



Lexington-Fayette Urban County Government

Request for Qualifications

The Lexington-Fayette Urban County Government hereby requests proposals for **RFQ #24-2016 Historic Preservation Services for Kiosk for Old Frankfort Pike Scenic Byway Viewing Area** to be provided in accordance with terms, conditions and specifications established herein.

Sealed proposals will be received in the Division of Central Purchasing, Room 338, Government Center, 200 East Main Street, Lexington, KY, 40507, until **2:00 PM**, prevailing local time, on **September 2, 2016**.

Proposals received after the date and time set for opening proposals will not be considered for award of a contract and will be returned unopened to the Proposer. It is the sole responsibility of the Proposer to assure that his/her proposal is received by the Division of Central Purchasing before the date and time set for opening proposals.

Proposals must be sealed in an envelope and the envelope prominently marked:

**RFQ #24-2016 Historic Preservation Services for Kiosk for Old Frankfort Pike
Scenic Byway Viewing Area**

If mailed, the envelope must be addressed to:

Sondra Stone – Buyer Senior
Lexington-Fayette Urban County Government
Room 338, Government Center
200 East Main Street
Lexington, KY 40507

Additional copies of this Request For Proposals are available from the Division of Central Purchasing, Room 338 Government Center, 200 East Main Street, Lexington, KY 40507, (859)-258-3320, at no charge.

Proposals, once submitted, may not be withdrawn for a period of sixty (60) calendar days.

The Proposer must submit one (1) master (hardcopy), (1) exact electronic version in PDF format on a flashdrive or CD and seven (7) duplicates (hardcopies) of their proposal for evaluation purposes.

The Lexington-Fayette Urban County Government reserves the right to reject any or all proposals, and to waive technicalities and informalities when such waiver is determined by the Lexington-Fayette Urban County Government to be in its best interest.

Signature of this proposal by the Proposer constitutes acceptance by the Proposer of terms, conditions and requirements set forth herein.

Minor exceptions may not eliminate the proposal. Any exceptions to the specifications established herein shall be listed in detail on a separate sheet and attached hereto. The Lexington-Fayette Urban County Government shall determine whether any exception is minor.

The Lexington-Fayette Urban County Government encourages the participation of minority- and women-owned businesses in Lexington-Fayette Urban County Government contracts. This proposal is subject to Affirmative Action requirements attached hereto.

Please do not contact any LFUCG staff member or any other person involved in the selection process other than the designated contact person(s) regarding the project contemplated under this RFP while this RFP is open and a selection has not been finalized. Any attempt to do so may result in disqualification of the firm's submittal for consideration.

Laws and Regulations

All applicable state laws, municipal ordinances and regulations of all authorities having jurisdiction over the project shall apply to the contract, and shall be deemed to be incorporated herein by reference.

Equal Employment Opportunity

The Entity (regardless of whether construction contractor, non-construction contractor or supplier) agrees to provide equal opportunity in employment for all qualified persons, to prohibit discrimination in employment because of race, color, creed, national origin, sex or age, and to promote equal employment through a positive, continuing program from itself and each of its subcontracting agents. This program of equal employment opportunity shall apply to every aspect of its employment policies and practices.

Kentucky Equal Employment Opportunity Act

The Kentucky Equal Employment Opportunity Act of 1978 (KRS 45.560-45.640) requires that any "county, city, town, school district, water district, hospital district, or other political subdivision of the state shall include in directly or indirectly publicly funded contracts for supplies, materials, services, or equipment hereinafter entered into the following provisions:

"During the performance of this contract, the contractor agrees as follows:

- (1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, age, or national origin;
- (2) The contractor will state in all solicitations or advertisements for employees placed by or on behalf of the contractors that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, age, or national origin;
- (3) The contractor will post notices in conspicuous places, available to employees and applicants for employment, setting forth the provision of the nondiscrimination clauses required by this section; and
- (4) The contractor will send a notice to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding advising the labor union or workers' representative of the contractor's commitments under the nondiscrimination clauses."

The Act further provides:

"KRS 45.610. Hiring minorities -- Information required

- (1) For the length of the contract, each contractor shall hire minorities from other sources within the drawing area, should the union with which he has collective bargaining agreements be unwilling to supply sufficient minorities to satisfy the agreed upon goals and timetables.
- (2) Each contractor shall, for the length of the contract, furnish such information as required by KRS 45.560 to KRS 45.640 and by such rules, regulations and orders issued pursuant thereto and will permit access to all books and records pertaining to his employment practices and work sites by the contracting agency and the department for purposes of investigation to ascertain compliance with KRS 45.560 to 45.640 and such rules, regulations and orders issued pursuant thereto.

KRS 45.620. Action against contractor -- Hiring of minority contractor or subcontractor

(1) If any contractor is found by the department to have engaged in an unlawful practice under this chapter during the course of performing under a contract or subcontract covered under KRS 45.560 to 45.640, the department shall so certify to the contracting agency and such certification shall be binding upon the contracting agency unless it is reversed in the course of judicial review.

(2) If the contractor is found to have committed an unlawful practice under KRS 45.560 to 45.640, the contracting agency may cancel or terminate the contract, conditioned upon a program for future compliance approved by the contracting agency and the department. The contracting agency may declare such a contractor ineligible to bid on further contracts with that agency until such time as the contractor complies in full with the requirements of KRS 45.560 to 45.640.

(3) The equal employment provisions of KRS 45.560 to 45.640 may be met in part by a contractor by subcontracting to a minority contractor or subcontractor. For the provisions of KRS 45.560 to 45.640, a minority contractor or subcontractor shall mean a business that is owned and controlled by one or more persons disadvantaged by racial or ethnic circumstances.

KRS 45.630 Termination of existing employee not required, when

Any provision of KRS 45.560 to 45.640 notwithstanding, no contractor shall be required to terminate an existing employee upon proof that employee was employed prior to the date of the contract.

KRS 45.640 Minimum skills

Nothing in KRS 45.560 to 45.640 shall require a contractor to hire anyone who fails to demonstrate the minimum skills required to perform a particular job."

It is recommended that all of the provisions above quoted be included as special conditions in each contract. In the case of a contract exceeding \$250,000, the contractor is required to furnish evidence that his workforce in Kentucky is representative of the available work-force in the area from which he draws employees, or to supply an Affirmative Action plan which will achieve such representation during the life of the contract.

LFUCG Non-Appropriation Clause

Contractor acknowledges that the LFUCG is a governmental entity, and the contract validity is based upon the availability of public funding under the authority of its statutory mandate.

In the event that public funds are unavailable and not appropriated for the performance of the LFUCG's obligations under this contract, then this contract shall automatically expire without penalty to the LFUCG thirty (30) days after written notice to Contractor of the unavailability and non-appropriation of public funds. It is expressly agreed that the LFUCG shall not activate this non-appropriation provision for its convenience or to circumvent the requirements of this contract, but only as an emergency fiscal measure during a substantial fiscal crisis, which affects generally its governmental operations.

In the event of a change in the LFUCG's statutory authority, mandate and mandated functions, by state and federal legislative or regulatory action, which adversely affects the LFUCG's authority to continue its obligations under this contract, then this contract shall automatically terminate without penalty to the LFUCG upon written notice to Contractor of such limitation or change in the LFUCG's legal authority.

Contention Process

Vendors who respond to this invitation have the right to file a notice of contention associated with the RFP process or to file a notice of appeal of the recommendation made by the Director of Central Purchasing resulting from this invitation.

Notice of contention with the RFP process must be filed within 3 business days of the bid/proposal opening by (1) sending a written notice, including sufficient documentation to support contention, to the Director of the Division of Central Purchasing or (2) submitting a written request for a meeting with the Director of Central Purchasing to explain his/her contention with the RFP process. After consulting with the Commissioner of Finance the Chief Administrative Officer and reviewing the documentation and/or hearing the vendor, the Director of Central Purchasing shall promptly respond in writing findings as to the compliance with RFP processes. If, based on this review, a RFP process irregularity is deemed to have occurred the Director of Central Purchasing will consult with the Commissioner of Finance, the Chief Administrative Officer and the Department of Law as to the appropriate remedy.

Notice of appeal of a RFP recommendation must be filed within 3 business days of the RFP recommendation by (1) sending a written notice, including sufficient documentation to support appeal, to the Director, Division of Central Purchasing or (2) submitting a written request for a meeting with the Director of Central Purchasing to explain his appeal. After reviewing the documentation and/or hearing the vendor and consulting with the Commissioner of Finance

and the Chief Administrative Officer, the Director of Central Purchasing shall in writing, affirm or withdraw the recommendation.

SELECTION CRITERIA:

1. Qualifications to perform the project 20 points
2. Ability and expertise of the firm's professional personnel 20 points
3. Familiarity with the details of the project. 20 points
4. Past record of performance 10 points
5. Current workload and projected project commitments of the firm 15 points
6. Familiarity with the KYTC LPA Project Guide 10 points
7. Degree of local employment to be provided by the Consultant. 5 points

Proposals shall contain the appropriate information necessary to evaluate based on these criteria. A committee composed of government employees as well as representatives of relevant user groups will evaluate the proposals.

Questions regarding this RFP shall be addressed to:

Sondra Stone, Buyer Senior
Division of Central Purchasing
sstone@lexingtonky.gov

or submitted to the website at <https://lfucg.economicengine.com>

Affirmative Action Plan

All vendors must submit as a part of the proposal package the following items to the Urban County Government:

1. Affirmative Action Plan for his/her firm;
2. Current Work Force Analysis Form;

Failure to submit these items as required may result in disqualification of the submitter from award of the contract. All submissions should be directed to:

Director, Division of Central Purchasing
Lexington-Fayette Urban County Government
200 East Main Street, 3rd Floor
Lexington, Kentucky 40507

All questions regarding this proposal must be directed to the Division of Central Purchasing, (859)-258-3320.

AFFIDAVIT

Comes the Affiant, _____, and after being first duly sworn, states under penalty of perjury as follows:

1. His/her name is _____ and he/she is the individual submitting the proposal or is the authorized representative of _____, the entity submitting the proposal (hereinafter referred to as "Proposer").

2. Proposer will pay all taxes and fees, which are owed to the Lexington-Fayette Urban County Government at the time the proposal is submitted, prior to award of the contract and will maintain a "current" status in regard to those taxes and fees during the life of the contract.

3. Proposer will obtain a Lexington-Fayette Urban County Government business license, if applicable, prior to award of the contract.

4. Proposer has authorized the Division of Central Purchasing to verify the above-mentioned information with the Division of Revenue and to disclose to the Urban County Council that taxes and/or fees are delinquent or that a business license has not been obtained.

5. Proposer has not knowingly violated any provision of the campaign finance laws of the Commonwealth of Kentucky within the past five (5) years and the award of a contract to the Proposer will not violate any provision of the campaign finance laws of the Commonwealth.

6. Proposer has not knowingly violated any provision of Chapter 25 of the Lexington-Fayette Urban County Government Code of Ordinances, known as "Ethics Act."

Continued on next page

7. Proposer acknowledges that "knowingly" for purposes of this Affidavit means, with respect to conduct or to circumstances described by a statute or ordinance defining an offense, that a person is aware or should have been aware that his conduct is of that nature or that the circumstance exists.

Further, Affiant sayeth naught.

STATE OF _____
COUNTY OF _____

The foregoing instrument was subscribed, sworn to and acknowledged before me
by _____ on this the _____ day
of _____, 2016.

My Commission expires: _____

NOTARY PUBLIC, STATE AT LARGE

EQUAL OPPORTUNITY AGREEMENT

The Law

- Title VII of the Civil Rights Act of 1964 (amended 1972) states that it is unlawful for an employer to discriminate in employment because of race, color, religion, sex, age (40-70 years) or national origin.
- Executive Order No. 11246 on Nondiscrimination under Federal contract prohibits employment discrimination by contractor and sub-contractor doing business with the Federal Government or recipients of Federal funds. This order was later amended by Executive Order No. 11375 to prohibit discrimination on the basis of sex.
- Section 503 of the Rehabilitation Act of 1973 states:

The Contractor will not discriminate against any employee or applicant for employment because of physical or mental handicap.

- Section 2012 of the Vietnam Era Veterans Readjustment Act of 1973 requires Affirmative Action on behalf of disabled veterans and veterans of the Vietnam Era by contractors having Federal contracts.
- Section 206(A) of Executive Order 12086, Consolidation of Contract Compliance Functions for Equal Employment Opportunity, states:

The Secretary of Labor may investigate the employment practices of any Government contractor or sub-contractor to determine whether or not the contractual provisions specified in Section 202 of this order have been violated.

The Lexington-Fayette Urban County Government practices Equal Opportunity in recruiting, hiring and promoting. It is the Government's intent to affirmatively provide employment opportunities for those individuals who have previously not been allowed to enter into the mainstream of society. Because of its importance to the local Government, this policy carries the full endorsement of the Mayor, Commissioners, Directors and all supervisory personnel. In following this commitment to Equal Employment Opportunity and because the Government is the benefactor of the Federal funds, it is both against the Urban County Government policy and illegal for the Government to let contracts to companies which knowingly or unknowingly practice discrimination in their employment practices. Violation of the above mentioned ordinances may cause a contract to be canceled and the contractors may be declared ineligible for future consideration.

Please sign this statement in the appropriate space acknowledging that you have read and understand the provisions contained herein. Return this document as part of your application packet.

Bidders

I/We agree to comply with the Civil Rights Laws listed above that govern employment rights of minorities, women, Vietnam veterans, handicapped and aged persons.

Signature

Name of Business

WORKFORCE ANALYSIS FORM

Name of Organization: _____

Categories	Total	White (Not Hispanic or Latino)		Hispanic or Latino		Black or African-American (Not Hispanic or Latino)		Native Hawaiian and Other Pacific Islander (Not Hispanic or Latino)		Asian (Not Hispanic or Latino)		American Indian or Alaskan Native (not Hispanic or Latino)		Two or more races (Not Hispanic or Latino)		Total	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
Administrators																	
Professionals																	
Superintendents																	
Supervisors																	
Foremen																	
Technicians																	
Protective Service																	
Para-Professionals																	
Office/Clerical																	
Skilled Craft																	
Service/Maintenance																	
Total:																	

Prepared by: _____ Date: ____/____/____

(Name and Title)

Revised 2015-Dec-15

**DIRECTOR, DIVISION OF CENTRAL PURCHASING
LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT
200 EAST MAIN STREET
LEXINGTON, KENTUCKY 40507**

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL
EMPLOYMENT OPPORTUNITIES AND DBE CONTRACT PARTICIPATION**

Notice of requirement for Affirmative Action to ensure Equal Employment Opportunities and Disadvantaged Business Enterprises (DBE) Contract participation. Disadvantaged Business Enterprises (DBE) consists of Minority-Owned Business Enterprises (MBE) and Woman-Owned Business Enterprises (WBE).

The Lexington-Fayette Urban County Government has set a goal that not less than ten percent (10%) of the total value of this Contract be subcontracted to Disadvantaged Business Enterprises, which is made up of MBEs and WBEs. The Lexington Fayette Urban County Government also has set a goal that not less than three percent (3%) of the total value of this Contract be subcontracted to Veteran-owned Small Businesses. The goal for the utilization of Disadvantaged Business Enterprises as well Veteran –owned Small Businesses as subcontractors is a recommended goal. Contractor(s) who fail to meet such goal will be expected to provide written explanations to the Director of the Division of Purchasing of efforts they have made to accomplish the recommended goal, and the extent to which they are successful in accomplishing the recommended goal will be a consideration in the procurement process. Depending on the funding source, other DBE goals may apply.

For assistance in locating Disadvantaged Business Enterprises Subcontractors contact:

Sherita Miller, MPA, Division of Central Purchasing
Lexington-Fayette Urban County Government
200 East Main Street, 3rd Floor, Room 338
Lexington, Kentucky 40507
smiller@lexingtonky.gov

Firm Submitting Proposal: _____

Complete Address: _____
Street City Zip

Contact Name: _____ Title: _____

Telephone Number: _____ Fax Number: _____

Email address: _____

Lexington-Fayette Urban County Government
MWDBE PARTICIPATION GOALS

A. GENERAL

- 1) The LFUCG request all potential contractors to make a concerted effort to include Minority-Owned (MBE), Woman-Owned (WBE), Disadvantaged (DBE) Business Enterprises and Veteran-Owned Small Businesses as subcontractors or suppliers in their bids.
- 2) Toward that end, the LFUCG has established 10% of total procurement costs as a Goal for participation of Minority-Owned, Woman-Owned and Disadvantaged Businesses on this contract.
- 3) The LFUCG has also established a 3% of total procurement costs as a Goal for participation of Veteran-Owned Small Businesses (VOSB).
- 4) **It is therefore a request of each Bidder to include in its bid, the same goal (10%) for MWDBE participation and other requirements as outlined in this section.**

B. PROCEDURES

- 1) The successful bidder will be required to report to the LFUCG, the dollar amounts of all payments submitted to Minority-Owned, Woman-Owned or Veteran-Owned subcontractors and suppliers for work done or materials purchased for this contract. (See Subcontractor Monthly Payment Report)
- 2) Replacement of a Minority-Owned, Woman-Owned or Veteran-Owned subcontractor or supplier listed in the original submittal must be requested in writing and must be accompanied by documentation of Good Faith Efforts to replace the subcontractor / supplier with another MWDBE Firm; this is subject to approval by the LFUCG. (See LFUCG MWDBE Substitution Form)
- 3) For assistance in identifying qualified, certified businesses to solicit for potential contracting opportunities, bidders may contact:
 - a) The Lexington-Fayette Urban County Government, Division of Central Purchasing (859-258-3320)
- 4) The LFUCG will make every effort to notify interested MWDBE and Veteran subcontractors and suppliers of each Bid Package, including information on the scope of work, the pre-bid meeting time and location, the bid date, and all other pertinent information regarding the project.

C. DEFINITIONS

- 1) A Minority-Owned Business Enterprise (MBE) is defined as a business which is certified as being at least 51% owned and operated by persons of African American, Hispanic, Asian, Pacific Islander, American Indian or Alaskan Native Heritage.
- 2) A Woman-Owned Business Enterprise (WBE) is defined as a business which is certified as being at least 51% owned and operated by one or more Non-Minority Females.
- 3) A Disadvantaged Business (DBE) is defined as a business which is certified as being at least 51% owned and operated by a person(s) that are economically and socially disadvantaged.
- 4) A Veteran-Owned Small Business (VOSB) is defined as a business which is certified as being at least 51% owned and operated by a veteran and/or a service disabled veteran.
- 5) Good Faith Efforts are efforts that, given all relevant circumstances, a bidder or proposer actively and aggressively seeking to meet the goals, can reasonably be expected to make. In evaluating good faith efforts made toward achieving the goals, whether the bidder or proposer has performed the efforts outlined in the Obligations of Bidder for Good Faith Efforts outlined in this document will be considered, along with any other relevant factors.

D. OBLIGATION OF BIDDER FOR GOOD FAITH EFFORTS

- 1) **The bidder shall make a Good Faith Effort to achieve the Participation Goal for MWDBE and Veteran-Owned subcontractors/suppliers. The failure to meet the goal shall not necessarily be cause for disqualification of the bidder; however, bidders not meeting the goal are required to furnish with their bids written documentation of their Good Faith Efforts to do so.**
- 2) Award of Contract shall be conditioned upon satisfaction of the requirements set forth herein.
- 3) The Form of Proposal includes a section entitled “MWDBE Participation Form”. The applicable information must be completed and submitted as outlined below.
- 4) **Failure to submit this information as requested may be cause for rejection of bid or delay in contract award.**

E. DOCUMENTATION REQUIRED FOR GOOD FAITH EFFORTS

- 1) Bidders reaching the Goal are required to submit only the MWDBE Participation Form.” The form must be fully completed including names and telephone number of participating MWDBE firm(s); type of work to be performed;

estimated value of the contract and value expressed as a percentage of the total Lump Sum Bid Price. The form must be signed and dated, and is to be submitted with the bid.

- 2) Bidders not reaching the Goal must submit the “MWDBE Participation Form”, the “Quote Summary Form” and a written statement documenting their Good Faith Effort to do so. If bid includes no MWDBE and/or Veteran participation, bidder shall enter “None” on the subcontractor / supplier form). In addition, the bidder must submit written proof of their Good Faith Efforts to meet the Participation Goal:
 - a. Advertised opportunities to participate in the contract in at least two (2) publications of general circulation media; trade and professional association publications; small and minority business or trade publications; and publications or trades targeting minority, women and disadvantaged businesses not less than fifteen (15) days prior to the deadline for submission of bids to allow MWDBE firms and Veteran-Owned businesses to participate.
 - b. Included documentation of advertising in the above publications with the bidders good faith efforts package
 - c. Attended LFUCG Central Purchasing Economic Inclusion Outreach event
 - d. Attended pre-bid meetings that were scheduled by LFUCG to inform MWDBEs and/or Veteran-Owned businesses of subcontracting opportunities
 - e. Sponsored Economic Inclusion event to provide networking opportunities for prime contractors and MWDBE firms and Veteran-Owned businesses.
 - f. Requested a list of MWDBE and/or Veteran subcontractors or suppliers from LFUCG Economic Engine and showed evidence of contacting the companies on the list(s).
 - g. Contacted organizations that work with MWDBE companies for assistance in finding certified MWDBE firms and Veteran-Owned businesses to work on this project. Those contacted and their responses should be a part of the bidder’s good faith efforts documentation.
 - h. Sent written notices, by certified mail, email or facsimile, to qualified, certified MWDBEs soliciting their participation in the contract not less than seven (7) days prior to the deadline for submission of bids to allow them to participate effectively.
 - i. Followed up initial solicitations by contacting MWDBEs and Veteran-Owned Businesses to determine their level of interest.

j. Provided the interested MWDBE firm and/or Veteran-Owned business with adequate and timely information about the plans, specifications, and requirements of the contract.

k. Selected portions of the work to be performed by MWDBE firms and/or Veteran-Owned businesses in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate MWDBE and Veteran participation, even when the prime contractor may otherwise perform these work items with its own workforce

l. Negotiated in good faith with interested MWDBE firms and Veteran-Owned businesses not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached.

m. Included documentation of quotations received from interested MWDBE firms and Veteran-Owned businesses which were not used due to uncompetitive pricing or were rejected as unacceptable and/or copies of responses from firms indicating that they would not be submitting a bid.

n. Bidder has to submit sound reasons why the quotations were considered unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a MWDBE and/or Veteran-Owned business's quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy MWDBE and Veteran goals.

o. Made an effort to offer assistance to or refer interested MWDBE firms and Veteran-Owned businesses to obtain the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal

p. Made efforts to expand the search for MWBE firms and Veteran-Owned businesses beyond the usual geographic boundaries.

q. Other--any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include MWDBE and Veteran participation.

Note: Failure to submit any of the documentation requested in this section may be cause for rejection of bid. Bidders may include any other documentation deemed relevant to this requirement which is subject to review by the MBE Liaison. Documentation of Good Faith Efforts must be submitted with the Bid, if the participation Goal is not met.



MINORITY BUSINESS ENTERPRISE PROGRAM

Sherita Miller, MPA
Minority Business Enterprise Liaison
Division of Central Purchasing
Lexington-Fayette Urban County Government
200 East Main Street
Lexington, KY 40507
smiller@lexingtonky.gov
859-258-3323

OUR MISSION: The mission of the Minority Business Enterprise Program is to facilitate the full participation of minority and women owned businesses in the procurement process and to promote economic inclusion as a business imperative essential to the long term economic viability of Lexington-Fayette Urban County Government.

To that end the city council adopted and implemented resolution 167-91—Disadvantaged Business Enterprise (DBE) 10% Goal Plan in July of 1991. The resolution states in part (a full copy is available in Central Purchasing):

“A Resolution supporting adoption of the administrative plan for a ten percent (10%) Minimum goal for disadvantaged business enterprise participation in Lexington-Fayette Urban County Government construction and professional services contracts; Providing that as part of their bids on LFUCG construction contracts, general Contractors shall make a good faith effort to award at least ten percent (10%) of All subcontracts to disadvantaged business enterprises; providing that divisions of LFUCG shall make a good faith effort to award at least ten percent of their Professional services and other contracts to disadvantaged business enterprises...”

A Disadvantaged Business Enterprise is defined as a business that has been certified as being at least 51% owned, operated and managed by a U.S. Citizen of the following groups:

- African-American
- Hispanic-American
- Asian/Pacific Islander
- Native American/Native Alaskan
- Non-Minority Female
- Economically and Socially Disadvantaged

In addition, to that end the city council also adopted and implemented resolution 167-91—Veteran-owned Businesses, 3% Goal Plan in July of 2015. The resolution states in part (a full copy is available in Central Purchasing):

“A resolution adopting a three percent (3%) minimum goal for certified veteran-owned small businesses and service disabled veteran-owned businesses for certain of those Lexington-Fayette Urban County contracts related to

construction for professional services, and authorizing the Division of Purchasing to adopt and implement guidelines and/or policies consistent with the provisions and intent of this resolution by no later than July 1, 2015.”

We have compiled the list below to help you locate certified MBE, WBE and DBE certified businesses. Below is a listing of contacts for LFUCG Certified MWDBEs in Economic Engine (<https://lfucg.economicengine.com>)

Business	Contact	Email Address	Phone
LFUCG	Sherita Miller	smiller@lexingtonky.gov	859-258-3323
Commerce Lexington – Minority Business Development	Tyrone Tyra	ttyra@commercelexington.com	859-226-1625
Tri-State Minority Supplier Diversity Council	Sonya Brown	sbrown@tsmsdc.com	502-625-0137
Small Business Development Council	Dee Dee Harbut UK SBDC	ddharbut@uky.edu	859-257-7668
	Shire Hawkins	smack@uky.edu	
Community Ventures Corporation	Phyllis Alcorn	palcorn@cvky.org	859-231-0054
KY Transportation Cabinet (KYTC)	Melvin Bynes	Melvin.bynes2@ky.gov	502-564-3601
KYTC Pre-Qualification	Shella Eagle	Shella.Eagle@ky.gov	502-782-4815
Ohio River Valley Women’s Business Council (WBENC)	Rea Waldon	rwaldon@geul.org	513-487-6534
Kentucky MWBE Certification Program	Yvette Smith, Kentucky Finance Cabinet	Yvette.Smith@ky.gov	502-564-8099
National Women Business Owner’s Council (NWBOC)	Janet Harris-Lange	janet@nwbo.org	800-675-5066
Small Business Administration	Robert Coffey	robertcoffey@sba.gov	502-582-5971
LaVoz de Kentucky	Andres Cruz	lavozydeky@yahoo.com	859-621-2106
The Key News Journal	Patrice Muhammad	paatricem@keynewsjournal.com	859-373-9428



LFUCG MWDBE PARTICIPATION FORM

Bid/RFP/Quote Reference # _____

The MWDBE and/or veteran subcontractors listed have agreed to participate on this Bid/RFP/Quote. If any substitution is made or the total value of the work is changed prior to or after the job is in progress, it is understood that those substitutions must be submitted to Central Purchasing for approval immediately. **Failure to submit a completed form may cause rejection of the bid.**

MWDBE Company, Name, Address, Phone, Email	MBE WBE or DBE	Work to be Performed	Total Dollar Value of the Work	% Value of Total Contract
1.				
2.				
3.				
4.				

The undersigned company representative submits the above list of MWDBE firms to be used in accomplishing the work contained in this Bid/RFP/Quote. Any misrepresentation may result in the termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and false claims.

Company

Company Representative

Date

Title



LFUCG MWDBE SUBSTITUTION FORM

Bid/RFP/Quote Reference # _____

The substituted MWDBE and/or veteran subcontractors listed below have agreed to participate on this Bid/RFP/Quote. These substitutions were made prior to or after the job was in progress. These substitutions were made for reasons stated below and are now being submitted to Central Purchasing for approval. By the authorized signature of a representative of our company, we understand that this information will be entered into our file for this project.

SUBSTITUTED MWDBE Company Name, Address, Phone, Email	MWDBE Formally Contracted/ Name, Address, Phone, Email	Work to Be Performed	Reason for the Substitution	Total Dollar Value of the Work	% Value of Total Contract
1.					
2.					
3.					
4.					

The undersigned acknowledges that any misrepresentation may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and false claims.

Company

Company Representative

Date

Title



MWDBE QUOTE SUMMARY FORM

Bid/RFP/Quote Reference # _____

The undersigned acknowledges that the minority and/or veteran subcontractors listed on this form did submit a quote to participate on this project. Failure to submit this form may cause rejection of the bid.

Company Name	Contact Person
Address/Phone/Email	Bid Package / Bid Date

MWDBE Company Address	Contact Person	Contact Information (work phone, Email, cell)	Date Contacted	Services to be performed	Method of Communication (email, phone meeting, ad, event etc)	Total dollars \$\$ Do Not Leave Blank (Attach Documentation)	MBE * AA HA AS NA Female	Veteran

(MBE designation / AA=African American / HA= Hispanic American/AS = Asian American/Pacific Islander/ NA= Native American)

The undersigned acknowledges that all information is accurate. Any misrepresentation may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and claims.

Company

Company Representative

Date

Title



LFUCG SUBCONTRACTOR MONTHLY PAYMENT REPORT

The LFUCG has a 10% goal plan adopted by city council to increase the participation of minority and women owned businesses in the procurement process. The LFUCG also has a 3% goal plan adopted by cited council to increase the participation of veteran owned businesses in the procurement process. In order to measure that goal LFUCG will track spending with MWDBE and Veteran contractors on a monthly basis. By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentation may result in termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims. Please submit this form monthly to the Division of Central Purchasing/ 200 East Main Street / Room 338 / Lexington, KY 40507.

Bid/RFP/Quote # _____

Total Contract Amount Awarded to Prime Contractor for this Project _____

Project Name/ Contract #	Work Period/ From:	To:
Company Name:	Address:	
Federal Tax ID:	Contact Person:	

Subcontractor Vendor ID (name, address, phone, email)	Description of Work	Total Subcontract Amount	% of Total Contract Awarded to Prime for this Project	Total Amount Paid for this Period	Purchase Order number for subcontractor work (please attach PO)	Scheduled Project Start Date	Scheduled Project End Date

By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentations may result in the termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims.

Company

Company Representative

Date

Title

LFUCG STATEMENT OF GOOD FAITH EFFORTS

Bid/RFP/Quote # _____

By the signature below of an authorized company representative, we certify that we have utilized the following Good Faith Efforts to obtain the maximum participation by MWDBE and Veteran-Owned business enterprises on the project and can supply the appropriate documentation.

_____ Advertised opportunities to participate in the contract in at least two (2) publications of general circulation media; trade and professional association publications; small and minority business or trade publications; and publications or trades targeting minority, women and disadvantaged businesses not less than fifteen (15) days prior to the deadline for submission of bids to allow MWDBE firms and Veteran-Owned businesses to participate.

_____ Included documentation of advertising in the above publications with the bidders good faith efforts package

_____ Attended LFUCG Central Purchasing Economic Inclusion Outreach event

_____ Attended pre-bid meetings that were scheduled by LFUCG to inform MWDBEs and/or Veteran-Owned Businesses of subcontracting opportunities

_____ Sponsored Economic Inclusion event to provide networking opportunities for prime contractors and MWDBE firms and Veteran-Owned businesses

_____ Requested a list of MWDBE and/or Veteran subcontractors or suppliers from LFUCG Economic Engine and showed evidence of contacting the companies on the list(s).

_____ Contacted organizations that work with MWDBE companies for assistance in finding certified MWBDE firms and Veteran-Owned businesses to work on this project. Those contacted and their responses should be a part of the bidder's good faith efforts documentation.

_____ Sent written notices, by certified mail, email or facsimile, to qualified, certified MWDBEs soliciting their participation in the contract not less than seven (7) days prior to the deadline for submission of bids to allow them to participate effectively.

_____ Followed up initial solicitations by contacting MWDBEs and Veteran-Owned businesses to determine their level of interest.

_____ Provided the interested MWBDE firm and/or Veteran-Owned business with adequate and timely information about the plans, specifications, and requirements of the contract.

_____ Selected portions of the work to be performed by MWDBE firms and/or Veteran-Owned businesses in order to increase the likelihood of meeting the

contract goals. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate MWDBE and Veteran participation, even when the prime contractor may otherwise perform these work items with its own workforce

_____ Negotiated in good faith with interested MWDBE firms and Veteran-Owned businesses not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached.

_____ Included documentation of quotations received from interested MWDBE firms and Veteran-Owned businesses which were not used due to uncompetitive pricing or were rejected as unacceptable and/or copies of responses from firms indicating that they would not be submitting a bid.

_____ Bidder has to submit sound reasons why the quotations were considered unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a MWDBE and/or Veteran-Owned business's quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy MWDBE and Veteran goals.

_____ Made an effort to offer assistance to or refer interested MWDBE firms and Veteran-Owned businesses to obtain the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal

_____ Made efforts to expand the search for MWBE firms and Veteran-Owned businesses beyond the usual geographic boundaries.

_____ Other--any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include MWDBE **and Veteran participation.**

NOTE: Failure to submit any of the documentation requested in this section may be cause for rejection of bid. Bidders may include any other documentation deemed relevant to this requirement which is subject to approval by the MBE Liaison. Documentation of Good Faith Efforts must be submitted with the Bid, if the participation Goal is not met.

The undersigned acknowledges that all information is accurate. Any misrepresentations may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and claims.

Company

Company Representative

Date

Title

GENERAL PROVISIONS

1. Each Respondent shall comply with all Federal, State & Local regulations concerning this type of service or good.

The Respondent agrees to comply with all statutes, rules, and regulations governing safe and healthful working conditions, including the Occupational Health and Safety Act of 1970, *29 U.S.C. 650 et. seq.*, as amended, and KRS Chapter 338. The Respondent also agrees to notify the LFUCG in writing immediately upon detection of any unsafe and/or unhealthful working conditions at the job site. The Respondent agrees to indemnify, defend and hold the LFUCG harmless from all penalties, fines or other expenses arising out of the alleged violation of said laws.

2. Failure to submit ALL forms and information required in this RFP may be grounds for disqualification.
3. Addenda: All addenda, if any, shall be considered in making the proposal, and such addenda shall be made a part of this RFP. Before submitting a proposal, it is incumbent upon each proposer to be informed as to whether any addenda have been issued, and the failure to cover in the bid any such addenda may result in disqualification of that proposal.
4. Proposal Reservations: LFUCG reserves the right to reject any or all proposals, to award in whole or part, and to waive minor immaterial defects in proposals. LFUCG may consider any alternative proposal that meets its basic needs.
5. Liability: LFUCG is not responsible for any cost incurred by a Respondent in the preparation of proposals.
6. Changes/Alterations: Respondent may change or withdraw a proposal at any time prior to the opening; however, no oral modifications will be allowed. Only letters, or other formal written requests for modifications or corrections of a previously submitted proposal which is addressed in the same manner as the proposal, and received by LFUCG prior to the scheduled closing time for receipt of proposals, will be accepted. The proposal, when opened, will then be corrected in accordance with such written request(s), provided that the written request is contained in a sealed envelope which is plainly marked "modifications of proposal".
7. Clarification of Submittal: LFUCG reserves the right to obtain clarification of any point in a bid or to obtain additional information from a Respondent.
8. Bribery Clause: By his/her signature on the bid, Respondent certifies that no employee of his/hers, any affiliate or Subcontractor, has bribed or attempted to bribe an officer or employee of the LFUCG.

9. Additional Information: While not necessary, the Respondent may include any product brochures, software documentation, sample reports, or other documentation that may assist LFUCG in better understanding and evaluating the Respondent's response. Additional documentation shall not serve as a substitute for other documentation which is required by this RFP to be submitted with the proposal,
10. Ambiguity, Conflict or other Errors in RFP: If a Respondent discovers any ambiguity, conflict, discrepancy, omission or other error in the RFP, it shall immediately notify LFUCG of such error in writing and request modification or clarification of the document if allowable by the LFUCG.
11. Agreement to Bid Terms: In submitting this proposal, the Respondent agrees that it has carefully examined the specifications and all provisions relating to the work to be done attached hereto and made part of this proposal. By acceptance of a Contract under this RFP, proposer states that it understands the meaning, intent and requirements of the RFP and agrees to the same. The successful Respondent shall warrant that it is familiar with and understands all provisions herein and shall warrant that it can comply with them. No additional compensation to Respondent shall be authorized for services or expenses reasonably covered under these provisions that the proposer omits from its Proposal.
12. Cancellation: If the services to be performed hereunder by the Respondent are not performed in an acceptable manner to the LFUCG, the LFUCG may cancel this contract for cause by providing written notice to the proposer, giving at least thirty (30) days notice of the proposed cancellation and the reasons for same. During that time period, the proposer may seek to bring the performance of services hereunder to a level that is acceptable to the LFUCG, and the LFUCG may rescind the cancellation if such action is in its best interest.

A. Termination for Cause

- (1) LFUCG may terminate a contract because of the contractor's failure to perform its contractual duties
- (2) If a contractor is determined to be in default, LFUCG shall notify the contractor of the determination in writing, and may include a specified date by which the contractor shall cure the identified deficiencies. LFUCG may proceed with termination if the contractor fails to cure the deficiencies within the specified time.
- (3) A default in performance by a contractor for which a contract may be terminated shall include, but shall not necessarily be limited to:
 - (a) Failure to perform the contract according to its terms,

- conditions and specifications;
- (b) Failure to make delivery within the time specified or according to a delivery schedule fixed by the contract;
 - (c) Late payment or nonpayment of bills for labor, materials, supplies, or equipment furnished in connection with a contract for construction services as evidenced by mechanics' liens filed pursuant to the provisions of KRS Chapter 376, or letters of indebtedness received from creditors by the purchasing agency;
 - (d) Failure to diligently advance the work under a contract for construction services;
 - (e) The filing of a bankruptcy petition by or against the contractor; or
 - (f) Actions that endanger the health, safety or welfare of the LFUCG or its citizens.

B. At Will Termination

Notwithstanding the above provisions, the LFUCG may terminate this contract at will in accordance with the law upon providing thirty (30) days written notice of that intent, Payment for services or goods received prior to termination shall be made by the LFUCG provided these goods or services were provided in a manner acceptable to the LFUCG. Payment for those goods and services shall not be unreasonably withheld.

13. **Assignment of Contract:** The contractor shall not assign or subcontract any portion of the Contract without the express written consent of LFUCG. Any purported assignment or subcontract in violation hereof shall be void. It is expressly acknowledged that LFUCG shall never be required or obligated to consent to any request for assignment or subcontract; and further that such refusal to consent can be for any or no reason, fully within the sole discretion of LFUCG.
14. **No Waiver:** No failure or delay by LFUCG in exercising any right, remedy, power or privilege hereunder, nor any single or partial exercise thereof, nor the exercise of any other right, remedy, power or privilege shall operate as a waiver hereof or thereof. No failure or delay by LFUCG in exercising any right, remedy, power or privilege under or in respect of this Contract shall affect the rights, remedies, powers or privileges of LFUCG hereunder or shall operate as a waiver thereof.
15. **Authority to do Business:** The Respondent must be a duly organized and authorized to do business under the laws of Kentucky. Respondent must be in good standing and have full legal capacity to provide the services specified under this Contract. The Respondent must have all necessary right and lawful authority to enter into this Contract for the full term hereof and that proper corporate or other action has been duly taken authorizing the Respondent to enter into this

Contract. The Respondent will provide LFUCG with a copy of a corporate resolution authorizing this action and a letter from an attorney confirming that the proposer is authorized to do business in the State of Kentucky if requested. All proposals must be signed by a duly authorized officer, agent or employee of the Respondent.

16. **Governing Law:** This Contract shall be governed by and construed in accordance with the laws of the Commonwealth of Kentucky. In the event of any proceedings regarding this Contract, the Parties agree that the venue shall be the Fayette County Circuit Court or the U.S. District Court for the Eastern District of Kentucky, Lexington Division. All parties expressly consent to personal jurisdiction and venue in such Court for the limited and sole purpose of proceedings relating to this Contract or any rights or obligations arising thereunder. Service of process may be accomplished by following the procedures prescribed by law.
17. **Ability to Meet Obligations:** Respondent affirmatively states that there are no actions, suits or proceedings of any kind pending against Respondent or, to the knowledge of the Respondent, threatened against the Respondent before or by any court, governmental body or agency or other tribunal or authority which would, if adversely determined, have a materially adverse effect on the authority or ability of Respondent to perform its obligations under this Contract, or which question the legality, validity or enforceability hereof or thereof.
18. Contractor understands and agrees that its employees, agents, or subcontractors are not employees of LFUCG for any purpose whatsoever. Contractor is an independent contractor at all times during the performance of the services specified.
19. If any term or provision of this Contract shall be found to be illegal or unenforceable, the remainder of the contract shall remain in full force and such term or provision shall be deemed stricken.

Signature

Date

RISK MANAGEMENT PROVISIONS INSURANCE AND INDEMNIFICATION

INDEMNIFICATION AND HOLD HARMLESS PROVISION

- (1) It is understood and agreed by the parties that Consultant hereby assumes the entire responsibility and liability for any and all damages to persons or property caused by or resulting from or arising out of any act or omission on the part of Consultant or its employees, agents, servants, owners, principals, licensees, assigns or subcontractors of any tier (hereinafter "Consultant") under or in connection with this agreement and/or the provision of goods or services and the performance or failure to perform any work required thereby.
- (2) Consultant shall indemnify, save, hold harmless and defend the Lexington-Fayette Urban County Government and its elected and appointed officials, employees, agents, volunteers, and successors in interest (hereinafter "LFUCG") from and against all liability, damages, and losses, including but not limited to, demands, claims, obligations, causes of action, judgments, penalties, fines, liens, costs, expenses, interest, defense costs and reasonable attorney's fees that are in any way incidental to or connected with, or that arise or are alleged to have arisen, directly or indirectly, from or by Consultant's performance or breach of the agreement and/or the provision of goods or services provided that: (a) it is attributable to personal injury, bodily injury, sickness, or death, or to injury to or destruction of property (including the loss of use resulting therefrom), or to or from the negligent acts, errors or omissions or willful misconduct of the Consultant; and (b) not caused solely by the active negligence or willful misconduct of LFUCG.
- (3) Notwithstanding, the foregoing, with respect to any professional services performed by Consultant hereunder (and to the fullest extent permitted by law), Consultant shall indemnify, save, hold harmless and defend LFUCG from and against any and all liability, damages and losses, including but not limited to, demands, claims, obligations, causes of action, judgments, penalties, fines, liens, costs, expenses, interest, defense costs and reasonable attorney's fees, for any damage due to death or injury to any person or injury to any property (including the loss of use resulting therefrom) to the extent arising out of, pertaining to or relating to the negligence, recklessness or willful misconduct of Consultant in the performance of this agreement.
- (4) In the event LFUCG is alleged to be liable based upon the above, Consultant shall defend such allegations and shall bear all costs, fees and expenses of such defense, including but not limited to, all reasonable attorneys' fees and expenses, court costs, and expert witness fees and expenses, using attorneys approved in writing by LFUCG, which approval shall not be unreasonably withheld.
- (5) These provisions shall in no way be limited by any financial responsibility or insurance requirements, and shall survive the termination of this agreement.
- (6) LFUCG is a political subdivision of the Commonwealth of Kentucky. Consultant acknowledges and agrees that LFUCG is unable to provide indemnity or otherwise save, hold harmless, or defend the Consultant in any manner.

FINANCIAL RESPONSIBILITY

Consultant understands and agrees that it shall demonstrate the ability to assure compliance with the above Indemnity provisions and these other risk management provisions prior to final acceptance of its proposal and the commencement of any work or the provision of services.

INSURANCE REQUIREMENTS

YOUR ATTENTION IS DIRECTED TO THE INSURANCE REQUIREMENTS BELOW, AND YOU MAY NEED TO CONFER WITH YOUR INSURANCE AGENTS, BROKERS, OR CARRIERS TO DETERMINE IN ADVANCE OF SUBMISSION OF A RESPONSE THE AVAILABILITY OF THE INSURANCE COVERAGES AND ENDORSEMENTS REQUIRED HEREIN. IF YOU FAIL TO COMPLY WITH THE INSURANCE REQUIREMENTS BELOW, YOU MAY BE DISQUALIFIED FROM AWARD OF THE CONTRACT.

Required Insurance Coverage

Consultant shall procure and maintain for the duration of this contract the following or equivalent insurance policies at no less than the limits shown below and cause its subcontractors to maintain similar insurance with limits acceptable to LFUCG in order to protect LFUCG against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work or services hereunder by Consultant. The cost of such insurance shall be included in any bid:

<u>Coverage</u>	<u>Limits</u>
General Liability (Insurance Services Office Form CG 00 01)	\$1 million per occurrence, \$2 million aggregate or \$2 million combined single limit
Commercial Automobile Liability (Insurance Services Office Form CA 0001)	combined single, \$1 million per occurrence
Professional Liability	\$1 million per occurrence
Worker's Compensation	Statutory
Employer's Liability	\$500,000 to \$1million

The policies above shall contain the following conditions:

- a. All Certificates of Insurance forms used by the insurance carrier shall be properly filed and approved by the Department of Insurance for the Commonwealth of Kentucky. LFUCG shall be named as an additional insured in the General Liability Policy and Commercial Automobile Liability Policy using the Kentucky DOI approved forms.
- b. The General Liability Policy shall be primary to any insurance or self-insurance retained by LFUCG.

- c. The General Liability Policy shall include Products and Completed Operations coverage and Premises and Operations Liability coverage, unless it is deemed not to apply by LFUCG.
- d. The General Liability Policy shall have a Professional Liability endorsement (including Errors and Omissions) for any services performed pursuant to the contract, and/or a separate Professional Liability Policy shall be provided in the amount specified above unless deemed not to apply by LFUCG.
- f. The Professional Liability policy shall be maintained for a minimum of three years beyond the completion date of the project, to the extent commercially available. If not commercially available, Consultant shall notify LFUCG and obtain similar insurance that is commercially available and acceptable to LFUCG.
- g. LFUCG shall be provided at least 30 days advance written notice via certified mail, return receipt requested, in the event any of the required policies are canceled or non-renewed.
- h. Said coverage shall be written by insurers acceptable to LFUCG and shall be in a form acceptable to LFUCG. Insurance placed with insurers with a rating classification of no less than Excellent (A or A-) and a financial size category of no less than VIII, as defined by the most current Best's Key Rating Guide shall be deemed automatically acceptable.

Renewals

After insurance has been approved by LFUCG, evidence of renewal of an expiring policy must be submitted to LFUCG, and may be submitted on a manually signed renewal endorsement form. If the policy or carrier has changed, however, new evidence of coverage must be submitted in accordance with these Insurance Requirements.

Deductibles and Self-Insured Programs

IF YOU INTEND TO SUBMIT A SELF-INSURANCE PLAN IT MUST BE FORWARDED TO LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT, DIVISION OF RISK MANAGEMENT, 200 EAST MAIN STREET, LEXINGTON, KENTUCKY 40507 NO LATER THAN A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO THE RESPONSE DATE. Self-insurance programs, deductibles, and self-insured retentions in insurance policies are subject to separate approval by Lexington-Fayette Urban County Government's Division of Risk Management, upon review of evidence of Consultant's financial capacity to respond to claims. Any such programs or retentions must provide LFUCG with at least the same protection from liability and defense of suits as would be afforded by first-dollar insurance coverage. If Consultant satisfies any portion of the insurance requirements through deductibles, self-insurance programs, or self-insured retentions, Consultant agrees to provide Lexington-Fayette Urban County Government, Division of Risk Management, the following data prior to the final acceptance of bid and the commencement of any work:

- a. Latest audited financial statement, including auditor's notes.
- b. Any records of any self-insured trust fund plan or policy and related accounting statements.
- c. Actuarial funding reports or retained losses.

- d. Risk Management Manual or a description of the self-insurance and risk management program.
- e. A claim loss run summary for the previous five (5) years.
- f. Self-Insured Associations will be considered.

Safety and Loss Control

Consultant shall comply with all applicable federal, state, and local safety standards related to the performance of its works or services under this Agreement and take necessary action to protect the life, health and safety and property of all of its personnel on the job site, the public, and LFUCG.

Verification of Coverage

Consultant agrees to furnish LFUCG with all applicable Certificates of Insurance signed by a person authorized by the insurer to bind coverage on its behalf prior to final award, and if requested, shall provide LFUCG copies of all insurance policies, including all endorsements.

Right to Review, Audit and Inspect

Consultant understands and agrees that LFUCG may review, audit and inspect any and all of its records and operations to insure compliance with these Insurance Requirements.

Safety and Loss Control

Consultant shall comply with all applicable federal, state, and local safety standards related to the performance of its works or services under this Agreement and take necessary action to protect the life, health and safety and property of all of its personnel on the job site, the public, and LFUCG.

DEFAULT

Consultant understands and agrees that the failure to comply with any of these insurance, safety, or loss control provisions shall constitute default and that LFUCG may elect at its option any single remedy or penalty or any combination of remedies and penalties, as available, including but not limited to purchasing insurance and charging Consultant for any such insurance premiums purchased, or suspending or terminating the work.

LFUCG

SCOPE OF SERVICES

Request for Qualifications No. 24-2016

**Historic Preservation Services for Kiosk for Old Frankfort Pike
Scenic Byway Viewing Area**

TABLE OF CONTENTS

REQUEST FOR QUALIFICATIONS

1. Invitation and Instructions to Interested firms
2. General Provisions
3. Hold Harmless Agreement
4. Request for Qualifications
5. Evaluation Criteria

SECTION 1 INVITATION AND INSTRUCTION TO INTERESTED DESIGN FIRMS

1.1 Invitation: **Lexington-Fayette Urban County Government (LFUCG)** is now accepting Statements of Qualifications for design services related to the **Historic Preservation Services for Kiosk for Old Frankfort Pike Scenic Byway Viewing Area**. Statements of Qualifications (SOQ's) submitted for evaluation by interested firms shall be evaluated according to the following criteria:

- a) Qualifications to perform the project;
- b) Ability and expertise of the firm's professional personnel;
- c) Familiarity with the details of the project;
- d) Past record of performance;
- e) Current workload and projected project commitments of the firm;
- f) Familiarity with the KYTC LPA Project Guide; and
- g) Degree of local employment to be provided by the person or firm.

Bids for the cost of the proposed project shall not be a factor in the evaluation of firms until negotiations are begun in accordance with KRS 45A.750. All firms submitting an SOQ must be prequalified with the Kentucky Transportation Cabinet in Cultural/Historical Analysis by the time of the proposal opening.

Any information provided is not official unless reduced to writing by the **LFUCG**. Any unauthorized contact with any Urban County official or employee in connection with this Request for Qualifications (RFQ) is prohibited and shall be cause for disqualification of the Consultant. No questions or inquiries will be allowed beyond the Q&A deadline as stated in Economic Engine.

Careful attention must be paid to all requested items contained in this Request for Qualifications (RFQ). Interested firms are invited to submit SOQs in accordance with the requirements of this RFQ. Please read the entire package before submitting. Interested firms shall make the necessary entry in all blanks provided for the responses.

The entire set of documents constitutes the RFQ. The consultant must respond in total and in the same numerical order in which the SOQ was issued. Consultant's notes, exceptions, and comments may be rendered on an attachment, provided the same format of this SOQ text is followed. All SOQs shall be returned in a sealed envelope with RFQ number and opening date stated on the outside of the envelope. **Proposals shall be limited to 15 pages not including required KYTC or LFUCG documents. Proposals in excess of 15 single-sided pages in length will not be considered. Proposal submission via fax or email will not be considered valid.** Respondents will be notified of the result of the selection process.

By submitting an SOQ, the consultant acknowledges and agrees to be bound by the terms and conditions of the solicitation. This SOQ document including all terms, conditions and specifications contained herein shall become the basis of contract upon award by **LFUCG**. It is further agreed between the parties, that any change of the contractual agreement must be formalized by issuance of a written modification from the Division

of Central Purchasing.

- 1.2 Proposal Opening: Sealed SOQs will be accepted in accordance with the instructions detailed in section 1.1. The opening is open to the public. The Consultant shall file all documents necessary to support its proposal and include them with its proposal. Interested firms shall be responsible for the actual delivery of SOQs during business hours to the address indicated. It shall not be sufficient to show that the proposal was mailed in time to be received before scheduled closing time for receipt of SOQs.

SECTION 2 GENERAL PROVISIONS

- 2.1 Each Statement of Qualification shall comply with all Federal, State & Local regulations concerning architectural/engineering design services.

The Consultant agrees to comply with all statutes, rules, and regulations governing safe and healthful working conditions, including the Occupational Health and Safety Act of 1970, *29 U.S.C. 650 et.seq.*, as amended, and KRS Chapter 338. Submitting firm agrees to indemnify, defend and hold the **LFUCG** harmless from all penalties, fines or other expenses arising out of the alleged violation of said laws.

- 2.2 Failure to submit ALL forms and information required in this RFQ may be grounds for disqualification.

- 2.3 Liability: **LFUCG** is not responsible for any cost incurred in the preparation of SOQs.

- 2.4 Bribery Clause: By his/her signature on the SOQ document, the Consultant certifies that no employee of his/hers, any affiliate or Subconsultant, has bribed or attempted to bribe an officer or employee of the **LFUCG**.

- 2.5 Ambiguity, Conflict or other Errors in the RFQ: If a Consultant discovers any ambiguity, conflict, discrepancy, omission or other error in the RFQ, they shall immediately notify **LFUCG** of such error in writing and request modification or clarification of the document.

- 2.6 Cancellation: If the services to be performed hereunder by the consultant are not performed in an acceptable manner to the **LFUCG**, the **LFUCG** may cancel this contract for cause by providing written notice to the consultant, giving at least thirty (30) days notice of the proposed cancellation and the reasons for same. During that time period, the consultant may seek to bring the performance of services hereunder to a level that is acceptable to the **LFUCG**, and the **LFUCG** may rescind the cancellation if such action is in **LFUCG** best interest.

A. Termination for Cause

- (1) **LFUCG** may terminate a contract because of the consultant's failure to perform its contractual duties.

- (2) If a consultant is determined to be in default, **LFUCG** shall notify the consultant of the determination in writing, and may include a specified date by which the consultant shall cure the identified deficiencies. **LFUCG** may proceed with termination if the consultant fails to cure the deficiencies within the specified time.
- (3) A default in performance by a consultant for which a contract may be terminated shall include, but shall not necessarily be limited to:
 - (a) Failure to perform the contract according to its terms, conditions and specifications;
 - (b) Failure to make delivery within the time specified or according to a delivery schedule fixed by the contract;
 - (c) The filing of a bankruptcy petition by or against the consultant; or
 - (d) Actions that endanger the health, safety or welfare of **LFUCG** or its citizens.

B. At Will Termination

Notwithstanding the above provisions, the **LFUCG** may terminate this contract at will in accordance with the law upon providing thirty (30) days written notice of that intent. Payment for services or goods received prior to termination shall be made by the **LFUCG** provided those goods or services were provided in a manner acceptable to the **LFUCG**. Payment for those goods and services shall not be unreasonably withheld.

- 2.7 Assignment of Contract: The Consultant shall not assign or subcontract any portion of the Contract without the express written consent of **LFUCG**. Any purported assignment or subcontract in violation hereof shall be void. It is expressly acknowledged that **LFUCG** shall never be required or obligated to consent to any request for assignment or subcontract; and further that such refusal to consent can be for any or no reason, fully within the sole discretion of **LFUCG**.
- 2.8 No Waiver: No failure or delay by **LFUCG** in exercising any right, remedy, power or privilege hereunder, nor any single or partial exercise thereof, nor the exercise of any other right, remedy, power or privilege shall operate as a waiver hereof or thereof. No failure or delay by **LFUCG** in exercising any right, remedy, power or privilege under or in respect of this Contract shall affect the rights, remedies, powers or privileges of **LFUCG** hereunder or shall operate as a waiver thereof.
- 2.9 Authority to do Business: The consultant must be duly organized and authorized to do business under the laws of Kentucky. Consultant must be in good standing and have full legal capacity to provide the services specified under this Contract. The Consultant must have all necessary right and lawful authority to enter into this Contract for the full term hereof and that proper corporate or other action has been duly taken authorizing the Consultant to enter into this Contract. The consultant will provide **LFUCG** with a copy of a corporate resolution authorizing this action and a letter from an attorney confirming that the consultant is authorized to do business in the State of Kentucky if requested. All SOQs must be signed by a duly authorized officer, agent or employee of the consultant.

- 2.10 Governing Law: This Contract shall be governed by and construed in accordance with the laws of the State of Kentucky. In the event of any proceedings regarding this Agreement, the Parties agree that the venue shall be the state courts of Kentucky or the U.S. District Court for the Eastern District of Kentucky, Lexington Division. All parties expressly consent to personal jurisdiction and venue in such Court for the limited and sole purpose of proceedings relating to this Agreement or any rights or obligations arising thereunder. Service of process may be accomplished by following the procedures prescribed by law.
- 2.11 Ability to Meet Obligations: Consultant affirmatively states that there are no actions, suits or proceedings of any kind pending against consultant or, to the knowledge of the consultant, threatened against consultant before or by any court, governmental body or agency or other tribunal or authority which would, if adversely determined, have a materially adverse effect on the authority or ability of consultant to perform its obligations under this Contract, or which question the legality, validity or enforceability hereof or thereof.

VIOLATIONS OF AND COMPLIANCE WITH KENTUCKY LAWS

The consultant shall reveal any final determination of a violation by the consultant or subconsultant within the previous five (5) year period pursuant to KRS Chapters 136, 139, 141, 337, 338, 341, and 342 that apply to the consultant or subconsultant. The consultant shall be in continuous compliance with the provisions of KRS Chapters 136, 139, 141, 337, 338, 341 and 342 that apply to the consultant or subconsultant for the duration of the contract.

**STATEMENT OF QUALIFICATION
SUBMITTED BY:**

By signing below you are agreeing to all LFUCG Terms & Conditions that are a part of this Request for Qualifications.

Include this page in your response to this RFQ

Firm:

By:

Title:

E-Mail Address:

Address:

Telephone

Fax:

Date:

Federal ID Number: _____

Consultant's DUNS Number: _____

If you do not have a DUNS number, contact Dun & Bradstreet at (866) 705-5711 or go to <http://fedgov.dnb.com/webform/displayHomePage.do>.

Consultant must be registered as a vendor in the federal Central Consultant Registration (CCR).
The online registration is at www.ccr.gov. Is the consultant registered in CCR?

Yes No

Non-collusion Statement: By my signature below, I, individually and as an agent for the consultant responding to this Request for Qualifications, certify that neither I, nor the business entity for which I am an agent, nor any other agent for that business entity, have entered into any agreement, participated in any collusion, or otherwise taken any action, in connection with this submittal. I understand that failure to submit this statement as part of the documents shall make this SOQ nonresponsive and therefore not eligible for award consideration.

(Consultant Signature)

(Date)

**Please include a copy of your W-9 with your submitted proposal.
You cannot be awarded a contract until this is submitted.**

**Consultants shall be responsible to review all questions and answers prior to submittal on
LFUCG Economic Engine for updates and/or addendums.
<http://www.lexingtonky.gov/index.aspx?page=1453>**

Consultant Signature (all items above have been read and completed)

SECTION 4 REQUEST FOR QUALIFICATIONS

Historic Preservation Services Old Frankfort Pike Scenic Byway Viewing Area - 2450 Old Frankfort Pike

The Lexington-Fayette Urban County Government (LFUCG) is accepting qualification statements from interested Cultural-Historic Analysis Firms/persons for the development and delivery of Visitor Information in production ready graphic form for the Old Frankfort Pike Historic and Scenic Byway Visitor Viewing Area currently under design.

4.1 General Project Description

Kiosk and displays

The consultant will perform the historic context and theme development to identify and select the interpretive messages that best orient, advise, and inform visitors about the Old Frankfort Pike Historic and Scenic Byway and Greater Lexington-Frankfort Scenic Corridor Area. The information will be prepared in an industry-recognized graphic format (Quark, In Design or similar program) ready for fabrication. The information will be displayed at the Old Frankfort Pike Visitor Viewing Area on an outdoor kiosk(s), information boards, etc. designed by the consultant in cooperation with the LFUCG, the Lexington-Frankfort Scenic Corridor Advisory Committee and the site design firm (CMW, Inc.) working on the design of the Visitor Viewing Area.

4.2 Qualifications of Consultants

Consultants should be an historian, architectural historian and/or have worked in the historic preservation field. These individuals must meet the standards set forth in the U.S Department of the Interior, National Park Service 36CRF 61, Appendix A. The minimum professional requirements call for a graduate degree in the field of history, architectural history, historic preservation, or a bachelor's degrees plus at least two years of full –time experience in research, writing, teaching, interpretation, or other demonstrable professional activity with academic intuition, historical organization or agency, museum, other professional institution and/ or scholarly body of work. Qualified consultant shall have demonstrated experience in the field which shall include survey, documentation of historic structures and cultural landscapes, and archives research related to same. Documentation and previous experience should result in professionally prepared material that meets local, state and Federal standards which includes but not limited to surveys and nominations of properties to the National Register of Historic Places and other technical documents and studies reflecting related standards. All firms submitting an SOQ must be prequalified with the Kentucky Transportation Cabinet in Cultural/Historical Analysis by the time of the proposal opening.

4.3 Detailed Scope of Design For Kiosk and Display Boards

The design will be reviewed in two submittals: a preliminary and final construction plan sets.

The preliminary submittal shall include but not be limited to: isometric rendering of the

Kiosk, a plan showing its orientation on the site with connections for utilities (power if needed/desired), materials of construction, a mockup of the text that will appear on the information boards and an estimation of cost. No specifications or contract documents need to be submitted with the preliminary site evaluation.

After reviewing the preliminary submittal the LFUCG will direct the Consultant to develop construction plans. The construction plans will generally include all information for the construction of the Kiosk as a stand-alone project.

After review of the construction plans and final cost estimate the LFUCG will direct the Consultant to finalize construction plans and specifications and the detailed cost estimate necessary to bid and construct the kiosk(s). The construction plans shall be developed in accordance with the current editions of the LFUCG Design Manuals and the current Kentucky Building Code (2012 IBC with 2013 Kentucky Amendments).

4.4 Detailed Cost Estimates

As stated previously, the Consultant shall prepare a preliminary cost estimate in conjunction with the preliminary submittal, and detailed cost estimates in conjunction with the construction plans submittal.

4.5 Drawing Scales, Units, and Unit Conversion

All quantities measured, calculated, and specified for the kiosk shall be in English units (e.g., feet, pounds). All drawings shall be prepared on Architectural D size sheets (24" x 36") and conform to the follow scales:

- | | |
|-------------------|--|
| a. Site Plan | 1" = 20' horizontal
1" = 20' vertical |
| b. Plan Sheets | 1" = 20' horizontal |
| c. Profile Sheets | 1" = 20' horizontal
1" = 2' vertical |

4.6 Plans, Specifications, and Contract Documents

Preliminary plans shall be so identified; the Consultant shall deliver sufficient paper copies to the Division of Engineering, CMW Inc. and 3 sets to the Lexington-Frankfort Scenic Corridor Advisory Committee.

All sheets shall be generated via computer aided drafting and final plan sheets shall be plotted on mylar. Sufficient paper copies (7 sets) shall be delivered to the Lexington Fayette Urban County Government. Final versions of specifications and contract documents shall also be submitted in electronic (PDF and/or Word) and paper formats.

4.7 Attendance at Bid Opening

The Consultant shall attend the bid opening in the offices of the Lexington-Fayette Urban County Government Division of Purchasing. The Consultant shall obtain copies of all bids, review the bids for accuracy, prepare a tabulation of bid prices, and submit a recommendation of award.

4.8 Shop Drawings and activity during Construction

The Consultant shall approve all Shop Drawings to ensure consistence and accuracy with the design and intent of the final product. The Consultant shall also provide an hourly rate for making two inspections (assume 2 inspections at 2 hours of field time and 2 hours of office time) and attending periodic coordination meetings (plan for 2 coordination meetings at 2 hours).

4.9 Schedule and Completion

The Consultant shall meet milestones as provided in the following schedule. Working days show are counted from the date that a written notice to proceed is received by the Consultant. Exact times of meetings shall be arranged by the Consultant; locations of progress meetings shall be at either the site of proposed improvements, or at the offices of the LFUCG Division of Engineering, as appropriate.

Submit preliminary submittal	30 days
Joint meeting to review preliminary site evaluation	35 days
Review permits & preliminary plans	60 days
Submission of construction plans and permits	60 days
Meeting to review construction plans	100 days
<i>Submission of completed construction plans</i>	<i>110 days</i>

4.10 Method of Invoice and Payment

The Consultant may submit up to three invoices. Two invoices during the design and one invoice during the construction phase of the project. The first invoice may be submitted after completion of preliminary submittal and joint meeting and shall not exceed 30% of the design cost total. The second invoice may be submitted after final plans are received and shall not exceed 80% of project design cost. The third invoice shall be submitted after construction has been completed. Should project funding fail to materialize within a reasonable period of time, the LFUCG will consider releasing final payment for work completed to date.

4.11 Miscellaneous

All plans and accompanying documents are subject to review by various local, state and possibly federal agencies. The Consultant shall be responsible for incorporating comments and requirements of all such agencies into the project documents.

4.12 DBE Notice

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITIES AND DBE CONTRACT PARTICIPATION.

The Lexington-Fayette Urban County Government has set a goal that not less than ten percent (10%) of the total value of this contract be subcontracted to DBEs. The goal for the utilization of certified DBEs as subcontractors are recommended goals. Contractors who fail to meet such goals will be expected to provide written explanation to the EEO Officer and the Director of the Division of Purchasing of efforts they have made to accomplish the recommended goals and the extent to which they are successful in accomplishing the recommended goals will be a consideration in the procurement process.

For assistance in locating DBE Subcontractors contact:

Sherita Miller
Division of Central Purchasing
200 East Main Street, Room 338
Lexington, Kentucky 40507
(859) 258-3320

SECTION 5 EVALUATION CRITERIA

5.1 EVALUATION CRITERIA

The Statement of Qualifications will be reviewed and evaluated by a selection committee according to the firm/project team's relevant knowledge and experience in the elements described in the summary of services requested and the ability to undertake and complete the project in a timely manner. Specific evaluation criteria will include the following:

1. Qualifications to perform the project, **20%**
2. Ability and expertise of the firm's professional personnel, **20%**
3. Familiarity with the project, **20%**
4. Past record of performance, **10%**
5. Current workload and projected project commitments of the firm, **15%**
6. Familiarity with the KYTC LPA Project Guide **10%**
7. Degree of local employment to be provided by the person or firm, **5%**

5.2 SELECTION PROCESS

Evaluation Process

A committee of personnel from **LFUCG** will be used to evaluate submittals and qualifications, collectively arriving at a ranking thereof, and select an engineering consultant for this project. This selection committee shall complete the entire selection process within twenty (20) days.

Once the selection is made, negotiations may begin to define the scope of work and associated costs that will lead to a contract. Once negotiations are complete all applicants will be notified.

The **LFUCG** shall thereafter attempt to finalize a contract with the offeror ranked first. If a contract, final scope and schedule satisfactory and advantageous to **LFUCG** can be negotiated for a price considered fair and reasonable, the award shall be made to such offeror; otherwise, negotiations with the offeror ranked first shall be formally terminated and negotiations conducted with the offeror ranked second, and so on, until a contract can be negotiated for a fair and reasonable price. Should **LFUCG** determine in its sole discretion that only one offeror is fully qualified, or that one offeror is clearly more highly qualified and suitable than the others under consideration, a contract may be negotiated and awarded to that offeror.

Per USDOL Final Rule on Federal EO 11246: Discrimination (because of race, religion, color, national origin, sex, sexual orientation, gender identity, age, or disability) is prohibited. This section applies only to contracts utilizing federal funds, in whole or in part. During the performance of this contract, the RECIPIENT agrees as follows:

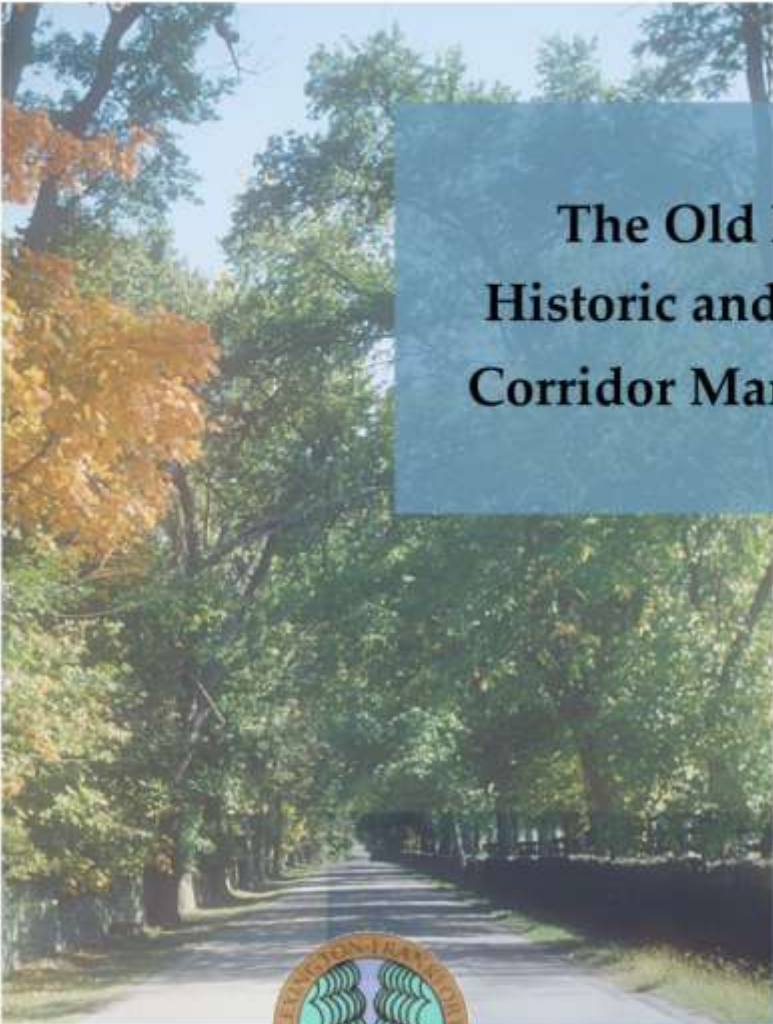
1. The RECIPIENT will not discriminate against any employee or applicant for employment because of race, religion, color, national origin, sex, sexual orientation, gender identity, or age. The RECIPIENT further agrees to comply with the provisions of the Americans with Disabilities Act (ADA), Public Law 101-336, and applicable federal regulations relating thereto prohibiting discrimination against otherwise qualified disabled individuals under any program or activity. The RECIPIENT agrees to provide, upon request, needed reasonable accommodations. The RECIPIENT will take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, religion, color, national origin, sex, sexual orientation, gender identity, age or disability. Such action shall include, but not be limited to the following; employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensations; and selection for training, including apprenticeship. The RECIPIENT agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this non-discrimination clause.
2. The RECIPIENT will, in all solicitations or advertisements for employees placed by or on behalf of the RECIPIENT; state that all qualified applicants will receive consideration for employment without regard to race, religion, color, national origin, sex, sexual orientation, gender identity, age or disability.
3. The RECIPIENT will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice advising the said labor union or workers' representative of the RECIPIENT's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The RECIPIENT will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance.
4. The RECIPIENT will comply with all provisions of Executive Order No. 11246 of September 24, 1965 as amended, and of the rules, regulations and relevant orders of the Secretary of Labor.
5. The RECIPIENT will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, as amended, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will

permit access to his books, records and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

6. In the event of the RECIPIENT's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the RECIPIENT may be declared ineligible for further government contracts or federally-assisted construction contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, as amended, and such other sanctions may be imposed and remedies invoked as provided in or as otherwise provided by law.
7. The RECIPIENT will include the provisions of paragraphs (1) through (7) of section 202 of Executive Order 11246 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor, issued pursuant to section 204 of Executive Order No. 11246 of September 24, 1965, as amended, so that such provisions will be binding upon each subRECIPIENT or vendor. The RECIPIENT will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that in the event a RECIPIENT becomes involved in, or is threatened with, litigation with a subRECIPIENT or vendor as a result of such direction by the agency, the RECIPIENT may request the United States to enter into such litigation to protect the interests of the United States.

EXHIBIT A

The Old Frankfort Pike Historic Scenic Byway Corridor Management Plan



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)
Susan Atkins
Robert Clay
Tracy Farmer
Libby Jones
Crit Luallen
Muffy Lyster
David Stevens

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:

Amos Consulting Group, LLC

Christine Amos, Principal
2219 Patrician Way, Colorado Springs, CO 80909
amosconsulting@msn.com 719.963.8896

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
(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
(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.
(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.

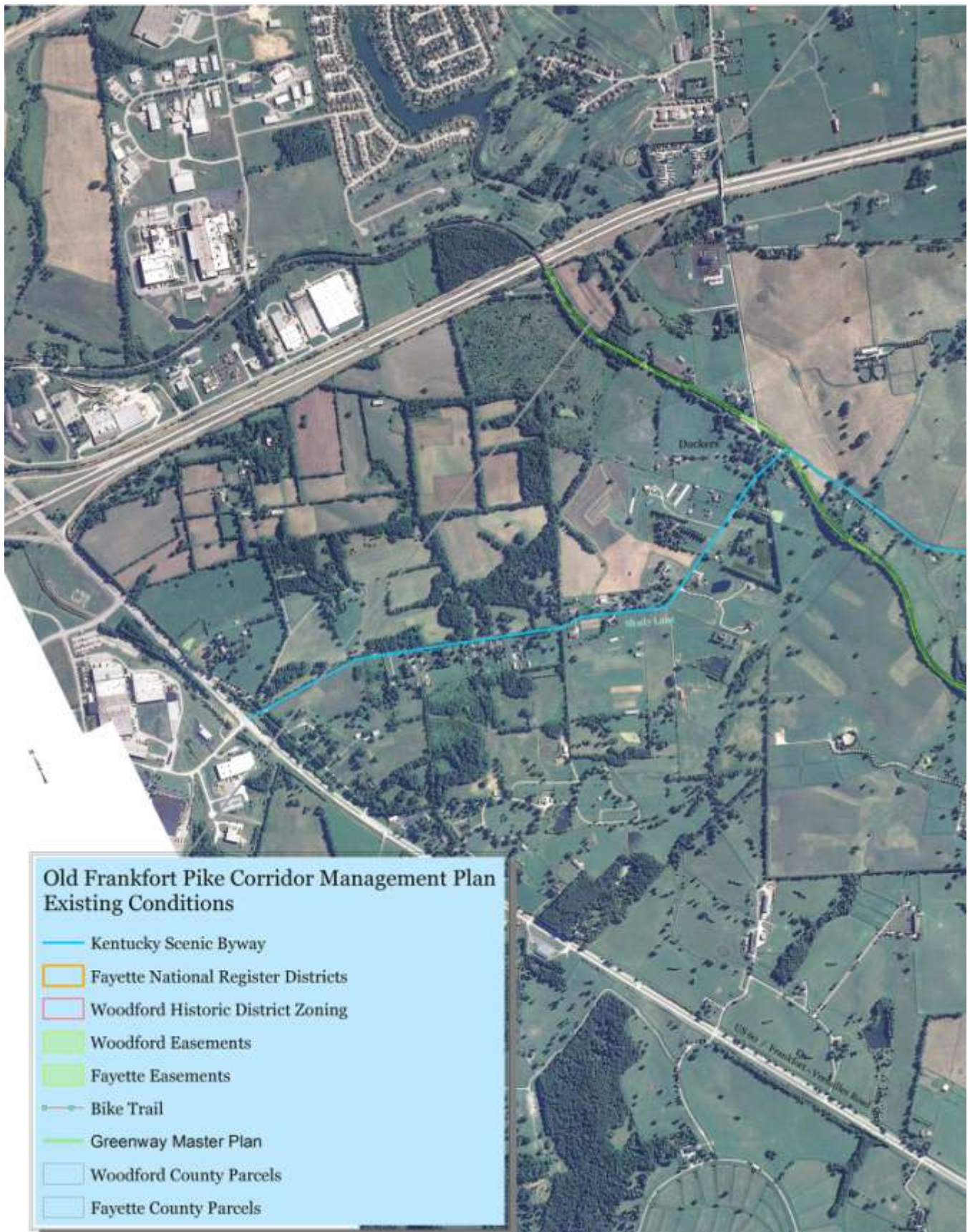


FIGURE 2. MAP 1 of 8



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.



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

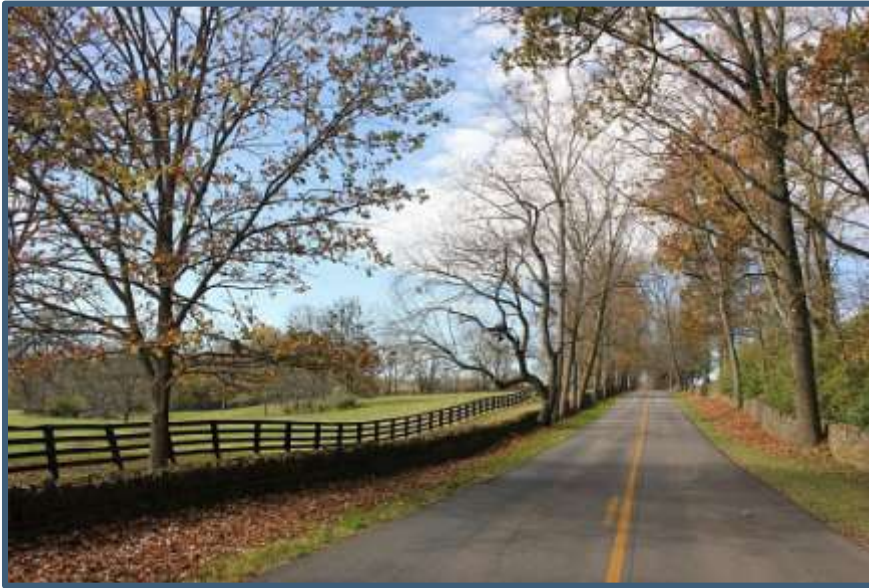


Figure 10. Driving west on Old Frankfort Pike in Woodford County in the fall. Limestone fences and walls, a canopy of hardwood trees and rolling pastures are striking characteristics of the Pike.



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).

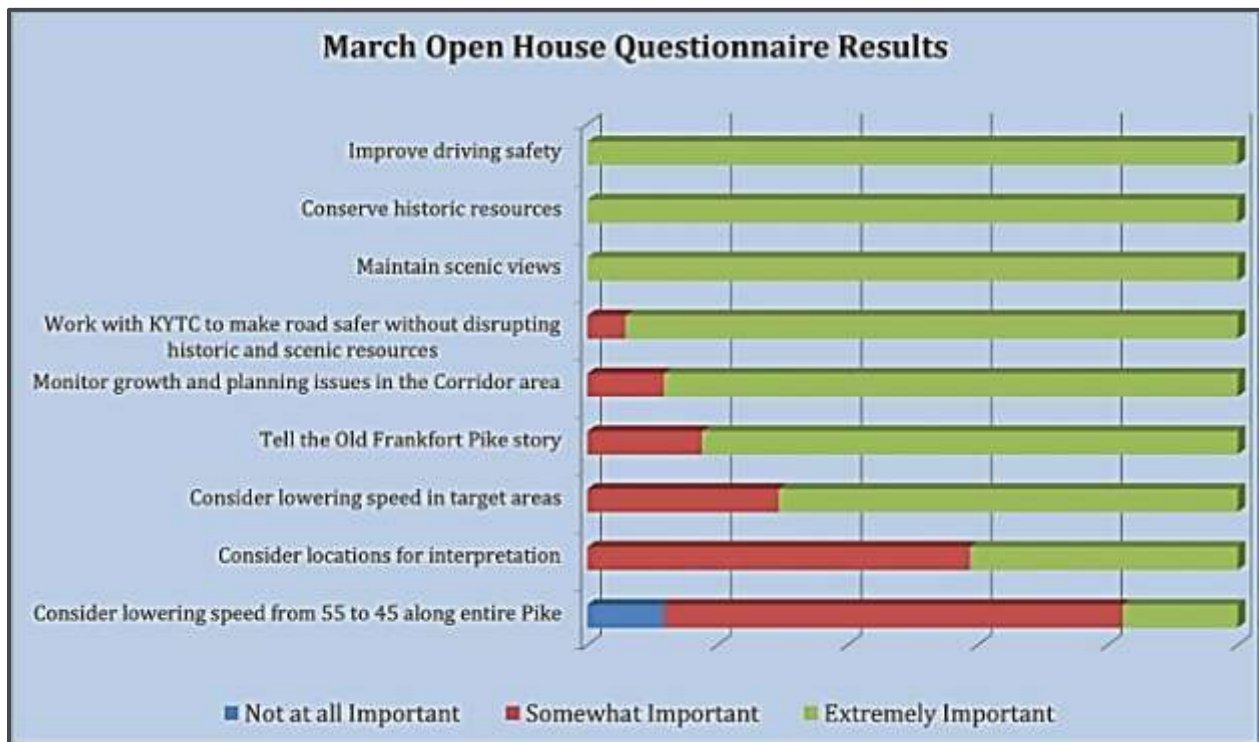
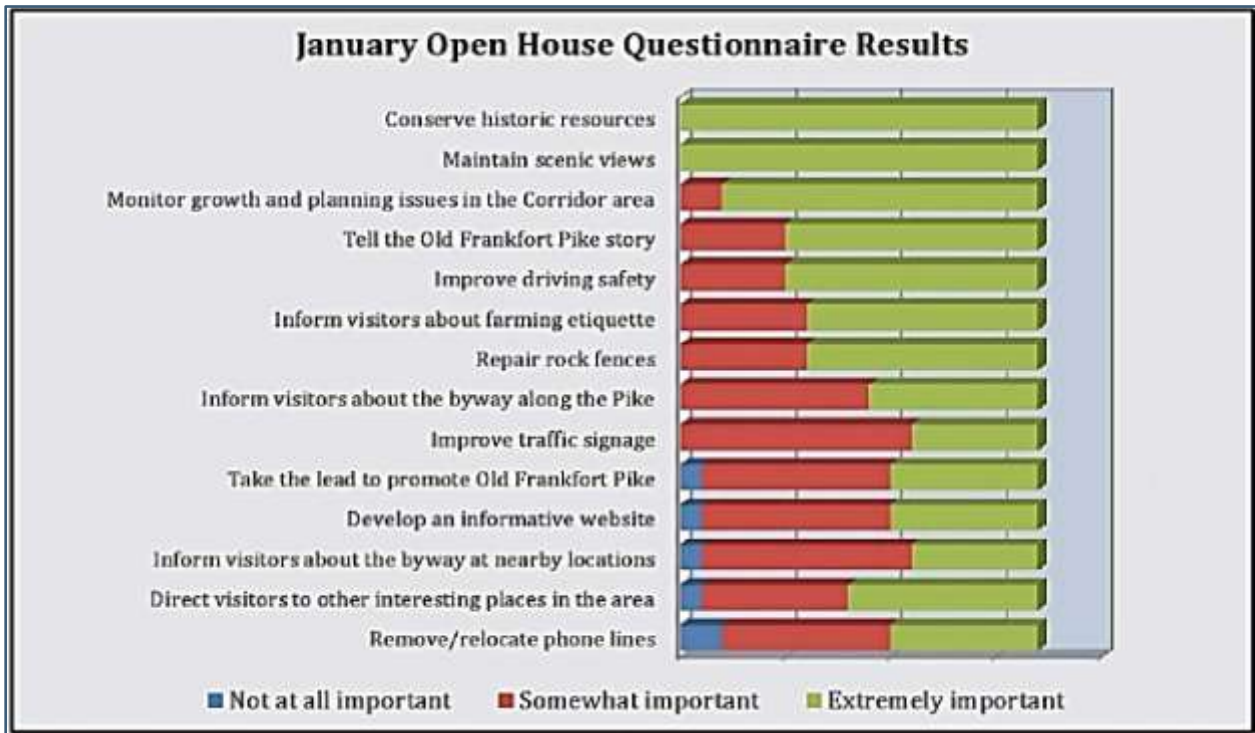
The two Open House sessions were organized to address specific goal areas identified by the Advisory Committee. In addition to opportunities to edit the Mission and Vision statements, participants at the January Open House breakout sessions gave input on the topics of Interpretation and Presentation 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.

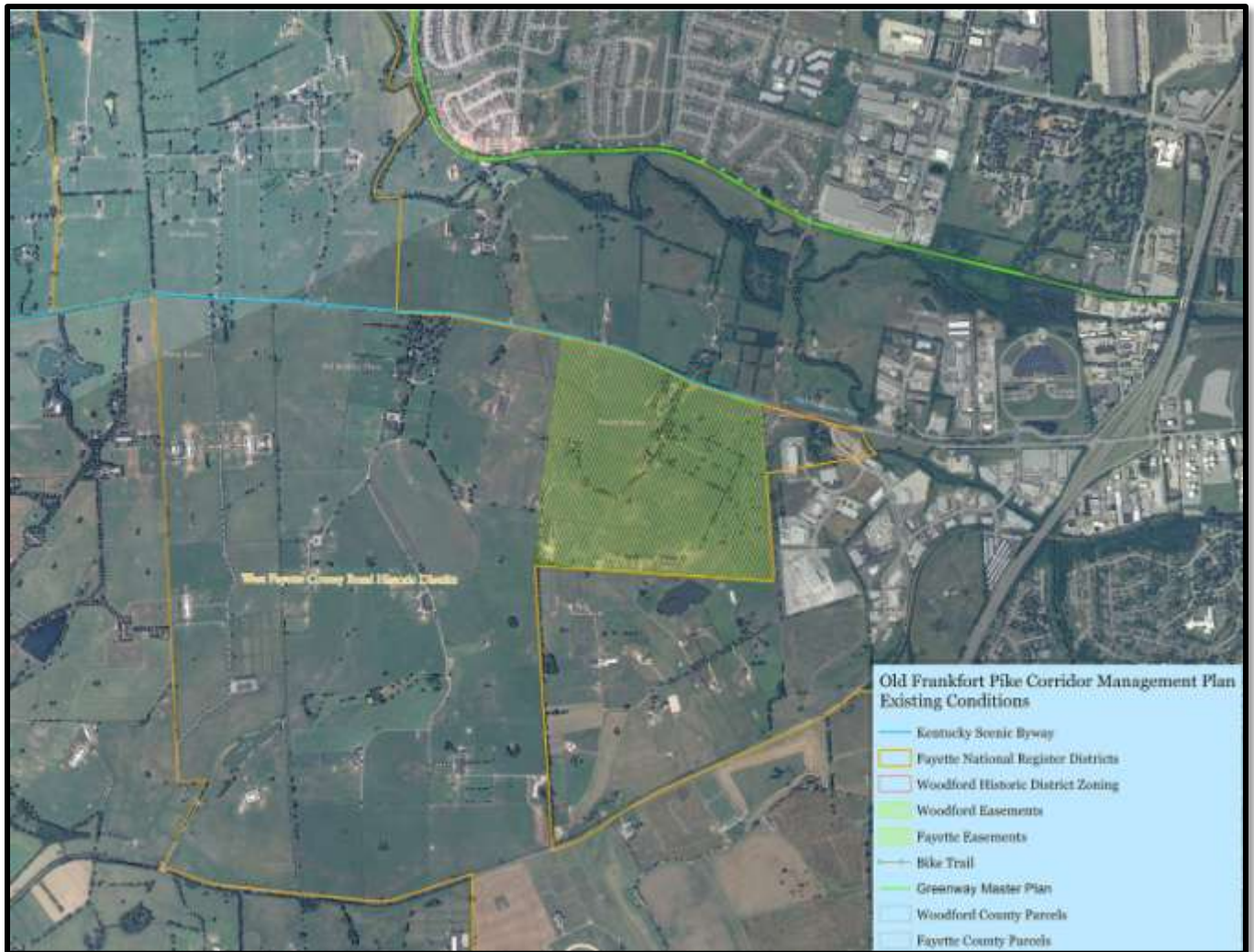
Each listed property and each District tell a story. And, while the ages of the significant resources span centuries and illustrate multiple historical subjects, each individual District expresses a distinct facet of Bluegrass history. This unusual and fortunate concentration of historic resources along 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.



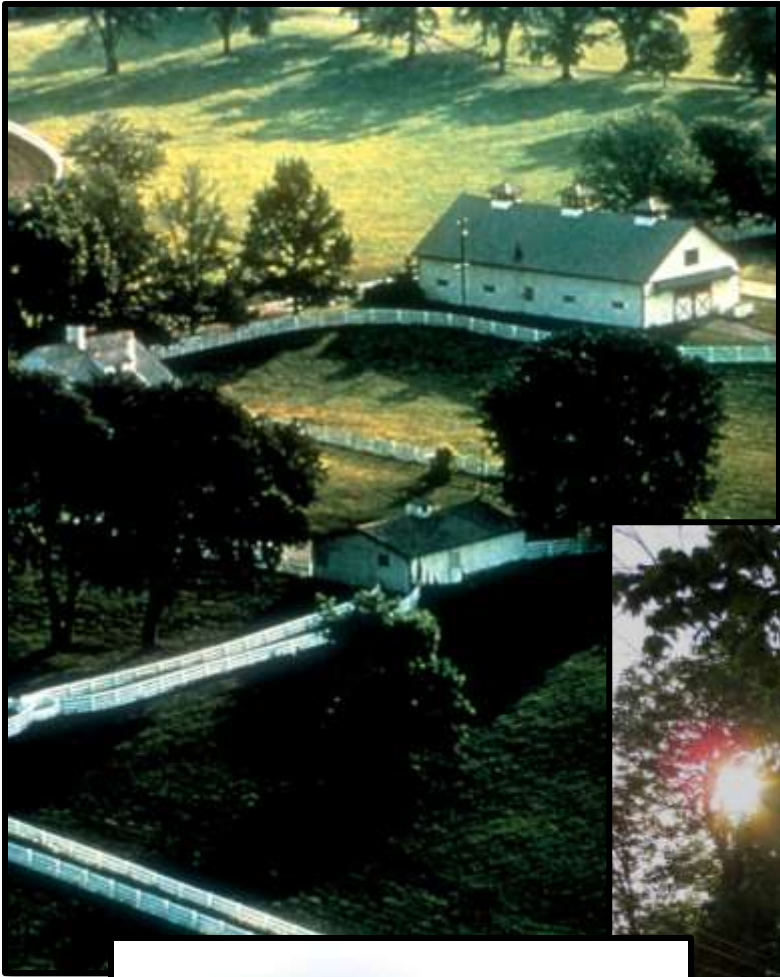


Figure 18. Aerial view of Calumet Farm (left) with signature white board fences that curve gracefully at each corner, and white farm buildings with red trim and green roofs. In the West Fayette County Rural Historic District.

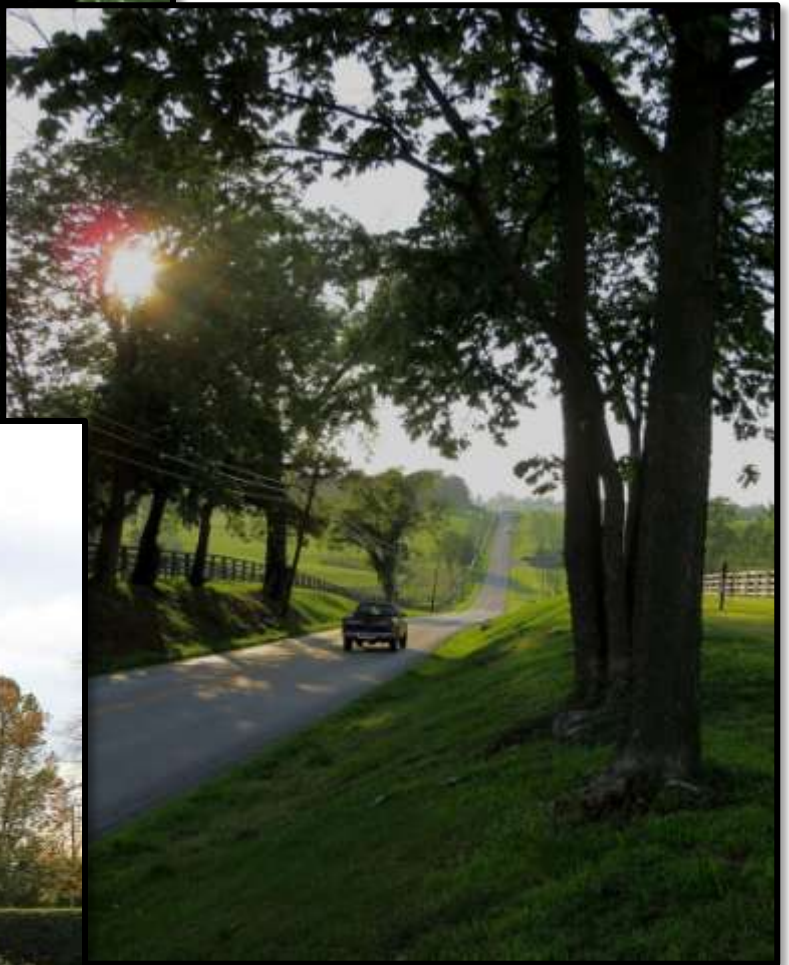


Figure 19, above. Old Frankfort Pike in the evening, looking west.



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.

The Pisgah Rural Historic District tells of close-knit, religiously-tied families settling a new and rough country. Kentucky was still a part of Virginia when the Pisgah community established the first college west of the Appalachians here. Today, Pisgah Presbyterian stands as one the few still-active 18th century stone churches in Kentucky, and succeeding generations of those first settlers continue to farm in this remarkable agricultural community.

The Pisgah Rural Historic District, placed on the National Register in 1989, was Kentucky's first rural historic district. The area was first explored in 1776 and when settled in the early 1780s, the community took the name Pisgah. Twenty five farms of the District are recognized on the Kentucky Department of Agriculture's list of Historic Farms - those enterprises that have remained in the same family for over 100 years. The Pisgah Church was established in 1784 as the first Presbyterian Church west of the Alleghenies. That year these settlers also established the Pisgah Academy here with funds donated by five of the original signers of the Declaration of Independence, including George Washington and John Adams. The Academy was the forerunner of Transylvania University, now in Lexington.



Figure 22. The Pisgah Rural Historic District. The orange outline shows the portion of the District within the Byway corridor. The vertical turquoise line indicates Pisgah Pike, like Old Frankfort Pike, a Kentucky Scenic Byway. The pink line along both sides of these scenic roads indicates Woodford County historic district zone overlay.



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 toll 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.

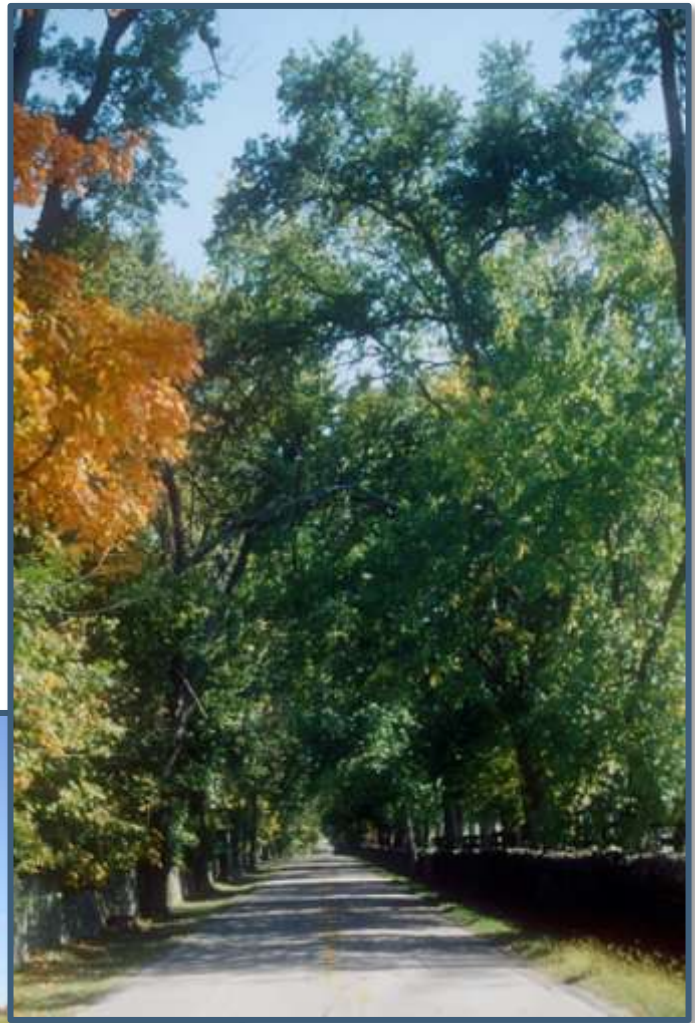


Figure 34. Broad vistas to open pastures at Blackburn’s Fort Farm (a Division of Lane’s End).



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).

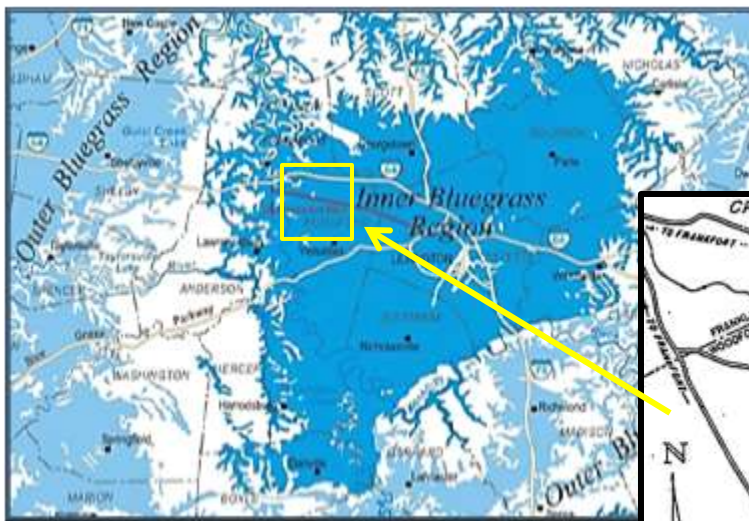
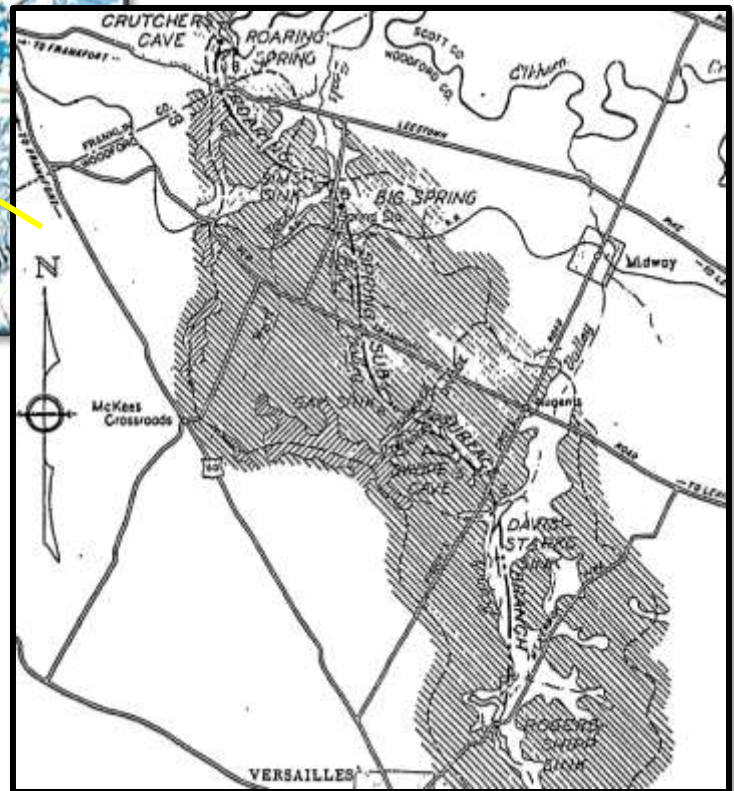


Figure 36. The Inner and encircling Outer Bluegrass regions in the central part of Kentucky. The darkest blue encompasses approximately 2,400 square miles.

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 Jillson 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.

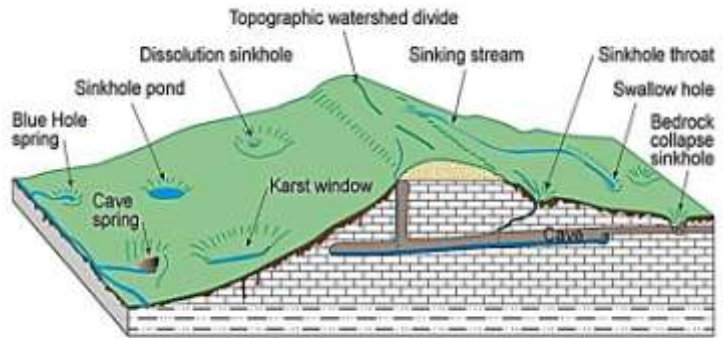


Figure 38. Cross section of Kentucky karst features.

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.

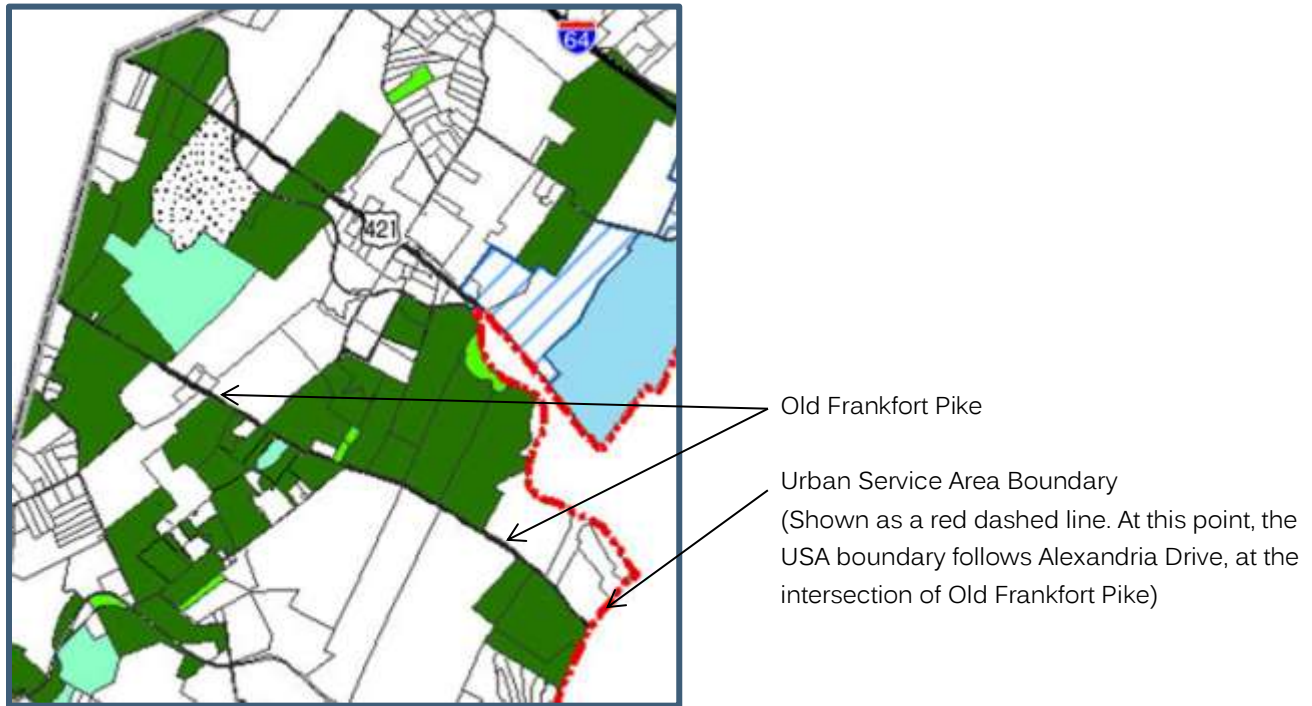
The most successful strategy to conserve Fayette County’s agricultural lands has been the LFUCG Purchase of Development Rights (PDR) Program. This program is the first Agricultural Conservation Easement program by a local government in the Commonwealth of Kentucky. In 2000, the PDR Program and the Fayette 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

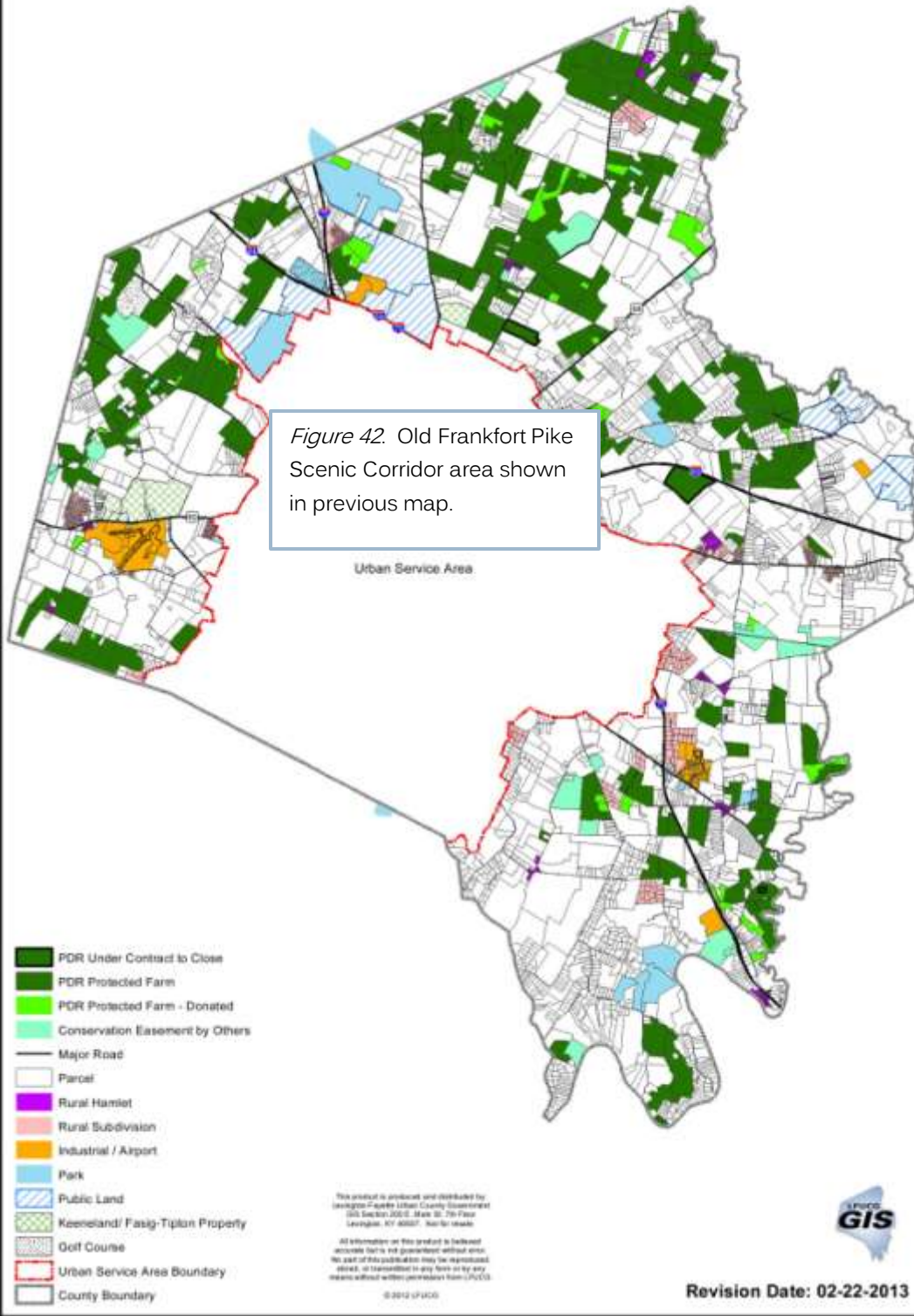


Figure 42. Old Frankfort Pike Scenic Corridor area shown in previous map.

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."

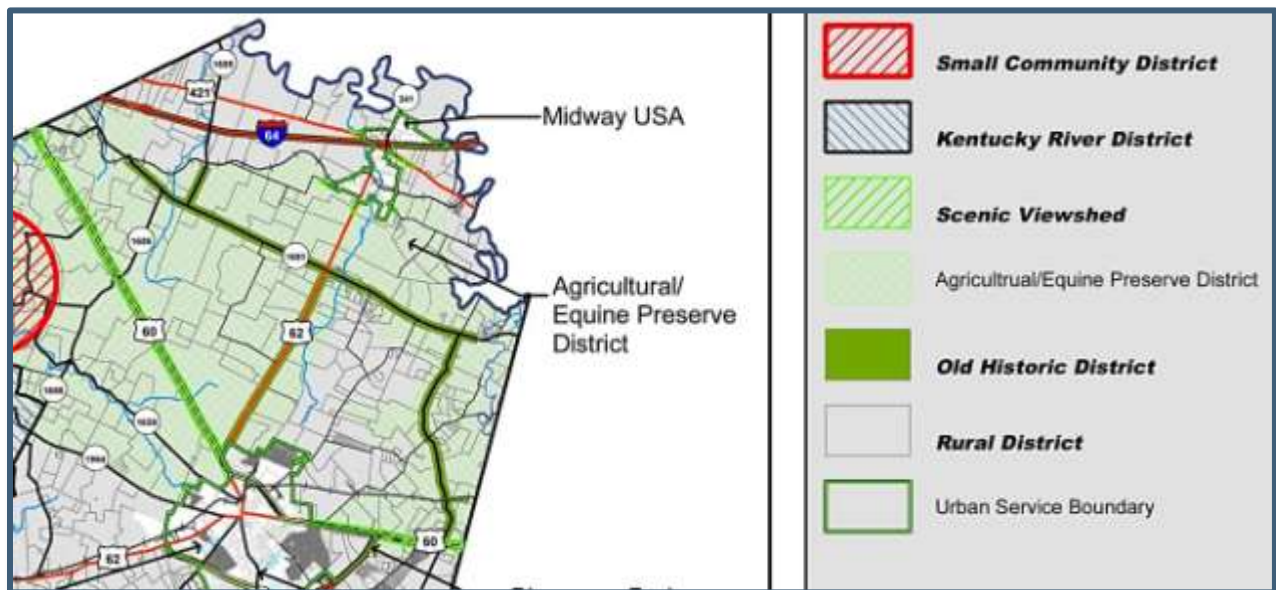


Figure 43. Old Frankfort (route 1681), Midway Pike (route 62) and Pisgah Scenic Byways, Historic District zoning along Pisgah and Old Frankfort, and land within the Agricultural/Equine Preserve District. (Woodford County Comprehensive Plan).

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.

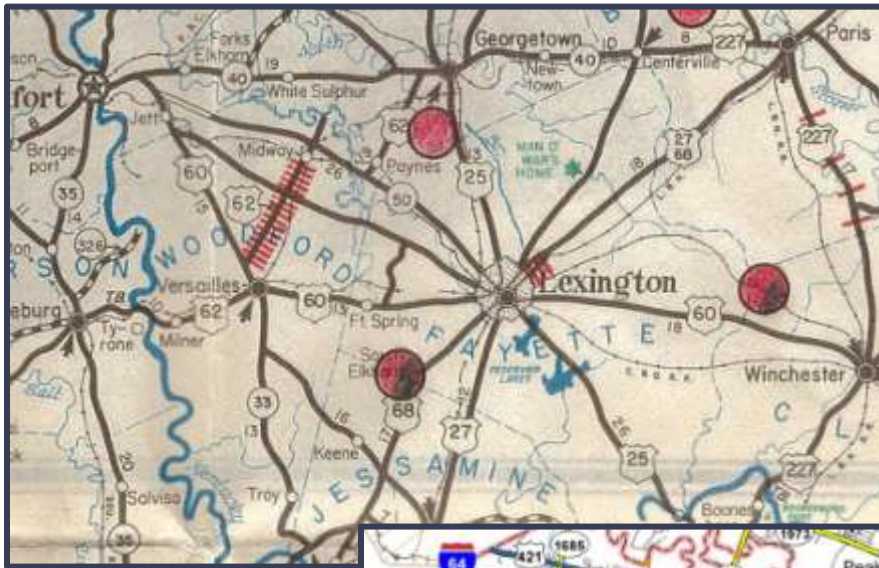


Figure 46.

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/>)

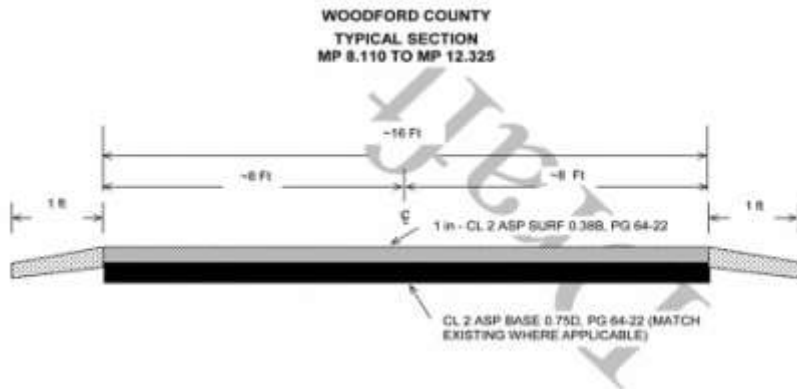
The portion of Old Frankfort Pike (KY 1681) considered for Byway recognition extends approximately 17 miles from its western terminus intersection with U.S. 60 (southeast of Frankfort), to its eastern terminus intersection at Alexandria Drive, (west of Lexington at the Urban Service Area boundary). The 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.

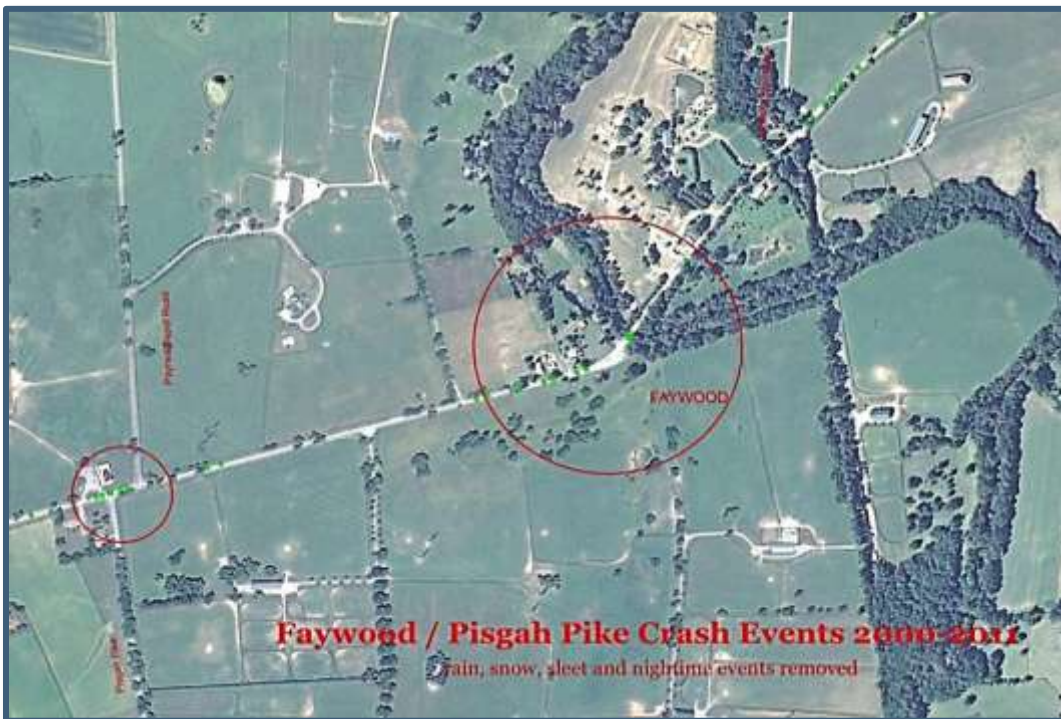


Figure 51. Roadway challenges in the circled area of Faywood at Elkhorn Creek, include multiple entrances (commercial, farm, residential, church), the Brown's Mill Road intersection, opposing curves, and significant horizontal and vertical road movement.



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.

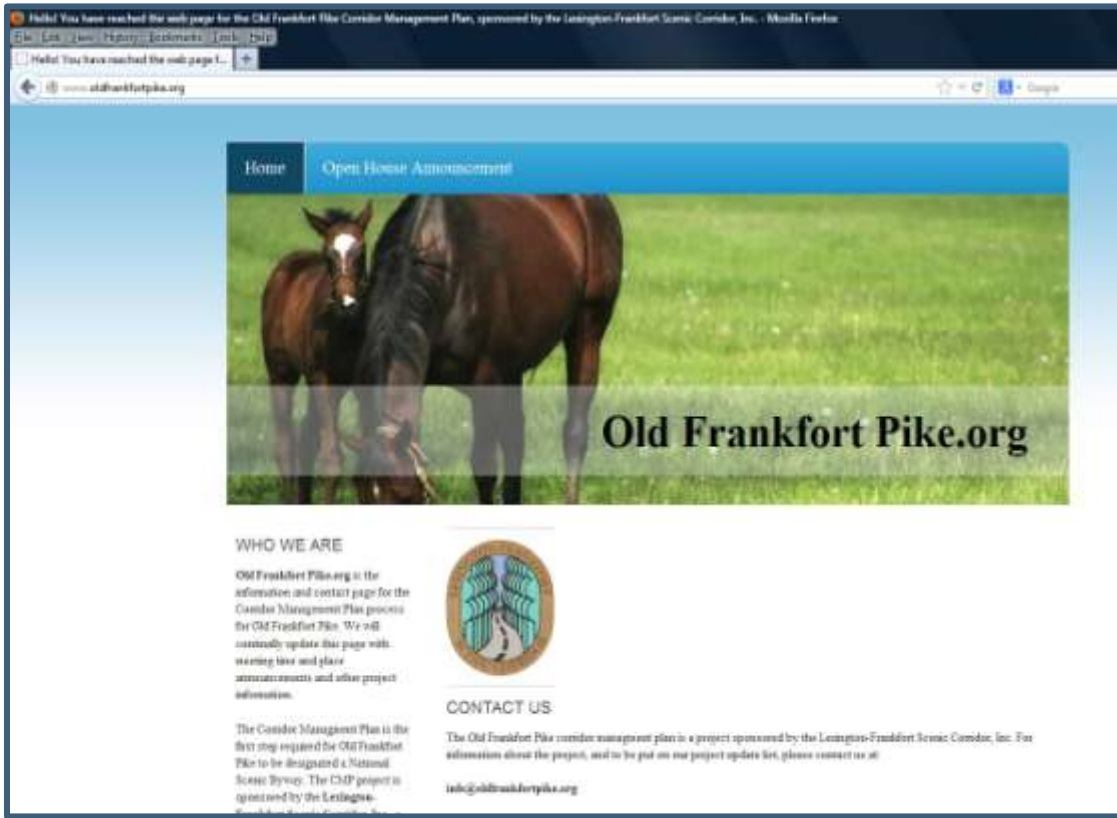


Figure 55. OldFrankfortPike.org, the CMP’s static web page used to update participants about the project.

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.

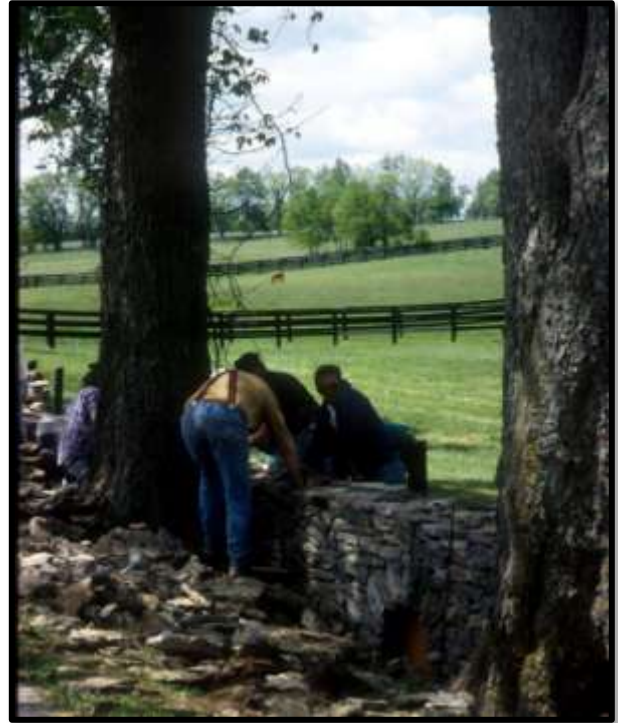


9.2 Historic and Scenic Enhancements Project

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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