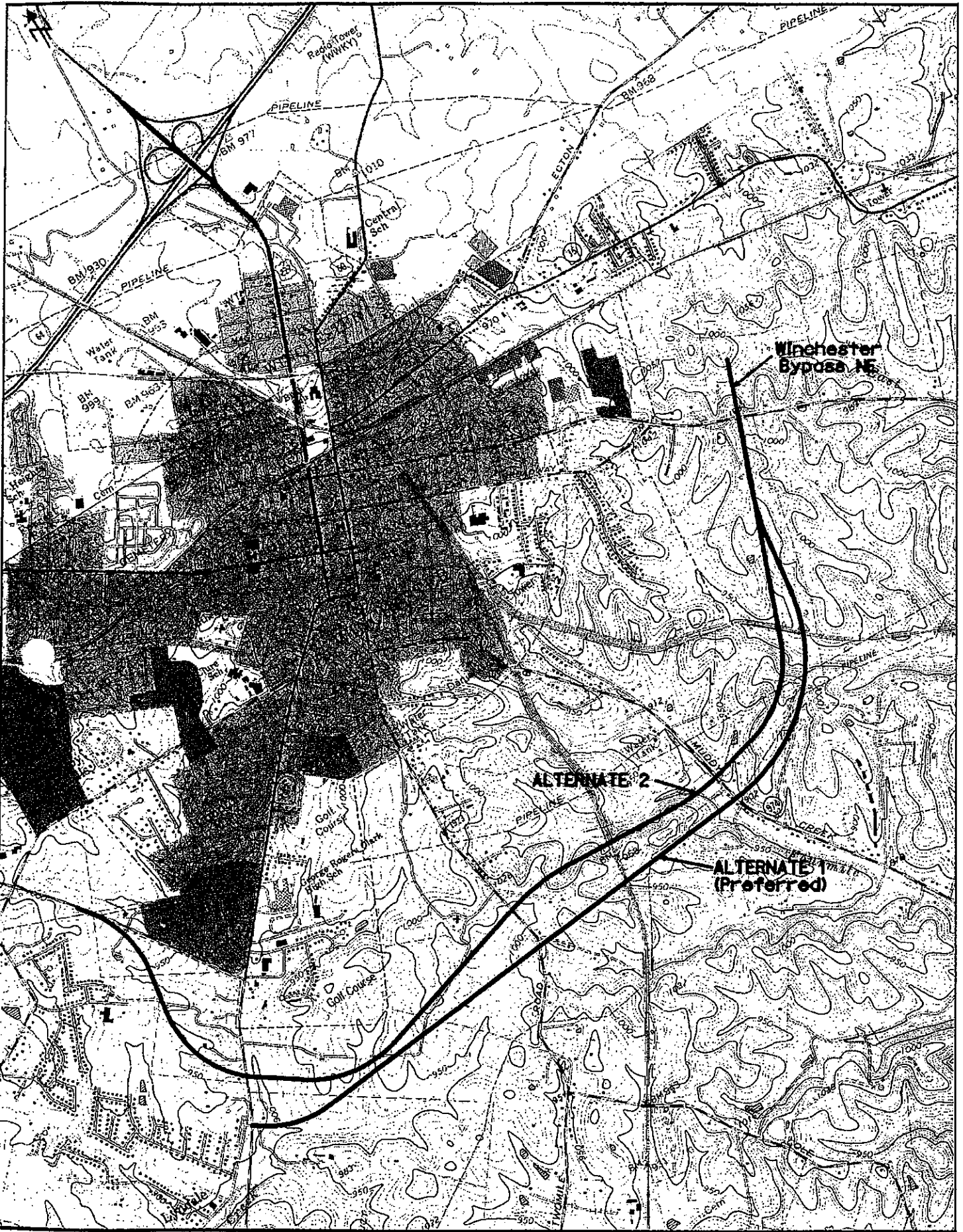
A page for written comments is included in the back of this handout for your use and can be submitted at this time or it can be mailed to the address shown below within fifteen (15) days after the meeting.

I want to thank you for attending and participating in this Public Meeting. We are in the early stages of this project and your comments are important to us. We will consider them when making the final decision on the design to be used for this project.

Sincerely,

Frank Duncan, P.E.  
Chief District Engineer  
Department of Highways  
District Seven, Bldg. 2  
P.O. Box 11127  
Lexington, Kentucky 40512  
(859) 246-2355





Winchester Bypass NE

ALTERNATE 2

ALTERNATE 1 (Preferred)

Regent Tower (WWKY)

Central Sch.

Golf Course

Golf Course

Water Tank

Water Tank

Water Tank

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## PROJECT DESCRIPTION

The Winchester Southern Bypass will be a new route to provide access from several rural highways south of downtown Winchester to I-64. It is the final phase of a planned, complete bypass around Winchester and will connect the existing bypass, KY1958, to the planned Winchester Northeast Bypass, which is currently in the Right-Of-Way Phase. Specifically, the project begins at the KY1958/KY627 Intersection, extends east approximately 5.2 miles to intersect with KY89 at the end of the current NE Bypass Project. This section of the bypass will intersect with KY1923 (Two-Mile Road) and KY974 (Muddy Creek Road).

The purpose of this project is to provide a safe, efficient route from the southwest area of town to the east side of town. The first step in this process and the goal of this Design Team is to select the preferred corridor so local planners may limit development within the anticipated right-of-way, and prevent unnecessary impacts during the construction of this section of the bypass.

## TYPICAL SECTION

The proposed bypass will consist of a Rural Four Lane Divided Highway with two 12-foot driving lanes in each direction with 12-foot outside shoulders and 6-foot inside shoulders. The median separating the traffic will be a 40-foot depressed grass median. The posted speed limit for the bypass will be 55 m.p.h.

## CURRENT 6-YEAR PROJECT SCHEDULING

Construction of the Winchester Southern Bypass is not currently included in the Kentucky Transportation Cabinet's six-year plan. Currently the goal is to establish a corridor that local planners can preserve for any future construction project.

Located around the room are various aerial photographs and exhibits concerning the proposed project. Representatives of the Advisory Committee, the Consulting Firm and The Department of Highways are located near these exhibits to help answer any questions you may have.

## ADVISORY COMMITTEE

An Advisory Committee, consisting of local officials and property owners was created to assist the Department of Highways and Vaughn and Melton Engineers in the development of the NE Bypass Project and they have also been asked to provide assistance with this section of the bypass. Below are the names and addresses of the Committee Members:

Mr. Robert Powe -Chairman  
16 Edgewood Drive  
Winchester, Ky. 40391

Mr. Herb McComas -Vice Chairman  
2968 McClure Road  
Winchester, Kentucky 40391

Mr. Drew Graham  
Clark County Judge/Executive  
10984 Iron Works Road  
Winchester, Kentucky 40391

Mayor Dodd Dixon  
Mayor of Winchester  
P.O. Box 40  
Winchester, Kentucky 40391

Mr. Robert Blanton, Director  
Planning and Zoning  
P.O. Box 40  
Winchester, Kentucky 40391

Mr. Ed Burtner, City Administrator  
P.O. Box 40  
Winchester, Kentucky 40391

Mr. Steve Austin  
Bluegrass Tomorrow  
465 East High Street  
Lexington, Kentucky 40507

Mr. Bill Shelton  
4565 Ecton Road  
Winchester, Kentucky 40391

Mr. Bruce Duncan  
Bluegrass Area Development District  
699 Perimeter Drive  
Lexington, Kentucky 40517

Mr. Overt Carroll  
Clark County RECC  
Iron Works Road  
Winchester, Kentucky 40391

Mr. John Quisenberry  
464 Quisenberry Lane  
Winchester, Kentucky 40391

Mr. Robert G. Strobe  
1617 Boonesboro Road  
Winchester, Kentucky 40391

Ms. Kitty Strobe  
17 Windridge Drive  
Winchester, Kentucky 40391

Mr. Gene Kincaid  
423 Willowbrook Drive  
Winchester, Kentucky 40391

Mr. James B. Allen, Jr.  
5955 Bybee Road  
Winchester, Kentucky 40391

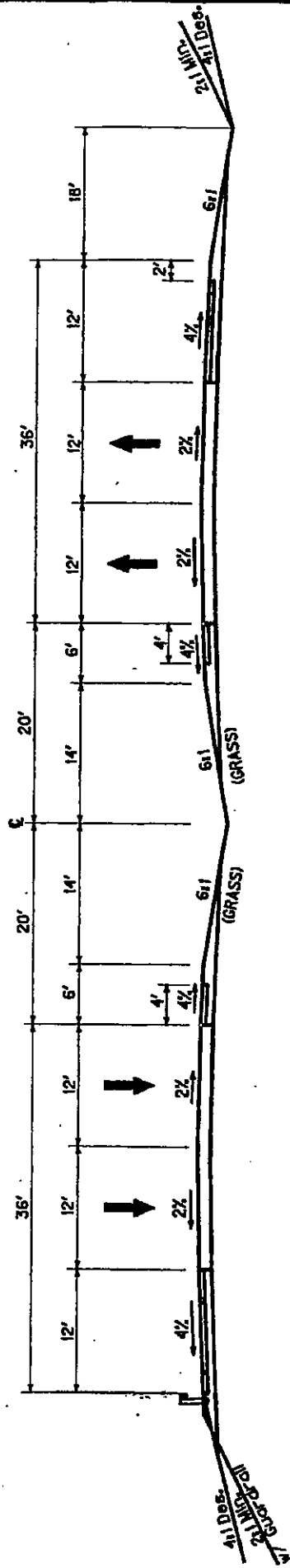
### ALTERNATE 1

Alternate 1 begins on KY 89 at a point 0.30 miles from the intersection of KY 89 and East Broadway. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.15 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.44 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 1.12 miles from the Winchester Station and then crosses Twomile Road (KY 1923) at a point 1.36 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west to its termini at KY 627, a point 0.49 miles from the intersection of KY 1958 and KY 627. Also included with this alternate is the upgrading of existing KY 627 to a five-lane urban facility from KY 1958 to the project terminus.

### ALTERNATE 2

Alternate 2 begins at the same point as Alternate 1. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.06 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.33 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 0.97 miles from the Winchester Station and then crosses Twomile Road (KY 1923) at a point 1.20 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west and crossing KY 627 at a point 0.32 miles from the intersection of KY 1958 and KY 627. It continues across KY 627 to its termini on KY 1958, a point 0.60 miles from the intersection of KY 627 and KY 1958.

COUNTY OF	YEAR	SHEET NO.	TOTAL SHEETS



A TYPICAL RURAL 4-LANE SECTION

21111 Des.

6:1 (GRASS)

6:1 (GRASS)

411 Des. 10-20-50 1/4



**APPENDIX D**

# **Environmental Overview**

---

**Winchester Bypass South  
Item No. 7-331.50**

*for*

**Vaughn & Melton Consulting Engineers, Inc.**

*February 1, 2000*

# Environmental Overview

---

**Winchester Bypass South  
Item No. 7-331.50**

*for*

**Vaughn & Melton Consulting Engineers, Inc.  
129 South 24<sup>th</sup> Street  
Middlesboro, Kentucky 40965**

*February 1, 2000*

**Prepared by:**

**Reviewed by:**

\_\_\_\_\_  
Mary Beth Robson, PE

\_\_\_\_\_  
Kay Sanborn, PE

Commonwealth Technology, Inc.  
11215 Decimal Drive  
Louisville, Kentucky 40299

<http://www.ctienv.com>

Phone: 502-266-7655  
Toll Free: 877-889-7655  
Fax: 502-266-7743



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**FIGURES**

FIGURE 1 – Vicinity Map

FIGURE 2 – Location Map

## **EXHIBITS**

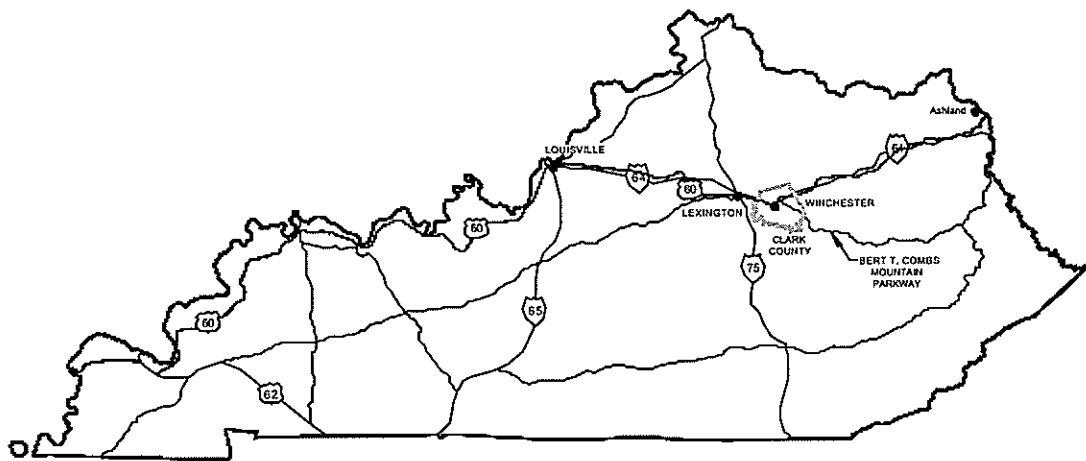
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- EXHIBIT 2 – Environmental Concern Locations

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- APPENDIX C – Noise Abatement Procedures
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- APPENDIX E – Archaeological Overview

## PROJECT DESCRIPTION

The proposed project, the Winchester Bypass South, involves construction of the southern portion of a bypass around the City of Winchester, Clark County, Kentucky. Winchester is a small, growing community located about 20 miles east of Lexington, Kentucky. (See Figure 1). Winchester has a strong industrial base and a thriving downtown business district.



**FIGURE 1 – VICINITY MAP**

The Winchester Bypass South will be a new road to provide access from several rural highways south of downtown Winchester to Interstate 64 (I-64), and to the Bert T. Combs Mountain Parkway. It is the final part of a planned, complete bypass around Winchester and will connect the existing bypass, Kentucky Highway 1958 (KY 1958) to the planned Winchester Bypass Northeast. Specifically, the project begins at the intersection of KY 1958 and KY 627, extends east a distance of 5.2 miles to intersect with KY 89 at the end of the proposed Winchester NE bypass. The Winchester Bypass South will intersect with KY 1923 (Two Mile Road) and KY 974 (Muddy Creek Road) between KY 627 and KY 89. (See Figure 2).

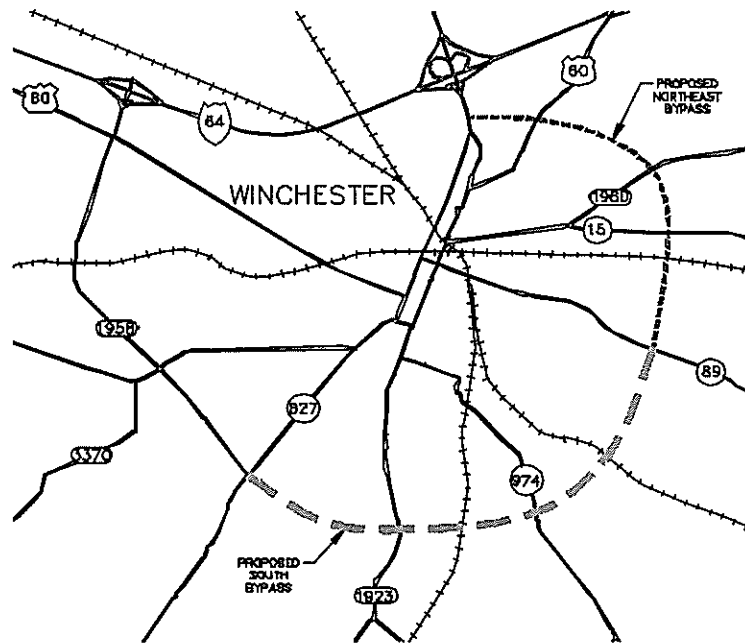


FIGURE 2 – LOCATION MAP

***Existing Facility***

The major highways in Clark County are I-64, the Mountain Parkway, US Route 60 (US 60), KY 1958, KY 627, KY 89, KY 1923, and KY 974. Interstate 64 is a four-lane divided highway that connects Louisville and Lexington, Kentucky to the west and Ashland, Kentucky and West Virginia to the east. The Mountain Parkway is four lanes for most of its length and connects I-64 with the eastern Kentucky counties of Powell, Wolfe, and Magoffin. US 60 is the primary east-west route connecting Winchester with Lexington and Mt. Sterling. In downtown Winchester, US 60 is two-lanes, and follows Lexington Avenue, turns north, and follows Main Street through several pretimed traffic signals, and finally turns east onto Mt. Sterling Road before leaving the incorporated area of Winchester.

The existing section of the bypass, KY 1958, was completed in 1967 and connects I-64 with US 60 and KY 627 S. The project was originally built as a two-lane facility with unlimited access. Within the last 10 years, the bypass has been upgraded to a four-lane facility. Rural highway KY 627 extends from Paris, through downtown Winchester south to Madison County.

KY 627, from its intersection with KY 1958 to the Kentucky River, is two-lanes with adequate lane widths, shoulders, and passing opportunities. Rural arterial highways KY 1923, KY 974, and KY 89 are two-lane, unimproved roads that begin in or near downtown Winchester and serve the southern portion of Clark County. These rural highways are of narrow, two-lane construction and do not meet current Kentucky Transportation Cabinet (KYTC) standards. They also have very narrow shoulders and tight curves.

***Typical Section***

The proposed project will be a rural four-lane divided highway. Lane and shoulder widths will be 12 feet. The median will be a 40-foot depressed grass median. The bypass will be limited access with a minimum access spacing of 1,200 feet. The posted speed for the Bypass will be 55 miles per hour.

**PURPOSE OF AND NEED FOR PROJECT**

The purpose of this project is to provide an efficient route from the southwest area of town to the east side of town. The first step in this process is to select the corridor so local planners may limit development in the anticipated right-of-way, and prevent unnecessary impacts during construction of this project. The project is needed as part of the progressive planning action of the current community leaders. Development is occurring rapidly in Winchester, and local community leaders want to ensure that infrastructure projects are compatible with development plans.

The design of the Winchester Bypass NE has recently been completed and construction is scheduled for 2003. The Winchester Bypass South project is the final phase of a complete bypass around Winchester. It is a long-term planning effort and consists of connecting the Winchester Bypass NE with the existing bypass on the west side of town. It will connect KY 627 S (Boonesboro Road) and KY 89 (Irvine Road). This phase is a priority in the Winchester/Clark County local transportation plan, and was suggested by the Winchester Transportation Advisory Committee so that the corridor can be preserved. (The Advisory

Committee was established and commissioned by the mayor of Winchester to provide input to the design and development of the Winchester Bypass NE).

Construction of the Winchester Bypass South is not currently included in the Kentucky Transportation Cabinet's six-year plan or twenty-year long-range plan. This overview was prepared to identify any environmental concerns. A full environmental assessment will be conducted as required after construction money has been allocated.

This project and the Winchester Bypass NE are compatible with two of the transportation goals in the Winchester Comprehensive Plan (1998):

- 1) to provide Clark County residents with access to I-64 without driving into downtown Winchester, and;
- 2) to maintain community identity.

By providing avenues of growth towards the less developed areas within the Winchester Urban Planning Growth Area, Winchester will help prevent the westward sprawl along Lexington Avenue (US 60) and southward sprawl along KY 627. Limiting growth along these major corridors has the added benefit of eliminating radial traffic congestion. The desired result of the current plan is balanced growth with minimum traffic congestion with equal access time to major county roads and downtown Winchester for all residents.

The design of the Winchester Bypass South has been addressed by the Advisory Committee whose ultimate goal as stated in their mission statement is to:

“achieve a safe and efficient transportation system, with the least amount of disturbance to the surrounding area, meet safety requirements and serve the needs of all citizens of the Commonwealth of Kentucky who travel this route.”

## **ALTERNATES CONSIDERED**

Two alternates are discussed in this report and are shown on Exhibit 1. Both Alternates start at the same location on KY 89, directly opposite of the intersection of the proposed NE Bypass, a location about 1.5 miles east of downtown Winchester. Alternates 1 and 2 are the same for approximately 115 feet, before Alternate 1 diverges to the south. Alternate 1 then runs south of, and approximately parallel to Alternate 2 until Alternate 1 intersects with KY 627 South, approximately 2 miles south of downtown Winchester, and approximately 0.5 miles south of KY 1958 (the existing bypass). Alternate 1 will also include improvements to KY 627 S for that section between the KY 1958 and the terminus of Alternate 1 to accommodate traffic using both segments of the bypass.

Alternate 2 intersects with KY 627 S approximately 0.3 miles south of KY 1958, then extends west and north to intersect with KY 1958 about 0.5 miles from KY 627 S. Alternate 2 will not require improvements to KY 627 S (except in the immediate vicinity of the intersection) and will allow traffic to go from the South Bypass directly to the existing bypass without turning onto KY 627 S.

Additional alternates were studied early in the process (the Red, Magenta, Blue, Yellow, and Brown Alternates). These were combined to create Alternates 1 and 2, which satisfy the project's purpose, avoid most environmental impacts, and seek to minimize impact to local property owners.

## **OVERVIEW OF STUDY AREA**

### ***Social Setting***

Population statistics are included for the state, county, and Census Tract 0201-02. The project corridor lies entirely within Census Tract 0201-02.

The 1995 population of Clark County was 30,129. Population projections for the year 2000 using a moderate and a high growth rate are 30,558 and 31,798, respectively. Clark County covers

259 square miles and the Clark County population density is 116 persons per square mile. Table 1 shows the racial composition of Kentucky, Clark County and Census Tract 0201-02.

**TABLE 1 - RACIAL COMPOSITION OF POPULATION  
 1990 CENSUS**

	Total	White	Black	American Indian, Eskimo or Aleut	Asian or Pacific Islander	Other Race
<b>Kentucky</b>	3,685,296	3,391,832	262,907	5,769	17,812	6,976
<b>Clark County</b>	29,496	27,740	1,615	74	44	23
<b>Census Tract 0201-02</b>	8,881	8,658	182	9	18	14

Source: <http://venus.census.gov/cdrom/lookup>

***Economic Setting***

The per capita personal income for Kentucky in 1997 was \$20,570, which was an increase from 1990 of 36.4 percent. The per capita personal income for Clark County in 1990 was \$15,225, and by 1997, it had increased to \$21,364. Clark County has the eighteenth highest per capita income in the state out of 120 counties. The median family income estimate for Clark County in fiscal year 1996 was \$39,600. In 1998, Clark County had one of the lowest unemployment rates in the state, at 3.4 percent. (1999 *Kentucky Deskbook of Economic Statistics*). The manufacturing and wholesale/retail trade sectors are the largest employers in Clark County. Agriculture employment remains more significant in Clark County than in the state as a whole (*Winchester Comprehensive Plan 1998* ).

***Natural Environment and Land Use***

The climate of Clark County is temperate with warm, humid summers and moderately cold winters. Precipitation is well-distributed throughout the year. The county is in the Outer Bluegrass physiographic region with rolling hills. Soils in the project area vary, but for the most part, are deep, fertile, and well drained.

The project corridor from KY 89 to KY 627 S is sparsely populated. Land use is primarily agricultural with a mixture of pasture and hayfields, and some overgrown fields. Scattered



residences are present along KY 974 (Muddy Creek Road) and KY 1923 (Two Mile Road). The Buffalo Trace subdivision is located just off East Broadway (KY 89) immediately west of the beginning of the project. KY 627 S, near the terminus of KY 1958 (the existing bypass), is a mixture of multi-unit residential and commercial facilities. The Lyndale Subdivision is located off Old Boonesboro Road just opposite the terminus of Alternate 1. The West Meade subdivision is located just west of the terminus of Alternate 2, south of the existing bypass. These are shown on Exhibit 1.

The *Comprehensive Plan* shows the proposed project corridor from KY 1923 to KY 627 S as future residential, both single and multi-family. The remainder of the project corridor is included as a long-range planning area with no further designation.

## **POTENTIAL IMPACTS**

### ***Water Quality***

The project area lies within the Kentucky River watershed. Three, intermittent, direct tributaries of the Kentucky River occur within the project corridor: Howard Creek, Twomile Creek, and Fourmile Creek. At the time of the field survey, all streams and tributaries were either dry or pooled. Numerous fish were observed in the pools. Riparian vegetation was sparse. A letter from the Kentucky Division of Water confirmed that no Outstanding Resource Waters (ORWs) or Wild Rivers existed within the project corridor. A copy of this letter is included in Appendix A.

All wetlands indicated on National Wetland Inventory maps (Winchester USGS 7.5 Minute Quadrangle) as potentially occurring within the project corridor were identified during the field survey as small (<1 acre) farm ponds. Two ponds (1 to 2 acres in size) were determined to be within the right-of-way of Alternate 2 and were located opposite one another on KY 974. The larger pond (approximately 2 acres) is located on Parcel 14 west of KY 974. It lies within a private, recreational park owned by Columbia Gas Company. The other pond (1 acre) located on Parcel 10, east of KY 974 appeared to be used as part of a typical farming operation (i.e., livestock water supply). These ponds are shown on Exhibit 2. Because these man-made

ponds are one acre or larger in size, they may constitute jurisdictional wetlands depending on the determination of the US Army Corps of Engineers (USACOE).

### ***Terrestrial Ecosystems***

No significant forest or old-field habitats were observed within the project corridor. There was one small area of open woods located along the western side of the railroad tracks between KY 1923 and KY 974. The majority of the project corridor consisted of well-maintained pasture with low species diversity. Natural vegetation was limited to occasional, weedy patches, and fencerows. Pasture areas did have occasional scattered trees.

No trees in the project corridor were considered to be large enough to meet the criteria for state champion size. However, there was one large bur oak (40 to 44-inch diameter at breast height) located on Parcel 40 along an intermittent tributary of Howard Creek in an open field/residential lawn at the western end of the project corridor southwest of the KY 1958/KY 627 intersection. This approximately 150 year old tree is outside of the construction limits of Alternates 1 and 2. Exhibit 2 shows the location of this tree.

Because so much of the project corridor is well-maintained pasture, very little terrestrial wildlife habitat was available. Fencerows constituted the only significant wildlife habitat. Common mammal species compatible with the land use of the project area and common birds occur within the project area.

### ***Endangered Species***

A report from the US Fish and Wildlife Service (USFWS) indicated the potential occurrence within the project area of two endangered species, Indiana bat (*Myotis sodalis*) and running buffalo clover (*Trifolium stoloniferum*). However, no individuals of either species or examples of their preferred habitats were observed within the project corridor. A biological assessment for these species will be conducted by KYTC as required by USFWS prior to construction.

The Kentucky State Nature Preserves Commission indicated through correspondence that two occurrences of the endangered or threatened plant and animal species monitored by their agency (two state threatened bird species, lark sparrow and black-crowned night-heron) had been

reported from the Winchester Quadrangle. However, both occurrences were from areas located outside of the project area, and no individuals of either species were observed within the project corridor. The Kentucky Department of Fish and Wildlife Resources database revealed no endangered, threatened, or special concern species within the Winchester Quadrangle. All correspondence with the state and federal agencies is included in Appendix A.

### ***Hazardous Materials***

The location of hazardous materials in the project corridor was conducted through the use of a computerized survey and a windshield survey. The computerized survey of environmental databases included the selected corridor plus ASTM standard search radii. Results of the computerized survey are listed in Appendix B.

A windshield and walking tour of the corridor was conducted by CTI personnel on July 27, 1999 and August 19, 1999. Three potential hazardous material areas are located on Parcels 14, 34, and 39. Exhibit 2 shows the location of each parcel.

#### ***Parcel 14 – Columbia Gas Transmission Station (GASCO)***

Parcel 14 is located on Muddy Creek Road. It includes office buildings, transmission equipment, a drum storage building located behind the Columbia Gas office buildings and Gasco Park, and a recreational facility. The drum storage building contains diesel, gas, antifreeze, MEG-I, II, III and IV, glycol, methanol, mineral spirits, and charcoal 100. A covered area north of the drum storage area is labeled PCB storage area. The hazardous material area of concern is located on the north side of Parcel 14 outside of the proposed right-of-way of both alternates.

#### ***Parcel 34 – Vehicle Garage***

Parcel 34 is located at 1600 Boonesboro Road (KY 627). The property contains a residence and a vehicle and tractor repair garage. The garage is located on the east side of the property. Two old, disconnected gasoline pumps were observed in front of the garage. It was not determined whether the pumps had been used at the property or had been brought to the property following removal from a different location. Vehicles and farm equipment are stored in a fenced area east of the garage. Parcel 34 is outside of the

construction limits for Alternates 1 and 2, but could be impacted by improvements to KY 627 S.

***Parcel 39 – Marathon Station***

Parcel 39 contains the Marathon Station/B-Kwik located along the intersection of the existing bypass (KY 1958) and Boonesboro Road (KY 627) on the west end of the corridor. The address of the facility is 50 Hubbard Road. This is the facility identified as the Boonesboro Plaza Foodmart in the computerized database survey. The parcel contains five active underground storage tanks (USTs). Three of the tanks contain gasoline and are located in a common pit on the east side of the property. The gasoline tanks supply fuel to four pump islands located west of the tank pit. The fourth tank contains kerosene and the fifth tank contains diesel; both are located on the west side of the property parallel to KY 627. The pumps for the fourth and fifth tanks are located on top of the tank pit. The facility is listed with the Kentucky Division of Waste Management Underground Storage Tank Branch as Boonesboro Plaza Foodmart and has UST ID number 9137-025. A groundwater monitoring well was observed on the property south of the kerosene and diesel tank pit. A second monitoring well was present on Parcel 38 adjacent to the southwest of Parcel 39. A drum of purged water was present near the monitoring wells. Parcels 38 and 39 are outside of the construction limits of Alternates 1 and 2, but may be impacted by the widening of KY 627 S.

***Air Quality***

Based on anticipated traffic volumes, the rural nature of the project area, and the limited access construction, it is estimated that concentrations of carbon monoxide will not exceed the National Ambient Air Quality Standard (NAAQS) of 35 parts per million (ppm) for the one-hour concentration or the eight-hour standard of 9 ppm under normal traffic conditions at any reasonable receptor. Additionally, a detailed air quality analysis (Zopff 1997) was performed on the Winchester Bypass NE (KYTC Item Number 7-331.00) with similar traffic volumes and roadway design features. This analysis indicated no exceedences of the NAAQS, even in the congested urban section in the industrial area near the KY 627 N / Northeast Bypass intersection.

This project is in an area where the State Implementation Plan does not contain transportation control measures. Therefore, the Amended Final Guidance Conformity Procedures that were implemented September 15, 1997 do not apply. With respect to the latest conforming transportation improvement program, the proposed project is located on page 44 of the *Kentucky Statewide Transportation Improvement Program (STIP), Fiscal Years 1999-2004*, approved November 1998.

Based on the above information, the proposed project is in compliance with the Kentucky State Implementation Plan for Attainment and Maintenance of National and State Ambient Air Quality Standards. In addition, the proposed project is not expected to alter the attainment status of Clark County.

#### ***Traffic Noise***

All traffic noise evaluation was conducted with the assumption that the Winchester Bypass NE will be completed before the construction of the southern bypass. Anticipated traffic noise levels are based on the assumption that the Winchester Bypass South will connect to KY 1958, completing the bypass around Winchester.

A newly developed subdivision on Buffalo Trace Drive off East Broadway near KY 89 will be approximately 500 to 700 feet from both alternates of the proposed bypass. The subdivision is very quiet, with daytime background noise levels under 45 decibels equivalent hourly sound level (dBA Leq). It is estimated that the proposed bypass could cause sound levels to increase by 10 dBA, or more at up to 100 residences. These are classified as category 4 (least severe) traffic noise impacts.

Alternate 1 could cause up to nine traffic noise impacts throughout its rural course. Additional impacts could occur at three residences on KY 627 due to increased traffic volumes from the proposed South Bypass to the existing KY 1958. The total number of possible noise impacts for Alternate 1 is 112. Most of these are anticipated to be non-severe impacts.

Alternate 2 could cause up to 40 impacts in the apartment complex adjacent to the Winchester Country Club and the residences on Country Club Court, about 14 impacts in the Lyndale and

West Meade subdivisions between McClure and Old Boonesboro Roads, and about five traffic noise impacts throughout the rural portion. Because of these impacts, the total number of possible noise impacts for Alternate 2 is 159. Alternate 2 is less favored due to anticipated traffic noise impacts.

Future traffic noise levels at receivers adjacent to existing highways are not expected to be appreciably altered (> 3 dBA Leq) as a result of construction of the southern bypass. Scattered residences in quiet, rural settings are likely to experience noise levels substantially higher (> 10 dBA) as a result of this project. However, it is expected that future noise levels will still be well below the noise abatement criteria. Due to the scattered nature, relatively low number, and less severe nature of those impacts, construction of noise barriers is not likely to be necessary.

Noise abatement procedures are included in Appendix C.

### ***Community Impacts***

The project will not adversely impact any community or neighborhood areas. Noise levels may increase in the Buffalo Trace subdivision and the Lyndale and West Meade subdivisions between McClure and Old Boonesboro Roads, but noise impacts are not likely to be severe (for more detail see the Noise Impacts section of this report).

Alternate 2 bisects the pond on Parcel 14, part of the Gasco Park. This is a private park, used by the employees of Columbia Gas. Alternate 2 will make this park unusable.

The project will have a positive community impact by providing an efficient transportation corridor around southern Winchester. The project will enhance development opportunities in the area shown in the Comprehensive Plan for future development. The project will also reduce through traffic in downtown Winchester by providing a route from the existing bypass to KY 89 and to the proposed Winchester Bypass NE.

### ***Residential Relocations***

Alternate 1 will displace nine residential structures. Six of these are on KY 1923 (Muddy Creek Road). The others are scattered throughout the project and are primarily farm residences. Four

of the relocations on Muddy Creek Pike do not appear to have room to relocate on the same parcel. These may be low-income and/or tenant residents.

Alternate 2 will displace three farm residences. Each of these has room to relocate.

***Farmland Impacts***

Both alternates will impact the farm on Parcel 2. This is primarily a farm used for grazing cattle. The proposed project will take the house and most of this parcel. Either alternate will bisect Parcel 4, and greatly reduce the farming potential of this parcel. Alternate 2 takes a house and barn on Parcel 4. Alternate 2 will bisect Parcel 10, and take a house and a barn. Alternate 1 will take most of the farmland of Parcel 24. Alternate 2 will take most of Parcel 25. Either Alternate will take about one quarter of the area of the Parcel 27. Alternate 2 will take the house and a barn on Parcel 31. Alternate 1 will take a barn on Parcel 31. Alternate 2 will take about half of the farmland of Parcel 32. Alternate 1 will take about half of Parcel 33. Alternate 2 will take the house, a barn, and bisect Parcel 46. Alternate 2 will take about a third of Parcel 43. In summary, Alternate 1 will impact six farms and Alternate 2 will impact nine farms.

Early coordination with the US Department of Agriculture, Natural Resources Conservation Service indicated about 247 acres of prime farmland and 536 acres of statewide important farmland in the 1,136 acre project corridor. (Note the corridor acreage is the entire area evaluated for all alternates; considerably less acreage will be acquired for right-of way.)

Correspondence with the USDA is in Appendix A.

***Business Relocations***

No business establishments are expected to be taken by any of the alignments. Alternate 1 will require improvements to KY 627 S from KY 1958 south to the terminus of the southern bypass. These improvements may alter access to businesses in this area. Alternate 2 will improve access to the businesses at the intersection of KY 627 S and KY 1958 by redirecting through-traffic away from that area.

### ***Cultural Historic***

Burby & Amos, Incorporated conducted the cultural and historic research for the project area. Four areas within the project corridor were listed as potential historic sites. This report is included in Appendix D. Exhibit 2 indicates the location of each of these sites.

Property CK467 is located on Parcel 9, on the east side of Muddy Creek Road across from the Gasco Club park. Alternate 2 will impact this property slightly, in the area where improvements are needed to KY 974. Neither alternate will impact any other historic properties, but they are described below because they are within the project corridor. Site #1 is located on Parcel 28 at the end of Rose Acre Lane, off of Two Mile Road. It is an old dwelling that is said to have been a toll house on an abandoned road that connected Muddy Creek and Two Mile Road. Historic Site #4 is on Parcel 25 and is a farmstead. Historic property CK509, located on Parcel 31, is a horse farm located on the west side of Two Mile Road.

### ***Archeology***

Cultural Resource Analysts, Incorporated conducted an archaeological overview and file search for the project corridor in July 1999. The report contains a detailed analysis of the surrounding topography from an archaeological perspective. The file search included a complete examination of all recorded archaeological sites in Clark County recorded by the Office of State Archaeology. Appendix E contains the complete Archaeological Overview, which lists these sites, and indicates the location and description of sites in close proximity to the project corridor. Four of these sites (15CK3, 15CK4, 15CK300A-300B, and 15CK33) are within or immediately adjacent to the project corridor. None of these four sites were listed on the National Register of Historic Places.

The conclusions of the archaeology report indicate that there is a moderate to high probability of finding prehistoric open habitation sites within the study corridor, especially in the pasture and agricultural portions. In addition, numerous standing structures were located within the study corridor that may have archaeological deposits within the vicinity. However, given the mostly twentieth century nature of the structures within the study corridor, there is only a low probability of encountering historic archaeological deposits. The integrity of any archaeological site within the area would be questionable because of urban development and agricultural



impacts within the corridor. With regard to the four recorded archaeological sites in the study corridor, only two sites (15CK4 and 15CK300C) are likely to have intact deposits. It appears that 15CK300C is outside of the project corridor. Alternate 1 will impact site 15CK4. The locations of these sites are identified in Exhibit 2

**IMPACT SUMMARY**

Following is a summary of the potential impacts discussed in this report:

**TABLE 2 – WINCHESTER BYPASS SOUTH  
 ENVIRONMENTAL OVERVIEW  
 KNOWN ENVIRONMENTAL IMPACTS**

<b>Impact</b>	<b>Parcel #</b>	<b>Alternate 1</b>	<b>Alternate 2</b>	<b>KY 627 S</b>
Water Quality	10		Pond	
	14		Pond	
Hazardous Materials	34			Vehicle garage
	39			Marathon Station
Potential Noise Impacts		112 residences	159 residences	
Residential Relocations		9	3	
Historic	9		CK467	
Archeology	33	15 CK4		

**Consequences of Impacts:**

**Water Quality:** filling of ponds will require US Corps of Engineers Section 404 permits.

**Hazardous Materials:** a Phase II investigation is recommended to determine if contamination exists.

**Noise:** a more detailed noise analysis may reveal traffic noise impacts for residents of the Buffalo Trace subdivision, the area adjacent to the Country Club, and the West Meade and Lyndale subdivisions.

**Relocations** should be done in a sensitive manner. The residences located on Parcels 28 and 11 appear to be low-income. Executive Order 12898, Environmental Justice for low-income housing, needs to be addressed in these situations and provisions must be in place to ensure that last resort housing is guaranteed if necessary.

**Historic:** encroachment within the boundaries of the historic properties will require section 4(f) documentation.

**Archeology:** a more thorough archeological investigation may find sites potentially eligible for the National Register.

Additional resources may be impacted if alignments are adjusted. All resources (except the potential relocations) are shown on Exhibit 2.

## **RECOMMENDATIONS**

1. If Alternate 2 is selected, the filling of ponds on Parcels 10 and 14 will require US Corps of Engineers Section 404 permits.
2. The Kentucky Division of Water (KDOW) encourages strict adherence to erosion and sediment control practices as described in the Kentucky Transportation Cabinet's specifications and Federal Highway Administration guidelines. As required for construction activities disturbing approximately five or more acres, a Notice of Intent for coverage under KPDES general permit number KYR100000 for storm water point sources, construction will be filed with the KDOW, Permit Branch. The best management practices (BMP) plan set forth in Part IV of this general permit will be implemented to minimize potential pollution. The generic groundwater protection plan as required by the KDOW and the Kentucky Transportation Cabinet, Division of Environmental Analysis, will be strictly followed to protect groundwater.
3. A biological assessment for two endangered species, Indiana bat (*Myotis sodalis*) and running buffalo clover (*Trifolium stoloniferum*) will be conducted by KYTC as required by USFWS prior to construction.
4. If parcels 34 or 39 are impacted by the project, Phase II investigation for hazardous materials will be necessary to determine if contamination exists.
5. Further noise analysis should be conducted to determine the impacts on Buffalo Trace subdivision at the start of the project corridor along KY 89. Additional noise studies may also be needed for the residents of Country Club Drive, the Winchester Country Club, and the West Meade and Lyndale subdivisions if Alternate 2 is selected.

6. Relocations should be done in a sensitive manner. Some of the residences located on KY 974 appear to be low-income. Executive Order 12898, Environmental Justice for low-income housing, needs to be addressed in these situations and provisions must be in place to ensure that last resort housing is guaranteed, if necessary.
  
7. If Alternate 2 is selected, historic site CK 467 may be impacted by improvements to KY 974. The effect of the project on the historic site will need to be evaluated.
  
8. If Alternate 1 is selected, further archaeological studies are required to determine whether site 15CK4 is eligible for the national register of historic places.

**REFERENCES**

- Amos, Christine. 1999. *Architectural and Historical Resources Overview Winchester Bypass, Southeast.*
- Kentucky Transportation Cabinet. 1998A. *Recommended Six Year Highway Plan FY 1999 – FY 2004.*
- Kentucky Transportation Cabinet. 1998B. *Kentucky Statewide Transportation Improvement Plan FY 1999 – FY 2004.*
- Kentucky Transportation Cabinet. 1996. *Noise Abatement Policy.*
- Niquette, Charles. 1999. *Archaeological Overview and File Search Information for the Winchester Bypass South Study Corridor in Clark County, Kentucky.* (Wingfield, Derek).
- Winchester / Clark County Planning Commission. 1998. *Winchester - Clark County Comprehensive Plan.*
- Zopff, David and M.B., Robson. 1998. *Air Quality Analysis of the Winchester Bypass, Clark County.*

**EXHIBITS**

**EXHIBIT 1 – Design Alignments**

**EXHIBIT 2 – Environmental Concern Locations**

**APPENDIX A – CORRESPONDENCE FROM STATE AND FEDERAL AGENCIES**

**APPENDIX B – COMPUTERIZED SURVEY OF ENVIRONMENTAL DATABASES**



**Hazardous Material Computerized Database Search  
 Performed by  
 Environmental Data Resources, Inc. (EDR)**

<b>Database Searched</b>	<b>Sites Found</b>	<b>Location</b>
Comprehensive Environmental Response, Compensation, Liability Information System (CERCLIS)	0	
CERCLIS – No Further Remedial Action Planned	0	
Emergency Response Notification System (ERNS)	0	
Facility Index System/Facility Identification Initiative Program Summary Report (FINDS)	2	<ul style="list-style-type: none"> <li>• Clark County Vocational Center, 650 Boone Ave.</li> <li>• Daniel Boone NF, 100 Vaught Road</li> </ul>
Hazardous Materials Information Reporting System (HMIRS)	0	
Material Licensing Tracking System	0	
Mines Master Index File List (MINES)	0	
National Priority List (NPL)	0	
NPL Sites Delisted	0	
NPL Sites Liens	0	
PCB Activity Database System (PADS)	0	
Resource Conservation and Recovery Information System Transport, Storage, and Disposal Facilities (RCRIS-TSD)	0	
RCRIS Large Quantity Generators (RCRIS-LQG)	0	
RCRIS Small Quantity Generators (RCRIS-SQG)	1	Clark County Area Vocational Center, 650 Boone Ave.
Record of Decision (ROD)	0	
Resource Conservation and Recovery Act Administrative Tracking System (RAATS)	0	
Solid Waste Facilities List (SWF/LF)	0	
State Hazardous Waste (SHWS)	0	
Superfund (CERCLA) Consent Decree (CONSENT)	0	
Toxic Chemical Release Inventory System (TRIS)	0	
Toxic Substances Control Act	0	
Underground Storage Tank Database (UST)	4	<ul style="list-style-type: none"> <li>• Boonesboro Plaza Foodmart, 50 Hubbard Road</li> <li>• George Rogers Clark High School, 620 Boone Ave.</li> <li>• Transportation Cabinet Department of Highways, 560 E. Broadway St.</li> <li>• Boone Variety Store, 1605 Boonesboro Road</li> </ul>

**APPENDIX C – NOISE ABATEMENT PROCEDURES**

## **Noise Abatement Procedures**

The KYTC requires construction noise abatement on highway construction projects. Construction contractors are required to use mufflers and other noise abatement techniques on their equipment, as well as procedures to restrict the transmission of noise to sensitive receptors like hospitals, churches, schools, libraries, parks, museums, residences, and sensitive commercial activities. The contractor is required to provide the following noise abatement measures in the vicinity of noise sensitive areas such as churches, schools, and residences:

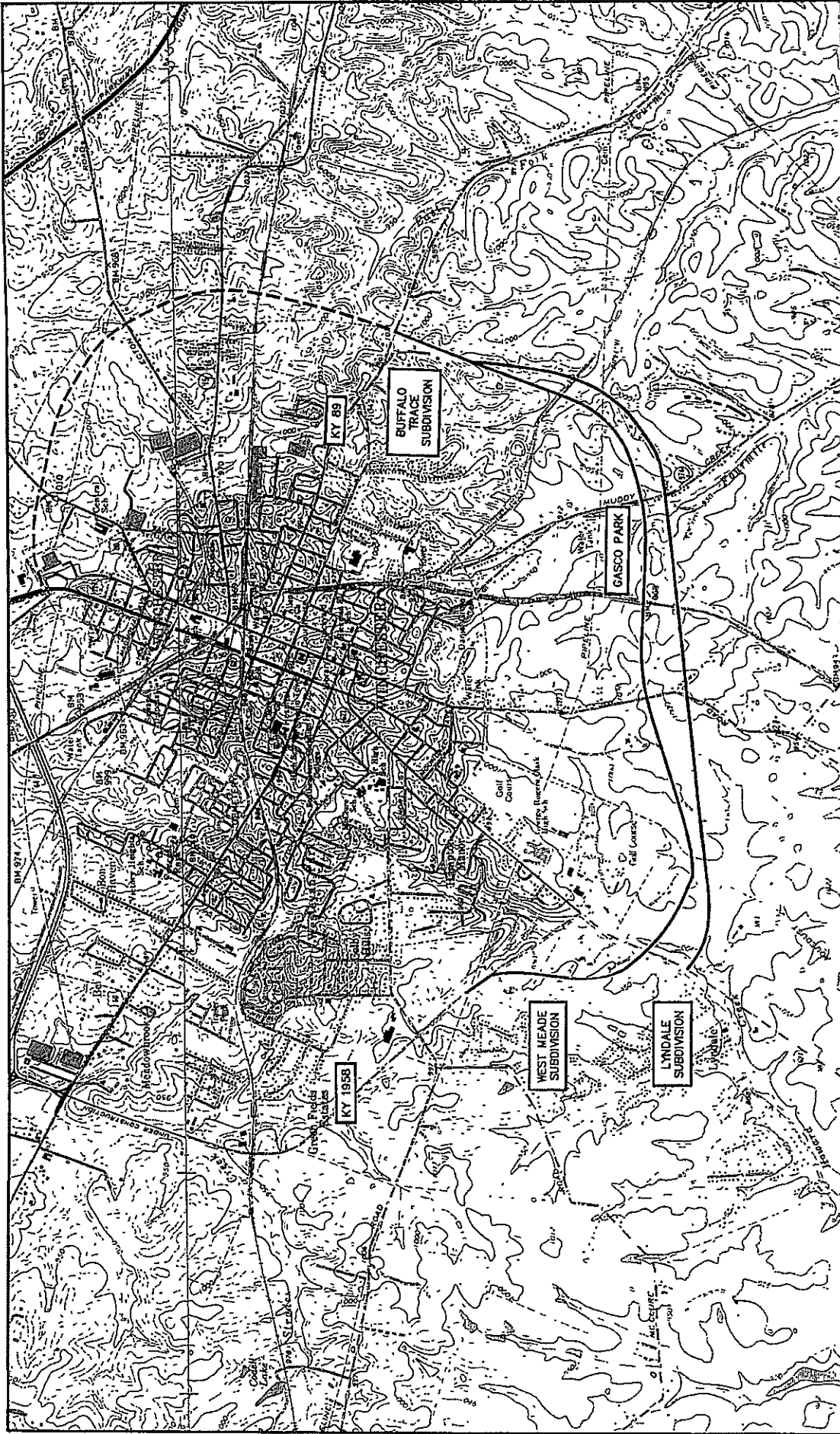
- a. Provide soundproof housing or enclosures for stationary noise-producing machinery such as drills, augers, cranes, derricks, compactors, pile drivers, etc.
- b. Provide efficient silencers on air intakes of equipment.
- c. Provide efficient intake and exhaust mufflers on internal combustion engines.
- d. Perform proper maintenance on all noise-producing equipment to prevent excessive rattling and vibration of metal surfaces.
- e. Restrict construction operations in the vicinity of noise sensitive locations to periods of the day when excessive noise would be least harmful.
- f. Take other measures as necessary to prevent construction noise from becoming a public health nuisance or detriment to human health.

The KYTC has the responsibility for monitoring construction noise levels and can advise the contractor of any violations.

In addition to the procedures listed above, vegetative screening/landscaping (although not an abatement measure) could be employed where practical to provide a visual or psychological relief from identified impacts, especially where any existing vegetation is disturbed or removed due to construction of the project.

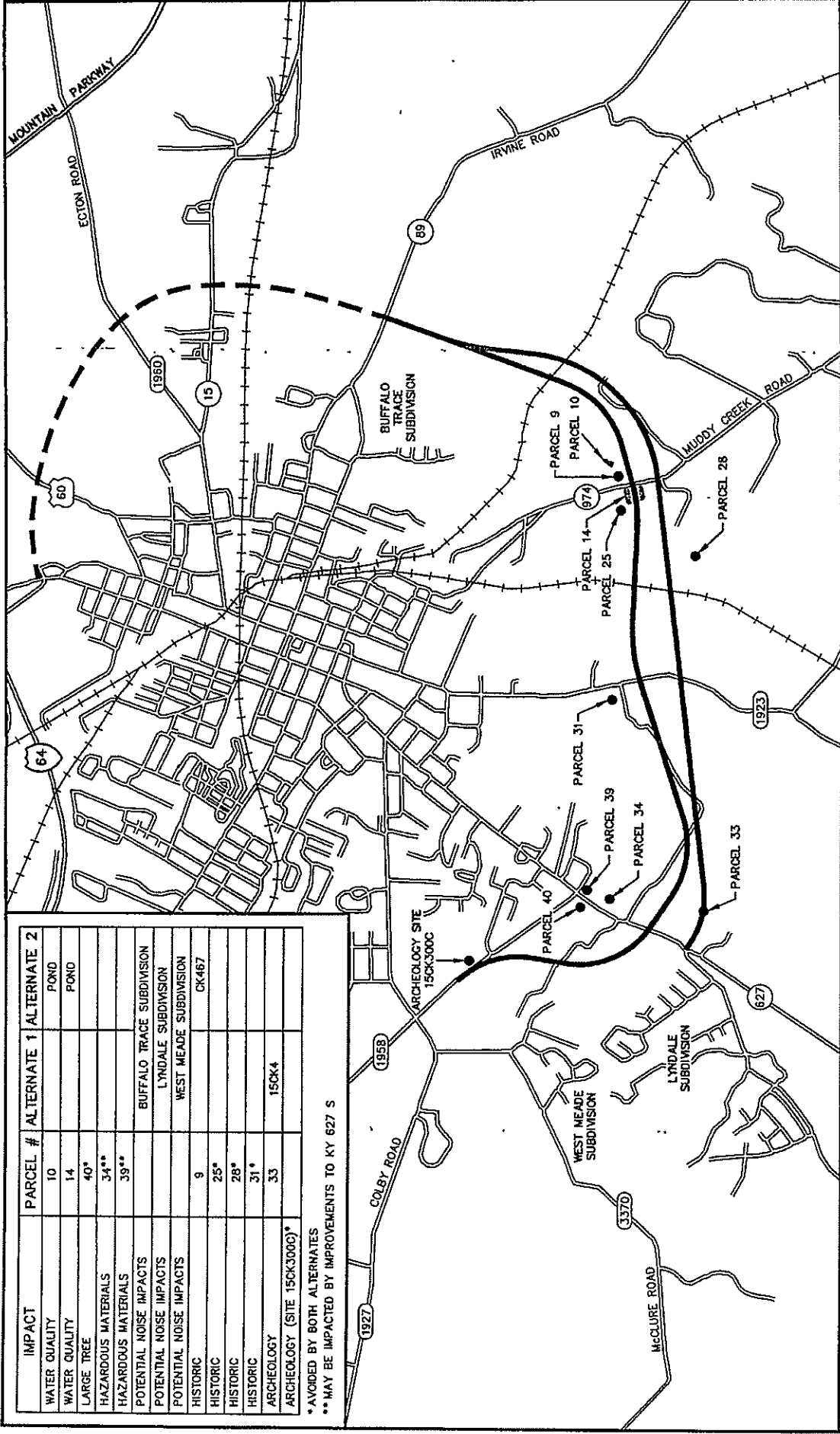
**APPENDIX D – CULTURAL AND HISTORIC RESEARCH**

**APPENDIX E – ARCHAEOLOGICAL OVERVIEW**



<p><b>EXHIBIT 1</b> Design Alignments Winchester Bypass South KTC Item No. 7-331.50 Clark County, Kentucky</p>	<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>--- PROPOSED NE BYPASS</li> <li>— SOUTH BYPASS ALTERNATE 1</li> <li>— SOUTH BYPASS ALTERNATE 2</li> </ul>	<p><b>SCALE</b> 1:24000 Adopted From USGS Topographic Maps Winchester and Austertitz KY Quadrangles</p>	<p><b>QUADRANGLE LOCATIONS</b></p>
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**Commonwealth Technology, Inc.**  
Environmental Consulting Division  
Lexington, KY • Louisville, KY



IMPACT	PARCEL #	ALTERNATE 1	ALTERNATE 2
WATER QUALITY	10		POND
WATER QUALITY	14		POND
LARGE TREE	40*		
HAZARDOUS MATERIALS	34**		
HAZARDOUS MATERIALS	39**		
POTENTIAL NOISE IMPACTS		BUFFALO TRACE SUBDIVISION	
POTENTIAL NOISE IMPACTS		LYNDALE SUBDIVISION	
POTENTIAL NOISE IMPACTS		WEST MEADE SUBDIVISION	
HISTORIC	9		CK467
HISTORIC	25*		
HISTORIC	28*		
HISTORIC	31*		
ARCHAEOLOGY	33		15CK4
ARCHAEOLOGY (SITE 15CK3000)*			

\* AVOIDED BY BOTH ALTERNATES  
 \*\* MAY BE IMPACTED BY IMPROVEMENTS TO KY 627 S

**EXHIBIT 2**  
 Environmental Concern Locations  
 Winchester Bypass South  
 KTC Item No. 7-331.50  
 Clark County, Kentucky

**LEGEND**  
 - - - - - PROPOSED NE BYPASS  
 ——— SOUTH BYPASS ALTERNATE 1  
 ——— SOUTH BYPASS ALTERNATE-2



**Commonwealth Technology, Inc.**  
 Environmental Consulting Division  
 Lexington, KY • Louisville, KY

**APPENDIX A – CORRESPONDENCE FROM STATE AND FEDERAL AGENCIES**



JAMES E BICKFORD  
SECRETARY



PAUL E PATTON  
GOVERNOR

COMMONWEALTH OF KENTUCKY  
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET  
DEPARTMENT FOR ENVIRONMENTAL PROTECTION  
FRANKFORT OFFICE PARK  
14 REILLY RD  
FRANKFORT KY 40601

July 9, 1999

Michael A. Floyd, Ph D.  
CTI Environmental  
2520 Regency Road  
Lexington, Kentucky 40503-2921

RE: Winchester Bypass South

*mike*  
Dear ~~Dr. Floyd~~:

The Water Quality Branch has reviewed your request for information about the referenced area. There are no Outstanding Resource Waters or Wild Rivers within the proposed corridor. There appear to be no large wetland areas within the corridor. A wetland field delineation should be done prior to route selection, to avoid those areas. If wetlands cannot be avoided, any wetland losses must be mitigated

For future reference, information on Special Use Waters can be found on the Division of Water web site (<http://water.nr.state.ky.us/dow/dwhome.htm>). Click on **Topics and Programs within the Division**, then scroll down and click on **Special Use Waters**. This list is frequently updated as new streams are added.

If you have any questions or need further information on ORWs or wetlands, please contact me by phone (502/564-3410) or e-mail ([mike.mills@mail.state.ky.us](mailto:mike.mills@mail.state.ky.us)).

Sincerely,

A handwritten signature in black ink that reads "Michael R. Mills".

Michael R. Mills, Supervisor  
Ecological Support Section

MRM  
c: File



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# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

446 Neal Street  
Cookeville, TN 38501

August 5, 1999

Mr John L. Mettelle, Jr.  
Director  
Division of Environmental Analysis  
Kentucky Transportation Cabinet  
Frankfort, Kentucky 40622

Re: FWS#'s 99-2113, 99-2114, 99-2115, 99-2116, 99-2117, 99-2118, and 99-2119

Dear Mr Mettelle

Thank you for your letter and enclosures of July 16, 1999, regarding the proposed disposal of 5 tracts of surplus land and 2 proposed highway projects in several counties in Kentucky. The Fish and Wildlife Service (Service) has reviewed the information submitted and offers the following comments:

The project impact areas have been reviewed for the presence of threatened and endangered species with the following results.

Item Number	Route	County	Project	Presence of Threatened and Endangered Species
05-Surplus 1	I-264	Jefferson	Disposal of Parcel No 474	No
05-Surplus 2	I-264	Jefferson	Disposal of Parcel No 168, 169, 170	No
05-Surplus 3	Gene Snyder	Jefferson	Disposal of Frontage Rd #140 Parcel Nos 84, 17, 18, 19	No
05-Surplus 4	Old Henry	Jefferson	Disposal of Parcel No 176	No
05-Surplus 5	Biltown Rd	Jefferson	Disposal of Frontage Rd #3 Parcel No 8	No
07-0029 01	I-75	Scott	Widen to four lanes from KY 32 north to KY 2912	<i>Myotis sodalis</i>
07-0331 00	NRN	Clark	Winchester Bypass South	<i>Myotis sodalis</i> <i>Trifolium stoloniferum</i>

2618

2524

A qualified biologist should assess potential impacts and determine if the proposed projects in Scott and Clark Counties will affect the federally listed species identified in the table. A finding of "may affect" could require initiation of formal consultation by the federal permitting agency. We recommend that you submit a copy of your assessment and findings to this office for review and concurrence

It should be noted that endangered and threatened species collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action

Thank you for the opportunity to comment on these proposed actions. If you have any questions, please contact Tyler Sykes of my staff at 931/528-6481, ext 214

Sincerely,



Lee A. Barclay, Ph.D  
Field Supervisor

United States  
Department  
Of  
Agriculture

Natural  
Resources  
Conservation  
Service

30 Taylor Ave. Ste. A  
Winchester, KY 40391  
Phone 606-745-2828  
Fax 606-744-9714

---

Date: 9/21/99

To: Mr. Michael A. Floyd  
Project Biologist  
Commonwealth Technology, Inc.

Subject: Prime/Statewide Important Farmland approx. acres,  
Winchester Bypass South

Dear Mr. Floyd

Listed below are the approximate acres of prime farmland and  
statewide important farmland within the boundaries as shown on  
your map for the Winchester Bypass South.

Prime Farmland ----- 247 acres

Statewide Impt. ----- 536 acres

If any further assistance is needed, please contact our office.

Dale Vaughn  
Soil Conservation Technician

DONALD S. DOTT, JR.  
DIRECTOR



PAUL E. PATTON  
GOVERNOR

COMMONWEALTH OF KENTUCKY  
**KENTUCKY STATE NATURE PRESERVES COMMISSION**

801 SCHENKEL LANE  
FRANKFORT, KENTUCKY 40601-1403  
(502) 573-2886 VOICE  
(502) 573-2355 FAX

July 9, 1999

Michael Floyd  
Commonwealth Technology Inc  
2526 Regency Road  
Lexington, KY 40503

Data Request 00-08

Dear Mr. Floyd:

This letter is in response to your data request of July 8, 1999 for the Winchester Bypass South project. We have reviewed our Natural Heritage Program Database to determine if any of the endangered, threatened, or special concern plants and animals or exemplary natural communities monitored by the Kentucky State Nature Preserves Commission occur in the area of the Winchester, KY. USGS quadrangle. Based on our most current information, we have determined that two occurrences of the plants or animals and no occurrences of the exemplary natural communities that are monitored by KSNPC are reported as occurring in the specified area. A data report is enclosed with this response.

I would like to take this opportunity to remind you of the terms of the data request license, which you agreed upon in order to submit your request. The license agreement states "Data and data products received from the Kentucky State Nature Preserves Commission, including any portion thereof, may not be reproduced in any form or by any means without the express written authorization of the Kentucky State Nature Preserves Commission. The exact location of plants, animals, and natural communities, if released by the Kentucky State Nature Preserves Commission, may not be released in any document or correspondence. These products are provided on a temporary basis for the express project (described above) of the requester below, and may not be redistributed, resold or copied without the written permission of the Kentucky State Nature Preserves Commission's Data Manager (801 Schenkel Lane, Frankfort, KY, 40601. Phone: (502) 573-2886).

Please note that the quantity and quality of data collected by the Kentucky Natural Heritage



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

Standard Occurrence Report  
 KSNPC Membered Occurrences reported for the Winchester Regional Sewer Project.

ECOCODE	SCIENCE NAME	SCIENTIFIC NAME	CRANK	SPRINT	USESA	IDENT	LASTDSS	PREG	FORMANX	COUNTY	7.5 MINUTE QUADRANGLE	LAT	LONG	EPA WATERBODY	DIRECTIONS	HABITAT
ABF0000107041KY	CHICKADEES GRAMMADUS	LARK SPARROW	G5 S2S8 T			1968-06-19	Q H			Clark	WINCHESTER, KY				NEAR PINCHEL ALONG KY 874 CA 1.0 OPEN SITUATIONS WITH SCATTERED BUSHES AND RD MI NE OF TOWN AND 0.4 RD MI NE TREES, PRABLE, FOREST EDGE, CULTIVATED OF JCT W/ COLL RD (SERVELL SHOP AREAS, ORCHARDS, FIELDS WITH BUSHY BBS ROUTE, STOP 30) BORDERS, AND SAVANNA (BASICORINIA)	
ABNGA110107010KY	NYCTICORAX NYCTICORAX	BLACK- CROWNED NIGHT-HERON	G5 S1S28 T			1993-05-14	M D			Clark	WINCHESTER, KY	375223N	841223W	STRODES CREEK BASIN	WINCHESTER, CA 0.1 AIR MI N OF KY 1956 AND KY 1927 JCT WEST CA 60 Y6S RIGHT OF UNNAMED CUL DE SAC	MARSHES, SWAMPS, WOODED STREAMS, MANGROVES, SHORES OF LAKES, PONDS, LAGOONS, SALT WATER, BRACKISH, AND FRESHWATER SITUATIONS

2 Records Processed

THESE DATA ARE VALID ONLY ON THE DATE ON WHICH THE REPORT WAS GENERATED  
 THESE DATA MAY BE USED ONLY FOR THE PROJECT NAMED ABOVE

Prepared by Michael Floyd with Coconoweth Tech LLC.

**APPENDIX B – COMPUTERIZED SURVEY OF ENVIRONMENTAL DATABASES**

**Hazardous Material Computerized Database Search  
Performed by  
Environmental Data Resources, Inc. (EDR)**

Database Searched	Sites Found	Location
Comprehensive Environmental Response, Compensation, Liability Information System (CERCLIS)	0	
CERCLIS -- No Further Remedial Action Planned	0	
Emergency Response Notification System (ERNS)	0	
Facility Index System/Facility Identification Initiative Program Summary Report (FINDS)	2	<ul style="list-style-type: none"> <li>• Clark County Vocational Center, 650 Boone Ave.</li> <li>• Daniel Boone NF, 100 Vaught Road</li> </ul>
Hazardous Materials Information Reporting System (HMIRS)	0	
Material Licensing Tracking System	0	
Mines Master Index File List (MINES)	0	
National Priority List (NPL)	0	
NPL Sites Delisted	0	
NPL Sites Liens	0	
PCB Activity Database System (PADS)	0	
Resource Conservation and Recovery Information System Transport, Storage, and Disposal Facilities (RCRIS-TSD)	0	
RCRIS Large Quantity Generators (RCRIS-LQG)	0	
RCRIS Small Quantity Generators (RCRIS-SQG)	1	Clark County Area Vocational Center, 650 Boone Ave.
Record of Decision (ROD)	0	
Resource Conservation and Recovery Act Administrative Tracking System (RAATS)	0	
Solid Waste Facilities List (SWF/LF)	0	
State Hazardous Waste (SHWS)	0	
Superfund (CERCLA) Consent Decree (CONSENT)	0	
Toxic Chemical Release Inventory System (TRIS)	0	
Toxic Substances Control Act	0	
Underground Storage Tank Database (UST)	4	<ul style="list-style-type: none"> <li>• Boonesboro Plaza Foodmart, 50 Hubbard Road</li> <li>• George Rogers Clark High School, 620 Boone Ave.</li> <li>• Transportation Cabinet Department of Highways, 560 E. Broadway St.</li> <li>• Boone Variety Store, 1605 Boonesboro Road</li> </ul>



**APPENDIX C – NOISE ABATEMENT PROCEDURES**

## Noise Abatement Procedures

The KYTC requires construction noise abatement on highway construction projects. Construction contractors are required to use mufflers and other noise abatement techniques on their equipment, as well as procedures to restrict the transmission of noise to sensitive receptors like hospitals, churches, schools, libraries, parks, museums, residences, and sensitive commercial activities. The contractor is required to provide the following noise abatement measures in the vicinity of noise sensitive areas such as churches, schools, and residences:

- a Provide soundproof housing or enclosures for stationary noise-producing machinery such as drills, augers, cranes, derricks, compactors, pile drivers, etc.
- b Provide efficient silencers on air intakes of equipment.
- c Provide efficient intake and exhaust mufflers on internal combustion engines.
- d Perform proper maintenance on all noise-producing equipment to prevent excessive rattling and vibration of metal surfaces.
- e Restrict construction operations in the vicinity of noise sensitive locations to periods of the day when excessive noise would be least harmful
- f Take other measures as necessary to prevent construction noise from becoming a public health nuisance or detriment to human health.

The KYTC has the responsibility for monitoring construction noise levels and can advise the contractor of any violations.

In addition to the procedures listed above, vegetative screening/landscaping (although not an abatement measure) could be employed where practical to provide a visual or psychological relief from identified impacts, especially where any existing vegetation is disturbed or removed due to construction of the project.

**APPENDIX D – CULTURAL AND HISTORIC RESEARCH**



201 MILLS RANCH ROAD  
WOODLAND PARK, COLORADO  
80863  
719 687 6973  
719 687 1421 FAX

P.O. BOX 719  
SHELBYVILLE, KENTUCKY  
40066-0719  
502 633 1330

burry-amos@outwest.net

Architecture • Historic Preservation • Construction Management

ARCHITECTURAL AND HISTORICAL RESOURCES OVERVIEW

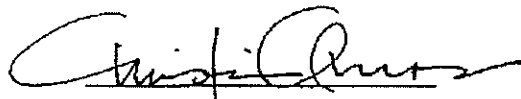
WINCHESTER BY-PASS, SOUTHEAST

ITEM NO. 7-331 0  
CLARK COUNTY, KENTUCKY

by  
Burry & Amos, Inc

for  
Commonwealth Technologies, Inc  
and  
Vaughn and Melton, Engineers and Architects, Inc

and  
The Kentucky Transportation Cabinet  
Division of Environmental Analysis

  
Christine Amos Principal Investigator

November, 1999



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## Abstract

The project is the Architectural/Historic Resource Overview of properties located in the vicinity of the proposed Winchester Bypass Southeast in Clark County, Kentucky. Preparation of this report included literature review, review of existing resource data files, and field survey. As part of the environmental overview, the study identifies and provides preliminary assessments of historically and architecturally significant resources located in the southeast quadrant outskirts of Winchester, between Highway 627 and Highway 89.

The initial literature review identified ten previously surveyed historic resources documented on Kentucky Historic Resources Inventory forms within the general vicinity of the project area. Field reconnaissance identified an additional eight resources. Of the total eighteen properties, one is listed on the National Register of Historic Places (CK-47, the Henry Calmes House), and four are considered eligible to the National Register for historical and/or architectural significance. This information on significant and potentially significant resources is provided to Vaughn & Melton Engineers-Architects, project engineers and the Winchester Bypass Transportation Advisory Committee during the preliminary design phase of the project to assist them in adjusting preferred alignments to avoid effecting identified significant resources.

A comparison of the two alternate alignments in the selected corridor to existing and proposed boundaries for National Register listed or potentially eligible properties finds that neither of the proposed alignments will effect identified significant historic resources.

## Project Description

The project is the *Architectural/Historic Overview* of historic architectural properties located in an area identified as the Winchester By-pass (Southeast) in Clark County, Kentucky (see Figures 1 and 2, Project Location Maps). The overview is provided as part of a series of environmental reports that provide baseline documentation of various sensitive and significant environmental conditions that exist within the corridor.

The project area begins in the vicinity of the present south terminus of the Winchester bypass where it junctions with S.R. 627 on the southwest outskirts of Winchester. The corridor extends in an arc to the south, east, and northeast, where it joins the selected inner bypass alternate for the Winchester Bypass Northeast at S.R. 89 (Figure 3).

This Overview is to provide preliminary information to the Kentucky Transportation Cabinet, the project engineers, the Winchester Bypass Advisory Committee and other agencies and individuals about significant and potentially significant historic architectural resources in the corridor area to avoid effecting them with future roadway construction if at all possible.

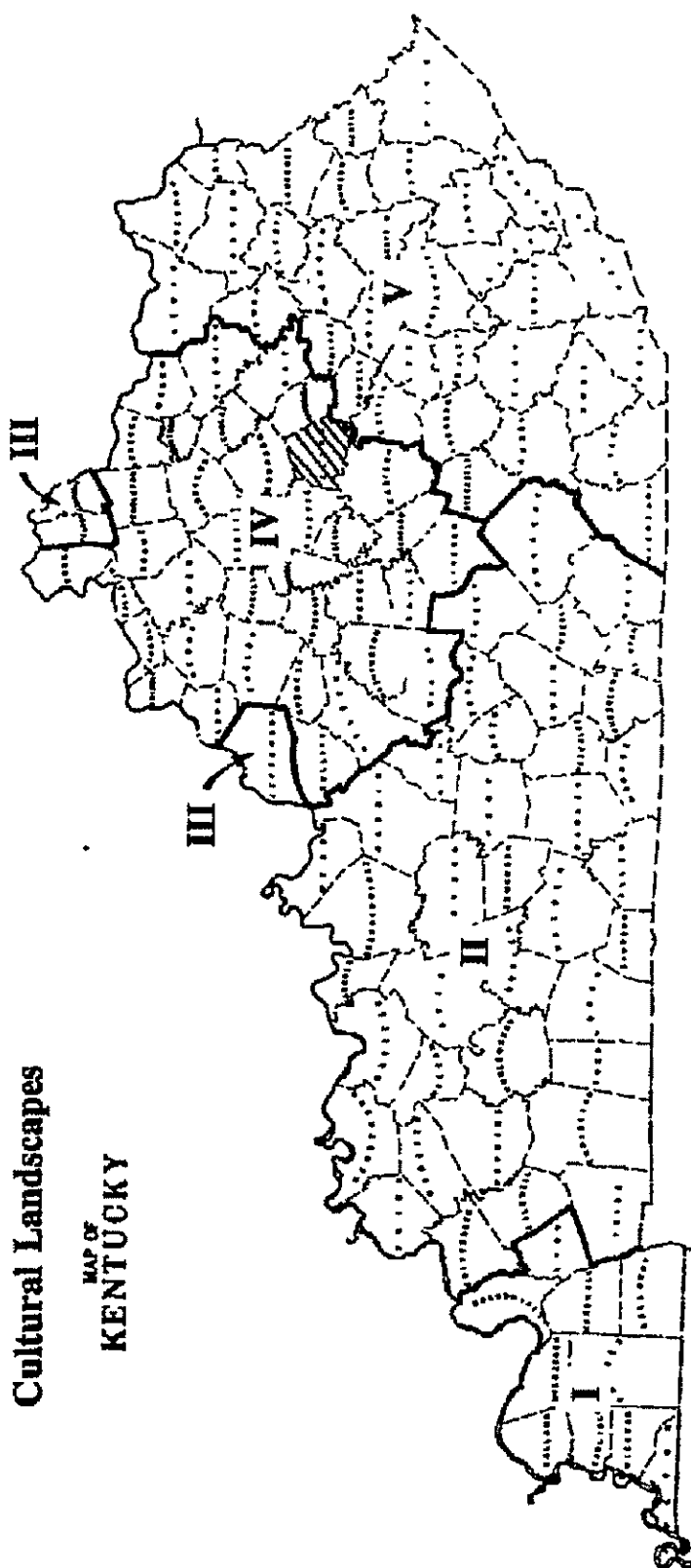
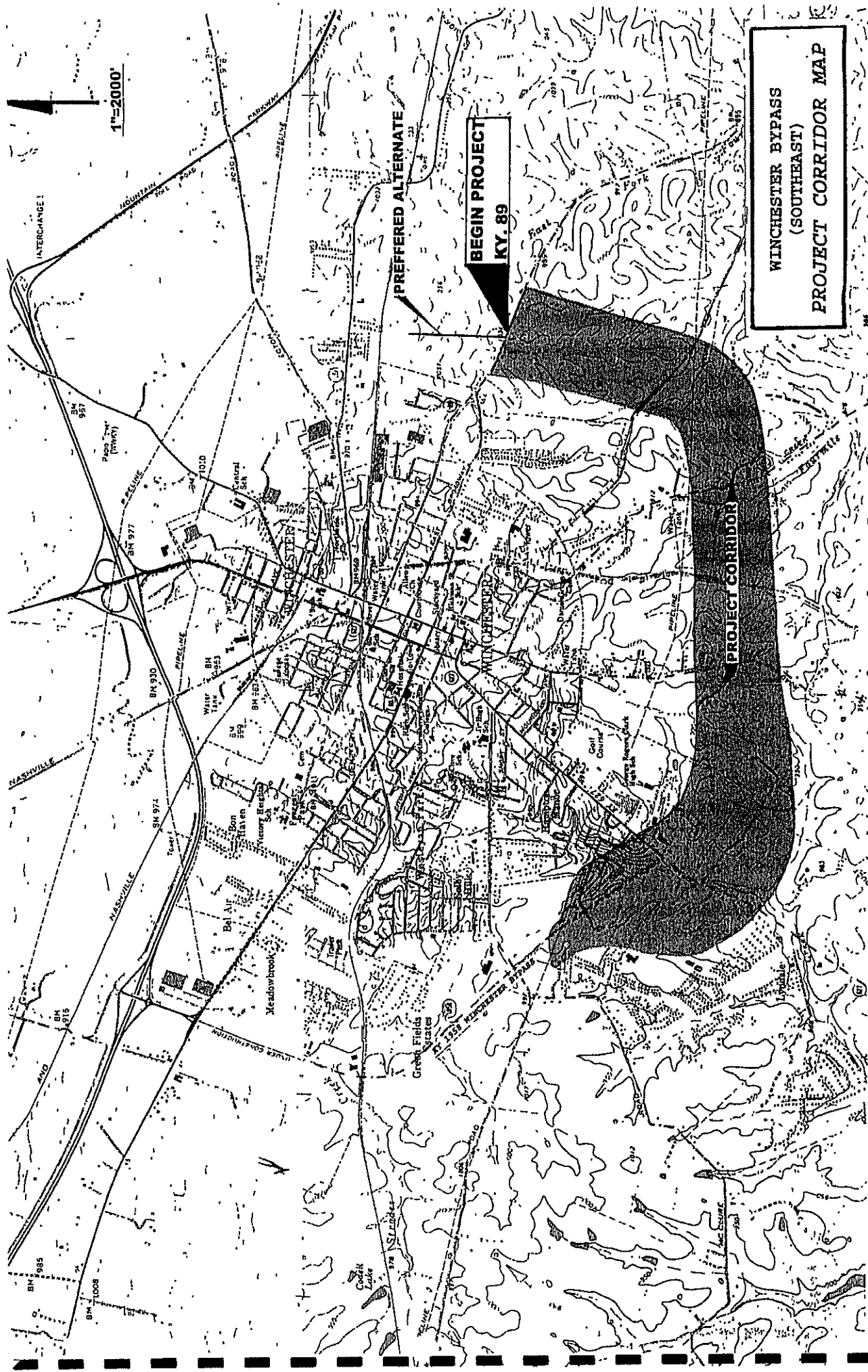


Figure 1. Map of Kentucky showing location of Clark County.





Figure 2. Map of Clark County with general location of project area indicated.



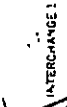
WINCHESTER BYPASS  
(SOUTHEAST)  
PROJECT CORRIDOR MAP

BEGIN PROJECT  
KY. 89

PREFERRED ALTERNATE

PROJECT CORRIDOR

1"=2000'



## Area Overview

The project is located in Clark County, in central Kentucky. Geographically, Clark County is contained within the Inner and Outer sub regions of the Bluegrass, and the Eden Shale regions. The western half of the county is characterized by the open and gently rolling Inner Bluegrass agricultural plain while the eastern portion displays the more rolling and dissected terrain of the Outer Bluegrass and Eden Shale regions. Winchester, the county seat, is fairly central in its location, near the line that divides the Inner and Outer Bluegrass areas of the county.

Clark County was created in 1792 from portions of Bourbon and Fayette Counties. The original boundaries of Clark County encompassed all of present Montgomery, Bath, Powell, Menifee, Wolfe, Knott Counties and portions of present Estill, Lee, Morgan, Magoffin, Breathitt, Perry and Letcher; all counties of the Eden Shale and Appalachian regions, located further northeast, east, and southeast of present Clark.

In 1852, Clark County assumed its present boundary with Bourbon County to the north, Montgomery and Powell Counties to the east, Estill and Madison Counties to the south, and Fayette County to the west. Lulbegrud Creek, Red River, and the Kentucky River define the east, southeast and south perimeter. From the high, dividing plateau that roughly follows the Bourbon-Fayette County line to near Winchester, numerous creeks flow either to the east or south into the three waters mentioned, or to the north into the Licking drainage (Beckner, 1889: 2).

## Historic Overview

### Early Settlement and the Beginnings of Winchester

Settlers entered present Clark County from the south via the Wilderness Road crossing of the Kentucky River, or from the north via the Maysville-Lexington Turnpike, established along the buffalo trace that extended south from Maysville on the Ohio River to the center of the Bluegrass region at Lexington (Kentucky Heritage Commission, 1979: 5). None of these earliest primary routes led into or through the interior of Clark County. When the county was created through legislative act in 1792, few trails existed in the area. The initial "survey" of the county - upon which numerous land surveys were founded - was little more than a "fireside survey", a brief description of boundary lines with no undisputable bearings called out. Understandably, land disputes in Clark County are legend (Clark, 1996: 38).

The earliest immigrants lived in or near stockaded stations and/or forts while the threat of Indian raids was still likely, farming their lands by day and retiring within the stockade at night. Some early stations and forts included Strode's Station (1779, near present Winchester), Constant's Station and McGee's Station (Kentucky Heritage Commission, 1979: 4). **Figure 4** shows the approximate locations of early stations according to A. Goff Bedford (Bedford, 1958: N.P.)

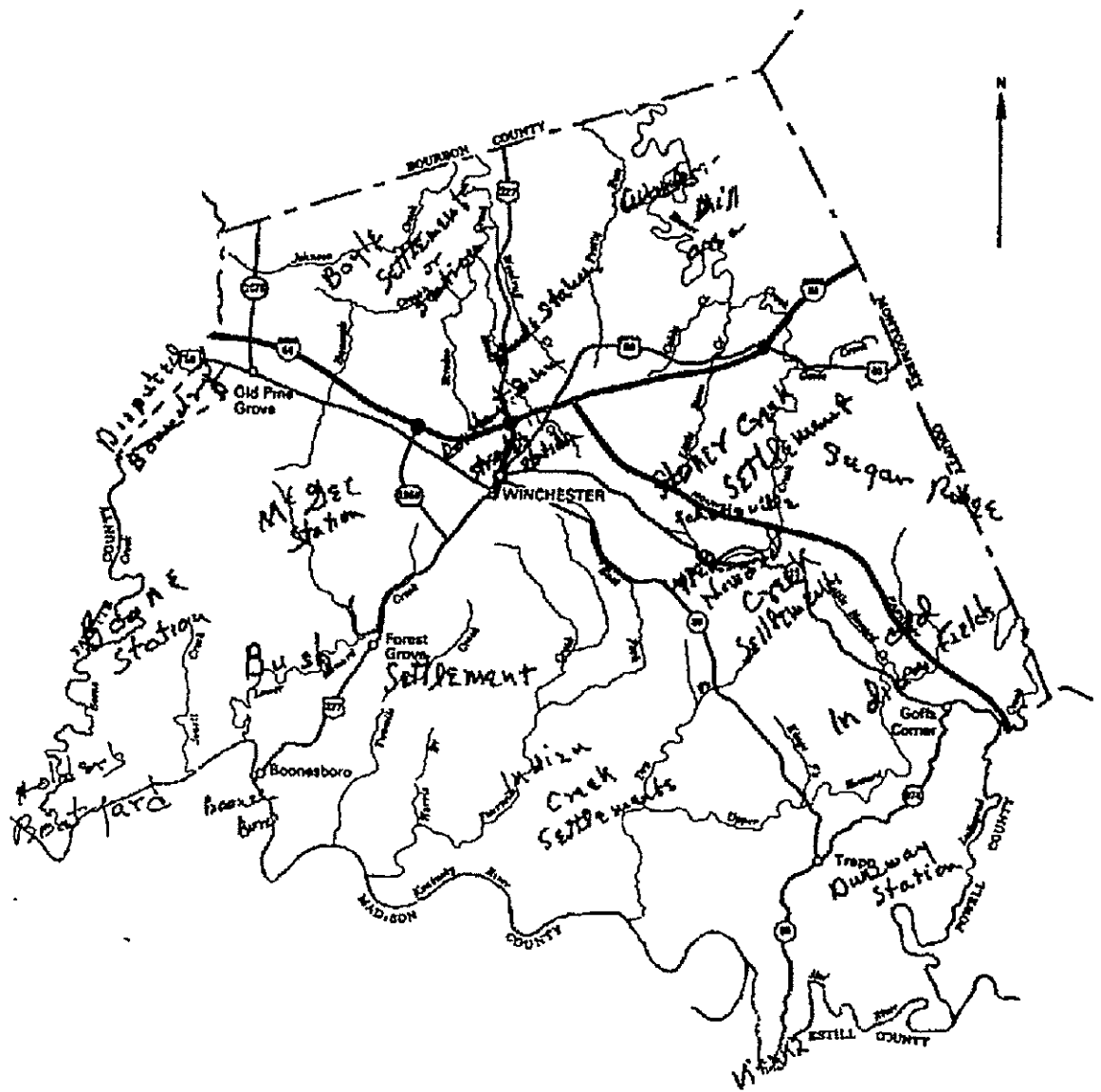


Figure 4. Taken from A Goff Bedford's Land of Our Fathers. History of Clark County, Kentucky (1958). General areas of early settlement in Clark County showing the vicinities of Strode's and Constant's Stations around Winchester. No known station sites are in the project area.

On December 17, 1793, the Kentucky General Assembly granted a charter to the county seat town of Winchester. Four of the original sixty-six town acres were reserved for the courthouse square and the remainder was platted into town lots (Clark, 1996: 44.) Winchester depended on an active commercial trade with the surrounding agricultural region. Because Winchester was not located on any primary regional settlement road, the building of roads that connected the seat to surrounding rural communities and trade centers was a critical early undertaking by the county government (Clark, 1996: 148).

## Nineteenth Century Agriculture: Bluegrass Diversity

Western Clark County, including the environs about Winchester (and the project area), was as much an idealized example of the Bluegrass environment as any; enjoying an agricultural bounty brought from productive lands worked by farmer and slave. Described by Carolyn Torma (in Kentucky Heritage Commission, 1979)

During the fifty-year period between 1810 and 1860, Kentucky as a whole and Clark County in particular reached their greatest levels of wealth and productivity in relation to the rest of the country. The Clark County landscape was covered with small commercial crossroads which provided educational, commercial, milling, and religious services. Agriculture had become highly successful and the system of farming had not yet exhausted or damaged the soil. Prime stock raising was of particular importance at this time in the county's history; many Clark County animals achieved regional fame. In anthropological terms, the county had achieved a "climax culture". The resources of the county were in balance with the demands put upon them. From 1810 to 1860, there were no dramatic changes in the county, only a gradual "filling up" of the landscape with houses, mills, roads, tollhouses, distilleries, barns and warehouses (ibid. 4)

Figure 5, a copy of the 1877 D G Beers & Co. map showing the south central Clark County including Winchester, south and west. The general location of the by-pass corridor is indicated on the map.

### The Railroads: Changes in the Late-Nineteenth Century

Following the Civil War, the entrance of the railroads into Clark County in the 1870s, effected significant changes on the rural, agricultural landscape. Compared with the rapidly industrializing and prosperous northern states, Kentucky's economy had become stagnant, neither deteriorating significantly - nor reaching the upper levels of prosperity foretold during the antebellum years. Across America, transcontinental, regional, and local railroads competed to access extractable resources, open unclaimed areas to settlement, and reach new markets. Advancing from central Kentucky eastward to access the magnificent stands of old growth timber forests in the Appalachians, the first railroad track through Clark County was begun in 1872, the Elizabethtown, Lexington, and Big Sandy Railroad. Partly enabled by a \$100,000 subscription paid by Clark County residents, the Big Sandy Railroad pushed east through Winchester and on to Ashland and the Big Sandy Valley (ibid. 5). The Big Sandy Railroad eventually became part of the Chesapeake and Ohio system that continues to operate in Clark County today (Clark, 1996: 163)

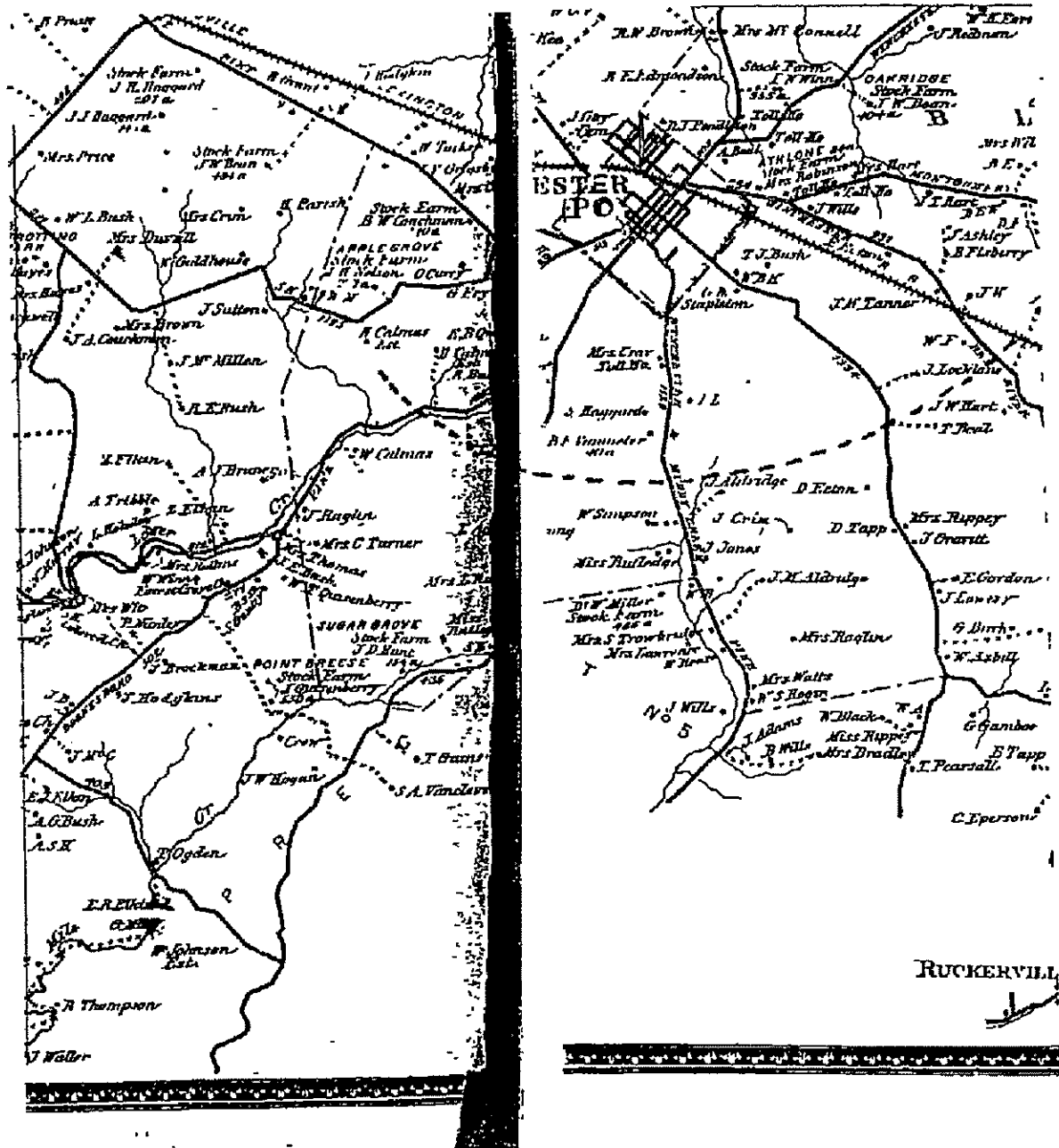


Figure 5 Winchester and south central Clark County in 1877 with approximate location of by-pass corridor indicated as a dashed line (DeBeers, 1877 33)

Within a decade of the Big Sandy's construction, the Kentucky Central Railway laid rails north-south through the center of the county from Winchester south to Livingston in Rockcastle County. The Kentucky Central was absorbed into the Louisville and Nashville Railroad system which continues to operate.

In 1883, the Kentucky Union Railroad built the county's third railroad on an east-west alignment from Winchester to Clay City in adjacent Powell County. Like its predecessors, the Kentucky Union was partially financed through subscriptions paid by residents of Clark County. The line sold within a decade of its beginning and reorganized as the Lexington and Eastern Railroad Company. It operated until 1965 when the line was abandoned and tracks removed (Clark County Deed Books 61 23; 175-154)

The railroads spawned small service communities along their right-of-ways, with stock scales, freight and passenger stations, post offices, and mercantile stores. Hedges Station is one of the few that survive today. Winchester was a main station on all lines, and because of the corridor's proximity to the town, no historic stations existed within the project area. Figure 6 an early twentieth century map of rail alignments and stations in Clark County shows the number of small station communities that once existed. No railroad-associated historic resources were identified in the project corridor.

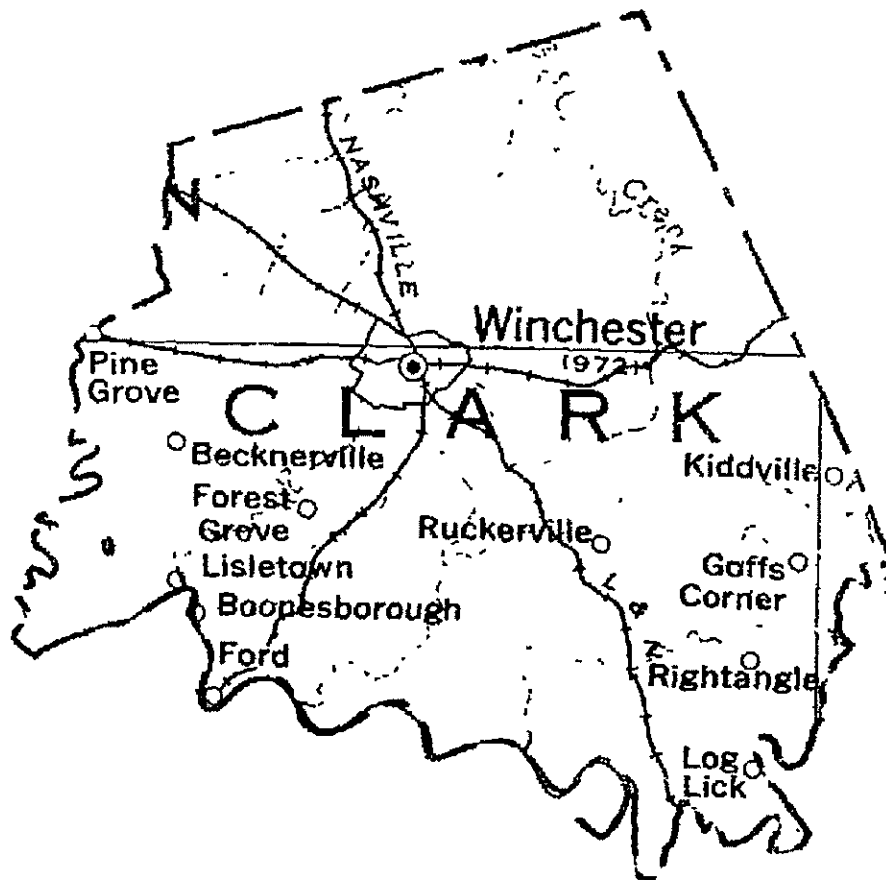


Figure 6. Early twentieth century railroad and station map of Clark County (KHC files).

## Historic Contexts and Property Types

### Domestic Architecture

In 1976, the Kentucky Heritage Council initiated a comprehensive, county-wide survey performed by Carolyn Torma, Camille Wells and Anthony James. In that effort, 534 buildings in the county and 608 buildings in Winchester were documented. Forty-three properties in the county outside of Winchester were nominated to the National Register by Torma and Wells in 1979. The publication associated with the survey and National Register work, Survey of Historic Sites in Clark County, Kentucky, provided the majority of context information for architectural resources identified in the project area (Kentucky Heritage Commission, 1979).

Early settlers to the area that ultimately became Clark County arrived in the majority from Pennsylvania, Maryland and Virginia in the late eighteenth century. These settlers established homesteads constructed of locally available log, limestone, brick, and timber. Log house construction was the first building method employed in Clark County. Early settlers described initial log dwellings as "unhewn log buildings" laid to a height of one story with puncheon floors and gable roofs built up of successively smaller logs laid perpendicular to the ridge line (ibid: 2). No examples of such described log structures remain as they were rapidly replaced by more permanent structures, also of log construction. Wells found that the most prolific period of building with log in Clark County occurred between 1835 and 1860; a phenomena evidenced by "ornamental details of the Greek Revival period" remaining in most log houses, especially in the form of mantels and moldings (ibid: 16).

Log dwellings were built in various single and multiple pen combinations including single pen, hall-parlor, saddlebag and dog trot plans. The 1979 county wide survey suggests that either the most commonly built plan type or the plan type that has survived in greatest numbers in Clark, is the dogtrot. Local variations of the plan include those built with open breezeways later enclosed by frame partitions, and types built with the center area fully or partially enclosed by logs during initial construction, with both variations in one and two-story heights. Common features of dogtrot dwellings include exterior stone and brick chimneys and weatherboard siding. No examples of log dwellings taking any historic plan were identified in the project area.

Brick joined log as a major construction material in the early nineteenth century in Clark County. Most brick was locally fired and easily worked, and early brick buildings were commonly built on traditional plans including hall-parlor, side-passage and central-passage with imposed symmetrical facades that often disrupted the balance of interior room arrangements (KHC, 1977: 11). Early settlers chose brick as a symbol of social prosperity and permanence and intended that their residences be considered aesthetically pleasing (ibid). One example brick masonry, antebellum domestic architecture exists in the area, CK-47, the National Register listed, Henry Calmes House. The Calmes house is located approximately 1/2 mile west of the project corridor.

The most frequently used residential building material within the project area during all historic periods was wood. Wood frame residences date through the nineteenth and into the post World War II era and were built in a variety of vernacular, stylistic, and popular forms. Milled, dimensional lumber was readily obtained locally by the early nineteenth century.



Many of the antebellum residences in Clark County are examples of the Greek Revival style, the architectural fashion called the "National Style" for its occurrence in all settled areas by 1860 (McAlester, 1984: 182). In this area of Clark County, some examples of the style survive, including the Locknane-Burgher House, CK-467, a two-story, frame residence located on the east side of Muddy Creek Road (KY 974) on the crest of a prominent knoll (Figure 7). In form, plan and scale, the five-bay, center hall Greek Revival residence with double central portico reflected both the owner's economic wealth as well as his willingness to locate and construct a residence that announced that status to all.

In the late-nineteenth and into the twentieth century in rural areas such as Clark County, national dispersal of house plans influenced the traditional vernacular architecture to greater or lesser degrees. Often, stylish details were merely applied to traditional vernacular forms, such as center plan I-houses modified with Italianate brackets, multiple, or single Gothic gables (as in CK-464 and CK-465).

Frequently, asymmetrical dwellings deviated from traditional balanced plans as expressions of the picturesque romantic movement. In Clark County, comprehensive survey revealed that "Overwhelmingly, examples of late-century architecture in Clark County which deviate at all from the long dominant I-house take the T-plan form" (Wells: 25). A number of T-plan examples identified in the project area include CK-46, CK-466, CK-507, # 4, and #5.



Figure 7 The Locknane-Burgher House, CK-467, on Muddy Creek Road (KY 974)

Surviving late-nineteenth century dwellings in Clark County, such as frame T-plan dwellings, eligible to the National Register under Criterion C, are locally significant examples of domestic architecture and embody distinctive characteristics of types during the era. They may be important examples or variations of either traditional plans and forms, or illustrate the integration of nationally popular plans and forms into the local architectural vocabulary.

In the project area, three T-plan examples built near the turn-of-the-century were identified, CK-466, and project sites #4 and #5. CK-466 and site #5 have lost historic material integrity through the application of non-original siding and removal or alteration of design details such as decorative trim, porch details, and window sash. Site #4, the two-story, frame, vernacular T-plan residence of a farm maintains good overall integrity and displays some interesting late-Victorian features including decorative porch details, original shutters, and tall, sash windows. Although the exterior is sided with asphalt shingles, this material is probably applied over original clapboard and does not significantly impair the architectural integrity of the house.

Although brick was an often-used construction material in Clark County in the late-nineteenth century and into the early-twentieth, only one example of brick construction dating to this era was identified in the project area; CK-524 the Bonfield House. This once impressive, early twentieth century four-square plan residence with Classical Revival detailing, has suffered severe loss of integrity through deterioration and neglect.

The Clark County architectural overview addressed the early twentieth century Revival styles, but gave minor attention to the Arts and Crafts, Craftsman or Bungalow-style of domestic architecture. The nationally popular style, championed by carpenter Gustav Stickley and promoted by widely circulated patterns books and magazines, appeared as frame and brick constructed residences on early-to-mid twentieth century farms in Clark County. The style is recognized by a low, ground-hugging appearance, moderately angled roofs with wide eave overhangs and spacious porches supported by battered posts; a variety of natural exterior materials including stained clapboards, shingles, locally-available stone and rough stucco, and interior plans that reflected the operation of a "servantless household" with few hallways, kitchens located between living and sleeping/play areas, and asymmetrical room arrangements dictated by function rather than tradition or formality (Rifkind 1980: 99).

From the most pure forms of the nationally popular Bungalow style, plans and forms evolved as simple adaptations with considerably less material and design detail and often a more modest scale. Throughout Kentucky, especially in working class neighborhoods of the period, thousands of "bungalow cottages" were built. In the coal region of the Appalachian east in county seats and railroad communities of the Bluegrass, and in working class neighborhoods of metropolitan river towns, the one- and one-and-one-half story bungalow is commonplace. Bungalow residences in Clark County eligible to the National Register under Criterion C, are locally significant examples of the style and embody distinctive characteristics of type. They may be important architectural examples or local variations that illustrate the interpretation of the nationally popular style at a local level. They may also be recognized as significant indicators of the influence effected by the railroads on rural residential architecture in Boyle County, and the apparent adoption or rejection of this nationally popular architectural style by members of the rural population including small community residents, developers, and agriculturalists.

In Clark County, bungalow residences were not comprehensively documented in the county-wide survey effort. One vernacular residence of the early twentieth century that takes its lines from the bungalow is # 7, a simple, front gable, two-bay cottage.

## Survey Methodology

### Reconnaissance

The literature and records search of potentially significant historic and architectural resources within the project area was conducted in Frankfort, Kentucky at the Kentucky Heritage Council (State Historic Preservation Office), the Kentucky Department for Library and Archives, and the Kentucky Historical Society; and in Winchester, Kentucky at the Clark County Courthouse and the Clark County Public Library. 539 historic resources in Clark County (outside the city limits of Winchester) were documented in a survey conducted in 1977 by the Kentucky Heritage Commission (Wells, 1977) with emphasis placed on log, stone, brick and frame buildings representing the themes of domestic architecture, agriculture, education, religion and commerce. The resulting publication, Survey of Historic Sites in Kentucky: Clark County (1979), synthesized the significant amount of information on Clark County's history and material culture. That study and publication proved valuable to this effort. Additional literature examined included regional and local histories, published and unpublished manuscripts; maps, and newspaper articles. These sources provided the base information for the development of a historic context and architectural overview as well as identified for field surveyors, the potential locations of historic sites, communities and features.

Prior to entering the field, the initial study corridor was located on U.S.G.S. topographic maps. All buildings and structures fifty years old or older within the corridor were identified for survey. Field work was performed between June and August, 1999. Historic properties with fair-to-good architectural integrity, not previously recorded by the Kentucky Heritage Commission (Council), were given project numbers from #1 through #8 with brief form descriptions and photographs included with this report. Photographs were taken of identified properties and when possible, property owners or local informants were interviewed. Historic properties that had lost physical integrity were also photographed. Several historic properties, in addition to those identified in this report, were surveyed during the project survey phase, but as alignments were provided, several of those properties were no longer near the area of project effect and therefore are not included in this report.

### Baseline Standards of Integrity

For a historic property to be considered eligible to the National Register of Historic Places, it must be physically able to convey its significance. Properties eligible under Criterion A or C, potentially eligible, or warranting further documentation must exhibit a majority of physical and associative qualities of integrity. A resource eligible under Criterion A for historical significance must retain the essential physical features that made up its appearance during the period of significance. The resource must be able to convey its original historic association, such as a farmstead complex associated with an historic agricultural farm landscape. Resources eligible under Criterion C for architectural significance that are distinct examples of a style or type must maintain a majority of physical integrity including design, materials, workmanship, and location. Eligible resources that embody the distinctive characteristics of a construction type or technique may have lost some materials or design details (such as original siding or porch details) and remain eligible if the important construction characteristics remain. As a general guide, buildings

fifty years old or older with alteration or loss of more than two major character defining physical features (exterior sheathing, roof lines, porches, fenestration patterns, location, etc ) are not considered eligible due to loss of physical integrity

All historic resources in the project area, including the eight properties newly surveyed and recorded on KHC inventory forms and the ten previously identified resources documented in 1977 are included in this documentation.

### Inventory and Evaluation of Historic Properties

The following section includes brief property evaluations for all properties documented within the project area with statements of significance based on standards of integrity where applicable; recent photographs; and, preliminary boundaries for significant properties. Copies of Kentucky Historic Resources Inventory Forms for previously documented resources in the corridor are attached following the report narrative. Each significant resource is identified on project maps showing the relationship of the property and its boundary to proposed alignments in the corridor. Figure 8, taken from the Winchester Quadrangle map, identifies the location of the properties inventoried as part of this project. Figures following each significant surveyed site locate the property in relation to proposed alignments.

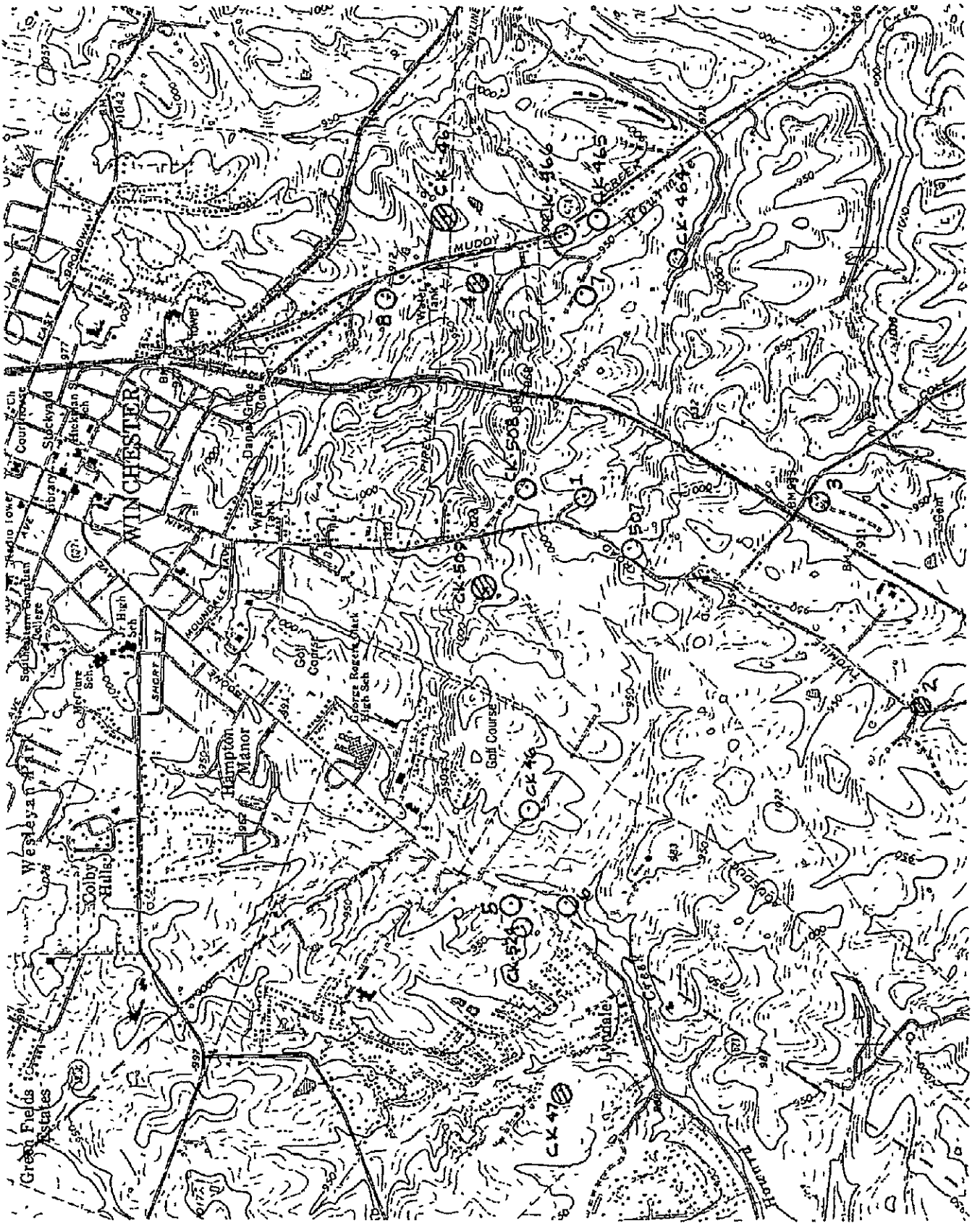


Figure 8. Project corridor

Site Number. CK-46, James Lyle House  
Figure Number: 9  
UTM Reference. Quad: Winchester  
Date. 1965 Zone 16  
Easting: 746310  
Northing: 4206220

Function:  
Original: Single Residential Dwelling  
Current: Single Residential Dwelling

Form:  
Dimensions: Height: 2 Width: 3 Depth: 3  
Plan: T-plan

Construction Date: late-19th century

Description: The main dwelling of a 108 acre farm on the southwest outskirts of Winchester, is sited on the crest of a knoll, southeast of KY 627. Associated with the dwelling are a small garage/shed and a large barn that has been modified for use as a training barn for horses. The two-story, frame T-plan dwelling, built in the last quarter of the 19th century, features a limestone foundation, multi-gabled roof and single light replacement sash windows of various sizes. The house has been substantially modified from its original appearance with the replacement of windows, the application of vinyl siding, removal of wood trims and design details, and the installation of a non-original double portico to the side of the projecting front bay. Due to loss of integrity from the application of non-original materials and alteration of original fenestration and other design details, the property does not meet standards of eligibility to the National Register.



Figure 9 James Lyle House.

Site Number: CK-47, Henry W Calmes House

Figure Number: 10

UTM Reference: Quad Winchester

Date: 1965 Zone: 16

Easting: 745400

Northing: 4206700

Function.

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions: Height: 15 Width: 5 Depth: 1

Plan: center passage

Construction Date: c. 1810

Description. The Henry W Calmes House is listed on the National Register of Historic Places as part of the "Clark County Multiple Resources, Excluding the City of Winchester" (Wells and Torma 1976). Because of discrepancies on site forms and maps concerning the location of the property, and concern that it might be within the project area, field survey was undertaken to determine the actual location of the building. It is located over 1/2 mile west-southwest of the project area, within a newly subdivided residential development, Calmes Estates. The property does not appear on project maps. The project will have no effect on the property.



Figure 10. Henry W. Calmes House



Site Number. CK-464

Figure Number: 11

UTM Reference. Quad: Winchester

Date: 1965 Zone: 16

Easting: 748800

Northing: 4205620

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions: Height: 2 Width: 4 Depth: 1

Plan: center passage

Construction Date: late-19th century

Description: The main dwelling of a farm on Muddy Creek Road is located at the end of a farm drive that once extended further northwest to connect to Two Mile Road. (This now-abandoned road is the alleged toll road that site # 1 is associated with.) The house is in fair to poor condition, an I-house with extension to the north. An intersecting gable with single light sash window at the gable end and a shed porch over the main entry articulate the central of three original front bays. The house features clapboard siding, enclosed rear porch, single light sash windows, and a limestone foundation. Associated agricultural buildings include two large barns, a tenant house that is not occupied in very poor condition, and various sheds, all in fair to poor condition.

The dwelling is in only fair condition but maintains good architectural integrity. However, neither its architectural qualities nor its historic context as a vernacular dwelling of a late-nineteenth century farm outside of Winchester give it the significance to be considered eligible to the National Register.



Figure 11. CK-464

Site Number. CK-465, Fox House

Figure Number: 12

UTM Reference. Quad. Winchester

Date: 1965 Zone: 16

Easting: 749030

Northing. 4205970

Function

Original. Single Residential Dwelling

Current. Single Residential Dwelling

Form

Dimensions: Height: 2 Width: 3 Depth 1

Plan House

Construction Date: ca. 1900

Description: The property is a single family dwelling located on a small lot on the east side of Muddy Creek Road (KY 974). It is one of several, frame, vernacular dwellings of modest size located on small acreage lots in a "stringtown" configuration. The linear neighborhood contains both historic and non-historic dwellings. With the exception of the Fox house, all other historic dwellings have been altered, including CK-466 (following).

The house is a one-and-one-half story frame residence built probably about the turn-of-the-century with concrete foundation, clapboard siding, single light sash windows, a symmetrical three bay facade with gable pediment at the central bay, asphalt shingled roof surface, a full front porch with a slight hip supported by square columns and an enclosed back shed addition. The dwelling is in good condition and maintains good integrity. However, neither its architectural qualities nor its historic context as a vernacular dwelling in rural neighborhood just outside Winchester give it the significance to be considered eligible to the National Register.



Figure 12. CK-465, Fox House

Site Number CK-466

Figure Number: 13

UTM Reference: Quad: Winchester

Date: 1965 Zone: 16

Easting: 748970

Northing: 4206110

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions: Height: 1.5 Width: 2 Depth: 2

Plan: T-plan

Construction Date: ca 1900

Description: The property is a single family dwelling located on a small lot on the east side of Muddy Creek Road (KY 974). It is one of several, frame, vernacular dwellings of modest size located on small acreage lots in a "stringtown" configuration. The linear neighborhood contains both historic and non-historic dwellings. With the exception of the Fox house (CK-465), this and all other historic dwellings have been altered.

The 1976 Kentucky Historic Resources Inventory Form for this property includes a photograph of the residence with its original late-Victorian fabric intact including decorative shingles in the gable ends, bracketed gable eave and porch with dentils and chamfered columns. Today, all of these historic materials have been replaced with vinyl siding and an altered porch. Because of this loss of material integrity, the property is not eligible to the National Register.



Figure 13 CK-466

Site Number: CK-467, Locknane-Burgher House

Figure Number: 14

UTM Reference: Quad: Winchester

Date: 1965 Zone: 16

Easting: 749010

Northing: 4206570

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions: Height: 2 Width: 5 Depth: 1

Plan: center passage

Construction Date: 3/4 of nineteenth century

Description: Located on the top of an open, grassy hill amid farmland, on the east side of Muddy Creek Road (KY 974), the property is a vernacular frame, center passage, dwelling that exhibits Greek Revival design details. The most prominent feature of the house, is a central double portico with full return gable supported by pairs of offset square posts on the first and second levels. Opening onto each level of the portico are paired leaf doors with sidelights and transoms. Two bays of six-over-six sash windows flank either side of the central bay. And at each gable end is a brick chimney, interior on the north and exterior on the south. An original, two-story rear ell extends from the north bay to the rear and features a gabled side entry and interior end chimney. Additional materials include a continuous limestone foundation, clapboard siding, and an asphalt roof shingles. No historic domestic out buildings remain in the yard area which is surrounded by a painted board fence. The farm associated with the house is very open grassland with several barns and interior wire cross fencing.

History: The property was identified on the 1976 KHC survey as the Burgher Place. Deed research indicates the original owners of the house were Samuel Locknane and his wife (name not given), who purchased 104 acres on Four Mile Creek Road (aka Muddy Creek Road) from Thomas J. Bush and wife on May 13, 1863 (DB 40/468). The date is consistent with the style of the house. The Locknanes owned the property until 1902 when Benjamin S. Burgher purchased the by-then, 224 acre property (DB 71/155). Burgher owned the farm until his death when it transferred to his children (WB 4/136). It remained in the Burgher family until 1946 (DB 129/373).

Significance: The significance of the property is architectural, as the house is an example of the persistent influence of the Greek-Revival on vernacular dwellings built in the rural Bluegrass region during the second half of the nineteenth century. The suggested boundary would maintain the prominent position of the house on the knoll, set well back from and above Muddy Creek Road, in the midst of its surrounding farmland. The boundary as indicated follows the natural topographic lines of the site and the edge of the road, a justifiable setting for this distinctive residence.



Figure 14. CK-467, Locknane-Burgher House

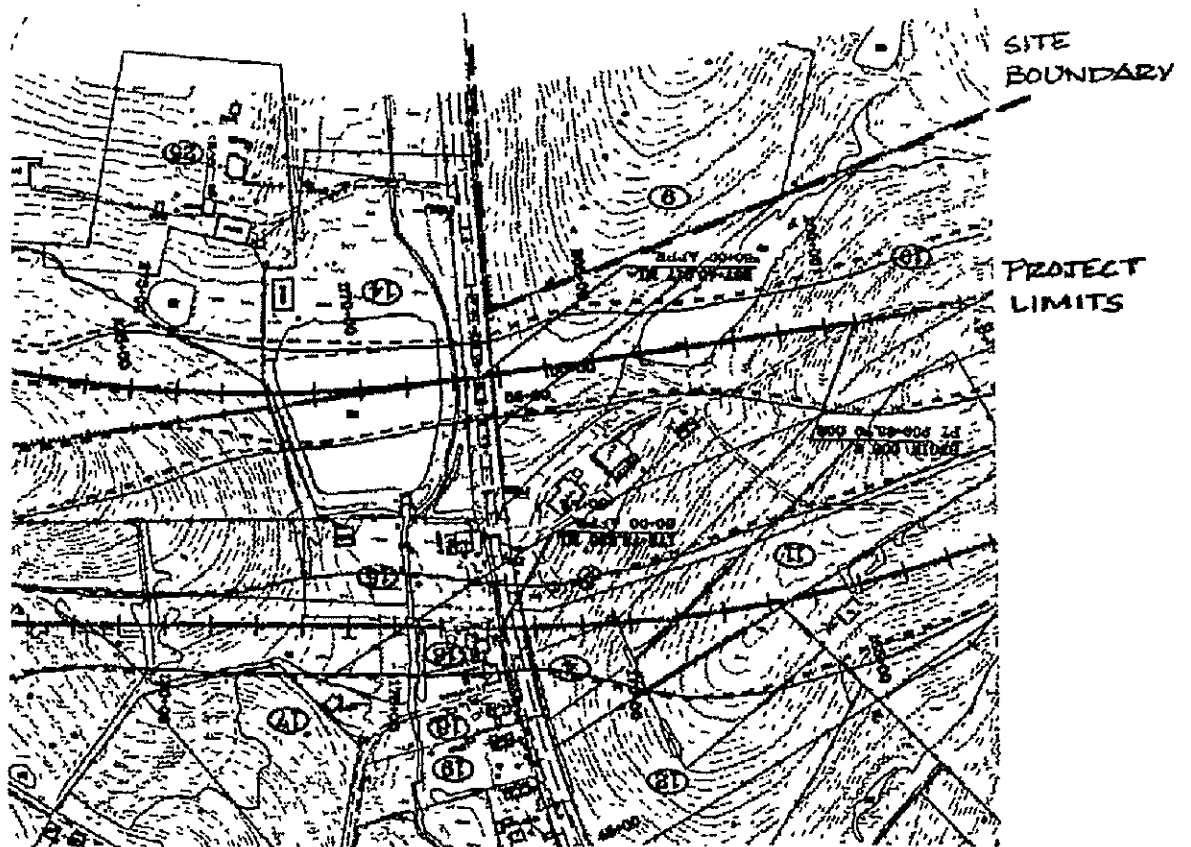


Figure 15 Location and boundary of CK-467, Locknane-Burgher House relative to proposed alignments

Site Number: CK-507 (Hyer Place)

Figure Number: 16

UTM Reference: Quad Winchester

Date: 1965 Zone 16

Easting: 742520

Northing 4205790

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions: Height 2 Width: 3 Depth: 2

Plan: T-plan

Construction Date: 3/4 of nineteenth century

Description: Located on the east side of Two Mile Road (KY 1923), the residence is a late-nineteenth century, frame, two-story T-plan dwelling that has been altered by the replacement of front double-hung sash windows with pairs of sash windows, and the extension of the front gable in a shed configuration over the centered front entry (This alteration was probably done in the 1940s, when this type of entry appeared on residences influenced by the popular English Tudor and other revivals ) There is also a large, shed addition applied to the back elevation

Due to loss of integrity from alterations that include non-original materials and alteration of original design details, the property does not meet standards of eligibility to the National Register



Figure 16. CK-507 (Hyer Place)

Site Number CK-508  
Figure Number 17  
UTM Reference Quad Winchester  
Date: 1965 Zone: 16  
Easting 747810  
Northing: 4206260

Function.  
Original. Single Residential Dwelling  
Current Single Residential Dwelling

Form.  
Dimensions. Height: 2 Width: 3 Depth: 1  
Plan: hall-parlor

Construction Date mid-nineteenth century

Description: Located east of Two Mile Road (KY 1923), at the end of a farm drive that extends along the ridge of an open knoll, the property is a two-story, vernacular, frame, farm dwelling, dating from the mid-nineteenth century, with un-heated entry hall and heated parlor with interior brick end chimney. Although the basic plan and configuration of the dwelling are intact, most original materials have been replaced (including vinyl siding, non-historic sash windows, removal of all wood detail trim at fenestration, and alteration of porch supports and details. There are no contributing historic out buildings associated with this modest farm residence

Due to loss of integrity from the application of non-original materials and loss of design details, the property does not meet standards of eligibility to the National Register



Figure 17. CK-508

Site Number: CK-509, Smith P Kerr House (Fairholme, 1976 KHC Survey)

Figure Number: 18

UTM Reference: Quad Winchester

Date: 1965 Zone: 16

Easting: 747330

Northing: 4206430

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions: Height: 2 Width: 5 Depth: 1

Plan: center hall

Construction Date: early 20th century

Description: "Fairholme" farm is a 221 acre (+/-) farm, which contains the Smith P Kerr house and several agricultural and equine buildings. The farm is located on the west side of Two Mile Road (KY 1923), about one mile south of Winchester is cornered by the Winchester Country Club to the west. The house occupies one of highest sites in the area at 1020', and is approached by a drive shouldered by mature Pin Oak trees. A formal entry off of Two-Mile Road features two, large, ashlar limestone entry piers topped by eagles (figure ).

The main residence is a large, frame Classical Revival-influenced dwelling dominated by a central pedimented portico supported by massive Ionic columns. In plan, the house is a traditional center passage configuration, single pile, with a two-story, original rear ell. However many Revival design details bring the house out of the vernacular and identify it as the stylish dwelling of one of Clark County's wealthy agrarians of the late-nineteenth and early-twentieth centuries.

The front facade is divided into five regular bays, with pairs of single light sash windows flanking the projecting center entry bay. This bay is defined by a monumental gabled portico with full return, deep cornice, and tympanum light. The portico is supported by round, Ionic columns, broken at the second floor by a balcony with balustrade. At the first floor elevation, a large porch with flat roof extends across the center three bays, intersects at the break in the Ionic columns and is supported by smaller, Tuscan columns. It features a turned balustrade, and deep, bracketed cornice. The formal front entry features paneled side and lintel lights and large cornice. The original rear ell is two stories with a gable roof and six-over-six sash windows. The roof is pierced by two interior chimneys at the end walls of the main block and a central interior chimney within the ell. The house was originally covered with weatherboarding. It was covered with metal siding but that non-historic material is presently being removed and the original weatherboard and trim are being restored. Other details include asphalt roof shingles, cut stone foundation and a non-historic, one-story lateral wing with low hip roof to the north side.

Also included with the property are two historic horse barns that date to the early 20th century and several other agricultural buildings including modern horse barns and a renovated farm office/farm manager's house.



**History** The 1977 Kentucky Survey Form for the property attributes the residence and farm to Smith P. Kerr who developed the farm which specialized in blooded horses. After Kerr's death in 1906, it transferred to D. T. and Belle Kerr Matlack (1917, DB 90/543). The Matlacks owned the property until 1927 when it transferred to Robert and Frances Fairbairn (DB 106/544). The Fairbairns owned the property until 1943 when purchased by A. R. Johnson. Since 1961 the farm has been owned by two other Thoroughbred farms.

**Significance.** Fairholme is architecturally significant as an example of the Classical Revival style in rural Clark County at the turn-of-the-century. The position of the residence at the high point of a grassy ridge on the farm; the formal, Pin Oak-lined entry approach to the house, and the historic agricultural buildings, and the view from the house of surrounding pastures, all contribute to the integrity of the property's location, setting, feeling and association. The suggested boundary does not include the entire acreage of the farm, but does contain the ridge (or knoll) where the house and some of the farm buildings are located, the entry drive and the land that is integral to the setting of the architectural resources.



Figure 18. CK-509, Smith P. Kerr House (Fairholme)

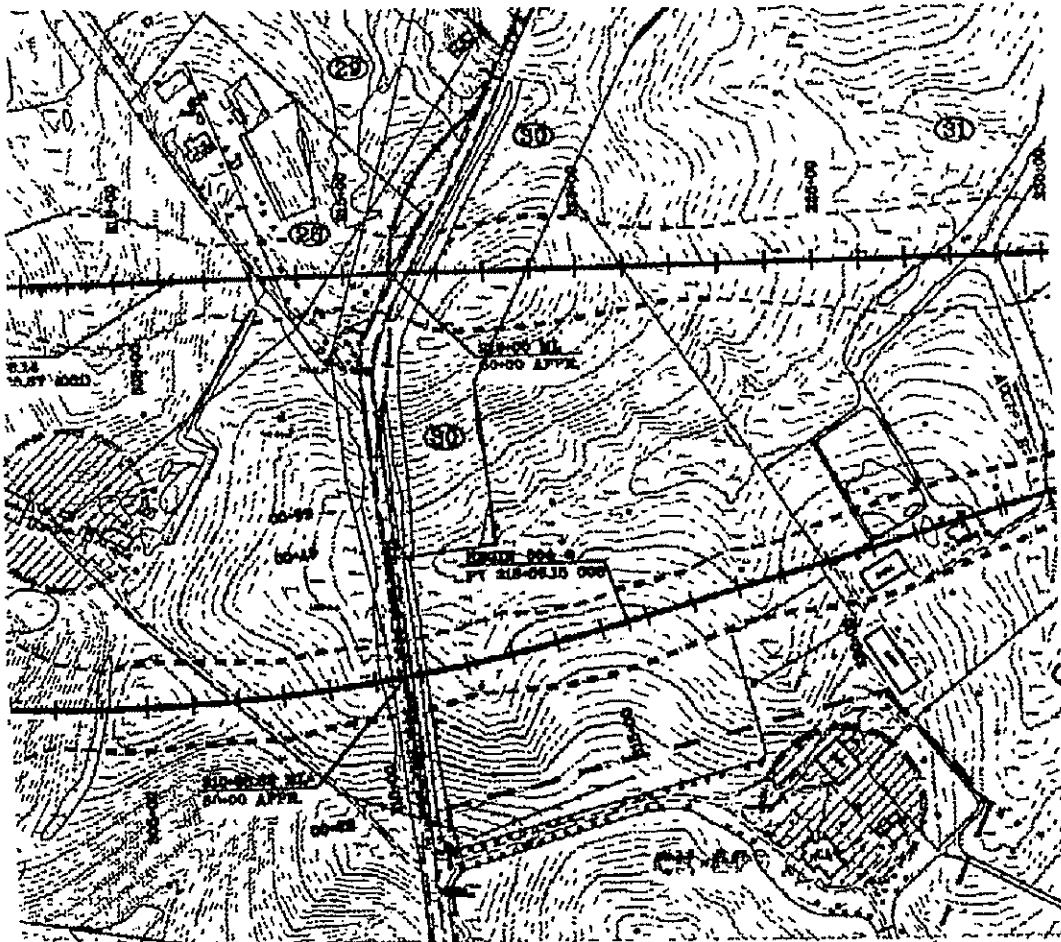


Figure 19. Location and boundary of CK-509 relative to proposed alignments

Site Number: CK-524, Bonfield House (1976 KHC Survey form)

Figure Number 20

UTM Reference. Quad: Winchester

Date: 1965 Zone: 16

Easting: 7457760

Northing 4206080

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form

Dimensions: Height: 2 Width: 3 Depth: 2

Plan: 4 square, center hall

Construction Date: early 20th century

Description: The Bonfield House is the main historic dwelling of a farm located on the west side of Old Boonesborough Road (KY 627), just west of the intersection of Lower Howard's Creek Road, less than a mile from Winchester. The house is a two-story, brick foursquare residence with Classical Revival details. The three bay, symmetrical facade (W-D-W) features large, single light sash flanked by narrow sash lights, a central entry on upper and lower floors; full front porch with low hip roof supported by Ionic columns. A portico extends from the east side. The wide eaves of the asphalt shingled, hip roof, porch and portico feature moldings, frieze boards and corbeled brackets. Other details include a central hip dormer, east end wall and rear (north) chimney that extend through the roof eave.

Architecturally, the house is a very good example of Classical Revival details applied to the popular, early-twentieth century foursquare plan. However, the house is in a very advanced state of deterioration. It appears to be vacant, several windows are missing or boarded over, the front porch is partially collapsed and a general condition of neglect has compromised the architectural integrity to the extent that is not eligible to the National Register.



Figure 20 CK-524, Bonfield House

The following sites were not previously surveyed during the comprehensive, county-wide survey performed in 1976-77. For purposes of this report, they are designated with temporary project numbers 1 (one) through 8 (eight).

Site Number: 1

Figure Number: 21

Function:

Original: Single Residential Dwelling (possible toll house)

Current: Single Residential Dwelling

Form:

Dimensions:            Height: 1            Width: 1            Depth: 1

Plan: single pen (with additions)

Construction Date: 3rd quarter, nineteenth century

Description. At the core of this much added to residence, is a single-pen, frame dwelling that is said to have been a toll house on the old road that connected Two Mile Road (KY 1923) to Muddy Creek Road (KY 974). The house is located on the south side of Rose Lane, a dead end road that extends south east off of Two Mile Road about 1/4 mile. Originally, Rose Lane continued southeast and connected via the present farm drive of CK-464, another historic property documented in this report. Local informants claim this road was abandoned in favor of the more easily traveled Cole Road to the south. The present owners reported that locals allege some say the house was a toll house while others say it was a tenant house associated with CK-508, the Hyler Place. It may well have served both purposes. Inspection of the width of the interior walls of the original pen were not noticeably wide, suggesting frame vs log construction.

Significance. Although much added to, the core single pen is identifiable, with shed and gable roofed additions augmenting it to each side. The property has potential architectural significance as a rare, remaining example of a nineteenth century toll house in Clark County. Few toll houses remain, and information contained in the original, gable roofed pen and perhaps in additions, may be able to provide information about toll house construction and about toll house/residential materials, design, and scale, etc. Because the structure itself is significant and as it is no longer located along a road that is identifiable as an historic toll road the important qualities of integrity are the design of the original and early additions, materials, and workmanship. Setting, feeling and association are not critical qualities of integrity to be preserved. The suggested boundary extends only a minor distance around the structure, no more than a distance of 100' from either side.



Figure 21 Site #1 At the core of this much-added-to residence is a single pen dwelling that locals alledge was the toll house that stood along a now-abandoned road that linked Two-Mile Road with Muddy Creek Road

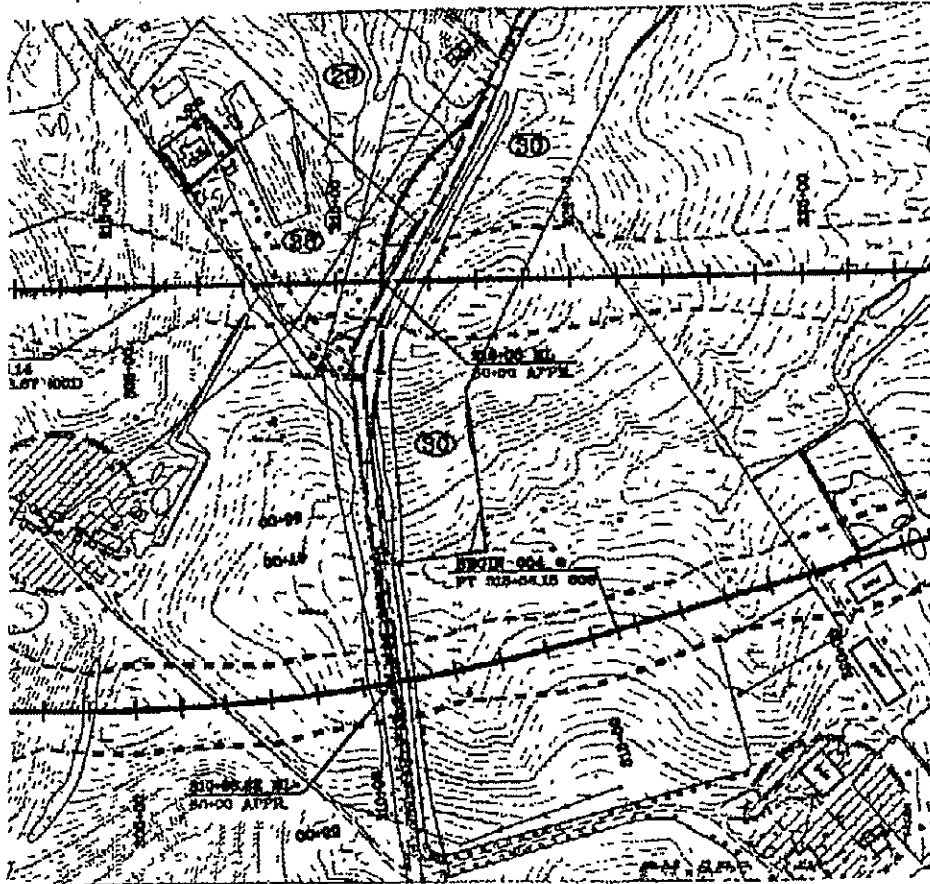


Figure 22 Location and boundary of Site #1, relative to proposed alignments

Site Number 2

Figure Number 23

Function

Original: possible school or precinct house

Current: Single Residential Dwelling

Form.

Dimensions: Height 1 Width 1 Depth: 1

Plan: unknown

Construction Date: 4th quarter, nineteenth century

Description: The property is located approximately two miles south of Winchester city limits on the east side of a bend in Two Mile Road (KY 1923). The one-story, frame, vernacular building is above the road on a hill, and is reached from the roadside via limestone steps that lead to the front. The building's form and design details suggest its historic use as perhaps a school, precinct house or other public building. The front gable features a diamond window in the gable end, the building's only adornment. A full front porch with slender square posts fronts a two-bay front with centered entry and side window. A transom originally above the entry has been permanently fixed. Future research may determine the original function of this building, but because of its good integrity including original multi-light sash windows with simple architrave stone foundation and wood clapboard siding, the property appears to meet eligibility to the National Register as a historically significant public building in rural Clark County dating from the nineteenth century.

The suggested boundary of the property includes the front yard and steps that link the building to the road edge. The property is far south of the proposed alignment and does not appear on project maps.

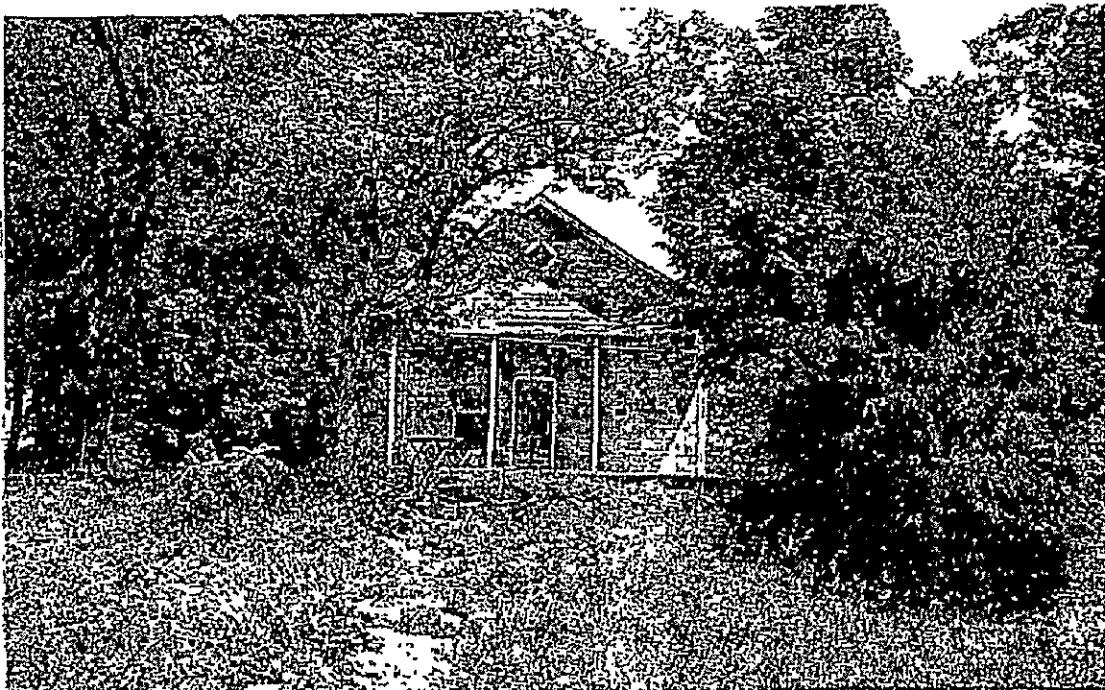


Figure 23. Site # 2

Site Number: 3

Figure Number

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions                      Height: 1.5      Width: 3              Depth: 2

Plan: bungalow

Construction Date: first quarter, twentieth century

Description: The property is a residential bungalow associated with a farm, on the south side of Cole Road, immediately east of the railroad right-of-way. The house is located on a ridge and features a front gable roof, multi-light sash windows, a full front porch, wood clapboard siding and stone. The property is in good condition and has good architectural integrity. Future research may disclose important historical information about the property, but at this time it is not considered eligible to the National Register because, although it displays the stylistic influences of the Craftsman Bungalow style, and maintains good material and design integrity it does not display significant architectural qualities that would make it eligible. Although the property is well outside the limits of the project corridor, it was surveyed during field reconnaissance, and therefore is included with this report.

Site Number 4

Figure Number: 25

Function

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form

Dimensions:            Height. 2            Width. 3            Depth: 1

Plan: t-plan

Construction Date: last quarter, twentieth century

Description. The property is located on the east side of Muddy Creek Road (KY 974) opposite CK-467. It is a frame, late nineteenth century, vernacular t-plan residence of a diversified farm. The dwelling is set back from the road edge several hundred feet on a slight rise. The site is vegetated by large deciduous trees and several historic, agricultural buildings are located within the farmstead area.

The main residence design and material details include a seamed metal intersecting gable roof with gable returns; two interior brick chimneys, a limestone foundation, vertically divided, 2/2 sash windows, molded lintels with cornice trim, original shutters; and a three-bay front porch with shed roof, turned columns, brackets and spooled eave. The only material alteration to the dwelling is the application of brick patterned asphalt siding over the original clapboard. Because the building retains the majority of its material and design integrity it may be eligible to the National Register for architectural significance on a local level as an example of late Victorian vernacular residential design in rural Clark County at the end of the nineteenth century. The several agricultural out buildings and domestic buildings of the farmstead are in fairly poor condition and do not contribute to the significance of the site.



Figure 25. Site #4



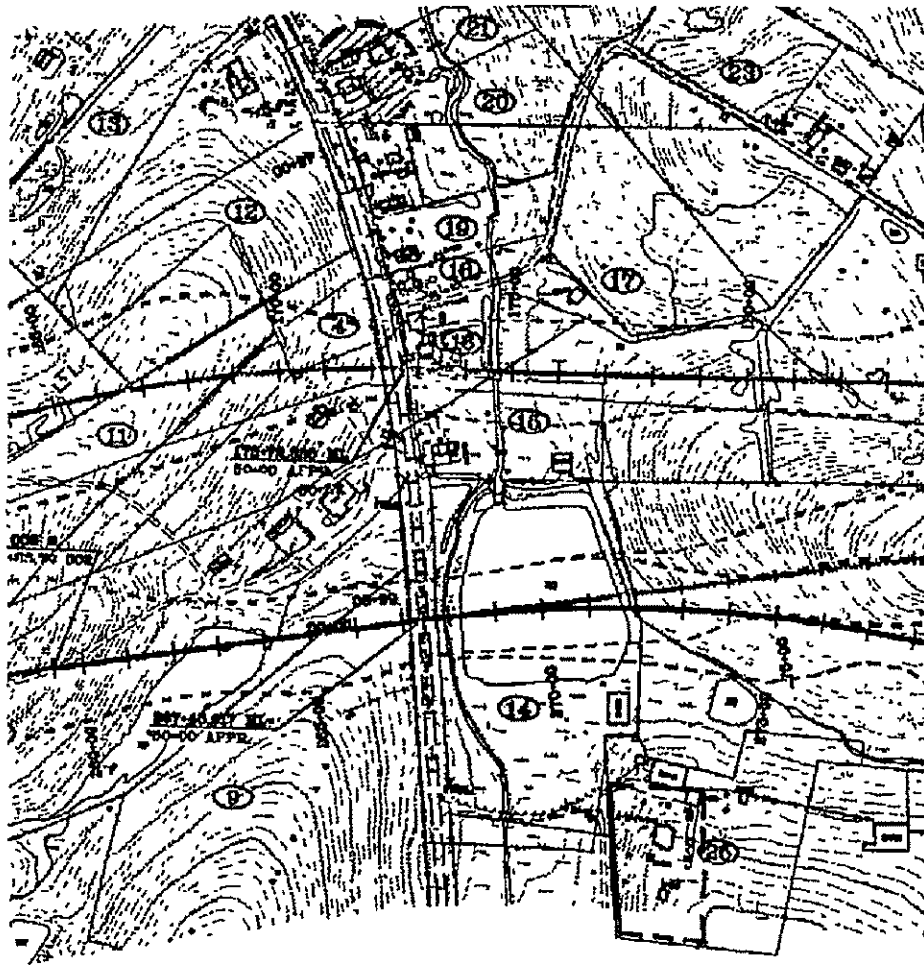


Figure 26. Location and boundary of site #4 relative to proposed alignments

Site Number: 5

Figure Number: 27

Function

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Farm

Dimensions:                      Height: 1              Width: 2              Depth: 1

Plan: T-plan

Construction Date: 3rd quarter, nineteenth century

Description: A one-story, frame, vernacular dwelling originally associated with a farm (possibly CK-542, Banfield House), and now located on a five-acre tract on the west side of Old Boonesborough Road (KY 627), less than a mile southwest of Winchester. The T-plan residence has been altered with the application of vinyl siding and replacement of original window sash with windows that are probably smaller than the originals. A front porch is situated at the intersection of the "T", there is one interior brick chimney flue, and enclosed, hip roof rear porch and a seamed metal gable roof.

Due to loss of integrity from the application of non-original materials and loss of design details, the property does not meet standards of eligibility to the National Register.



Figure 27. Site #5

Site Number: 6 (Scobey Farm)

Figure Number: 28

Function

Original: agricultural complex, farm

Current: agricultural complex, farm

Form:

Dimensions:            Height: 1        Width: 3        Depth: 2

Plan: Cumberland plan (modified)

Construction Date: 3/4 twentieth century

*Description.* A farm located on the east side of Old Boonesborough Road (KY 627), less than a mile southwest of Winchester. The farm contains a one-story tenant house near the road with an associated shed roof garage and tobacco barn. The main house site is located east and above the tenant house. The historic house of the Scobey Farm has been replaced by a post WWII ranch house with Bedford stone veneer. Behind (east of) the house are several out buildings and farm that are part of the original farmstead.

The property was investigated because of the tenant house at the road and the very large trees that vegetate the farmstead site. The tenant house and agricultural outbuildings are neither architecturally nor historically significant. The main house does not meet the age requirements for eligibility to the National Register.



Figure 28. Site #6

Site Number 7

Figure Number: 29

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions:            Height 1        Width 2        Depth 2

Plan: bungalow

Construction Date: first quarter, twentieth century

Description: A one-story, frame, vernacular residence, dating from the early 20th century, located on a ridge at the end of a steep drive, east of Muddy Creek Road (KY 974) behind CK-466. The dwelling is a simple, bungalow plan with a two-bay front (D-W) beneath a front gable and covered with a full shed roofed porch on square posts. The foundation appears to be concrete. Two brick flues that pierce the roof are located on the south wall. Windows and single light sash, the roof is covered with seamed metal, and the original clapboard siding has been replaced with metal siding.

The property has lost some of its architectural integrity through the application of siding. It is not considered historically nor architecturally significant and is not eligible to the National Register.



Figure 29. Site #7

Site Number 8

Figure Number: 30

Function:

Original: Single Residential Dwelling

Current: Single Residential Dwelling

Form:

Dimensions.                      Height: 2                      Width: 2                      Depth: 2

Plan: foursquare

Construction Date: *first quarter, twentieth century*

Description: Located on the west side of Muddy Creek Road (KY 974) and dating to the early twentieth century, the property is a two-story, foursquare residence that features a two-bay front, pyramidal hip roof with central hip dormer, a three-bay front porch, and replacement sash windows. In addition to the replacement sash, some window openings are reduced from their original size, and the original clapboard siding has been replaced with vinyl siding.

Due to a loss of design and material integrity, the property does not meet criteria for eligibility to the National Register



Figure 30 Site #8

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APPENDIX A

Kentucky Historic Resources Inventory Forms

KENTUCKY HISTORIC RESOURCES INVENTORY

CK-46

1 Historic Name (s) \_\_\_\_\_ 22 ADD/County Blugrass CLARK

Original Owner \_\_\_\_\_ 23 Zoning Classification \_\_\_\_\_  
Present Name \_\_\_\_\_ Magisterial District \_\_\_\_\_

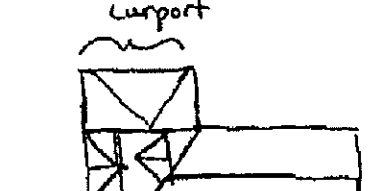
Owner's Name David Farris 24 U.S.G. S. Quadrant (18'/75')  
Winchester

4 Owner's Address \_\_\_\_\_ 25 UTM Reference  
116 74463110 4206220  
Zone Easting Northing

Location 822 Boonesborough Road 26 Prehistoric Site \_\_\_\_\_ Object \_\_\_\_\_  
Historic Site \_\_\_\_\_ Structure \_\_\_\_\_

6 Open to Public Yes  No  7 Visible from road Yes  No  8. Ownership Private   
Local Contact/Organization \_\_\_\_\_ Local State Federal   
Federal

27 District Name \_\_\_\_\_ Yes  No  28. Significance Evaluation

Site Plan with North Arrow  11. Architect \_\_\_\_\_  
12. Builder \_\_\_\_\_  
13. Date \_\_\_\_\_  
14. Style

15. Original Use dwelling 29 Status National Landmark   
National Register   
Landmark Certificate   
Kentucky Survey   
Local Landmark   
HABS/HAER  Date \_\_\_\_\_  
30. Theme Primary architecture   
Secondary \_\_\_\_\_  
Other \_\_\_\_\_

17 Condition Interior  Exterior  31 Endangered Yes  No

18 Description 2 story frame T-plan 32. ATTACH PHOTO

History An earlier house on this site burned; this house purchased from James H. Hyle (Lisle?) in 1930s

Roll No. 45 A0J # 18-20  
Picture No. \_\_\_\_\_  
Direction \_\_\_\_\_

33 Tape No \_\_\_\_\_ Negative No \_\_\_\_\_  
34. Prepared by A05

35 Organization KHC

36. Date Fall 1976  
37 Revision Dates \_\_\_\_\_ 38. Staff Review \_\_\_\_\_



Source of information \_\_\_\_\_



Henry Calmes House  
Robert Clark Jr. (speculated)

Owner's Name  
Russel Smith House

Owner's Address

5 Location  
Old Boonesborough Road

Open to Public  
Yes  No

9 Local Contact/Organization

10 Site Plan with North Arrow

Buck 5-bay 1-story center  
wooden plan - Federal,  
inked & grained woodwork  
near additional doorway  
done in the 20th century.

Stone 1-story double-  
in residence. 4-bay  
2-door, hall - parlor  
plan. Original residence

Description on the site:  
a) Stone square - plan single room dairy.  
b) gabled roof. Flowered strip windows.  
c) Plans - 20th century.

19 History This property was owned by Robert Clark Jr., who  
may have built the house. Clark was partial owner of  
Red River Iron Works, which brought about his ruin. He  
was the son of Robert Clark Sr. (see CK-25). He came to  
Ky in 1782, was a state legislator from 1799-1801. He sold  
this property to Henry Waller Calmes in 1810 for \$2287.  
Henry's brother Marquis claimed the first land in Clark

0 Significance

12 Source of Information  
Kathryn Owen Old Homes of Clark County

22 ADD/County  
Bluegrass CLARK

23 Zoning Classification  
Magisterial District

24 U.S.G. S. Quadrant (15'/75')  
Winchester

25 UTM Reference  
Zone 116 Easting 745900 Northing 4206700

26 Prehistoric Site  
Historic Site Building

27 District  
Name Lower Howard's Creek

28 Significance Evaluation

29 Status  
National Landmark  
National Register  
Landmark Certificate  
Kentucky Survey  
Local Landmark  
HABS/HAER  
Date 2-17-77

30 Theme  
Primary settlement  
Secondary architecture (stone)  
Other political

31 Endangered  
Yes  No

32

ATTACH PHOTO  
12  
Business # 19-36  
Roll No. ~~10~~ slide  
Picture No.  
Direction

33 Taps No Negative No

34 Prepared by  
ACW


35 Organization  
KHC

36 Date  
Fall 1976

37 Revision Dates 38 Staff Review


KENTUCKY HISTORIC RESOURCES INVENTORY

CK - 464

1. Historic Name (s)		22 ADD/County Bluegrass CLARK	
Original Owner		23 Zoning Classification Magisterial District	
Present Name		24 U.S.G. S. Quadrant (15'/75') Winchester	
Owner's Name * Marcus Fox		25. UTM Reference 116 7418181910 412105161210 Zone Easting Northing	
Owner's Address BonHaven Winchester		26. Prehistoric Site Historic Site Building	
Location MUDDY CREEK ROAD		27 District Name	
Open to Public Yes <input type="radio"/> No <input checked="" type="radio"/>	7 Visible from road Yes <input checked="" type="radio"/> No <input type="radio"/>	8. Ownership Private <input checked="" type="checkbox"/> Local <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/>	
9. Local Contact/Organization		28. Significance Evaluation	
10. Site Plan with North Arrow		29 Status National Landmark <input type="checkbox"/> National Register <input type="checkbox"/> Landmark Certificate <input type="checkbox"/> Kentucky Survey <input type="checkbox"/> Local Landmark <input type="checkbox"/> HABS/HAER <input type="checkbox"/>	
		Date	
		30. Theme Primary architecture <input type="checkbox"/> Secondary <input type="checkbox"/> Other <input type="checkbox"/>	
11. Architect		31 Endangered Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
12. Builder		32	
13. Date			
14. Style <input type="checkbox"/>			
15. Original Use dwelling			
16. Present Use dwelling <input type="checkbox"/>			
17. Condition Interior <input type="checkbox"/> Exterior OK <input type="checkbox"/>			
18. Description Frame I-house with extension to the north. Shingled gables on main side.			
19. History		Page 102 # 11-12 Roll No. AJS 62 (11-12) Picture No. _____ Direction _____	
20. Significance		33. Tape No. _____ Negative No. _____	
		34. Prepared by: AJS	
		35. Organization KHC	
		36. Date Fall 1976	
21. Source of Information		37. Revision Dates _____ 38. Staff Review _____	


KENTUCKY HISTORIC RESOURCES INVENTORY

CK-465

1 Historic Name (s)		22 ADD/County <u>Bluegrass CLARK</u> <input type="checkbox"/>	
Original Owner		23 Zoning Classification Magisterial District	
7 Present Name		24 U.S.G. S. Quadrant (15'/75') <u>Winchester</u>	
3 Owner's Name <u>Charles H. Dailey</u>		25 UTM Reference <u>116</u> <u>7491030</u> <u>421059710</u> Zone Easting Northing	
4 Owner's Address <u>Box 41 A Winchester</u>		26 Prehistoric Site Historic Site <input checked="" type="checkbox"/> Building	
5 Location <u>MUDDY CREEK RD</u>		Object Structure	
Open to Public Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	7 Visible from road Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	8. Ownership Private <input checked="" type="checkbox"/> Local <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/>	
9 Local Contact/Organization		27 District Name	
3. Site Plan with North Arrow		28. Significance Evaluation <input checked="" type="checkbox"/>	
		29 Status National Landmark <input type="checkbox"/> National Register <input type="checkbox"/> Landmark Certificate <input type="checkbox"/> Kentucky Survey <input type="checkbox"/> Local Landmark <input type="checkbox"/> HABS/HAER <input type="checkbox"/>	
		30. Theme Primary <u>architecture</u> <input type="checkbox"/> Secondary <input type="checkbox"/> Other <input type="checkbox"/>	
		31. Endangered Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		32.	
11 Architect		ATTACH PHOTO	
12. Builder			
13 Date <u>prob. 1st 1/4 20th c.</u>			
14 Style <input type="checkbox"/>			
15. Original Use <u>dwelling</u>			
16. Present Use <u>dwelling</u>			
17. Condition Interior <input type="checkbox"/> Exterior <u>fair</u> <input type="checkbox"/>			
18. Description <u>3-bay frame I-house Rear shed &amp; ell.</u> <u>Compare with CK-460</u>			
9 History <u>Associated with Fox family, who may have built it</u>		Roll No. <u>Doc 102 # 9-10</u> <u>A-562 (9-10)</u>	
		Picture No. _____ Direction _____	
0 Significance		33. Tape No _____ Negative No _____	
		34. Prepared by: <u>AJS</u>	
		35. Organization <u>KHC</u>	
		36. Date <u>Fall 1976</u>	
1 Source of Information		37. Revision Dates _____ 38. Staff Review _____	

KENTUCKY HISTORIC RESOURCES INVENTORY

CK-486

1 Historic Name (s)		22 ADD/County Bluegrass CLARK	
Original Owner		23. Zoning Classification Magisterial District	
Present Name		24 U S G S. Quadrant (15'/75') W. Webster	
3 Owner's Name H. H. Rainey (mailbox)		25. UTM Reference 116 7481970 42061110 Zone Easting Northing	
4 Owner's Address		26 Prehistoric Site Object Historic Site Structure <u>Building</u>	
5 Location MUDDY CREEK ROAD		27 District Yes <u>No</u> Name	
Open to Public Yes <u>No</u>	7. Visible from road <u>Yes</u> No	8. Ownership Private <input type="checkbox"/> Local <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/>	
9 Local Contact/Organization		28 Significance Evaluation	
10 Site Plan with North Arrow		29 Status National Landmark <input type="checkbox"/> National Register <input type="checkbox"/> Landmark Certificate <input checked="" type="checkbox"/> Kentucky Survey <u>2-17-77</u> Local Landmark <input type="checkbox"/> HABS/HAER <input type="checkbox"/>	
11. Architect		30. Theme Primary <u>architecture</u> Secondary <input type="checkbox"/> Other <input type="checkbox"/>	
12. Builder		31 Endangered Yes <input type="checkbox"/> <u>No</u>	
13. Date		32.	
14. Style			
15. Original Use <u>dwelling</u>			
16. Present Use <u>dwelling</u>			
17 Condition Interior <input type="checkbox"/> Exterior <u>good</u>			
18 Description <u>1 1/2 story frame T-plan.</u>			
19 History		Roll No. <u>A05626-8</u> Picture No. _____ Direction _____ Page 102 # 6-8	
20 Significance		33. Tape No. _____ Negative No _____	
		34. Prepared by: <u>A05</u>	
		35. Organization <u>KHC</u>	
		36. Date <u>Fall 1976</u>	
21 Source of Information		37. Revision Dates _____ 38. Staff Review _____	

KENTUCKY HISTORIC RESOURCES INVENTORY

CK-467

1 Historic Name (s) Burgher Place  
Original Owner Burgher

22 ADD/County Bluegrass CLARK   
23 Zoning Classification  
Magisterial District

Present Name  
Owner's Name Jack Ross

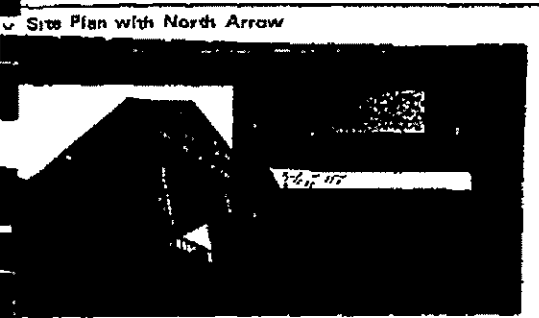
24 U.S.G. S. Quadrant (15'/75')  
25. UTM Reference  
116 7491010 4206570  
Zone Easting Northing

4. Owner's Address  
Location MUDDY CREEK RD

25. Prehistoric Site  
Historic Site  
Building  
Object Structure

Open to Public Yes  No   
7. Visible from road Yes  No   
8. Ownership Private   
Local   
State   
Federal

27. District Name Yes  No   
28. Significance Evaluation



11. Architect

29 Status  
National Landmark   
National Register   
Landmark Certificate   
Kentucky Survey   
Local Landmark   
HABS/HAER

12. Builder

13. Date 1890#

14. Style Greek Rev.

15. Original Use dwelling

16. Present Use dwelling

17. Condition Interior   
Exterior good

Date 2-17-77

30. Theme  
Primary   
Secondary   
Other

31. Endangered Yes   
No

19 Description 2-story frame house with near 2-story ell.  
Anterior brick end chimney. Creek Run  
details Center passage plan.

32. ATTACH PHOTO

19 History 80 years old



Roll No. Roll 102# 1-5  
Picture No. Roll 106# 36-37  
Direction AUT 61(36-37) 62(1-5)

34. Prepared by AOT

Organization KHC


1 Source of Information X. Owen

38. Staff Review




KENTUCKY HISTORIC RESOURCES INVENTORY

CK-507

1 Historic Name (s) <b>Hyer Place</b>		22 ADD/County <b>Bluegrass CLARK</b> <input type="checkbox"/>	
Original Owner		23 Zoning Classification Magisterial District	
Present Name		24 U S G S Quadrant (15'/75') <b>W. Winchester</b>	
Owner's Name <b>Nella Nickell</b>		25 UTM Reference <b>116   7421520   421057910</b>	
4 Owner's Address		Zone Easting Northing	
5 Location <b>TWO MILE ROAD</b>		26 Prehistoric Site Object Historic Site Structure <b>Building</b>	
6 Open to Public Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	7 Visible from road Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	8. Ownership Private <input checked="" type="checkbox"/> Local <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/>	
9 Local Contact/Organization		27 District Name Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
5 Site Plan with North Arrow		28 Significance Evaluation <input type="checkbox"/>	
		29 Status National Landmark <input type="checkbox"/> National Register <input type="checkbox"/> Landmark Certificate <input type="checkbox"/> Kentucky Survey <input type="checkbox"/> Local Landmark <input type="checkbox"/> HABS/HAER <input type="checkbox"/>	
		30 Theme Primary <b>Arch</b> <input type="checkbox"/> Secondary <input type="checkbox"/> Other <input type="checkbox"/>	
		31 Endangered Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
11 Architect		32	
12. Builder			
13. Date			
14 Style <input type="checkbox"/>			
15. Original Use <b>dwelling</b>			
16. Present Use <b>dwelling</b>		Roll No. <b>Rec 95# 32</b> <del>101 45 (32)</del> Picture No. _____ Direction _____	
17 Condition Interior <input type="checkbox"/> Exterior <b>fair</b>		33 Tape No Negative No	
18 Description <b>2 story frame T-plan</b>		34 Prepared by: <b>ADJ</b>	
9 History		35 Organization <b>KHC</b>	
0 Significance		36. Date <b>Fall 1976</b>	
1 Source of Information		37 Revision Dates 38 Staff Review	

KENTUCKY HISTORIC RESOURCES INVENTORY

CK-508

1 Historic Name (s) <b>House</b>		22. ADD/County <b>Bluegrass CLARK</b>	
Original Owner		23 Zoning Classification Magisterial District	
Present Name		24 U S G S Quadrant (15'/75')	
3 Owner's Name		25. UTM Reference Zone <b>16</b> Easting <b>714718110</b> Northing <b>41206260</b>	
4 Owner's Address		26 Prehistoric Site Historic Site <b>Building</b>	
5. Location <b>TWO MILE ROAD</b>		27 District Name Yes <input type="radio"/> No <input checked="" type="radio"/>	
6 Open to Public Yes <input type="radio"/> No <input checked="" type="radio"/>	7 Visible from road Yes <input checked="" type="radio"/> No <input type="radio"/>	8. Ownership Private <input type="checkbox"/> Local <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/>	
9 Local Contact/Organization		28. Significance Evaluation <input checked="" type="radio"/>	
0 Site Plan with North Arrow		29. Status National Landmark <input type="checkbox"/> National Register <input type="checkbox"/> Landmark Certificate <input type="checkbox"/> Kentucky Survey <input type="checkbox"/> Local Landmark <input type="checkbox"/> HABS/HAER <input type="checkbox"/>	
11. Architect		30. Theme Primary <b>arch</b> Secondary _____ Other _____	
12. Builder		31. Endangered Yes <input type="radio"/> No <input checked="" type="radio"/>	
13 Date		32.	
14 Style <input type="checkbox"/>			
15. Original Use <b>dwelling</b>			
16 Present Use <b>dwelling</b>		Roll No. <b>AOJ-45631</b>	
17 Condition Interior <input type="checkbox"/> Exterior <b>good</b>		Picture No. _____	
18 Description <b>2 story frame house - 3 bay (plan?). Rear 1 story ell. Faces S.E.</b>		Direction _____	
9 History		33. Tape No. _____ Negative No. _____	
10 Significance		34. Prepared by <b>AOJ</b>	
21 Source of Information		35. Organization <b>KHC</b>	
		36. Date <b>Fall 1976</b>	
		37. Revision Dates _____ 38 Staff Review _____	

KENTUCKY HISTORIC RESOURCES INVENTORY

CK-509

1 Historic Name (s) Smith P. Kerr House

Original Owner \_\_\_\_\_

Present Name Bwamazon Farm

3 Owner's Name M.A. Waldheim

4 Owner's Address \_\_\_\_\_

5 Location TWO MILE ROAD

6 Open to Public Yes  No

7 Visible from road Yes  No

8 Ownership Private  Local  State  Federal

9 Local Contact/Organization \_\_\_\_\_

22 ADD/County Bluegrass CLARK

23 Zoning Classification \_\_\_\_\_  
Magisterial District \_\_\_\_\_

24 U.S.G.S. Quadrant (15/75') Winchester

25 UTM Reference  
Zone 11b Easting 714713310 Northing 4120641310

26 Prehistoric Site \_\_\_\_\_ Object \_\_\_\_\_  
Historic Site Guilding Structure \_\_\_\_\_

27 District Yes  No

28 Significance Evaluation \_\_\_\_\_

11. Architect \_\_\_\_\_

12. Builder \_\_\_\_\_

13. Date \_\_\_\_\_

14 Style Colonial Rev.

15. Original Use dwelling

16 Present Use dwelling

17 Condition Interior  Exterior excellent

29 Status \_\_\_\_\_ Date \_\_\_\_\_

National Landmark

National Register

Landmark Certificate

Kentucky Survey  2-17-77

Local Landmark

HABS/HAER

30 Theme Primary arch Secondary \_\_\_\_\_ Other \_\_\_\_\_

31 Endangered Yes  No

32. \_\_\_\_\_

18 Description 2 story frame I house with hipped roof, interior end chimney, Rear 2 story porch. Porch pediment has shingled gable. Porch has dentil cornice.

ATTACH PHOTO

19 History David Hampton owned this house in the early 1900s owned until his death in 1906 by Smith P. Kerr

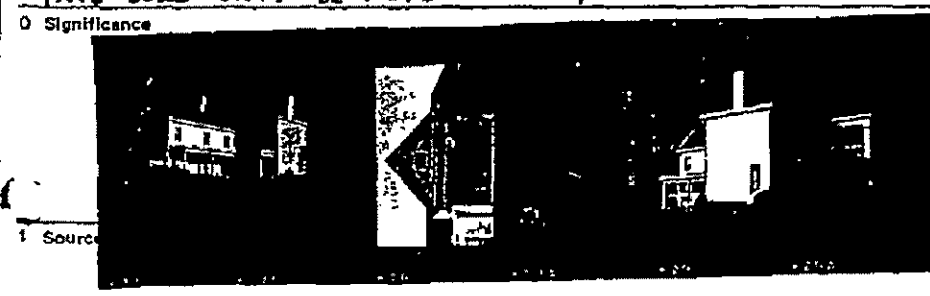
This was (is?) a horse farm

Roll No. ~~45/2830~~

Picture No. \_\_\_\_\_

Direction \_\_\_\_\_

Roll 95# 28-30



33 Tape No. \_\_\_\_\_ Negative No. \_\_\_\_\_

34 Prepared by: AOT

35 Organization KHC

36. Date Fall 1976

37 Revision Dates \_\_\_\_\_ 38. Staff Review \_\_\_\_\_

Source \_\_\_\_\_



KENTUCKY HISTORIC RESOURCES INVENTORY

CK-524

1. Historic Name (s)		22. ADO/County Bluegrass CLARK	
Original Owner		23. Zoning Classification Magisterial District	
7. Present Name		24. U.S.G. S. Quadrant (15'/75') Ford	
3. Owner's Name W.E. Bonfield (mailbox)		25. UTM Reference Zone: 116 Easting: 745760 Northing: 4206080	
4. Owner's Address		26. Prehistoric Site: <input type="checkbox"/> Object: <input type="checkbox"/> Historic Site: <input checked="" type="checkbox"/> Building	
5. Location old BOONESBOROUGH ROAD		27. District: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
6. Open to Public Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	7. Visible from road Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	8. Ownership Private <input checked="" type="checkbox"/> Local <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/>	
9. Local Contact/Organization		28. Significance Evaluation	
10. Site Plan with North Arrow		29. Status National Landmark <input type="checkbox"/> National Register <input type="checkbox"/> Landmark Certificate <input type="checkbox"/> Kentucky Survey <input type="checkbox"/> Local Landmark <input type="checkbox"/> HABS/HAER <input type="checkbox"/>	
11. Architect		30. Theme Primary: arch <input type="checkbox"/> Secondary: <input type="checkbox"/> Other: <input type="checkbox"/>	
12. Builder		31. Endangered Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
13. Date		32.	
14. Style Colonial Rev <input type="checkbox"/>		ATTACH PHOTO	
15. Original Use dwelling		Roll No. <u>AOJ 45 (16-18)</u>	
16. Present Use dwelling		Picture No. _____	
17. Condition Interior <input type="checkbox"/> Exterior: good <input type="checkbox"/>		Direction _____	
18. Description Brick 2-story double porch, pyramidal roofed horse 1-story porch columns & porch. Modillion block - rich brackets supporting cornice. Carriage behind house.		33. Tape No. _____ Negative No. _____	
19. Significance		34. Prepared by: <u>AOJ</u>	
20. Source of Information		35. Organization: <u>KHC</u>	
		36. Date: <u>Fall 1976</u>	
		37. Revision Dates _____ 38. Staff Review _____	



**APPENDIX E – ARCHAEOLOGICAL OVERVIEW**

Contract Publication Series 99-79

**ARCHAEOLOGICAL OVERVIEW AND FILE SEARCH  
INFORMATION FOR THE WINCHESTER BYPASS SOUTH  
STUDY CORRIDOR IN CLARK COUNTY, KENTUCKY**

*by*

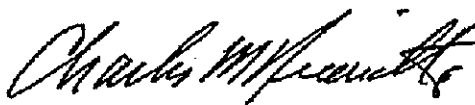
Derek M. Wingfield

*Prepared for*

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*Prepared by*

Cultural Resource Analysts, Inc  
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Charles M. Niquette  
Principal Investigator  
August 10, 1999

## ABSTRACT

On July 20, 1999, Cultural Resource Analysts' personnel completed the archaeological overview and file search for the Winchester Bypass South study corridor in Clark County, Kentucky (Item Number 7-331.00). The overview was initiated at the request of Ms. Kay Sanborn of Commonwealth Technology, Inc. Previously recorded archaeological sites were located within the study corridor. The three archaeological sites (15Ck3, 15Ck4, 15Ck300 (Locs A-C)) all were prehistoric archaeological sites. No prehistoric or historic properties listed on the National Register of Historic Places were identified in or adjacent to the study area.

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## I. INTRODUCTION

On July 20, 1999, Cultural Resource Analysts' personnel completed the archaeological overview and file search for the Winchester Bypass South study corridor in Clark County, Kentucky (Item Number 7-331.00). The overview was initiated at the request of Ms Kay Sanborn of Commonwealth Technology, Inc, on behalf of Vaughn and Melton Engineers

## II. DESCRIPTION OF THE STUDY AREA

The study area lies within Clark County north of the Kentucky River McGram and Currens (1978 21) place Clark County along the border between the Inner Bluegrass and Outer Bluegrass physiographic regions The topography of Clark County varies from rolling to hilly The most striking topographic features are the deeply entrenched valleys along the Kentucky River and Red River Two different physiographic regions are situated within Clark County The project area was located in the Inner Bluegrass physiographic region.

The geologic formations specific to the area are the limestones of the Ordovician period Silurian, Devonian and Tertiary formations also are located throughout the county along with a few Mississippian age rocks which are exposed in the eastern portion of the county Ordovician period rocks underlie the Inner Bluegrass consisting of the Cynthiana, Highbridge and the Lexington formations. Soft Ordovician limestones and shales of the Richmond and Maysville formations underlie the Outer Bluegrass along with Silurian rocks of the Brassfield formation (Preston et al 1961)

The county's highest elevation of 341 38 meters (1120 feet) Above Mean Sea Level (AMSL) is on a ridge near Kentucky Highway 15 situated approximately midway between the communities of Winchester and Pilot View

The lowest elevation for the county is approximately 167 34 meters (549 feet) AMSL, found below the dam on the Kentucky River at the junction of Fayette, Madison and Clark Counties Elevations at the city of Winchester average approximately 292 61 meters (960 feet) AMSL (McGram and Currens 1978.22)

Specifically, the study corridor was located south of the city of Winchester (Figure 1) The corridor was bounded approximately by KY 89 to the east, McClure Road to the west, a radius line 2 1 kilometers (1 302 miles) from the intersection of US 60 and KY 627 to the north and a radius line 2 8 kilometers (1 736 miles) from the intersection of US 60 and KY 627 to the south

The topography of the study corridor may be characterized as gentle to rolling hills Elevation difference between the low lying, valley floors and flanking ridgetops varied between 9 14 meters and 22 86 meters (30 feet and 75 feet) The lowest elevation in the study corridor was approximately 268 22 meters (880 feet) AMSL, the highest topographic point was approximately 316 99 meters (1040 feet) AMSL

There are 11 soil associations in Clark County The following three soil associations comprise the soils of the study corridor (Preston et al. 1961)

- Eden-Lowell-Culleoka,
- Hampshire-Mercer,
- Hampshire-Salvisa

The Eden-Lowell-Culleoka association is characterized by "deeply dissected uplands-deep, well drained, gently sloping soils, with clayey subsoil, on ridges, and steep, fertile, somewhat droughty soils on side slopes" (Preston et al 1961 123) Soils from this association are found on narrow, winding ridgetops and steep hills The ridgetops are about 60 96 meters (200 feet) above the narrow valley floors The bottoms are nearly level and usually are no more than 30 48 meters (100 feet) in width. The slope of the hillsides ranged from 20 to 50 percent Soils in

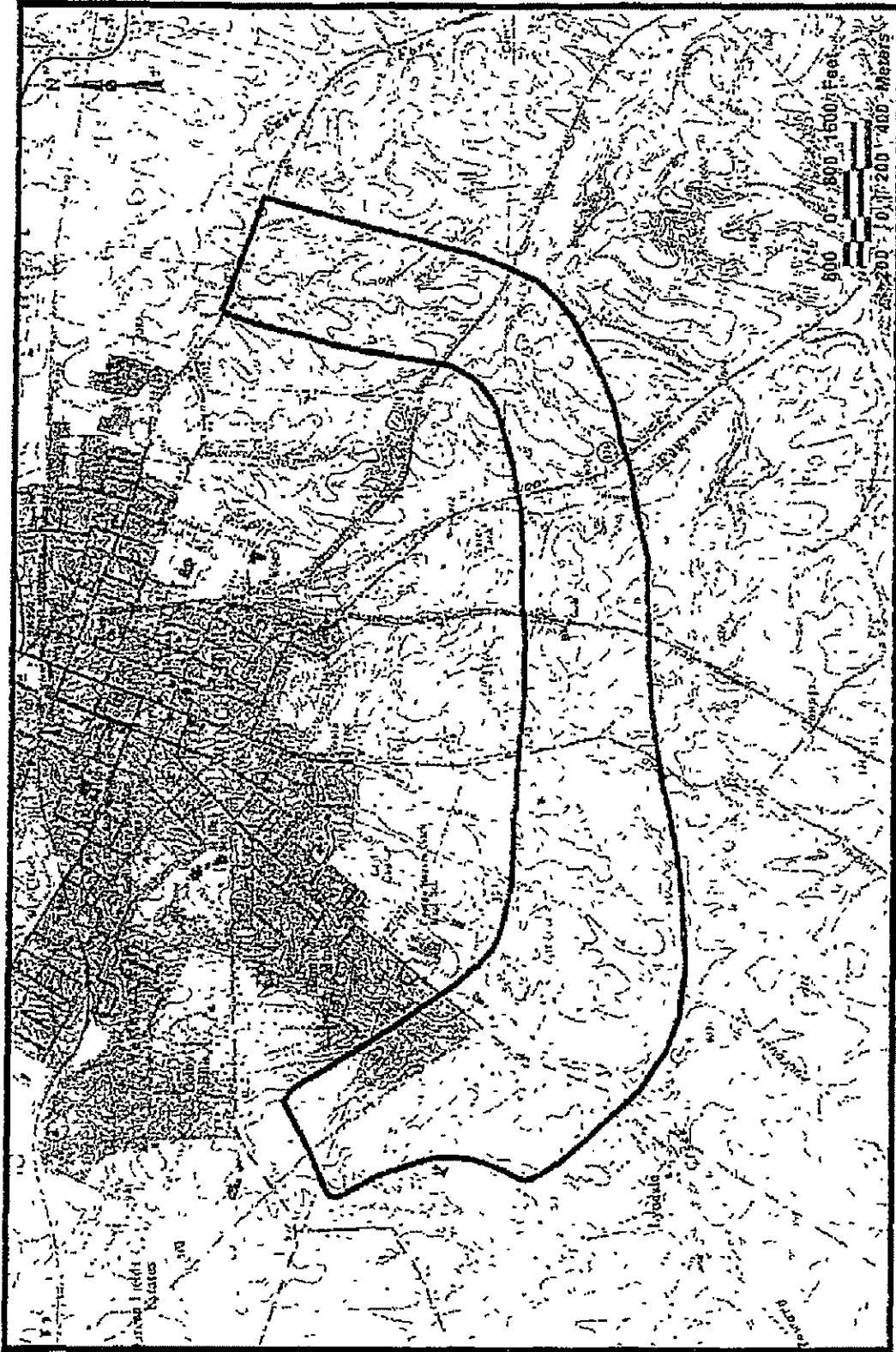


Figure 1. Location of the study corridor. Adapted from the 1965 (revised 1993) Winchester, KY USGS 7.5 minute series digital topographic quadrangle.

this association comprise about 15 percent of the soils in the county (Preston et al. 1961:5)

Eden soils are found along ridgetops and on the sideslopes of the valleys throughout the uplands. Eden soils have a silt clay loam topsoil and a thin, yellowish-brown clay that overlies parent material of variegated, raw, plastic clay. Lowell soils are found in areas that are rough and broken. Lowell soils have a silt loam topsoil and silt clay subsoil. Culleoka soils consist of shallow to deep, well-drained soils of the uplands. Culleoka soils have a silt loam topsoil with silt clay loam subsoil. Bedrock is usually reached between 50.8 and 152.4 centimeters (20 and 60 inches) below ground surface (Preston et al. 1961:20).

The Hampshire-Mercer soil association is characterized by "undulating, deep or moderately deep, well drained or moderately well drained, medium-textured, fertile soils of uplands" (Preston et al. 1961:123). The soil association is comprised of soils on ridgetops and in valleys (Preston et al. 1961). The rock underlying the soil association is primarily limestone, with isolated pockets of calcareous shale (Preston et al. 1961). On ridgetops, soils are gently sloping and the slope down to the valley floor is often long and even. Alluvial material has accumulated along most of the streams. This association occupies approximately 28 percent of the county (Preston et al. 1961:3).

Hampshire soils occur on ridgetops and sideslopes throughout undulating areas. Hampshire soils have a silt loam topsoil and a silt clay subsoil. The Mercer soils are found in undulating areas along broad ridgetops and gentle side slopes. They have a silt loam plowzone and a silt clay subsoil (Preston et al. 1961:26, 35).

The Hampshire-Salvisa association is characterized by "mostly strongly sloping, deep or moderately deep, well-drained soils, with clayey subsoils, of uplands" (Preston et al. 1961:123). This association consists of soils on narrow, rolling ridgetops and level bottomlands (Preston et al. 1961). Ridgetops are approximately 45.72 meters (150 feet)

above the valley floors, which are seldom more than 45.72 meters (150 feet) wide. The slope of the sides of the ridges ranges from 12 to 20 percent. This association makes up approximately four percent of the county's soils (Preston et al. 1961:3).

Salvisa soils are found in areas that range from undulating to rough and broken. Salvisa soils have a silt clay loam topsoil and a silt clay or clay subsoil. Limestone bedrock is encountered at a depth of approximately 76.2 centimeters (30 inches) below ground surface (Preston et al. 1961:39-40).

The Inner Bluegrass physiographic province is located within the Western Mesophytic Forest (Braun 1950:146). Mesophytic refers to a climax community where dominance is shared by several species. The western mesophytic forest is dominated by oak and hickory, but a wide variety of other species is represented. The vast majority of the forest in the project area has been cleared for agricultural use, primarily pasture land.

The climate in this area of Kentucky is continental in character and temperature and precipitation levels fluctuate widely. The prevailing winds are westerly, therefore, most of the storms cross the state in a west to east pattern. Low pressure storms that originate in the Gulf of Mexico, and that move in a northeasterly direction across Kentucky, contribute the greater proportion of precipitation received by the state. Warm, moist, tropical air masses from the Gulf predominate during the summer months, when humidity levels also remain quite high. As storms move through the state, occasional hot and cold periods of short duration may be experienced. During the spring and fall, storm systems tend to be less severe and have a smaller frequency, thus, resulting in less radical extremes in temperature and rainfall. The mean maximum temperature in Clark County in January is 7.78 degrees Celsius (46 degrees Fahrenheit), whereas, the mean minimum temperature is -2.22 degrees Celsius (28 degrees Fahrenheit) (based on 1931-1952 data). The temperature range for July is between 17.78 degrees Celsius and



31.11 degrees Celsius (64 degrees Fahrenheit and 88 degrees Fahrenheit) Averages kept during the period from 1931-1955 indicate that Clark County receives about 111.76 centimeters (43.6 inches) of precipitation annually (Anderson 1975)

A windshield survey of the study corridor was conducted on July 21, 1999 by the author. This survey was completed to help identify the status of previously recorded sites within or near the study corridor (Figure 2) and land usage within the study corridor. Current land usage along the study corridor varied from agricultural (Figure 3-6) to moderate residential (Figure 7) and light commercial. Most of the land use was agricultural. The majority of the agricultural land was pastureland for cattle grazing. A very small percentage of the agricultural land was in cultivation, mostly as tobacco. Residential use consisted of low density and moderate density, single family homes. A few commercial developments, such as gas stations and convenience stores were located within the study corridor. These commercial areas were confined to land immediately adjacent to KY 627.

The modern, or built, environment has played a role in the preservation of cultural resources. Historic land use patterns were destructive to prehistoric cultural resources, in turn, modern land use patterns have been destructive to historic sites. Much, if not all, of the land surface along the upgrade corridor has been altered to some degree. The construction of existing roads has disturbed the right of way corridor around each road. Because the alignments of the roads have changed through the years, a much wider area of highway construction disturbance existed in many areas. In addition to roads, the area has been disturbed by the construction and maintenance of two railroad lines. A number of buried pipelines and above ground powerlines parallel or cross the study corridor and have added to the amount of land disturbed by road/utility construction. The land use adjacent to existing roads reflected a mixture of residential, commercial, and agricultural pursuits. The moderate density residential areas and com-

mercial developments have resulted in the nearly complete or complete disturbance of soils that could contain archaeological remains through land leveling and facilities construction. Light residential developments also appeared to have been highly destructive to Holocene age soils, especially during construction of the more modern homes. Lands currently under agricultural use consisted primarily of pastures for cattle and horses. Impacts to the agricultural and pasture lands varied drastically from section to section, yielding relatively undisturbed to almost completely destroyed.

### III. PREVIOUS RESEARCH AND CULTURAL OVERVIEW

#### Previous Research in Clark County, Kentucky

Prior to initiating the field work, a search of records maintained by the National Register of Historic Places, the Kentucky Heritage Council and the Office of State Archaeology was conducted to determine if previously recorded archaeological sites were situated in the study corridor.

According to October 1997 data, the Office of State Archaeology had 450 previously recorded archaeological sites in Clark County (Table 1) and 40 sites on the Winchester, KY United States Geological Survey (USGS) 7.5 minute series topographic quadrangle (Table 2). The Office of State Archaeology's Winchester, KY quadrangle was examined on July 19, 1999 to identify any sites within or near the study corridor. The quadrangle indicated ten sites in close proximity to or within the study corridor (Figure 2). The Office of State Archaeology records indicated that none of the sites were considered eligible for or listed on the National Register of Historic Places, although, the National Register significance of the majority of the sites has not been assessed (Table 2).

Table 1. Summary of selected information for previously recorded archaeological sites in Clark County, Kentucky.

Site Type	Number	Percentage
	n	(%)
Cemetery	4	0.89
Earthen Mound	12	2.67
Historic Farm/Residence	18	4.00
Indeterminate	23	5.11
Industrial	1	0.22
Isolated Find	27	6.00
Mound Complex	2	0.44
Multi-Component	9	2.00
Open Habitation without Mounds	328	72.89
Rockshelter	1	0.22
Special Activity Area	1	0.22
Stone Box Graves	3	0.67
Stone Mound	18	4.00
Workshop	3	0.67
<b>Total</b>	<b>450</b>	<b>100.00%</b>

Quadrangle	Number	Percentage
	n	(%)
Austerlitz	46	10.22
Clintonville	2	0.44
Ford	17	3.78
Hedges	206	45.78
Levee	25	5.56
Palmer	105	23.33
Sideview	8	1.78
Union City	1	0.22
Unspecified	1	0.22
Winchester	39	8.67
<b>Total</b>	<b>450</b>	<b>100.00%</b>

Time Period	Number	Percentage
	n	(%)
Paleo-Indian	4	0.74
Archaic	73	13.57
Woodland	40	7.44
Late Prehistoric	44	8.18
Historic	62	11.52
Indeterminate	315	58.55
Unspecified	0	0.00
<b>Total</b>	<b>538*</b>	<b>100.00%</b>

\* A single site may represent more than one time period.

Landform	Number	Percentage
	n	(%)
Dissected Uplands	314	69.78
Floodplain	58	12.89
Hillside	55	12.22
Other	1	0.22
Terrace	16	3.56
Undissected Uplands	4	0.89
Unspecified	2	0.44
<b>Total</b>	<b>170</b>	<b>100.00%</b>

Drainage	Number	Percentage
	n	(%)
Kentucky	7	1.56
Kentucky (Middle)	385	85.56
Licking	24	5.33
Licking (South Fork)	33	7.33
Unspecified	1	0.22
<b>Total</b>	<b>450</b>	<b>100.00%</b>

Reporting Institution	Number	Percentage
	n	(%)
3D Environmental	1	0.22
Arrow Enterprises	57	12.67
Cultural Horizons, Inc	1	0.22
Cultural Resource Analysts, Inc	2	0.44
Kentucky Heritage Council	60	13.33
Private	2	0.44
University of Kentucky	308	68.46
Unspecified	14	3.11
Western Kentucky University	4	0.89
Wilber-Smith	1	0.22
<b>Total:</b>	<b>450</b>	<b>100.00%</b>

Table 2. Selected information of previously recorded archaeological sites on the Winchester, KY topographic quadrangle.

Site Number	UTM Zone 17				I	H	Time Period	P	A	W	LP	Significance	Institution	Landform	Elevation (ft AMSL)	Distance to Water (m)
	Northing	Easting	A	W												
15CL3	4206000	745700										Not Assessed	UK	Floodplain	900	10
15CL4	4206000	746100										Not Assessed	Unspecified	Hillside	910	10
15CL5	4206640	745680										Not Assessed	Unspecified	Hillside	900	10
15CL6	4207800	746780										Not Assessed	Unspecified	Unspecified	950	40
15CA11	4197820	752700										Open Habitation without Mounds	Unspecified	Floodplain	620	10
15CA28	4208290	744240										Stone Box Graves	Unspecified	Hillside	990	40
15CA31	4200120	746150										Open Habitation without Mounds	KHC	Hillside	1010	30
15CA33	4206680	746840										Stone Mound	KHC	Dissected Uplands	940	10
15CA36	4205750	744360										Open Habitation without Mounds	KHC	Floodplain	910	10
15CA37	4206100	744540										Open Habitation without Mounds	KHC	Floodplain	940	20
15CA38	4205900	744710										Open Habitation without Mounds	KHC	Hillside	940	10
15CA39	4205450	744750										Open Habitation without Mounds	KHC	Hillside	890	10
15CA41	4198485	745200										Open Habitation without Mounds	KHC	Dissected Uplands	890	40
15CA42	4198920	745200										Open Habitation without Mounds	K1IC	Hillside	820	30
15CA43	4199310	745530										Open Habitation without Mounds	KHC	Dissected Uplands	830	30
15CA44	4199800	745340										Open Habitation without Mounds	KHC	Hillside	910	40
15CA58	4201750	747500										Open Habitation without Mounds	KHC	Floodplain	900	10
15CA63	4196640	747270										Open Habitation without Mounds	KHC	Hillside	730	30
15CA67	4198320	746190										Open Habitation without Mounds	KHC	Dissected Uplands	850	20
15CA300	4207300	745840										Open Habitation without Mounds	KHC	Hillside	950	20
15CA301	4208100	745200										Open Habitation without Mounds	WKU	Hillside	950	20
15CA338	4197380	742620										Open Habitation without Mounds	WKU	Hillside	860	450
15CA339	4197060	743400										Open Habitation without Mounds	Arrow	Dissected Uplands	820	0
15CA340	4197080	743150										Open Habitation without Mounds	Arrow	Dissected Uplands	810	250
15CA341	4197040	743220										Open Habitation without Mounds	Arrow	Dissected Uplands	810	300
15CA342	4196940	743720										Open Habitation without Mounds	Arrow	Dissected Uplands	860	300
15CA343	4197140	744670										Open Habitation without Mounds	Arrow	Dissected Uplands	930	800
15CA344	4197540	745320										Open Habitation without Mounds	Arrow	Terrace	630	50
15CA345	4197150	746200										Historic Farm/Residence	Arrow	Dissected Uplands	650	0
15CA346	4197520	747640										Open Habitation without Mounds	Arrow	Dissected Uplands	860	550
15CA347	4197520	748020										Open Habitation without Mounds	Arrow	Dissected Uplands	830	300
15CA348	4197380	748000										Open Habitation without Mounds	Arrow	Dissected Uplands	930	800
15CA349	4197560	750940										Open Habitation without Mounds	Arrow	Dissected Uplands	880	520
15CA350	4197500	750180										Multi-Component	Arrow	Dissected Uplands	860	300
15CA351	4197500	749800										Multi-Component	Arrow	Dissected Uplands	910	800
15CA352	4197380	750980										Historic Farm/Residence	Arrow	Terrace	900	250
15CA353	4196940	743720										Historic Farm/Residence	Arrow	Dissected Uplands	860	400
15CA354	4197300	745480										Historic Farm/Residence	Arrow	Dissected Uplands	700	100
15CA431	Unspecified	Unspecified										Open Habitation without Mounds	Arrow	Dissected Uplands	920	Unspecified
15CA457	4208664	750215										Open Habitation without Mounds	Unspecified	Unspecified Uplands	920	Unspecified
												Inventory Site	CRA	Dissected Uplands	1033	300

Time Period Abbreviation Legend P Paleo-Indian A Archaic W Woodland LP Late Prehistoric H Historic I Indeterminate Prehistoric

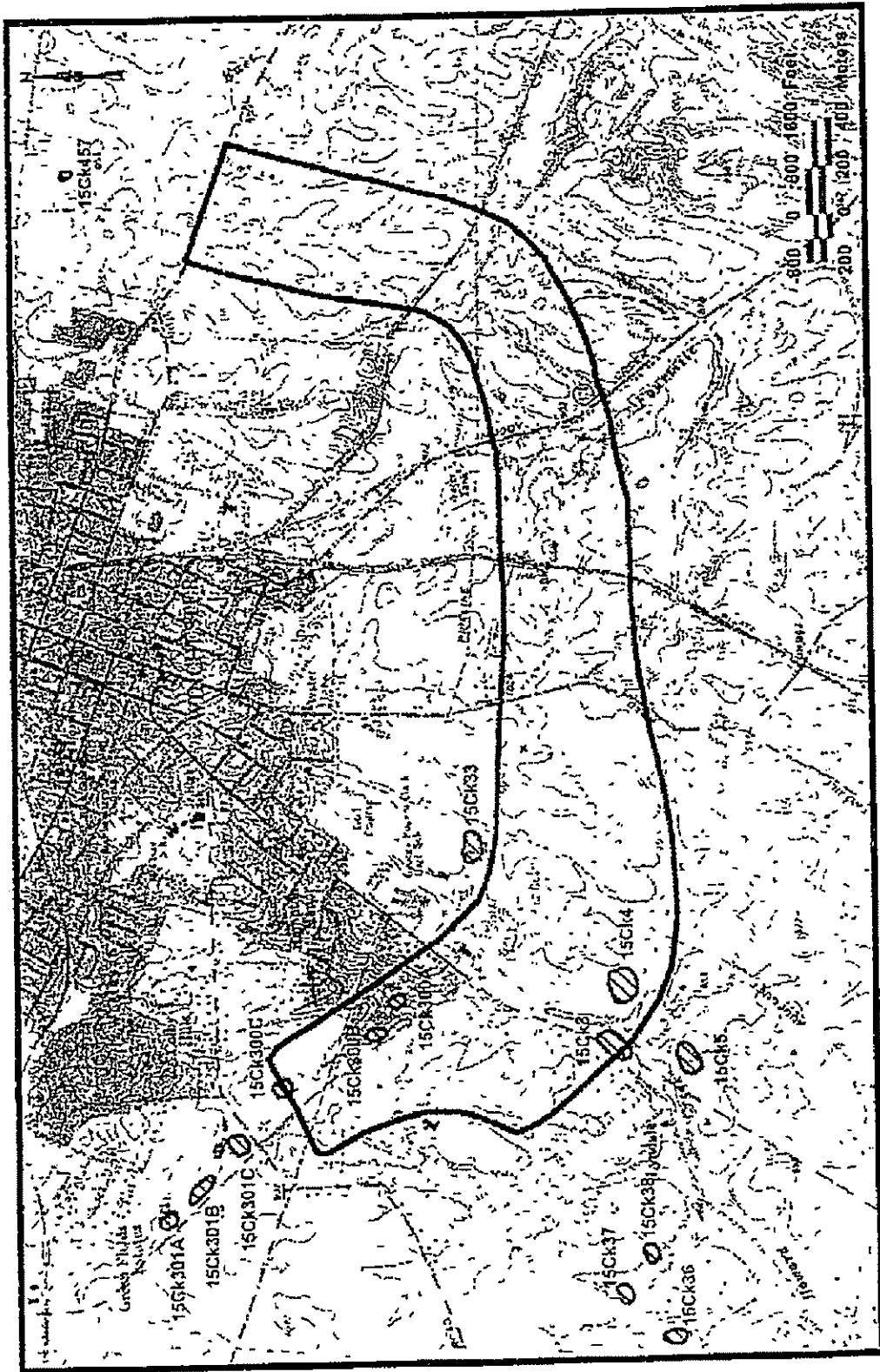


Figure 2. Previously recorded archaeological sites within and near the study corridor. Adapted from the 1965 (revised 1993) Winchester, KY USGS 7 5 minute series digital topographic quadrangle.



Figure 3. Photograph of the study corridor from Twomile Road, facing north.



Figure 4. Photograph of the study corridor from Twomile Road, facing west



Figure 5 Photograph of the study corridor from Muddy Creek Road, facing west.



Figure 6. Photograph of the study corridor from KY 89, facing south

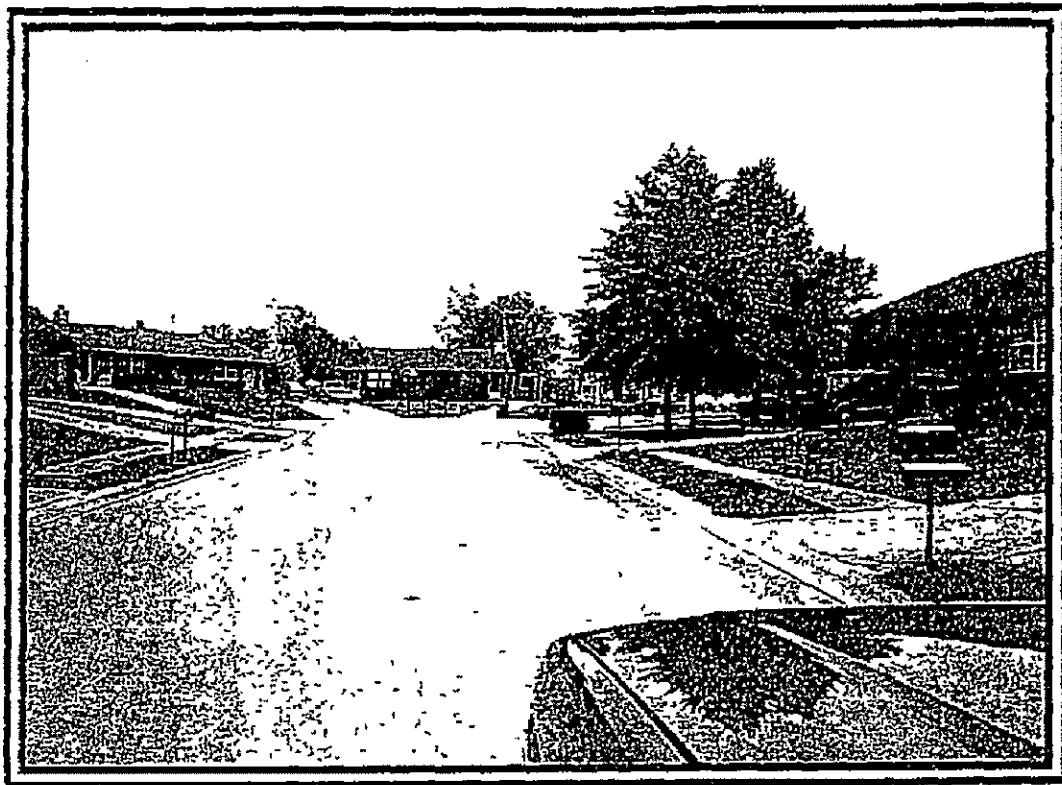


Figure 7. Photograph of the study corridor from Country Club Drive, facing east.

During the previously mentioned windshield survey, the four sites within and adjacent to the study corridor (15Ck3, 15Ck4, 15Ck33, and 15Ck300A-C) were visited. The following section describes each site as recorded in the Office of State Archaeology site files and the condition of the site during the windshield survey.

Site 15Ck3 was a Late Prehistoric stone mound site recorded in 1929 by the University of Kentucky. The significance of site 15Ck3 had not been assessed at the time of this overview. The location of the site was visited during the windshield survey of the study corridor. The intersection of KY 627 and Old Boonesboro Road was located at the location of the site (Figure 8). The site probably was destroyed during the construction of the highways.

Site 15Ck4 was a Late Prehistoric stone mound. At the time of the windshield survey, the area was a tobacco field (Figure 9). Rem-

nants of the site may exist in and around the tobacco field. The National Register status of the site is not known.

Site 15Ck33 was a multicomponent prehistoric open habitation without mounds. The site was recorded by the Kentucky Heritage Council in 1976. No assessment of the site's National Register eligibility had been made at the time of this overview. At the time of the windshield survey, a subdivision, a road (Vaught Court) and a golf course were located where the site was indicated on the Office of State Archaeology map (Figure 10). The site probably was destroyed during the construction of the golf course and subdivision.

15Ck300 was described on the Office of State Archaeology site form as an open habitation without mounds of indeterminate cultural affiliation and age. The site was recorded by Western Kentucky University in 1979. No determination of the site's eligibility for nomination to the National Register of

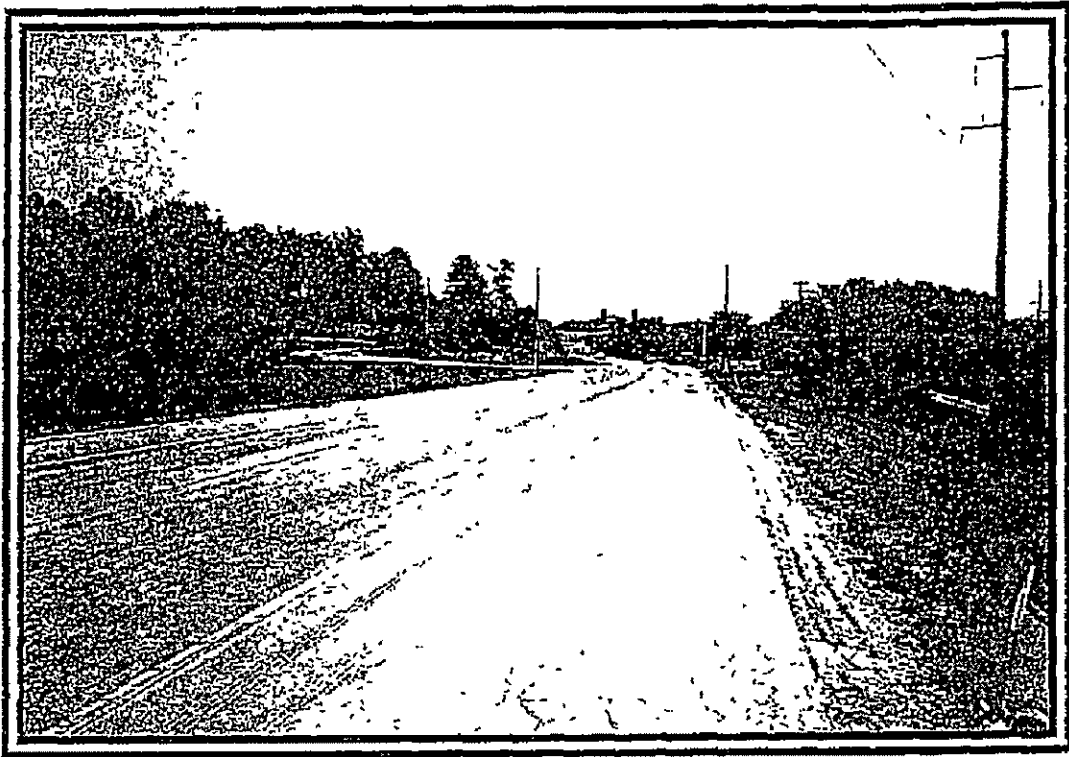


Figure 8. Photograph of site 15Ck3, facing northeast.



Figure 9. Photograph of site 15Ck4, facing east.



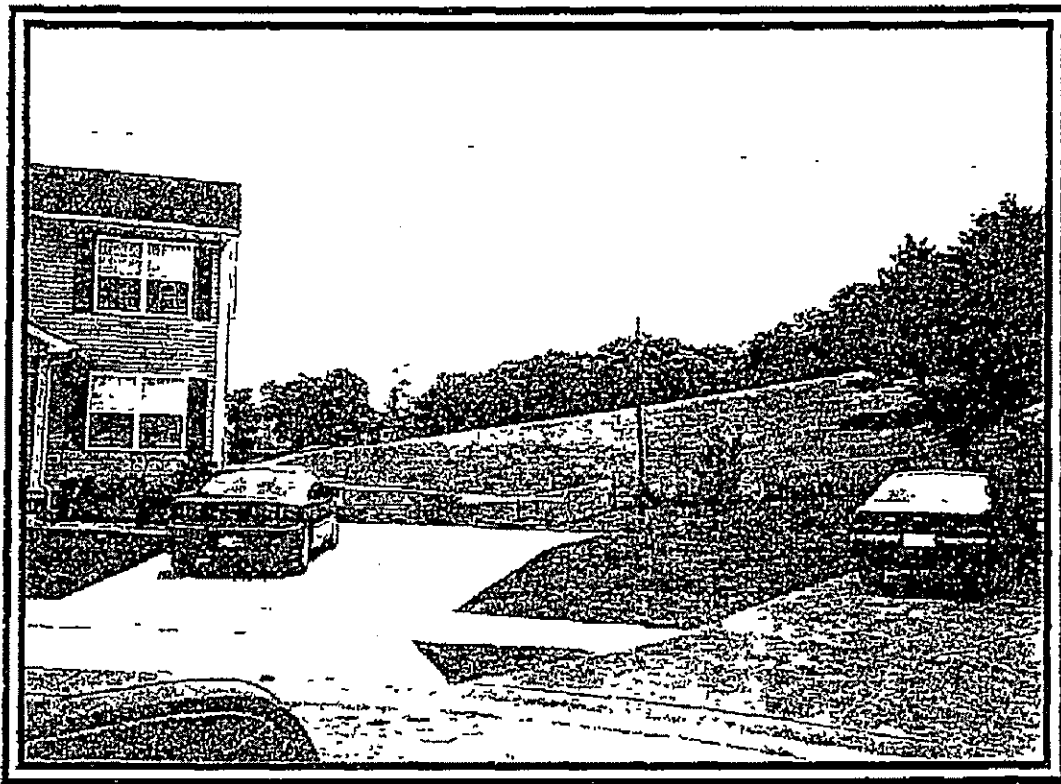


Figure 10. Photograph of site 15Ck33, facing north.

Historic Places had been made at the time of this overview. The Office of State Archaeology map depicts the site as consisting of three loci (A, B and C), which are not mentioned on the state site form. These three loci were visited during the windshield survey. Locus A was located in a subdivision on Willowbrook Road (Figure 11) and was probably destroyed by the construction of the subdivision. Locus B had been borrowed, leveled and graded (Figure 12). Locus C was in pasture and may still exist (Figure 13).

In addition to the records search, a review of all available maps of the area were examined to help identify the location of any historic properties that may have existed within or near the study corridor. The following maps were reviewed:

- 1941 General Highway Map of Clark County, Kentucky,
- 1960 General Highway Map of Clark County, Kentucky,

- 1965 Winchester, KY United States Geological Survey (USGS) 7.5 minute series topographic quadrangle
- 1965 (revised 1993) Winchester, KY USGS 7.5 minute series topographic quadrangle

The maps depict dozens of structures within the study corridor. The vast majority of the structures appear to be twentieth century in origin. The few older structures located within the corridor may have architectural importance. These older structures have the possibility of having archaeological deposits associated with them.

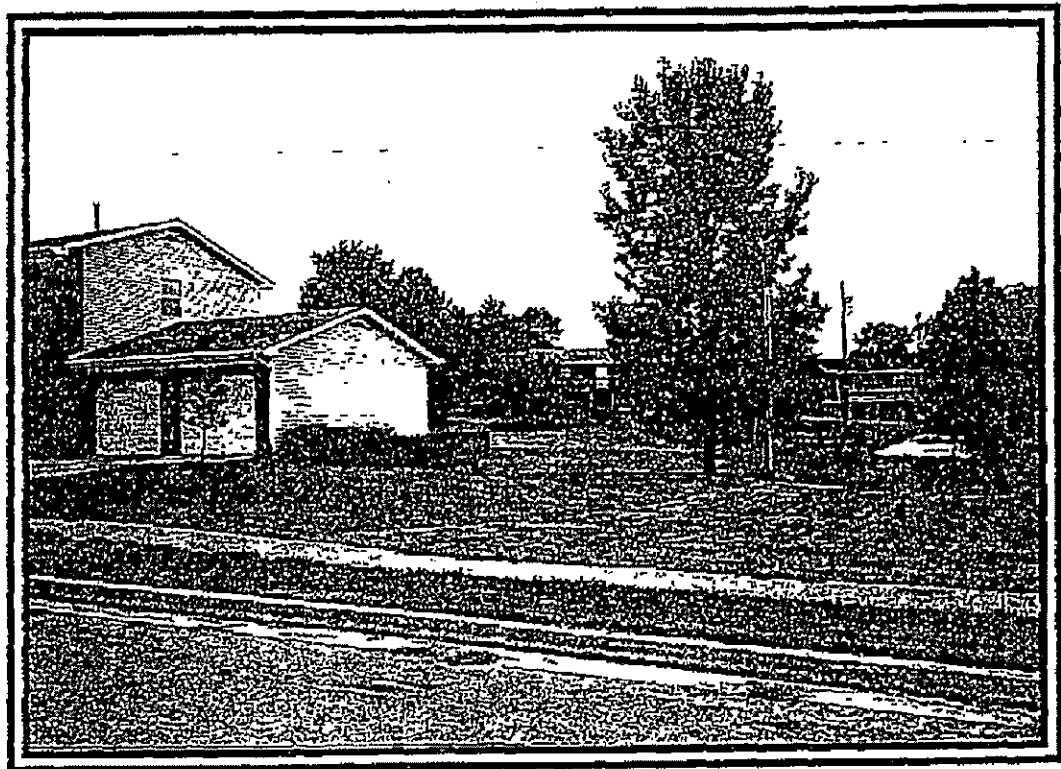


Figure 11 Photograph of site 15Ck300A, facing north.

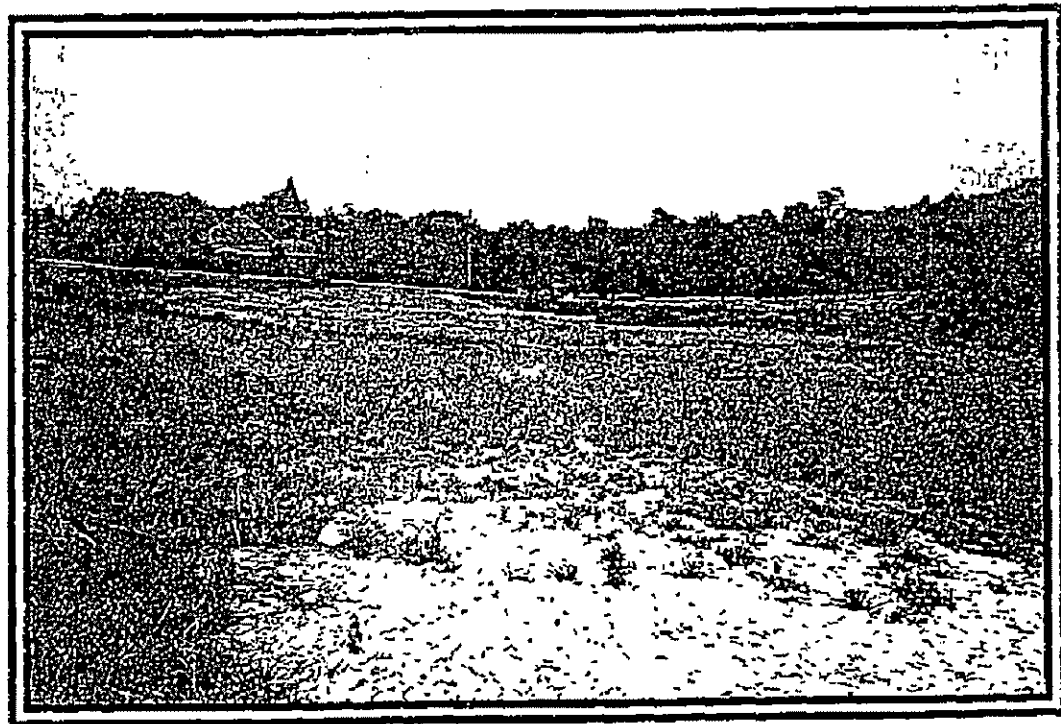


Figure 12. Photograph of site 15Ck300B, facing north.



Figure 13. Photograph of site 15Ck300C, facing east.

#### IV. PREDICTIONS AND CONCLUSIONS

Given the number of previously recorded archaeological sites in the area, the testing of these sites and the topography of the study corridor, we anticipate that there is a moderate to high probability of finding pre-historic open habitation sites, especially in the pasture and agricultural portions of the study corridor. To a lesser degree, we anticipate locating historic farm/residence sites in the study corridor. Numerous standing structures were located within the study corridor. Older structures and unique structures may have architectural importance. A cultural historic survey of the study corridor should be completed to identify any such structures. Archaeological deposits may exist around older structures; however, given the mostly twentieth century nature of the structures within the study corridor, there is a low probability of encountering historic archaeological deposits.

The study corridor area has been impacted by urban development and agricultural practices and a varying degree of prior disturbance is predicted for the study area. Therefore, if a field survey did reveal the presence of an archaeological site, its integrity would remain a question to be addressed.

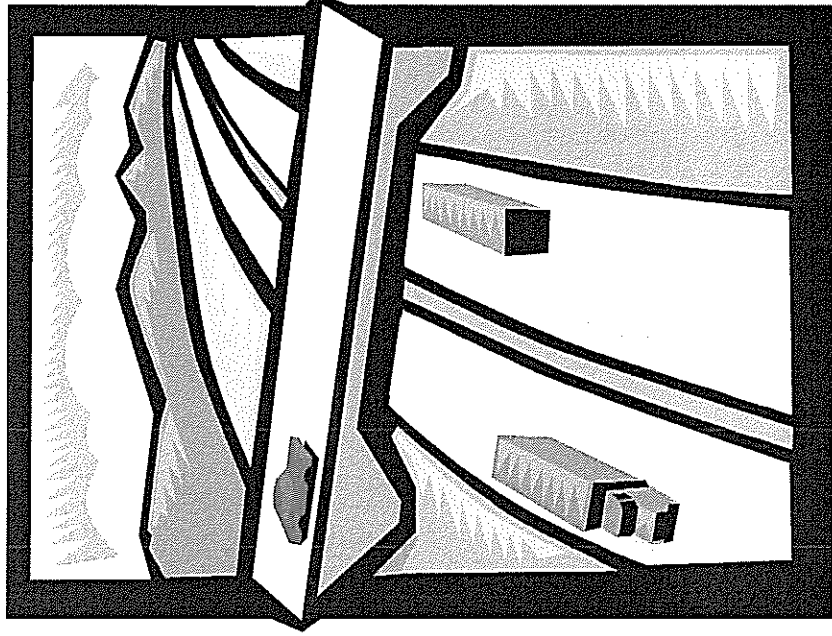
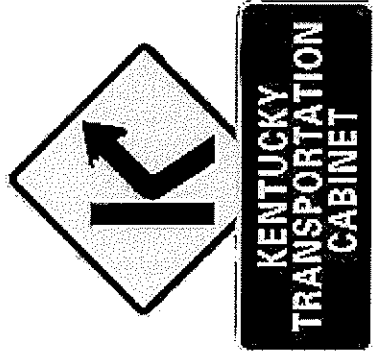
With regard to the four previously recorded archaeological sites in the study corridor, only two sites (15Ck4 and 15Ck300C) may still have intact deposits. The balance of the sites most likely have been destroyed during road, subdivision and golf course construction.

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1965 Winchester, KY 7.5 minute series topographic quadrangle United States Geological Survey, Reston
- 1965 (revised 1993) Winchester, KY 7.5 minute series topographic quadrangle United States Geological Survey, Reston
- 1965 (revised 1993) Winchester, KY 7.5 minute series digital topographic quadrangle United States Geological Survey, Reston.

# APPENDIX E

# Winchester Bypass

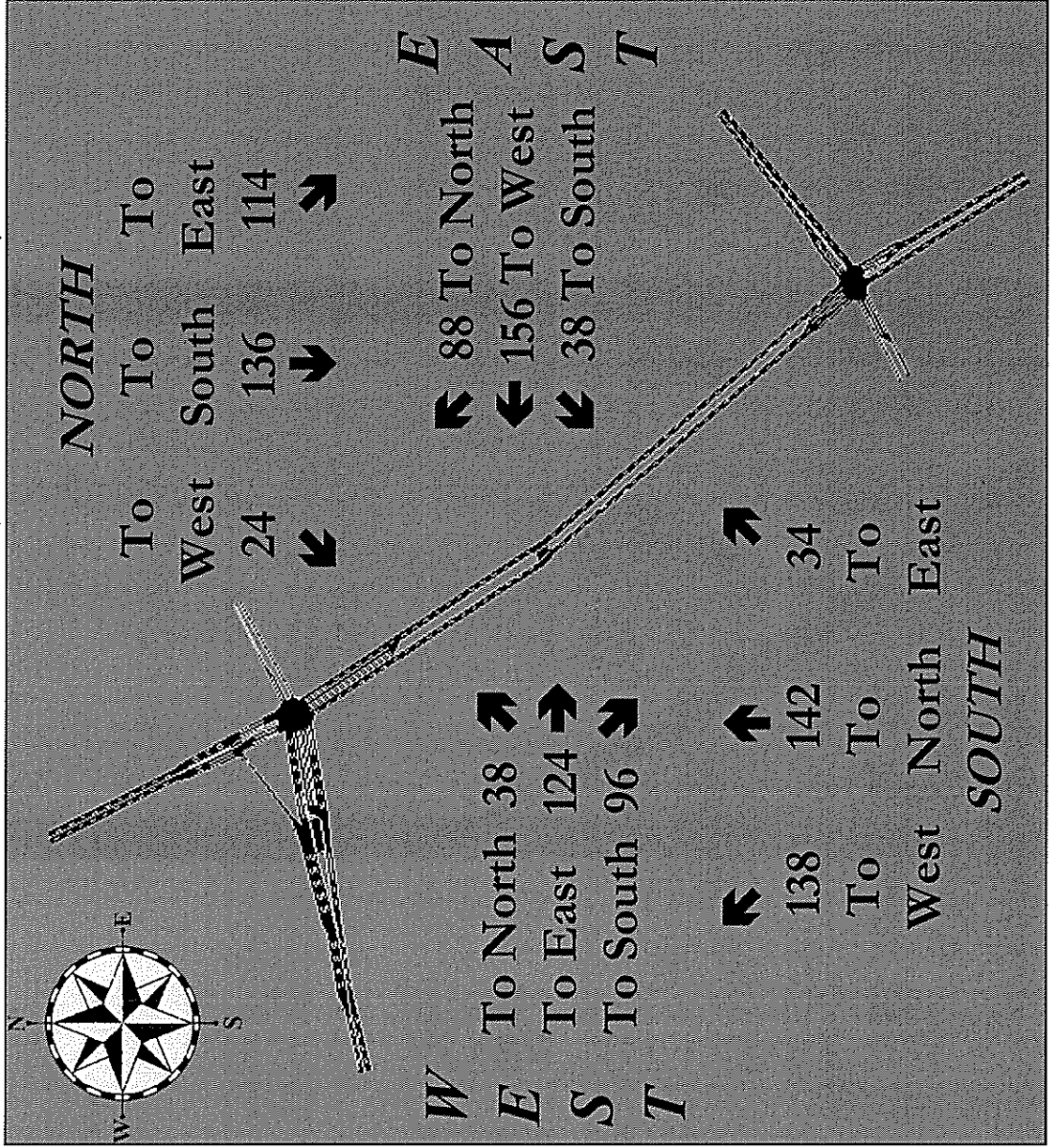


Alternate Study

May 1, 2003

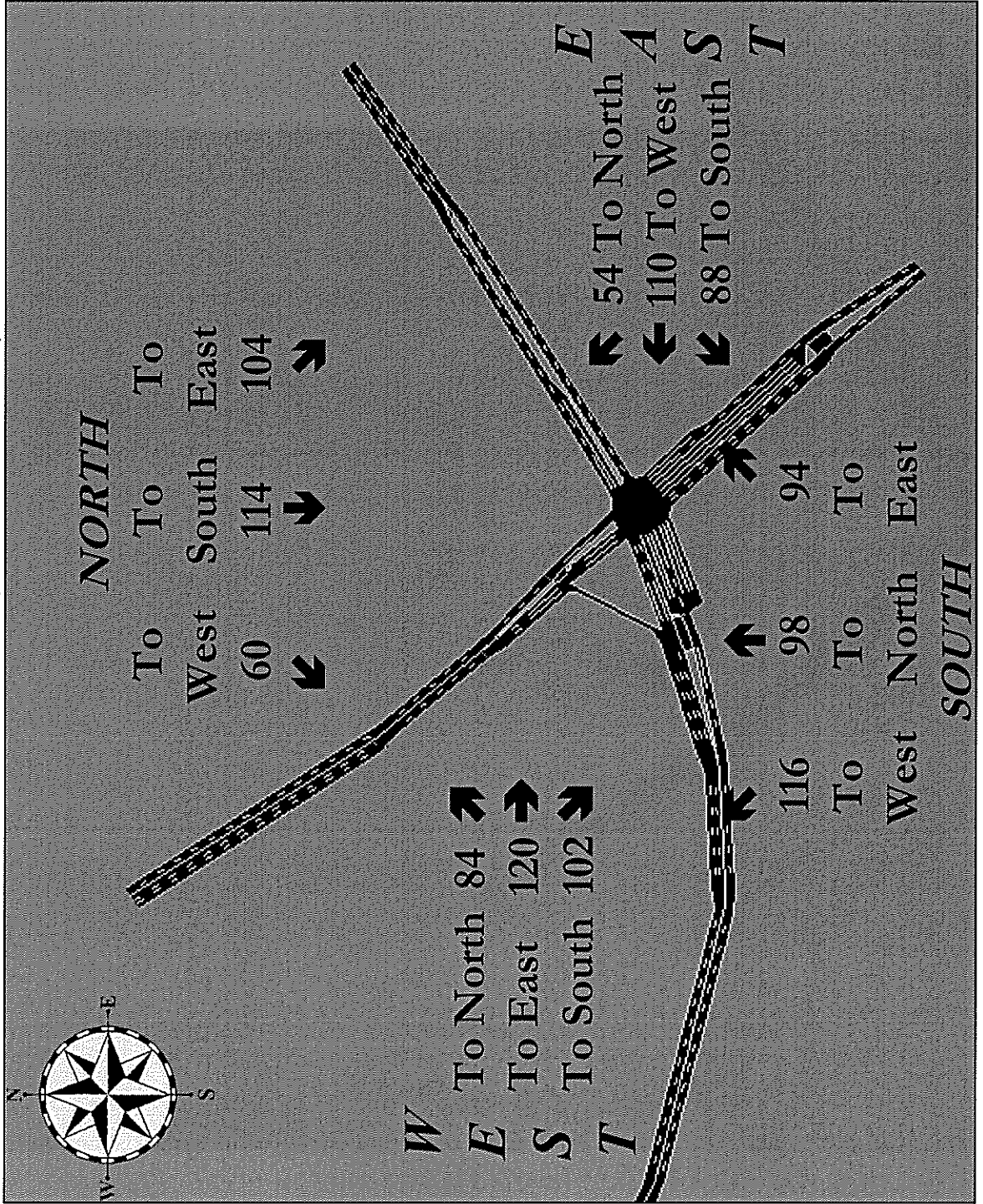
# Travel Time

## Alternate 1 (Seconds)



# Travel Time

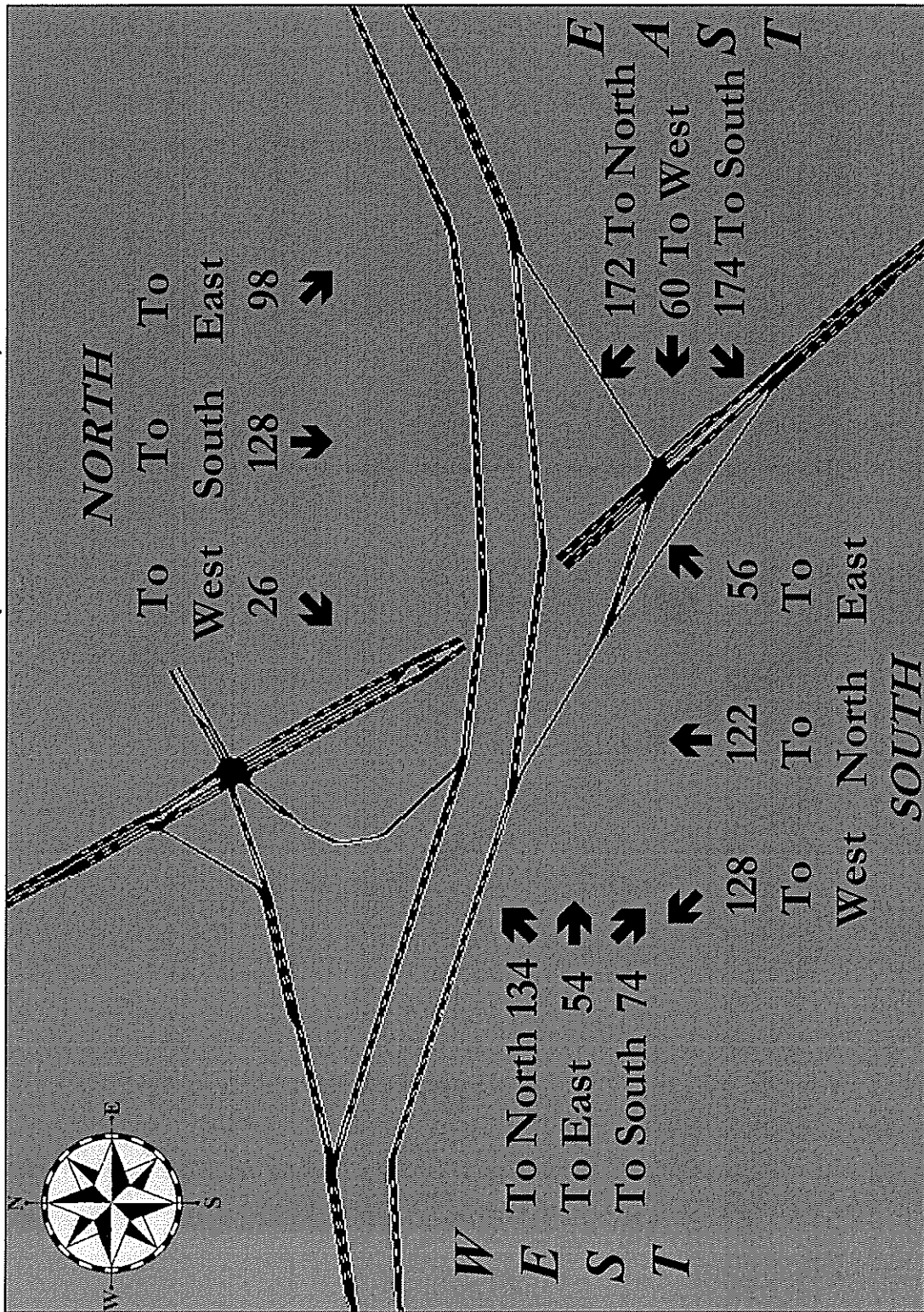
## Alternate 2 (Seconds)





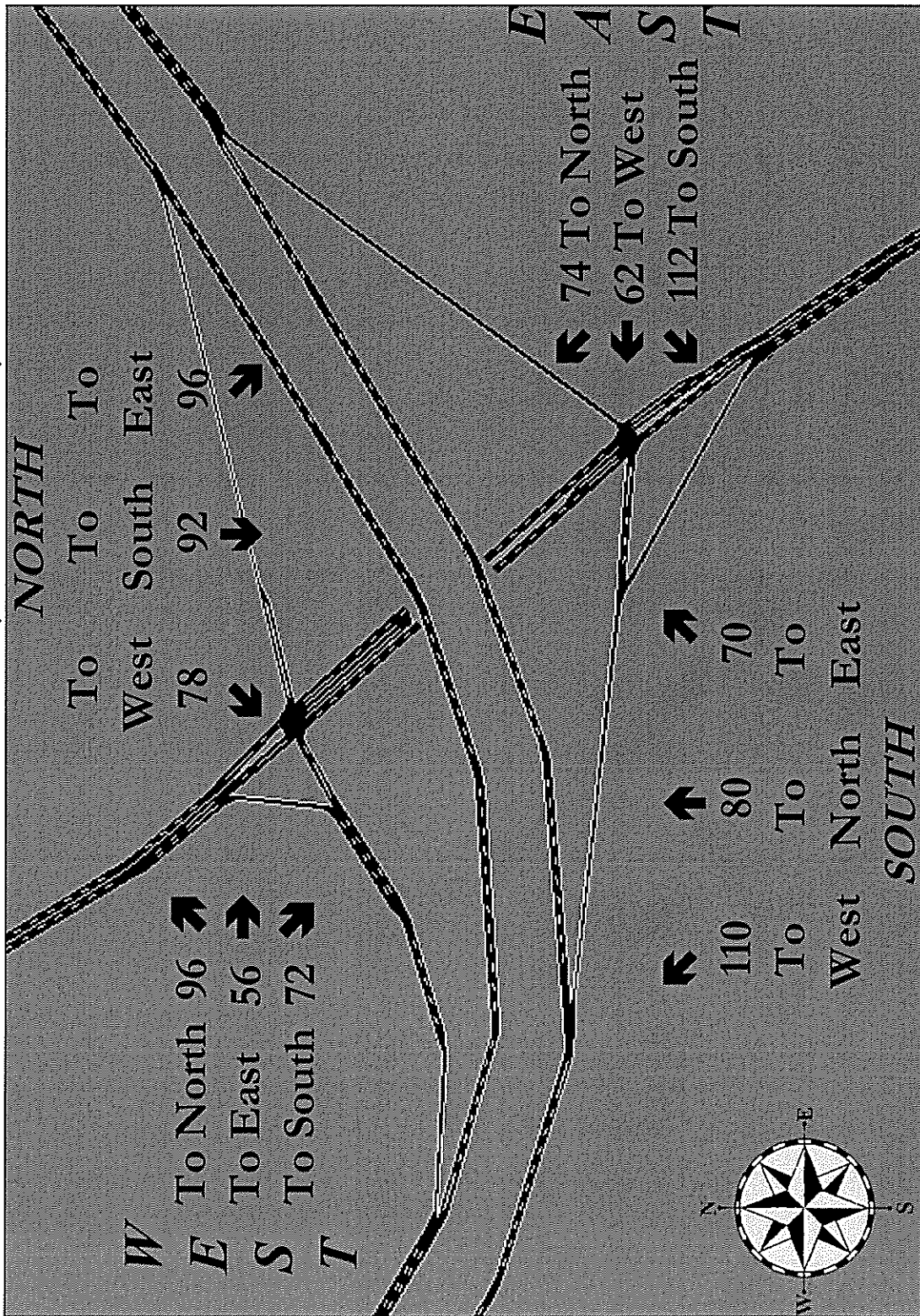
# Travel Time

## Alternate 3 (Seconds)



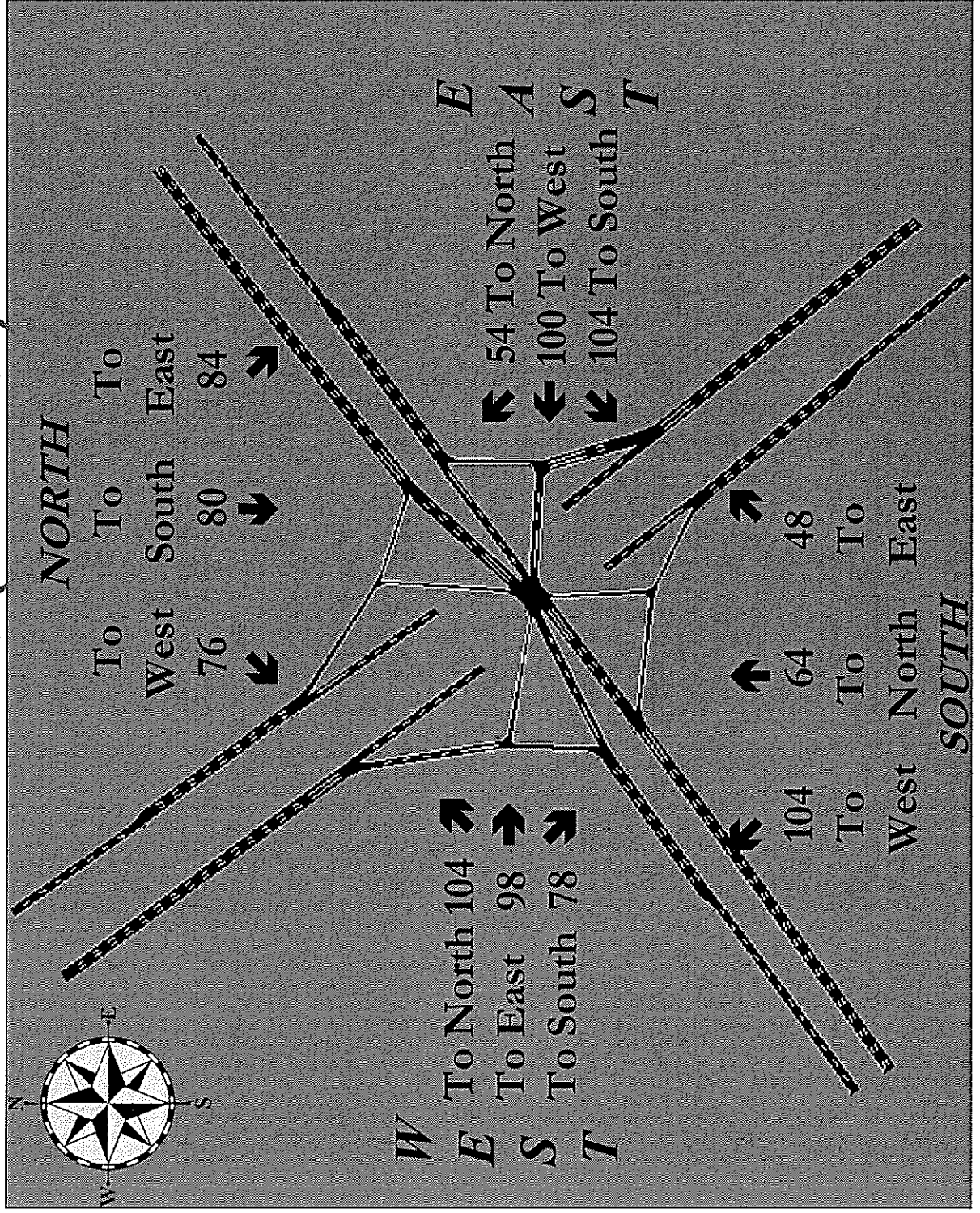
# Travel Time

## Alternate 4 (Seconds)



# Travel Time

## Alternate 5 (Seconds)



# Winchester Bypass

## Summary of Travel Times

ALTERNATE 1			ALTERNATE 2			ALTERNATE 3			ALTERNATE 4			ALTERNATE 5		
From	To	Travel Time (sec)	From	To	Travel Time (sec)	From	To	Travel Time (sec)	From	To	Travel Time (sec)	From	To	Travel Time (sec)
North	South	136	North	South	114	North	South	128	North	South	92	North	South	80
East	East	114	East	East	104	East	East	98	East	East	96	East	East	84
West	West	24	West	West	60	West	West	26	West	West	78	West	West	76
South	North	142	South	North	98	South	North	122	South	North	80	South	North	64
East	East	34	East	East	94	East	East	56	East	East	70	East	East	48
West	West	138	West	West	116	West	West	128	West	West	110	West	West	104
East	North	88	East	North	54	East	North	172	East	North	74	East	North	54
South	South	38	South	South	88	South	South	174	South	South	112	South	South	104
West	West	156	West	West	110	West	West	60	West	West	62	West	West	100
West	North	38	West	North	84	West	North	134	West	North	96	West	North	104
South	South	96	South	South	102	South	South	74	South	South	72	South	South	78
East	East	124	East	East	120	East	East	54	East	East	56	East	East	98

**LEGEND:**

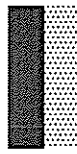
BEST  
 WORST

# Winchester Bypass

## Summary of Measures of Effectiveness

	ALTERNATE 1		ALTERNATE 2		ALTERNATE 3		ALTERNATE 4		ALTERNATE 5	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Total Delay (hr)										
Delay/Vehicle (s)										
Stop Delay (hr)										
Stop Delay/Vehicle (s)										
Total Stops										
Stops/Vehicle										
Travel Time (hr)										
Average Speed (mph)										
Fuel Used (gal)										
Fuel Efficiency (mpg)										
HC Emissions (g)										
CO Emissions (g)										
NO <sub>x</sub> Emissions (g)										

LEGEND:



BEST  
WORST

# **APPENDIX F**

**DESIGN EXECUTIVE SUMMARY**

County: CLARK Item No.: 7-331.5

Federal Project No.: \_\_\_\_\_ UPN: FD04 027 7592 020 D

MARS No.: 60760 01 D UPN: \_\_\_\_\_

Project Description:

Winchester Bypass (SE)  
 From KY 89 to KY 627 (S)  
 Project Length = 4.15 miles

Roadway Classification:

Local   
  Collector   
  Arterial   
  Interstate   
  Rural   
  Urban

ADT(current) 3800 ADT ( 2022 ) 6600 DHV ( 2022 ) 580

Posted Speed Limit:   
 55 (rural)   
 35 (urban)   
 Other (Specify): N/A

Design speed selected by the Project Team 60 mph

Concurrence in noted Typical Exceptions to be obtained from Director of Design.

DESIGN CRITERIA	EXISTING	TYPICAL	PROJECT TEAM RECOMMENDATION
Number of Lanes	_____	4	4
Pavement Width	_____	12'	12'
Shoulder Width, Slope	_____	12', 4%	12', 4%
Bridge Width	_____	42' *	42' *
Minimum Radius (e <sub>max</sub> = 8 % )	_____	1205'	1800'
Maximum Grade	_____	6.00 %	4.00 %
Minimum Sight Distance	_____	570'	680'
Border Area (urban)	_____	_____	_____

Design Criteria Notes:

\* - Twin Bridges

County: CLARK Item No.: 7-331.5

Federal Project No.: \_\_\_\_\_ UPN: FD04 027 7592 020 D

MARS No.: 60760 01 D UPN: \_\_\_\_\_

Access Control Type: Partially Controlled

Environmental Action: Environmental Overview Approval Date: \_\_\_\_\_

Existing Pavement Depths: N/A

- Attachments:
- (1) Provide map showing project location.
  - (2) List and discuss all considered alternates, including Preferred and Do Nothing. Also, include Six Year Plan and current phase cost estimates with discussion of cost considerations during project development as needed.
  - (3) 8 1/2" X 11" Typical Section.
  - (4) 8 1/2" X 11" Typical Section, including bridge typical if applicable..

Submitted By: *James E. Ballinger* Date: 10-9-03  
District/Preconstruction Engineer - James E. Ballinger

Recommended By: *Frank Bush, Jr.* Date: 10-9-03  
Project Manager - Frank Bush, Jr.

Recommended By: \_\_\_\_\_ Date: \_\_\_\_\_  
Location Engineer - Ananias Calvin, III

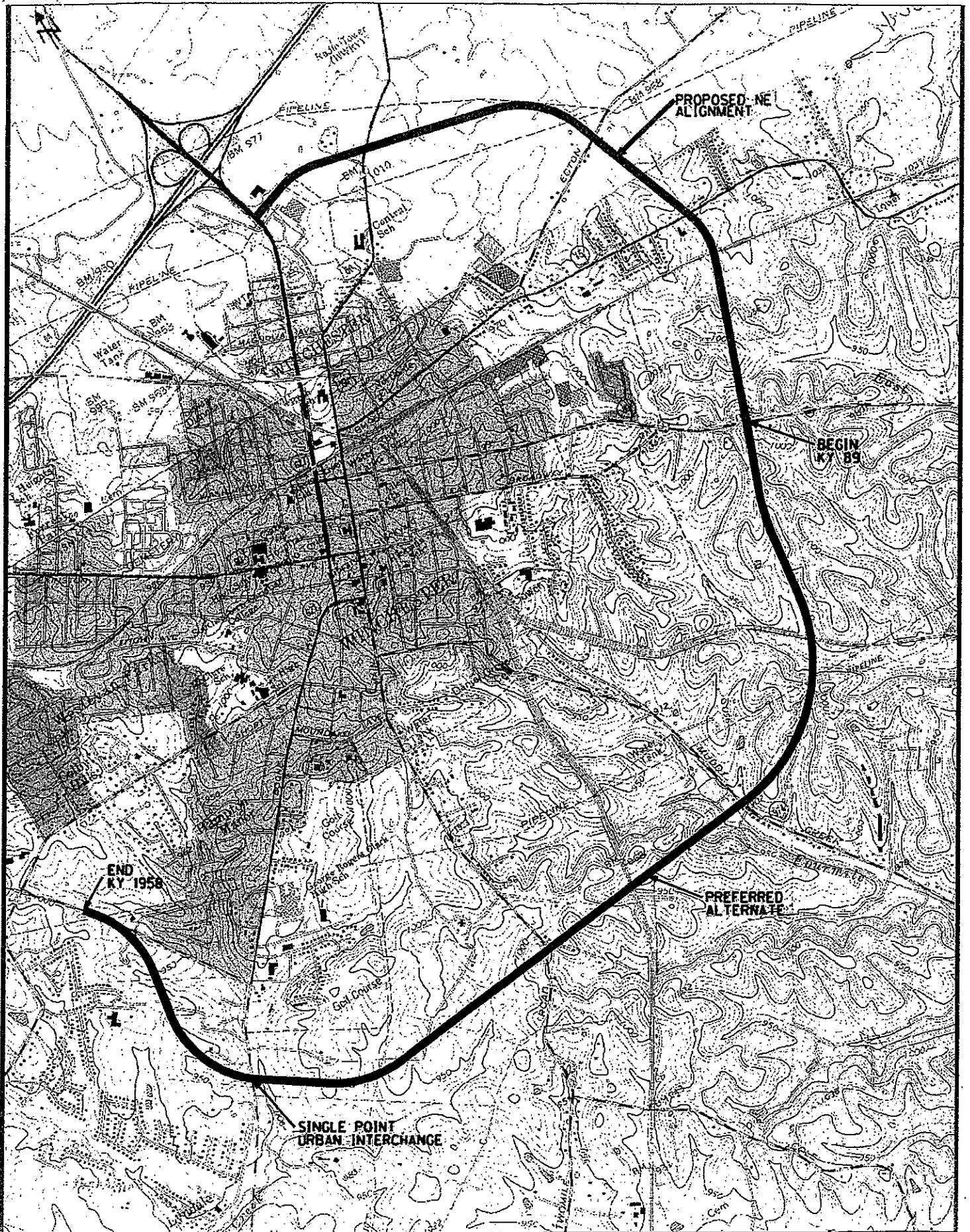
Approved By: \_\_\_\_\_ Date: \_\_\_\_\_  
T.E.B.M. for Location - David Jones

Comments:

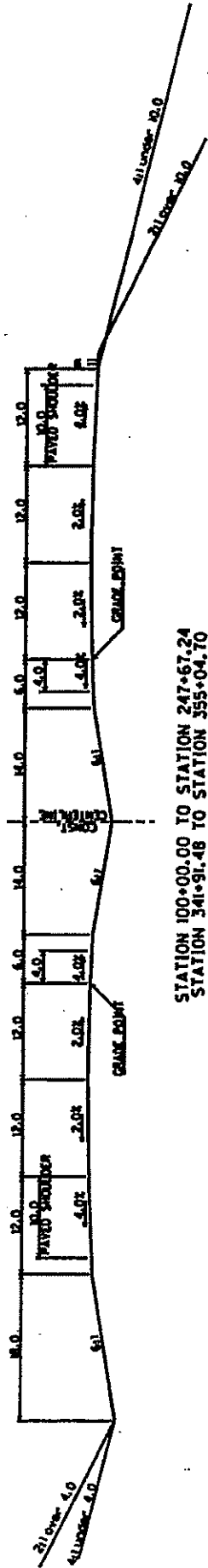
GEOMETRIC APPROVAL GRANTED BY:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Director, Division of Highway Design - Gary Sharpe

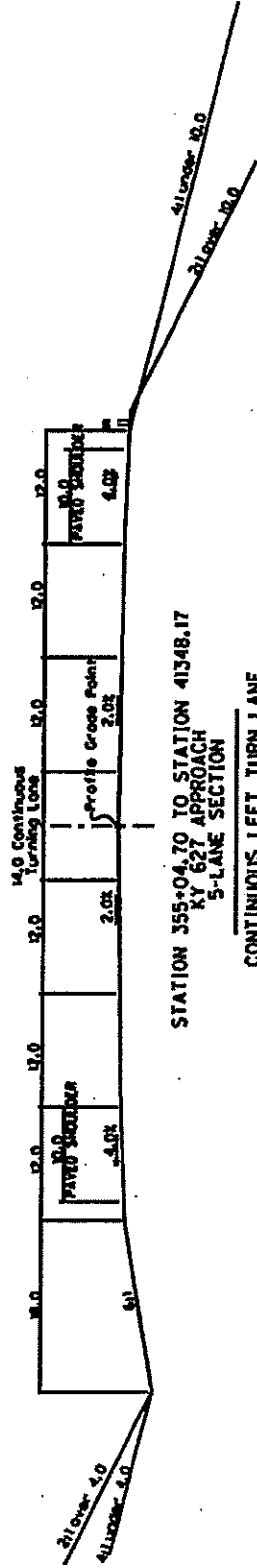




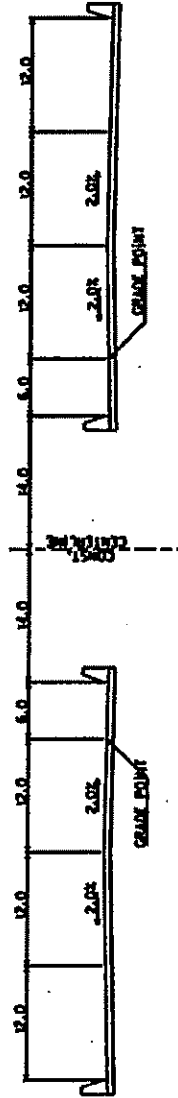
# TYPICAL SECTIONS Winchester Bypass



STATION 100+00.00 TO STATION 247+67.24  
 STATION 341+91.48 TO STATION 355+04.70  
 NORMAL RURAL SECTION  
 DEPRESSED MEDIAN



STATION 355+04.70 TO STATION 41348.17  
 KY 627 APPROACH  
 5-LANE SECTION  
 CONTINUOUS LEFT TURN LANE



BRIDGE TYPICAL

## DISCUSSION OF ALTERNATES

### Purpose and Need

The purpose and need of this project is to achieve a safe and efficient transportation system, with the least amount of disturbance to the surrounding area, meet safety requirements and serve the needs of all citizens of the Commonwealth of Kentucky who travel this route.

### Alternate 1

Alternate 1 begins on KY 89 at a point 0.30 miles from the intersection of KY 89 and East Broadway. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.15 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.44 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 1.12 miles from the Winchester Station and then crosses Twomile Road (KY 1923) at a point 1.36 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west to its termini at KY 627, a point 0.49 miles from the intersection of KY 1958 and KY 627. Also included with this alternate is the upgrading of existing KY 627 to a five-lane urban facility from KY 1958 to the project terminus.

### Alternate 2

Alternate 2 begins at the same point as Alternate 1. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.06 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.33 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 0.97 miles from the Winchester Station and then crosses Twomile Road (KY 1923) at a point 1.20 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west and crossing KY 627 at a point 0.32 miles from the intersection of KY 1958 and KY 627. It continues across KY 627 to its termini on KY 1958, a point 0.60 miles from the intersection of KY 627 and KY 1958.

### Do-Nothing Alternate

Due to the purpose and need and this project, the Winchester public officials and the bypass advisory committee believe that this project will help in future development for the city of Winchester. Also, the northeast bypass from KY 627 north to KY 89 is now under construction. Public officials believe that if the bypass were not continued through the southeast section of Winchester, this could hinder future growth and economics for the city. Since this bypass would play a major economic role in future growth for the city of Winchester, the "Do-Nothing" alternate is not an option considered for this study.

TABLE I – Estimated Costs

	Alternate 1	Alternate 2
Right of Way	5,000,000	5,700,000
Utility	7,410,000	6,803,000
Construction	13,934,489	17,686,612
Total	\$26,344,489	\$30,189,612

In addition to the alternates mentioned above, three (3) additional alternates were studied for the area around the intersection of the proposed bypass and KY 627S. For these additional alternates, Alternate 1 was the preferred alignment up to approximate Station 240+00. The additional alternates will be based upon alignments and configurations from this point ahead.

Alternate 3

Alternate 3 begins at Station 239+21.52 of Alternate 1 and proceeds westwardly crossing KY 627 at a point 0.20 miles from the intersection of KY 1958 and KY 627. It continues across KY 627 to its termini on KY 1958, a point 0.40 miles from the intersection of KY 627 and KY 1958. Alternate 3 utilizes a grade separation at its intersection with KY 627. The grade separation is a modified diamond interchange to promote the free-flow of traffic at ramp intersections.

Alternate 4

Alternate 4 begins at Station 247+67.24 of Alternate 1 and proceeds along the Alternate2 alignment to its termini on KY 1958. Alternate 4 utilizes a grade separation at its intersection with KY 627. The grade separation is a diamond interchange with the uninterrupted movement being on the proposed bypass.

Alternate 5

Alternate 5 begins at Station 247+67.24 of Alternate 1 and proceeds along the Alternate2 alignment to its termini on KY 1958. Alternate 5 utilizes a grade separation at its intersection with KY 627. The grade separation is a single point urban interchange with the uninterrupted flow movement being on KY 627.

TABLE II – Estimated Costs (From KY 89 to KY 1958)

	Alternate 3	Alternate 4	Alternate 5
Right of Way	6,600,000	8,671,000	9,429,600
Utility	8,450,000	7,620,000	7,620,000
Construction	17,645,612	20,514,147	20,334,584
Total	\$32,695,612	\$36,805,147	\$37,384,184

The preferred alternative for the treatment of the intersection of the proposed bypass and KY 627 was Alternate 5. This alternate was favored by the bypass advisory committee and the KYTC project team due to how well this interchange will function under the projected traffic volumes.

TABLE III – Estimated Costs (From KY 89 to KY 1958)

	Estimated	Preferred
	6 Year	Alternate
Right of Way	5,700,000	9,429,600
Utility	7,410,000	7,620,000
Construction	25,000,000	20,334,584
Total	\$38,110,000	\$37,384,184

This project is not currently in the Cabinet's 6-year plan. The estimated 6-year costs in table III were determined from the southeast bypass corridor study. The estimated 6-year right of way cost was based on an at-grade intersection with the southeast bypass and KY 627 south. The preferred right of way cost estimate is much higher than the estimated 6-year plan cost since additional right of way will need to be acquired for the urban interchange. There are no design exceptions for any alternate considered for the Winchester Bypass Southeast.

### **MAINTENANCE OF TRAFFIC**

The maintenance of traffic for this project will be primarily focused on the approach roads due to the fact that the proposed bypass is a new alignment. For both Muddy Creek Road (KY 974) and Twomile Road (KY 1923), the maintenance of traffic will involve the use of diversions and phase construction. For KY 627, due to the magnitude of traffic volume, the maintenance of traffic will be accomplished by phase construction utilizing partial width construction. During Phase 1, traffic will be maintained on the existing roadway while construction is completed on the widening of KY 627. During Phase 2, traffic will be diverted and maintained on the new construction while construction is completed over existing KY 627.