



Appendix D

Geotechnical Overview



Geotechnical Overview Summary

I-65 New Interchange Feasibility Study
Item No. 03-402
Warren County, Kentucky

Prepared for:
Kentucky Transportation Cabinet

Prepared by:
Michael Baker International, Inc.

June 2020

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I-65 New Interchange Feasibility Study Warren County, Kentucky

Geotechnical Overview Report

1 Project Location and Purpose

The project involves a feasibility study for a new interchange that will be located along the I-65 Corridor in Warren County, Kentucky. The northern limits of the study area are I-65/Natcher Parkway, and the southern limits are the Warren County line. The western limits are defined by US 31W, and Plano Road is the eastern limits. Three new interchange areas were targeted for this study which include Carter Sims Road, KY 240, and KY 242. Refer to Figure 1 Project Location Map – I-65 New Interchange Feasibility Study and Appendix A for Study Area Overview.

This new Interchange Feasibility Study is being conducted to:

- Determine the need and preferred location of a new interchange along I-65 in the southern portion of Warren County, Kentucky, and;
- Provide connectivity to main arterial routes (US 31W, Three Springs Road, and Plano Road).

The primary focus of this Geotechnical Overview study is to identify, document and describe geotechnical features of concern within the study area that can serve to differentiate and compare alternatives and support the recommendation of a preferred interchange location.

1.1 Scope

Geotechnical involvement at this point in the project involves an abbreviated Geotechnical Overview of the Project. This Geotechnical Overview includes results of geotechnical literature and database review, physiographic and stratigraphic setting, karst potential and sinkholes mapping, descriptions of the regional geology, geologic and topographic maps, geotechnical considerations, and conclusions on the geotechnical features identified.

2 GEOTECHNICAL CONSIDERATIONS AND CONCLUSIONS

2.1 General

As the interchange alternatives are further considered, the Project Team should review the highlighted geotechnical considerations that are included in this section related to karst potential and sinkholes, water wells and springs, oil and gas wells, cut slopes, embankments and subgrade, new structures or widening of existing structures. No specific data was reviewed related to existing utilities in the study area. Based on our review of available information, the geotechnical and geological conditions within the study area and the three target new interchanges are considered similar.

2.2 Karst Conditions

The karst conditions are considered similar for either of the three interchanges since all three interchanges are in an area of high karst potential with CK-EHMP Karst/sinkhole Hazard Score of severe for the study area and mapped sinkholes. The dominate lithology in the area is karst conducive limestone. The subsurface bedrock conditions within the study area has a high karst potential. The Carter Sims Road interchange area appears to have 14 mapped sinkholes, KY 242 interchange area appears to have 3 mapped sinkholes, and KY 240 interchange area appears to have 1 mapped sinkhole. Sinkhole treatments and associated costs will need to be considered for construction. The sinkhole treatment should be performed in accordance with Section 215 Treatment of Open Sinkholes of the current edition of the KYTC Standard Specifications for Road and Bridge

Construction.

2.3 Water Wells, Springs and Streams

The water wells, springs, and streams are considered similar for either of the three interchanges. Approximately 62 domestic water and other wells and 26 springs have been identified in the study area. Two springs and a water well are identified near Carter Sims Road Interchange area, two water wells and a spring are identified west of I-65 near KY 242 interchange area, and one water well is identified west of I-65 near KY 240 interchange area. Seasonally high-water tables, flooding, shallow groundwater and springs are associated with karst terrain within the study area. If impacted during construction, special construction will be required to close the wells, and spring boxes and/or granular material may be required in the vicinity of springs for drainage.

2.4 Gas and Oil Wells

Approximately 78 oil and gas well types have been identified in the study area. No specific gas, oil wells or other types of wells were identified within the Carter Sims Road or KY 240 interchange areas, therefore the gas and oil wells are considered similar for either of these two interchanges. One gas, oil wells or other types of wells was identified within the KY 242 interchange area.

2.5 Cut Slope Considerations

Cut slope considerations are similar for either new interchange. The low topographic relief indicates that cut slopes are likely to be shallow. Cut slopes in soil should be 2H:1V or flatter. Cut slopes in limestone can consider a steeper slope of 0.5H:1v, provided this steeper slope is supported by subsurface information. Geotechnical test boring program and analysis would be required to determine final cut and embankment slopes base on subsurface conditions encountered. Depending on the depth to bedrock, roadway excavations may not produce enough quantities of select durable rock for treating subgrade stability issues and embankment foundation material. Roadway profile borings and rockline soundings will be required to better define on-site select rock quantities from roadway excavations and/or recommended rock borrow quantity.

2.6 Embankment and Subgrade Considerations

Embankment and subgrade considerations are similar for either new interchange. New embankment construction may only be required at locations where approach embankments need to be enlarged to accommodate the wider structures, and at possible new interchange locations. Embankments constructed of durable rock materials generally exhibit adequate stability at 2H:1V slope ratios. Flatter embankment slopes may be required for higher embankments constructed from nondurable shales or in areas where embankments are founded on alluvial materials. Alluvial soils can be expected along major drainage courses such as the West Drake Creek. Low shear strengths and high settlement potentials are generally associated with alluvial deposits that may require controlled placement of embankment. Consolidation settlements and short-term embankment stability problems are common for roadway embankments in alluvial floodplains. Any saturated, soft, or unstable areas encountered within new embankment foundation or pavement subgrade limits should be drained and stabilized utilizing non-erodible granular embankment or durable limestone from roadway excavation or select rock borrow. Rock may be required to stabilize soft soils and to maintain positive drainage due to the clay soils. Subgrade problems for both pavements and embankment foundations may occur where existing pavement is removed, or embankment foundation construction is performed on the low to medium plastic clays and highly plastic fat clays. The extent of this subgrade stability issues will depend on the time of construction and the seasonal water table fluctuations, therefore, coarse aggregate working platforms and/or geotextiles or other treatment with positive drainage may be needed in some areas during construction.

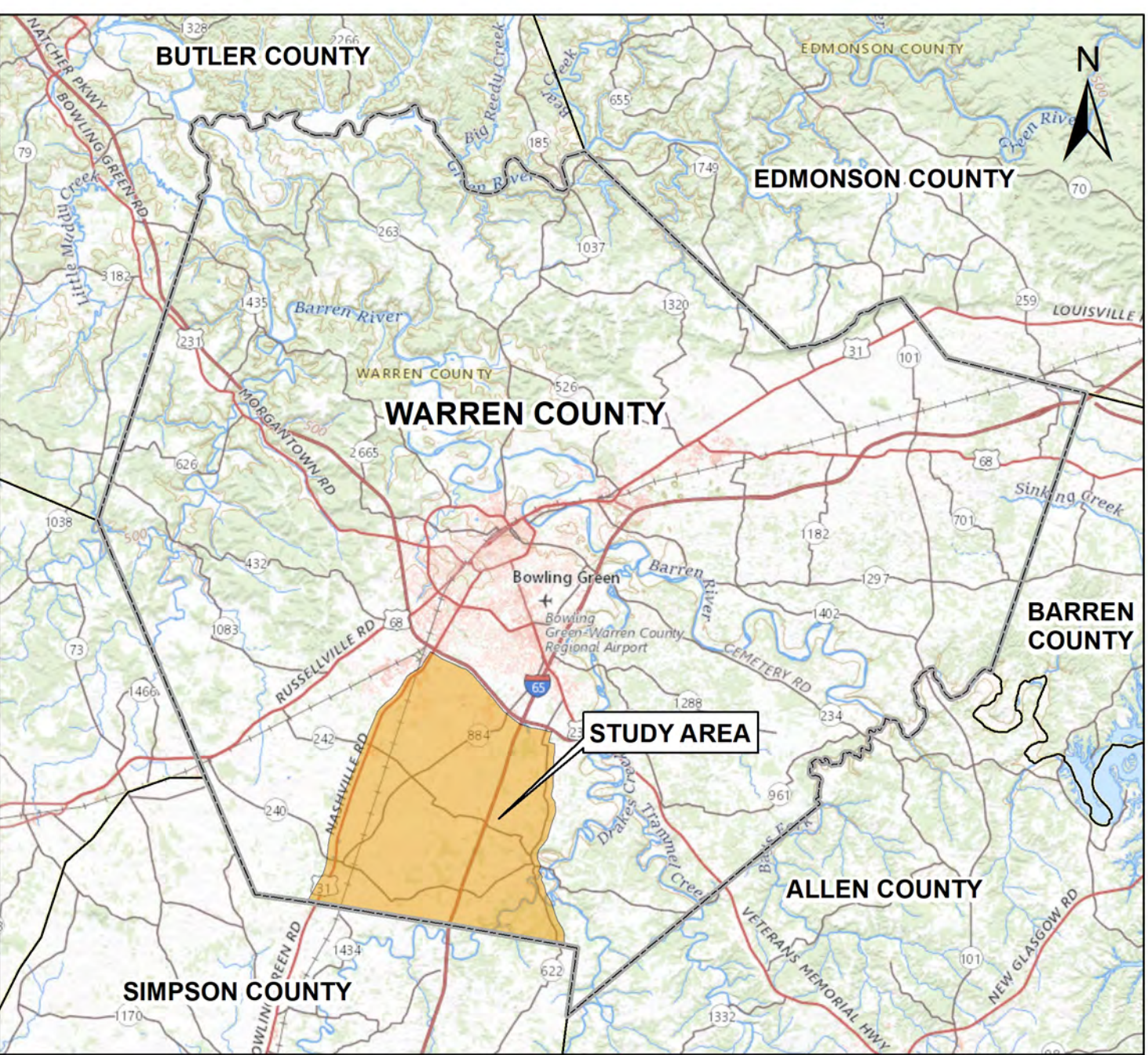
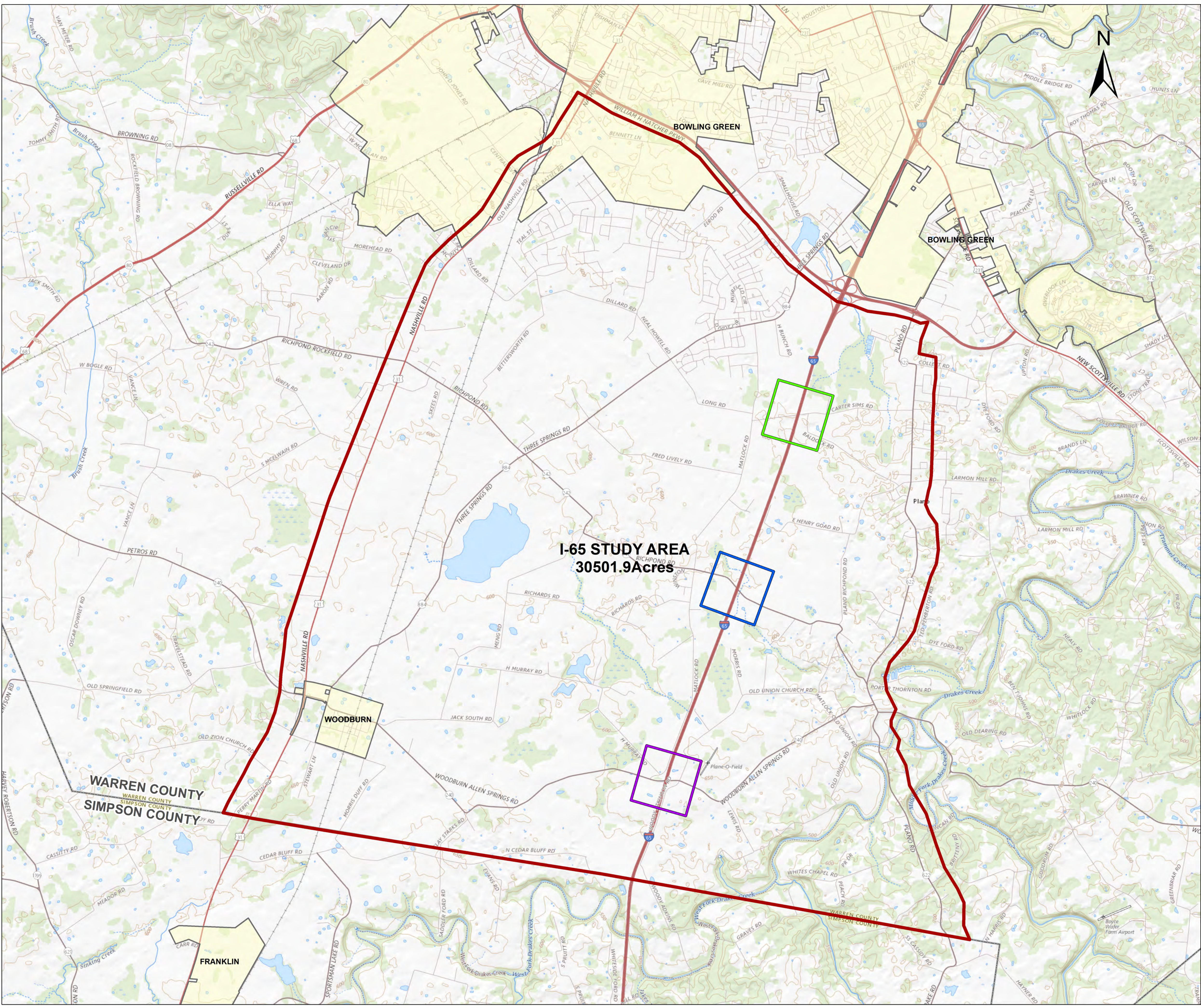
2.7 Structures

Structures considerations are similar for either of the new interchanges. Bridges and other drainage structures will be required for the new interchange. Reinforced concrete box culverts along the proposed alignment may also need to be replaced or extended. It can be anticipated the culverts within the project corridor are likely supported by either a non-yielding or yielding foundation system. Soil corrosivity testing should be conducted for any new structure. Review of KYTC geotechnical reports

conducted for existing structures indicates that the bridges are supported by rock bearing foundation systems, which include spread footings or steel H-piles driven to bedrock. A detailed geotechnical investigation will be required to determine the foundation support systems for new or widened structures.

Figures

Appendix A Study Area Overview



Legend - Source

- Study Area Limits
- Incorporated Area

Study Area Target Interchanges

- Carter Sims Road
- KY 242
- KY 240

Notes:

Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2019.

Coordinate System: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

KYTC I-65

New Interchange Feasibility Study

Warren Co., Kentucky

APPENDIX A

STUDY AREA OVERVIEW

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1

2 Miles

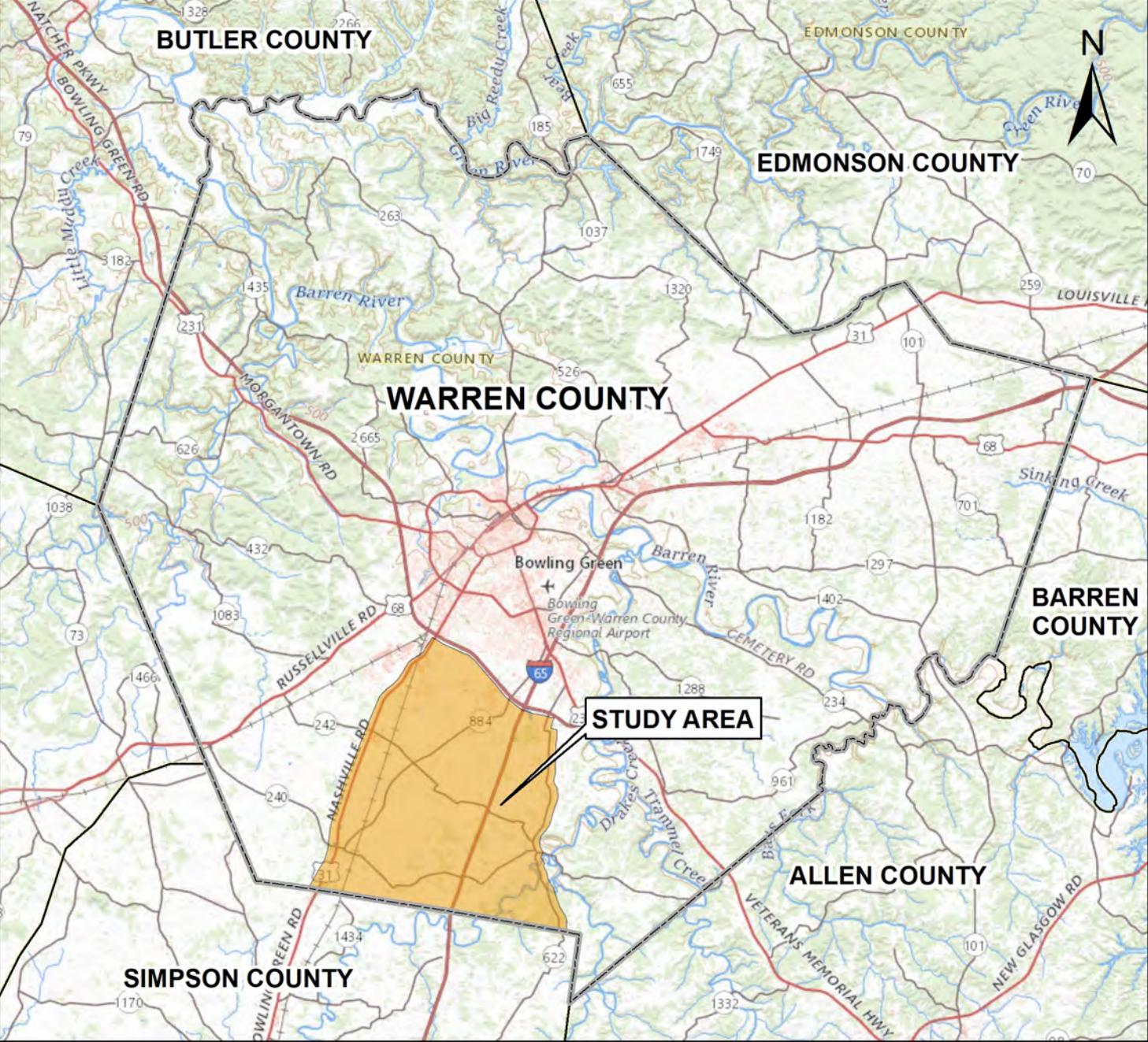
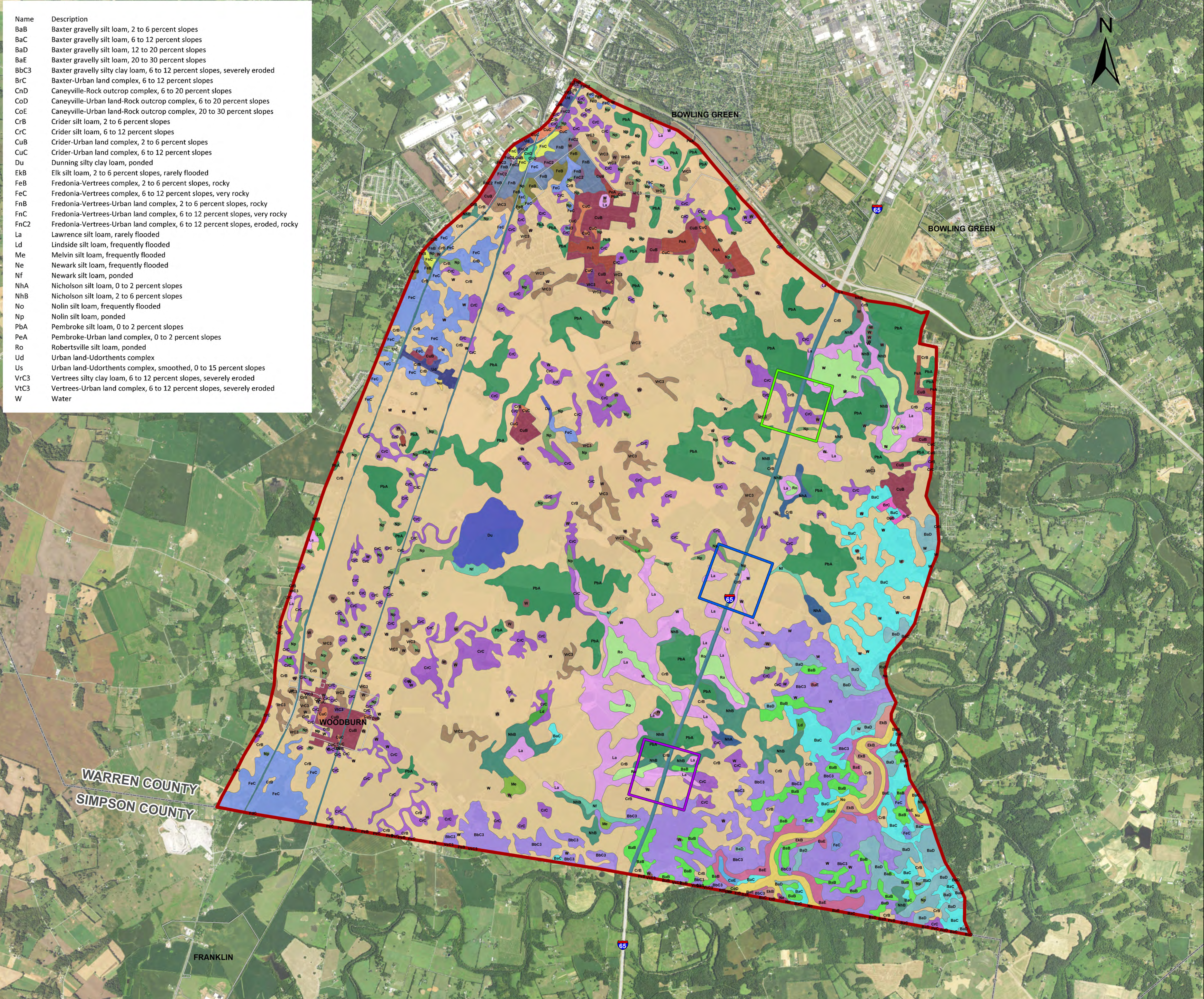
Michael Baker

INTERNATIONAL

Date: 5/19/2020

Appendix B NRCS Soils Overview

Name	Description
BaB	Baxter gravelly silt loam, 2 to 6 percent slopes
BaC	Baxter gravelly silt loam, 6 to 12 percent slopes
BaD	Baxter gravelly silt loam, 12 to 20 percent slopes
BaE	Baxter gravelly silt loam, 20 to 30 percent slopes
BbC3	Baxter gravelly silty clay loam, 6 to 12 percent slopes, severely eroded
BrC	Baxter-Urban land complex, 6 to 12 percent slopes
CnD	Caneyville-Rock outcrop complex, 6 to 20 percent slopes
CoD	Caneyville-Urban land-Rock outcrop complex, 6 to 20 percent slopes
CoE	Caneyville-Urban land-Rock outcrop complex, 20 to 30 percent slopes
CrB	Crider silt loam, 2 to 6 percent slopes
CrC	Crider silt loam, 6 to 12 percent slopes
CuB	Crider-Urban land complex, 2 to 6 percent slopes
CuC	Crider-Urban land complex, 6 to 12 percent slopes
Du	Dunning silty clay loam, ponded
EkB	Elk silt loam, 2 to 6 percent slopes, rarely flooded
FeB	Fredonia-Vertrees complex, 2 to 6 percent slopes, rocky
FeC	Fredonia-Vertrees complex, 6 to 12 percent slopes, very rocky
FnB	Fredonia-Vertrees-Urban land complex, 2 to 6 percent slopes, rocky
FnC	Fredonia-Vertrees-Urban land complex, 6 to 12 percent slopes, very rocky
FnC2	Fredonia-Vertrees-Urban land complex, 6 to 12 percent slopes, eroded, rocky
La	Lawrence silt loam, rarely flooded
Ld	Lindside silt loam, frequently flooded
Me	Melvin silt loam, frequently flooded
Ne	Newark silt loam, frequently flooded
Nf	Newark silt loam, ponded
NhA	Nicholson silt loam, 0 to 2 percent slopes
NhB	Nicholson silt loam, 2 to 6 percent slopes
No	Nolin silt loam, frequently flooded
Np	Nolin silt loam, ponded
PbA	Pembroke silt loam, 0 to 2 percent slopes
PeA	Pembroke-Urban land complex, 0 to 2 percent slopes
Ro	Robertsville silt loam, ponded
Ud	Urban land-Udorthents complex
Us	Urban land-Udorthents complex, smoothed, 0 to 15 percent slopes
VrC3	Vertrees silty clay loam, 6 to 12 percent slopes, severely eroded
VtC3	Vertrees-Urban land complex, 6 to 12 percent slopes, severely eroded
W	Water



Legend - Source

- Study Area Limits
- Incorporated Area

Study Area Target Interchanges

- Carter Sims Road
- KY 242
- KY 240

NRCS Soils

BaB	CoE	FeC	Nf	Ud
BaC	CrB	FnB	NhA	Us
BaD	CrC	FnC	NhB	VrC3
BaE	CuB	FnC2	No	VtC3
BbC3	CuC	La	Np	W
BrC	Du	Ld	PbA	
CnD	EkB	Me	PeA	
CoD	FeB	Ne	Ro	

Notes:

Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2019.

Coordinate System: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

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New Interchange Feasibility Study

Warren Co., Kentucky

APPENDIX B

NRCS SOILS OVERVIEW

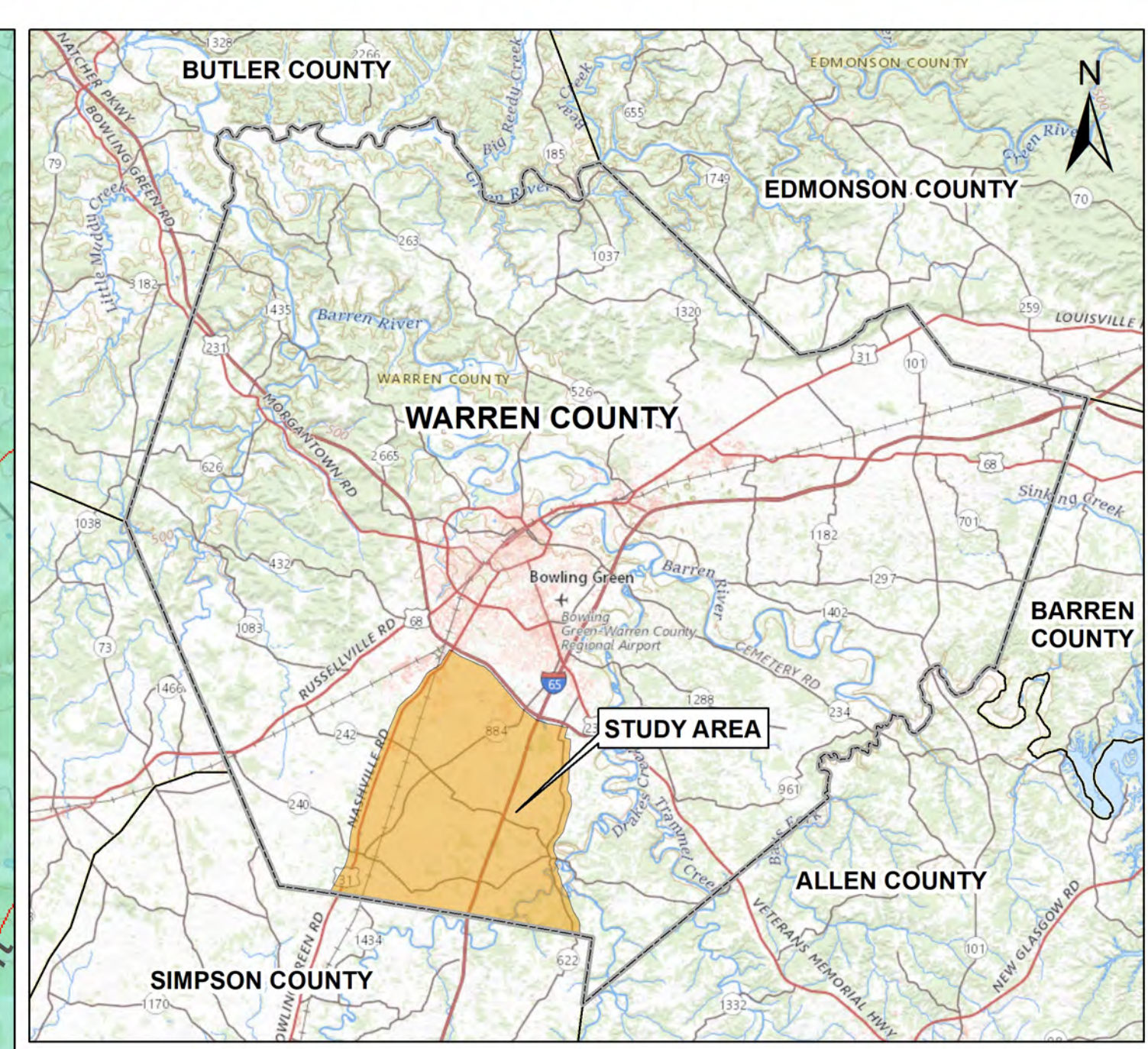
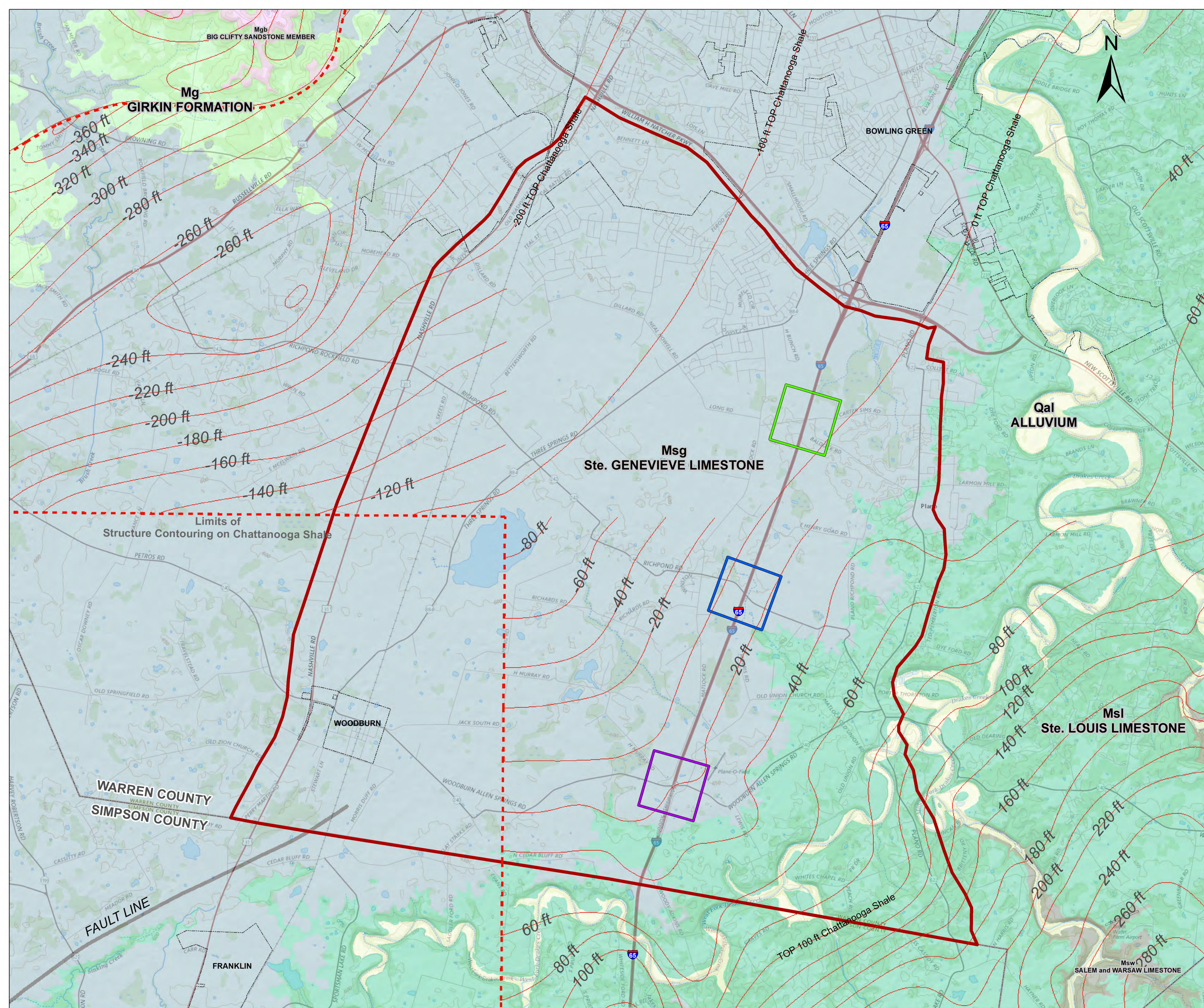
012 Miles

Michael Baker

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Date: 5/19/2020

Appendix C Geologic Overview



Legend - Source

Study Area Limits

Incorporated Area

Study Area Target Interchanges

Layer

Carter Sims Road

KY 242

KY 240

Geologic Formation Data - Kentucky Geologic Survey

Boundary

Limits of Structure Contouring on Chattanooga Shale

40 ft

Contour

Structure Contouring on Top of Chattanooga Shale

Notes:

Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2019. Kentucky Geological Survey

Coordinate System: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

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New Interchange Feasibility Study

Warren Co., Kentucky

APPENDIX C

GEOLOGIC OVERVIEW

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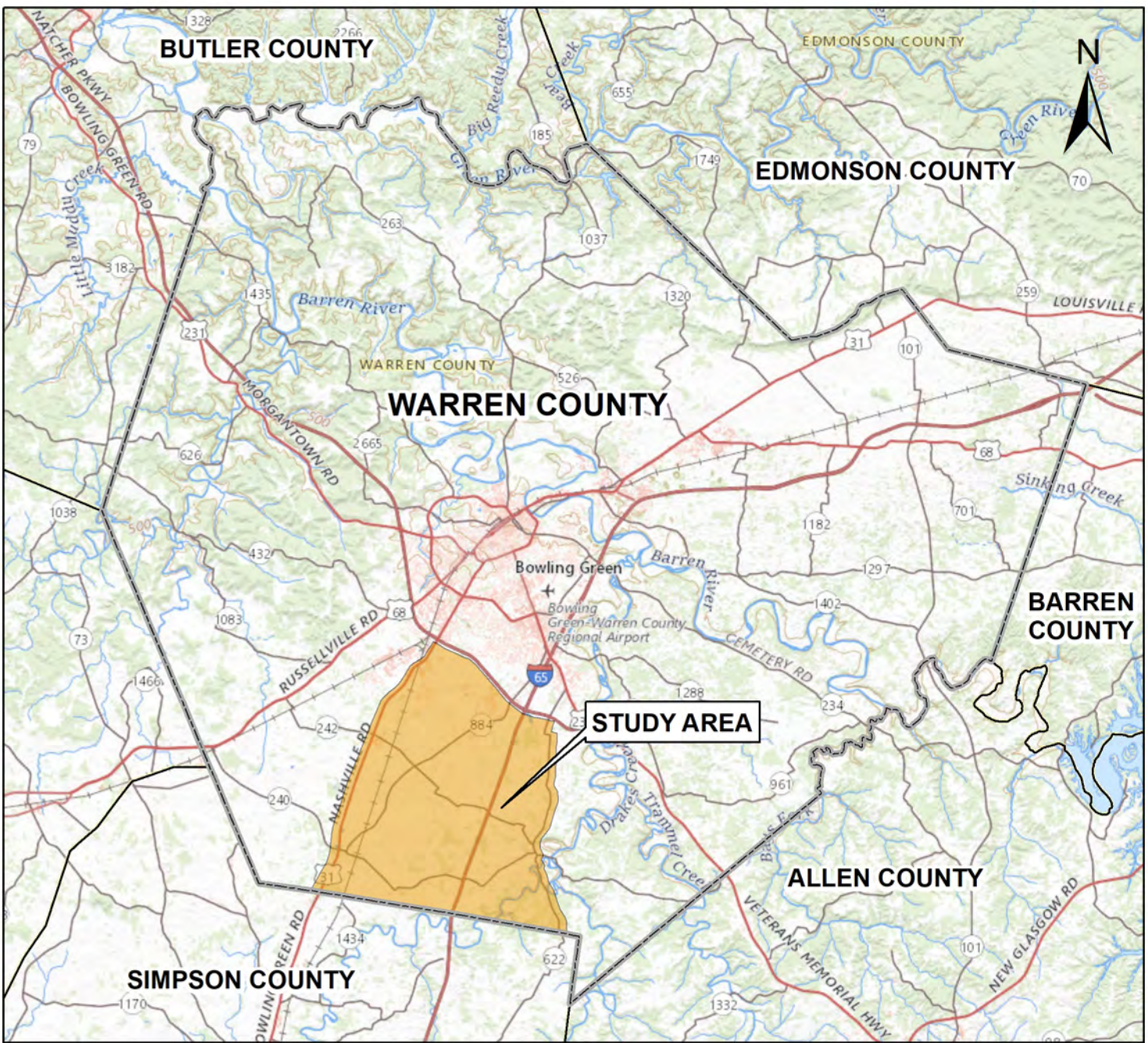
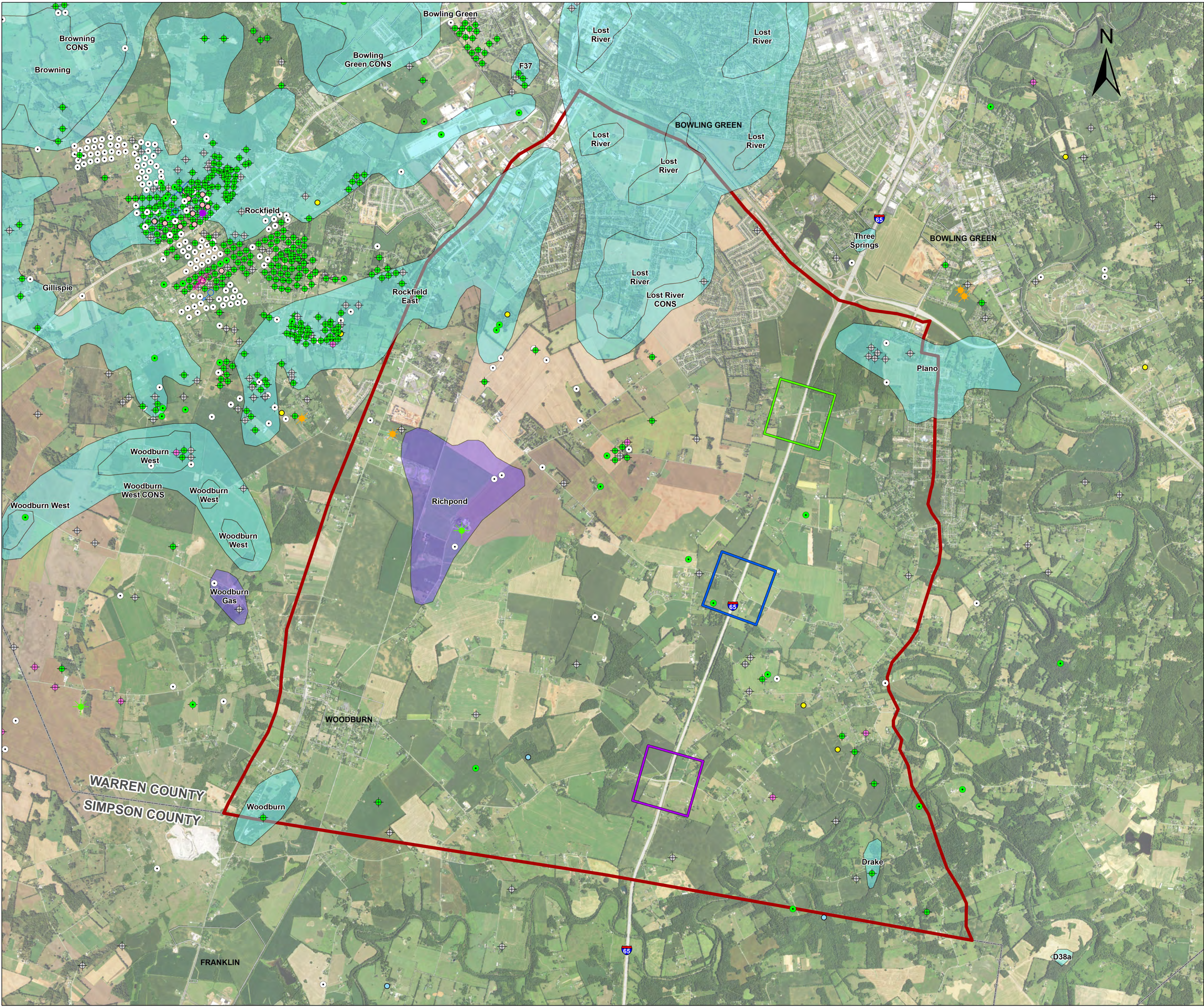
2 Miles

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Date: 5/19/2020

Appendix D Oil and Gas Well Overview



Legend - Source

Study Area Limits

Incorporated Area

Carter Sims Road

KY 242

KY 240

Gas

Oil

Study Area Target Interchanges

Oil & Gas Wells - Kentucky Geological Survey

● No Data	● DG	★ IA	⊕ OB
★ AI	⊕ GAS	● LOC	⊕ OIL
⊕ D&A	● GI	★ O&G	⊕ SRI
			⊕ TRM

AI: Air Injection
 D&A: Dry & abandoned
 DG: Domestic gas
 GAS: Gas producer
 GI: Gas injection
 IA: Improperly abandoned
 LOC: Location (new permit issued or insufficient data)
 O&G: Combined oil & gas producer
 OB: Observation
 OIL: Oil producer
 SRI: Secondary recovery injection (Class II)
 TRM: Terminated (permit expired or cancelled)

Notes:

Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2019.

Coordinate System: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

KYTC I-65

New Interchange Feasibility Study

Warren Co., Kentucky

APPENDIX D

OIL and GAS WELL OVERVIEW

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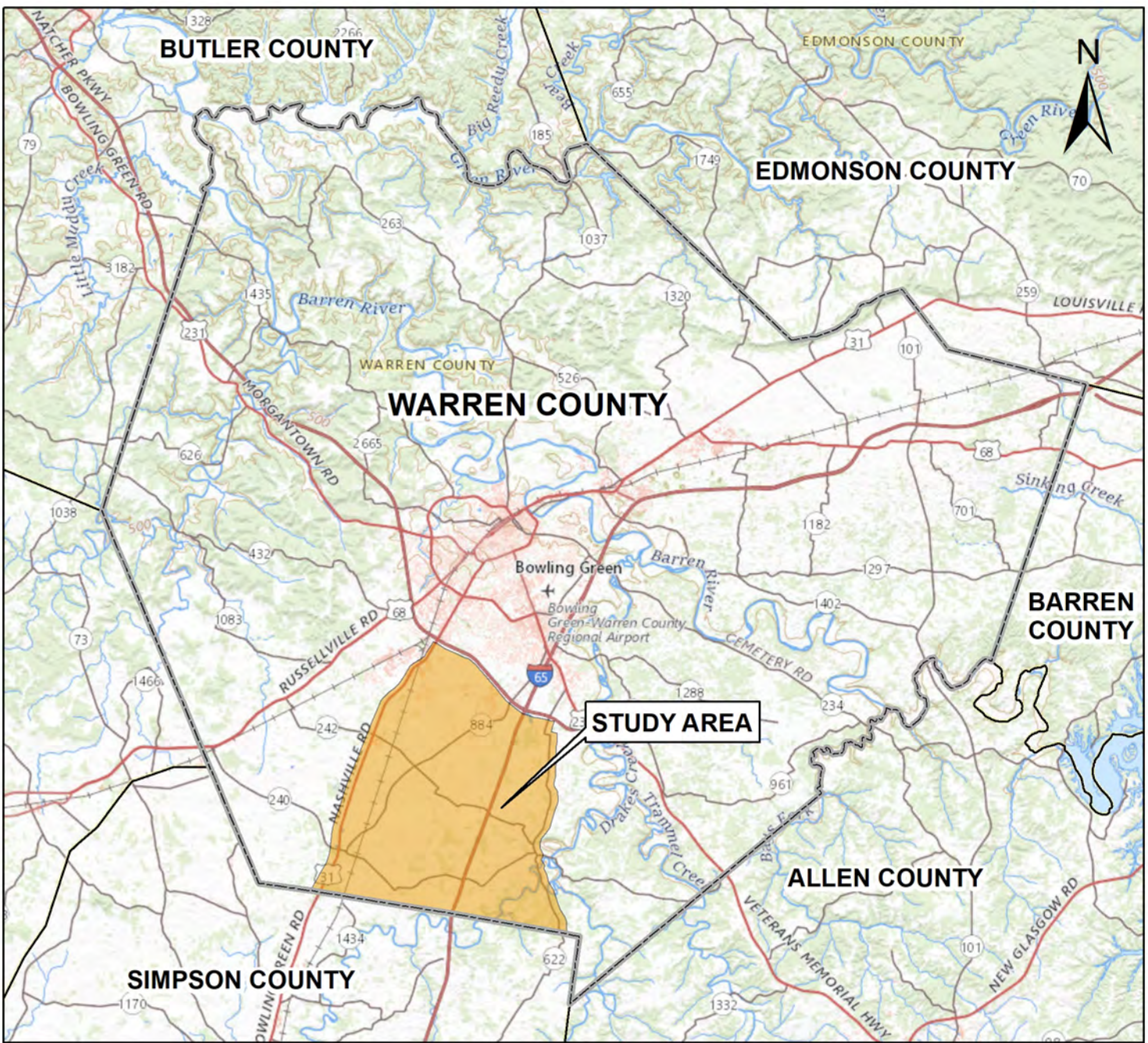
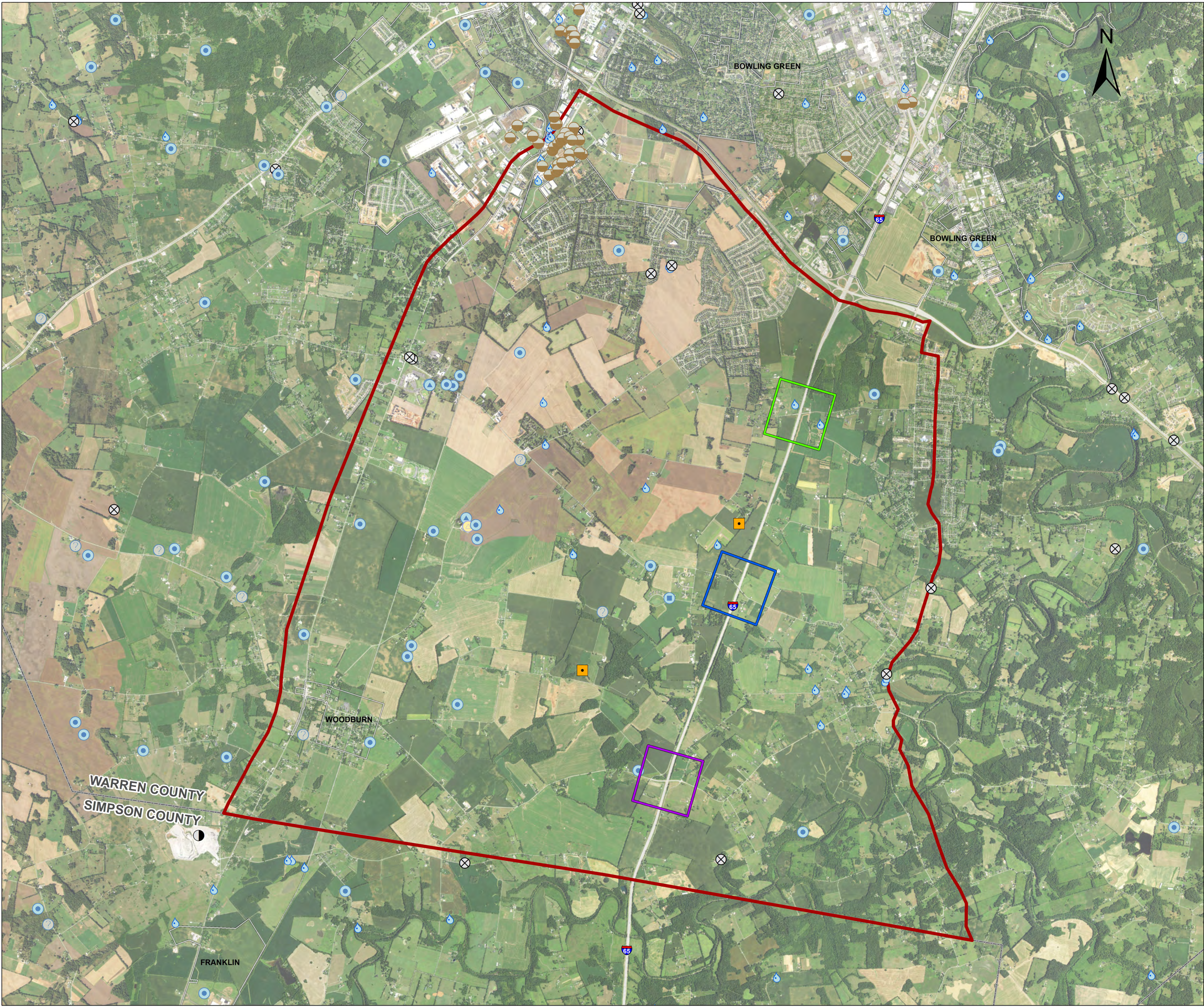
2 Miles

Michael Baker

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Date: 5/19/2020

Appendix E Water Wells and Springs Overview



Legend - Source

- Study Area Limits
- Incorporated Area

Study Area Target Interchanges

- Carter Sims Road
- KY 242
- KY 240

KENTUCKY GEOLOGICAL SURVEY DATA

Waterwells Primary Use

- X NO DATA
- AGRICULTURE - ANIMAL AQUACULTURE
- AGRICULTURE - GENERAL
- ▲ AGRICULTURE - IRRIGATION
- DOMESTIC - SINGLE HOUSEHOLD
- ◐ MINING
- MONITORING WELL - AMBIENT MONITORING
- ◑ MONITORING WELL - WATER LEVEL MONITORING ONLY
- UNKNOWN
- UNUSED
- 💧 GROUNDWATER SPRINGS

Notes:
Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2019.

Coordinate System: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

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New Interchange Feasibility Study
Warren Co., Kentucky

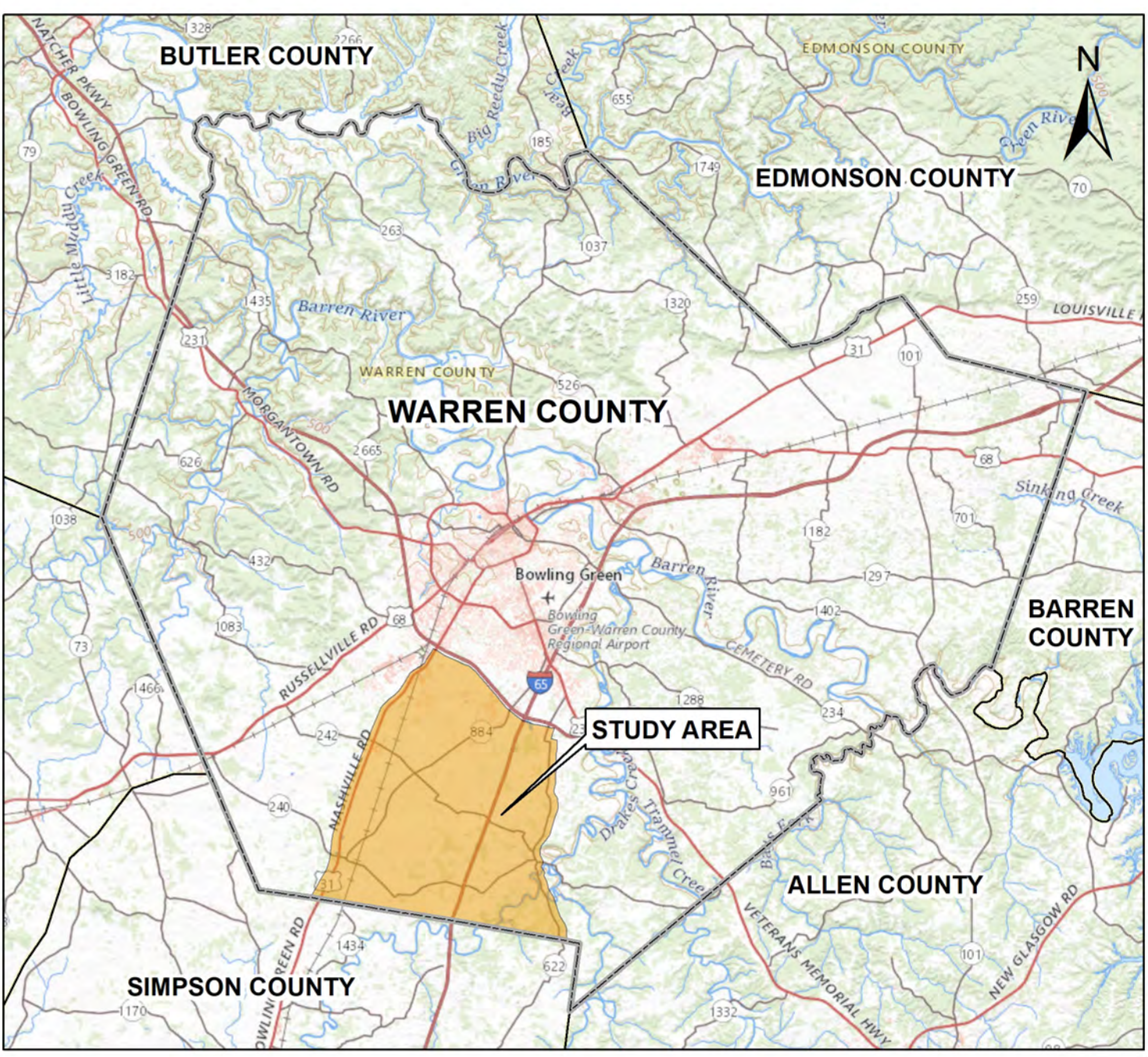
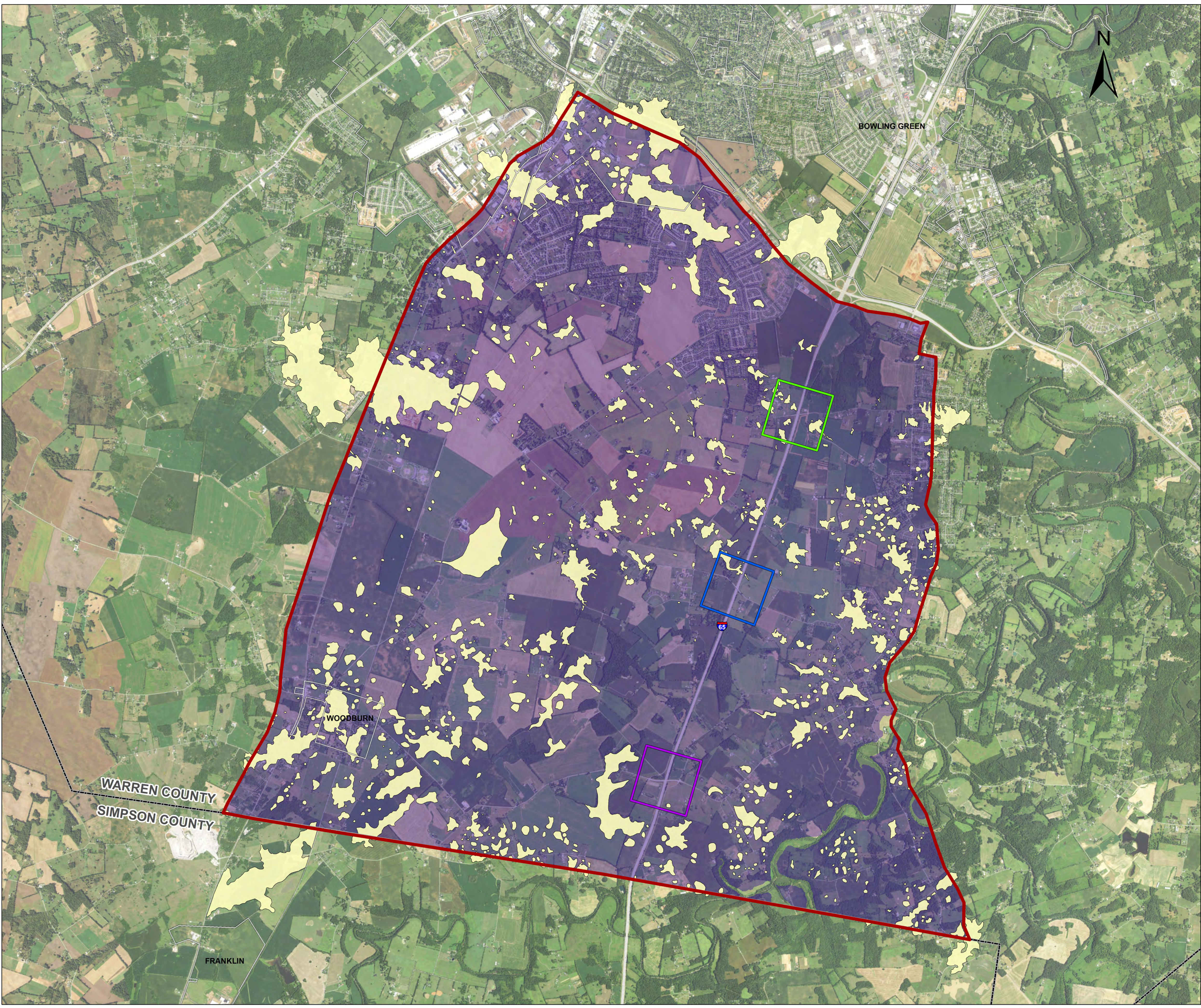
APPENDIX E
WATERWELLS AND SPRINGS OVERVIEW

0 1 2 Miles

Michael Baker
INTERNATIONAL

Date: 5/19/2020

Appendix F Karst Potential and Sinkholes



Legend - Source

- Study Area Limits
- Incorporated Area
- Identified Sinkholes - Kentucky Geological Survey

Study Area Target Interchanges

- Carter Sims Road
- KY 242
- KY 240
- Karst Potential Very High - Kentucky Geological Survey

Data Clipped at Study Area Limits

Notes:

Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2019.
Kentucky Geological Survey

Coordinate System: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

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New Interchange Feasibility Study
Warren Co., Kentucky**

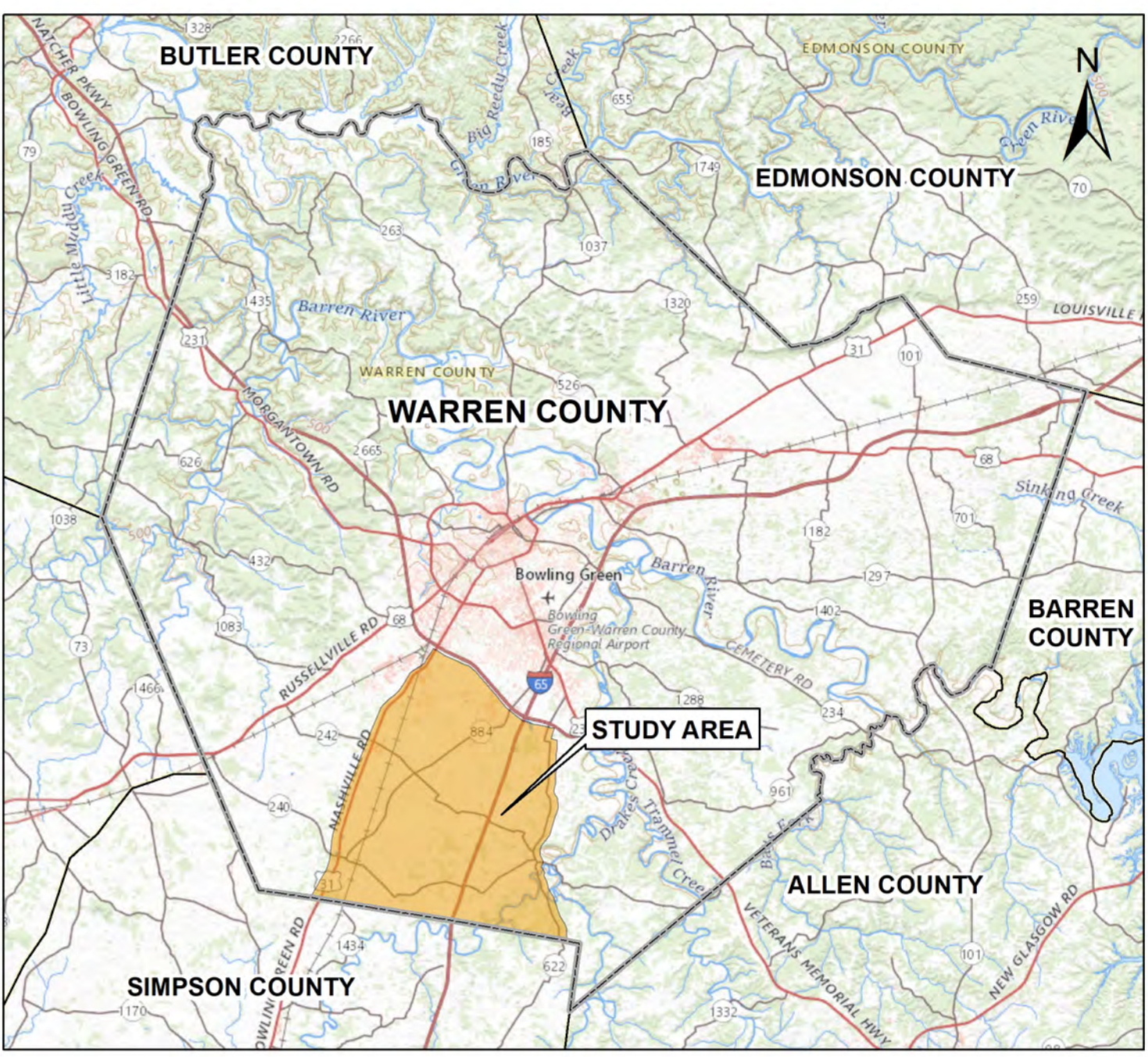
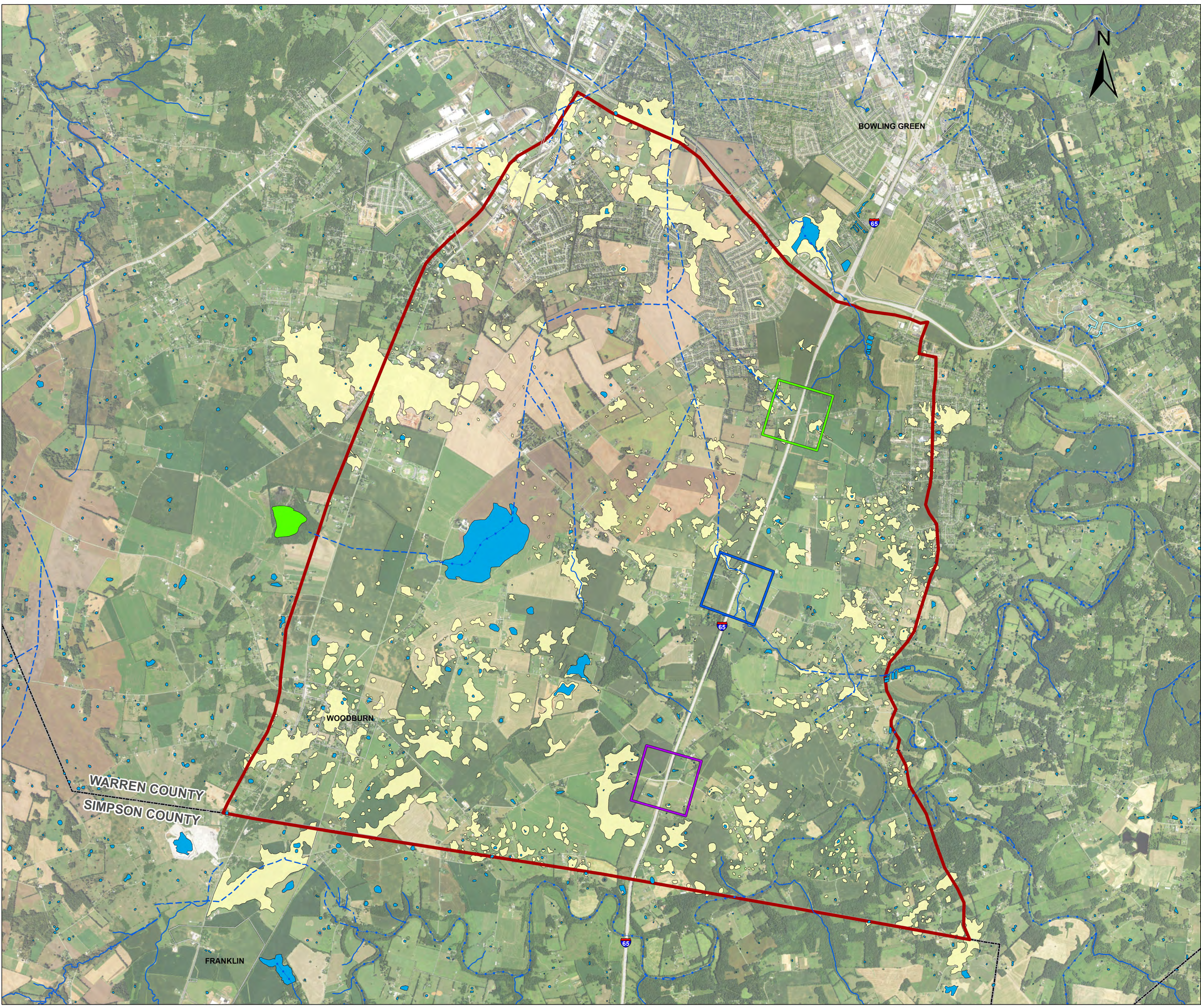
**APPENDIX F
KARST POTENTIAL and SINKHOLES**

0 1 2 Miles

**Michael Baker
INTERNATIONAL**

Date: 5/20/2020

Appendix G Lakes Streams and Ponds Overview



Legend - Source

- Study Area Limits
- Incorporated Area
- Identified Sinkholes - Kentucky Geological Survey

Study Area Target Interchanges

- Carter Sims Road
- KY 242
- KY 240

Data Clipped at Study Area Limits

NHD Resource - USGS

- Lake - Pond
- Swamp Marsh
- + + + Artificial Path
- — — Pipeline
- — — Stream - River
- - - Underground Conduit

Notes:

Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2019.

Coordinate System: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

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New Interchange Feasibility Study
Warren Co., Kentucky

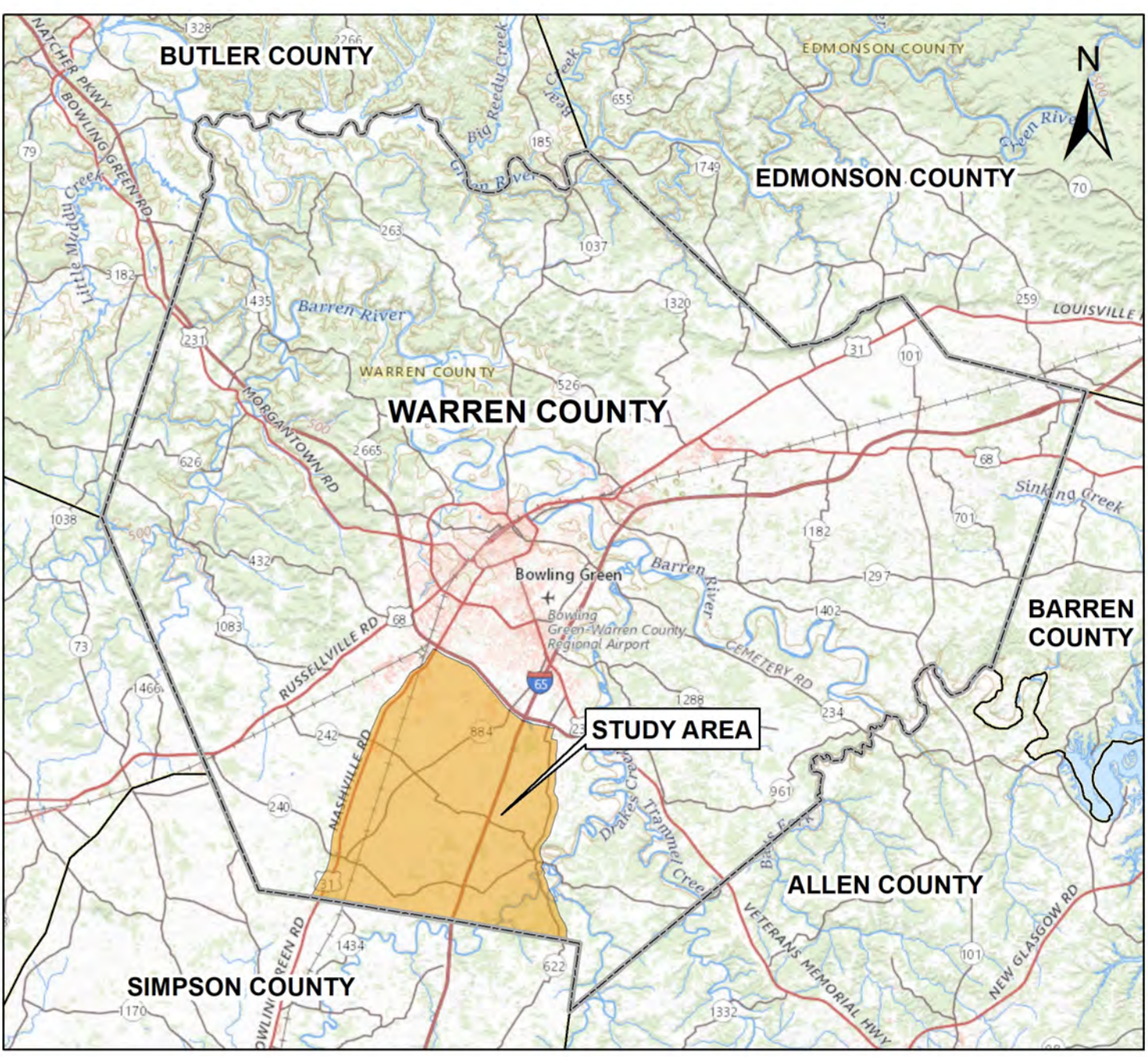
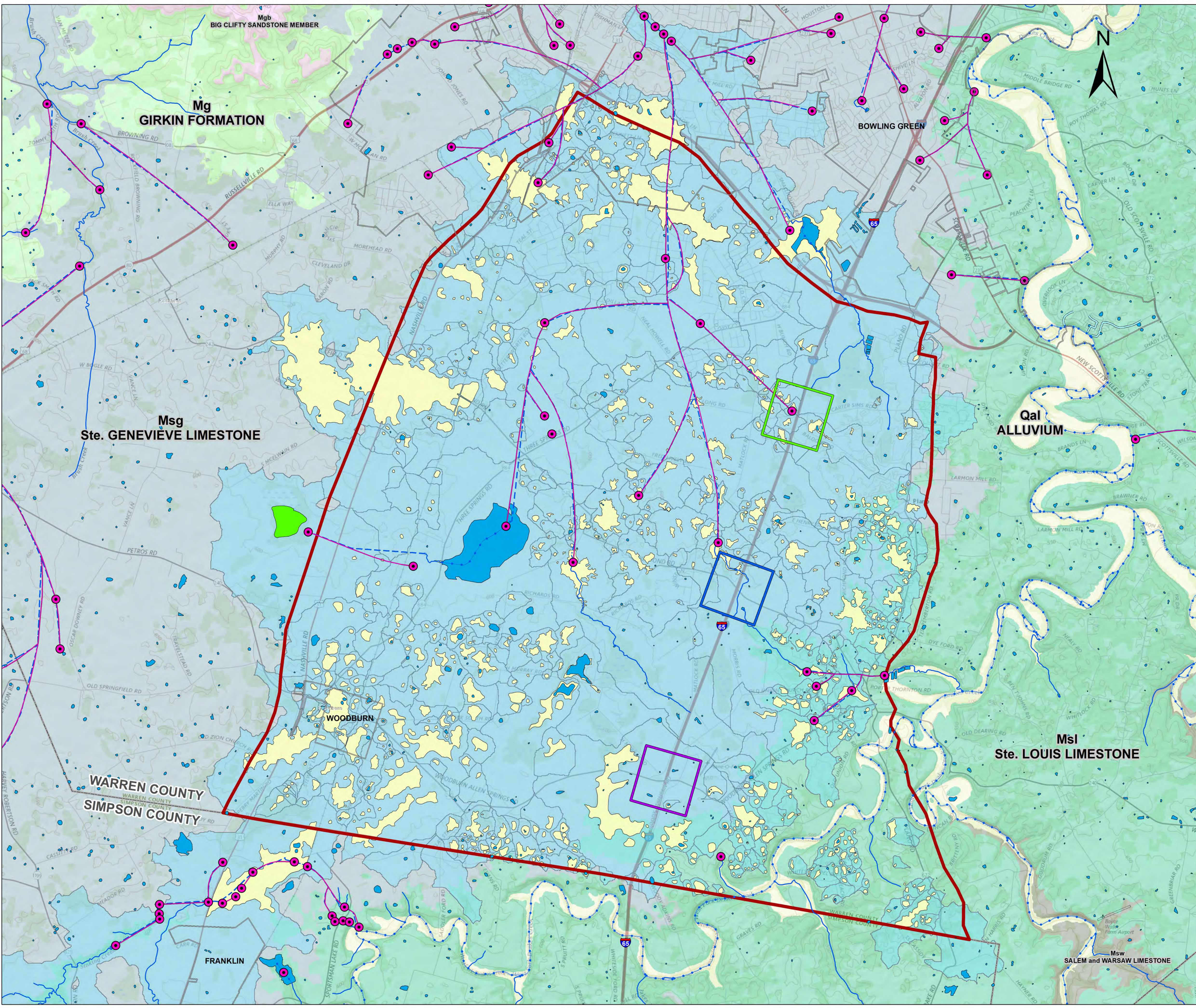
APPENDIX G
STREAMS - LAKES - PONDS OVERVIEW

0 1 2 Miles

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INTERNATIONAL

Date: 5/20/2020

Appendix H
Generalized Geologic Map



Legend - Source

- Incorporated Area
- Study Area Limits
- Identified Sinkholes - Kentucky Geological Survey
- Sinkhole Drainage Areas - Kentucky Geologic Survey
- Dye Trace Input and Recovery Points
- Inferred or Mapped Groundwater Flow Routes

Study Area Target Interchanges

- Carter Sims Road
- KY 242
- KY 240

NHD Resource - USGS

- Artificial Path
- Pipeline
- Stream - River
- Underground Conduit
- Lake - Pond
- Swamp Marsh

Notes:
Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community
USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2019.
Kentucky Geological Survey

Coordinate System: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

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Warren Co., Kentucky

APPENDIX H
GENERALIZED GEOLOGIC MAP

0 1 2 Miles

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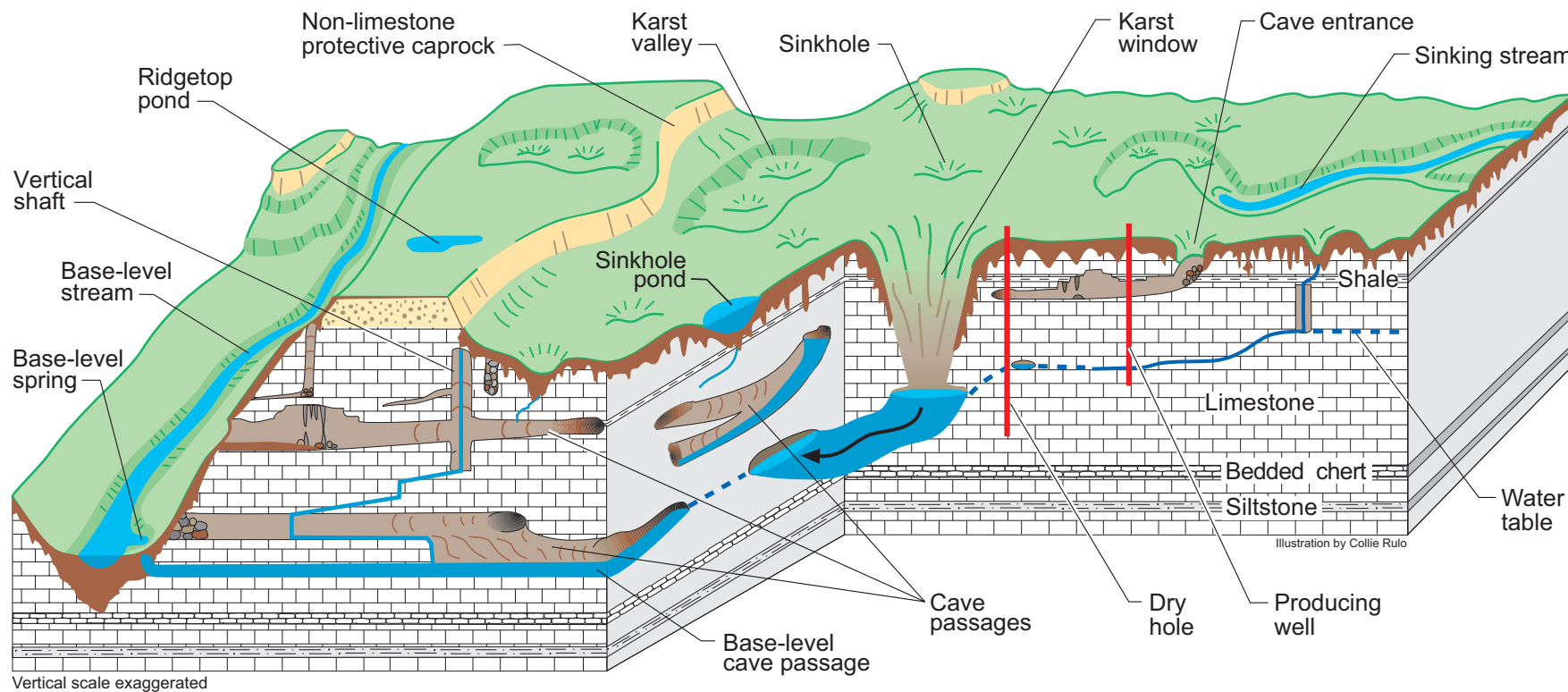
Date: 5/19/2020

Appendix I
KGS Generalized Geologic Map for Land-Use Planning:
Warren County, Kentucky

Appendix J
KGS Generalized Block Diagram
of
Western Pennyroyal Karst.

Generalized Block Diagram of the Western Pennyroyal Karst

James C. Currens



Western Pennyroyal karst:

Karst occurs where limestone or other soluble bedrock is near the earth's surface, and fractures in the rock become enlarged when the rock dissolves. Sinkholes and sinking streams are two surface features that indicate karst development. In karst areas most rainfall sinks underground, resulting in fewer streams flowing on the surface than in non-karst settings. Instead of flowing on the surface, the water flows underground through caves, sometimes reemerging at karst windows, then sinks again to eventually discharge at a base-level spring along a major stream or at the top of an impermeable strata. The development of karst features is influenced by the type of soluble rock and how it has been broken or folded by geologic forces. There are four major karst regions in Kentucky: the Inner Bluegrass, Western Pennyroyal, Eastern Pennyroyal, and Pine Mountain. This diagram depicts the Western Pennyroyal karst.

Many of the conditions needed for long cave systems occur in the Western Pennyroyal. These include a thick block of pure limestone, a high rainfall rate, higher elevation areas draining toward a major stream, rocks dipping toward the stream, and large areas of the limestone protected from erosion at the surface by overlying insoluble rocks. In the Mammoth Cave area, all of these conditions are found together, which resulted in Mammoth Cave, the longest known cave system in the world at 350 miles! As erosion on the surface continues over geologic time, the major stream draining a karst terrane cuts its channel deeper. In response, deeper conduits increase their flow to the major stream and new springs develop at lower elevations along the stream's banks. Older, higher flow routes are left as dry cave passages, some of which become sediment filled. To produce significant amounts of water, wells drilled into karst aquifers must intersect a set of enlarged fractures, a dissolution conduit, or a cave passage with an underground stream.

Historic Architectural Overview

The objective of this historic architectural overview is to locate and document historic-age (50 years) above-ground properties (buildings, structures, districts, and objects) that may be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. Due to the limitations of this study and the vast number of resources within the Study Area, historical significance under Criteria A, B, and D was not evaluated.

Literature Review/ Previous Investigations

On May 1, 2020, an architectural historian from Michael Baker International, Inc. (Michael Baker) submitted a Project Review Form and online request for GIS/PDF report of previously identified above-ground, historic-age properties to the Kentucky Heritage Council (KHC). On May 7, 2020, KHC returned the results of the file search request including a PDF and shapefiles.

The search results listed **233** previously identified above-ground properties within the study area, including 112 coded properties (see **Appendix 3, Attachment A, Table 1**) and 121 inventoried properties (see **Appendix 3, Attachment A, Table 2**). Coded properties are those that were part of an informal survey effort (often decades old) and do not have a corresponding site form. *Official site numbers will need to be requested for these resources during future phases of the historic properties survey effort.* In 14 instances, a coded resource was also given an official site number, in which case a single property was counted twice (duplicate resources are listed in **Appendix 3, Attachment A, Table 3**). In sum, there is a total of 219 previously identified above-ground properties within the study area.

- **112 Coded Properties +**
- **121 Inventoried Properties**
- = **233** Previously identified properties points (as per KHC file search)
- = **219 TOTAL** (less duplicate resources)

Cemeteries: Ten cemeteries were identified within the previous survey results, several of which are associated with nearby churches, some are family plots on private properties, and at least one has been relocated. The previously identified cemeteries are listed in **Appendix 3, Attachment A, Table 4**.

- **10 Cemeteries**

National Register Listed and Eligible Properties: The survey results indicated the presence of four NRHP-listed properties and one (1) NRHP-eligible property. Based on aerial photographs, it seems likely that at least one of the NRHP-listed properties has been demolished (WA 115, William P. Neale House). This assumption should be confirmed in the field. NRHP-listed and eligible properties are listed in **Appendix 3, Attachment A, Table 5**.

- **3 Extant NRHP-Listed Properties**
- **1 Demolished NRHP-Listed Property**
- **1 NRHP-Eligible Property**

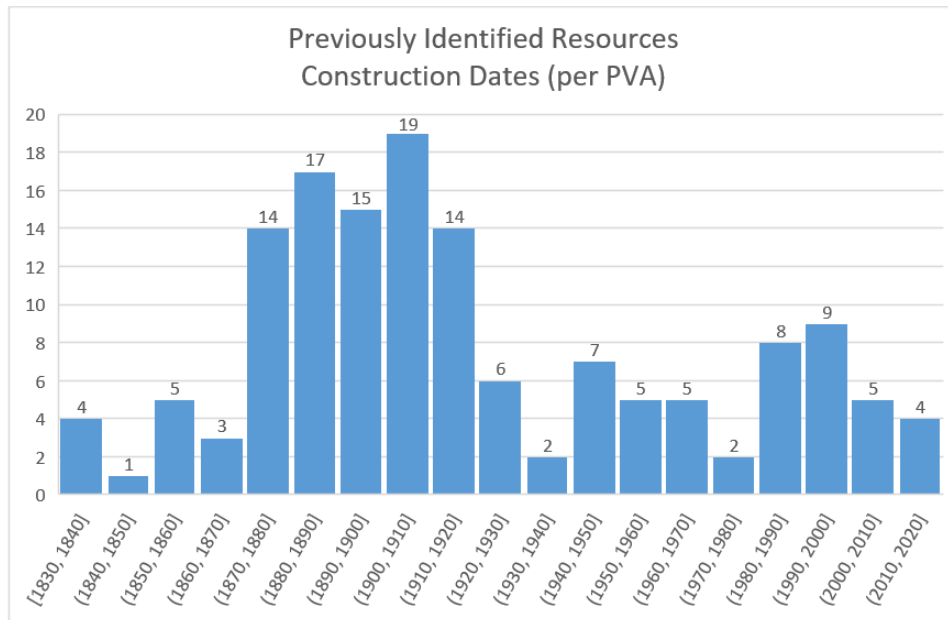
Demolished Properties: For each of the previously identified above-ground properties, the project architectural historian used assessment records provided through the Warren County, Kentucky, Property Valuation Administrator (PVA) (<http://www.warrencountyky.gov/pva>) to supplement existing survey information in terms of address, year of construction (if applicable), and photographs. In addition, the architectural historian referenced current and past aerial photographs and Google Street View images to affirm the status of each of the properties where possible. Photographs of each of the previously identified above-ground properties (as available) are provided in **Appendix 3, Attachment B**. As a result of this effort, previously identified above-ground properties that are no longer extant were notated as such and a documentary screenshot was captured, where available. 44 previously identified above-ground properties within the study area have been demolished since the time of initial survey (see **Appendix 3, Attachment A, Table 6** for demolished properties).

- **44 Demolished Properties**

Modern Properties: Within the previously identified survey results from KHC, several of the buildings appear to be modern (constructed after 1970). It is possible the original surveyors documented resources despite their age, or more likely, the historic-age building was demolished and replaced with a new building. In some instances, the construction date on the PVA assessment is wrong, and the building is, in fact, historic age. Approximately 28 previously identified above-ground properties fall into this category. These are notated in **Appendix 3, Attachment A, Tables 1 and 2**, and demarked through a recent date in the “Year on Assessment” column.

- **28 Modern Properties**

The previously identified above-ground properties were constructed between 1830 and 2016 (as per assessment records). As mentioned above, approximately 28 of these were built after 1970. The majority of the previously identified above-ground properties were constructed between 1870 and 1920, indicating that early survey efforts did not focus on Mid-Century buildings. It is also worth noting that the PVA assessment data does not provide accurate construction dates for all buildings. Many dates provided are likely estimated dates of construction.



Newly Identified Above-Ground Properties

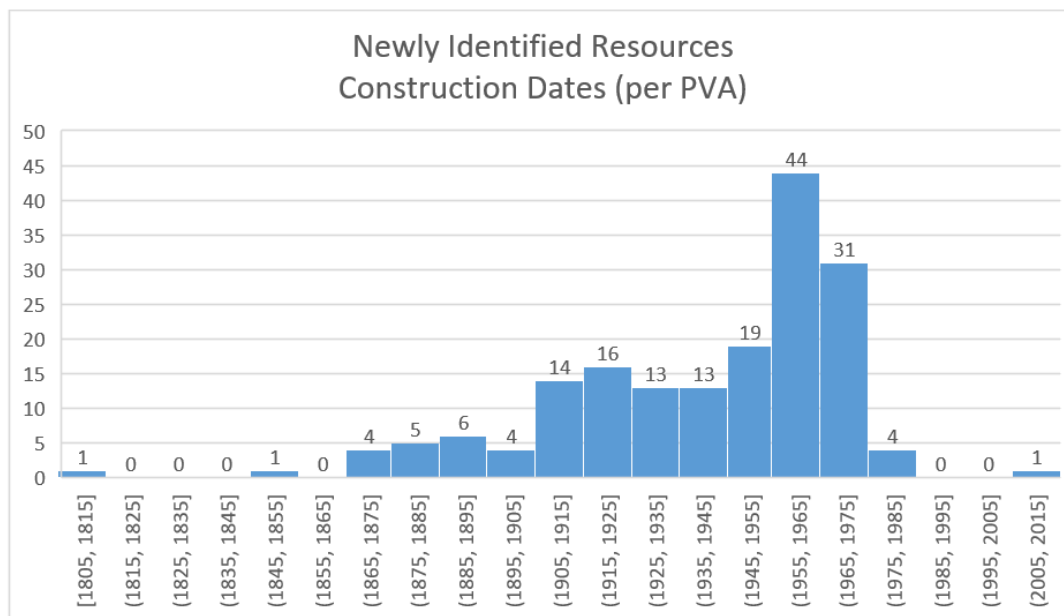
The objective of this project is to locate and document above-ground properties (buildings, structures, districts, and objects) that are 50 years old or older in the study area that may be eligible for listing in the NRHP under Criterion C. The following text summarizes the newly identified above-ground properties within the study area.

Methodology: The architectural historian utilized historic United States Geological Survey (USGS) topographic quadrangles overlaid with current aerial photographs to pinpoint buildings that likely meet the 50-year age threshold. In addition, assessment records provided through the Warren County, Kentucky PVA provided estimated construction dates for most of the buildings in the study area. A combination of these sources, coupled with historic aerial photography when needed, provided the basis for determining locations (and approximate ages) of historic-age, above-ground properties.

Newly Identified Above-Ground Properties: The desktop survey resulted in the identification of 224 additional above-ground properties within the study area (**Appendix 3, Attachment A, Table 7**). Photographs of each resource are provided in **Appendix 3, Attachment C**. These properties are primarily residential (161, or 72 percent), followed by those zoned as “Farms” (41, or 18 percent). Of course, many of the farms also have residences, so this number is somewhat misleading. The study area contains two newly identified religious properties (churches) and 14 cemeteries (**Appendix 3, Attachment A, Table 8**). While the cemeteries appear on the USGS topographic quadrangle maps, some were difficult to see on an aerial photograph. Therefore, all the cemetery locations should be field checked to confirm their existence.

The newly identified above-ground resources within the study area were constructed between 1805 and 2011 (as per assessment records). Six identified resources with post-1970 assessment dates appear to

have historic-age buildings, and were therefore included in this overview. Similarly, the 1805 date may be an outlier. Newly identified cemeteries were not assigned dates.



Summary and Recommendations

This desktop survey and overview report identified 219 previously identified above-ground properties and 224 newly identified above-ground properties totaling 443 above-ground properties. This includes 24 cemeteries. Based on preliminary review of photographs and probable construction dates, an intensive-level survey is not necessary for most of the properties. This includes any properties that have been demolished, any properties that are not 50-years of age (modern), any properties that do not appear to meet Criterion C of the NRHP, and/or those that do not retain sufficient historic integrity.

The following properties have the potential for NRHP-eligibility under Criterion C (or are already NRHP-listed). Therefore, an intensive-level survey is recommended for any of the following resources that may be affected by project activities.

- 1) **NRHP-Listed Properties (4)** -- Resurvey and document existing conditions, including any demolitions.
- 2) **NRHP-Eligible Properties (1)** -- Survey and evaluate NRHP criteria for eligibility, as resource was previously determined NRHP eligible.
- 3) **Cemeteries (24)** – Locate and document cemeteries according to KHC guidelines and survey requirements.
- 4) **Bridges (1)** – Locate and document historic bridges according to KHC guidelines and survey requirements. Only one bridge has been identified within the study area thus far (WAB 1047).

- 5) **Resources with Criterion C Potential (21)** – Conduct intensive-level survey where property is potentially affected by the proposed undertaking. See **Appendix 3, Attachment A, Table 9** for a list of these properties, and **Appendix 3, Attachment D** for an informative summary of each property.
- 6) **Potential Historic Districts (1)** – if the Woodburn community has the potential to be affected under any of the project alternatives, it should be evaluated for its historic district potential.
- 7) **No Photo Resources** – Any historic-age above-ground properties that have not been photographed should be visually inspected in the field, where they have the potential for effect under any of the project alternatives.

Potential Interchange Locations: Within the potential interchange locations, there are five previously identified historic resources, three newly identified historic-age resources, and one cemetery. The three newly identified historic resources are recommended for no further study (ID #s 061, 063, and 140). The newly identified cemetery (ID #062) should be surveyed prior to any construction activities. Of the previously identified resources, two are demolished (11400070 and 11400290), one is recommended for no further study (11400261), and two warrant additional study. **The following two resources *may* be eligible for listing in the NRHP: (11400278, 5037 Richpond Road and WA 107, the Jesse R. Kirby House).**

Summary:

- 112 Previously Identified (Coded Properties)
- 121 Previously Identified (KHC Inventoried Properties)
- 10 Previously Identified (Cemeteries)
- 4 Previously Identified (NRHP-Listed Properties)
- 1 Previously Identified (NRHP-Eligible Properties)
- 44 Previously Identified (Demolished Properties)
- 28 Previously Identified (Modern Properties)
- 224 Newly Identified (Total)
- 14 Newly Identified (Cemeteries Only)
- 21 Properties that Warrant Additional Research