

The Old Frankfort Pike Historic and Scenic Byway Corridor Management Plan



Prepared for:
The Lexington-Frankfort Scenic Corridor, Inc.

Prepared by:
Amos Consulting Group, LLC

The Federal Highway Administration, National Scenic Byway Program awarded funding to the Lexington-Frankfort Scenic Corridor (a not-for-profit 501(c)(3) corporation) to develop this Corridor Management Plan (CMP) for Old Frankfort Pike (KY 1681) between Lexington and Frankfort, KY. Funding for the project is 80% federal with local matching funds of 20% provided by the Lexington-Frankfort Scenic Corridor, Inc.

Advisory Committee

Thank you to the Advisory Committee members who attend meetings, contributed ideas, information, insight and assistance throughout the planning process:

Don Ball (co-chair)
Henry Alexander (co-chair)
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Stakeholders

Thank you to the individuals and organizations who participated in public meetings, provided spatial and planning data, met with project personnel in offices and in the field, and contributed to the project's success with their time, talents and expertise.

Old Frankfort Pike property owners and businesses
Kentucky Transportation Cabinet
Kentucky Department of Highways District 5, District 7
Lexington-Fayette Urban County Government: Offices of
Historic Preservation and Planning
Woodford County Fiscal Court: Planning and Zoning
Franklin County Fiscal Court: Planning and Zoning
Town of Midway
Kentucky Heritage Council
Bluegrass Conservancy
Fayette Alliance
Bluegrass ADD
Midway College (A special thank you for exceptional hospitality and assistance with the project Open House meetings.)

July, 2013

This is the FINAL Corridor Management Plan for Old Frankfort Pike. The project DRAFT report was submitted to all Advisory Committee members and identified Stakeholders in June, 2013 for review and comment. Following the review period, meetings were held with members of both groups to approve this FINAL report, including endorsement of Future Projects. This CMP was prepared for the Lexington-Frankfort Scenic Corridor, Inc. by:

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For additional and updated information concerning the Old Frankfort Pike Scenic Byway, please visit: www.oldfrankfortpike.org. A pdf file of this report is available for download at the site.

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1.0 INTRODUCTION

The Old Frankfort Pike Historic and Scenic Byway Corridor Management Plan is prepared in accordance with Paragraph 9 of Federal Register / Volume 60, Number 96 / Thursday, May 18, 1995 (referred to as the Interim Policy). This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. This Corridor Management Plan is the initial undertaking to consider nominating Old Frankfort Pike (SR 1681) as a National Scenic Byway. Following are the fourteen federal requirements and the corresponding sections that address those items.

The Interim Policy concerning Corridor Management Plan preparation states:

- a. A corridor management plan, developed with community involvement, must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for designation as a National Scenic Byway or an All-American Road. The corridor management plan must include at least the following:

(1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.	Chapter 1, INTRODUCTION and map Figures 1-9
<hr/>	
(2) An assessment of such intrinsic qualities and of their context.	Chapter 2, CONTEXT: The Old Frankfort Pike Story, Chapter 4, INTRINSIC QUALITIES of Old Frankfort Pike
<hr/>	
(3) A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for traveler' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.	Chapter 3, ORGANIZATION and DIRECTION. Chapter 5, LAND USE: Preservation and Conservation protection Strategies (including local, state and private protection strategies including zoning regulations, easement, etc.
<hr/>	
(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.	Chapter 5: LAND USE: Preservation and Conservation Protection Strategies Chapter 8: LEADERSHIP and PARTNERING for Byway Success

<p>(5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.</p>	<p>Chapter 5: LAND USE: Preservation and Conservation Protection Strategies Chapter 8: LEADERSHIP and PARTNERING for Byway Success</p>
<p>(6) A plan to assure on-going public participation in the implementation of corridor management objectives.</p>	<p>Chapter 8: LEADERSHIP and PARTNERING</p>
<p>(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.</p>	<p>Chapter 6: ROADWAY CONDITIONS and TRANSPORTATION SAFETY</p>
<p>(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.</p>	<p>Chapter 8: LEADERSHIP and PARTNERING Chapter 9: FUTURE PROJECTS</p>
<p>(9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.</p>	<p>Chapter 6.6: Traffic and Roadway Signing and Advertising Chapter 7: THE VISITOR EXPERIENCE Chapter 9: FUTURE PROJECTS</p>
<p>(10) A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.</p>	<p>Chapter 6.6: Traffic and Roadway Signing and Advertising</p>
<p>(11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.</p>	<p>Chapter 9.0: FUTURE PROJECTS</p>
<p>(12) A narrative describing how the National Scenic Byway will be positioned for marketing.</p>	<p>Chapter 8.3: Tourism Partners Chapter 9: FUTURE PROJECTS</p>

(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may have an effect on the intrinsic qualities of the byway corridor.

Chapter 6: ROADWAY
CONDITIONS and
TRANSPORTATION SAFETY
Chapter 9: FUTURE
PROJECTS

(14) A description of plans to interpret the significant resources of the scenic byway.

Chapter 7: THE VISITOR
EXPERIENCE
Chapter 9: FUTURE
PROJECTS

1.1 National Scenic Byways

Under the National Scenic Byways Program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their intrinsic qualities. The Federal Highway Administration promotes the collection as America's Byways®.

There are many benefits in designation as one of America's Byways®, both in enhancing communities and improving local economies. The recognition of the importance of a byway's intrinsic qualities by the U.S. Secretary of Transportation can lend support to protect and preserve a byway's resources. In addition, the America's Byways® collection is marketed to national and international travelers, and use of the brand and logo can enhance the marketability of a byway. Recognition can also serve to strengthen community pride, involvement, and support of a byway.

To be designated as a National Scenic Byway, a road or highway must significantly meet at least one of the six scenic byways intrinsic qualities discussed below. The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region. The six intrinsic qualities are: scenic, natural, historic, cultural, archaeological and recreational.

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape--landform, water, vegetation, and manmade development--contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

Natural Quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife.

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

Archeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

Recreational Quality involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

While the Old Frankfort Pike Historic and Scenic Byway corridor possesses significant scenic, historic and cultural qualities, the byway story is best told through the Historical resources of the corridor. Scenic and Natural qualities intertwine with the corridor's history and contribute greatly to the story and appearance of the byway corridor. Cultural and recreational qualities also contribute to the byway experience.

1.2 Why Pursue National Scenic Byway Designation?

For many, the term "National Scenic Byway" conjures the image of a singular road that conveys travelers through a distinctive American landscape with a story to tell. Old Frankfort Pike, one of the first established roads in settlement era Kentucky (then part of Virginia) connected the region's largest town, Lexington to Frankfort, the eventual state capitol on the Kentucky River. The road passed through the distinctive Bluegrass landscape; a unique area of woodland savannas, cane breaks and articulated karst topography. Since that time, the distinctive landscape has transformed from an unsettled wilderness to a densely populated and developed region radiating outward from the hub at Lexington. Yet, along Old Frankfort Pike, beginning at the west edge of Lexington's Urban Service Area Boundary, zoning draws the limit of development. West of this line, the road, the landscape, the land-use patterns, and the built environment exist much as they have for decades. This abruptly different scene announces the beginning of the Old Frankfort Pike story. Or, if you are heading east into Lexington from the Pike, it is the last view remaining of a landscape once typical but increasingly less apparent throughout the region.

1.3 National Scenic Byway Designation and the CMP Purpose

National Scenic Byway designation is pursued for a variety of reasons including:

- increased funding opportunities for improvement and other road-related projects and activities;
- economic development along and adjacent to the byway area,
- increased appreciation for the corridor and its intrinsic qualities, and
- a planning and conservation strategy in areas pressured by development.

Regardless of the motive(s) for pursuing NSB status, all supporters agree that the national recognition and increased awareness that designation brings supports goals and strategies articulated in the Corridor Management Plan.

1.4 What NSB designation is not and does not do

Many project participants raised important questions concerning the implications of NSB designation and implementation of the Corridor Management Plan, especially in regards to property rights, agricultural operations, and personal privacy. So, at the project outset, the following clarifications were made. This National Scenic Byway Corridor Management Plan....

- Is not a land use regulation plan
- Is not a FHWA or KYTC plan
- Is not a highway design or construction project
- Does not require physical changes to the existing byway
- Does not restrict any private property rights
- Does not regulate view sheds
- Does not permit the State or Federal government to regulate land use outside the road right-of-way
- Does not supersede State or local land use and transportation plans and requirements
- Does not mandate new taxes

1.5 Definition of the Corridor

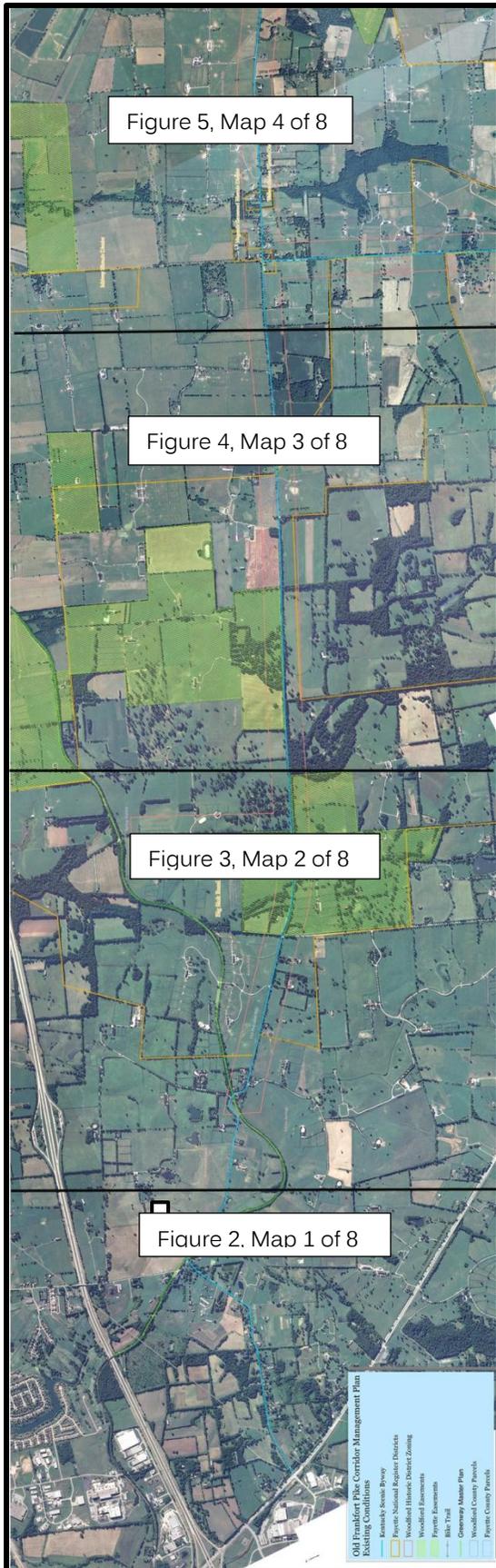
The Old Frankfort Pike Corridor is identified as:

- The actual roadway width and right of way,
- the view from the road to the visible landscapes that relate to and help tell the byway story,
- places to visit along the road that relate to identified byway themes,
- places of interest that, while not directly on the Old Frankfort Pike, are associated with and contribute to the byway story in important ways.

The following nine (9) pages are aerial maps of the Old Frankfort Pike corridor area from the west terminus at US 60 to the east terminus at Alexandria Drive. The image following (Figure 1) the composite map divided into west (left) and east (right) sections of the road. The black division lines indicate the sections of the road corridor shown in each of the succeeding eight maps.

The eight section maps show specific detail of historic districts, zoning, roads, farm boundaries, and places of note. The entire corridor, over 17 miles long, has been mapped in ARC GIS with base data layers supplied by local government planning offices and by the Kentucky Transportation Cabinet (KYTC). Without the cooperation and assistance of these agencies, the important mapping component of this project would have not been possible.

Figure 1, Corridor Map composite



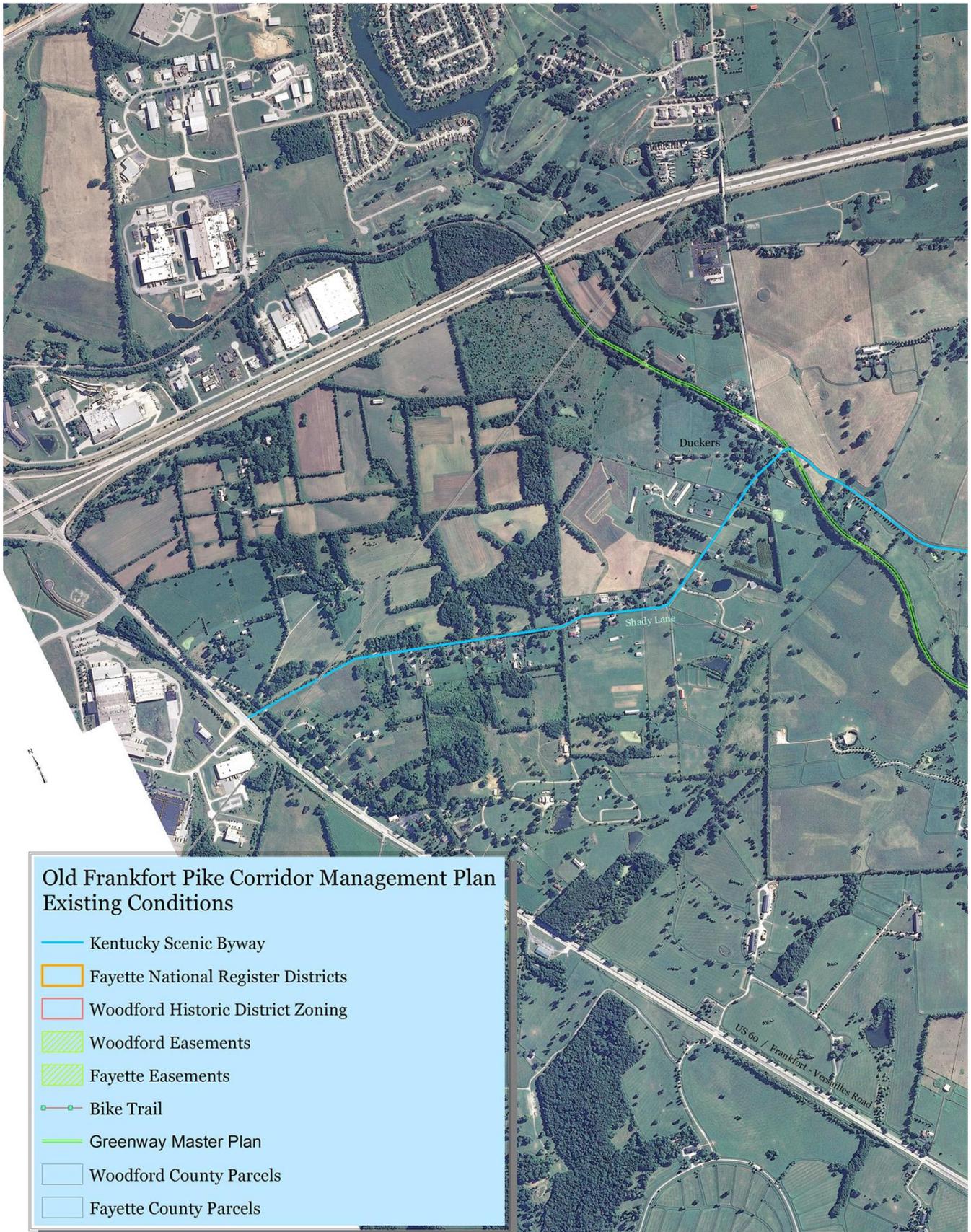
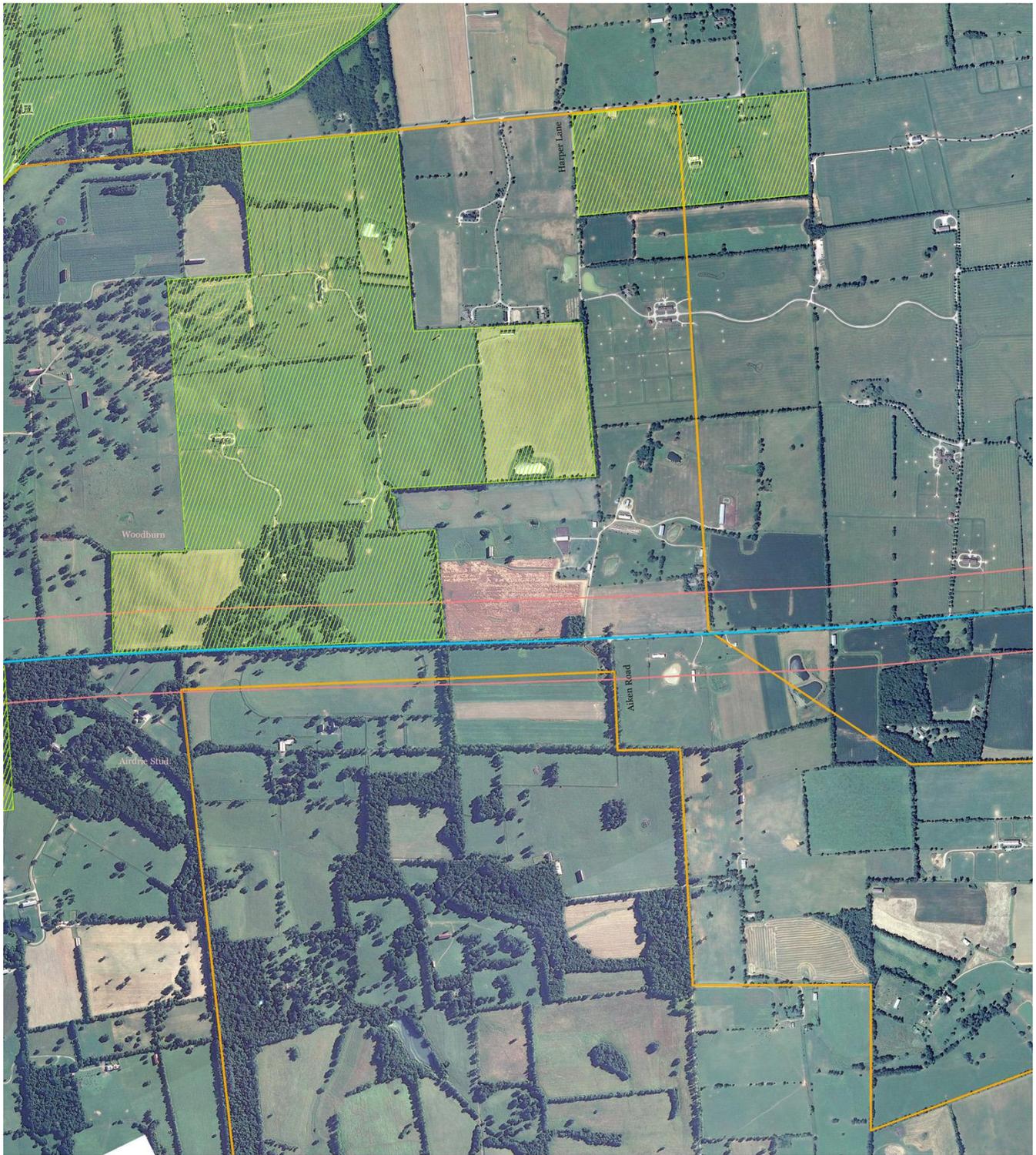


FIGURE 2. MAP 1 of 8



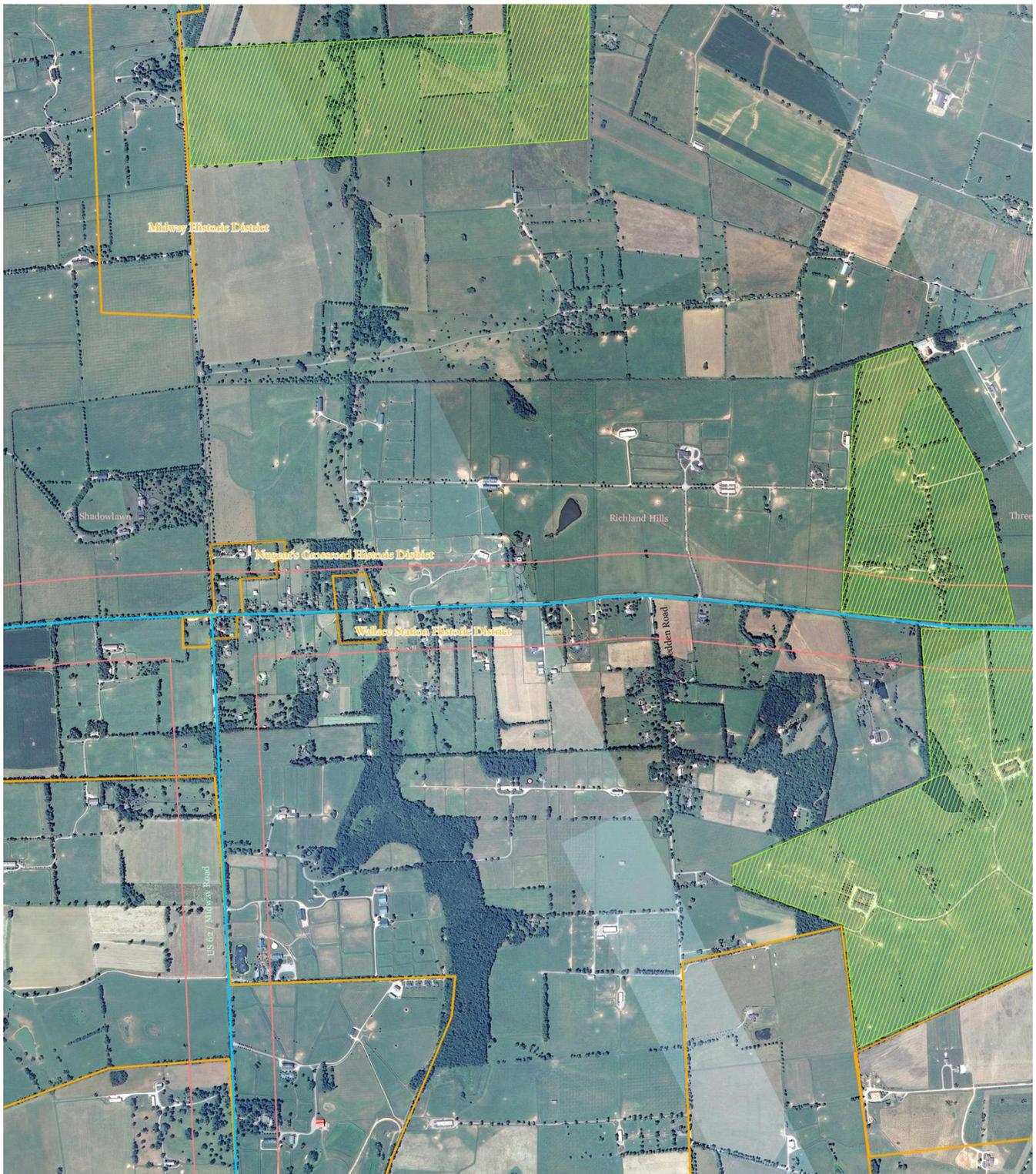
Heading east along the Pike (turquoise) toward the Big Sink Rural Historic District (orange outline), Woodford County Historic Zoning (pink), and farm land protected by conservation easements (green hatch line). At Steele Road, the beginning of the arched tree canopy and dry-laid limestone fencing begins to enclose the Pike on both sides of the road.

FIGURE 3: MAP 2 of 8



This section includes Woodburn and Airdrie Stud (both part of the original Alexander holdings.) Orange lines delineate the Big Sink Rural Historic District, Old Frankfort Pike (turquoise), Woodford Historic District overlay (pink), farms with conservation easements (green cross hatch).

FIGURE 4: MAP 3 of 8



Leaving the enclosed tree canopy area and approaching Nugent's Crossroad and Wallace Station Historic Districts (orange). US 62, Midway Road intersects Old Frankfort Pike at Nugent's Crossroad. Note the southern extent of the Midway Historic District to the north on US 62, a town considered part of the Corridor area. Farms with green hatch marks are protected with conservation easements.

FIGURE 5: MAP 4 of 8



Nearing the east boundary of Woodford County at Faywood and the crossing of Elkhorn Creek. Pink lines indicate Woodford historic zoning, orange delineates the Pisgah Rural Historic District along both sides of Old Frankfort Pike. To the east (right) of Elkhorn Creek, the Redd Road Rural Historic District joins the Pisgah Rural Historic District. The vertical turquoise line is Pisgah Pike, a Kentucky Scenic Byway.

FIGURE 6: MAP 5 of 8



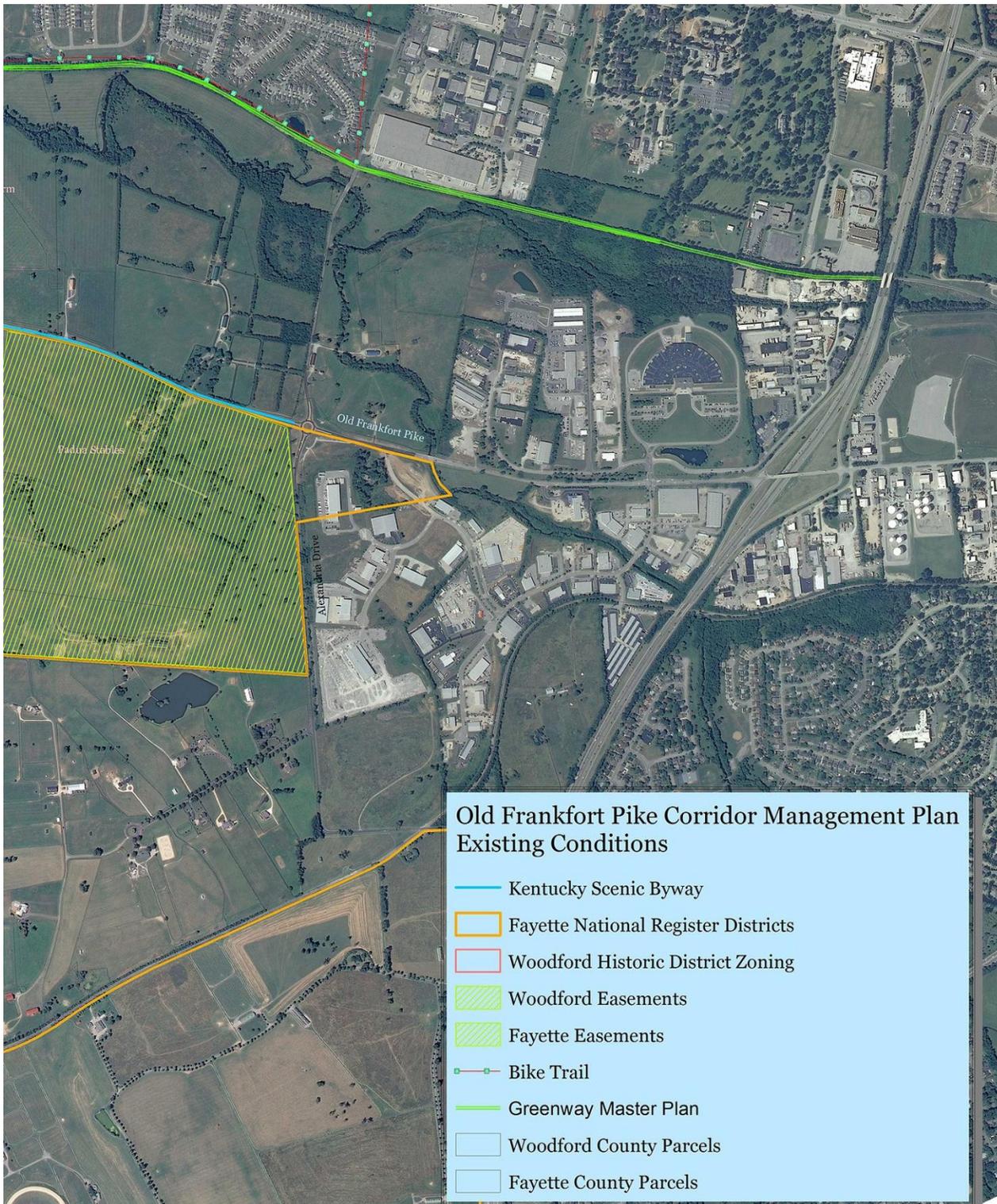
At the Woodford/Fayette County line, Redd Road Rural Historic District (orange) and additional farms with conservation easements, Note the Headley Whitney Museum (purple) on the north side of the Old Frankfort Pike (turquoise). The lower turquoise line is Van Meter Road, a Kentucky Scenic Byway.

FIGURE 7: MAP 6 of 8



The West Fayette County Rural Historic District (orange). All of E.R. Bradley's historic Idle Hour Stock Farm is now contained in four Thoroughbred farms on either side of the Pike. The oval track on the present Old Bradley Farm is where Bradley annually held the Orphan Day Races in the early 20th century.

FIGURE 8: MAP 7 of 8



The eastern terminus of the Old Frankfort Pike Historic and Scenic Byway at the recently built roundabout at the Alexandria Drive Intersection. Easement (green hatch lines) on the historic Bluegrass Heights Farm meets the edge of the Urban Service Boundary. This image displays the abrupt edge between rural and industrial/commercial/residential uses inside the USB.

FIGURE 9: MAP 8 of 8

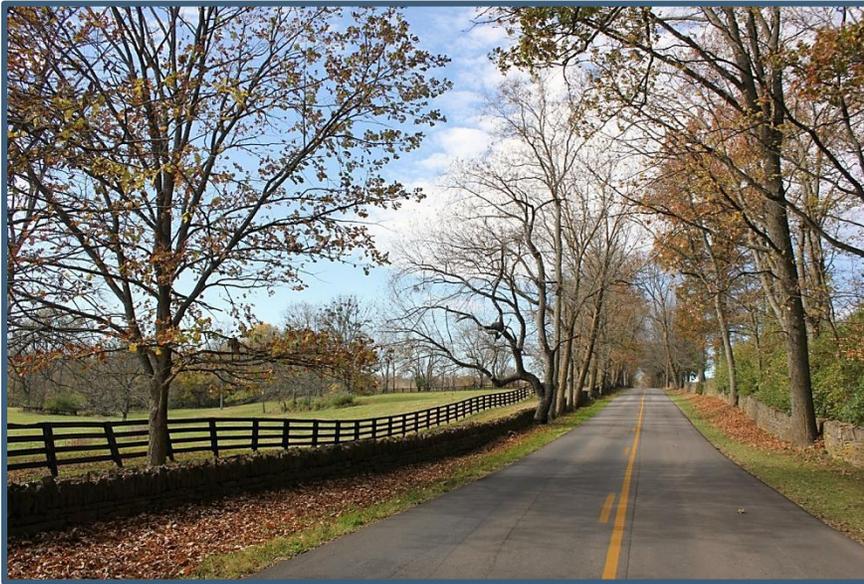


Figure 10. Driving west on Old Frankfort Pike in Woodford County in the fall. Limestone fences and walls, a canopy of hardwood trees and rolling pastures are striking characteristics of the Pike.



Figure 11. Views from the road to Thoroughbreds and farm landscapes. Shadowlawn Farm at Nugent's Crossroad.



Figure 12. The historic town of Midway, two miles north of the Pike is an integral part of the Corridor.

2.0 CONTEXT: The Old Frankfort Pike Story

Ask travelers about “the Bluegrass” and listen to descriptions of rolling green pastures and farmland, two-lane roads dappled in shade and edged by rock fences, of horses, livestock, tobacco and an agrarian way of life. Regardless of whether the narrative springs from experience or simply impression, the description will be a remarkably close image of somewhere along the 17+ mile length of Old Frankfort Pike.

Countless American roads abound with scenery, but a National Scenic Byway offers more than a unique or special view. A byway and its intrinsic resources carry the traveler through a compelling and cohesive story. In this area of the upper-south, where urban development bears daily on a vital agricultural economy and landscape, Old Frankfort Pike’s story is ever connected to the land and agrarian history.

Four distinct periods define the history of the Bluegrass Region: Exploration and Settlement (1775-1820); the Antebellum Years (1820-1865); the Industrial Age (1866-1918), and the Modern Age. This overview is organized within these historical periods.

2.1 Geology and the Land, Early Exploration and Settlement, 1775-1820

The Inner Bluegrass region of Kentucky – centered on Lexington in Fayette County- is largely a gently rolling plain of deep loam soils underlain by phosphate-rich Middle Ordovician limestone. This is Karst, and the undulating surface, combined with very fertile, well watered soils makes it one of the richest agricultural areas in the world.

The beginnings of European-American settlement into the region trace to before the Revolution, when explorers ventured across the Appalachian Mountains into then Kentucky County, Virginia. They viewed a landscape of dry and moist areas with an unusual array of vegetation including cane breaks (the only bamboo species native to North America), forests, semi-open savanna woodlands, and occasional clearings around salt licks. In 1774, men like Hancock Taylor, John Floyd and James Duncan spent months surveying huge tracts of land into parcels totaling thousands of acres each. These tracts were often Military Warrants; payment in land to those who served in the French and Indian Wars and later in the Revolution.

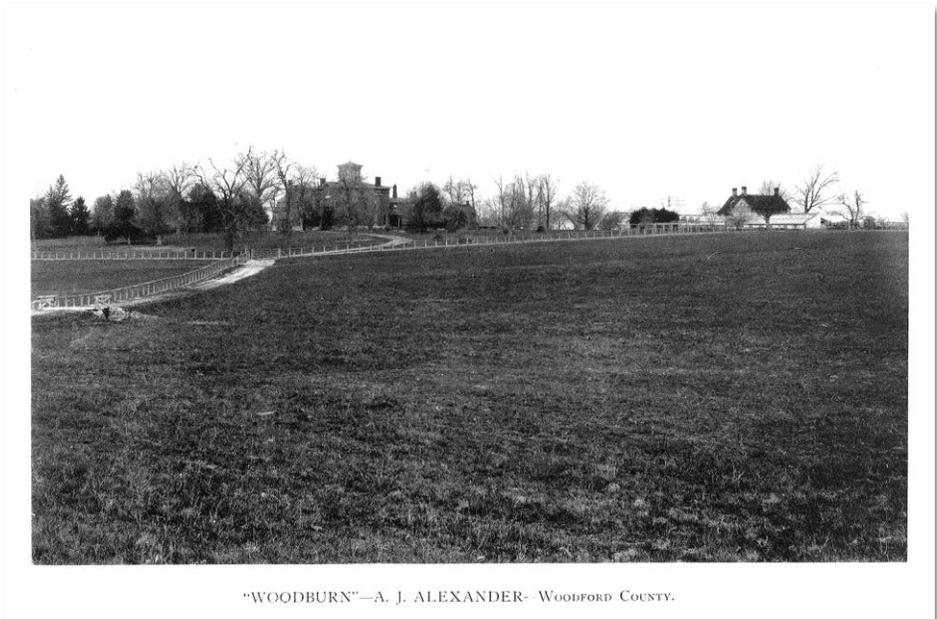
Early settlement patterns mimicked that of motherland Virginia, where the individual farmstead was established at a strategic location – usually on high ground near a prolific spring. Unlike New England, where farms radiated away from the town center, the new Kentucky landscape consisted of fairly isolated habitations, loosely linked to similar compounds in an agrarian community bound by the spirit of shared experience. A mill or church - places of regular economic and social interaction - often anchored or identified these early communities. The first indelible landscape patterns date to early settlement and include property lines that trace to land grants, transportation networks, water related manufactures, churches, and the home bases of farm complexes. While not always easily recognizable from the roadway, the persistence of these patterns is often remarkable when viewed from above.

2.2 The Antebellum Bluegrass: the Farmer’s Age, 1820-1865

May farms of the Inner Bluegrass moved quickly from subsistence agriculture into a prosperous surplus economy. For decades before the Civil War, Fayette and Woodford Counties ranked first and third in farm value statewide. In both counties, over 2/3 of all farms were from 200 to 500 acres in size. On a typical farm, most land was divided into large pastures where a variety of livestock including horses, mules, jacks, cattle, sheep and swine grazed. Dry-laid limestone

fences often defined these permanent pastures and ancient hardwood trees provided shade. Slavery was commonplace, but because Bluegrass farms were much more livestock than crop-focused, few farms held more than five or six slaves. Where this describes a “typical” Bluegrass antebellum farm, there were a few stunning exceptions.

A.J. Alexander’s “Woodburn” encompassing almost 3000 acres on both sides of Old Frankfort Pike, had several prolific springs, its own saw mill, private railroad station with depot and warehouse, grist mill, woodworking shop, brick kiln, orchards, wood lots, gardens, barns, sheds, assorted out buildings, slave quarters, and numerous houses. Dry-laid limestone walls encircled the farm perimeter and defined interior fields. In the 125 acre “Sale Woods” at the corner of Old Frankfort Pike and Spring Station Road (now Woodlake



Road), Alexander held an annual livestock sale where locals came to bid on some the finest livestock in America – those culled from his racing stables and livestock herds (Swigert 1867, Woodford County Historical Society, nd). All of Woodburn is included within in the National Register listed Big Sink Rural Historic District. *Figure 13*, above, Woodburn Farm. (University of Kentucky Special Collections).

These are the years when Alexander and his agrarian colleagues established the Bluegrass as the undisputed location of the finest horses in America, with founding sires of both the Standardbred and modern Thoroughbred breeds hailing from the “neighborhood”. Famous stallions including *Lexington*, *Asteroid* and *Norfolk* grazed in fields along the Pike. Along the corridor and close by, historic farms including Viley’s Stonewall, Buford’s Bosque Bonita, Shipp’s Sunny Slope, Camden’s Spring Hill, and Blackburn’s Equira practiced diversified farming but focused on improving the equine breeds. Few areas of the Bluegrass were as densely populated by individuals who wielded power and influence in the political and social arenas of the Commonwealth, and also greatly affected the equine industry on a national level.

2.3 The Industrial Age: Horses and Tobacco, 1866-1918

While sea changes in industry transformed the northern landscape after the Civil War, agriculture continued to dominate in the Bluegrass economy for another century. Before 1900, the swift regional embrace of light burley tobacco as a lucrative cash crop, and beginnings of farms exclusively focused on Thoroughbred and Standardbred breeding and training influenced the rural landscape.

Virgin pastures, never plowed, were increasingly broken and planted to tobacco. Specialized barns; tall, with vertical, hinged side vents and framed interior tier rails were built on literally every farm in order to hang, cure and prepare the profitable leaf for market.

Huge fortunes made in mining, industry and other ventures enabled a new individual, the “Gentlemen Farmer”, to choose the Bluegrass to showcase their wealth and indulge a love of fine livestock during America’s “Gilded Age” between 1870 and 1920. This new farm type differed from regional predecessors as it was devoted almost exclusively to the breeding, training and racing of blooded horses, both Thoroughbred (racers) and Standardbred (trotters). From the outset, these new horse farms - and their owners – were linked with the important New York race courses and horse establishments. In fact, many of these gentleman farmers originally called the Empire State home.

One extravagant example on both sides of Old Frankfort Pike in Fayette County was E. R. Bradley’s Idle Hour Stock Farm (in the West Fayette County Rural Historic District). From 1903 through the 1930s, Bradley’s Thoroughbred stables dominated the American racetrack. Between 1921 and 1933, four Kentucky Derby winners came from Idle Hour, a world record at the time. Bradley was known for his gambling, uncommon generosity and thoughtfulness. He built Idle Hour Country Club after the Lexington Country Club denied him membership (supposedly because of his gambling), hosted the “Orphan’s Day Races” at his private race track on the south side of the Pike, developed a fiber skull cap for the safety of his jockeys, and established an annual \$10,000 contribution to Kentucky orphanages. Today, Idle Hour Stock Farm has been divided into three separate Thoroughbred farms, but the historic buildings and landscapes of this remarkable enterprise remain, with many visible from the Pike.

2.4 A World Class Landscape with Deep Roots: 1920 to the present

After World War I, America appeared to be on a prosperous road. By the end of the 1920s, 26 million owned cars (with the majority of these drivers living in rural areas), 40% of households had radios, electricity reached millions of homes and new technologies continually changed the way people had lived for a very long time. In 1930, Lexington, Kentucky’s third largest city had a population of 45,000, but still, more than 75% of Kentuckians lived in rural areas. On most fronts, things appeared to be moving smoothly until October 29, 1929, when the stock market crash sent the economy into a tailspin. Kentucky’s general agricultural economy suffered but agriculture in the Bluegrass, host to an established Thoroughbred industry and home to light burley tobacco continued to prosper as the bright star in the Commonwealth’s economic galaxy.

The improvements of the specialized horse farm seen earlier persisted and increased. These distinctive farms, for the most part, were owned by those who had won wealth in other areas of business or were industry professionals such as veterinarians and trainers. The historic Bluegrass Heights Farm, developed by Dr. Horace Davis, (veterinarian) at the east end of the Byway was such a farm, Publications devoted to all things Thoroughbred including the *Thoroughbred Record* and the *Blood Horse* were established during the early years of the era and featured stories and images of farms and their owners. Jack Keene’s farm, Keeneland became Keeneland Racetrack (a National Landmark and part of the West Fayette County Rural Historic District.), and Calumet Farm, also in the District stood as an international showplace, built from the fortunes founded on baking powder.

Each of these farms features a distinctive image. Board fencing of one farm would be white and the neighboring farm would be black. But it was the painstakingly designed and built breeding sheds, foaling barns, mare barns, stallion barns, formal entrances and residences that raised these farms above others.

Today, the international Thoroughbred industry dominates the Old Frankfort Pike and greater Scenic Corridor area. A continual schedule of breeding, foaling, naming, breaking, training, racing, sales and auctions takes place along the Pike and in the greater Bluegrass, upholding the region as the “Horse Capital of the World”.

3.0 ORGANIZATION and DIRECTION

The Lexington-Frankfort Scenic Corridor, Inc. (LFSC) a not-for-profit organization established in 1988 is dedicated to the conservation, preservation and enhancement of this unique scenic and historic rural area in the heart of Kentucky's Bluegrass Region. The greater Scenic Corridor area, shown in *Figure 14*, contains portions of Fayette, Woodford and Franklin Counties and is roughly defined on the east by the Urban Service Area boundary of Lexington, on the south and west by US Highway 60 and on the north by Interstate 75.



FIGURE 14. The Lexington-Frankfort Scenic Corridor area.

Since its founding, the LFSC has supported, sponsored, and/or accomplished:

- comprehensive historic resources surveys and National Register nominations,
- the designation of outstanding area roads as Kentucky State Scenic byways,
- FHWA ISTEA-funded enhancement projects including historic easements,
- context-sensitive highway safety improvements in partnership with the Kentucky Transportation Cabinet (KYTC) including installation of the roundabout at Alexandria and Old Frankfort Pike,
- and other preservation and conservation projects in the greater Corridor area.

The LFSC Inc. is the local community partner responsible for this CMP, the Lexington-Fayette Urban County Government is the partnering local governmental agency and the KYTC is the principal supporting state agency.

The CMP's direction is overseen by the **Advisory Committee**, comprised of individuals who own property along the Pike (including farms, businesses and residences) or have some other long-established connection with the road and corridor. Oversight, goals, strategies and actions of the plan result from the meetings and deliberations of Advisory Committee members.

Stakeholders are individuals, agencies, and organizations representing local, regional and state levels of interest, invited to participate in developing the Plan.

The Public Process was an extremely important component of the CMP project. A project announcement letter was sent to every property owner of record and each business owner along or in close proximity to the Pike. An informational web page at www.oldfrankfortpike.org provided ongoing project information including monthly updates and results from public questionnaires. A public contact list of over 200 enabled direct correspondence through post and/or email of upcoming Open House events, and invited project participation. Open Houses were advertised in the *Woodford Sun* (Versailles) community calendar and both the Sun and *Lexington Herald-Leader* published articles on the project.

Public Open Houses were held at Midway College's Anne Hart Raymond Center in January and March, 2013. The January 23 Open House included a presentation describing the National Scenic Byways program and the process of the Corridor Management Plan, followed by informal break-out sessions to focus on project Statements (Vision, Mission, Goals), Identity of the Pike and Interpretation, Intrinsic Resources, and Community Partnerships.

The March 6 Open House gave a brief re-cap of the National Scenic Byways program and the Corridor Management Plan process, followed by new information and discussion on transportation and safety issues and Byway Interpretation topics.

With guidance from the Advisory Committee and input from identified stakeholders and the public consensus building process, goals and strategies were identified, refined and prioritized for this CMP to direct future activities in the corridor.

3.1 Purpose, Mission and Vision

The Advisory Committee developed a Statement of Purpose and drafted Vision, and Mission Statements to help guide the public process. While Statement of Purpose authorship resides with the Advisory Committee, the other concept statements were offered for direct editing at the public meetings, and evolved into the versions following.

Statement of Purpose

The Advisory Committee's Statement of Purpose acknowledges the special resources of Old Frankfort Pike and states a desire to investigate the potential for National Scenic Byway designation. The statement of purpose defines the reasons for and commitment to the project.

Old Frankfort Pike, a Kentucky Scenic Byway, is especially valuable as a roadway that passes through some of the most distinctive historic and scenic landscapes in the Bluegrass Region. The Lexington-Frankfort Scenic Corridor, Inc. hopes to ensure that the valuable resources, features and qualities of the Old Frankfort Pike corridor will be conserved, preserved and enhanced for future generations. We seek community involvement to investigate support of Old Frankfort Pike as a National Scenic Byway.

Vision Statement

Through discussion and input, the Advisory Committee's initial Vision statement evolved into the version following, and provides a clear, compelling, creative - and yet possible, ideal for the future Old Frankfort Pike corridor.

The Old Frankfort Pike Historic and Scenic Byway extends through an extraordinary scenic, agricultural landscape rich in history, natural beauty and culture. Many of the Thoroughbred's foundation sires trace to farms along the Pike. The Old Frankfort Pike welcomes the traveler into a rural landscape that was once typical of Kentucky's Bluegrass Region but survives today in very few places with such integrity. Here, traditional diversified agriculture and the international equine industry thrive and coexist in a unique, natural resource-based economy. Small communities add diversity, with historic patterns of scale, appearance, location and use that reinforce the corridor's rural character. The Pike and its surrounding landscape will be preserved for the use and enjoyment of future generations through broad-based community involvement that supports the conservation, protection and sustainable practices of a thriving rural agricultural area.

The mission statement establishes the Lexington Frankfort Scenic Corridor's purpose and role concerning the future of Old Frankfort Pike and surrounding area, and explains how the LFSC will pursue this future vision.

The Lexington-Frankfort Scenic Corridor, Inc. seeks to increase awareness, understanding, enjoyment and linkages of the wide variety of historic, scenic, agricultural, cultural, and natural resources along the Old Frankfort Pike and within the greater Scenic Corridor area. The LFSC will balance community and property interests and economies with the protection, conservation, and enhancement of the significant resources that are fundamental intrinsic qualities of the area.

3.2 Goals and Strategies

Goals help guide a vision into reality. Goals address point-by-point, issues that can be dealt with through policy, management, projects, or voluntary action. Goals further define a vision statement with more elaboration and outline focus and direction (FHWA, Byways.org).

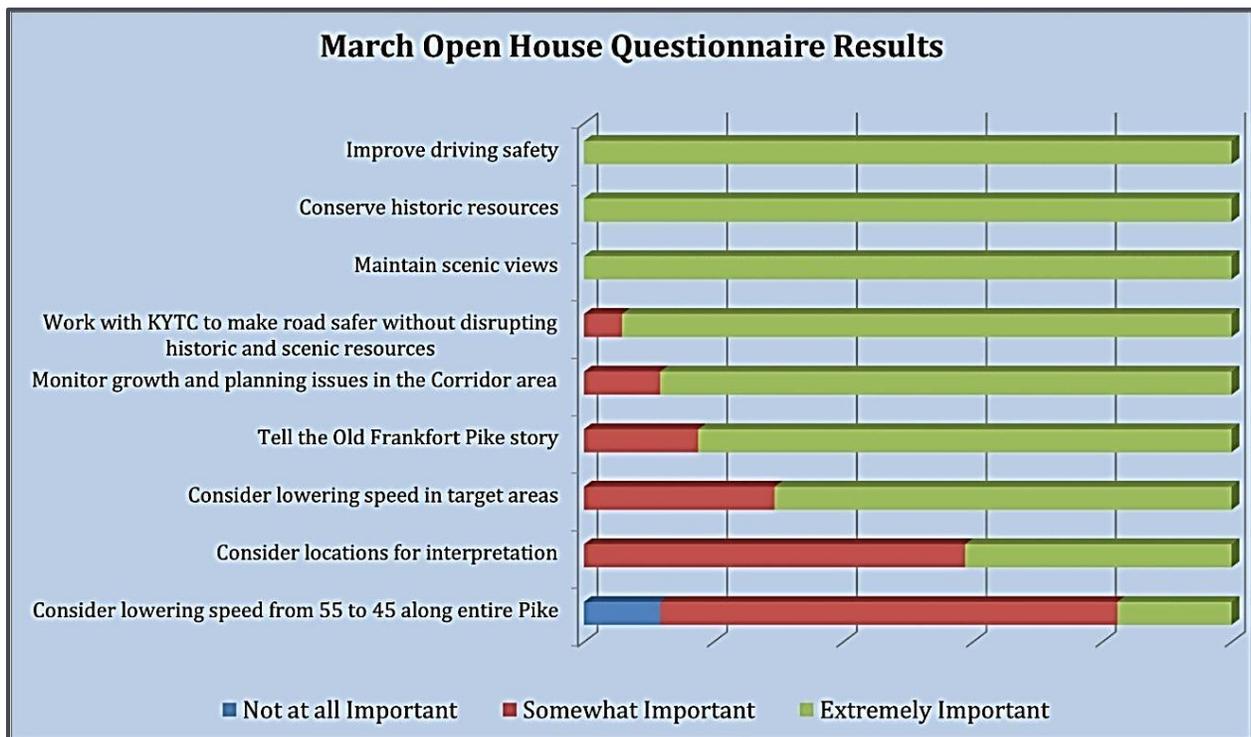
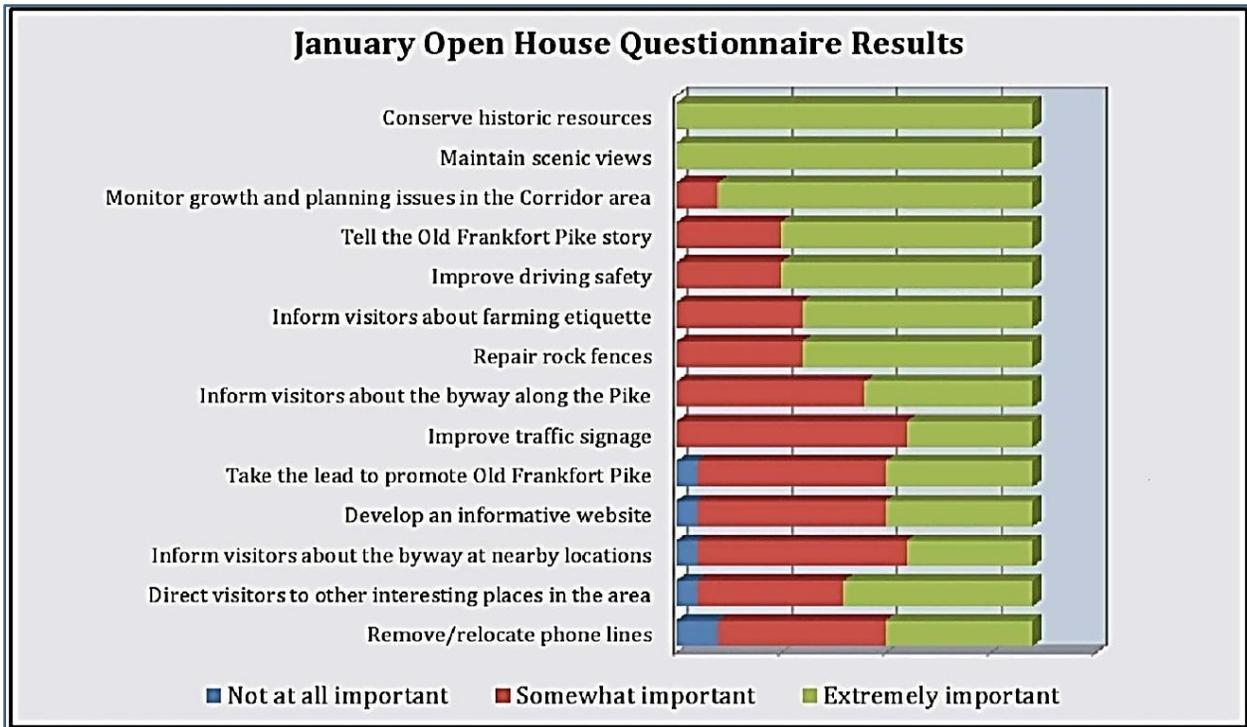
The two Open House sessions were organized to address specific goal areas identified by the Advisory Committee. In addition to opportunities to edit the Mission and Vision statements, participants at the January Open House breakout sessions gave input on the topics of Interpretation and Presentation of the Old Frankfort Pike story, Partnership Opportunities, and Resources and Intrinsic Qualities. In March, goal area topics included transportation and safety, and refining locations for interpretation, way finding and way showing.

The CMP's Goals and Strategies developed through review of questionnaire responses combined with public Open House input and stakeholder and Advisory Committee interaction. Graphic representations of the questionnaire results follow.

The Questionnaire for each Open House provided the opportunity for anonymous input into the project. Open House questionnaires focused on information presented and reviewed for comment that evening. In addition to the specific questions, respondents were asked their association with the Pike (live on, work on, etc.), why they attended, and general support of NSB designation for Old Frankfort Pike. Space was also provided for additional comments, questions and requests. Over 95% of respondents either lived on or adjacent to the Pike, and/or worked on Old Frankfort Pike, so the data reflects the opinions of some of those who associate with Old Frankfort Pike on a daily basis.

Topics receiving greatest support in January appeared again on the March questionnaire to confirm importance, along with new questions addressed that evening. The returned data, combined with public discussion and deliberation with the Advisory Committee resulted in four (4) major Goal Categories with several prioritized goals and strategies to meet them. The four major Goal Categories are:

- Goal Category #1 Intrinsic Resources: Preservation, Conservation, and Enhancement
- Goal Category #2 Highway Safety Improvement
- Goal Category #3 Traveler Education
- Goal Category #4 Interpretation, Promotion and Partnering



Figures 15 and 16. Open House questionnaire results.

Goal Category #1 Intrinsic Resources: Preservation, Conservation, and Enhancement

100% of respondents indicated the conservation and preservation of the corridor's historic and scenic resources was Extremely Important on both Open House questionnaires. Locals are highly aware that effective strategies are necessary to safeguard the Intrinsic Qualities of the Old Frankfort Pike corridor.

GOALS within the Intrinsic Resources category include:

- Preserve and enhance scenic and historic resources along the route.
- Maintain existing agricultural land uses to support the rural character of the corridor.
- Define and limit non-agricultural development (including residential subdivisions and commercial development) in the corridor.
- Support conservation strategies in the area, including easements and zoning regulations
- Plan that future projects and activities will not adversely affect the day-to-day functioning of the corridor's equine and agricultural businesses.
- Plan that economic and other development will not detract from the scenic qualities of the byway.
- Prioritize areas where the tree canopy shades the Pike as restoration/conservation areas
- Identify savanna remnants and stands of ancient trees within the corridor for restoration and encourage native species tree planning on private property within the view shed.
- Avoid blocking the public view along the right-of-way with non-traditional barrier fencing such as dense hedge rows.
- Plan for repair, maintenance and conservation of historic rock fences

Goal Category #2 Highway Safety Improvement

There is strong agreement to protect and conserve the corridor's historic and scenic qualities. A similar common voice maintains that before inviting additional travelers to the Old Frankfort Pike Historic and Scenic Byway, opportunities to improve roadway safety be pursued within the limits of the existing right-of-way. Because national designation will bring additional travelers to the road, highway safety improvements where feasible are extremely important to all stakeholders.

Old Frankfort Pike passes through six National Register Historic Districts and by numerous individually listed properties, so the potential for adverse effects to these significant historic resources is of primary concern when considering any roadway safety improvement, modification or maintenance. Any roadway safety improvements must be made within the existing right-of-way and be done in a manner that is sensitive to the surrounding qualities to avoid adversely affecting the significant historic or cultural resources of the corridor.

Kentucky Department of Highways, District 7 (Lexington) oversees Old Frankfort Pike. (Maintenance and repairs are generally performed by county road departments.) Representatives from District 7 attended all Open House events and as project Stakeholders, they provided invaluable input throughout the CMP process. District Engineers suggested that prior to undertaking any safety improvements, a series of comprehensive studies be performed to identify the best actions to achieve improved highway safety.

GOALS within the Highway Safety Improvement category include:

- Increase roadway safety while avoiding adverse effects to significant historic and cultural resources
- Develop a comprehensive plan for specific improvements and maintenance

- Develop context-sensitive designs for appurtenances such as culverts and headwalls that are compatible with the existing historic corridor qualities
- Develop a comprehensive signage plan for the corridor
- Consider lowering of signed speed limit in places identified as high accident risk locations

Goal Category #3 Traveler Education

An ever-growing percentage of travelers rely on the internet for information on attractions and activities. Visitors to the Bluegrass searching for a scenic drive, often find Old Frankfort Pike mentioned on many travel web sites as “...one of the most outstanding scenic byways in the country! You’ll pass through six historic districts, and by four National Historic Register properties on this beautiful drive between Frankfort and Lexington.” (National Scenic Byways: <http://byways.org/explore/byways/2099>).

The public process identified strong consensus that information about the Pike should be better and more accurately presented, especially concerning roadway and driving conditions, farm protocols, and visitor etiquette in this rural farming community. From strategically located kiosks with way-finding panels, to website presentation, GIS applications, and printed brochures – participants discussed options for where, what and how information might be provided to visitors.

GOALS within the Traveler Education category include:

- Manage tourism with the goal of having minor impact on the daily routines and economic activities of the corridor.
- Inform visitors about correct protocol regarding farms and private property.
- Inform visitors about driving conditions along Old Frankfort Pike, including seasons of increased farm-associated traffic along the road.
- Work with tour bus services to maximize guided tours along the Pike and greater Corridor area.
- Identify and support adequate services to help ensure that visitors have an opportunity to appreciate the community and resources in comfort, ease of movement and safety.
- Support links to adjacent and corridor-associated opportunities for tourism and recreational activities. .

Goal Category #4 Interpretation, Promotion and Partnering

Byway Interpretation, way-finding, and way-showing were addressed at the March Open House. Currently, Old Frankfort Pike is identified as a scenic drive on hundreds of internet sites. Many local and state travel/visitor organizations suggest travelers drive the Pike for an impressive view into an historic and scenic Bluegrass landscape with international Thoroughbred farms. There is presently no “home site” for Old Frankfort Pike that describes the road itself, driving conditions, safety considerations, intrinsic qualities, visitor facilities or other important information in a meaningful and effective way.

Likewise, an accurate telling of the Pike’s history and interpretation of its unique historic, scenic, cultural and natural resources does not exist –either along the road or in any other location. Old Frankfort Pike is a comparatively short byway at approximately 17 miles. Presently there are no lodging accommodations, one dining location, one museum, and two minor commercial establishments along the road. At least two Thoroughbred farms provide guided tours on a reservation basis, another often allows unescorted visitors to drive through the farm (and stay in their vehicles), but the great majority of farms deny public access.

Very near the Pike, the communities of Midway, Frankfort, Versailles, Lexington and Georgetown, offer countless opportunities for traveler entertainment, accommodation, dining, and interaction. Linking the Pike to area venues will support regional travel and tourism and will also alleviate potential future pressure for additional commercial development along the Pike. (Select venues that partnering could be beneficial are included in Section 8).

GOALS within the category of Interpretation, Promotion and Partnering include:

- Develop a comprehensive plan for locations of unmanned, outdoor interpretive sites at strategic locations.
- Work with existing entities on the Pike to partner as interpretive site locations.
- Develop a comprehensive interpretive plan to tell the Old Frankfort Pike story at the various locations suitable to the “chapter” being told
- Develop a “signature” design theme for entryways, interpretive centers and other byway related exhibits.
- Develop an interactive web-based presence for the Byway.
- Develop brochure-type media about the Byway to place at selected partner locations (for example: Town of Midway, Labrot and Graham Distillery, Kentucky Horse Park, Lexington Visitor’s Center).
- Integrate and link the byway with area travel and tourism venues.

4.0 INTRINSIC QUALITIES of Old Frankfort Pike

4.1 Historic Qualities

100% of public Questionnaire respondents ranked the conservation and preservation of historic resources and as Extremely Important goals for the Old Frankfort Pike area.

The Historic Quality of the Old Frankfort Pike is the primary intrinsic quality of the corridor. From early exploration before the American Revolution through the pre-World War II era, the primarily agricultural-based economy of the area transformed the landscape. The following section describes the National Register listed properties including rural historic districts, historic districts, and individual properties. In all, thousands of historic buildings, structures, sites, and landscapes encompassing over 20,000 acres are contained within these distinctive heritage areas. Here is certainly one of the most diverse, comprehensive, and extensive assemblies of significant historic and cultural resources in the Bluegrass Region, in Kentucky, and perhaps in the nation.

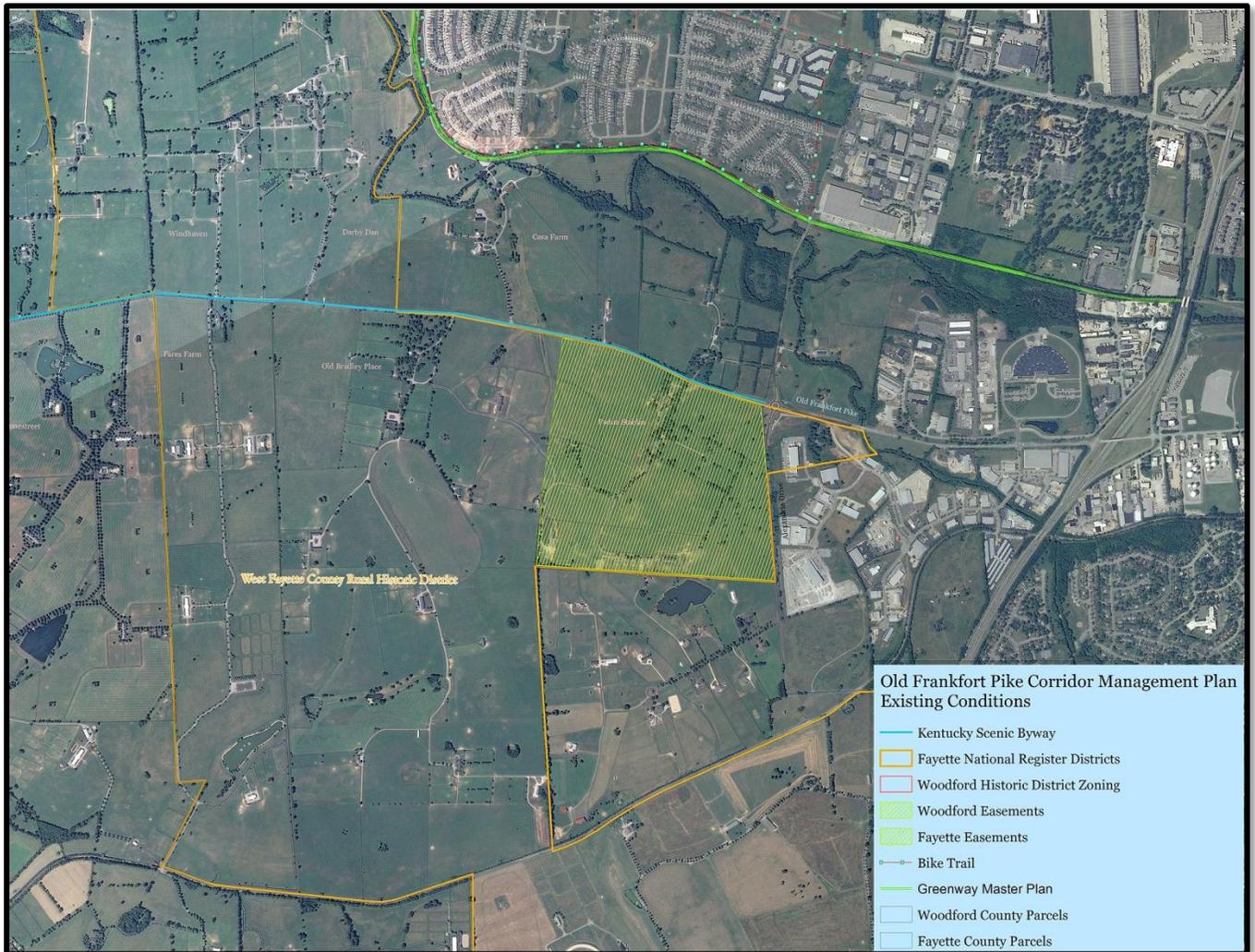
Each listed property and each District tell a story. And, while the ages of the significant resources span centuries and illustrate multiple historical subjects, each individual District expresses a distinct facet of Bluegrass history. This unusual and fortunate concentration of historic resources along Old Frankfort Pike elevates the scenic drive into a cultural experience. From east at Lexington to west near Frankfort, the following section highlights the National Register listed Rural Historic Districts and Historic Districts addressing Old Frankfort Pike

The West Fayette County Rural Historic District landscape tells the story of the formative years of the Thoroughbred Industry in America beginning at the turn of the 20th century; the breeding, raising, training and racing of the Thoroughbred horse.

The District encompasses over 4,000 acres, and contains fifteen historic farms that are either diversified farms, Thoroughbred horse establishments, or a combination of both. Keeneland Race Course (a National Landmark), world-renown Calumet Farm and the entire acreage of E.R. Bradley's Idle Hour Stock Farm affirm the District's national significance, with historic resources representing the themes of early exploration and settlement, agriculture and domestic architecture from 1790 through 1940.

The Lexington-Fayette Urban Service Area west boundary adjoins the east boundary of the West Fayette RHD. The abrupt change from modern industrial development to the District's rolling pastures at Alexandria Drive and Old Frankfort Pike visually marks this critical infrastructure, land use, and zoning line. Historic preservation and conservation easements on District farms form a strategic rampart against future development.

Figure 17 below, indicates in orange outline, the extent of the Historic District in the Old Frankfort Pike Byway corridor area. (The Pike is incated by the turquoise line.) The District extends further north and south of this image.



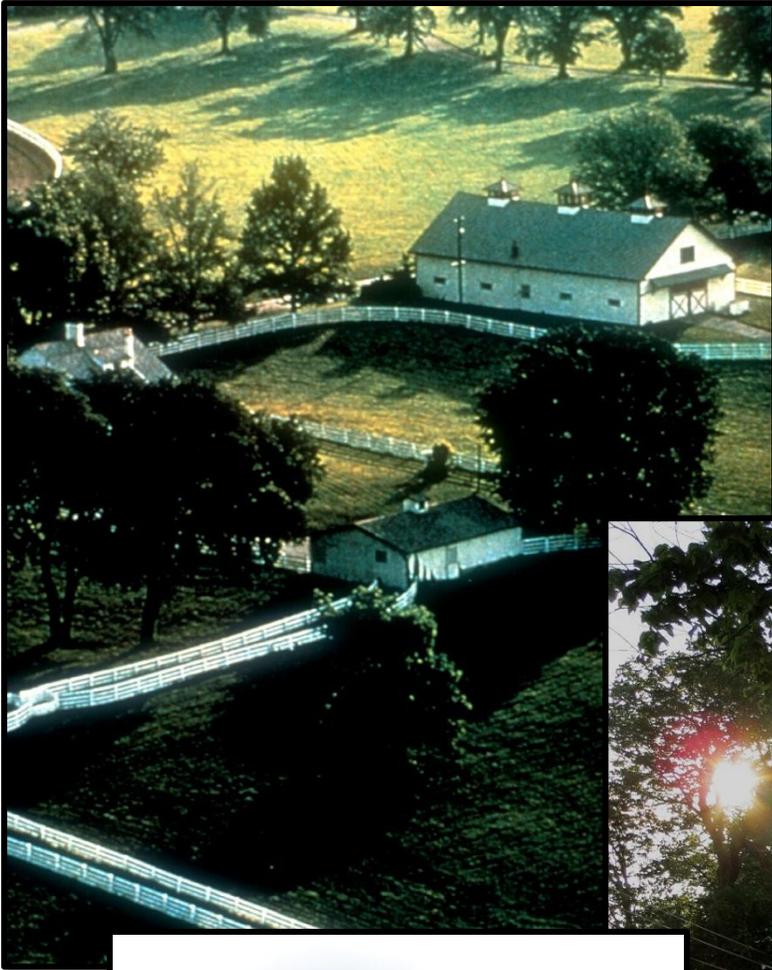


Figure 18. Aerial view of Calumet Farm (left) with signature white board fences that curve gracefully at each corner, and white farm buildings with red trim and green roofs. In the West Fayette County Rural Historic District.

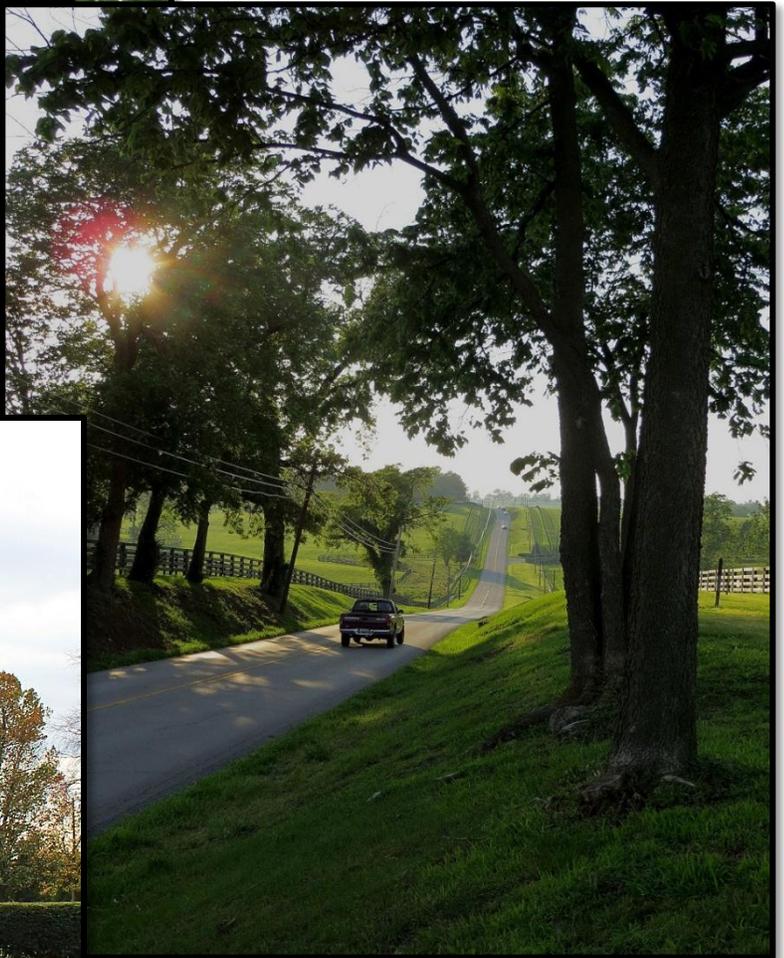


Figure 19, above. Old Frankfort Pike in the evening, looking west.



Figure 20, left. One of the historic homes along the Pike in the West Fayette County Rural Historic District.

The Redd Road Rural Historic District story is of early settlement patterns, the importance of water to early manufacturing and commerce in the Bluegrass, and traditional diversified farming.

The Redd Road RHD encompasses over 1600 acres at the Fayette-Woodford County line where Old Frankfort Pike crosses Elkhorn Creek. Significant District resources dating from 1785 through 1940 include buildings, structures and sites representing the themes of settlement, agriculture, domestic architecture, manufacturing and African-American heritage. The District's oldest resources include the remains of a settlement era mill and long abandoned access road that tell the story of very early settlement and manufacturing in the area.



Figure 21, left. The Redd Road Rural Historic District. Note the District joins the Pisgah Rural Historic District along Elkhorn Creek and farm boundaries. The NW-SE trending line is the county line between Woodford (west) and Fayette (east).

Creek crossing at Old Frankfort Pike near the intersection of Redd Road.



Figure 23. Pisgah Presbyterian Church and graveyard. In the Pisgah Rural Historic District along Pisgah Pike.



Figure 24. One of many historic farm residences along Pisgah Pike in the Pisgah Rural Historic District.

Big Sink Rural Historic District, the largest of all on Old Frankfort Pike, remarkably echoes almost all themes and eras depicted in the area's other Districts and then adds even more exceptional and unique resources, stories, landscapes, and vistas to the mix. The unusual name - *The Big Sink* - derives from the extraordinary Karst geology beneath this iconic Bluegrass landscape.

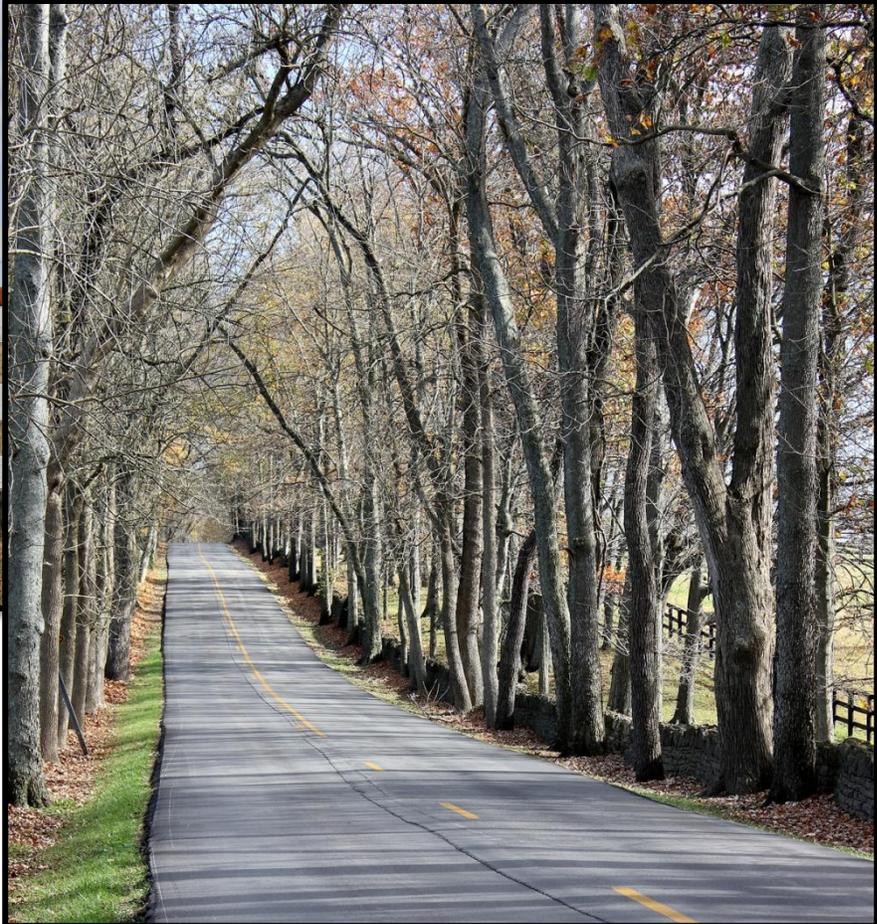
The Big Sink RHD contains over 4,600 acres and twenty six (26) individual properties. All of these resources - from impressive farms to railroad stations to mill sites – have agriculture in their historical DNA. The District, located in the northwest area of Woodford County contains over 250 historic buildings, structures and sites and is nationally significant with a history that extends from c. 1775 through 1943. Among other farms, the District includes the historic Woodburn, Sunny Slope, Stonewall, Airdrie, Canewood, and Natura Stock Farm where famous Thoroughbred race horses, Longfellow and Ten Broeck are buried.



Figure 25. The Big Sink Rural Historic District. At 4,644 acres, the District is the largest National Register of Historic Places Rural Historic District in Kentucky.



Figure 26. Woodburn (the main residence of the Alexander Estate) on the north side of Old Frankfort Pike in the Big Sink Rural Historic District.



Figures 27 and 28.

Above, a typical view of horses in pastures along the road.

Right, Old Frankfort Pike in late fall.

While rural character runs the length of Old Frankfort Pike, historic resources are not limited to farms and agricultural landscapes. A few commercial centers and one 4-way crossroad lend variety and recount more historical activities that round out the agrarian-based community.

Railroads have long played an important role in the history of the Old Frankfort Pike area. Kentucky's main access to Ohio River ports and places beyond lay miles north and west at Cincinnati and Louisville. For the land-locked Bluegrass, dependable access to ship and receive goods from those points was paramount.

Midway Historic District



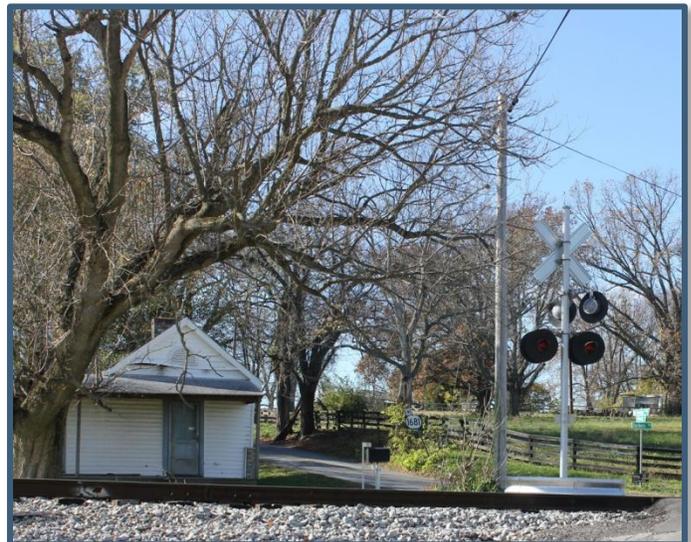
The Lexington and Ohio, the first railroad chartered in Kentucky, connected Lexington to Louisville via Frankfort in 1835. The "Strap Iron Road", so called for the peculiar construction of the rails, crossed through Fayette and Woodford Counties just north of Old Frankfort Pike. To offset construction costs, the L&O platted lots for the town of Midway in north Woodford. Listed on the National Register in 1978, Midway is recognized as the first railroad town in the Commonwealth.

The Midway Historic District is located about two miles north of Old Frankfort Pike, and is included as a corridor asset and byway partner because of its close proximity and undeniable place in the rural community of northwest Woodford County.

Figure 29. The rail line through the center of downtown Midway in the National Register Historic District.

Railway stations were established at Yarnallton, **Spring Station** (in the Big Sink RHD), and **Duckers**. At these locations, station houses with post offices became community gathering places. At Duckers, a small community included several homes, a doctor's office and general store. Likewise, at Spring Station on Woodlake Road (often referred to as Alexander's or Woodburn Station) a blacksmith and general store joined the station house and post office.

Figure 30. Duckers on Old Frankfort Pike near the west end of the road.



Wallace Station Historic District

Versailles, the Woodford County seat, south of Old Frankfort Pike, joined itself to Midway via the V&M Railroad in 1885. Before the end of the decade, the road extended north to Georgetown in Scott County. Wallace Station was established where the V&M rails crossed Old Frankfort Pike (east of Nugent's Crossroad). At Wallace Station, locals

received mail, purchased domestic and farm necessities, and caught up on local news. McKinivan's Store (now Wallace Station restaurant) and the McKinivan House across the road anchor the Wallace Station Historic District.



Figure 31. Wallace Station Historic District, looking west on the Pike. Originally McKinivan's Store, the historic building is now home to popular local restaurant, "Wallace Station" (featured on the Food Network in 2010).

Nugent's Crossroad Historic District

The oldest non-farm historic resource on Old Frankfort Pike is the Offutt-Cole Tavern (aka Lee's Tavern, circa 1799), located at Nugent's Crossroad Historic District, at the intersection of Old Frankfort and Midway Pike (US 62), just west of Wallace Station. The two-story log and brick structure housed an inn and stagecoach stop on Old Frankfort Pike, and when the Midway Pike became an improved toll road in the mid-1800s it also served as a tollgate house.

The tavern property (now used as private offices) includes a fairly spacious parking area to the back (west). The location may be an excellent opportunity for a place to interpret the historic themes of transportation and commerce along the Pike. (See later section on Interpretation)

Figure 32. West on Old Frankfort Pike to Nugent's Crossroad Historic District and the Offut-Cole (Lee's) Tavern.



4.2 Scenic Qualities

100% of public Questionnaire respondents ranked the conservation of scenic qualities and resources and as Extremely Important goals for the Old Frankfort Pike area.

In 1995, Old Frankfort Pike was nationally recognized as a road with a unique scenic quality and a story to share. That year, the Trust for Public Land chose the Old Frankfort Pike and neighboring Pisgah Pike (both Kentucky Scenic Byways) as one of two case study areas used to formulate a groundbreaking book on assessing the scenic qualities of historic landscapes. (The other case study area was the Red Hills region of North Florida and South Georgia). *Views From the Road: A Community Guide for Assessing Rural Historic Landscapes* is “a practical handbook for local land trusts, planning agencies, and other community organizations to use in preparing inventories of rural historic resources based on scenic roads” (Copps 1995).

The six chapters: context, cultural features, visual experience, inventory, evaluation, and protection strategies and techniques, built a framework to assess, evaluate and protect important scenic and historic landscapes. Like this CMP, the success of the process depended on community input, teamwork, and consensus building.

Over several months, background physiographic, ecological and historical contexts were gathered to form the base for the landscape assessment. Previous comprehensive historic surveys and National Register nominations informed the project mapping of natural and cultural resources. Historic landscape characteristics (including land use, spatial patterns, circulation, vegetation, buildings, structures and small scale elements, among others) helped form the “Field Guide” matrix. To this data, a second layer was added – the visual resource. The book pointed out that, “It is important to distinguish between scenic and visual resources through public preference and consensus that defines its scenic quality.” (Copps; 55).

The “Visual Preference Survey” was applied to the seven identified historic Bluegrass landscapes to determine which views were considered the most scenic and desirable. The public visual preference for the seven distinct landscapes reflected the opinions of people who lived and worked in the Bluegrass. In very brief summary, the most valued rural features, in preferential order, were narrow, tree-lined roads, rock and plank fences, horse farms, fields and fence rows, woodland savannah, and historic buildings. The features disliked the most were piano-key residential development, deteriorated spot commercial uses, and roads with no trees or fencing.

The scenic quality field data and preference survey compiled for *Views From the Road* are invaluable to understanding, appreciating, preserving and enhancing the scenic qualities of the Old Frankfort Pike byway. Information and concepts that will help guide future strategies and undertakings include:

- The entire corridor is mapped for historic resources and scenic landscapes,
- The level of appreciation and desirability for distinct landscapes is understood
- Non-desirable landscape feature qualities pose opportunity for future enhancement activities that will benefit the corridor.

Figure 33. The quintessential Old Frankfort Pike, near Woodlake Road in Woodford County.

This is the landscape type regarded most highly for its scenic and historical qualities in visual preference assessments (narrow, tree-lined roads). This tree-canopied and rock-fence-lined avenue locally known as “Shady Lane” extends over two miles in Woodford County between Woodburn and Airdrie farms.

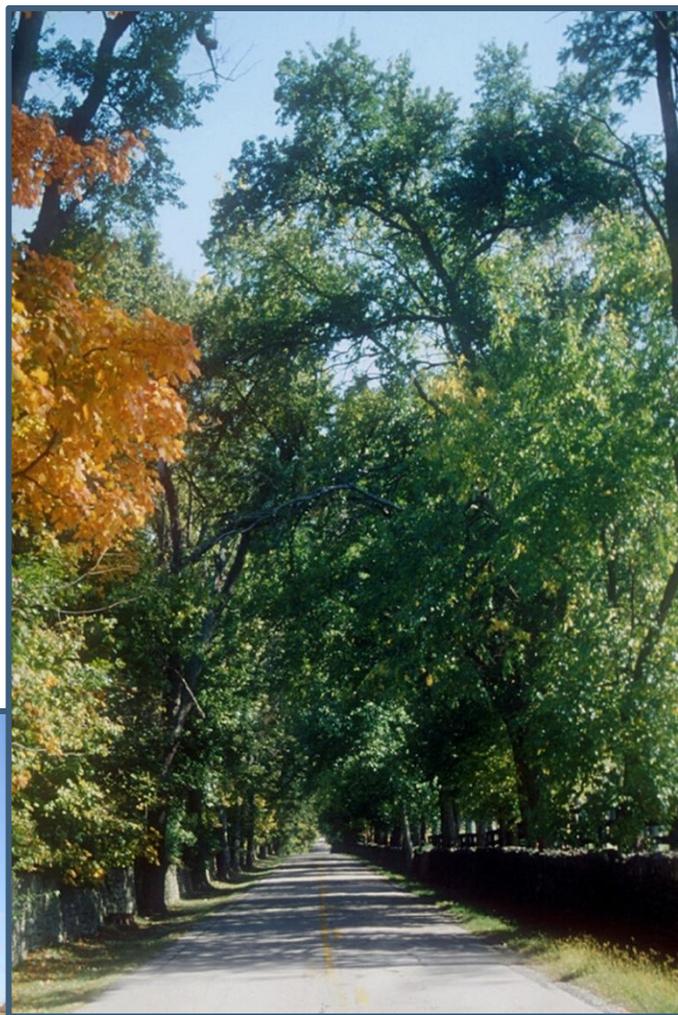
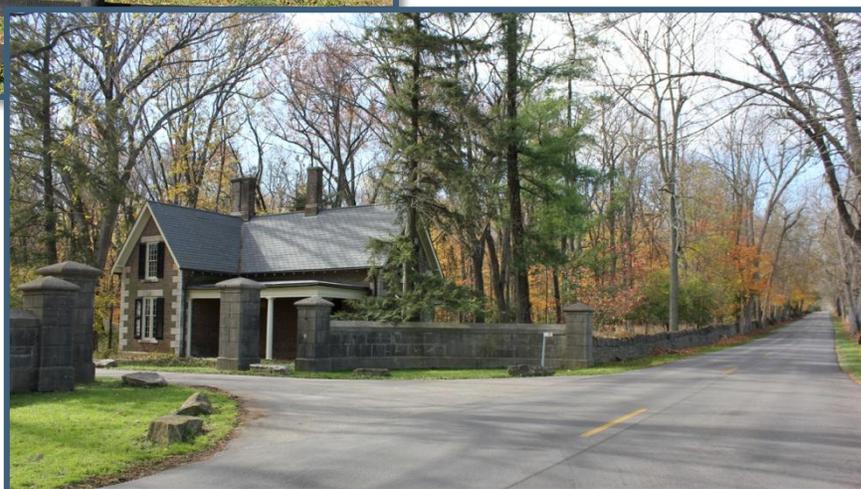


Figure 34. Broad vistas to open pastures at Blackburn's Fort Farm (a Division of Lane's End).



Figure 35. The gatehouse at Airdrie Stud (originally Woodburn). Views of historic resources and wide farm vistas were among the top preferred scenic views.



4.3 Natural Qualities

The natural intrinsic qualities that contribute to a Scenic Byway's importance may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

Along Old Frankfort Pike, the land rests on a unique geology, with a topography that hints of a primary reason why this area is so agriculturally productive and unique.

KARST: A terrain, generally underlain by limestone or dolomite, in which the topography is chiefly formed by the dissolving of rock and which may be characterized by sinkholes, sinking streams, closed depressions, subterranean drainage, and caves. (Monroe 1970).

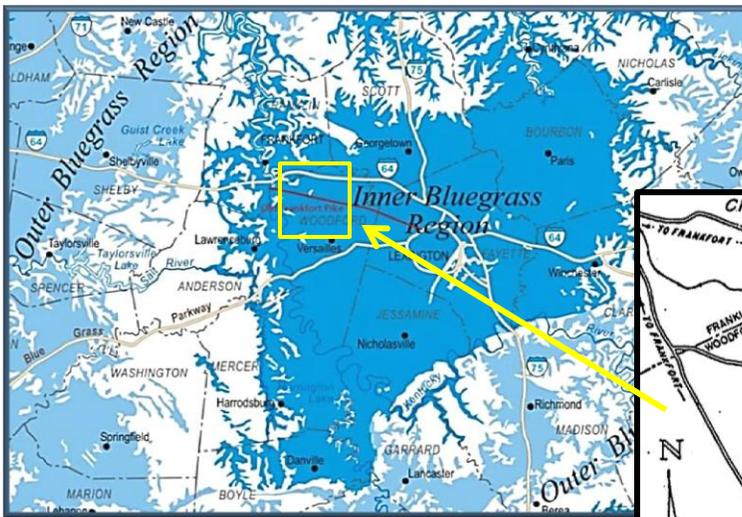
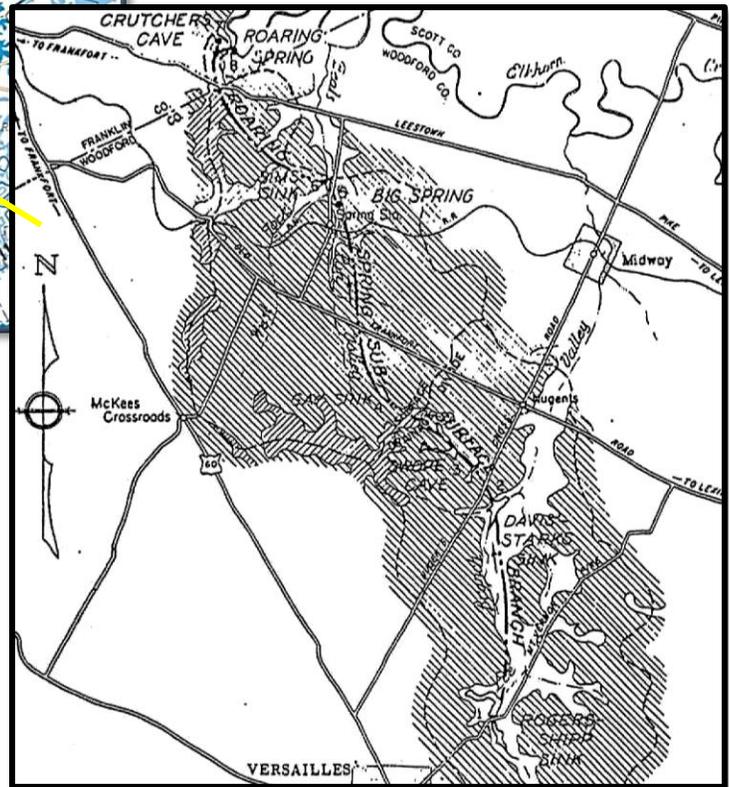


Figure 36. The Inner and encircling Outer Bluegrass regions in the central part of Kentucky. The darkest blue encompasses approximately 2,400 square miles.



While large areas of the United States are karst, the Inner Bluegrass karst is fairly unique. Telling the underlying natural resource story of Old Frankfort Pike is an opportunity to reveal this regional character through the visible landscape and convey the unbreakable link to area history.

Figure 37. In 1944, geologist, Willard Rouse Jilison documented the Karst of northwest Woodford County, confirming how the area is even more striking than the typical pocked terrain. His paper, *“Geology of Roaring Spring, A Study of Post-Miocene Subterranean Stream Piracy in Woodford and Franklin counties, Kentucky”* locates this remarkable geological and physiographic phenomenon. The spatial coincidence of the underlying geology to the Pike (indicated in red in Figure 36), the greater corridor area, and the Big Sink Rural Historic District are notable. Surface faults, cave springs, sinking springs, “goose nest” bowls, and limestone quarries; these and other natural features are as indivisible from the District as the soil itself.

Through interpretation, there is opportunity to display and articulate the importance of Karst to the history of the Bluegrass in a meaningful way. Further, travelers could be directed to other nearby areas where the advantages of this geology may be appreciated in even more ways. The diagram shows a typical Kentucky Karst section.

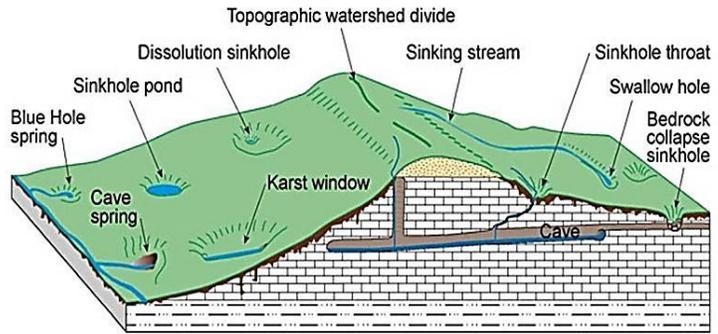


Figure 38. Cross section of Kentucky karst features.

Other natural qualities: Woodland Savanna

One of the most distinguishing natural features of the Bluegrass is the woodland savanna. Once an almost common element of larger farms - fields never plowed for crops but devoted solely to pasture, today the woodland savanna is almost non-existent in the Inner Bluegrass. Composed of very large, widely spaced deciduous trees (burr oak white oak, hickory, blue ash and other native species) with sparse woody undergrowth and lush grasses, the savanna is a rare remnant of the pre-settlement landscape. The seasonal grazing patterns of foraging bison and use of fire by Native Americans probably perpetuated the park-like conditions of this woodland type.

When settlers set livestock in these natural pastures for intensive grazing, it brought an end to tree regeneration and these striking landscape features began a slow and inevitable decline.

One documented woodland savanna remnant exists at the intersection of Old Frankfort Pike and Woodlake Road on Alexander's Woodburn Farm. While individual ancient trees do remain within pastures edging the Pike, this example,

enhanced by an historic dry-laid limestone fence, is one of the few remaining groves in the region.



Figure 39. Looking southeast to the woodland savanna remnant at the northeast corner of Old Frankfort Pike and Woodlake Road. This photo was taken in October with most leaves already fallen.

4.4 Cultural Qualities

Old Frankfort Pike tells of cultural tradition based on a rural, agrarian way of life. Cultural qualities evident along and adjacent to the Pike pertain to diversified farming (cattle, livestock and burley tobacco) the Thoroughbred horse (in both locally-owned and internationally-linked equine facilities), and nodes of rural community life at Duckers, Faywood, Wallace Station and Midway. Rural community ties are everywhere in evidence - at common cultural areas including churches, locally- owned and operated restaurants and businesses (there are no chain stores here), and especially in the town of Midway, two miles north of the Pike on the Midway Road.

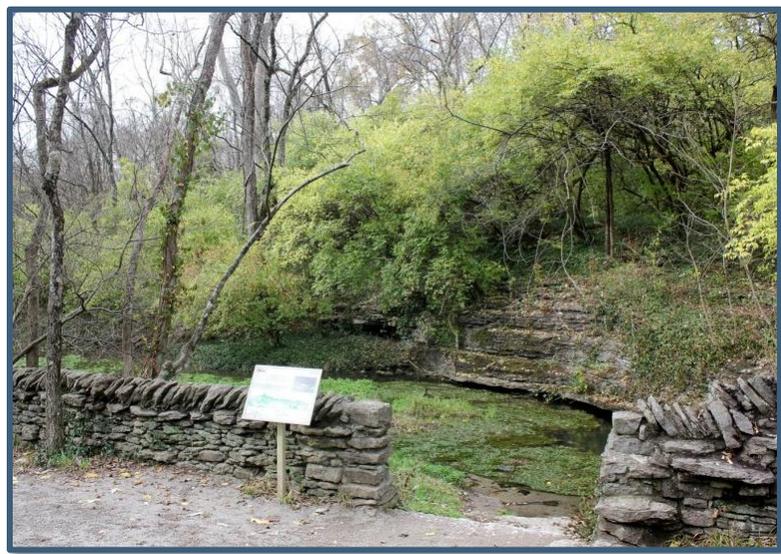
4.5 Archaeological Qualities

Archaeological qualities are the physical evidence of historic or prehistoric human life or activity, both visible and capable of being inventoried and interpreted. Although there are potential archaeological sites located along Old Frankfort Pike and in the Corridor area, because they are located on private land, locations and descriptions are not disclosed to maintain privacy and resource integrity.

4.6 Recreational Qualities

There is future potential for outdoor recreational activities directly associated with and dependent upon the natural, cultural and historical elements of the corridor's landscape. Both the Lexington-Fayette Urban County Government and the Woodford County long range planning documents designate Elkhorn Creek as a Greenway belt / corridor. All of the land on the south side of Elkhorn Creek in Fayette and on both banks in Woodford Counties is privately owned. Most of the land is agricultural farm land with many Thoroughbred horse farms. During the public process and in conversations with the Advisory Committee, strong concern was raised over potential trespassing onto farms via creek access. If future local government activities focus on public recreational access to Elkhorn Creek, the Lexington-Frankfort Scenic Corridor and the Byways Advisory Committee would want to participate in any planning efforts. However, at this time, there is no dedicated public access to the creek for boating and establishing this type of facility is not a part of any planning project.

There are however, several outdoor recreational areas very near the corridor such as McConnell's Spring Park, shown to the right in *Figure 40, right*. Larger venues like The Kentucky Horse Park in Georgetown, Masterson Station Park, and the 374 acre Buckley Wildlife Sanctuary in northwestern Woodford County along with other area attractions are considered in Section 9 of this CMP.



5.0 LAND USE: Preservation and Conservation Protection Strategies

The Old Frankfort Pike must retain the significant intrinsic qualities that make it a striking historic and scenic byway – or become merely another regional arterial spoke shouldered by mixed urban land use. The future success of maintaining the Pike’s important qualities depends on how well individual property owners and local, state and federal agencies and organizations work together to manage future change while respecting the rights and responsibilities of land owners.

The character of the Old Frankfort Pike corridor has been maintained for three very important reasons:

- Regulated land use and zoning that strongly supports conservation of rural areas and the agricultural economy;
- Owner initiated conservation and preservation protection strategies;
- The roadway’s functional classification, width, cross section, shoulders, drainage and access.

Because regulated land use along the Byway is critical to the conservation of its Intrinsic Qualities, applicable land use zones and regulations from governing agencies is included in the following section. The Lexington-Fayette Urban County Government (LFUCG), Woodford and Franklin Counties are essential partners in maintaining land use goals and strategies that will preserve and conserve the significant intrinsic qualities of the Byway.

5.1 Regulated land use and zoning

The Lexington-Fayette Urban County Government (LFUCG) and the Woodford County and Franklin County Fiscal Courts have adopted Comprehensive Plans that articulate land use and enforce zoning and ordinances along the corridor. All local governments identify the agricultural landscape as a primary definer of the region and support the conservation of agriculture for economic and cultural reasons. Both the LFUCG and Woodford County use the “urban service area / urban growth boundary” planning concept to delineate urban from rural land use. The following sections highlight specific land use planning and zoning ordinances that affect the Old Frankfort Pike byway corridor. Each county addresses the corridor’s lands in a different way, but the Comprehensive Plans for all three governments agree that:

- Agriculture is not only extremely important and valuable to the overall economy but the associated rural character is central to the Inner Bluegrass identity, contributes to the region’s quality of life, and must be supported and maintained.
- A critical mass of land is needed to sustain the agricultural economy.
- Supporting tourism associated with the Equine industry benefits the region.
- The historic, scenic corridors and the rural landscape are irreplaceable assets that bring visitors to the area and support the regional economy.
- The preservation and adaptive use of historic buildings, sites and historic districts should be facilitated through the comprehensive planning process.
- Historic buildings, districts and sites must be protected from destruction or harm from adverse land use changes.
- Residential development should occur only in areas appropriately zoned or designated by a Comprehensive Plan.
- It is important to support private conservation efforts and public policy that promote the protection of unique natural, scenic and historic areas.

5.1.1 Lexington-Fayette Urban County Government

All references, data and images in this section are from the Lexington-Fayette Urban County Government, Division of Planning, 2012 Comprehensive Plan. Visit <http://www.lexingtonky.gov/> for additional information.

Consideration of the urban growth boundary (the extent of the Urban Service Area) was the prevailing issue throughout the 2007 Plan process, with citizens and officials offering a number of reasons to “hold the line.” These reasons included preservation of unique and prime agricultural land for crop, livestock, and equine farming. There were concerns that the government should focus its efforts on improving a century-old storm water and sanitary sewer system rather than adding new infrastructure. Others warned that the loss of any more rural land would threaten the authentic and distinct character of Fayette County.

The LFUCG 2007 Comprehensive Plan is in the second year of a two-year revision. The most important issue regarding the Old Frankfort Pike and greater corridor area is the Planning Commission’s decision to keep the urban growth boundary at its 2001 location. (Adopted by the Urban County Council on May 17, 2012).

In 1999, the Rural Service Area Land Management Plan (RLMP) became a part of the Comprehensive Plan to provide a more detailed land management strategy for the 128,267 acres in the Rural Service Area (RSA). That year, the minimum lot sizes in the Agricultural-Rural zone (A-R) was increased from 10 acres to 40.

All of the land adjacent to and visible from Old Frankfort Pike byway in Fayette County west of Alexandria Drive falls within the RSA. All planning and zoning are regulated through the RLMP which provides the framework for preserving and enhancing rural resources with the primary goals to promote a healthy agricultural economy and ensure that Lexington-Fayette County remains the “Horse Capital of the World”. The RSA identifies all land in the byway corridor as *Core Agricultural and Rural Lands* (CARL). “This land use category is the primary category for rural land associated with agriculture in Fayette County. It is characterized by its predominance of use for agriculture. The area consists primarily of core equine lands that have a high improvement-to-land-value ratio, and lands classified as prime agricultural land of at least 50 percent prime soils or 75 percent prime and secondary soils.”

The Greenway Master Plan, incorporated into the Comprehensive Plan, identified *Focus Areas* as identifiable locations that are the very best examples of the rural Bluegrass identity, with the greatest concentration of valuable resources representing the various Bluegrass landscape types. In this study, Old Frankfort Pike was identified as a *Focus Area* for directed strategies. The corridor was identified as “a significant rural resource concentration area and an area where increased rural resource protection is encouraged – a unified, consistent landscape” of primarily private ownership with no public access.

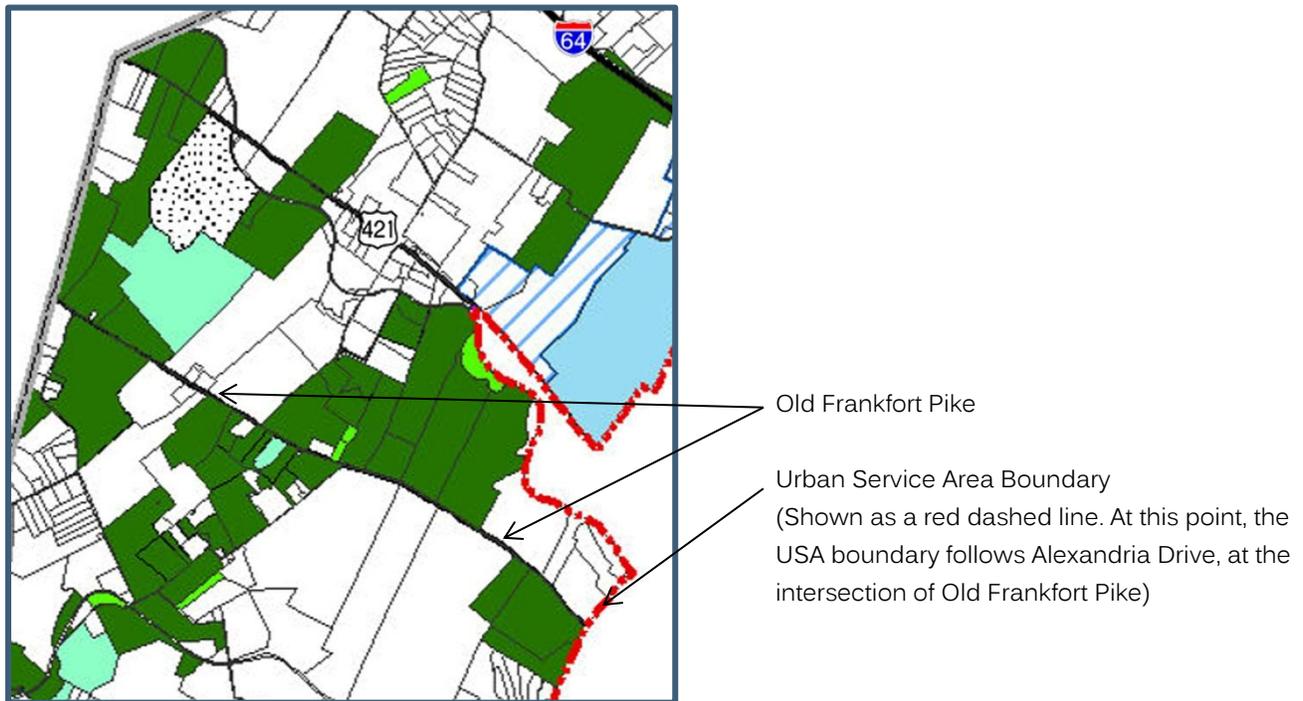
The most successful strategy to conserve Fayette County’s agricultural lands has been the LFUCG Purchase of Development Rights (PDR) Program. This program is the first Agricultural Conservation Easement program by a local government in the Commonwealth of Kentucky. In 2000, the PDR Program and the Fayette County Rural Land Management Board established Goals for the program that includes (among others):

- Protect the agricultural, equine and tourism economies of Fayette County by conserving large areas of farm land.
- Conserve and protect the natural, scenic, open space, historic and agricultural resources of rural Fayette County.
- Use conservation easements to preserve 50,000 acres of rural Fayette County.
- Provide local, state and federal funding over 20 years.

To date, 237 farms totaling more than 26,866 acres are permanently protected by conservation easements under the PDR Program. In Fayette County, the purchase of development rights now stands at 53.74% of the 50,000 acre goal defined in the Ordinance.

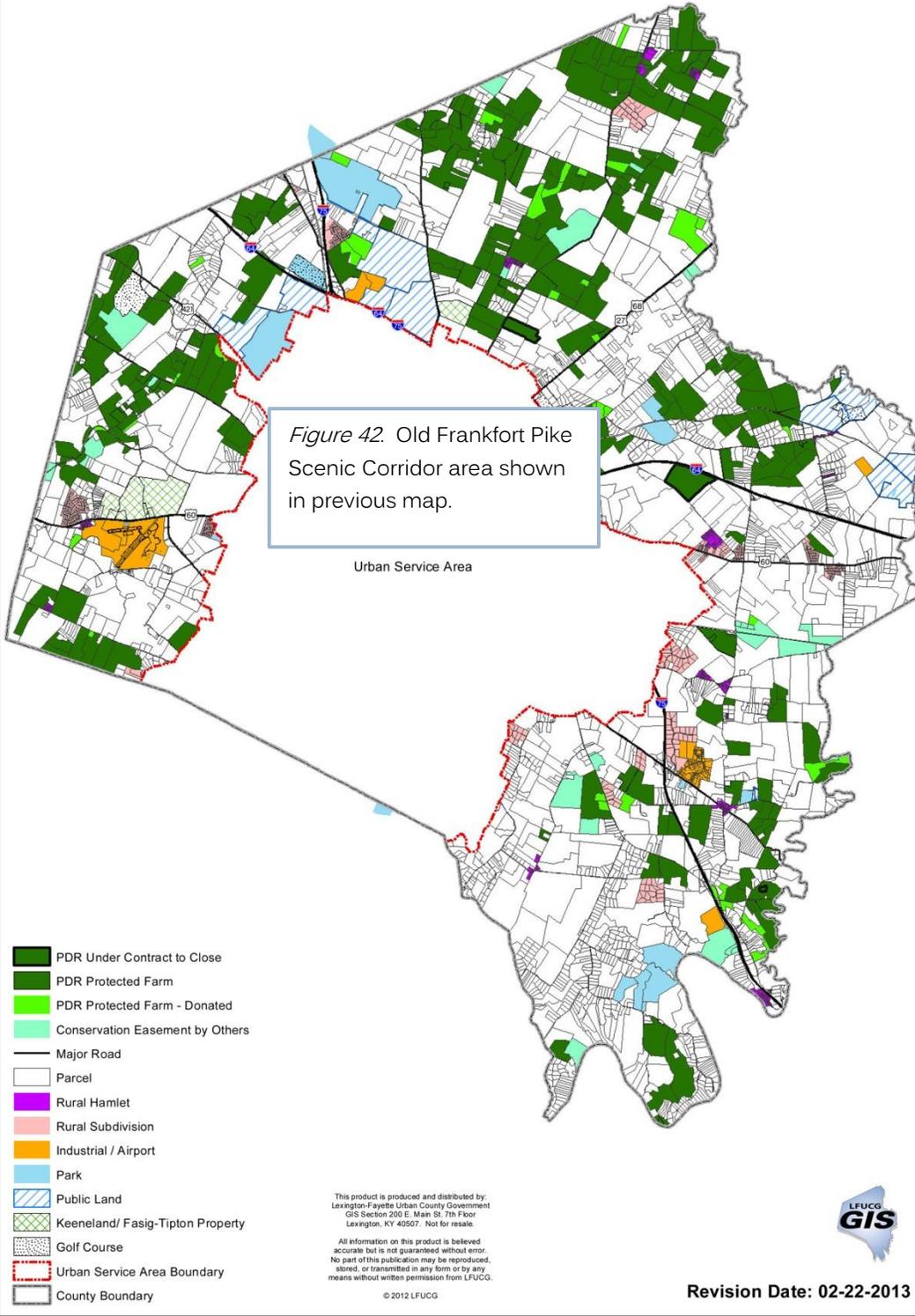
This map shows the Old Frankfort Pike Scenic Corridor area in Fayette County with farms under conservation and/or preservation easement in dark and light green. The map on the following page shows the whole of the LFUCG Rural Service Area Boundary and all farms conserved.

Figure 41. Land protected by conservation and/or historic preservation easements near Old Frankfort Pike.



PDR Protected Farms, Accepted Offers, Other Protected Farms, and Other Public Lands

26,866 acres of preserved farmland now protected by PDR
 50,000 acres of farmland is the goal of PDR.
 Lexington-Fayette County, Kentucky



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5.1.2 Woodford County Fiscal Court / Planning Commission

All references, data and images in this section are from the Woodford County Fiscal Court, Division of Planning, *2011 Comprehensive Plan*. Visit <http://planning.woodfordcountyky.org/> for additional information.

Woodford County adopted the urban service area / urban growth boundary planning concept in 1968 to distinguish and delineate urban from rural land use. Urban Service Boundary Areas (USBs) are enforced in the Midway and Versailles communities. Areas outside the USBs are identified as Rural Service Area (RSA). The RSA planning emphasis is on preservation of rural character and farmland and channeling small scale growth to the Small Communities. There are no identified Small Communities in the Old Frankfort Pike corridor area.

All of the agricultural lands in Woodford County within the byway corridor are classified as *Agricultural/Equine Preserve District*. The Comprehensive Plan states, "The Agricultural/Equine Preserve District is to identify those portions of the rural area that can be characterized as prime agricultural and equine lands based on soil conditions, subsurface geology, topography and other factors. The use of such lands should be primarily reserved for agricultural and equine operations, and agricultural tourism activities."

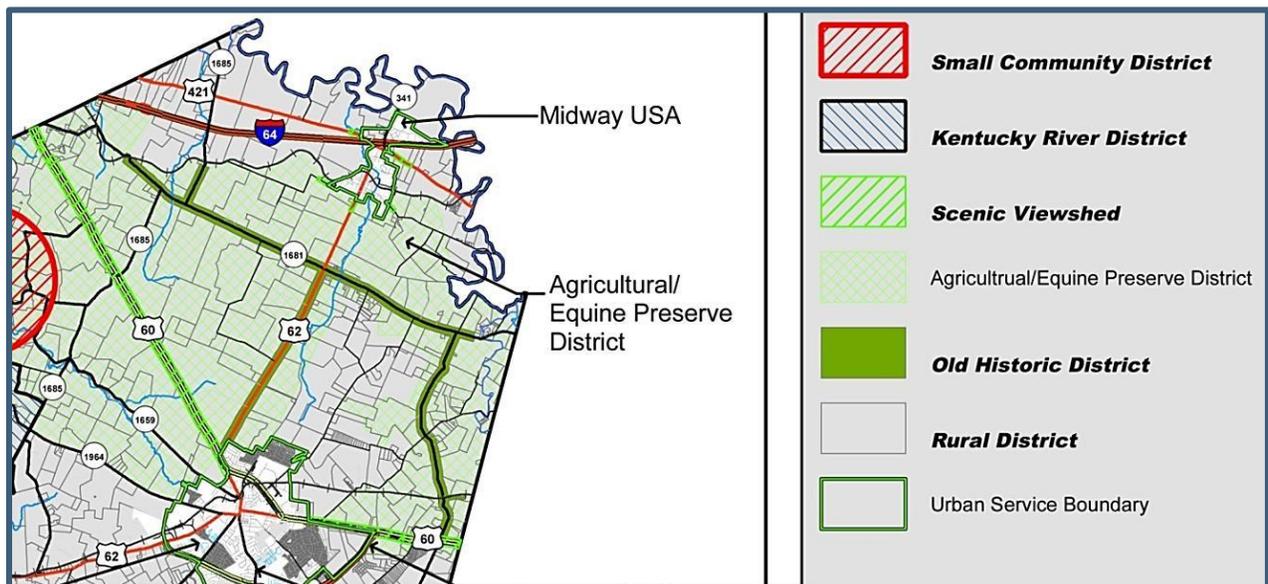


Figure 43. Old Frankfort (route 1681), Midway Pike (route 62) and Pisgah Scenic Byways, Historic District zoning along Pisgah and Old Frankfort, and land within the Agricultural/Equine Preserve District. (Woodford County Comprehensive Plan).

Non-agricultural lands in this area are zoned *Rural District*. The Rural District contains rural residential cluster subdivisions, small farms and crossroads communities. The compatible integration of activities within the rural setting is the focus of this District, and it is clearly intended that the rural character of these lands be preserved. The use of rural district lands is primarily reserved for agricultural operations, open space, agricultural tourism activities, and limited low-density residential including in-family conveyances that support Woodford County's agricultural economy, rural landscape, and rural cultural heritage.

5.1.3 Franklin County Fiscal Court

All references and data in this section are from the *Frankfort/Franklin County Comprehensive Plan Update 2010*. Visit <http://franklincounty.ky.gov/> for additional information.

Less than one mile of Old Frankfort Pike, at the road's western terminus at US 60, lies in Franklin County. All of the land is presently zoned for agricultural use. However, the Future Land Use Map for 2020 and the present land use indicates a general area at the US 60 / Interstate 64 interchange (immediately northwest of the Old Frankfort Pike) as *Regional Retail*. This high-density commercial zoning is not only projected for the future at this time, but recent construction of two national chain restaurants and other commercial development on the west side of US 60 potentially threatens the Old Frankfort Pike Byway corridor whose western edge is adjacent to this development. This type of development has strong potential to be adverse to the rural scenic qualities of the Byway and should be monitored closely in the future.



Figure 44, left. Looking north along US 60 towards I-64 and Frankfort. This recent commercial development is at the immediate west edge of the Old Frankfort Pike west portal.



Figure 45, right. Looking south along US 60 from the same point as prior photograph. The western portal entry to Old Frankfort Pike is in the distance to the left of the left lanes of traffic.

5.1.4. State Level Protections

Until the 1980s, the general agricultural sector dominated the Kentucky economy. To counter urbanization and growth that threatens farming practices and farm land in many areas, the commonwealth established various protection strategies to help preserve farms and that rural way of life. Today, livestock and livestock products generate revenues that amount to about 66% of Kentucky's agricultural economy, with Thoroughbred horses and beef cattle being the most important livestock "cash crops". The rural qualities of the Old Frankfort Pike and greater corridor area benefit from state level laws and initiatives that include, but are not limited to:

- Kentucky's Right to Farm Law (1980, amended 1996)
- PACE - Purchase Of Agricultural Conservation Easements (est. 1994)
- Agricultural Districting (Kentucky House Bill 744)

5.2 Privately initiated protection strategies

In addition to Kentucky's PACE program and the LFUCG Purchase of Development Rights Program (available only to Fayette County Farms), private land trusts, and preservation and conservation organizations work with private individuals to conserve the rural agricultural landscape and economy along Old Frankfort Pike.

The Bluegrass Conservancy (est. 1995) is a nonprofit land trust working to protect the Inner Bluegrass Region of Kentucky. To date, this land trust holds 92 conservation easements encompassing approximately 17,215 acres in the Bluegrass.

The Kentucky Heritage Council (the State Historic Preservation Office) also works to preserve historic farms throughout the Commonwealth and has placed one historic preservation and conservation easement on the historic Bluegrass Heights Farm in the southwest quadrant of the intersection of Old Frankfort Pike and Alexandria Drive. This strategic easement is set at the Urban Service Area boundary along Alexandria Drive. This line also coincides with the National Register listed West Fayette County Rural Historic District.

6.0 ROADWAY CONDITIONS and TRANSPORTATION SAFETY

The third primary reason why the historic and scenic characters of the Old Frankfort Pike corridor have been maintained is the road itself; its origin and history, strategic location, modern functional classification, and cross section.

6.1 Roadway History

It is said that Old Frankfort Pike originated as a buffalo trace or trail long before settlement. These ancient courses generally took the path of least resistance and very often provided the first inroads to explorers and surveyors. The first actual road was probably ten-to-twelve feet wide; enough for two wagons to pass. Such roads were rudely constructed by throwing the earth from the sides of the roadway to the center, creating a raised center bed and "borrow pit" to either side. In the early 19th century, a push for dependable roads prompted a private road building movement resulting in hundreds of toll roads or turnpikes being built throughout the commonwealth. The "pikes" were generally built on the Macadam plan; with a layer of small "knapped" stones to a depth of 12 or 13 inches at the center crest that diminished to a 9 or 10 inch depth at the sides. Over time, feet, hooves and wheels compacted the surface. Turnpike widths were commonly 16' to 18" wide and closely shouldered by fields, tree lines and dry-laid limestone fences. That Old Frankfort Pike retains this very early width and character – identifies it as a regional rarity. The Kentucky Heritage Council (The State Historic Preservation Office) sponsored study "The Bluegrass Cultural Landscape" noted this unique historic quality 25 years ago. "One of the finest examples of a primary regional road from the (antebellum) era is found in Woodford County on the Old Frankfort Pike. For over two miles, stone fences and an arched canopy of trees enclose the narrow roadway." (Amos 1988).

Over the years, Old Frankfort Pike has been only slightly widened to meet the requirements of modern traffic. New pavements replace the original macadamized surface, and streams are reliably crossed with concrete and masonry culverts and bridges. Historic plans from the KYTC archive show that in 1949 the typical pavement section was still only

two 9' lanes with 3' gravel shoulder at Faywood. And, a railroad overpass built in 1981 east of Duckers specified a slightly wider section with two 10' paved driving lanes and 4' unpaved shoulders.

Old Frankfort Pike connects Frankfort with Lexington. Since settlement, Lexington at the region's center, linked with each of the six perimeter county seat via a "spoke" road in a wheel-like pattern. Usually, one main thoroughfare connected each town to Lexington. The 1939 state highway map section below shows the single connectors to Georgetown, Paris, Winchester, Nicholasville and Versailles. Two roads, however, connected Lexington to Frankfort; Highway 50 (now US 421, Leestown Road) and an unmarked parallel road to the south – Old Frankfort Pike.

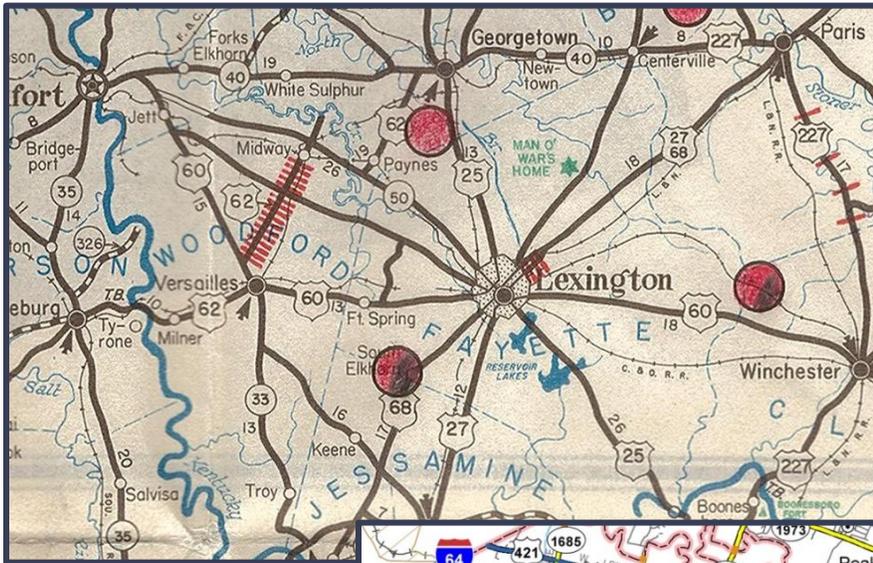


Figure 46. From the 1939 Official Kentucky Highway Map. A clear display of the hub and spoke radial road network of the region.

Figure 47 KYTC District 7 Functional Classification Map (2012). Old Frankfort Pike (KY 1681) is designated as a Rural Major Collector.



For the past several decades, three other roads – all with a higher functional classification - have connected Lexington to Frankfort including Interstate 64, Leestown Road (US 421 – Rural Minor Arterial) and Versailles Road (US 60 – Rural Principal Arterial). The roadway functional classification and Annual Average Daily Trip counts (AADT) for these three routes significantly surpass Old Frankfort Pike. The higher efficiency of these regional connectors helps “shield” Old Frankfort Pike from much of the commercial, commuter, and through traffic that generally chooses faster speeds over leisurely travel. If these alternate routes were not available, the essential qualities of Old Frankfort Pike would undoubtedly be much different.

6.2 Roadway Design and Functionality

Both the National Scenic Byways and Kentucky Scenic Byways programs designate roadway corridors for protection and promotion of the route's Intrinsic Qualities. However, the safe and efficient function of the route remains always the priority purpose. The KYTC states the following in the *Scenic Highways and Byways Overview*.

When the KYTC places a route on the Kentucky Scenic Byways and Highways network, the Cabinet is only designating the actual roadway and the associated declared right-of way. Designation as a scenic route will not affect the level of maintenance or the agency responsible for maintenance. The ongoing responsibility and concern shall be to ensure safety and travel service on the road. Designation of a route as a Scenic Byway or Highway shall in no way be construed as prohibiting the Kentucky Transportation Cabinet from making transportation-related improvements as deemed appropriate by the cabinet. Construction and maintenance procedures for the roads with scenic designation may be developed to reasonably provide for the safety and service of the traveling public. Projects may be accomplished by the KYTC to mitigate safety problems or improve the quality of the road. If designation as a scenic route jeopardizes public safety, the Cabinet can and will deny and/or remove the route from the Scenic Byways and Highways Program. Designation of a route as a Scenic Byway or Highway shall in no way be construed as prohibiting the Kentucky Transportation Cabinet from making transportation-related improvements as deemed appropriate by the cabinet. (<http://transportation.ky.gov/>)

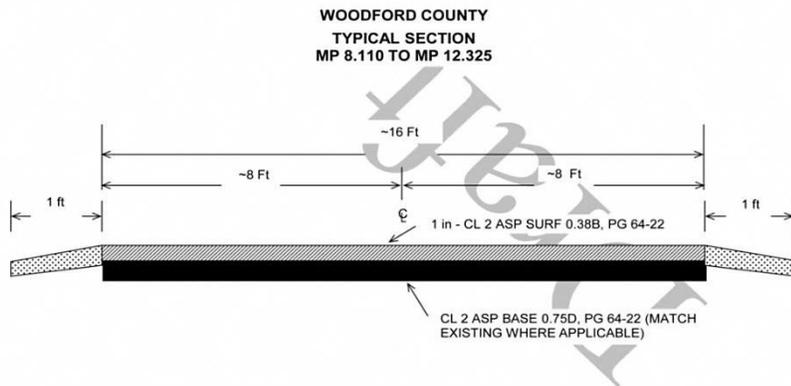
The portion of Old Frankfort Pike (KY 1681) considered for Byway recognition extends approximately 17 miles from its western terminus intersection with U.S. 60 (southeast of Frankfort), to its eastern terminus intersection at Alexandria Drive, (west of Lexington at the Urban Service Area boundary). The Kentucky Transportation Cabinet classifies the Pike in Woodford as a "Rural Major Collector" and in Fayette as "Urban Collector". The following table provides actual AADT traffic counts for sections of the road. These counts were taken at various times between 2004 and 2010. KYTC also provides computer generated estimated traffic counts and all are slightly greater than these numbers shown.

County	From Milepost	To Milepost	Description	AADT
Franklin	0	0.963	From west terminus at US 60 to Woodford County line	592
Woodford	0.0963	1.147	From Duckers east toward railroad underpass	592
Woodford	1.147	5.042	Steele Road intersection	892
Woodford	5.042	8.11	Woodburn/Airdrie section	1018
Woodford	8.11	11.082	West of Nugent's Crossroad to Pisgah	1582
Woodford	11.082	12.325	Faywood / County Line	2197
Fayette	0	2.45	East of Yarnallton Road	2485
Fayette	2.45		West of Alexandria Drive near Darby Dan Farm	3254

Figure 48. Annual Average Daily Trip counts along Old Frankfort Pike (KYTC)

In general, the road surface varies from 16' to 20' of paved width. There is no curb and gutter section along the byway. The following drawing from KYTC District 7 is from a recent culvert replacement project and shows the typical roadway cross section in Woodford County east of Wallace Station.

Figure 49. Below, a recent typical cross section of Old Frankfort Pike (KYTC, District 7)



Along the road, shoulders are grass or dirt and vary from almost level with 10' or more clear area to farm fencing, to steep slopes at culverts, to very narrow with fewer than 4' between the edge of pavement and historic limestone walls and trees. At some locations in Woodford, pavement build up has created an almost vertical edge of hard surface, resulting in an abrupt drop to the shoulder.

In Woodford County, the road's horizontal alignment is fairly straight with pronounced curves at Faywood, approaching Duckers from both directions and at the railroad crossing at Duckers. There is combined vertical and horizontal movement in the Faywood area. In Fayette the road has much distinct vertical movement as it follows terrain influenced by a pattern of north-south drainages that cross the road perpendicularly. Between Yarnallton Road and Faywood, this rolling vertical alignment results in limited sight distance.

6.3 Multi-Modal forms of Transportation

Multi-modal forms of transportation include pedestrian and bicycle traffic. The Bluegrass Bike Tour extends "through the heart of Kentucky beginning in the foothills of the Appalachians at the Kentucky-Tennessee border and travels through the famed Bluegrass Region" (<http://transportation.ky.gov/Bike-Walk/Pages/bluegrass-bike-tour.aspx>). The tour is indicated on project mapping and follows Old Frankfort Pike for a very limited distance, less than one mile, between Steele Road and Woodlake Road. Because of the lack of paved shoulders, narrow width and limited sight distance in several areas most local wheel-riders choose safer routes through Bluegrass countryside. Likewise, with no curb-and-gutter cross section, limited grass shoulders, and narrow pavement width along much of the Pike, pedestrian use is very infrequent and not encouraged as a prudent mode of travel for viewing the byway.

6.4 Law Enforcement

The Pike is signed 55 mph through the majority of its length with reduced speed limits in the vicinities of Faywood and Duckers. One curve is signed with a flashing signal at the west-bound approach to Faywood and there is also a flashing signal east of the Pisgah Pike intersection indicating the congested area. Some curves are signed in one direction but not the other. At the Open Houses, participants voiced a desire for speed limit enforcement to reduce accidents if possible. However, it was widely acknowledged that there are few places affording safe haven for drivers and law enforcement vehicles to pull outside of the traffic right of way. Additionally, in wet conditions, if vehicles pull off the pavement onto soft shoulders or into ditches, exit might prove difficult and even destructive.

6.5 Accident Review

To better understand the accident history of the Pike, a decade of crash data obtained from KYTC (provided by the Kentucky State Highway Patrol, KSHP) was plotted on base maps. With 23 crash event conditions in the data,

including type of accident, vehicles involved, travel direction, weather, time of day, driver conditions, etc., accidents could be considered under all conditions as well as viewed with certain conditions removed. To simulate generalized conditions experienced by typical scenic byway travelers, accident events that occurred during rain, snow and sleet, at night, and under “aggressive driver conditions” were removed. (This edited data set assumes that travelers visit Scenic Byways voluntarily, and will choose to not drive the byway in the dark and during inclement, precipitating weather. Cloudy conditions were not excluded. We also assumed that Byway travelers are not “aggressive” drivers and omitted that condition, although alcohol related accidents were not omitted.) The following table shows the difference between all accident events from 2000 through 2010 in both counties, compared to the “byway traveler” scenario events. Accidents that occurred during “byway traveler” conditions accounted for between just 39% and 48% of all events.

All Events (2000-2010)		Remove snow, sleet, rain, night and aggressive driver events	
Fayette County	276	Fayette County	108
Woodford County	272	Woodford County	129
Fatalities (total)	12	Fatalities (total)	4

The mapped edited data highlighted increased accident locations regardless of conditions. Those locations were primarily at congested areas and intersections including the offset intersection of Old Frankfort Pike with Pisgah Pike and Payne’s Depot Road, the rural community of Faywood; and at the T-intersections of Yarnallton Road and Elk Chester Road with Old Frankfort Pike.

Examples of comparative mapped crash data are shown in the following two sets of aerial photographs. In the first figure, all events appear as yellow points. In the second figure, rain, snow, sleet, nighttime and aggressive driver accidents have been removed and the remaining events appear as green points. Note that for the CMP, complete crash data was plotted for the entire road under both conditions, but is shown here at two areas where patterns of events are clearly evident.

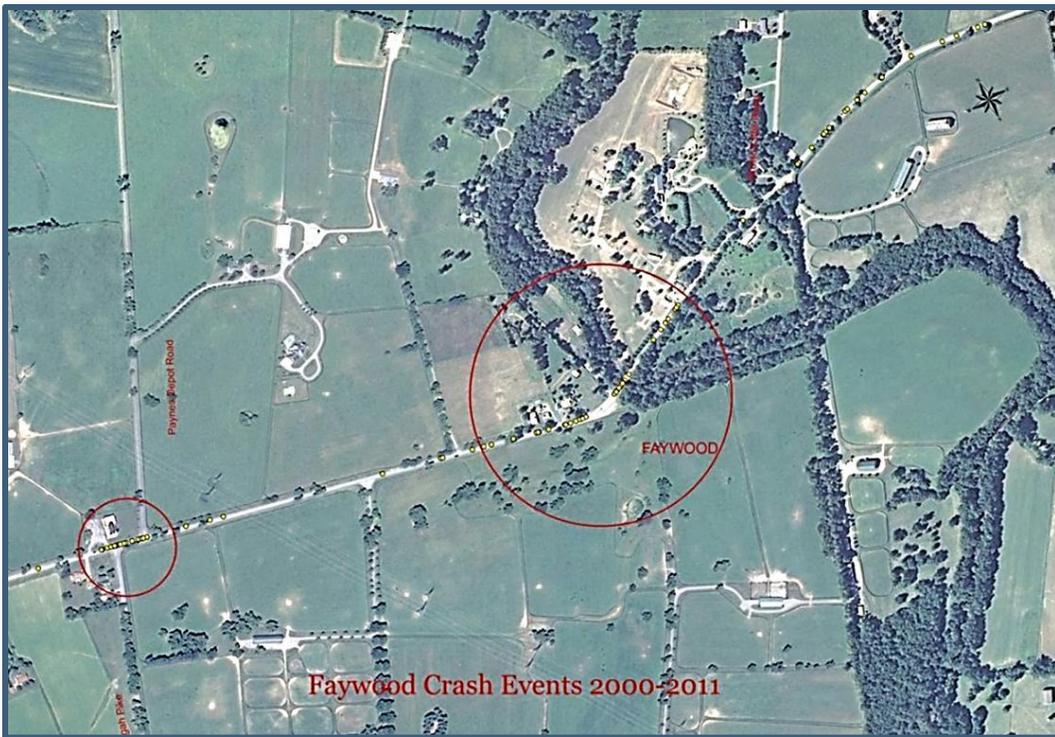


Figure 50. The smaller circle highlights the offset intersections of Pisgah Pike and Payne's Depot Road with Old Frankfort Pike. Historic resources adjacent to the Pike in this area include Mt. Vernon Church and cemetery, the Pisgah Rural Historic District and rock walls along the south side of the Pike.



Figure 51. Roadway challenges in the circled area of Faywood at Elkhorn Creek, include multiple entrances (commercial, farm, residential, church), the Brown's Mill Road intersection, opposing curves, and significant horizontal and vertical road movement.



Figure 52. The Yarnallton Road (left circle) and Elk Chester Road (right) T-intersections with Old Frankfort Pike. While the second data plot shows a decrease in crash events at these locations, they remain areas for improvement.



Figure 53.

6.6 Traffic and Roadway Signing and Advertising

Federal law prohibits new billboard construction along nationally designated scenic byways that are interstate, National Highway System, or Federal-aid Primary Highways. Existing billboards are allowed to remain. Regarding State-designated Scenic byways and Highways, Kentucky law is consistent with Federal law on advertising devices for Scenic highways or those highways which are state maintained. However, Kentucky law is more restrictive including, limited access highways and turnpikes as additional roadways on which advertising is further exempted. Existing billboards that were legal or designated as nonconforming on the date the highway was designated Scenic are allowed to remain on the Scenic Byway or Highway. (KYTC Department of Rural and Municipal Aid, Office of Local Programs, Scenic Byways and Highways Program .) There are no billboards along the Old Frankfort Pike corridor. Infrequent signs, other than typical highway informational signs, identify farms and small businesses. Woodford County and the LFUCG have sign ordinances that effectively restrict the size of permitted signs and recognize the road as a Kentucky Scenic Byway with appropriate sign size and lighting limitations that are in keeping with the scenic qualities of the road and its environment.

6.7 Utilities

Distribution lines bring electrical power and communication services from a transmission line or switching station to residential and commercial areas. On the Pike, distribution lines are found primarily in Fayette County adjacent to the road on wood poles, some very close to the edge of pavement and leaning precariously towards the road. In Woodford County there are fewer places where lines are within road right of way. All byway communities are challenged with maintaining roadside vegetation that does not interfere with utility lines. Clear areas are generally required above and near the lines resulting in “topped” trees or no vegetation at all. *Figure 54*, below, shows pruned trees under power lines in Fayette County along the Pike.

The Byway should open a dialogue with utilities and work with property owners concerning:

- Placing utilities underground where feasible
- Consider more frequent pruning that softens the visual edges of the trees
- Consolidating new poles and placing them further off the edge of pavement
- Encourage electric, phone and cable companies to consolidate
- Find opportunity to relocate lines off the corridor
- Plant vegetation under lines that neither need pruning nor block the view shed from the road.



Burying utility lines is generally cost prohibitive, and may also disrupt a roadside landscape with mature trees along the right of way. Construction of a structure to encase the lines can often significantly damage tree root systems and compromise tree health. Primary ways to finance burying utility lines include:

- Direct federal and state grants (80-20 matching funds) such as SAFETEA-LU – FHWA Transportation Enhancement Program. Competition for these funds is very high and significant amounts are needed to complete such an effort.

6.8 Safety Improvements

Improving roadway safety where possible ranked second in importance to those involved in the project, slightly behind preservation and conservation of historic and scenic qualities. Because Old Frankfort Pike passes through six National Register listed historic districts and by numerous individually listed National Register properties, any elective roadway safety improvements must be made within the existing right-of-way and be sensitive to the design, scale, setting and materials of the historic resources to avoid adverse effects to the corridor. Avoiding impacts to the significant qualities that make Old Frankfort Pike an exceptional driving experience, while maintaining safety and efficiency, is one of the toughest future challenges for the Byway.

Kentucky Department of Highways District 7 (Lexington) oversees the Old Frankfort Pike. The LFSC worked closely with District 7 during this CMP; advising them of prioritized Goals identified through the public process and meeting together in the field to review roadway conditions first hand. In discussions with the District, the possibility of a transportation safety improvement project along Old Frankfort Pike has received strong support. The District suggested that such a project would entail a number of items including;

- **Roadway safety audit** – to identify specific locations where crash events are more likely to occur due to issues such as low shoulders at culverts, critical edges of pavement, unsafe signed speeds, utility poles, and curves, among others.
- **Sign study** – to inventory existing roadway signage along Old Frankfort Pike and create a comprehensive, effective and cohesive sign package that would include locations for future National Scenic Byway signage needs.
- **Speed study** – to determine whether a reduction of posted speeds might reduce crash events in identified areas of congestion or difficult alignment.

District 7, with the input from the LFSC and the Byway Advisory Committee and agreement from all environmental agencies (including the Kentucky Heritage Council among others), could develop plans for the site-by-site locations identified for improvements along the road. This type of innovative, context sensitive approach to highway improvement and focused maintenance – while not affecting significant historic resources – is viewed as an innovative and unique project opportunity.

7.0 THE VISITOR EXPERIENCE: Wayshowing, Wayfinding, and Telling the Story

Way showing is the *assistance*— travel directions, maps, and signs, etc. offered to travelers so that their visit is successful.

Way finding is the *problem-solving* that travelers do to successfully follow a route and arrive at their desired destinations.

Interpretation is how information about a place becomes meaningful to a visitor by weaving facts and places together in *a story* that explains why such a place is worthy of understanding, conservation and protection.

According to the National Scenic Byways informational site, www.byways.org, a state or nationally designated Byway is likely to attract three distinct types of visitors: those with an interest in history and heritage; those interested in local or unique cultural attractions such as art walks, craft fairs, farmers markets, music festivals, and local celebrations and events; and those with an interest in specific and regionally unique attractions such as the equine industry, or Bourbon and wine making facilities and tasting rooms. What all visitors have in common is that they are seeking an overall high quality experience.

Old Frankfort Pike is a relatively short byway at approximately 17 miles. The main access points are from the west via US 60 just south of Interstate 64 at Frankfort; from the north and south via the Midway-Versailles Road (US 62), and from the east in Lexington from within the central hub of town and off of New Circle Road (Hwy. 4). Numerous other intersecting local roads provide access at points along the road, but the two end accesses and the central north and south access point from Midway and Versailles are the primary anticipated locations for visitors to enter and exit to tour the road. Kentucky Scenic Byway confirmation signs have been installed by KYTC along the Pike at the east and west terminus and near intersections to reassure travelers they are on a Kentucky Scenic Byway.

Old Frankfort Pike is indicated as a state scenic byway on FHWA's website, www.byways.org, but scant information is available to potential travelers about the road itself, and no information addresses roadway conditions or visitor facilities, accommodations, dining, fuel, or attractions. After pursuing efforts to increase roadway safety as much as is prudent and feasible, and before inviting additional travelers to the Pike, a dedicated and user-friendly web site providing accurate information about the road and surrounding area should be created and activated.

An interactive website would be an effective and dynamic strategy to meet project items of Goal Category #3, Traveler Education, and of Goal Category #4, Interpretation, Promotion and Partnering. Among other accomplishments, a website would:

- Inform visitors about correct protocol regarding farms and private property,
- Inform visitors about driving conditions along Old Frankfort Pike, including seasons of increased farm-associated traffic along the road,
- Identify and link visitors to local tour guides and tour bus services to maximize guided tours along the Pike and greater Corridor area.

- Identify and link with local services to help ensure that visitors have an opportunity to appreciate the community and resources in comfort, ease of movement and safety.
- Guide the visitor through an enjoyable and educational drive through the corridor

The CMP project has an informational “static web page” www.oldfrankfortpike.org. This web presence does not provide information about the byway itself, but is about this project; where property owners, stakeholders and others can connect and be updated on the status of the CMP. This tool has been very useful for linking participants, but is only a shadow of what is envisioned for a future interactive web site for the Pike.

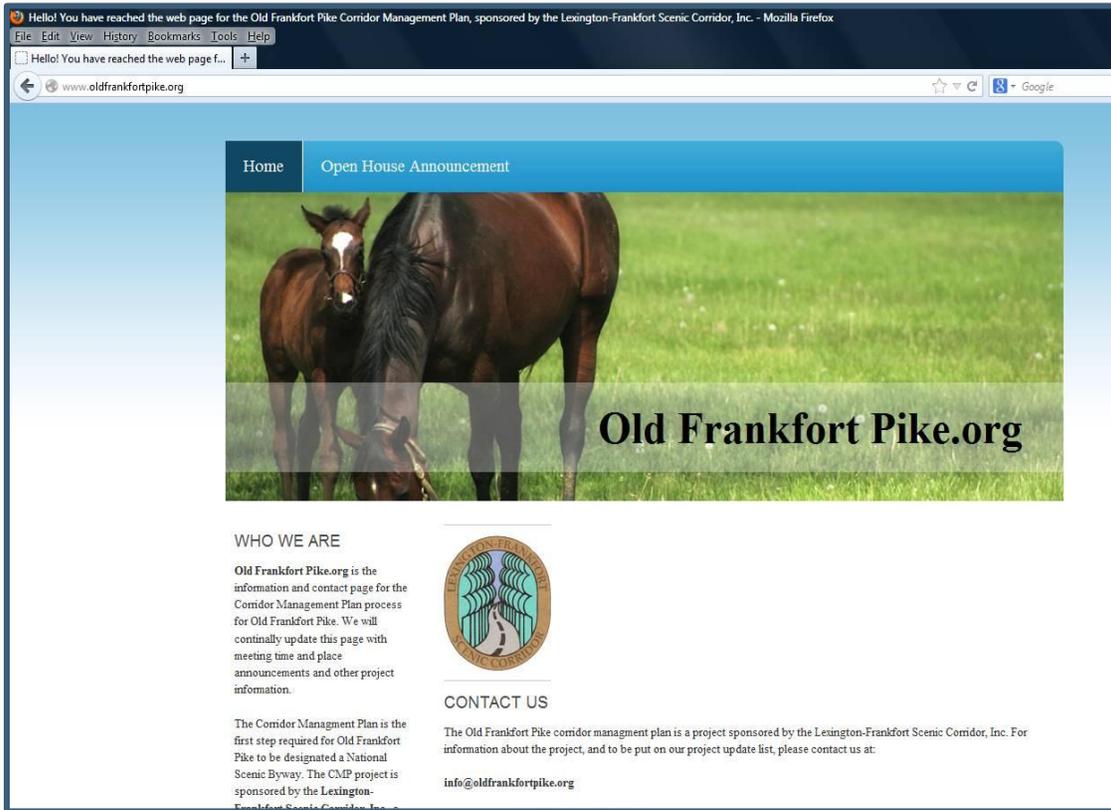


Figure 55. OldFrankfortPike.org, the CMP’s static web page used to update participants about the project.

The Old Frankfort Pike and the greater Lexington-Frankfort Scenic Corridor area comprise a distinctive and significant historic and scenic landscape that visually describes the legacy of the blooded horse in Kentucky, America and the world. The byway corridor’s intrinsic qualities are easy to view and enjoy, but without interpretation, the opportunity to tell the unique story will be missed.

So, what is the story of Old Frankfort Pike? At least four broad interpretive themes persist as they are consistently represented by the historic and scenic qualities of the corridor area. This CMP does not develop those themes or individual story lines, but suggests a future project to focus on the corridor’s significant intrinsic qualities with the intended purpose of telling the story. At this point, the primary suggested themes include:

- The influence of geology, water and soil on the landscape, agriculture and people
- Agriculture: prosperity, diversity, and transformation over 225 years
- The Thoroughbred Horse: from local origins to international prominence
- The challenges of farmland conservation and historic preservation in an increasingly urban environment

7.1 Interpretation: Sites and Signage

Locations for interpretation are either portal gateway sites which are considered primary, or secondary sites located along the road. Each of these potential interpretive locations provides opportunity to tell a certain chapter of the story. Portal gateway sites typically contain multiple panels located in a kiosk-type open shelter, or more enclosed but slightly larger shelter with a distinctive appearance. These locations may also include a bulletin board that can inform visitors of changeable conditions or special events. This is the location to introduce the main interpretive themes of the Pike and inform visitors of safe driving skills on a two lane rural road. Secondary sites focus on specific chapters of the story, and may be located at existing resources like the Headley-Whitney Museum or Offutt Tavern.

Old Frankfort Pike is a relatively brief road with a very impressive and cohesive story. Most property along the road is privately owned and there are few locations where newly-created, interpretive pull-offs would be desirable from a transportation safety point of view. Consideration of interpretive needs, roadway conditions, farming activities, and property ownership suggest a light-handed approach to interpretive facilities is best suited to the Pike. Modestly-scaled, unmanned shelters and/or kiosk-type facilities at the ends of the Pike and at perhaps one additional location where travelers already stop seem most suitable. The town of Midway, an integral partner of the corridor, might also be considered as a potential place for interpretation. A cohesive interpretive plan that includes design of a signature building and kiosk style, along with a cohesively designed and integrated series of stories would meet Goals of Category #4 focused on interpretation including:

- A comprehensive plan for locations of unmanned, outdoor interpretive sites at strategic locations.
- Partner with existing facilities on the Pike in interpretive site locations.
- A comprehensive interpretive plan to tell the Old Frankfort Pike story at the various locations suitable to the “chapter” being told
- Create a “signature” design for entryways, interpretive centers and other byway related exhibits.

Additional visitor way showing and interpretation strategies include:

- Develop a “tear off” map made available at identified partner locations (Labrot and Graham, Weisenberger Mill, Town of Midway, etc.) with historic sites, attractions, road designations,
- Develop a downloadable tour (for MP3, ipod, GPS devices) with a narrative about the historic themes and specific places along the Pike.

The following series of aerial images show locations considered opportune for interpretive installations for various reasons.

Figure 56.

Old Frankfort Pike (blue line) at its western beginning at US 60, south of Frankfort. Two narrow strips of land between modern US 60 and the original US 60 alignment are owned by the state.

Opportunity may exist to locate a byway portal/gateway facility here.

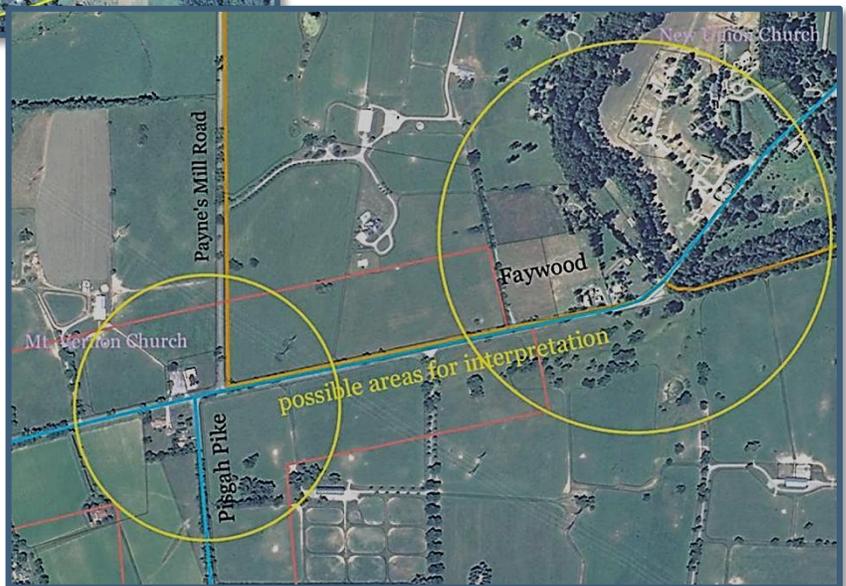


Figure 57.

At the intersection of Old Frankfort Pike and Midway Road (US62) at Nugent's Crossroad, and a bit east at Wallace Station, opportunity may exist to partner with existing commerce for an interpretive location.

Figure 58.

In the area between Pisgah and Faywood, many stories could be told at kiosks that partner with existing facilities. At Faywood, a burned and abandoned commercial building might be an opportunity to improve the area while providing visitor information.





Figures 59, 60, and 61.

The Headley-Whitney Museum on Old Frankfort Pike west of Yarnallton Road in Fayette County, left and below. There may be opportunity to locate a byway interpretive kiosk at the long-established museum.

This type of partnering could benefit the byway, the museum, and travelers alike.



The eastern entry to Old Frankfort Pike and the greater Scenic Corridor area from Lexington at Alexandria Drive is a logical location for a portal/gateway interpretive facility. The Lexington-Frankfort Scenic Corridor already owns a two-acre parcel in the southeast quadrant of the intersection, adjacent to the roundabout. Access to the site would probably need to come from

the industrial park road to the east, or possibly from the Pike itself east of the roundabout. If this location is not suitable, there may be possibility to locate a small facility on the property in the northeast quadrant of the intersection, owned by R.J. Corman Rail Road.

8.0 LEADERSHIP AND PARTNERING for Byway Success

For decades, The Lexington-Frankfort Scenic Corridor, Inc. (LFSC) has voluntarily monitored, advocated for and influenced countless efforts to maintain the unspoiled rural environment of the greater corridor area. When potentially critical events including pipeline construction, zoning changes, and road projects have arisen, Advisory Committee members have stepped in to negotiate solutions on behalf of the corridor area. This CMP recommends that the LFSC has successfully led countless conservation and preservation efforts and should continue to direct and manage efforts on behalf of the Byway. As such the LFSC Advisory Committee should be responsible for the following:

- Be the recognized representative for all Byway associated activities
- Set priorities for specific projects, grant applications and funding sources
- Support ongoing Byway implementation efforts
- Decide if Byway efforts would benefit from a coordinator to oversee projects and activities and serve as liaison between the Byway and jurisdictions, agencies and organizations

The two most important variables that affect the overall travel experience of the Byway now and in the future, include the way in which the roadway is designed and used and the way the adjoining landscapes and built resources are maintained and managed. Success depends on partnering.

The key agencies and organizations identified here as partners, or others with a vested interest in the future of Old Frankfort Pike and the larger corridor area, should review this document thoroughly. Review should focus on gaining insight and appreciation for aspects of the Byway, and toward an ongoing awareness of how their projects, funding and resources might affect or otherwise benefit the corridor.

8.1 Local and Regional Land Use and Planning Partners

The simple fact of Byway designation and the increased recognition it brings can help build broad-based support for its protection. Section 5 on Land Use and regulation described how the Lexington-Fayette Urban County Government, and the Woodford and Franklin County Fiscal Courts support maintenance of a healthy agricultural economy through supportive land use planning, zoning and ordinances. The section also shows demonstrated successes in preserving lands through the purchase and donation of conservation easements along the Pike. Continued communication and cooperation with local planning organizations is critical to the long-term maintenance of the corridor.

8.2 Transportation Partners

Partnering with the Kentucky Transportation Cabinet is critical to the future of Old Frankfort Pike and the byway corridor. There is a need to ensure that the Cabinet, District 7, and the county highway departments responsible for maintenance and repair of the Pike are aware of the Byway's designation, the corridor management plan, and efforts to manage the route. Communication about CMP goals and future projects should be undertaken and updated frequently.

8.3 Tourism Partners

A wealth of tourism-based organizations and venues can both contribute to the Byway's success and benefit from the presence of the Byway. While Kentucky is home to six National Scenic Byways including the Country Music Highway, Great River Road, Lincoln Heritage Scenic Highway, Red River Gorge Scenic Byway, Wilderness Road Heritage Highway, and Woodlands Trace, none of these represent the Bluegrass Region.

Each of the three metropolitan areas surrounding Old Frankfort Pike, including Frankfort, Lexington and Versailles offer hundreds of attractions, visitor facilities for dining and lodging, and have official tourism bureaus that promote these venues. Proactively informing these organizations of the Old Frankfort Pike byway is important to ensure visitors enjoy a safe and meaningful experience along the Pike. This CMP does not list the many urban resources near the byway, but following, highlights nearby rural places and venues that are considered compatible partners for those visiting the corridor area. This preliminary list includes:

- Wallace Station Restaurant (on Old Frankfort Pike) <http://www.wallacestation.com>
- The Headley-Whitney Museum (on Old Frankfort Pike) <http://www.headley-whitney.org>
- The town of Midway (and the many attractions and visitor opportunities there) <http://meetmeinmidway.com>
- Equus Run Vineyard near Midway, <http://www.equusrunvineyards.com>
- Mc Connell's Spring Park, <http://www.mcconnellsprings.org/>
- Masterson Station Park, <http://www.lexingtonky.gov/>
- Labrot and Graham Distillery, the home of Woodford Reserve Bourbon, <http://www.woodfordreserve.com>
- Wildside Winery near Versailles, <http://wildsidewinery.com>
- The Kentucky Bourbon Trail, <http://kybourbontrail.com>
- Wisenberger Mill, <http://www.weisenberger.com>
- The Kentucky Horse Park, <http://www.kyhorsepark.com/>
- Keeneland Race Track, <http://www.keeneland.com>

In the future, to this list will be added:

- numerous individual horse farms that offer public tours
- bed and breakfast accommodations in the corridor area

Guided tours by motor coach (bus) and smaller vehicles are considered by many farm operators along the Pike to be a good alternative way for visitors to experience the corridor. Several farms already have agreements in place with these entities. Visitors who use these types of services are assured horse farm access in a safe, pleasant and informative tour. Partnering with these operators is a practical and worthwhile strategy that should be pursued in future projects.

8.4 Conservation and Preservation Partners

The Bluegrass Conservancy, the LFUCG Purchase of Development Rights easement purchase program and the Kentucky PACE program have successfully eased thousands of farm acres along Old Frankfort Pike and the greater corridor area. Continued partnering and support of the work by these agencies and organizations is important.

While land use and conservation goals and implemented strategies are very good to excellent, especially in Fayette County, less can be said for protection of the historic resources – buildings, structures, sites and landscapes – that are integral to the entire corridor. Many of the scenic views enjoyed along the Pike are actually of historic landscapes that

have evolved over hundreds of years. It is these landscapes that make the experience of driving Old Frankfort Pike so very exceptional. Helping land owners, locals and the visiting public to appreciate this significant evolved heritage and understand how to maintain its unique historical qualities for future generations is a key challenge to the Byway.

Modern historic preservation in the United States has changed little since the establishment of the federal tax credit for rehabilitation of commercial properties listed in the National Register in 1976. While many property owners are proud of the recognition extended by individual National Register of Historic Places listing and inclusion in historic districts, and may welcome the cachet that designation generally confers, others are unwilling to “be told what to do” with their properties

But in fact, this generally widespread belief that National Register eligibility or designation constrains a private property owner from enjoying the full use of his or her property is simply untrue. Only through local ordinance and zoning (historic district overlay for example), can regulation and oversight of historic properties be legally established and enforced. As a leader in conservation and preservation strategies for the corridor, the Byway must strive to educate property owners and the community about all of the kinds of historic resources that characterize the area. From historic houses to barns to woodland pastures, to limestone walls, all of these individual features contribute to the greater landscape. Their preservation, maintenance and enhancement are critical to the future of the byway if it is to continue to tell a story. It is important to understand that *historic preservation reinforces farmland preservation and community identity*. Possible strategies to support historic preservation initiatives in the corridor include:

- Establish a primary partnership with the Kentucky Heritage Council, (the State Historic Preservation Office) to work together toward goals and projects that will support historic preservation activities in the corridor
- Create Byway interpretation that informs and engages the public in understanding the value of historic resources
- Hold annual tours and events at historic homes, farms and other resources along the corridor to raise awareness of the significance of the region's historic resources
- Seek funding for enhancement projects to repair and maintain existing historic resources like limestone walls and woodlands that are so important to the byway character
- Develop a historic resource file for each National Register property on the Pike, provide this information to property owners, and share preservation strategies including tax credit, and conservation and preservation easements strategies.

9.0 Future Projects

The following section prioritizes potential future projects along Old Frankfort Pike as identified and ranked through the CMP community involvement process, identified stakeholders, and the project Advisory Committee

9.1 Highway Audit and Safety Improvement Project

All participants agree that the first goal, prior to nominating Old Frankfort Pike as a National Scenic Byway, is to comprehensively review the roadway and existing conditions in order to understand opportunities for safety improvements along the Pike. Because national designation will bring additional travelers to the road, highway safety improvements where feasible are extremely important to all stakeholders. However, as Old Frankfort Pike passes through six National Register listed Historic Districts and by numerous individually listed properties, the potential for adverse effects to these significant historic resources is of primary concern when considering any roadway safety improvement, modification or maintenance. The following two items are from the 14 CMP requirements concerning the roadway itself.

(7). A general review of the road's safety and accident record to identify any correctible faults in highway design, maintenance or operation.

(13). Discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the byway corridor.

In meetings with KYTC District 7 personnel they suggested the following steps toward achieving this goal with a highway safety improvement project.

- 1) Determine how proposed changes may affect the intrinsic qualities of the byway corridor.

Any potential improvement project must be considered with the understanding that all work be performed within the existing right-of-way so as not to impact any significant resources or intrinsic qualities of the byway corridor. Actual ROW along the Pike may be undetermined, given that the road was established in the late 1700s. ROW may extend from back of ditch to back of ditch, from top of cut to top of cut, from fence to fence, or in a combination of these generally acknowledged limits. The majority length of Old Frankfort Pike is fenced on both sides of the road with the exception of the residential/commercial areas in the vicinities of Faywood, Wallace Station, Nugent's Crossroads, and Duckers. Determination of ROW limits would be a requirement prior to establishing scope and project limits for any proposed improvement.

- 2) Review of the road's safety and accident record to identify any correctible faults in highway design, maintenance or operation.

This project's research of the reported crash events along the Pike from 2000 through 2010 gave insight into areas where accidents are more likely. District 7 performed a Roadway Safety Audit of Old Frankfort Pike a few years ago, but a revised safety study for the Pike would identify opportunities for potential improvements. Such a study, undertaken by the District could include a speed study and sign study in addition to an updated safety audit.

- 3) Identify specific locations for spot improvement and maintenance.

Abrupt shoulder drops at culverts, severe edges of pavement, areas where the roadway slopes noticeably toward the grass shoulder, inconsistent and/or lack of signage at curves and other areas, and close proximity of utility poles leaning inward to the road, are among items that could be identified for safety improvements. This project would develop appurtenance designs with a context-sensitive approach that will be in keeping with the intrinsic character of the Pike and its environs. The project should also determine whether funding and opportunity exists to relocate power lines and replace or bury telephone lines along the corridor right of way, especially those that are extremely close to the edge of pavement in Fayette County.



Recently, a culvert replacement project along Old Frankfort Pike specified a Gabion wall (or basket) for the retaining wall along both side of the Pike, The image at left, *Figure 62*, is of a typical Gabion basket wall. This type of appurtenance detail is not sensitive to the historical context of the road. Other solutions, like those designed on Paris Pike (below) are more appropriate.

In general, any proposed activities that were part of a project of this type would:

- Require the approval of adjacent property owners for specific project activity
- Work affecting private property (culvert reconstruction including context-sensitive head wall design) would be undertaken after property owner approval.
- Improvements would not involve taking or purchase of private property.
- All environmental agencies (including the Kentucky Heritage Council, among others) would approve project activities as having no effect on resources.
- As the project sponsor, the Lexington-Frankfort Scenic Corridor would act as liaison in partnership with KYTC to assure property owners of the voluntary nature of any work, understand specific property owner requests, and other items as they might occur.



Funding may exist for a Scenic Byway project of this type, separate from traditional funding areas for Scenic Byways through the Kentucky Economic Development Cabinet who annually partners with KYTC on projects identified as economic development-related highway initiatives.

Figures 63 and 64. Context sensitive improvements (along the recently reconstructed Paris Pike in Fayette and Bourbon Counties include timber backed guard rails with buried ends and stone veneer retaining walls (instead of a Gabian wall shown above). These and other appurtenances are appropriate solutions for a scenic byway like Old Frankfort Pike.

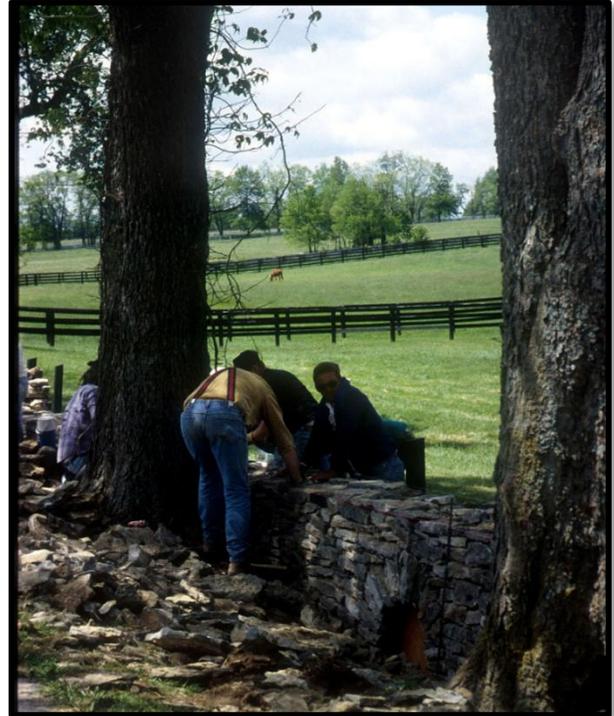


9.2 Historic and Scenic Enhancements Project

All CMP project participants agree that the conservation and preservation of the Byway's historic and scenic resources was Extremely Important on both Open House questionnaires. Scenic corridor visual assessments performed in preparation of the book, Views From the Road determined that the most valued rural features, in preferential order, were narrow, tree-lined roads, rock and plank fences, horse farms, fields and fence rows, woodland savannah, and historic buildings. The features disliked the most were piano-key residential development, deteriorated spot commercial uses, and roads with no trees or fencing.

Projects that would help achieve several of the goals identified in the Intrinsic Resources category include a group of enhancement activities. These individual efforts may be combined in one comprehensive enhancement project that would potentially include:

- Rock fence and wall repair. The historic limestone fences and walls that shoulder Old Frankfort Pike are critical and integral resources of the Pike. A project to repair existing rock walls in partnership with private property owners should be undertaken. Most of the rock walls aligning the Pike are on farms already protected by conservation easements. In exchange for the improvements, owners would agree to place preservation easements on these rebuilt wall areas to ensure that they will stand for many more decades.



(Figure 65, right. Stone masons participating in a certification workshop sponsored by KYTC.)

- Tree canopy maintenance and woodland protection. A comprehensive vegetation project would work with property owners to maintain existing trees, replace damaged trees and replant trees in identified critical areas along the Pike and within the corridor view shed. A study of appropriate species and planting locations, along with a comprehensive arborist's assessment of the Pike's significant vegetation would be a part of this strategy to maintain the intrinsic scenic view shed.
- Improve deteriorated commercial areas. One of the least-desirable preference areas is places of deteriorated spot commercial use. Funding might be considered to clean up, repair or otherwise improve these infrequent locations along the Pike. One place that comes to mind for improvement is at Faywood, where a commercial building burned several years ago and has stood abandoned since that time.
- Fence replacement. This component would include funding and guidance for property owners to replace non-traditional barrier fencing such as dense hedge rows with more historically appropriate fence types. This item could be part of the tree planting and maintenance component.
- Burying or relocating utility lines. As described in section 6.8, burying of utility lines, especially at the eastern area of the Pike would greatly enhance the view shed and also increase driver safety by removing potentially dangerous utility poles. Cost and feasibility of such work would first have to be determined before including this option in a comprehensive enhancement project.

9.3 Identifying the Byway and the Visitor Experience

This future project encompasses traveler education, way showing and way finding, and interpretation (telling the byway story) and addresses Goal Categories # 3 and #4.

The public process identified strong consensus that information about the Pike should be better and more accurately presented, especially concerning roadway and driving conditions, farm protocols, and visitor etiquette in this rural farming community. From strategically located kiosks with informational panels, to website presentation, GIS applications, and printed brochures – participants discussed options for where, what and how information might be provided to visitors.

An accurate telling of the Pike's history and interpretation of its unique historic, scenic, cultural and natural resources should be done in a comprehensive way. Project activities that would achieve the goals of byway identify, visitor information and interpretation include the following:

- Develop a comprehensive plan for locations of unmanned, outdoor interpretive sites at strategic locations.
- Work with existing entities on the Pike to partner as interpretive site locations.
- Develop a comprehensive interpretive plan to tell the Old Frankfort Pike story at the various locations suitable to the “chapter” being told
- Develop a “signature” design theme for entryways, interpretive centers and other byway related exhibits.
- Develop an interactive web-based presence for the Byway.
- Develop brochure-type media about the Byway to place at selected partner locations (for example: Town of Midway, Labrot and Graham Distillery, Kentucky Horse Park, Lexington Visitor’s Center).
- Integrate and link the byway with area travel and tourism venues.

The following rendering is an idea for an unmanned structure containing informational panels and interpretive displays. A structure like this would be appropriate at entryway portal locations at either east and/or west ends of Old Frankfort Pike.



Figure 66. From the shaded porch of the Old Frankfort Pike Historic and Scenic Byway Welcome Center, visitors look off to the rural landscape that characterizes the Old Frankfort Pike corridor,

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