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Attachment A

Economic Analysis

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Kentucky

60 Miles

ML

Washington

WK

Marion

LaRue

Taylor

● Campbellsville

65

Green

Casey

Adair

LN

Russell

Metcalfe

75



B20004

MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS) BY SEX BY EDUCATIONAL ATTAINMENT FOR THE POPULATION 25 YEARS AND OVER

Universe: Population 25 years and over with earnings
2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

| | Taylor County, Kentucky | |
|---|-------------------------|-----------------|
| | Estimate | Margin of Error |
| Total: | 26,080 | +/-1,569 |
| Less than high school graduate | 17,875 | +/-5,361 |
| High school graduate (includes equivalency) | 22,201 | +/-2,066 |
| Some college or associate's degree | 27,020 | +/-2,376 |
| Bachelor's degree | 37,101 | +/-8,871 |
| Graduate or professional degree | 46,086 | +/-3,805 |
| Male: | 31,907 | +/-3,269 |
| Less than high school graduate | 20,729 | +/-4,481 |
| High school graduate (includes equivalency) | 25,679 | +/-2,866 |
| Some college or associate's degree | 34,360 | +/-6,050 |
| Bachelor's degree | 63,822 | +/-3,799 |
| Graduate or professional degree | 51,875 | +/-15,650 |
| Female: | 21,547 | +/-1,412 |
| Less than high school graduate | 16,582 | +/-1,845 |
| High school graduate (includes equivalency) | 19,261 | +/-1,931 |
| Some college or associate's degree | 21,568 | +/-1,793 |
| Bachelor's degree | 20,938 | +/-5,769 |
| Graduate or professional degree | 45,156 | +/-3,320 |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
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6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



S1501

EDUCATIONAL ATTAINMENT

2009-2013 American Community Survey 5-Year Estimates

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| Subject | Campbellsville city, Kentucky | | | | |
|---|-------------------------------|-----------------|----------|-----------------|----------|
| | Total | | Male | | Female |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate |
| Population 18 to 24 years | 1,525 | +/-209 | 616 | +/-170 | 909 |
| Less than high school graduate | 13.0% | +/-8.4 | 14.3% | +/-13.4 | 12.2% |
| High school graduate (includes equivalency) | 27.9% | +/-12.0 | 22.4% | +/-18.5 | 31.6% |
| Some college or associate's degree | 56.5% | +/-12.1 | 61.5% | +/-19.0 | 53.1% |
| Bachelor's degree or higher | 2.6% | +/-2.5 | 1.8% | +/-3.0 | 3.1% |
| Population 25 years and over | 6,784 | +/-307 | 3,145 | +/-255 | 3,639 |
| Less than 9th grade | 12.0% | +/-3.0 | 12.5% | +/-3.9 | 11.7% |
| 9th to 12th grade, no diploma | 10.5% | +/-2.7 | 6.7% | +/-2.9 | 13.7% |
| High school graduate (includes equivalency) | 36.9% | +/-4.2 | 36.7% | +/-6.4 | 37.1% |
| Some college, no degree | 17.5% | +/-3.6 | 22.4% | +/-6.9 | 13.3% |
| Associate's degree | 7.4% | +/-2.4 | 5.3% | +/-3.1 | 9.3% |
| Bachelor's degree | 8.1% | +/-2.3 | 9.2% | +/-3.5 | 7.1% |
| Graduate or professional degree | 7.5% | +/-2.1 | 7.2% | +/-3.0 | 7.9% |
| Percent high school graduate or higher | 77.5% | +/-4.2 | 80.8% | +/-4.9 | 74.6% |
| Percent bachelor's degree or higher | 15.6% | +/-2.9 | 16.4% | +/-4.1 | 15.0% |
| Population 25 to 34 years | 1,214 | +/-194 | 675 | +/-129 | 539 |
| High school graduate or higher | 90.6% | +/-7.3 | 95.4% | +/-5.5 | 84.6% |
| Bachelor's degree or higher | 20.2% | +/-11.3 | 15.0% | +/-11.2 | 26.7% |
| Population 35 to 44 years | 1,095 | +/-220 | 568 | +/-152 | 527 |
| High school graduate or higher | 84.0% | +/-10.9 | 87.1% | +/-12.5 | 80.6% |
| Bachelor's degree or higher | 18.5% | +/-9.6 | 13.0% | +/-12.8 | 24.5% |
| Population 45 to 64 years | 2,451 | +/-276 | 1,017 | +/-177 | 1,434 |
| High school graduate or higher | 79.8% | +/-5.8 | 80.8% | +/-8.9 | 79.1% |
| Bachelor's degree or higher | 14.9% | +/-4.4 | 16.8% | +/-7.1 | 13.6% |
| Population 65 years and over | 2,024 | +/-252 | 885 | +/-140 | 1,139 |
| High school graduate or higher | 63.2% | +/-6.9 | 65.4% | +/-8.6 | 61.5% |
| Bachelor's degree or higher | 12.2% | +/-5.5 | 19.1% | +/-8.3 | 6.8% |

| Subject | Campbellsville city, Kentucky | | | | |
|---|-------------------------------|-----------------|----------|-----------------|----------|
| | Total | | Male | | Female |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate |
| POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT | | | | | |
| Less than high school graduate | 43.2% | +/-11.4 | 35.6% | +/-15.2 | 48.2% |
| High school graduate (includes equivalency) | 24.4% | +/-6.0 | 28.2% | +/-9.9 | 21.2% |
| Some college or associate's degree | 11.7% | +/-4.9 | 5.3% | +/-5.2 | 18.5% |
| Bachelor's degree or higher | 1.0% | +/-1.5 | 0.0% | +/-5.7 | 1.8% |
| | | | | | |
| MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS) | | | | | |
| Population 25 years and over with earnings | 23,928 | +/-2,578 | 28,362 | +/-4,622 | 21,701 |
| Less than high school graduate | 9,594 | +/-11,087 | 9,063 | +/-7,451 | 15,733 |
| High school graduate (includes equivalency) | 18,543 | +/-3,044 | 17,202 | +/-8,003 | 18,922 |
| Some college or associate's degree | 27,529 | +/-3,553 | 35,165 | +/-14,082 | 23,333 |
| Bachelor's degree | 52,778 | +/-27,417 | 64,942 | +/-12,090 | 18,750 |
| Graduate or professional degree | 44,360 | +/-5,570 | 44,028 | +/-10,150 | 44,453 |
| | | | | | |
| PERCENT IMPUTED | | | | | |
| Educational attainment | 5.2% | (X) | (X) | (X) | (X) |

| Subject | Campbellsville city, Kentucky |
|---|----------------------------------|
| | Female |
| | Margin of Error |
| Population 18 to 24 years | +/-136 |
| Less than high school graduate | +/-9.0 |
| High school graduate (includes equivalency) | +/-12.6 |
| Some college or associate's degree | +/-13.3 |
| Bachelor's degree or higher | +/-3.0 |
| | |
| Population 25 years and over | +/-204 |
| Less than 9th grade | +/-3.7 |
| 9th to 12th grade, no diploma | +/-3.8 |
| High school graduate (includes equivalency) | +/-5.3 |
| Some college, no degree | +/-3.8 |
| Associate's degree | +/-3.2 |
| Bachelor's degree | +/-2.8 |
| Graduate or professional degree | +/-3.1 |
| | |
| Percent high school graduate or higher | +/-5.4 |
| Percent bachelor's degree or higher | +/-3.4 |
| | |
| Population 25 to 34 years | +/-124 |
| High school graduate or higher | +/-11.9 |
| Bachelor's degree or higher | +/-14.3 |
| | |
| Population 35 to 44 years | +/-124 |
| High school graduate or higher | +/-12.2 |
| Bachelor's degree or higher | +/-16.8 |
| | |
| Population 45 to 64 years | +/-189 |
| High school graduate or higher | +/-7.0 |
| Bachelor's degree or higher | +/-5.0 |
| | |
| Population 65 years and over | +/-151 |
| High school graduate or higher | +/-9.5 |
| Bachelor's degree or higher | +/-4.6 |
| | |
| POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT | |
| Less than high school graduate | +/-12.3 |
| High school graduate (includes equivalency) | +/-8.4 |
| Some college or associate's degree | +/-9.2 |
| Bachelor's degree or higher | +/-2.8 |
| | |
| MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS) | |
| Population 25 years and over with earnings | +/-1,948 |
| Less than high school graduate | +/-14,477 |
| High school graduate (includes equivalency) | +/-2,332 |
| Some college or associate's degree | +/-4,003 |
| Bachelor's degree | +/-5,685 |
| Graduate or professional degree | +/-9,221 |
| | |
| PERCENT IMPUTED | |
| Educational attainment | (X) |

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**Kentuckians with a Bachelor's Degree or Higher
Population Aged 25 and above, by County, 2012**

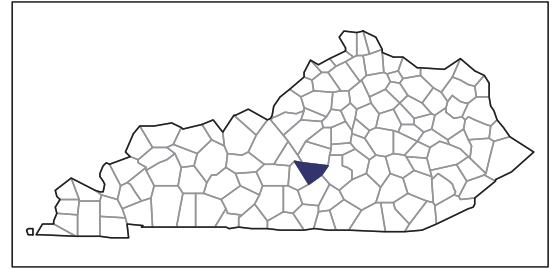
| County | Kentuckians with a bachelor's degree or higher | |
|--------------|--|-------|
| | N | % |
| Adair | 1,868 | 15.1% |
| Allen | 1,477 | 11.0% |
| Anderson | 2,836 | 19.6% |
| Ballard | 704 | 12.0% |
| Barren | 3,888 | 13.5% |
| Bath | 1,050 | 13.3% |
| Bell | 2,114 | 10.7% |
| Boone | 22,204 | 28.9% |
| Bourbon | 2,190 | 16.0% |
| Boyd | 5,586 | 15.9% |
| Boyle | 4,548 | 23.7% |
| Bracken | 840 | 14.9% |
| Breathitt | 973 | 10.2% |
| Breckinridge | 1,208 | 8.8% |
| Bullitt | 6,222 | 12.5% |
| Butler | 655 | 7.5% |
| Caldwell | 1,506 | 16.6% |
| Calloway | 6,308 | 28.1% |
| Campbell | 16,363 | 27.5% |
| Carlisle | 538 | 15.1% |
| Carroll | 708 | 9.9% |
| Carter | 1,724 | 9.3% |
| Casey | 993 | 9.1% |
| Christian | 6,017 | 14.2% |
| Clark | 4,511 | 18.3% |
| Clay | 1,110 | 7.4% |
| Clinton | 552 | 7.9% |
| Crittenden | 681 | 10.4% |
| Cumberland | 584 | 12.2% |
| Daviess | 12,301 | 19.0% |

| County | Kentuckians with a bachelor's degree or higher | |
|-----------|--|-------|
| | N | % |
| Edmonson | 766 | 9.3% |
| Elliott | 324 | 6.0% |
| Estill | 762 | 7.4% |
| Fayette | 76,488 | 39.9% |
| Fleming | 1,267 | 13.0% |
| Floyd | 3,249 | 11.9% |
| Franklin | 9,234 | 27.4% |
| Fulton | 594 | 12.3% |
| Gallatin | 490 | 8.9% |
| Garrard | 1,862 | 15.8% |
| Grant | 1,884 | 12.0% |
| Graves | 3,906 | 15.5% |
| Grayson | 1,516 | 8.7% |
| Green | 826 | 10.4% |
| Greenup | 4,145 | 16.0% |
| Hancock | 656 | 11.4% |
| Hardin | 13,330 | 19.8% |
| Harlan | 2,142 | 10.7% |
| Harrison | 1,814 | 14.0% |
| Hart | 1,029 | 8.4% |
| Henderson | 5,245 | 16.6% |
| Henry | 1,416 | 13.5% |
| Hickman | 455 | 13.0% |
| Hopkins | 4,661 | 14.3% |
| Jackson | 620 | 6.7% |
| Jefferson | 149,686 | 29.8% |
| Jessamine | 8,506 | 27.4% |
| Johnson | 1,588 | 9.8% |
| Kenton | 29,828 | 28.1% |
| Knott | 1,472 | 13.1% |

| County | Kentuckians with a bachelor's degree or higher | |
|------------|--|-------|
| | N | % |
| Knox | 2,027 | 9.6% |
| Larue | 1,016 | 10.5% |
| Laurel | 5,212 | 13.1% |
| Lawrence | 1,061 | 9.8% |
| Lee | 311 | 5.5% |
| Leslie | 646 | 8.2% |
| Letcher | 1,843 | 10.8% |
| Lewis | 996 | 10.4% |
| Lincoln | 1,380 | 8.3% |
| Livingston | 764 | 11.2% |
| Logan | 2,114 | 11.6% |
| Lyon | 930 | 14.0% |
| McCracken | 13,670 | 26.7% |
| McCreary | 862 | 9.6% |
| McLean | 1,610 | 12.0% |
| Madison | 3,638 | 16.1% |
| Magoffin | 824 | 9.2% |
| Marion | 1,690 | 14.3% |
| Marshall | 9,749 | 21.2% |
| Martin | 844 | 6.8% |
| Mason | 688 | 10.5% |
| Meade | 2,304 | 12.4% |
| Menifee | 455 | 10.4% |
| Mercer | 2,626 | 17.8% |
| Metcalfe | 520 | 7.5% |
| Monroe | 794 | 10.5% |
| Montgomery | 2,749 | 15.4% |
| Morgan | 1,060 | 10.8% |
| Muhlenberg | 2,347 | 10.7% |
| Nelson | 4,323 | 15.0% |

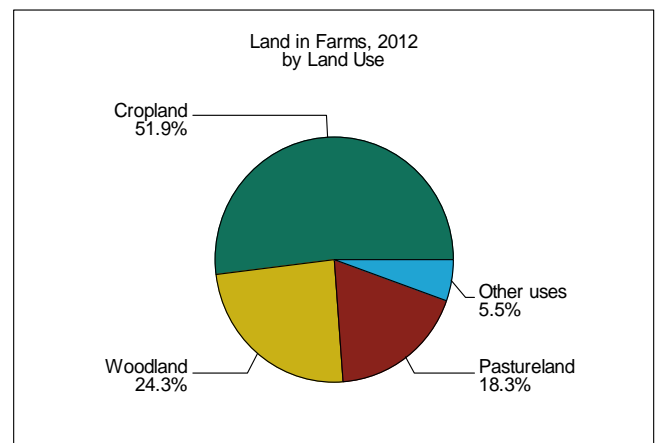
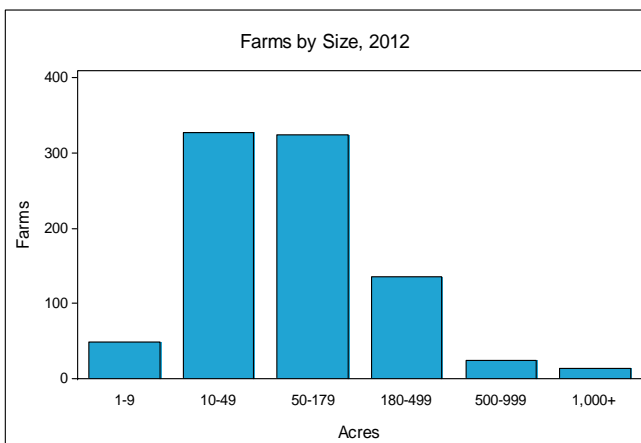
| County | Kentuckians with a bachelor's degree or higher | |
|------------|--|-------|
| | N | % |
| Nicholas | 618 | 12.6% |
| Ohio | 1,503 | 9.3% |
| Oldham | 15,645 | 39.3% |
| Owen | 1,347 | 18.1% |
| Owsley | 372 | 10.9% |
| Pendleton | 1,160 | 11.8% |
| Perry | 2,706 | 13.7% |
| Pike | 5,624 | 12.4% |
| Powell | 1,036 | 12.3% |
| Pulaski | 6,144 | 14.0% |
| Robertson | 146 | 10.3% |
| Rockcastle | 1,211 | 10.3% |
| Rowan | 3,251 | 23.9% |
| Russell | 1,411 | 11.5% |
| Scott | 8,170 | 27.0% |
| Shelby | 6,713 | 23.6% |
| Simpson | 1,765 | 15.2% |
| Spencer | 1,802 | 15.6% |
| Taylor | 2,252 | 14.0% |
| Todd | 739 | 9.3% |
| Trigg | 1,704 | 16.8% |
| Trimble | 899 | 14.9% |
| Union | 947 | 10.2% |
| Warren | 19,059 | 27.5% |
| Washington | 1,093 | 14.0% |
| Wayne | 1,229 | 8.5% |
| Webster | 838 | 9.0% |
| Whitley | 2,680 | 11.6% |
| Wolfe | 556 | 11.3% |
| Woodford | 5,157 | 30.1% |

Source: 2008-2012 American Community Survey 5-Year Estimates
September 2014



Taylor County Kentucky

| | 2012 | 2007 | % change |
|---|---------------|---------------|----------|
| Number of Farms | 874 | 941 | - 7 |
| Land in Farms | 114,568 acres | 118,712 acres | - 3 |
| Average Size of Farm | 131 acres | 126 acres | + 4 |
| Market Value of Products Sold | \$37,898,000 | \$26,332,000 | + 44 |
| Crop Sales \$16,852,000 (44 percent) Livestock Sales \$21,046,000 (56 percent) | | | |
| Average Per Farm | \$43,362 | \$27,983 | + 55 |
| Government Payments | \$1,458,000 | \$973,000 | + 50 |
| Average Per Farm Receiving Payments | \$2,842 | \$2,481 | + 15 |





Taylor County – Kentucky

Ranked items among the 120 state counties and 3,079 U.S. counties, 2012

| Item | Quantity | State Rank | Universe ¹ | U.S. Rank | Universe ¹ |
|---|----------|------------|-----------------------|-----------|-----------------------|
| MARKET VALUE OF AGRICULTURAL PRODUCTS SOLD (\$1,000) | | | | | |
| Total value of agricultural products sold | 37,898 | 48 | 120 | 1,980 | 3,077 |
| Value of crops including nursery and greenhouse | 16,852 | 42 | 120 | 1,809 | 3,072 |
| Value of livestock, poultry, and their products | 21,046 | 43 | 120 | 1,581 | 3,076 |
| VALUE OF SALES BY COMMODITY GROUP (\$1,000) | | | | | |
| Grains, oilseeds, dry beans, and dry peas | 10,475 | 37 | 117 | 1,499 | 2,926 |
| Tobacco | 4,440 | 31 | 104 | 84 | 436 |
| Cotton and cottonseed | - | - | - | - | 635 |
| Vegetables, melons, potatoes, and sweet potatoes | 259 | 34 | 117 | 1,384 | 2,802 |
| Fruits, tree nuts, and berries | 21 | 84 | 115 | 2,128 | 2,724 |
| Nursery, greenhouse, floriculture, and sod | 268 | 49 | 110 | 1,649 | 2,678 |
| Cut Christmas trees and short rotation woody crops | - | - | 34 | - | 1,530 |
| Other crops and hay | 1,389 | 45 | 120 | 1,642 | 3,049 |
| Poultry and eggs | 5,892 | 29 | 120 | 717 | 3,013 |
| Cattle and calves | 9,018 | 45 | 120 | 1,392 | 3,056 |
| Milk from cows | 5,549 | 12 | 84 | 682 | 2,038 |
| Hogs and pigs | 33 | 40 | 113 | 1,589 | 2,827 |
| Sheep, goats, wool, mohair, and milk | 171 | 11 | 117 | 916 | 2,988 |
| Horses, ponies, mules, burros, and donkeys | 342 | 30 | 118 | 815 | 3,011 |
| Aquaculture | - | - | 35 | - | 1,366 |
| Other animals and other animal products | 41 | 44 | 118 | 1,532 | 2,924 |
| TOP CROP ITEMS (acres) | | | | | |
| Forage-land used for all hay and haylage, grass silage, and greenchop | 21,433 | 40 | 120 | 901 | 3,057 |
| Corn for grain | 12,519 | 36 | 117 | 1,129 | 2,638 |
| Soybeans for beans | 9,988 | 38 | 102 | 1,114 | 2,162 |
| Wheat for grain, all | 2,515 | 32 | 93 | 1,261 | 2,537 |
| Winter wheat for grain | 2,515 | 32 | 93 | 1,191 | 2,480 |
| TOP LIVESTOCK INVENTORY ITEMS (number) | | | | | |
| Broilers and other meat-type chickens | 384,636 | 24 | 116 | 416 | 2,723 |
| Cattle and calves | 25,357 | 35 | 120 | 1,117 | 3,063 |
| Horses and ponies | 1,492 | 24 | 120 | 729 | 3,072 |
| Layers | 1,246 | 71 | 120 | 1,690 | 3,040 |
| Hogs and pigs | 1,104 | 28 | 115 | 1,023 | 2,889 |

Other County Highlights, 2012

| Economic Characteristics | Quantity | Operator Characteristics | Quantity |
|---|----------|---|----------|
| Farms by value of sales: | | Principal operators by primary occupation: | |
| Less than \$1,000 | 245 | Farming | 330 |
| \$1,000 to \$2,499 | 98 | Other | 544 |
| \$2,500 to \$4,999 | 85 | Principal operators by sex: | |
| \$5,000 to \$9,999 | 119 | Male | 811 |
| \$10,000 to \$19,999 | 106 | Female | 63 |
| \$20,000 to \$24,999 | 31 | Average age of principal operator (years) | 57.1 |
| \$25,000 to \$39,999 | 57 | All operators by race ² : | |
| \$40,000 to \$49,999 | 15 | American Indian or Alaska Native | 3 |
| \$50,000 to \$99,999 | 47 | Asian | 2 |
| \$100,000 to \$249,999 | 37 | Black or African American | 14 |
| \$250,000 to \$499,999 | 18 | Native Hawaiian or Other Pacific Islander | 2 |
| \$500,000 or more | 16 | White | 1,210 |
| Total farm production expenses (\$1,000) | 36,055 | More than one race | 4 |
| Average per farm (\$) | 41,252 | All operators of Spanish, Hispanic, or Latino Origin ² | 1 |
| Net cash farm income of operation (\$1,000) | 7,597 | | |
| Average per farm (\$) | 8,692 | | |

See "Census of Agriculture, Volume 1, Geographic Area Series" for complete footnotes, explanations, definitions, and methodology.

- Represents zero.

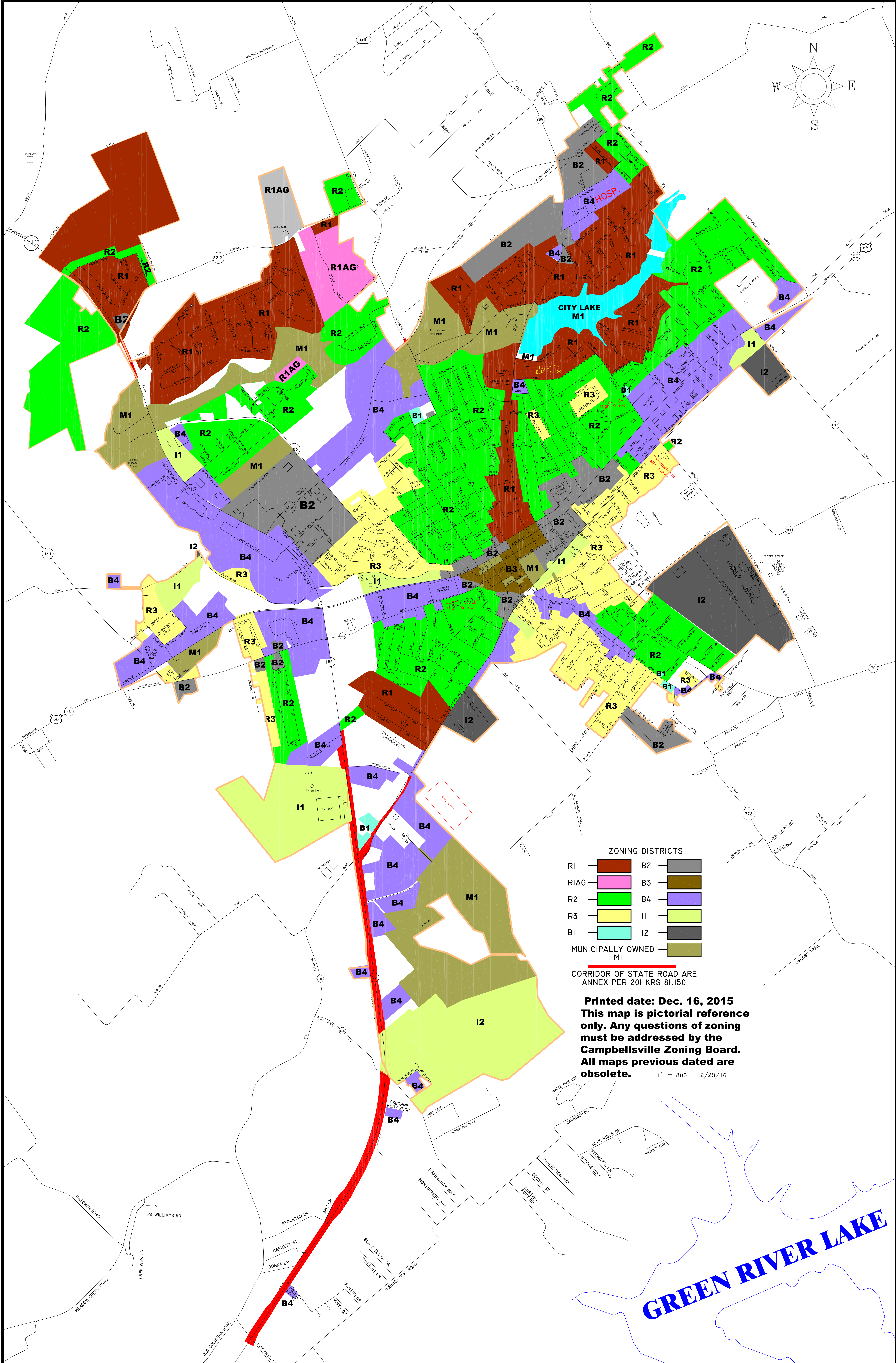
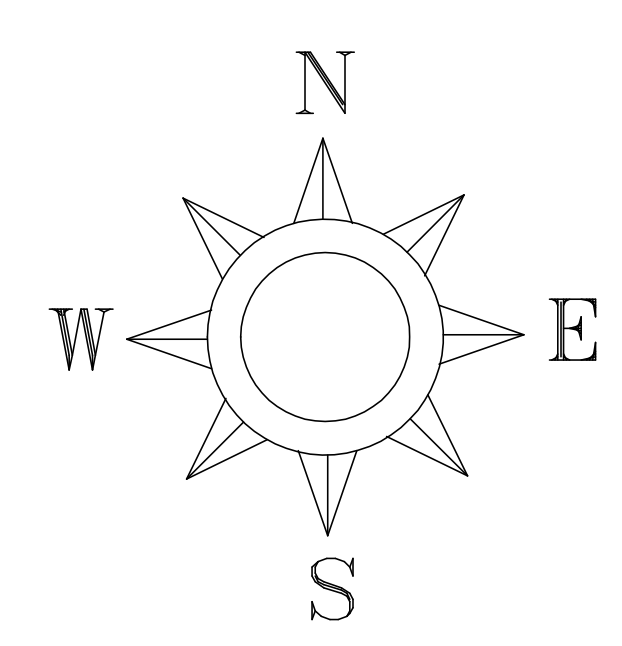
¹ Universe is number of counties in state or U.S. with item. ² Data were collected for a maximum of three operators per farm.

Attachment B.

Land Use

B.1 2016 Campbellsville Land Use Map

B.2 2016 Campbellsville Future Land Use Map



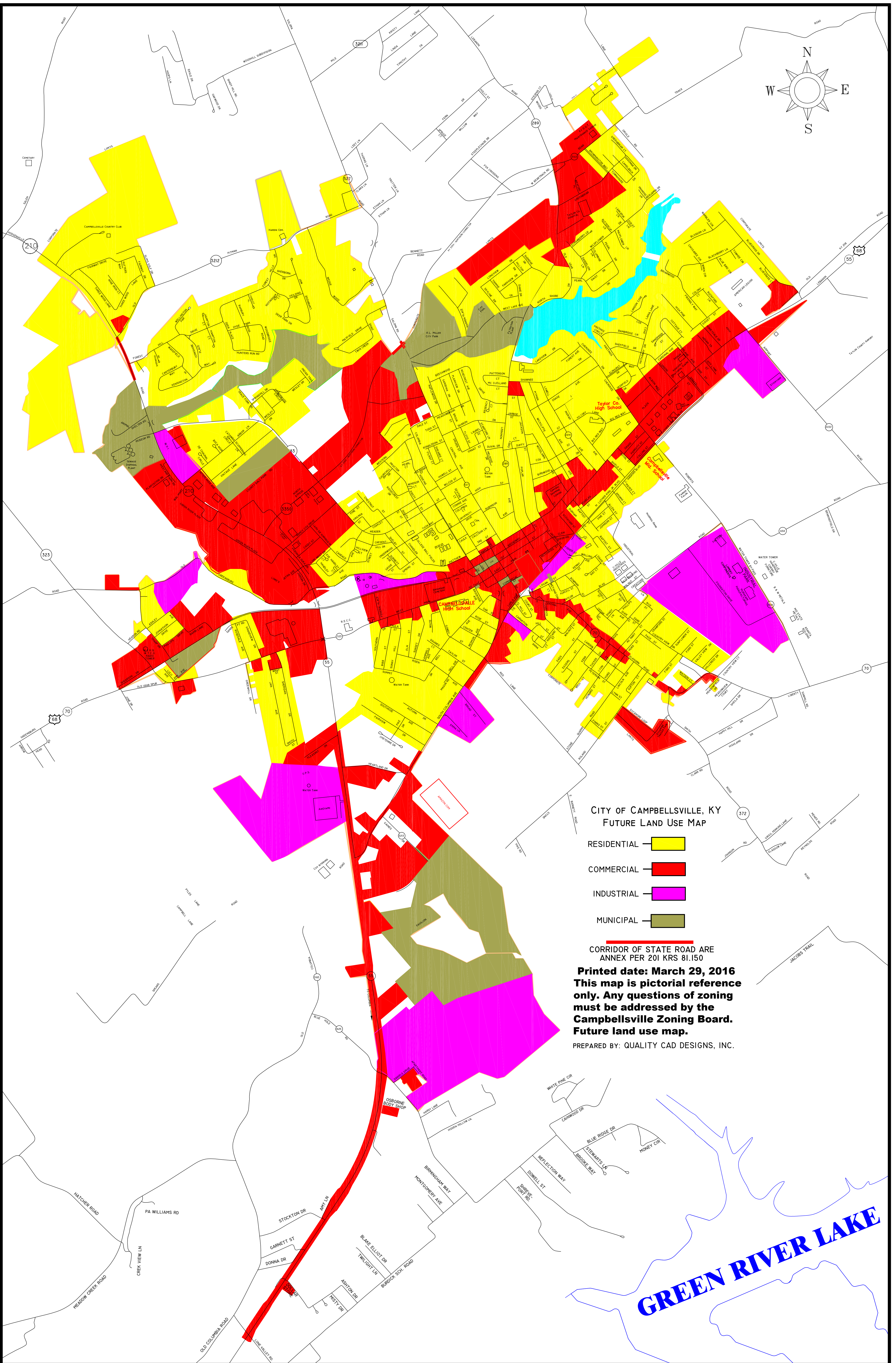
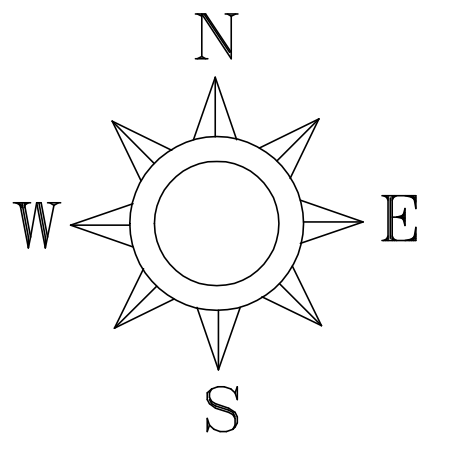
ZONING DISTRICTS

| | |
|-------------------|----|
| R1 | B2 |
| RIAG | B3 |
| R2 | B4 |
| R3 | I1 |
| B1 | I2 |
| MUNICIPALLY OWNED | M1 |

CORRIDOR OF STATE ROAD ARE ANNEX PER 201 KRS 81.150

Printed date: Dec. 16, 2015
This map is pictorial reference only. Any questions of zoning must be addressed by the Campbellsville Zoning Board. All maps previous dated are obsolete.

GREEN RIVER LAKE



FUTURE LAND USE MAP, 2016

Attachment C.

Transportation

- C1. Distances
- C2. Campbellsville Traffic Volume
- C2. Taylor County Traffic Volume
- C3. 2010 and 2014 Highway Accident Reports
- C4. CPD 2014 Annual Report
- C5. Aviation Six-Year Plan
- C6. DOT Six-Year Road Plan
- C7. Heartland Parkway Study
- C8. City Sidewalk Plan
- C9. Trace Pitman Greenway grant summary



Team Taylor County

ECONOMIC DEVELOPMENT AUTHORITY

OUR TEAM. YOUR VISION. UNCOMMON OPPORTUNITIES.

[ABOUT](#)
[COMMUNITY PROFILE](#)
[SITES & BUILDINGS](#)
[RESOURCES](#)
[NEWS & EVENTS](#)

CONTACT US

Highway Distance Chart & Transit Times*

| Location | Highway Miles | Transit Time |
|------------------|---------------|--------------|
| Louisville | 85 | 1d |
| Cincinnati | 163 | 1d |
| Indianapolis | 198 | 2d |
| Atlanta | 324 | 2d |
| St. Louis | 346 | 2d |
| Chicago | 381 | 2d |
| Washington, D.C. | 619 | 2d |
| New York | 788 | 3d |
| Houston | 927 | 3d |
| Miami | 981 | 2d |
| Los Angeles | 2153 | 4d |

*All transit times based on UPS Ground service map from www.ups.com

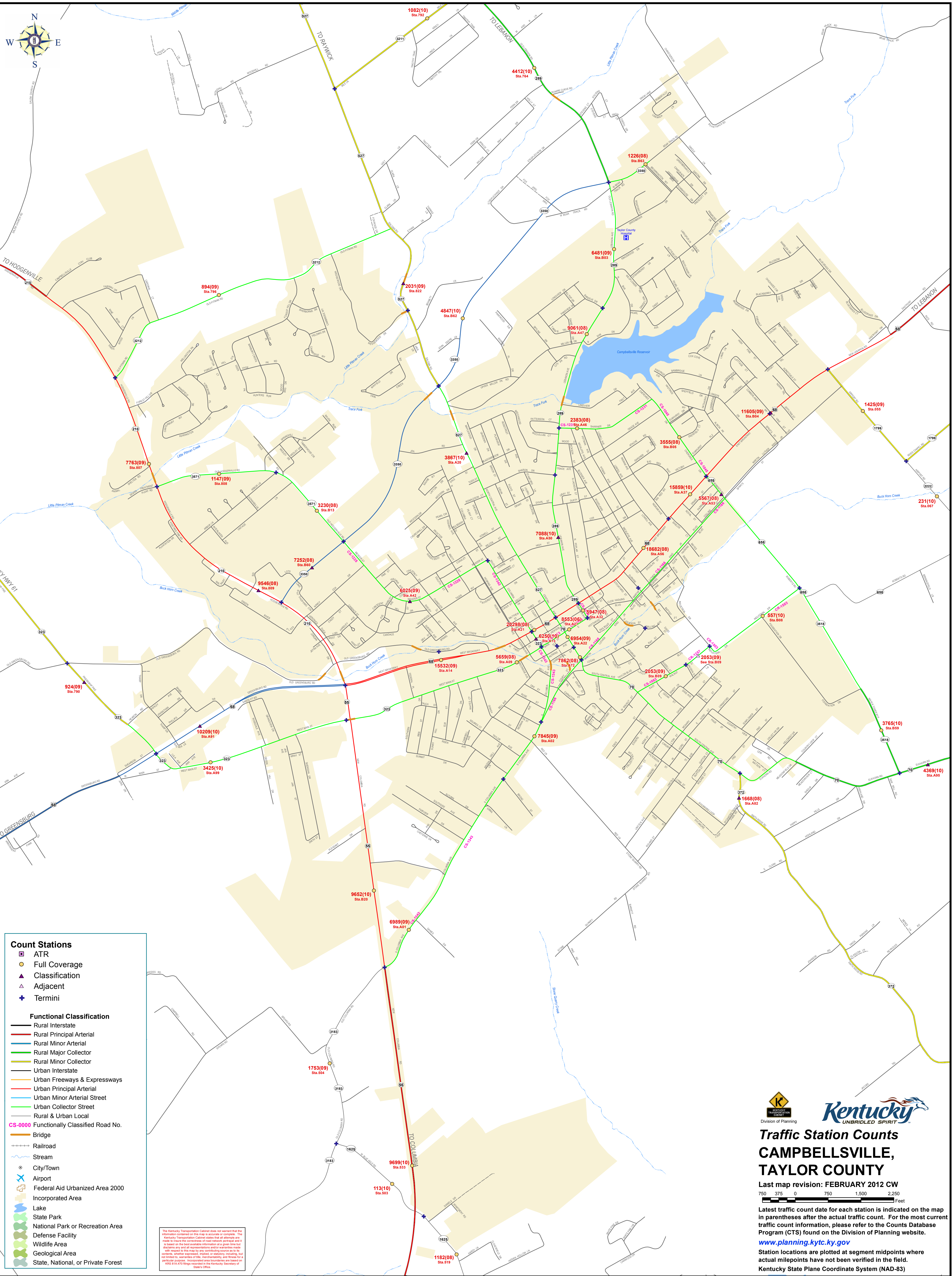
Average Airfares - From Louisville International (85 miles)*

| Destination City | Avg. Cost (\$) |
|------------------|----------------|
| Chicago, IL | 219 |
| Charlotte, NC | 212 |
| Detroit, MI | 313 |
| Denver, CO | 394 |
| Houston, TX | 345 |
| Las Vegas, NV | 435 |
| Los Angeles, CA | 459 |
| Miami, FL | 269 |
| Minneapolis, MN | 306 |
| New York, NY | 268 |
| Philadelphia, PA | 273 |
| Washington, D.C. | 209 |

*All average costs calculated using Travelocity.com

Campbellsville-Taylor County Economic Development Authority | 205 North Columbia Avenue | Campbellsville, KY 42718 | 270.465.9636

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Count Stations

- ATR
- Full Coverage
- ▲ Classification
- △ Adjacent
- ⊕ Termini

Functional Classification

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Urban Interstate
- Urban Freeways & Expressways
- Urban Principal Arterial
- Urban Minor Arterial Street
- Urban Collector Street
- Rural & Urban Local
- CS-0000 Functionally Classified Road No.
- Bridge
- Railroad
- Stream
- City/Town
- ✈ Airport
- ⊕ Federal Aid Urbanized Area 2000
- ⊕ Incorporated Area
- ⊕ Lake
- ⊕ State Park
- ⊕ National Park or Recreation Area
- ⊕ Defense Facility
- ⊕ Wildlife Area
- ⊕ Geological Area
- ⊕ State, National, or Private Forest

The Kentucky Transportation Cabinet does not warrant that the information contained on this map is accurate or complete. The Kentucky Transportation Cabinet makes no guarantee as to the accuracy of the information and is not responsible for any errors or omissions. The information is provided for informational purposes only and should not be used for any other purpose. The information is provided as is, without warranty of any kind, express or implied, including, but not limited to, warranties of title, merchantability, and fitness for a particular purpose. Incorporated area boundaries are based on 2008 State of Kentucky records as reported to the Kentucky Secretary of State's Office.

Kentucky
UNBRIDLED SPIRIT

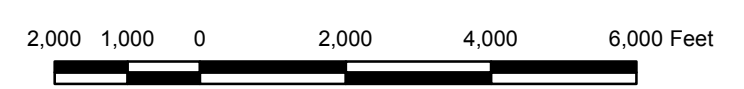
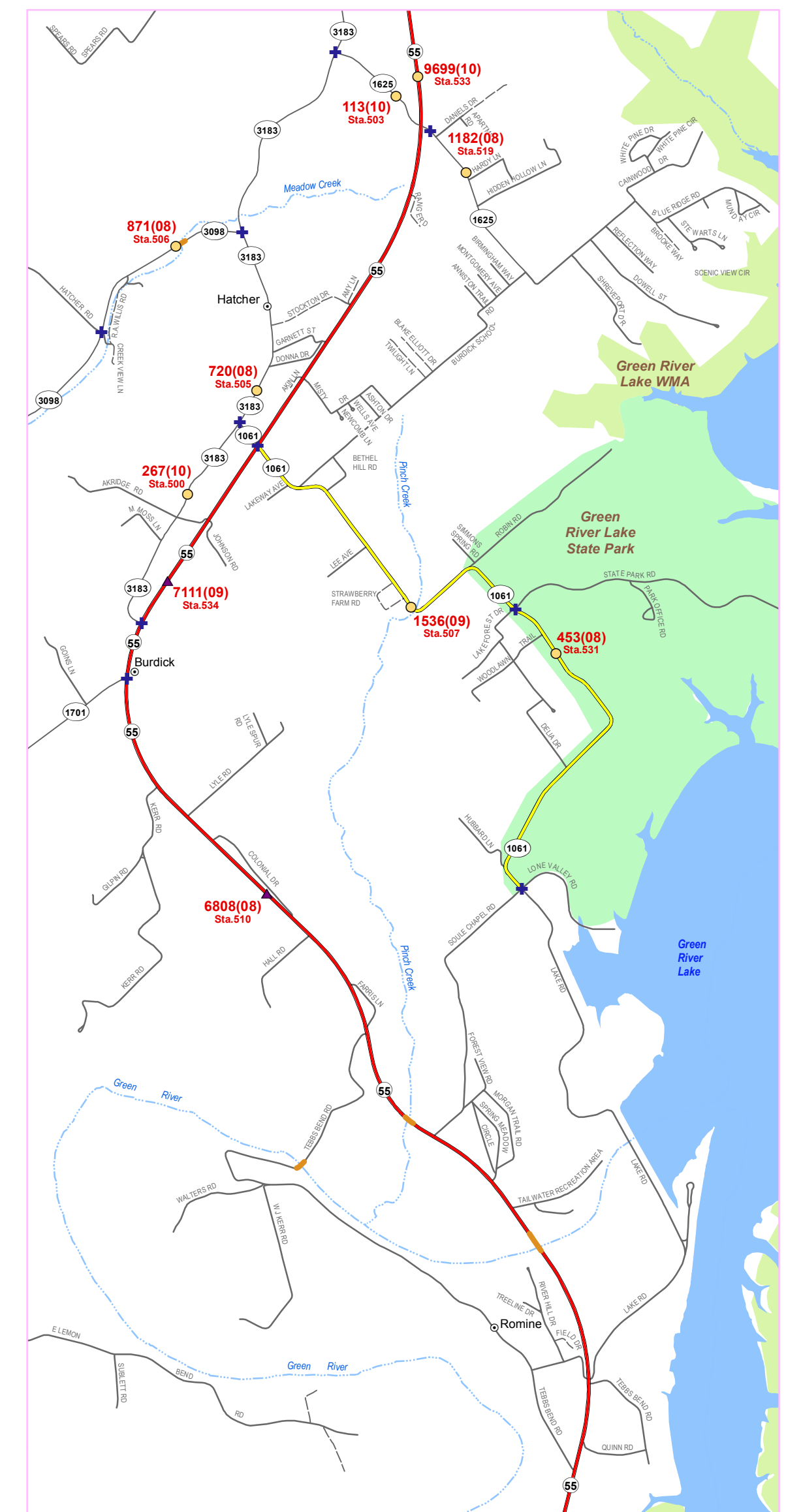
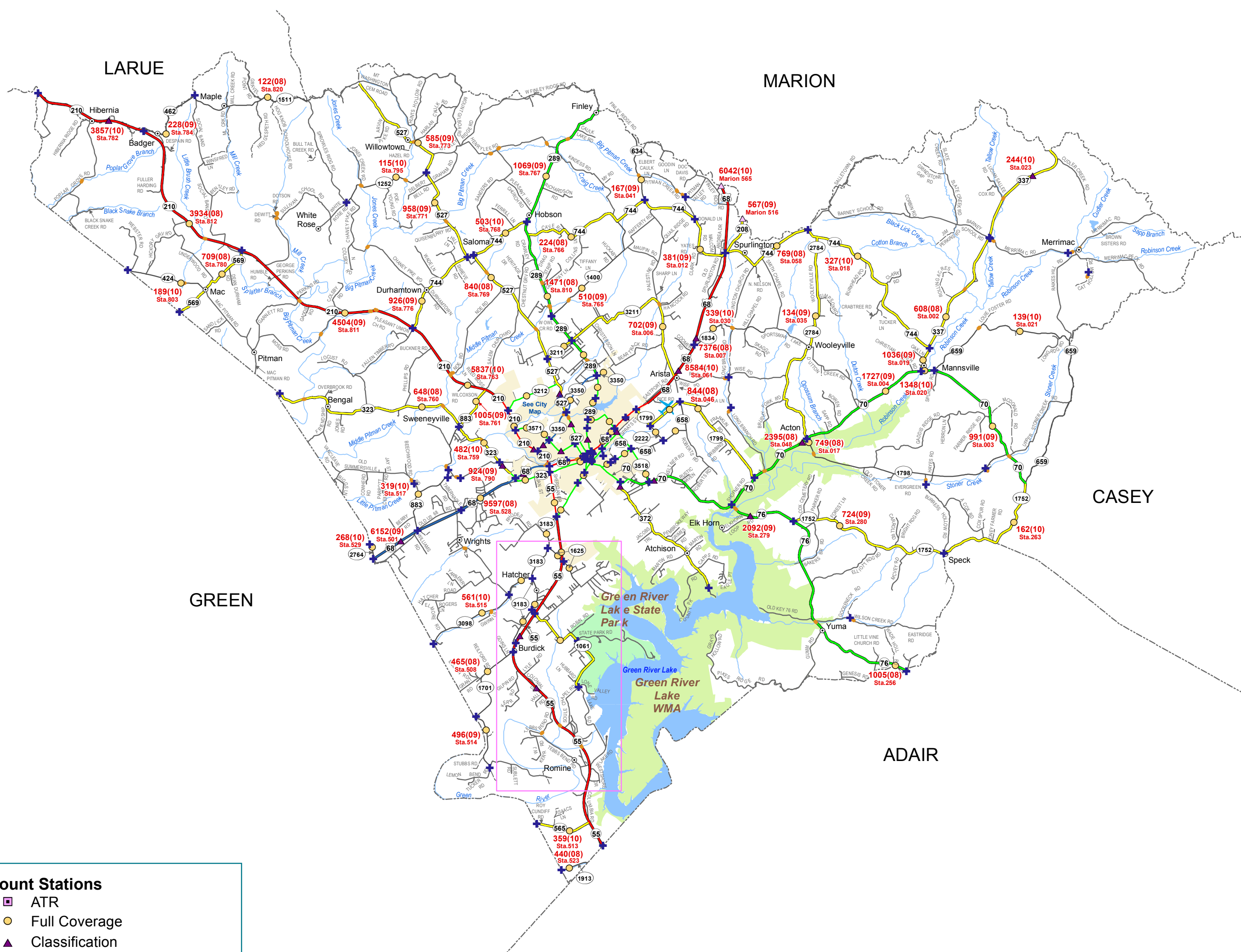
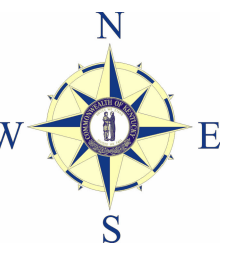
Traffic Station Counts
CAMPBELLVILLE,
TAYLOR COUNTY

Last map revision: FEBRUARY 2012 CW

750 375 0 750 1,500 2,250
Feet

Latest traffic count date for each station is indicated on the map in parentheses after the actual traffic count. For the most current traffic count information, please refer to the Counts Database Program (CTS) found on the Division of Planning website.
www.planning.kytc.ky.gov

Station locations are plotted at segment midpoints where actual milepoints have not been verified in the field.
Kentucky State Plane Coordinate System (NAD-83)



GREEN RIVER LAKE AREA

- Count Stations**
- ATR
 - Full Coverage
 - ▲ Classification
 - △ Adjacent
 - ✚ Termini
- Functional Classification**
- Rural Interstate
 - Rural Principal Arterial
 - Rural Minor Arterial
 - Rural Major Collector
 - Rural Minor Collector
 - Urban Interstate
 - Urban Freeways & Expressways
 - Urban Principal Arterial
 - Urban Minor Arterial Street
 - Urban Collector Street
 - Rural & Urban Local
 - CS-0000 Functionally Classified Road No.
 - Bridge
 - Railroad
 - Stream
 - City/Town
 - ✈ Airport
 - ⊕ Federal Aid Urbanized Area 2000
 - Incorporated Area
 - Lake
 - State Park
 - National Park or Recreation Area
 - Defense Facility
 - Wildlife Area
 - Geological Area
 - State, National, or Private Forest



The Kentucky Transportation Cabinet does not warrant the information contained on this map is accurate or complete. The Kentucky Transportation Cabinet states that all attempts are made to ensure the correctness of road network portrayal and it is based on the best available information at a given time but disclaims any and all representations and/or warranties made with respect to the map by any contributing source or its contents, whether expressed, implied, or statutory, including, but not limited to, warranties of title, merchantability, and fitness for a particular purpose. Incorporated area boundaries are based on KRS 11A.470 filings recorded in the Kentucky Secretary of State's Office.

Traffic Station Counts
TAYLOR COUNTY
Last map revision: FEBRUARY 2012 CW

2 0 2 4 Miles

Latest traffic count date for each station is indicated on the map in parentheses after the actual traffic count. For the most current traffic count information, please refer to the Counts Database Program (CTS) found on the Division of Planning website.
www.planning.kytc.ky.gov
Station locations are plotted at segment midpoints where actual milepoints have not been verified in the field.
Kentucky State Plane Coordinate System (NAD-83)

**COLLISION REPORT ANALYSIS FOR SAFER HIGHWAYS
TOP 10 COLLISION LOCATIONS**

From: 1/1/2010 To: 12/31/2010
Between 0000 And: 9999
Exclude Parking Lot/Exclude Private Property Collisions

Agency: 109010 - CAMPBELLSVILLE POLICE DEPT.
County: * - ALL COUNTIES
City: 10901 - CAMPBELLSVILLE

Post Area: ALL POSTS
Hwy District: ALL DISTRICTS
Roadway ID: ALL ROADWAYS

| Roadway Identifier | Mile Point | Intersection | Between Street 1 | Between Street 2 | Ramp | Total Collisions |
|-----------------------------------|------------|----------------------------|------------------|------------------|------|------------------|
| US0068 | 3.975 | KY0323 | | | N | 5 |
| GREENSBURG RD | | | | | | |
| DISREGARD TRAFFIC CONTROL | | | | | | 3 |
| INATTENTION | | | | | | 2 |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 1 |
| NOT UNDER PROPER CONTROL | | | | | | 1 |
| KY0070 | 0.212 | MARTIN LUTHER KING JR BLVD | | | N | 4 |
| MARTIN LUTHER KING JR BLVD | | | | | | |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 3 |
| INATTENTION | | | | | | 2 |
| DISREGARD TRAFFIC CONTROL | | | | | | 1 |
| MISJUDGE CLEARANCE | | | | | | 1 |
| KY0210 | 16.102 | KY3350 | | | N | 4 |
| CAMPBELLSVILLE BYP | | | | | | |
| DISREGARD TRAFFIC CONTROL | | | | | | 2 |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 2 |
| INATTENTION | | | | | | 2 |
| NOT UNDER PROPER CONTROL | | | | | | 1 |

**COLLISION REPORT ANALYSIS FOR SAFER HIGHWAYS
TOP 10 COLLISION LOCATIONS**

From: 1/1/2010 To: 12/31/2010
Between 0000 And: 9999
Exclude Parking Lot/Exclude Private Property Collisions

Agency: 109010 - CAMPBELLSVILLE POLICE DEPT.
County: * - ALL COUNTIES
City: 10901 - CAMPBELLSVILLE

Post Area: ALL POSTS
Hwy District: ALL DISTRICTS
Roadway ID: ALL ROADWAYS

| Roadway Identifier | Mile Point | Intersection | Between Street 1 | Between Street 2 | Ramp | Total Collisions |
|------------------------------|------------|--------------|------------------|------------------|------|------------------|
| US0068 | 5.687 | KY3183 | | | N | 4 |
| COLUMBIA AVE | | | | | | |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 2 |
| INATTENTION | | | | | | 2 |
| DISREGARD TRAFFIC CONTROL | | | | | | 1 |
| COLUMBIA AVE S | 1.429 | CARNATION ST | | | N | 3 |
| CARNATION ST | | | | | | |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 2 |
| INATTENTION | | | | | | 2 |
| MISJUDGE CLEARANCE | | | | | | 1 |
| US0068 | 4.870 | KY0210 | | | N | 3 |
| HODGENVILLE RD | | | | | | |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 2 |
| INATTENTION | | | | | | 2 |
| MISJUDGE CLEARANCE | | | | | | 1 |
| US0068 | 5.146 | FEDERAL PL | | | N | 3 |
| FEDERAL PL | | | | | | |
| DISREGARD TRAFFIC CONTROL | | | | | | 2 |

**COLLISION REPORT ANALYSIS FOR SAFER HIGHWAYS
TOP 10 COLLISION LOCATIONS**

From: 1/1/2010 To: 12/31/2010
Between 0000 And: 9999
Exclude Parking Lot/Exclude Private Property Collisions

Agency: 109010 - CAMPBELLSVILLE POLICE DEPT.
County: * - ALL COUNTIES
City: 10901 - CAMPBELLSVILLE

Post Area: ALL POSTS
Hwy District: ALL DISTRICTS
Roadway ID: ALL ROADWAYS

| Roadway Identifier | Mile Point | Intersection | Between Street 1 | Between Street 2 | Ramp | Total Collisions |
|------------------------------|--------------|---------------|------------------|------------------|----------|------------------|
| FAILED TO YIELD RIGHT OF WAY | | | | | | 2 |
| INATTENTION | | | | | | 1 |
| TURNING IMPROPERLY | | | | | | 1 |
| US0068 | 5.923 | KY0289 | | | N | 3 |
| LEBANON AVE | | | | | | |
| CELL PHONE | | | | | | 1 |
| DISREGARD TRAFFIC CONTROL | | | | | | 1 |
| DISTRACTION | | | | | | 1 |
| INATTENTION | | | | | | 1 |
| ELMHURST PLAZA | 0.000 | | | | N | 2 |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 1 |
| INATTENTION | | | | | | 1 |
| GREEN RIVER PLAZA | 0.164 | | | | N | 2 |
| MISJUDGE CLEARANCE | | | | | | 2 |
| NOT UNDER PROPER CONTROL | | | | | | 1 |

COLLISION REPORT ANALYSIS FOR SAFER HIGHWAYS

TOP 10 COLLISION LOCATIONS

From: 1/1/2010 To: 12/31/2010

Between 0000 And: 9999

Exclude Parking Lot/Exclude Private Property Collisions

Agency: 109010 - CAMPBELLSVILLE POLICE DEPT.

County: * - ALL COUNTIES

City: 10901 - CAMPBELLSVILLE

Post Area: ALL POSTS

Hwy District: ALL DISTRICTS

Roadway ID: ALL ROADWAYS

| Roadway Identifier | Mile Point | Intersection | Between Street 1 | Between Street 2 | Ramp | Total Collisions |
|--|------------|--------------|------------------|------------------|------|------------------|
| Total Collisions for Specified Period: | | | 452 | | | |

**COLLISION REPORT ANALYSIS FOR SAFER HIGHWAYS
TOP 10 COLLISION LOCATIONS**

From: 1/1/2014 To: 12/31/2014
Between 0000 And: 9999
Exclude Parking Lot/Exclude Private Property Collisions

Agency: 109010 - CAMPBELLSVILLE POLICE DEPT.
County: * - ALL COUNTIES
City: 10901 - CAMPBELLSVILLE

Post Area: ALL POSTS
Hwy District: ALL DISTRICTS
Roadway ID: ALL ROADWAYS

| Roadway Identifier | Mile Point | Intersection | Between Street 1 | Between Street 2 | Ramp | Total Collisions |
|-----------------------------------|------------|-------------------------------|------------------|------------------|------|------------------|
| KY0070 | 0.213 | MARTIN LUTHER KING JR BLVD | | | N | 3 |
| MARTIN LUTHER KING JR BLVD | | | | | | |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 3 |
| INATTENTION | | | | | | 1 |
| KY0210 | 16.102 | KY3350 | | | N | 3 |
| CAMPBELLSVILLE BYP | | | | | | |
| DISREGARD TRAFFIC CONTROL | | | | | | 1 |
| INATTENTION | | | | | | 1 |
| NOT UNDER PROPER CONTROL | | | | | | 1 |
| KY0210 | 16.103 | KY3350 | | | N | 3 |
| CAMPBELLSVILLE BYP | | | | | | |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 2 |
| INATTENTION | | | | | | 2 |
| DISREGARD TRAFFIC CONTROL | | | | | | 1 |
| KY0210 | 16.250 | NANCY COX DR | | | N | 3 |
| NANCY COX DR | | | | | | |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 2 |
| INATTENTION | | | | | | 2 |

**COLLISION REPORT ANALYSIS FOR SAFER HIGHWAYS
TOP 10 COLLISION LOCATIONS**

From: 1/1/2014 To: 12/31/2014
Between 0000 And: 9999
Exclude Parking Lot/Exclude Private Property Collisions

Agency: 109010 - CAMPBELLSVILLE POLICE DEPT.
County: * - ALL COUNTIES
City: 10901 - CAMPBELLSVILLE

Post Area: ALL POSTS
Hwy District: ALL DISTRICTS
Roadway ID: ALL ROADWAYS

| Roadway Identifier | Mile Point | Intersection | Between Street 1 | Between Street 2 | Ramp | Total Collisions |
|------------------------------|--------------|-----------------------|------------------|------------------|----------|------------------|
| DISREGARD TRAFFIC CONTROL | | | | | | 1 |
| MISJUDGE CLEARANCE | | | | | | 1 |
| KY0289 | 0.041 | MAPLE E ST | | | N | 3 |
| LEBANON AVE | | | | | | |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 3 |
| INATTENTION | | | | | | 2 |
| MISJUDGE CLEARANCE | | | | | | 1 |
| US0068 | 5.922 | LEBANON AVE | | | N | 3 |
| LEBANON AVE | | | | | | |
| DISREGARD TRAFFIC CONTROL | | | | | | 1 |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 1 |
| INATTENTION | | | | | | 1 |
| OTHER | | | | | | 1 |
| US0068 | 6.703 | KY0658 | | | N | 3 |
| NOT UNDER PROPER CONTROL | | | | | | 2 |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 1 |
| INATTENTION | | | | | | 1 |

**COLLISION REPORT ANALYSIS FOR SAFER HIGHWAYS
TOP 10 COLLISION LOCATIONS**

From: 1/1/2014 To: 12/31/2014
Between 0000 And: 9999
Exclude Parking Lot/Exclude Private Property Collisions

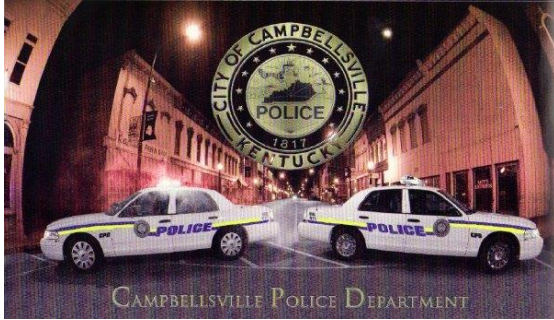
Agency: 109010 - CAMPBELLSVILLE POLICE DEPT.
County: * - ALL COUNTIES
City: 10901 - CAMPBELLSVILLE

Post Area: ALL POSTS
Hwy District: ALL DISTRICTS
Roadway ID: ALL ROADWAYS

| Roadway Identifier | Mile Point | Intersection | Between Street 1 | Between Street 2 | Ramp | Total Collisions |
|------------------------------|------------|-------------------|------------------|------------------|------|------------------|
| KY0070 | 1.362 | | | | N | 2 |
| ELKHORN RD | | | | | | |
| ALCOHOL INVOLVEMENT | | | | | | 2 |
| NOT UNDER PROPER CONTROL | | | | | | 2 |
| TOO FAST FOR CONDITIONS | | | | | | 2 |
| KY0210 | 16.103 | | | | N | 2 |
| HODGENVILLE RD | | | | | | |
| INATTENTION | | | | | | 2 |
| MISJUDGE CLEARANCE | | | | | | 1 |
| NOT UNDER PROPER CONTROL | | | | | | 1 |
| KY0210 | 16.250 | GREEN RIVER PLAZA | | | N | 2 |
| HODGENVILLE RD | | | | | | |
| INATTENTION | | | | | | 2 |
| FAILED TO YIELD RIGHT OF WAY | | | | | | 1 |
| MISJUDGE CLEARANCE | | | | | | 1 |

Total Collisions for Specified Period: 397

CAMPBELLSVILLE POLICE DEPARTMENT



ANNUAL REPORT 2014



CAMPBELLVILLE POLICE DEPARTMENT

100 TERRI STREET

Campbellsville, Kentucky 42718

Honorable Tony Young
Mayor
City of Campbellsville
Campbellsville, KY 42718

Dear Mayor Young,

I am pleased to present you with the Campbellsville Police Department's 2014 Annual Report. The annual report is provided as a means to communicate a review of the department's activities for 2014.

On behalf of the members of the Campbellsville Police Department, please accept my appreciation for the valued support and direction you have given to the staff of the Campbellsville Police Department during the past year. As our mission reflects, we continually strive to provide law enforcement service in a professional and courteous manner and your support and direction helps us to succeed in this mission.

I hope you find this annual report informative and welcome your feedback. If there are any questions regarding any of the data, or requests for additional information on any item(s) in the report, please contact me at your convenience.

Respectfully,

Tim Hazlette
Chief of Police

The seal of the Campbellsville Police Department is a circular emblem. At the top, the word "OFFICER" is written in large, blue, serif capital letters. Below this, a smaller circular seal features a central figure of a woman in a yellow dress and a man in a black suit, standing on a pedestal. This inner seal is surrounded by the text "COMMONWEALTH OF KENTUCKY" in blue. A banner across the middle of the seal reads "CITY OF CAMPBELLSVILLE" in blue, serif capital letters. Below the banner, the word "POLICE" is written in large, blue, serif capital letters. At the bottom of the seal, the letters "KY" are visible in blue. The entire seal is set against a background of radiating lines and a large, faint "X" shape.

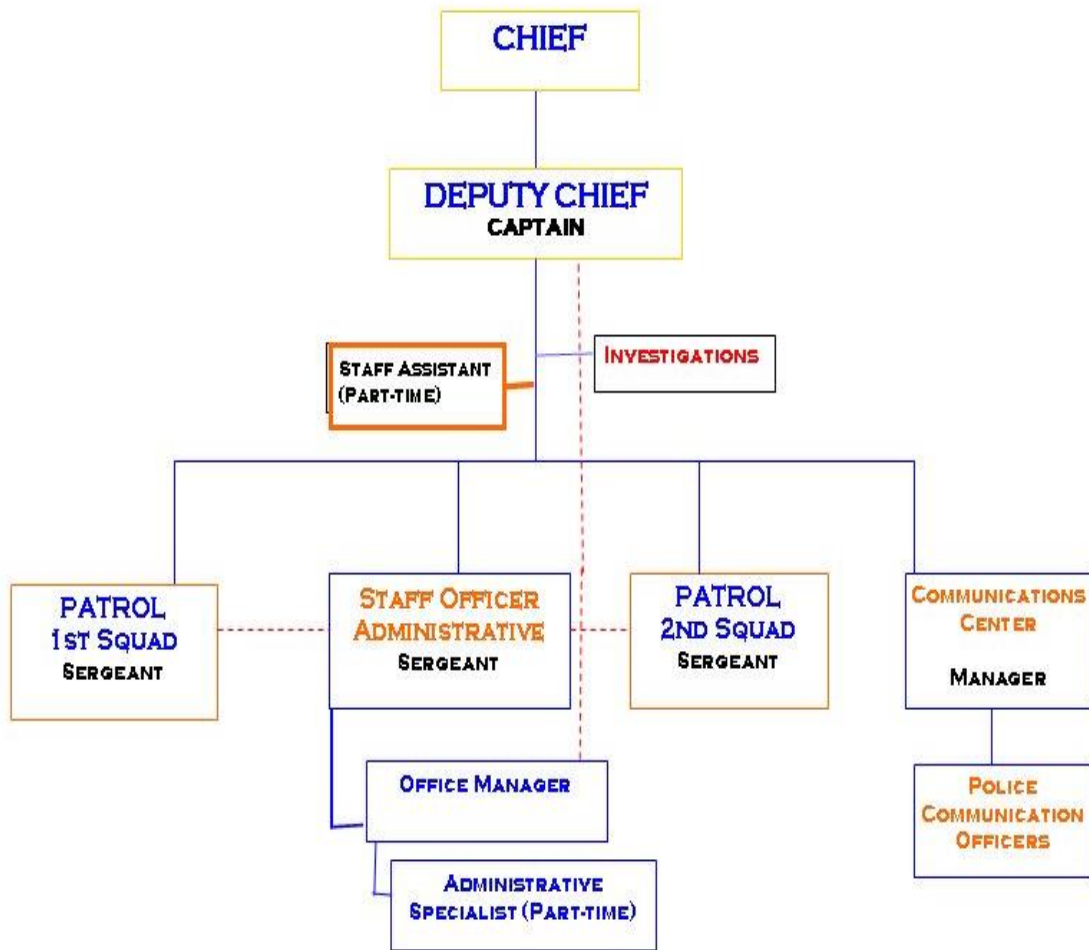
MISSION STATEMENT

The mission of the Campbellsville Police Department is to provide professional, full-service community and problem oriented police services; to respond to calls for service in a timely and professional manner; to ensure all crime are thoroughly investigated and those who are arrested are successfully prosecuted; to interact with the community to create partnerships which enhance crime prevention, quality of life issues and voluntary compliance of the law of our City, our Commonwealth and our Country.

DEPARTMENT VISION

The Campbellsville Police strive to maintain the highest standards of excellence, utilizing training and technology to create a safe environment for citizens and continue as a state leader in Law Enforcement

CAMPBELLVILLE POLICE DEPARTMENT TABLE OF ORGANIZATION



Rev. 01 July 2014

The Campbellville Police Department is a full service agency. In addition to the patrol function, staff members are trained in many disciplines to include; tactical response, hostage negotiation, general investigation, narcotics investigation, child sexual abuse, elder abuse, crime scene evidence collection and preservation, and audio/video specialists. The Campbellville Police Department is staffed with twenty-two (22) sworn officers and three (3) civilian personnel.

The Police Communications Center within the Campbellville Police Department organization is staffed with twelve (12) communications personnel. The Communications Center serves as the vital link to the citizens of Campbellville and Taylor County and Public Safety Agencies by providing the most effective emergency and non-emergency communications.

2014 ANNUAL REPORT

2014 CRIME STATISTICS

UNIFORM OFFENSE REPORT SUMMARY:

| | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|
| TOTAL CRIMINAL CASES | 879 | 893 | 771 | 758 | 764 |
| CLEARANCE RATES | 24.9% | 57.3% | 64% | 54.6% | 61.1% |
| STATE CLEARANCE RATES | 24.1% | 28.4% | 30.7% | 31.5% | Unreported |
| TOTAL ARRESTS | 3466 | 3832 | 4415 | 4178 | 4284 |
| TOTAL DRUG ARRESTS | 160 | 276 | 225 | 267 | 266 |



2014 ANNUAL REPORT

PROPERTY STOLEN VS RECOVERED AMOUNTS:

| | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> |
|-------------------|--------------|--------------|--------------|--------------|--------------|
| STOLEN AMOUNT | \$355,733.00 | \$312,303.00 | \$396,916.00 | \$328,334.00 | \$374,420.00 |
| RECOVERED AMOUNT | \$29,676.00 | \$55,931.00 | \$19,116.00 | \$71,403.00 | \$110,485.00 |
| % RECOVERED | 8.3% | 17.9% | 4.8% | 21.7% | 29.5% |
| % RECOVERED STATE | 19.4% | 14% | 20% | 26.4% | Unreported |

Group A Offenses

We have included selected criminal offenses that were reported to the Campbellsville Police Department during the past year, and used built-in totals since 2010 for comparison. This synopsis is part of our IBR (Incident Based Reporting) report that we provide to the Commonwealth of Kentucky. Both Select Part A and Select Part B are referred to as “Group A” offenses. It should be noted however, that these criminal incidents are not inclusive of all offenses reported to police. Offenses such as bad checks, disorderly conduct, DUI, public drunkenness, trespassing, and other misdemeanor offenses are not included in this report. They are referenced in “Group B” offenses and constitute a significant portion of incident reports taken by the Campbellsville Police Department.

SELECTED GROUP “A” OFFENSES:

| | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> |
|----------------|-------------|-------------|-------------|-------------|-------------|
| MURDER | 0 | 0 | 3 | 0 | 1 |
| ROBBERY | 9 | 7 | 15 | 15 | 6 |
| ASSAULTS | 181 | 226 | 166 | 191 | 163 |
| BURGLARY | 99 | 99 | 85 | 86 | 104 |
| THEFT//LARCENY | 298 | 290 | 246 | 246 | 288 |
| VANDALISM | 149 | 133 | 120 | 104 | 105 |
| SEXUAL ASSAULT | 11 | 19 | 8 | 23 | 17 |

2014 ANNUAL REPORT



TRAFFIC SUMMARY:

| | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> |
|--|-------------|-------------|-------------|-------------|-------------|
| TOTAL COLLISIONS | 668 | 675 | 584 | 627 | 575 |
| TOTAL COLLISIONS (**excluding parking lots) | 458 | 460 | 407 | 423 | 402 |
| **FATAL COLLISIONS | 0 | 2 | 1 | 1 | 0 |
| **INJURY COLLISIONS | 57 | 56 | 48 | 58 | 56 |
| **PROPERTY DAMAGE ONLY COLLISIONS | 401 | 402 | 358 | 364 | 346 |
| **NUMBER KILLED | 0 | 2 | 1 | 1 | 0 |
| **NUMBER INJURED | 86 | 87 | 72 | 88 | 80 |
| SPEEDING CITATIONS | 312 | 186 | 145 | 68 | 80 |
| DUI ARRESTS | 103 | 143 | 107 | 111 | 103 |
| SEATBELT CITATIONS | 218 | 260 | 408 | 289 | 395 |
| CHILD RESTRAINT CITATIONS | 12 | 25 | 23 | 11 | 20 |

2014 ANNUAL REPORT



CAMPBELLVILLE POLICE COMMUNICATIONS CENTER CALL LOG:

| | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>% Change</u> 2013vs2014 |
|------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------------------------------|
| Wireline 9-1-1 Calls | 4762 | 4856 | 4324 | 2678 | 2382 | 2200 | -7% |
| Wireless 9-1-1 Calls | 9432 | 9996 | 9447 | 11019 | 12652 | 15667 | +24% |
| <u>Total 9-1-1 Calls</u> | <u>14194</u> | <u>14852</u> | <u>14551</u> | <u>13461</u> | <u>15034</u> | <u>18071</u> | <u>+20%</u> |
| City Fire/Rescue Department | 563 | 556 | 565 | 923 | 934 | 1079 | +16% |
| County Fire Department | 179 | 184 | 190 | 252 | 287 | 306 | +7% |
| EMS - City | 2268 | 2093 | 2423 | 3075 | 3042 | 3107 | +2% |
| EMS - County | 818 | 991 | 987 | 1029 | 1058 | 1150 | +11% |
| City Police Department | 12493 | 11365 | 12537 | 13616 | 14072 | 14894 | +6% |
| Taylor Co. Sheriff | 5205 | 5783 | 5309 | 5793 | 5800 | 5041 | -13% |
| Other | 1575 | 1494 | 1601 | 1797 | 2294 | 1952 | -15% |
| Total Dispatched Calls | 23101 | 22466 | 23543 | 26485 | 27191 | 27460 | -1% |
| City Fire/Rescue non | 194 | 130 | 301 | 847 | 443 | | |

2014 ANNUAL REPORT

| | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|------|
| Cad Events | | | | | | 192 | -57% |
| County Fire non Cad Events | 72 | 61 | 123 | 172 | 109 | 59 | -46% |
| EMS Non-Cad Events | 2090 | 2046 | 2826 | 4070 | 4020 | 3431 | -15% |
| City PD Non-Cad Events | 12834 | 11032 | 15717 | 17771 | 20266 | 20347 | +1% |
| Sheriff Non-Cad Events | 11008 | 10172 | 11407 | 11738 | 11448 | 8031 | -30% |
| Other Non-Cad Events | 1521 | 1870 | 1702 | 942 | 749 | 662 | -12% |
| Single Dept. Dispatches | 21427 | 20885 | 21575 | 24161 | 24681 | 22910 | -7% |
| Two Dept. Dispatches | 1318 | 1265 | 1543 | 1779 | 1875 | 1862 | -1% |
| Three Dept. Dispatches | 271 | 232 | 323 | 384 | 420 | 448 | +6% |
| Four + Dept. Dispatches | 85 | 84 | 102 | 191 | 225 | 240 | +6% |

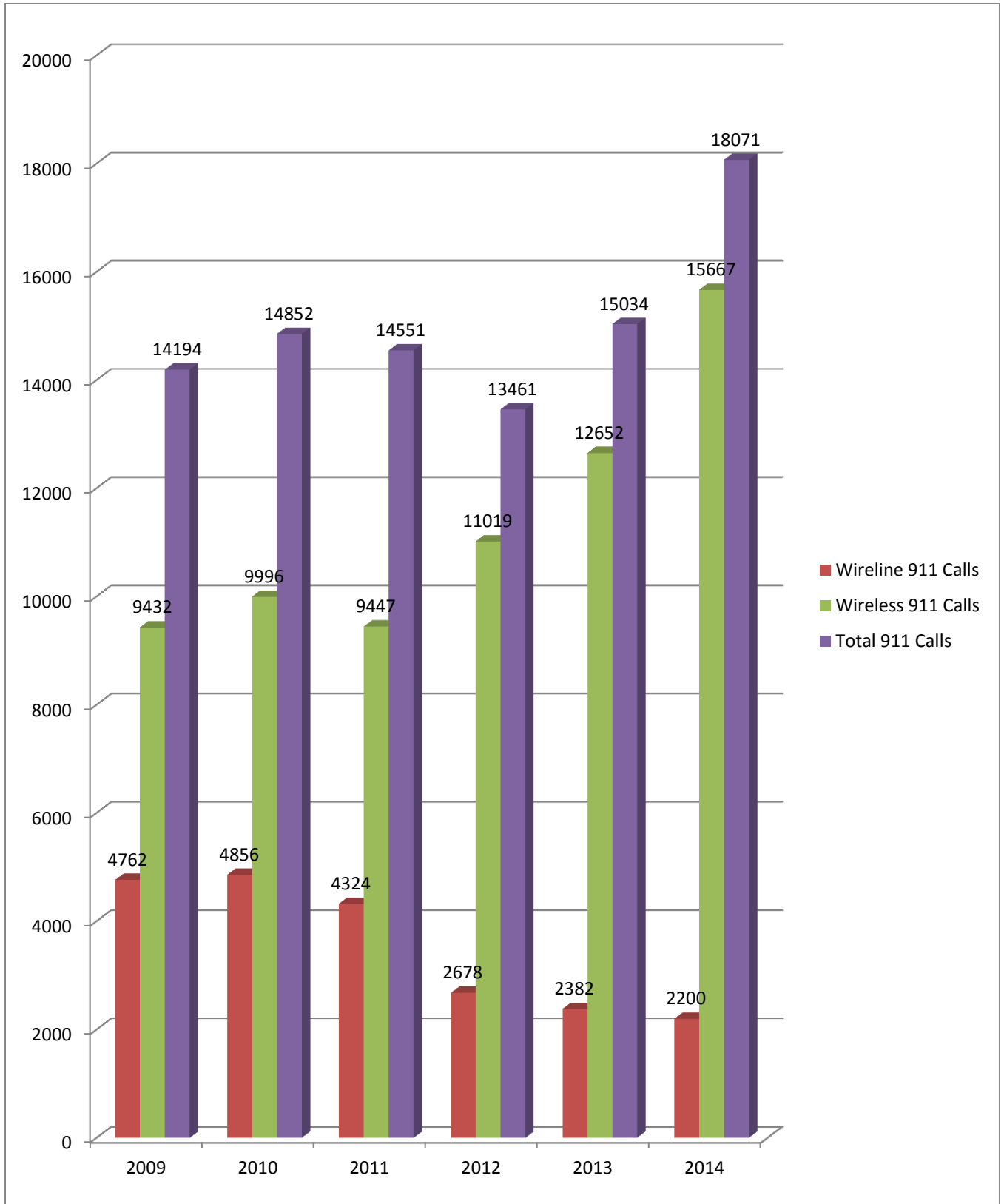
2014 ANNUAL REPORT



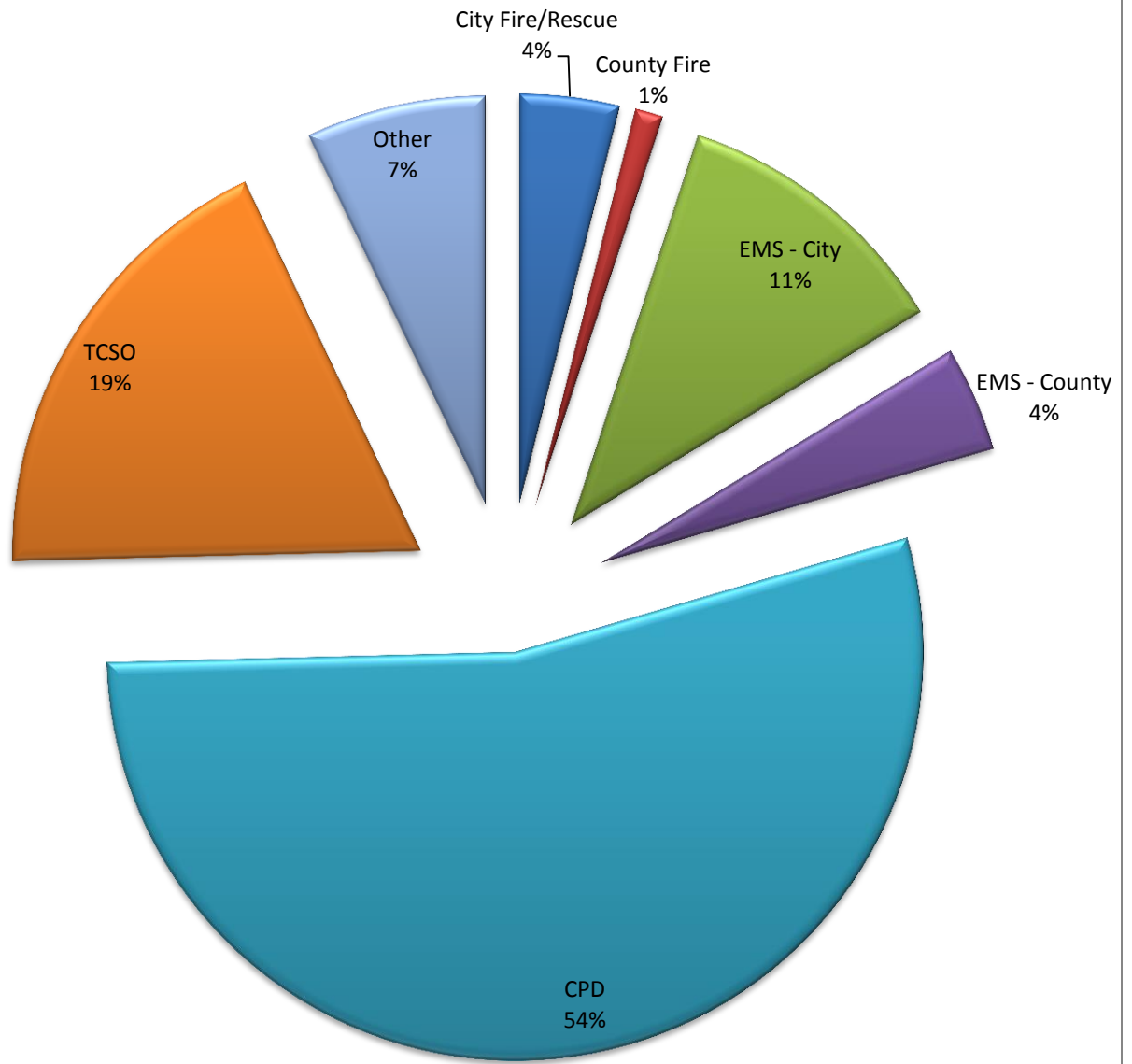
*** Non-CAD Events are defined as other activities not related to a complaint call. Such as security checks, extra patrols, special details etc.*

POLICE COMMUNICATIONS CENTER UPGRADES: \$274,000.00 in grant funding was secured to complete upgrades for the E-911 Center. The upgrades included necessary software replacement for the Computer Aided Dispatch system which had experienced numerous failures over the past year. Additionally, the 911 phone system hardware was replaced within the center due to age. The upgrades were necessary to maintain effective and efficient delivery of the 911 services.

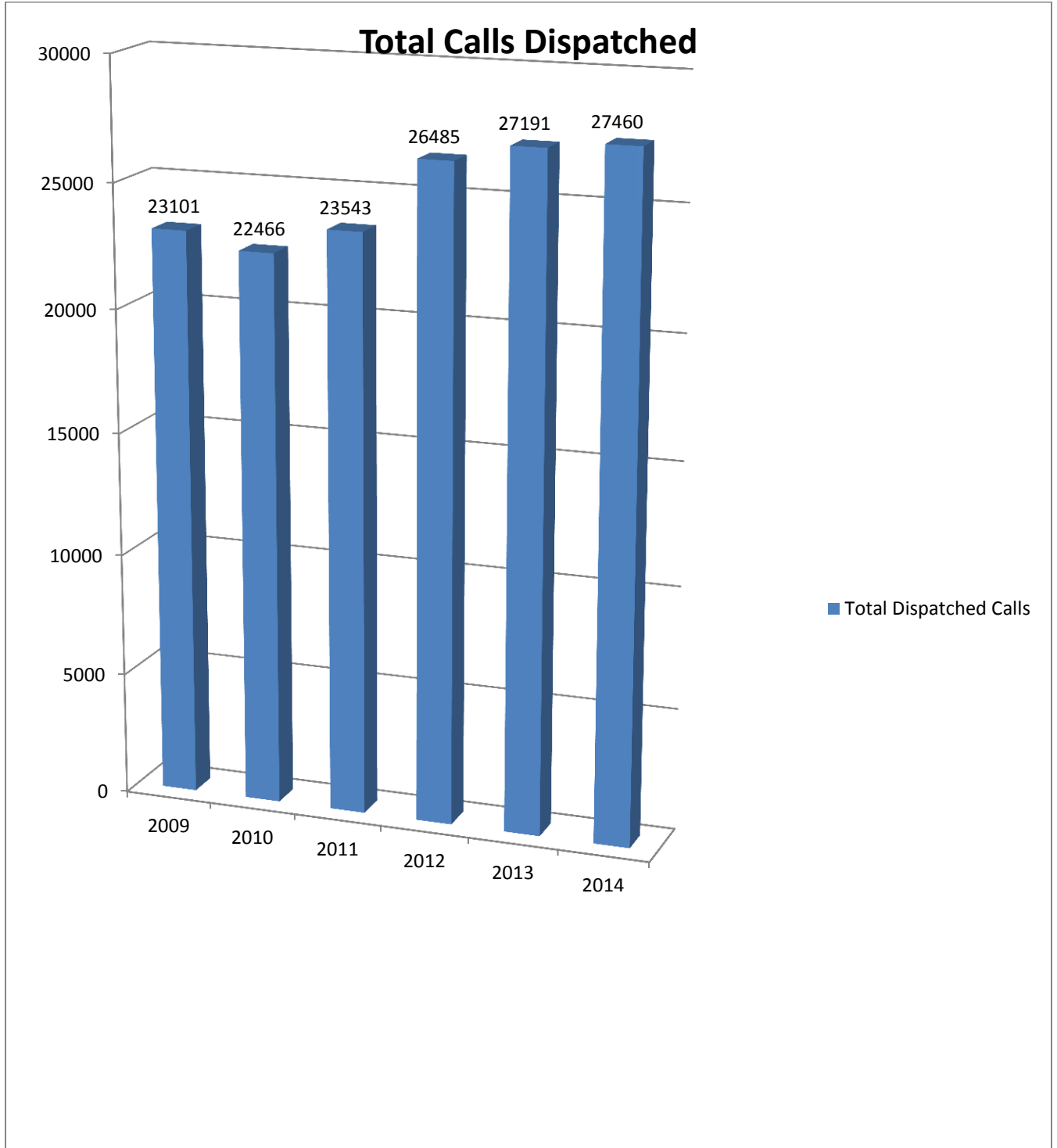
2014 ANNUAL REPORT



2014 Dispatch Volume



2014 ANNUAL REPORT



Organizational Activities and Enhancements



ACCREDITATION: The Campbellsville Police Department is continuing to participate in the Kentucky Association of Chiefs of Police Law Enforcement Accreditation Program. The agency was first accredited in 2008 and awarded a re-accreditation certificate in 2013. The Kentucky Association of Chiefs of Police Law Enforcement Accreditation Program is one of the most valuable and cost effective ways currently available to departments that wish to enhance overall agency effectiveness and professionalism.

Accredited departments benefit from the use of consistent and proven procedures, clearly outlined policies and efficient practices. Also, accreditation serves to create a feeling of confidence among residents that their police department recognizes the importance of establishing and maintaining as high a degree of effectiveness and professionalism as possible. Accreditation is a progressive and time-proven way of helping institutions evaluate and improve their overall performance.

The cornerstone of this strategy lies in the promulgation of 160 standards containing a clear statement of professional objectives. Participating administrators then conduct a thorough analysis to determine how existing operations can be adapted to meet these objectives. When the procedures are in place, a team of independent professionals is assigned to verify that all applicable standards have been successfully implemented. The process culminates with a decision by an authoritative body that the institution is worthy of accreditation.

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PRESCRIPTION DRUG TAKE- BACK PROGRAM: The Campbellsville Police Department added a second drug disposal box for the public's convenience for the purpose of depositing unneeded medications. The containers are emptied weekly with an average weight of 14 pounds of medication each purge cycle. Therefore, the police department will ensure the unneeded drugs are disposed of in an environmentally safe manner.



APPALACHIA HIGH INTENSITY DRUG TRAFFICKING AREA (HIDTA):

The Campbellsville Police Department has once again partnered with the Appalachia HIDTA task force to combat illegal drugs with our community. The partnership provides funding for personnel and investigative expenses, and access to shared resources on a local, state, and national level. The Campbellsville Police Department has participated in the task force since 2002.



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DEFENSE REUTILIZATION AND MARKETING SERVICE (DMRS): The DRMS Program is an outlet for excess military/federal surpluses purposed for civilian law enforcement agencies. Property/equipment offered to civilian law enforcement agencies are of no charge to the receiving agency with the exception of any shipping charges. During 2013 the Campbellsville Police Department received equipment valued in excess of \$500,000.00 at a cost of approximately \$3,000.00.



KENTUCKY OFFICE OF HOMELAND SECURITY GRANT: KOHS awarded the Campbellsville Police Department a grant to equip a mobile command post. The vehicle chosen to retro fit for the command post was acquired through the DRMS Program. The communications equipment to be installed within the command post purchased with the \$10,000.00 KOHS grant.



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KYTC Division of Highway Safety Programs: A highway safety grant was awarded to the Campbellsville Police Department totaling \$18,100.00. The highway safety grant is used to provide overtime payment for officers participating in DUI and Occupant Protection enforcement activities.



EVIDENCE MANAGEMENT SYSTEM UPGRADE: In 2014, the Campbellsville Police Department replaced the current evidence management with a bar-coding system for all seized evidence. The new system allows for ease of audits, tracking the location of evidence in-house or that which had been sent for forensic examination, and provides an enhanced chain of custody record. The \$3,800.00 expenditure was funded through the department's drug forfeiture funds.



Community Outreach

SELF DEFENSE INITIATIVE: The Campbellsville Police Department partnered with the Taylor County Public Library to offer a free two-part self defense series for community residents. The event was of such a success the department was invited to present the self defense series at the Green County Public Library for the benefit of their residents.



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Adopt - A - School

Officer Ryan Jewell during a school visit

SGT. Shannon Wilson interacts with students during a school visit.



EXHIBIT A - 10

AVIATION IMPROVEMENTS

**AIRPORT DEVELOPMENT PROJECTS
FY 2013 - FY 2016**

| Airport Name | Associated City | Project Description | Project Total | FAA Share | State Share | Local Share |
|--|-----------------|---|----------------|-------------|--------------|-------------|
| Ashland Regional Airport | Ashland | Runway Crack Repair and Seal Coat | \$300,000.00 | \$0.00 | \$300,000.00 | \$0.00 |
| Bowling Green-Warren County Regional Airport | Bowling Green | Sink Hole Repair | \$50,000.00 | \$0.00 | \$50,000.00 | \$0.00 |
| Lake Barkley State Resort Park Airport | Cadiz | Runway Crack Repair and Overlay | \$1,200,000.00 | \$13,500.00 | \$1,500.00 | \$0.00 |
| Taylor County Airport | Campbellsville | Install New Runway End Identifier Lights (with New Cable) | \$140,000.00 | \$0.00 | \$140,000.00 | \$0.00 |
| Taylor County Airport | Campbellsville | Runway Edge Drainage System | \$400,000.00 | \$0.00 | \$400,000.00 | \$0.00 |
| Columbia-Adair County Airport | Columbia | Runway Edge Lighting Rehabilitation | \$150,000.00 | \$0.00 | \$150,000.00 | \$0.00 |
| Cynthiana-Harrison County Airport | Cynthiana | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Cynthiana-Harrison County Airport | Cynthiana | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Stuart Powell Field | Danville | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Stuart Powell Field | Danville | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Tradewater Airport | Dawson Springs | Taxiway Repair and Drainage Improvements | \$250,000.00 | \$0.00 | \$250,000.00 | \$0.00 |
| Elizabethtown Regional Airport | Elizabethtown | Apron Overlay | \$600,000.00 | \$0.00 | \$600,000.00 | \$0.00 |
| Falmouth-Pendleton County Airport | Falmouth | Apron Coal Tar Seal Coat | \$40,000.00 | \$0.00 | \$40,000.00 | \$0.00 |
| Fleming-Mason Airport | Flemingsburg | Automated Weather Observation System Upgrade | \$105,283.00 | \$0.00 | \$105,283.00 | \$0.00 |
| Capital City Airport | Frankfort | Runway Safety Overrun Improvement | \$2,000,000.00 | \$76,635.00 | \$8,515.00 | \$0.00 |
| Georgetown-Scott County Regional Airport | Georgetown | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Georgetown-Scott County Regional Airport | Georgetown | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Muhlenberg County Airport | Greenville | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Muhlenberg County Airport | Greenville | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Wendell H. Ford Airport | Hazard | Runway Crack Repair and Seal Coat | \$300,000.00 | \$0.00 | \$300,000.00 | \$0.00 |
| Hopkinsville-Christian County Airport | Hopkinsville | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Hopkinsville-Christian County Airport | Hopkinsville | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Russell County Airport | Jamestown | Runway Crack Repair | \$75,000.00 | \$0.00 | \$75,000.00 | \$0.00 |
| Hancock County Airport | Lewisport | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Hancock County Airport | Lewisport | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |

**AIRPORT DEVELOPMENT PROJECTS
FY 2013 - FY 2016**

| Airport Name | Associated City | Project Description | Project Total | FAA Share | State Share | Local Share |
|--|------------------------|---|----------------------|------------------|--------------------|--------------------|
| Liberty-Casey County Airport | Liberty | Install New Wind Cone and Segmented Circle | \$25,000.00 | \$0.00 | \$25,000.00 | \$0.00 |
| Liberty-Casey County Airport | Liberty | Runway Crack Repair and Seal Coat | \$150,000.00 | \$0.00 | \$150,000.00 | \$0.00 |
| London-Corbin Airport | London | Apron Overlay | \$600,000.00 | \$0.00 | \$600,000.00 | \$0.00 |
| London-Corbin Airport | London | Property Inventory Survey (Exhibit "A") | \$30,000.00 | \$0.00 | \$30,000.00 | \$0.00 |
| London-Corbin Airport | London | Runway Crack Repair and Seal Coat | \$475,000.00 | \$0.00 | \$475,000.00 | \$0.00 |
| Middlesboro-Bell County Airport | Middlesboro | Runway Slurry Seal Treatment | \$175,000.00 | \$0.00 | \$175,000.00 | \$0.00 |
| Wayne County Airport | Monticello | Apron Crack Repair/Seal Coat | \$150,000.00 | \$0.00 | \$150,000.00 | \$0.00 |
| Wayne County Airport | Monticello | Runway Crack Repair and Seal Coat | \$300,000.00 | \$0.00 | \$300,000.00 | \$0.00 |
| Morehead-Rowan County Airport | Morehead | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Morehead-Rowan County Airport | Morehead | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Mt. Sterling-Montgomery Co. Airport | Mt. Sterling | Obstruction Clearing (on state R.O.W.) | \$10,000.00 | \$0.00 | \$10,000.00 | \$0.00 |
| Mt. Sterling-Montgomery Co. Airport | Mt. Sterling | Terminal Building Renovation/Expansion | \$100,000.00 | \$0.00 | \$100,000.00 | \$0.00 |
| Pikeville-Pike County Regional Airport | Pikeville | Automated Weather Observation System Upgrade | \$109,304.00 | \$0.00 | \$109,304.00 | \$0.00 |
| Russellville-Logan County Airport | Russellville | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Russellville-Logan County Airport | Russellville | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Lake Cumberland Regional Airport | Somerset | Apron Crack Repair/Seal Coat | \$350,000.00 | \$0.00 | \$350,000.00 | \$0.00 |
| Lake Cumberland Regional Airport | Somerset | Runway Crack Repair | \$100,000.00 | \$0.00 | \$100,000.00 | \$0.00 |
| Lebanon-Springfield Airport | Springfield | Runway Crack Repair | \$75,000.00 | \$0.00 | \$75,000.00 | \$0.00 |
| Tompkinsville-Monroe County Airport | Tompkinsville | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Tompkinsville-Monroe County Airport | Tompkinsville | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |
| Williamsburg-Whitley County Airport | Williamsburg | Land Acquisition - Debt Service #10 of 10 | \$97,328.00 | \$0.00 | \$97,328.00 | \$0.00 |
| Williamsburg-Whitley County Airport | Williamsburg | Terminal building construction - Debt service #4b of 10 | \$85,150.00 | \$0.00 | \$85,150.00 | \$0.00 |
| Williamsburg-Whitley County Airport | Williamsburg | Terminal building construction - Debt service #5a of 10 | \$15,000.00 | \$0.00 | \$15,000.00 | \$0.00 |

KENTUCKY TRANSPORTATION CABINET
SIX YEAR HIGHWAY PLAN

FY - 2012 THRU FY - 2018

FUND-SCHEDULING INFORMATION

| COUNTY | ITEM NO. & PARENT NO. | ROUTE | LENGTH | DESCRIPTION | FUNDING | PHASE | YEAR | AMOUNT |
|---------|-----------------------|---------|--------|---|---------|-------|-----------|--------------|
| SPENCER | 2010 05 - 1055.00 | KY-3192 | .100 | REPLACE BRIDGE ON KY-3192 (MP 0.058) OVER ELK CREEK; .1 MI WEST OF JCT KY-1633; (STRUCTURALLY DEFICIENT, SR=49.3) 108B00013N | BRX | D | 2012 | \$160,000 |
| | Parent No.: | | | | | | | \$80,000 |
| | 2010 05 - 1055.00 | | | Milepoints: From:.008 To:.108 | BRX | R | 2014 | \$40,000 |
| | | | | Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P) | BRX | U | 2014 | \$320,000 |
| | | | | | | Total | | \$600,000 |
| TAYLOR | 2006 04 - 142.10 | KY-555 | | PRIORITY SECTION OF THE HEARTLAND PARKWAY (CAMPBELLSVILLE BYPASS, (2005HPP-KY127)(2006BOPC)(FUNDS NOT CURRENTLY AVAILABLE FOR R, U & C) | HPP | D | 2012 | \$3,819,200 |
| | Parent No.: | | | | | | | \$3,819,200 |
| | 2004 04 - 142.00 | | | Milepoints: From: To: | | | Total | |
| | | | | Purpose and Need: RELIABILITY / MAJOR WIDENING(O) | | | | \$3,819,200 |
| TAYLOR | 2002 04 - 1058.00 | CR-1236 | .100 | REPLACE BRIDGE OVER GREEN RIVER (C15) 0.75MI SW OF N-JCT. KY-55, (SR=25.2); (109C00015N) | BRZ | R | 2012 | \$60,000 |
| | Parent No.: | | | | BRZ | C | 2013 | \$1,630,000 |
| | 2002 04 - 1058.00 | | | Milepoints: From:2.317 To:2.349 | | | Total | |
| | | | | Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P) | | | | \$1,690,000 |
| TAYLOR | 2012 04 - 1082.00 | CR-1001 | | REPLACE BRIDGE ON WISE RD (CR 1001) OVER LONG BRANCH .08 MILE W OF LONG BRANCH RD (CR 1002)(SR 23.7) 109C00001N | BRZ | D | 2013 | \$50,000 |
| | Parent No.: | | | | BRZ | R | 2014 | \$25,000 |
| | 2012 04 - 1082.00 | | | Milepoints: From:1.58 To:1.62 | BRZ | U | 2014 | \$50,000 |
| | | | | Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P) | BRZ | C | 2016 | \$500,000 |
| | | | | | | Total | \$625,000 | |
| TODD | 2008 03 - 8401.00 | KY-181 | 1.000 | RECONSTRUCT AND WIDEN FROM ELKTON COURTHOUSE NORTH TO US-68/KY 80, (08CCN) (10CCR) | SPP | R | 2012 | \$560,000 |
| | Parent No.: | | | | SP1 | U | 2013 | \$870,000 |
| | 2008 03 - 8401.00 | | | Milepoints: From:12.021 To:13.042 | SP1 | C | 2015 | \$2,250,000 |
| | | | | Purpose and Need: RELIABILITY / CONGESTION MITIGTN(O) | | | Total | \$3,680,000 |
| TRIGG | 2012 01 - 151.00 | US-68 | | CONSTRUCTION OF FINAL TWO LANES OF CADIZ BYPASS. | SP1 | D | 2013 | \$300,000 |
| | Parent No.: | | | | SP1 | C | 2014 | \$6,500,000 |
| | 2012 01 - 151.00 | | | Milepoints: From:16.365 To:20.431 | | | Total | \$6,800,000 |
| | | | | Purpose and Need: NEW ROUTES / NEW ROUTE(O) | | | | |
| TRIGG | 1996 01 - 180.10 | US-68 | 1.358 | CADIZ-AURORA; FROM 200 METERS WEST OF KY-1489 TO 200 METERS WEST OF PETE LIGHT SPRING ROAD;(10CCR) | NH | U | 2012 | \$3,960,000 |
| | Parent No.: | | | | STP | C | 2014 | \$16,500,000 |
| | 1996 01 - 180.10 | | | Milepoints: From:11.382 To:12.74 | | | Total | \$20,460,000 |
| | | | | Purpose and Need: RELIABILITY / MAJOR WIDENING(O) | | | | |

Heartland Parkway

STUDY PURPOSE, PROJECT GOALS, AND DISCUSSION

**Adair, Green, Taylor, Marion, Nelson, and Washington Counties
Item No. 4-132.00
Second Public Meeting
Website**

Study Purpose

The purpose of the Heartland Parkway Alternatives Study is to identify and evaluate potential corridors for a new route and/or the reconstruction of existing routes (KY 55/US 68/KY 555) from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA). Items involved in this study include:

- Discuss project needs and issues with public officials, resource agencies, and other groups which have a special interest in the project;
- Define project goals, needs, and issues;
- Define the beginning and ending points of the project corridor;
- Identify any known environmental concerns;
- Identify and evaluate alternate corridors with possible design concepts; and,
- Listen to, and share information with, the public.

Project Goals

The project goals, which were initially drafted, have been refined, as shown:

- I. Improve Regional Access for:
 - Economic Development
 - Existing Industry
 - Truck Access
 - Tourism
 - Higher Education
 - Agricultural Economy
- II. Improved Safety
- III. Improved Highway Capacity in Certain Locations
- IV. Decreased Delays through Communities
- V. Improved Emergency Response Times

Issues

Major issues and concerns have been identified within the study area that will be addressed in the Alternatives Study. These include:

- Access to major expressway-type systems in the region (i.e., I-75, I-65, and the proposed I-66 corridor);
- Improving economic development and tourism opportunities in Adair, Green, Taylor, Marion, Nelson, and Washington Counties;
- Poor geometrics, including narrow lane widths, narrow shoulders, substandard horizontal/vertical alignments, poor sight distance, no passing lanes, and access type;
- Truck Access for existing and future industries; and,
- Improving traffic congestion in Adair, Green, Taylor, Marion, Nelson, and Washington Counties in certain locations.

Discussion

The public's needs and concerns, obtained through meetings with local officials, public information meetings, and special interest group meetings, have been analyzed and tabulated and are included within this handout. In addition, traffic data was also evaluated prior to the compilation of the handout.

Through field and database research, known environmental concerns have been identified and are shown on the project exhibit.

As this study progressed, it became apparent that a corridor on the east side of the existing corridor would be difficult due to the Green River Lake area. This study addresses three options: **Option 1** is a parkway to the west of the existing corridor; **Options 2 and 3** are along the existing route with bypasses at the communities.

Option 1 is a four-lane divided fully controlled access facility. It lies approximately two miles west of the existing roadway. Interchanges are provided at major crossroads to access the communities. **Option 1** lies on a new alignment along its entire route.



Option 2 consists of widening the existing KY55/US68/KY555 route to a four-lane partially controlled access facility. It would follow the bypasses currently under design

around the west sides of Columbia and Lebanon. Both of these bypasses would be widened to four lanes. **Option 2** would provide a four-lane bypass around the southeast side of Campbellsville.

Option 2 is summarized in eight segments, which describes the work required in upgrading the route to a four-lane roadway:

Segment 1 follows a section of KY 61 currently under design (Item No. 8-162.6). It is a five-lane facility that connects to the Louie B. Nunn Cumberland Parkway with a new interchange and extends north 1.9 miles to the proposed Columbia Bypass. This five-lane roadway would be included in the Heartland Parkway as presently designed.

Segment 2 is 4.16 miles in length and follows the proposed Columbia Bypass from KY 61 to Mile Point 12.65 on KY 55. The bypass is currently under design as a two-lane initial on four-lane ultimate right of way. **Option 2** would construct the bypass as a four-lane initial, instead of two lanes.



Segment 3 extends along existing KY 55 from Mile Point 12.65 in Adair County to Mile Point 8.70 in Taylor County. **Option 2** would upgrade the existing two-lane route to four lanes with partial access control. Currently, a portion of *Segment 3* has access by permit and a portion has partial access control. In areas with access control by permit, frontage roads will be required to access remaining properties. In areas that are developed with access points closely spaced, using the existing road as a frontage

road and constructing *Segment 3* on a new alignment should be considered in the final design phase.

Segment 4 extends from KY 55 Mile Point 8.70 south of Campbellsville to US 68 Mile Point 9.48 north of Campbellsville. *Segment 4* would consist of a four-lane partially controlled access facility on a new alignment, bypassing Campbellsville on the southeast side. The route would be similar to the bypass design that was begun in 1998 and cancelled.

Segment 5 extends from Mile Point 9.48 in Taylor County to Mile Point 9.47 in Marion County. The north end of *Segment 5* would connect to the bypass currently under design for Lebanon (Item No. 4-125.10). The existing US 68/KY 55 routes have partial access control except for approximately one mile on the Lebanon end of the segment. **Option 2** would add two additional lanes and a 40-foot median to *Segment 5*. Frontage roads would be added to the portion of access control by permit to allow



changing access control to partial.

Segment 6 extends from US 68 Mile Point 9.47 south of Lebanon to KY 55 Mile Point 2.0 north of Lebanon. It would follow the Lebanon Bypass (Item No. 4-125.10) that is currently under design. *Segment 6* would be constructed as a four-lane facility with a 40-foot median.

Segment 7 would follow KY 55 from the Lebanon Bypass to the intersection with KY 555 in Springfield. The route would be widened to four lanes with a 40-foot median. Additional right of way will be acquired and the current partial access control will be maintained.

Segment 8 would follow KY 555 from Springfield to the Martha Layne Collins Blue Grass Parkway. KY 555 would have two additional lanes and 40-foot median added. In areas of existing access by permit, frontage roads will be added to convert access control to partial with 1200-foot entrance spacing.

Option 3 consists of providing on existing KY55/US68/KY555 a two-lane facility with passing bays. The bypasses currently in design at Columbia and Lebanon would be used. A two-lane initial, four-lane ultimate bypass will be added around the southeast side of Campbellsville. The remainder of the route would be upgraded by adding one-mile passing bays every three miles. The route would receive a surface rehab and shoulder treatment.

Option 3 is summarized in eight segments, which describes the improvements associated with this option:

Segment 1 follows a section of KY 61 currently under design (Item No. 8-162.6). It is a five-lane facility that connects to the Louie B. Nunn Cumberland Parkway with a new interchange and extends north 1.9 miles to the proposed Columbia Bypass. This five-lane roadway would be included in the Heartland Parkway as presently designed.

Segment 2 is 4.16 miles in length and follows the proposed Columbia Bypass from KY 61 to Mile Point 12.65 on KY 55. **Option 3** would use the bypass as it is currently being designed – a two-lane facility on four-lane ultimate right of way.



Segment 3 extends along existing KY 55 from Mile Point 12.65 in Adair County to Mile Point 8.70 in Taylor County. **Option 3** would provide passing bays at needed locations. Additional right of way will be required; however, no additional right of way restrictions are proposed with **Option 3**.

Segment 4 extends from KY 55 Mile Point 8.70 south of Campbellsville to US 68 Mile Point

9.48 north of Campbellsville. *Segment 4* would consist of a two-lane/four-lane ultimate partially controlled access facility on a new alignment, bypassing Campbellsville on the southeast side. The route would be similar to the bypass design that was begun in 1998 and cancelled.

Segment 5 extends from Mile Point 9.48 in Taylor County to Mile Point 9.47 in Marion County. The north end of *Segment 5* would connect to the bypass currently under design for Lebanon (Item No. 4-125.10). Several passing bays would be constructed within the existing right of way. There is no proposed upgrade in access control with this option.



Segment 6 extends from US 68 Mile Point 9.47 south of Lebanon to KY 55 Mile Point 2.0 north of Lebanon. It would follow the Lebanon Bypass (Item No. 4-125.10), as it is currently designed.

Segment 7 would follow KY 55 from the Lebanon Bypass to the intersection with KY 555 in Springfield. Along this segment, some passing bays would be constructed on existing right of way.

Segment 8 would follow KY 555 from Springfield to the Martha Layne Collins Blue Grass Parkway. Some passing bays would be added with **Option 3**. Additional right of way would be required; however, no additional right of way restrictions are proposed with this option.

Conclusions

If **Option 1** is recommended, it must be used throughout the corridor to be effective. Also, large segments must be constructed before significant benefits can be realized from Option 1.

Options 2 and 3 both follow the existing corridor; therefore, segments of one option are compatible with the other option. This allows the construction of **Option 2** on a portion of the corridor and **Option 3** on the remainder of the corridor. Since **Options 2 and 3** are along the existing corridor, construction of a segment would give benefit to the corridor independent of completion of the entire corridor.

Based on level of service, segment priority would be:

- Priority 1 – Segments 1, 2, 4, 6
- Priority 2 – Segments 3, 5
- Priority 3 – Segment 7
- Priority 4 – Segment 8

2003 Local Officials & Public Questionnaire Results

Adair, Green, Taylor, Marion, Nelson, & Washington Counties, Item No. 4-132.00

Heartland Parkway from the Louie B. Nunn Cumberland Parkway to the

Martha Layne Collins Blue Grass Parkway

1. Have you filled out a questionnaire on this project before?

| | |
|-----|-----------|
| Yes | 0 (0%) |
| No | 51 (100%) |

2. Do you think a new/reconstructed route from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway is needed?

| | |
|-----|----------|
| Yes | 44 (88%) |
| No | 6 (12%) |

3. If a new/reconstructed roadway were built, do you think it would (check one):

| | |
|--|----------|
| Be helpful to the region | 44 (88%) |
| Have little or no impact on the region | 3 (6%) |
| Not be helpful to the region | 3 (6%) |

4. If a new/reconstructed roadway were built, do you think it would (check all that apply):

| | |
|--|----------|
| Improve regional access to a major highway network | 42 (82%) |
| Improve economic development | 42 (82%) |
| Improve tourism | 38 (75%) |

5. What types of transportation problems should a new route address? Please rate the following by circling a degree of problems for each issue on existing route:

| | No problems | Very few problems | Some problems | Frequent problems | Serious problems |
|-----------------------------|-------------|-------------------|---------------|-------------------|------------------|
| Too much traffic | 1(2%) | 3(7%) | 15(34%) | 14(32%) | 11(25%) |
| High speeds | 2(5%) | 7(16%) | 18(42%) | 14(33%) | 2(5%) |
| Large trucks | 1(2%) | 2(4%) | 10(22%) | 19(42%) | 13(29%) |
| Poor visibility | 2(5%) | 4(10%) | 23(55%) | 10(24%) | 3(7%) |
| Dangerous curves | 2(5%) | 5(11%) | 19(43%) | 10(23%) | 8(18%) |
| Narrow lanes | 1(2%) | 4(9%) | 13(29%) | 16(36%) | 11(24%) |
| Narrow shoulders | 1(2%) | 2(4%) | 16(36%) | 16(36%) | 10(22%) |
| Stopped or broken down cars | 2(5%) | 20(48%) | 15(36%) | 2(5%) | 3(7%) |
| Other * | 4(33%) | 3(25%) | 0(0%) | 1(8%) | 4(33%) |

* Comments = Limited passing (2); heavy lake traffic (1); city bypasses (1)

6. If a new route were built, would you use it (check one):

| | |
|---------------------|----------|
| Daily | 17 (33%) |
| 1-2 times per week | 10 (20%) |
| 3-4 times per week | 7 (14%) |
| 1 time per month | 2 (4%) |
| 3-4 times per month | 9 (18%) |
| Never | 1 (2%) |
| Other | 5 (10%) |

7. If you traveled this new route, what would be the primary purpose of your trips (check all that apply):

| | |
|--|----------|
| To go to work or for business | 29 (57%) |
| To go to the doctor | 21 (41%) |
| To go to school or take kids to school | 3 (6%) |
| For personal business | 32 (63%) |
| To go shopping | 33 (65%) |
| To visits friends or family | 24 (47%) |
| To take trips or vacations | 27 (53%) |
| Other | 5 (10%) |

8. Are there areas that should be avoided if this new route is constructed? Please check a box for areas to avoid and identify any specific locations you are aware of:

| | |
|--------------------------------|----------|
| Personal properties or homes | 6 (12%) |
| Businesses/commercial property | 5 (10%) |
| Natural areas or habitats | 20 (39%) |
| Recreational areas | 9 (18%) |
| Historic or cultural sites | 20 (39%) |
| Hazardous or monitored sites | 11 (22%) |
| Scenic areas or viewsheds | 10 (20%) |
| Other | 4 (8%) |

9. Given your comments above, what type of roadway would best serve the needs of the region?

| | |
|---|----------|
| 2-lane with limited entrances | 5 (10%) |
| 4-lane divided with access only at major interchanges | 15 (29%) |
| 4-lane divided with limited entrances | 29 (57%) |
| None | 2 (4%) |

10. The Heartland Parkway should be:

| | |
|--|----------|
| A new route | 8 (23%) |
| Reconstructed along the existing route | 27 (77%) |

Cost Estimates

| Heartland Parkway - Option 1 (Interstate/Parkway Type of Facility) | |
|---|----------------------|
| Items | Total |
| Estimated Length | 60 |
| Design | \$41,027,000 |
| Right-of-Way | \$73,801,000 |
| Utilities | \$16,000,000 |
| Construction | \$509,650,000 |
| Contingencies | \$76,448,000 |
| Total | \$716,926,000 |

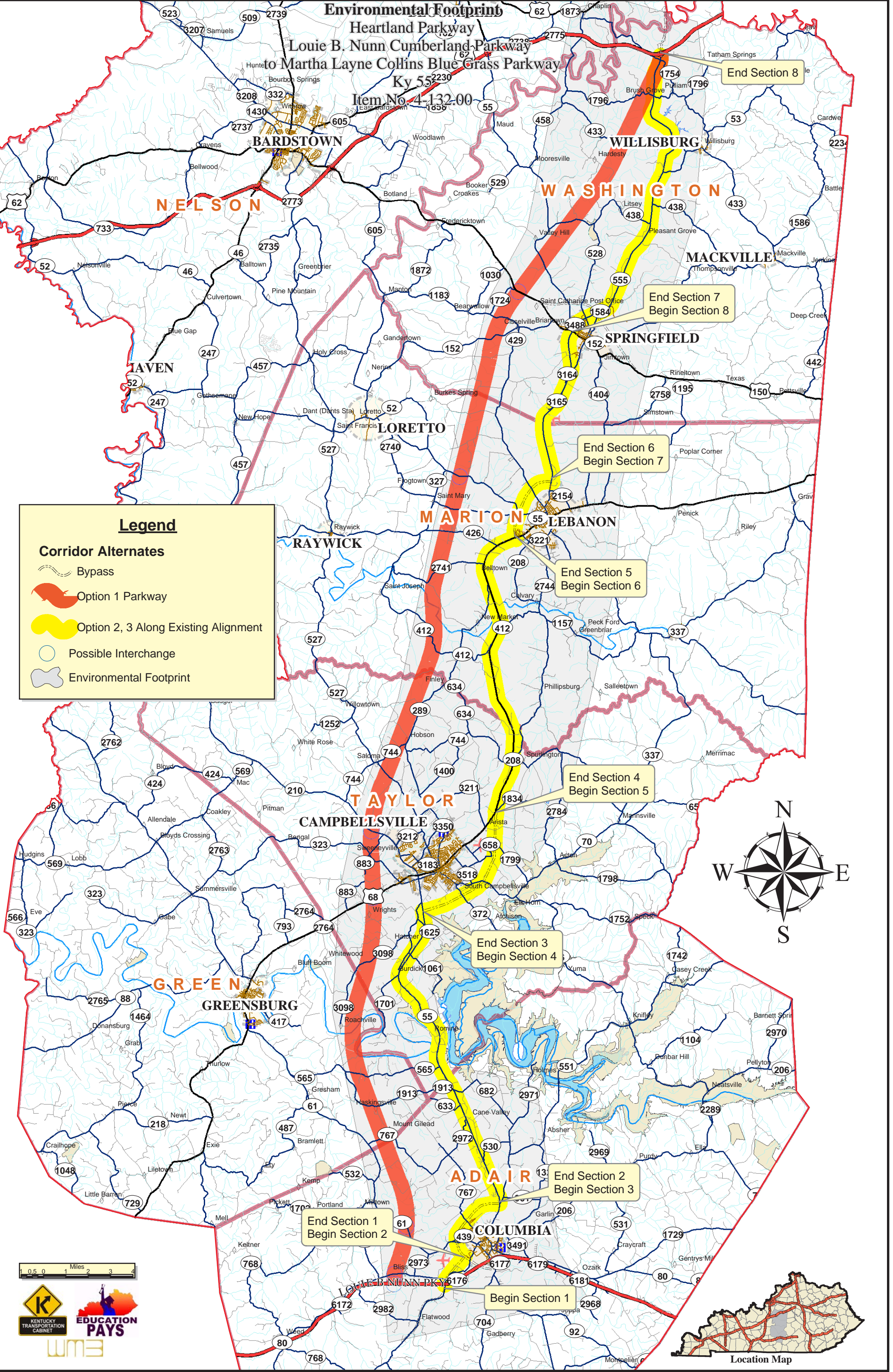
| Heartland Parkway - Option 2 (Four-Lane Facility Along Existing Routes) | | | | | | | | | | | | | |
|--|---|---|---|--|---|--|---|---|--|--|--|---|----------------------|
| Items | Segment 1 | Segment 2 | Segment 3 | | Segment 4 | Segment 5 | | Segment 6 | Segment 7 | | Segment 8 | | Total |
| | Section A Adair Co. (KY 61 from L.B.N. C'land Pkwy. to Columbia Bypass) | Section B Adair Co. Columbia Bypass | Section C Adair Co. (KY 55 from Columbia Bypass to Taylor Co. Line) | Section D Taylor Co. (KY 55 to Campbells- ville Bypass) | Section E Taylor Co. Campbellsville Bypass | Section F Taylor Co. (US 68 from Campbells- ville Bypass to Marion Co. Line) | Section G Marion Co. (US 68 to Lebanon Bypass) | Section H Marion Co. Lebanon Bypass | Section I Marion Co. (KY 55 from Lebanon Bypass to Wash. Co. Line) | Section J Washington Co. (KY 55 to KY 555) | Section K Washington Co. (KY 555 to MP 8.284) | Section L Washington Co. (KY 555 MP 8.284 to M.L.C. Blue Grass Pkwy.) | |
| Section Length | 2.1 | 4.16 | 6.356 | 8.7 | 6.7 | 4.051 | 9.47 | 3.305 | 2.669 | 4.551 | 8.284 | 6.414 | 66.76 |
| 2030 ADT | - | 10,700 - 13,700 | 22,200 - 24,400 | 21,000 - 32,500 | 9800 - 11,800 | 18,700 - 23,600 | 18,700 - 32,300 | 9800 - 12,700 | 24,500 - 25,000 | 21,900 - 25,000 | 13,600 - 19,400 | 9200 - 10,800 | - |
| Design | - | 2,894,000 | 1,824,000 | 2,673,000 | 2,322,000 | 685,000 | 2,510,000 | 927,000 | 478,000 | 883,000 | 1,720,000 | 1,463,000 | \$18,379,000 |
| Right-of-Way | 2,000,000 | 4,400,000 | 2,589,000 | 14,867,000 | 5,868,000 | 2,866,000 | 8,186,000 | 1,300,000 | 2,613,000 | 2,988,000 | 4,372,000 | 4,854,000 | \$54,903,000 |
| Utilities | 500,000 | 1,500,000 | 11,171,000 | 2,675,000 | 1,875,000 | 1,013,000 | 4,868,000 | 1,000,000 | 668,000 | 1,138,000 | 2,071,000 | 1,604,000 | \$29,583,000 |
| Construction | 15,000,000 | 35,943,000 | 23,604,000 | 34,432,000 | 28,842,000 | 8,737,000 | 32,070,000 | 13,353,000 | 6,086,000 | 11,223,000 | 21,831,000 | 18,530,000 | \$234,651,000 |
| Contingencies | 2,250,000 | 5,393,000 | 2,448,000 | 3,749,000 | 4,327,000 | 1,044,000 | 3,783,000 | 2,003,000 | 738,000 | 1,384,000 | 2,729,000 | 2,357,000 | \$29,955,000 |
| Total | \$19,750,000 | \$50,130,000 | \$41,636,000 | \$58,396,000 | \$43,234,000 | \$14,345,000 | \$51,417,000 | \$18,583,000 | \$10,583,000 | \$17,616,000 | \$32,723,000 | \$28,808,000 | \$367,471,000 |

| Heartland Parkway - Option 3 (Two-Lane Facility with Passing Lanes Every Three Miles) | | | | | | | | | | | | | |
|--|---|---|---|--|---|--|---|---|--|--|--|---|----------------------|
| Items | Segment 1 | Segment 2 | Segment 3 | | Segment 4 | Segment 5 | | Segment 6 | Segment 7 | | Segment 8 | | Total |
| | Section A Adair Co. (KY 61 from L.B.N. C'land Pkwy. to Columbia Bypass) | Section B Adair Co. Columbia Bypass | Section C Adair Co. (KY 55 from Columbia Bypass to Taylor Co. Line) | Section D Taylor Co. (KY 55 to Campbells- ville Bypass) | Section E Taylor Co. Campbellsville Bypass | Section F Taylor Co. (US 68 from Campbells- ville Bypass to Marion Co. Line) | Section G Marion Co. (US 68 to Lebanon Bypass) | Section H Marion Co. Lebanon Bypass | Section I Marion Co. (KY 55 from Lebanon Bypass to Wash. Co. Line) | Section J Washington Co. (KY 55 to KY 555) | Section K Washington Co. (KY 555 to MP 8.284) | Section L Washington Co. (KY 555 MP 8.284 to M.L.C. Blue Grass Pkwy.) | |
| Section Length | 2.1 | 4.16 | 6.356 | 8.7 | 6.7 | 4.051 | 9.47 | 3.305 | 2.669 | 4.551 | 8.284 | 6.414 | 66.76 |
| 2030 ADT | - | 10,700 - 13,700 | 19,500 - 21,700 | 18,500 - 28,700 | 8600 - 10,500 | 16,500 - 20,800 | 16,500 - 28,400 | 8600 - 11,100 | 21,500 - 22,000 | 19,200 - 22,000 | 11,900 - 17,100 | 8100 - 9500 | - |
| Design | - | - | 317,000 | 392,000 | 1,444,000 | 193,000 | 523,000 | 450,000 | 142,000 | 216,000 | 435,000 | 348,000 | \$4,460,000 |
| Right-of-Way | 2,000,000 | 4,400,000 | 122,000 | 122,000 | 5,868,000 | 0 | 0 | 1,300,000 | 0 | 0 | 0 | 122,000 | \$11,934,000 |
| Utilities | 500,000 | 1,500,000 | 600,000 | 600,000 | 1,875,000 | 300,000 | 900,000 | 1,000,000 | 300,000 | 300,000 | 900,000 | 600,000 | \$8,875,000 |
| Construction | 15,000,000 | 18,750,000 | 4,198,000 | 5,228,000 | 17,933,000 | 2,561,000 | 6,893,000 | 7,428,000 | 1,871,000 | 2,869,000 | 5,754,000 | 4,594,000 | \$78,079,000 |
| Contingencies | 2,250,000 | 2,813,000 | 320,000 | 360,000 | 2,690,000 | 187,000 | 572,000 | 1,115,000 | 151,000 | 209,000 | 459,000 | 377,000 | \$9,253,000 |
| Total | \$19,750,000 | \$20,250,000 | \$5,557,000 | \$6,702,000 | \$29,810,000 | \$3,241,000 | \$8,888,000 | \$9,543,000 | \$2,464,000 | \$3,594,000 | \$7,548,000 | \$6,041,000 | \$112,601,000 |

Environmental Footprint

Heartland Parkway
Louie B. Nunn Cumberland Parkway
to Martha Layne Collins Blue Grass Parkway

Ky 55
Item No. 4-132-00



Legend

Corridor Alternates

- Bypass
- Option 1 Parkway
- Option 2, 3 Along Existing Alignment
- Possible Interchange
- Environmental Footprint

End Section 8

End Section 7
Begin Section 8

End Section 6
Begin Section 7

End Section 5
Begin Section 6

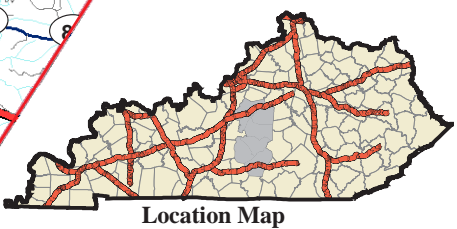
End Section 4
Begin Section 5

End Section 3
Begin Section 4

End Section 2
Begin Section 3

End Section 1
Begin Section 2

Begin Section 1





QUESTIONNAIRE

What is your opinion of the Roadway Options for the proposed Heartland Parkway from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway?



SECOND PUBLIC MEETING Website

The Kentucky Transportation Cabinet (KYTC) is conducting a regional corridor study for a new or reconstructed route from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway. The study will consider a corridor that generally follows the existing routes of KY 55, US 68, and KY 555, a corridor on a new alignment, as well as, a no-build alternative. Portions of this new highway may pass through Adair, Green, Taylor, Marion, Washington, and near Nelson, Counties, and near the communities of Columbia, Campbellsville, Lebanon, and Springfield. As part of this planning study, public input is needed to help us understand transportation needs in the area, where problems might exist, and where this route should go.



The KYTC would appreciate your comments and ideas. Please return this form to a Transportation Cabinet representative prior to leaving the meeting, or request a self-addressed envelope to return the questionnaire by mail. Questionnaires should be submitted no later than two weeks after the meeting date.

Name: _____ **Date:** _____

Representing (if applicable): _____

Address: _____

Phone (optional): _____

- 1) **Have you filled out a questionnaire on this project before?**
 Yes No

- 2) **Do you think a new/reconstructed route from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway is needed?**
 Yes No

- 3) **If a new/reconstructed roadway were built, do you think it would (check one):**
 Be helpful to the region Have little or no impact on the region
 Not be helpful to the region

- 4) **The Heartland Parkway should be:**
 A new route Reconstructed along the existing route

5) Given your comments above, what type of roadway would best serve the needs of the region?

- 2-lane with limited entrances
- 4-lane divided with limited entrances
- 4-lane divided with access only at major interchanges (Similar to an Interstate)
- None

6) Are there areas that should be avoided if any of the above options are constructed? Please check a box for areas to avoid and identify any specific locations you are aware of:

- | <u>Areas to Avoid</u> | <u>Specific Locations (if known)</u> |
|--|--------------------------------------|
| <input type="checkbox"/> Residential properties or homes | _____ |
| <input type="checkbox"/> Businesses/commercial property | _____ |
| <input type="checkbox"/> Natural areas or habitats | _____ |
| <input type="checkbox"/> Recreational areas | _____ |
| <input type="checkbox"/> Historic or cultural sites | _____ |
| <input type="checkbox"/> Hazardous or monitored sites | _____ |
| <input type="checkbox"/> Scenic areas or viewsheds | _____ |
| <input type="checkbox"/> Other | _____ |

7) Which Heartland Parkway Option do you prefer? (See the exhibits for Option details)

- Option 1 (New Interstate Roadway Design)
- Option 2 (Existing Roadway Re-Design)
- Option 3 (Existing Roadway Re-Design)
- None

8) If you selected Options 2 or 3, indicate which option you prefer for each segment by placing an "x" in the preferred segment square. (For segment descriptions, see pages 2 through 5 of the Heartland Parkway Discussion handout.)

(NOTE: If you selected Option 1 or None on Question 7, please skip the remaining two questions.)

| | Segment 1 | Segment 2 | Segment 3 | Segment 4 | Segment 5 | Segment 6 | Segment 7 | Segment 8 |
|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Option 1 | | | | | | | | |
| Option 2 | | | | | | | | |

9) Of the segments presented in Options 2 and 3, indicate which segment you believe should be completed first, second, third, fourth, fifth, sixth, seventh, & eighth by placing a number that expresses your opinion on each segment's priority of completion in the appropriate square.

| Priority of Completion | First | Second | Third | Fourth | Fifth | Sixth | Seventh | Eighth |
|------------------------|-------|--------|-------|--------|-------|-------|---------|--------|
| Segments | | | | | | | | |

If you did not receive a postage paid envelope, please send your survey or written comments to:

Annette Coffey, P.E.
 Director
 Kentucky Transportation Cabinet
 Division of Planning
 200 Mero Street
 Frankfort, KY 40622

Ted Noe, P.E.
 Project Engineer
 Kentucky Transportation Cabinet
 Division of Planning
 (502) 564-7183
 Ted.No@ky.gov

You may also look for project information at: <http://transportation.ky.gov/planning/index2.asp>

City Sidewalk Plan

- ❖ **South Columbia Avenue-**
 - **Build new sidewalk from Gowdy Street to Amazon.com**
- ❖ **Broadway**
 - **Build new sidewalk from Ingram Avenue to Cherokee Drive**
- ❖ **South Central Avenue (State Road)**
 - **Build new sidewalk from South Campbellsville Baptist Church to the Dollar General Store**
- ❖ **Martin Luther King, Jr Blvd**
 - **Continue current sidewalk to Campbellsville Elementary School**
- ❖ **Lebanon Ave**
 - **Build new sidewalk from Miller Park to Taylor Regional Hospital**
- ❖ **Miller Park**
 - **Through the park from Lebanon Avenue to North Central**

Goal: Provide safety and enhancements to City sidewalks within 2-3 years

Projected construction date: As Soon As Possible

Draft II

Trace-Pitman Greenway Plan

Campbellsville, Kentucky



Date: March 25, 2015

Taylor County Department of Health
1880 Northern By-Pass
Campbellsville, KY 42718

Hello,

Re: Grant for two bridges

On behalf of Campbellsville Taylor County Trail Town (CTCTT), I am submitting a proposal for a grant in the amount of \$12,125 to build two bridges (low water crossings) across the two-mile Trace Pitman Greenway.

In the following pages the project is described in detail. It is being constructed in phases. Parts I, II and III have been funded with the Recreational Trail Grant in the amount of \$110,000 of which \$55,000 is cash and the same amount is in kind contributions. The Health Department grant would fund part IV.

CTCTT presently has made application to the Kentucky Division of Water for permission to build two crossings on Trace Pitman Creek.

Abbreviations used in this report are: HDG means Health Department Grant, RTG is for Recreational Trails Grant and IK refers to in-kind or community volunteers, city and county employees and all that have donated time, money, professional services or equipment without charge to CTCTT.

A drawing is attached for the low water crossing and cost estimates for construction appear in part IV. I am available to supply additional information or answer questions and can be reached by calling 270-849-4547 or emailing paul@osborne-humphress.com. A tour of the project is encouraged.

Finally, CTCTT will recognize substantial donors with signage placed on the trail thanking each for their contribution.

Sincerely,

Paul Osborne, CTCTT chairman

Authorization:

The Mayor of Campbellsville, approved by the City Council, and the Judge Executive of Taylor County, approved by Fiscal Court, each appointed five members to form the Trail Town Board. The board was charged to identify funding sources and raise money, to work with city and county governments as well as Kentucky Department of Tourism, to develop a trail plan and to build the trails.

Objectives:

The Greenway is intended to provide area residents and tourists a beautiful, recreational and educational experience. The trail is to be family friendly with benches, flowers and landscaping with bird watching and sighting of small wildlife opportunities. Plans include a resting area at about the mid-point of the two mile trek as well as a side trip to a small lake that has wooded banks and beautiful scenery. It is our hope that the trail will be used by local citizens, tourists, runners, walkers, bikers, school groups and even mothers pushing strollers.

Benefits:

The Greenway will contribute to a healthier and happier community. Data shows that over one-third of local residents are overweight contributing to heart disease, high blood pressure, diabetes, depression and cancer. The Greenway will be marketed as a good opportunity to get off the couch and be active. The Greenway allows people to get closer to nature in a serene and peaceful setting. Being on the trail, seeing birds, flowers and hearing rushing water is soothing and relaxing. In short, the Greenway will lead to a better and healthier lifestyle. The trail will also provide educational opportunities for individuals and for school groups.

Physical Site Description:

The Greenway is located in the city of Campbellsville starting at Miller Park gazebo and runs southwest along Trace Creek that later joins the Little Pitman Creek. It is two miles long and it includes a trail that ends at the Paul E. Osborne Recreational Area on Kentucky Highway 210. The land adjacent to the creek varies very little in its ecological composition. No native grasses or rare and unusual trees have been found. The first one third mile runs thru Miller Park, crosses Trace Creek at the girls' softball field and at the intersection of Hwys. 3350 and 527 then goes under the Kentucky Highway 3350 bridge. The entire trail is in the flood plain, in the

city and runs by Twin Creeks, Faulkner Place, and Forrest Hills Sub-divisions with all housing being high above the water and out of the flood plain. There is a minor change in elevation over much of the trail making it attractive as a trail complying with ADA. Signs will be posted to show the portion that qualifies. The narrowest part of the trail is fifty feet from the water's edge. Eighty percent of the trail is located on city and county properties giving users the opportunity to explore meadows, fauna and flora.

A plat of the trail beginning at the gazebo in Miller Park on Hwy.289 and extending two miles along Trace Creek to the soccer park on Hwy 210 is shown in figure I below.



Figure I

Regulations:

The trail path of the Greenway will be ten feet wide with two-way traffic for bikers, walkers, runners and any other foot traffic. The trail will be family friendly with no motorized vehicles or horse allowed. There will be no speed limit signs posted but cyclists are expected to ride on the right side of the trail and always be aware that pedestrians can be present. Mileage markers will be installed for the convenience of walkers and runners. All pets will be required to be on a leash. Trashcans will be located at three places dividing the trail into three equal locations for them.

Parking and Restrooms:

The Greenway will have three areas for parking: at the gazebo, at the girls' softball field and at the soccer field. The gazebo location has six to eight paved parking places alongside the very wide side street. Trace Creek softball parking lot has 15 to 20 gravel spots and there are 20 to 25 gravel parking spots at the end of the trail.

There are two locations with restrooms. One is at the Trace Creek girls' softball field and the other at the southwest end of the trail at the soccer complex.

Maintenance:

Maintenance will be community wide to include civic clubs, garden clubs, inmates, university green mind group, city and county employees as well as other volunteers. Several of these groups will have limited time and money so the long term and dependable labor force will be local government employees and inmates.

Connections:

The trail thru the Trace-Pitman Greenway will link up with other trails. One example is to go under the bridge on Highway 210 and come out on the other side at the local farmer's market or go to the Hieston Homestead Park on the south side of the creek. One can also ride, run or walk south on Old Hodgenville Road go thru Vintage Village to Wal-Mart, Cinema 6, Green River Shopping Center or stop at any of the restaurants in the area.

Construction Costs: Part I

Clearing invasive vegetation and unwanted undergrowth

| | | | |
|--|----------|----------------|---------|
| By the U.S. Department of Forestry with bulldozer- | 16 hours | 100% completed | IK |
| By the city street department with bulldozer- | 12 hours | 0% | IK |
| By tractor and bush hog | 25 hours | 80% | IK |
| By volunteers, employees, Healing Place | 40 hour | 50% | IK |
| Removing debris by volunteers/employees | 25 hours | 30% | IK |
| Creek cleanup by soft ball coaches | 20 hours | 20% | IK |
| Contingency | | | \$1,000 |

Grading and Excavation

| | | | |
|--|----------|--------------|----------|
| Road grader and operator | 20 hours | 0% completed | IK |
| Hand work | 20 hours | 0% | IK |
| Gravel base-DGA-2650 tons @ \$9.60 delivered | | 0% | \$25,440 |
| Installation of gravel with city equipment | | 0% | IK |
| Contingency | | | \$7,500 |

Part II

Finish work and Landscaping

| | | | |
|-------------------------------------|----------------|--------------|---------|
| Trees, plants, grass seed- | labor/ product | 0% completed | \$6,800 |
| Benches, Signage, Trash Receptacles | | 0% | \$4,550 |
| Contingency | | | \$5,000 |

Part III

Culverts and drainage

| | | | |
|--|------------|----------------|----------|
| 18" x 20 ft at the bridge-installation in kind | City | 100% completed | \$600 |
| | Labor/city | | IK |
| One 36" x 20 ft at the Antle-Newton crossing | RTG | 100% | \$1350 |
| | Labor/city | | IK |
| One 36" x 20 ft at the soccer field | RTG | 0% | \$1350 |
| One 24" x 20 ft for lake runoff | RTG | 0% | \$ 910 |
| Total for Parts I, II and III | | | \$55,000 |

Part IV

Two Low Water Crossings

| | | | |
|--------------------------------------|----------------------|-----|---------|
| Ten 24"x 20' plastic tiles | | HDG | \$3550 |
| Forming materials-20 sheets@ \$28.78 | | HDG | \$610 |
| | 20 studs @ \$3.11 ea | | \$66 |
| DGA | 65 tons @ \$9.60 | HDG | \$661 |
| Concrete-4000 | 25 yds @\$95 | HDG | \$2,375 |
| 3/8" steel | 2400 ft @\$.30/ft | HDG | \$763 |
| Backhoe | 10 hours/operator | HDG | \$800 |
| Labor | 90 hrs @\$20 | HDG | \$1800 |
| Contingency | | | \$1550 |
| Total Part IV | | | \$12125 |

Timeline:

Right of way acquisition for the trail completed.

Permit from KYTC to go under bridge on KY 3350 and install drainage tile near bridge abutment is completed.

Environmental Impact Study was completed and approved summer of 2014.

Construction began in October of 2014. Plans are to have the trail open in the fall of 2015.

Seeding, planting trees and landscaping will begin in the fall of 2015 and will continue as needed and when funds are available.

Signage will be installed just before the trail is open to the public and that should be during the fall of 2015.

Funding:

Recreational Trail Grant

Other grants

In-kind by volunteers, inmates, men at the Healing Place, local government employees, university student groups

Patrons, i.e., Taylor Regional Hospital

Local fund drives, i.e., Frost Arnett and CTCTT

Corporate, business and bank sponsors

City and county governments

Attachment D.

Community Facilities

- D1. 2013 District Facilities Plan
- D2. TCSD Facilities Plan
- D3. Taylor Regional Hospital Transportation Information'
- D4. C/TC Water Sewer Rates
- D5. 2014 CCR Water Quality Report
- D6. Sewer Task List
- D7. WWTP Flow Diagram
- D8. Campbellsville Zoning Map
- D9. Church Directory

CAMPBELLSVILLE IND. SCHOOL DISTRICT FACILITIES PLAN

PLAN OF SCHOOL ORGANIZATION

- 1. Current Plan P-K-4, 5-8, 9-12
- 2. Long Range Plan P-5, 6-8, 9-12

| | Status | Organization | Student Enrollment Capacity |
|-------------------------------------|----------------------|--------------|-----------------------------|
| SCHOOL CENTERS | | | |
| 1. Secondary | | | |
| a. Campbellsville High School | Permanent | 9-12 Center | 271/313 |
| 2. Middle | | | |
| a. Campbellsville Middle School | Permanent | 5-8 Center | 335/551 |
| | To Become: Permanent | P-5 Center | 585/515 |
| 3. Elementary | | | |
| a. Campbellsville Elementary School | Permanent | K-4 Center | 487/594 |
| | To Become: Permanent | 6-8 Center | 237/828 |
| b. Campbellsville Pre-School | Transitional | PS Center | |
| c. Lake Cumberland Head Start | Transitional | PS Center | |

CAPITAL CONSTRUCTION PRIORITIES (Schedule after the 2015 Biennium)

2c. Major renovation/additions of educational facilities; including expansions, kitchens, cafeterias, libraries, administrative areas, auditoriums, and gymnasiums.

- 1. Campbellsville Ind. Middle School (To Become Elementary P-5) 61,880 sf.
 Major Renovation to include; Kitchen Equipment/renovation, Roof Replacement (Not Previously Replaced), doors, hardware and windows, interior finishes and accessories, HVAC replacement, electrical, plumbing, ADA accessibility, Bike Racks. Renovate existing spaces to accommodate Elementary Program Requirements, Install Bus/Entrance Canopy. \$2,074,603

| | | | | | | |
|------------|---|----------------------|-----------|-----------|-----|-----------|
| Construct: | 3 | Standard Classrooms | 800 sf. | 2,400 sf. | 74% | \$695,676 |
| | 2 | Preschool Classrooms | 825 sf. | 1,650 sf. | 74% | \$478,277 |
| | 4 | Spec. Educ. Res. | 400 sf. | 1,600 sf. | 74% | \$463,784 |
| | 1 | Kitchen Addition | 1,504 sf. | 1,504 sf. | 74% | \$435,957 |
| | 1 | Cafeteria Addition | 1,838 sf. | 1,838 sf. | 74% | \$532,772 |
- 2. Campbellsville Ind. Elementary School (To Become Middle 6-8) 52,364 sf.
 Major Renovation to include; Restroom Renovations, communication, parking and paving w/ Bike Racks, ADA accessibility, Security Upgrade & Vestibules, interior finishes, Fire Suppression System, Fire Alarm, Exterior Door Hardware, Exterior Tuck Point Repair, Fixed Casework, HVAC & Controls (Not previously replaced) Electrical Distribution, Plumbing Line Equipment. Renovate existing spaces to accommodate program requirements for Middle School Configuration. \$3,803,791
- 3. Campbellsville Independent High School 102,508 sf.
 Major Renovation (Not renovated in 2006) to include; Interior finishes and accessories, roof replacement, parking and paving w/ Bike Racks, Lighting Fixtures in Kitchen/Cafeteria, Renovation of all systems in Auditorium. \$2,006,072

2d. KERA Strands New Additions: Preschool, SBDM Office & Conf., Fam. Res.

- 1. District White Board Initiative - 50 Classrooms 6,500 E \$325,000

CAPITAL CONSTRUCTION PRIORITIES (Regardless of Schedule)

4. Management support areas; Construct, acquisition, or renovation of central offices, bus garages, or central stores

| | | | | |
|--|-----------|-----|--|-----------|
| 1. Central Bus Garage | | | | |
| Construct: Construct a new (2) bus garage facility. | 2,400 sf. | 74% | | \$581,838 |
| 2. CISD Central Office | 4,336 sf. | | | |
| Major Renovation to include restrooms, install elevator, roof, insulation, windows, doors, hardware, exterior paint & finishes, HVAC Controls, Electrical. | | | | \$509,263 |

| | |
|----------------------------|---------------------|
| DISTRICT UNMET NEED | \$11,582,032 |
|----------------------------|---------------------|

5. Discretionary Construction Projects; Functional Centers; Improvements by new construction or renovation.

Estimated Costs of these projects will not be included in the FACILITY NEEDS ASSESSMENT TOTAL.

| | | | | |
|---|-------------|--|-----|-------------|
| 1. Campbellsville Ind. Middle School (To Become Elementary P-5) | 61,880 sf. | | | |
| 1. Locker room renovation at Middle School | | | | |
| 2. New playground equipment at Middle & Elementary Schools | | | | |
| 3. Softball Field House at the Durham Campus (Previous Middle School) | | | | |
| 4. Bleachers, Lighting, Press Box, Parking, Restrooms at Track Facility on Durham Campus (Previous Middle School) | | | | |
| 2. Campbellsville Ind. Elementary School (To Become Middle 6-8) | 52,364 sf. | | | |
| 1. New playground equipment at Middle & Elementary Schools | | | | |
| 2. Additional Parking at the Proposed Middle School Campus (Previous Elementary School Campus) | | | | |
| Construct: 1 Gymnasium | 10,775 sf. | | 71% | \$3,334,180 |
| 3. Campbellsville Independent High School | 102,508 sf. | | | |
| 1. Football/Baseball Field Lighting at Campbellsville High School | | | | |
| 2. Renovation to Baseball Stadium on the High School Campus - Currently on Historical Register | | | | |

TAYLOR COUNTY SCHOOLS DISTRICT FACILITIES PLAN

Amendment No. 1

Note: Proposed changes noted in bold print

PLAN OF SCHOOL ORGANIZATION

- 1. Current Plan PK-5, 6-8, 9-12
- 2. Long Range Plan PK-2, 3-5, 6-8, 9-12

| | | | <u>Student Enrollment</u> Capacity |
|------------------------------------|--------------------------|---------------------|---------------------------------------|
| SCHOOL CENTERS | Status | Organization | |
| 1. Secondary | | | |
| a. Taylor County High School | Permanent | 9-12 Center | 851/966 |
| | to become a Permanent | 6-8 Center | 618/966 |
| 2. Middle | | | |
| a. Taylor County Middle School | Permanent | 6-8 Center | 618/700 |
| | to become a Permanent | Grade 3-5 school | 575/625 |
| 3. Elementary | | | |
| a. Taylor County Elementary School | Permanent | PK-5 Center | 1,151/1,150 |
| | to become a Transitional | PK-2 Center | 576/1150 |

CAPITAL CONSTRUCTION PRIORITIES (Schedule after the 2008 Biennium)

1a. New construction to meet student capacity; further implementation of established programs; or complete approved projects constructed in phases.

| | Eff. % | Cost Est. |
|--|--------|---------------------|
| 1. New High School | | 144,434 sf. |
| 1,000 Student capacity on a new site to be determined to replace existing building. | | \$33,985,320 |
| Administration Suite | | 2020 sf. |
| Media Center | | 5,720 sf. |
| High School Gymnasium | | 16,000 sf. |
| Kitchen | | 3,800 sf. |
| Cafeteria | | 6,200 sf. |
| Special Education Self Contained | | 825 sf. |
| Resource Rooms (6 @ 375 SF) | | 2,250 sf. |
| Standard Classrooms (30 @ 750) | | 22,500 sf. |
| Science Classrooms (4 @ 1000) | | 4,000 sf. |
| Science Lecture / Labs (2 @ 1625) | | 3,250 sf. |
| Art | | 1,200 sf. |
| Vocal Music Classroom | | 900 sf. |
| Band Classroom | | 2,500 sf. |
| Computer Labs (2 @ 1280) | | 2,560 sf. |
| Family Resource | | 300 sf. |
| Locally Identified Career & Technical Allow. | | 5,900 sf. |
| Locally Identified Program Space Allow. | | 13,540 sf. |
| Custodial Receiving | | 250 sf. |
| Auditorium | | 4,500 sf. |

2a. New construction to meet student capacity; further implementation of established programs; or complete approved projects constructed in phases.

| | Eff. % | Cost Est. |
|--|-------------------|---------------------|
| 1. New Construction Elementary School grade PK-2 | 43,445 sf. | |
| | 55,466 sf. | |
| 600 Student capacity on a new site to be determined | | \$11,897,457 |
| Standard Classrooms 24 @ 800 sf | 19,200 sf. | |
| Special Education Self Contained | 825 sf. | |
| Resource Rooms 6 @ 400 sf | 2,400 sf. | |
| Elementary Art 1 @ 800 sf | 800 sf. | |
| Elementary Music Classroom 1 @ 800 | 800 sf. | |
| Elementary Computer Classroom 1 @ 800 | 800 sf. | |
| Locally Identified Program space allowance | 3,000 sf. | |
| Library/Media Center | 3,650 sf. | |
| Physical Education | 5,500 sf. | |
| Administrative Area | 1,870 sf. | |
| Family Resource | 300 sf. | |
| Custodial Receiving | 250 sf. | |

2B Major renovation/additions of educational facilities; including expansions, kitchens, cafeterias, libraries, administrative areas, auditoriums, and gymnasiums.

| | Eff. % | Cost Est. |
|--|--------------------|--------------------|
| 1. Taylor County Middle School (to become a 3,4,5 Center) | 60,800 sf. | |
| Major Renovation to include; site development, partial roof replacement, windows, doors/frames/hardware, interior finishes and accessories, electrical, plumbing, fire protection and annunciation systems, ADA accessibility. | | \$1,466,611 |
| 2. Taylor County High School (to become a 6,7,8 Center) | 117,000 sf. | |
| Major Renovation to include; site development, partial roof replacement, windows, doors/frames/hardware, interior finishes and accessories, HVAC upgrade, electrical, plumbing, fire protection and annunciation systems, ADA accessibility. | | \$284,473 |

CAPITAL CONSTRUCTION PRIORITIES (Regardless of Schedule)

4. Management support areas; Construct, acquisition, or renovation of central offices, bus garages, or central stores

| | Eff. % | Cost Est. |
|---|------------------|-----------------------|
| 1. Central Bus Garage | 6,000 sf. | |
| Major Renovation to include; site development, doors/frames/hardware, windows, interior finishes and accessories, bus maintenance equipment, HVAC upgrade, electrical, plumbing, fire protection and annunciation systems, ADA accessibility. | | \$159,830 |
| 2. Central Office | 5,670 sf. | |
| Major Renovation to include; windows, interior finishes and accessories, HVAC and plumbing. | | |
| 4 Offices | 150 sf. | 600 sf. 74% \$176,027 |
| 1 Conference Room | 300 sf. | 300 sf. 74% \$88,014 |
| 3. Central Maintenance Building | 9,890 sf. | |
| Minor Renovation to include; HVAC upgrade, ADA | | \$98,900 |

DISTRICT NEED \$48,156,632

5. Discretionary Construction Projects; Functional Centers; Improvements by new construction or renovation. Estimated Costs of these projects will not be included in the FACILITY NEEDS ASSESSMENT TOTAL.



Taylor Regional Hospital

Hospitality Transportation

April - June 2014

SUMMARY (April 2014)

| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
|------------------------------------|--------------|---------------|--------------|
| Cancer Center | 54 (21%) | Taylor | 225 |
| Rehab | 41 (16%) | Adair | 5 |
| Wound Ctr | 15 (6%) | Green | 21 |
| Urgent Care | 4 (2%) | Marion | 9 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 0 (0%) | Hart | 0 |
| Physician Offices | 59 (23%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 87 (34%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| Total Miles | 8,049 | Louisville | 0 |
| Average Age | 68 | Elizabethtown | 0 |

SUMMARY (May 2014)

| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
|------------------------------------|--------------|---------------|--------------|
| Cancer Center | 35 (15%) | Taylor | 227 |
| Rehab | 52 (22%) | Adair | 7 |
| Wound Ctr | 22 (9%) | Green | 5 |
| Urgent Care | 2 (1%) | Marion | 3 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 0 (0%) | Hart | 0 |
| Physician Offices | 59 (25%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 72 (30%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| Total Miles | 6,241 | Louisville | 0 |
| Average Age | 71 | Elizabethtown | 0 |

SUMMARY (June 2014)

| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
|------------------------------------|--------------|---------------|--------------|
| Cancer Center | 32 (16%) | Taylor | 188 |
| Rehab | 26 (13%) | Adair | 5 |
| Wound Ctr | 15 (8%) | Green | 7 |
| Urgent Care | 1 (1%) | Marion | 4 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 1 (1%) | Hart | 0 |
| Physician Offices | 38 (19%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 91 (45%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| Total Miles | 5,778 | Louisville | 0 |
| Average Age | 69 | Elizabethtown | 0 |

MONTHLY FUEL SPONSORS (\$80 per month)

| | | |
|--|------------------------|---------------------------|
| Community Trust Bank | Taylor County Bank | Anthem |
| Citizens Bank & Trust | James Medical Services | Columbia Medical Services |
| TRH Auxiliary Volunteers | Wehr Constructors | Coventry |
| Dunn Chrysler (oil changes & tire rotations) | | |
| Don Franklin Campbellsville | | |
| Healthsouth Rehab Hospital (\$160 per month) | | |



Taylor Regional Hospital

Hospitality Transportation July - September 2014

| SUMMARY (July 2014) | | Total Trips | 197 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 30 (16%) | Taylor | 154 |
| Rehab | 10 (5%) | Adair | 10 |
| Wound Ctr | 16 (9%) | Green | 4 |
| Urgent Care | 3 (2%) | Marion | 29 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 3 (2%) | Hart | 0 |
| Physician Offices | 47 (24%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 88 (45%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 6,155 | | |
| Average Age | 66 | | |

| SUMMARY (August 2014) | | Total Trips | 170 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 33 (20%) | Taylor | 132 |
| Rehab | 28 (17%) | Adair | 5 |
| Wound Ctr | 17 (10%) | Green | 2 |
| Urgent Care | 0 (0%) | Marion | 31 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 1 (1%) | Hart | 0 |
| Physician Offices | 35 (21%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 56 (33%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 5,630 | | |
| Average Age | 68 | | |

| SUMMARY (September 2014) | | Total Trips | 208 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 9 (5%) | Taylor | 169 |
| Rehab | 52 (25%) | Adair | 22 |
| Wound Ctr | 13 (7%) | Green | 12 |
| Urgent Care | 0 (0%) | Marion | 5 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 2 (1%) | Hart | 0 |
| Physician Offices | 52 (25%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 80 (39%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 7,041 | | |
| Average Age | 70 | | |

MONTHLY FUEL SPONSORS (\$80 per month)

| | | |
|--|----------------------------------|---------------------------|
| Community Trust Bank | Taylor County Bank | Anthem |
| Citizens Bank & Trust | James Medical Services | Columbia Medical Services |
| TRH Auxiliary Volunteers | Wehr Constructors | Coventry |
| Don Franklin Campbellsville | Deskins Motors (\$100 per month) | |
| Healthsouth Rehab Hospital (\$160 per month) | | |



Taylor Regional Hospital

Hospitality Transportation October - December 2014

| SUMMARY (October 2014) | | Total Trips | 214 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 12 (6%) | Taylor | 171 |
| Rehab | 35 (17%) | Adair | 27 |
| Wound Ctr | 18 (9%) | Green | 14 |
| Urgent Care | 0 (0%) | Marion | 2 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 2 (1%) | Hart | 0 |
| Physician Offices | 60 (28%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 87 (41%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 8,176 | | |
| Average Age | 69 | | |

| SUMMARY (November 2014) | | Total Trips | 198 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 11 (6%) | Taylor | 167 |
| Rehab | 22 (12%) | Adair | 25 |
| Wound Ctr | 31 (16%) | Green | 5 |
| Urgent Care | 2 (1%) | Marion | 1 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 0 (0%) | Hart | 0 |
| Physician Offices | 50 (26%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 82 (42%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 6,808 | | |
| Average Age | 65 | | |

| SUMMARY (December 2014) | | Total Trips | 230 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 9 (4%) | Taylor | 200 |
| Rehab | 34 (15%) | Adair | 15 |
| Wound Ctr | 19 (9%) | Green | 13 |
| Urgent Care | 1 (1%) | Marion | 2 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 1 (1%) | Hart | 0 |
| Physician Offices | 65 (29%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 101(44%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 7,389 | | |
| Average Age | 65 | | |

MONTHLY FUEL SPONSORS (\$80 per month)

| | | |
|--|-----------------------------------|---------------------------|
| Community Trust Bank | Taylor County Bank | Anthem |
| Citizens Bank & Trust | James Medical Services | Columbia Medical Services |
| TRH Auxiliary Volunteers | Wehr Constructors | Coventry |
| Don Franklin Campbellsville | Deskings Motors (\$100 per month) | |
| Healthsouth Rehab Hospital (\$160 per month) | | |



Taylor Regional Hospital

Hospitality Transportation January – March 2015

| January 2015 | | Total Trips | 203 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 20 (10%) | Taylor | 175 |
| Rehab | 20 (10%) | Adair | 14 |
| Wound Ctr | 20 (10%) | Green | 9 |
| Urgent Care | 0 (0%) | Marion | 5 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 0 (0%) | Hart | 0 |
| Physician Offices | 56 (28%) | Barren | 0 |
| Sleep Center | 0 (0%) | Larue | 0 |
| Other | 87 (43%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 6,599 | | |
| Average Age | 67 | | |

| February 2015 | | Total Trips | 177 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 25 (15%) | Taylor | 138 |
| Rehab | 28 (16%) | Adair | 8 |
| Wound Ctr | 17 (10%) | Green | 25 |
| Urgent Care | 0 (0%) | Marion | 6 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 2 (2%) | Hart | 0 |
| Physician Offices | 43 (25%) | Barren | 0 |
| Sleep Center | 1 (1%) | Larue | 0 |
| Other | 61 (35%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 5,880 | | |
| Average Age | 70 | | |

| March 2015 | | Total Trips | 247 |
|------------------------------------|--------------|--------------------|--------------|
| <u>Location</u> | <u>Trips</u> | <u>County</u> | <u>Trips</u> |
| Cancer Center | 31 (13%) | Taylor | 176 |
| Rehab | 57 (23%) | Adair | 8 |
| Wound Ctr | 24 (10%) | Green | 58 |
| Urgent Care | 2 (1%) | Marion | 5 |
| Learning Ctr (Diabetes Ed) | 0 (0%) | Casey | 0 |
| Taylor Rural Health | 0 (0%) | Hart | 0 |
| Physician Offices | 45 (19%) | Barren | 0 |
| Sleep Center | 1 (1%) | Larue | 0 |
| Other | 87 (36%) | Washington | 0 |
| (Lab, Hospital, Home from ER, etc) | | Lancaster | 0 |
| | | Louisville | 0 |
| | | Elizabethtown | 0 |
| Total Miles | 8,381 | | |
| Average Age | 70 | | |

MONTHLY FUEL SPONSORS (\$80 per month)

| | | |
|-----------------------------|--|---------------------------|
| Community Trust Bank | Taylor County Bank | Anthem |
| Citizens Bank & Trust | James Medical Services | Columbia Medical Services |
| TRH Auxiliary Volunteers | Wehr Constructors | Coventry |
| Don Franklin Campbellsville | Healthsouth Rehab Hospital (\$160 per month) | |

WATER AND SEWER RATES

City Water and Sewer Rates

| Water Usage | | | Water Rate | Sewer Usage | | Sewer Rate |
|-------------|-----------|---------------|------------|-----------------------------|--|------------|
| First | 1,000 | gallons/month | \$7.12 | First 1,000 gallons | | \$7.53 |
| Next | 9,000 | gallons/month | \$2.64 | Each Additional | | |
| Next | 40,000 | gallons/month | \$2.36 | 1,000 gallons | | \$3.31 |
| Next | 50,000 | gallons/month | \$1.92 | | | |
| Next | 100,000 | gallons/month | \$1.53 | Sewer Rate Increase | | |
| Next | 300,000 | gallons/month | \$1.41 | Effective 05-31-2002 | | |
| Next | 500,000 | gallons/month | \$1.22 | | | |
| Over | 1,000,000 | gallons/month | \$1.05 | | | |

County Water Rates

| Water Usage | | | Water Rate |
|-------------|-----------|---------------|------------|
| First | 1,000 | gallons/month | \$13.70 |
| Next | 9,000 | gallons/month | \$6.24 |
| Next | 40,000 | gallons/month | \$5.59 |
| Next | 50,000 | gallons/month | \$4.46 |
| Next | 100,000 | gallons/month | \$3.61 |
| Next | 300,000 | gallons/month | \$3.35 |
| Next | 500,000 | gallons/month | \$2.85 |
| Next | 1,000,000 | gallons/month | \$2.14 |

Second Reading 04-05-2004 City Council Meeting 2% Decrease in County Water Rates

Example City Water Rates Calculation

| | | |
|-----------------------------|---|----------------|
| Usage 3,200 gallons | | |
| For the first 1,000 gallons | | \$7.12 |
| For the next 2,200 gallons | 2.2 thousand x \$2.64 per 1,000 gallons | \$5.81 |
| Total | | \$12.93 |



Campbellsville Municipal Water and Sewer System
Water Quality Report for year 2014

KY1090060

110 South Columbia Ave., Suite A
 Campbellsville, KY 42718

City Council Meetings at: Civic Center-205 N. Columbia Ave.
 Meeting Dates and Time: First Monday (Tuesday if Holiday) of Month 7:00 P.M.

Manager: **Tony Young**
 Phone: **270-465-7011**

CCR Contact: **Darrell Pierce**
 Phone: **270-789-3133**

This report is designed to inform the public about the quality of water and services provided on a daily basis. Our commitment is to provide our customers with a safe, clean, and reliable supply of drinking water. We want to assure that we will continue to monitor, improve, and protect the water system and deliver a high quality product. Water is the most indispensable product in every home and we ask everyone to be conservative and help us in our efforts to protect the water source and the water system. Our source water comes from the Green River Reservoir located in Southern Taylor County. Our intake is located on Smith Ridge at the end of West Martin Road. When necessary we are also able to use water on a short term emergency basis from the City Lake located on Lebanon Avenue across from the water treatment plant. Both Green River Reservoir and City Lake are surface water sources. This is a summary of the system's susceptibility to contamination; which is a part of the completed Source Water Plan (SWAP). The completed plan is available for inspection at our office located at 110 South Columbia Avenue. The sources of raw water for Campbellsville Municipal Water System are Green River Reservoir and City Reservoir in Taylor County. An analysis of the overall susceptibility to contamination of the water supply indicated that this susceptibility is generally low. Within the critical protection area of the Green River Reservoir intake there are four potential sources of contamination that are ranked high, one ranked medium and none ranked low. Areas of concern include row cropping, roads and a variety of forestland, hay fields and pasture land that may represent a long-term threat to pollution susceptibility of this drinking water source. Within the critical protection area of the City Reservoir intake there are fifteen potential sources of contamination that are ranked high, ten ranked medium and none ranked low. Areas of concern include bridges and culverts, row crops, underground storage tanks, KPDES permitted discharges and waste generators or transporters. The location of Green River Reservoir water intake and remote area of the watershed make the routine non-point contaminant sources of low concern. The City Reservoir intake is more susceptible to short term hazards due to limited water flow and numerous contaminant sources. However, water system impact is limited due to the secondary withdrawal nature of this location.

Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. The presence of contaminants does not necessarily indicate that water poses a health risk. More information about contaminants and potential health effects may be obtained by calling the Environmental Protection Agency's Safe Drinking Water Hotline (800-426-4791).

The sources of drinking water (both tap water and bottled water) include rivers, lakes, streams, ponds, reservoirs, springs, and wells. As water travels over the surface of the land or through the ground, it dissolves naturally occurring minerals and, in some cases, radioactive material, and may pick up substances resulting from the presence of animals or from human activity. Contaminants that may be present in source water include: Microbial contaminants, such as viruses and bacteria, (sewage plants, septic systems, livestock operations, or wildlife). Inorganic contaminants, such as salts and metals, (naturally occurring or from stormwater runoff, wastewater discharges, oil and gas production, mining, or farming). Pesticides and herbicides, (stormwater runoff, agriculture or residential uses). Organic chemical contaminants, including synthetic and volatile organic chemicals, (by-products of industrial processes and petroleum production, or from gas stations, stormwater runoff, or septic systems). Radioactive contaminants, (naturally occurring or from oil and gas production or mining activities).

In order to ensure that tap water is safe to drink, EPA prescribes regulations that limit the amount of certain contaminants in water provided by public water systems. FDA regulations establish limits for contaminants in bottled water to provide the same protection for public health.

Some people may be more vulnerable to contaminants in drinking water than the general population. Immuno-compromised persons such as persons with cancer undergoing chemotherapy, persons who have undergone organ transplants, people with HIV/AIDS or other immune system disorders, some elderly, and infants can be particularly at risk from infections. These people should seek advice about drinking water from their health care providers. EPA/CDC guidelines on appropriate means to lessen the risk of infection by Cryptosporidium and other microbial contaminants are available from the Safe Drinking Water Hotline (800-426-4791).

Some or all of these definitions may be found in this report:

Maximum Contaminant Level (MCL) - the highest level of a contaminant that is allowed in drinking water. MCLs are set as close to the MCLGs as feasible using the best available treatment technology.

Maximum Contaminant Level Goal (MCLG) - the level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs allow for a margin of safety.

Maximum Residual Disinfectant Level (MRDL) - the highest level of a disinfectant allowed in drinking water. There is convincing evidence that addition of a disinfectant is necessary for control of microbial contaminants.

Maximum Residual Disinfectant Level Goal (MRDLG) - the level of a drinking water disinfectant below which there is no known or expected risk to health. MRDLGs do not reflect the benefits of the use of disinfectants to control microbial contaminants.

Below Detection Levels (BDL) - laboratory analysis indicates that the contaminant is not present.

Not Applicable (N/A) - does not apply.

Parts per million (ppm) - or milligrams per liter, (mg/l). One part per million corresponds to one minute in two years or a single penny in \$10,000.

Parts per billion (ppb) - or micrograms per liter, (µg/L). One part per billion corresponds to one minute in 2,000 years, or a single penny in \$10,000,000.

Parts per trillion (ppt) - one part per trillion corresponds to one minute in 2,000,000 years, or a single penny in \$10,000,000,000.

Parts per quadrillion (ppq) - one part per quadrillion corresponds to one minute in 2,000,000,000 years or one penny in \$10,000,000,000,000.

Picocuries per liter (pCi/L) - a measure of the radioactivity in water.

Millirems per year (mrem/yr) - measure of radiation absorbed by the body.

Million Fibers per Liter (MFL) - a measure of the presence of asbestos fibers that are longer than 10 micrometers.

Nephelometric Turbidity Unit (NTU) - a measure of the clarity of water. Turbidity has no health effects. However, turbidity can provide a medium for microbial growth. Turbidity is monitored because it is a good indicator of the effectiveness of the filtration system.

Variations & Exemptions (V&E) - State or EPA permission not to meet an MCL or a treatment technique under certain conditions.

Action Level (AL) - the concentration of a contaminant which, if exceeded, triggers treatment or other requirements that a water system shall follow.

Treatment Technique (TT) - a required process intended to reduce the level of a contaminant in drinking water.

Information About Lead:

If present, elevated levels of lead can cause serious health problems, especially for pregnant women and young children. Lead in drinking water is primarily from materials and components associated with service lines and home plumbing. Your local public water system is responsible for providing high quality drinking water, but cannot control the variety of materials used in plumbing components. When your water has been sitting for several hours, you can minimize the potential for lead exposure by flushing your tap for 30 seconds to 2 minutes before using water for drinking or cooking. If you are concerned about lead in your water, you may wish to have your water tested. Information on lead in drinking water, testing methods, and steps you can take to minimize exposure is available from the Safe Drinking Water Hotline or at <http://www.epa.gov/safewater/lead>.

Spanish (Español) Este informe contiene información muy importante sobre la calidad de su agua beber. Tradúzcalo o hable con alguien que lo entienda bien.

The data presented in this report are from the most recent testing done in accordance with administrative regulations in 401 KAR Chapter 8. As authorized and approved by EPA, the State has reduced monitoring requirements for certain contaminants to less often than once per year because the concentrations of these contaminants are not expected to vary significantly from year to year. Some of the data in this table, though representative, may be more than one year old. Unless otherwise noted, the report level is the highest level detected.

| | Allowable Levels | Highest Single Measurement | Lowest Monthly % | Violation | Likely Source |
|--|--|----------------------------|------------------|-----------|---------------|
| Turbidity (NTU) TT * Representative samples of filtered water | No more than 1 NTU* Less than 0.3 NTU in 95% of monthly samples | 0.3 | 100 | No | Soil runoff |

Regulated Contaminant Test Results

| Contaminant [code] (units) | MCL | MCLG | Report Level | Range of Detection | Date of Sample | Violation | Likely Source of Contamination |
|----------------------------|-----|------|--------------|--------------------|----------------|-----------|--------------------------------|
|----------------------------|-----|------|--------------|--------------------|----------------|-----------|--------------------------------|

Radioactive Contaminants

| | | | | | | | |
|-------------------------------|----|---|------|------------|--------|----|-----------------------------|
| Alpha emitters [4000] (pCi/L) | 15 | 0 | 0.40 | 0.2 to 0.7 | May-09 | No | Erosion of natural deposits |
| Combined radium (pCi/L) | 5 | 0 | 0.10 | 0 to 0.2 | Nov-09 | No | Erosion of natural deposits |
| Uranium (µg/L) | 30 | 0 | 0.63 | 0.1 to 0.9 | Feb-09 | No | Erosion of natural deposits |

Inorganic Contaminants

| | | | | | | | |
|--|----------|-----|------------------------------------|--------------|--------|----|--|
| Barium [1010] (ppm) | 2 | 2 | 0.010 | 0.01 to 0.01 | Feb-14 | No | Drilling wastes; metal refineries; erosion of natural deposits |
| Copper [1022] (ppm) sites exceeding action level 0 | AL = 1.3 | 1.3 | 0.09 (90 th percentile) | 0 to 0.28 | Aug-14 | No | Corrosion of household plumbing systems |
| Fluoride [1025] (ppm) | 4 | 4 | 0.92 | 0.65 to 1.16 | Jun-14 | No | Water additive which promotes strong teeth |
| Lead [1030] (ppb) sites exceeding action level 1 | AL = 15 | 0 | 10 (90 th percentile) | 0 to 26 | Aug-14 | No | Corrosion of household plumbing systems |
| Nitrate [1040] (ppm) | 10 | 10 | 0.610 | 0.61 to 0.61 | May-14 | No | use; leaching from septic tanks, sewage; erosion of natural deposits |

Synthetic Organic Contaminants including Pesticides and Herbicides

| | | | | | | | |
|-----------------------|---|---|------|-------------|--------|----|---|
| Atrazine [2050] (ppb) | 3 | 3 | 0.10 | BDL to 0.25 | Aug-14 | No | Runoff from herbicide used on row crops |
|-----------------------|---|---|------|-------------|--------|----|---|

Disinfectants/Disinfection Byproducts and Precursors

| | | | | | | | |
|---|-----|-----|-----------------------|-------------------------------|-----|----|-----------------------------------|
| Total Organic Carbon (ppm) (measured as ppm, but reported as a ratio) | TT* | N/A | 1.26 (lowest average) | 1.00 to 1.90 (monthly ratios) | N/A | No | Naturally present in environment. |
|---|-----|-----|-----------------------|-------------------------------|-----|----|-----------------------------------|

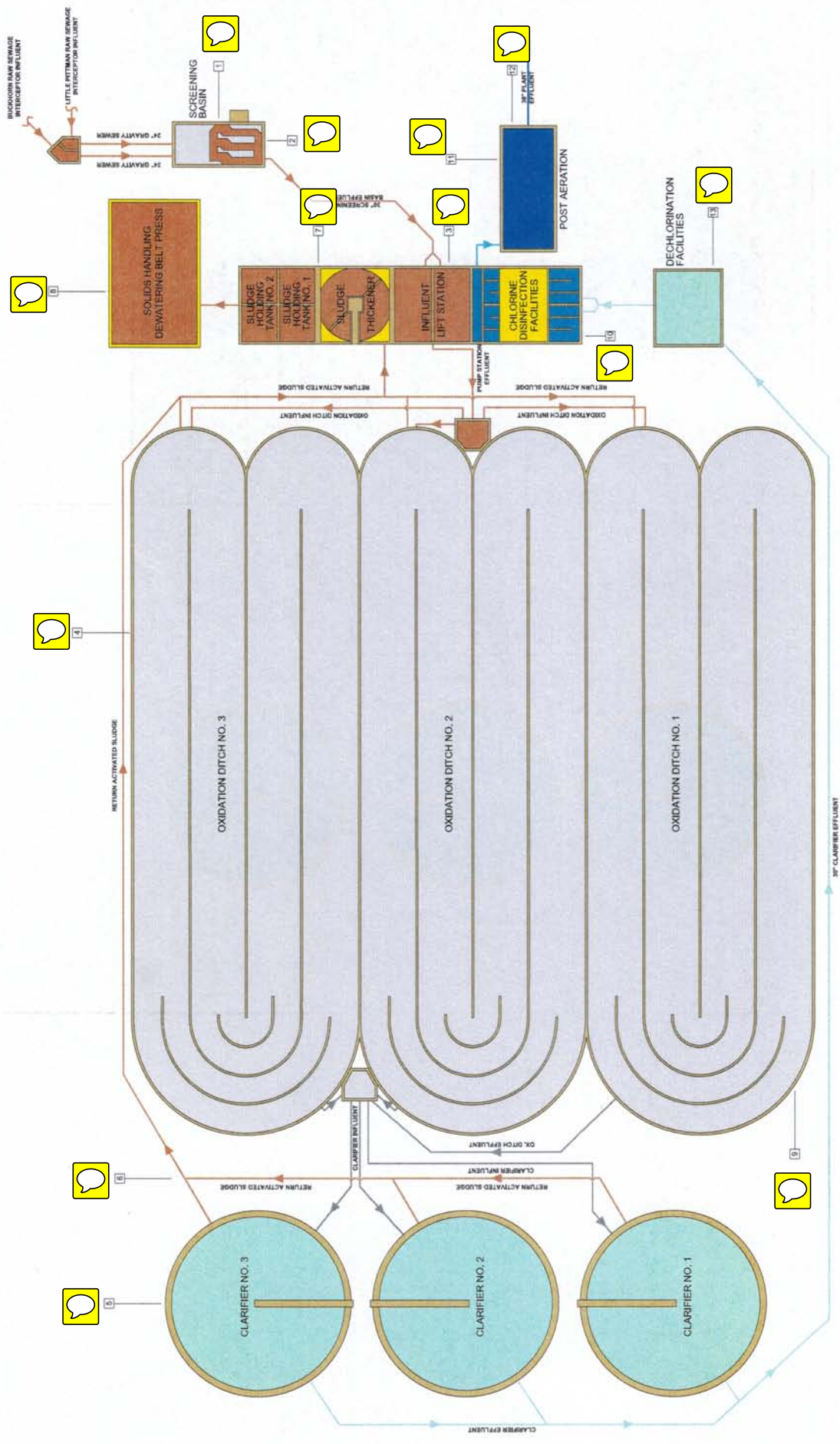
*Monthly ratio is the % TOC removal achieved to the % TOC removal required. Annual average of the monthly ratios must be 1.00 or greater for compliance.

| | | | | | | | |
|---|----------|-----------|-------------------------|--------------------------------------|-----|----|---|
| Chlorine (ppm) | MRDL = 4 | MRDLG = 4 | 1.59 (highest average) | 0.51 to 2.24 | N/A | No | Water additive used to control microbes. |
| HAA (ppb) [Haloacetic acids] (Individual Sites) | 60 | N/A | 39 (locational average) | 12 to 44 (range of individual sites) | N/A | No | Byproduct of drinking water disinfection |
| TTHM (ppb) [total trihalomethanes] (Individual Sites) | 80 | N/A | 37 (locational average) | 11 to 66 (range of individual sites) | N/A | No | Byproduct of drinking water disinfection. |

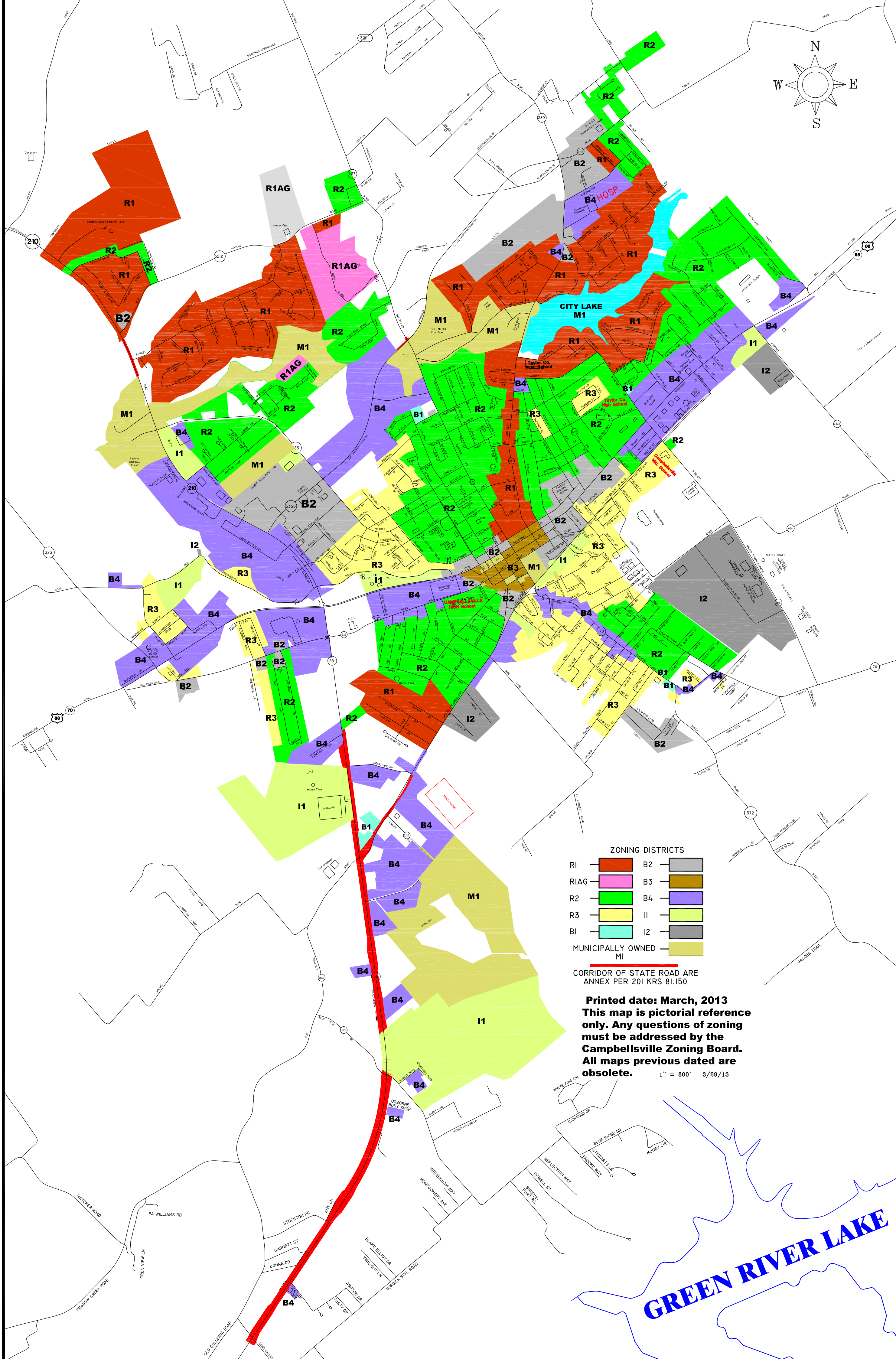
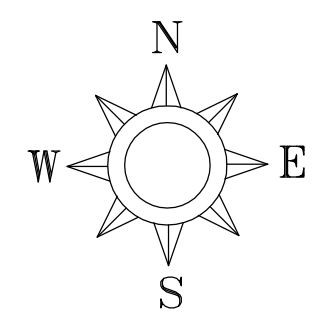
Violations: A Notice of violation was received related to a Monitoring and Reporting violation received in 2012. The public notice for the 2012 violation was included with the 2013 consumer confidence Report however, certain required language was not included at that time. The notice with the reworded language was re-issued in 2014 separate for this report.

SUMMARY OF TASKS
SEWER COLLECTION SYSTEM INVESTIGATION
CITY OF CAMPBELLSVILLE
MARCH 2015

- Two employees designated full time to investigate sewer system infiltration and inflow
- Develop collection system map outlining separate collection zones
- Purchase a sufficient number of flow monitors
- Investigate the purchase of another underwater sewer camera that is better than the current one
- Keep daily log of activities performed and results achieved
- Utilize hand held camera and color printer
- Engineer to perform training session
- Monthly progress meeting with engineer
- Updated report to City utility subcommittee
- Initial investigation to take place at the Hospital and old Fruit of the Loom facilities
- Investigate the accuracy of the flow metering at the wastewater treatment plant
- Investigate I&I in the Johnsport subdivision area
- Pursue correction of sewer overflow in the Miller Park area



CITY OF CAMPBELLVILLE WASTE WATER TREATMENT PLANT FLOW DIAGRAM



ZONING DISTRICTS

| | |
|-------------------|----|
| R1 | B2 |
| RIAG | B3 |
| R2 | B4 |
| R3 | I1 |
| B1 | I2 |
| MUNICIPALLY OWNED | M1 |

CORRIDOR OF STATE ROAD ARE ANNEX PER 201 KRS 81.150

Printed date: March, 2013
This map is pictorial reference only. Any questions of zoning must be addressed by the Campbellville Zoning Board. All maps previous dated are obsolete.
1" = 800' 3/29/13

GREEN RIVER LAKE

Taylor County Church Guide



NEWS-JOURNAL
CENTRAL KENTUCKY

March 2014

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**Spread
the
word!**

All of our area churches and religious organizations are invited to submit meetings, gospel singings, revivals and youth activities to be published in the Central Kentucky News-Journal's Community Calendar. The

calendar is published each Monday and Thursday. Information for the Community Calendar may be mailed to: Community Calendar, P.O. Box 1138, Campbellsville, KY 42719 or emailed to reporter@cknj.com.

***Taylor County is home to many churches of several denominations.
From small county churches to ones with large memberships,
there is a place for everyone to worship in Taylor County.***

The following churches are included in our Church Directory every week.
The following pages give a detailed message from churches that gave us information
and pictures to run in this section and chose to be included.

BAPTIST

BEULAHLAND COMMUNITY CHURCH
BIBLE BAPTIST TABERNACLE
CALVARY BAPTIST CHURCH
CAMPBELLSVILLE BAPTIST CHURCH
CAMPBELLSVILLE BAPTIST TEMPLE
CAMPBELLSVILLE SEPARATE BAPTIST CHURCH
EASTSIDE BAPTIST CHURCH
ELK HORN BAPTIST CHURCH
FAITH BAPTIST CHURCH
FIRST BAPTIST CHURCH
FREEDOM BAPTIST CHURCH
FRIENDSHIP BAPTIST CHURCH
GOOD HOPE BAPTIST CHURCH
GREEN RIVER MEMORIAL BAPTIST CHURCH
LIBERTY BAPTIST CHURCH
LOWELL AVENUE BAPTIST CHURCH
MEADOWVIEW BAPTIST CHURCH
MT. WASHINGTON BAPTIST CHURCH
PALESTINE BAPTIST CHURCH
PITMAN VALLEY BAPTIST CHURCH
PLEASANT HILL BAPTIST CHURCH

BAPTIST

RAIKES HILL BAPTIST CHURCH
ROBINSON CREEK BAPTIST CHURCH
SALOMA BAPTIST CHURCH
WHITE'S RIDGE GENERAL BAPTIST

CATHOLIC

OUR LADY OF PERPETUAL HELP
OUR LADY OF THE HILLS

CHURCH OF GOD

FEATHERSBURG CHURCH OF GOD
FIRST CHURCH OF GOD

CHRISTIAN

CAMPBELLSVILLE CHRISTIAN CHURCH
MANNSVILLE CHRISTIAN CHURCH
SOUTHSIDE CHRISTIAN CHURCH
WOODLAWN CHRISTIAN CHURCH

CHURCH OF GOD

EAST CAMPBELLSVILLE CHURCH OF GOD

CUMBERLAND PRESBYTERIAN

FIRST CUMBERLAND PRESBYTERIAN

CUMBERLAND PRESBYTERIAN

LIBERTY CUMBERLAND PRESBYTERIAN

SHILOH CUMBERLAND PRESBYTERIAN

EPISCOPAL/LUTHERAN

ST. THOMAS' CHURCH

METHODIST

ASBURY UNITED METHODIST CHURCH

BETHEL AFRICAN METHODIST EPISCOPAL

EARLY'S CHAPEL UNITED METHODIST CHURCH

ELKHORN UNITED METHODIST

FIRST UNITED METHODIST CHURCH

MANNSVILLE UNITED METHODIST CHURCH

MILLER'S CHAPEL UNITED METHODIST CHURCH

ST. ANDREW UNITED METHODIST CHURCH

ST. MARK UNITED METHODIST CHURCH

SOULES CHAPEL UNITED METHODIST CHURCH

SPURLINGTON UNITED METHODIST CHURCH

STONER CREEK UNITED METHODIST CHURCH

NAZARENE

CAMPBELLSVILLE CHURCH OF NAZARENE

NON-DENOMINATIONAL

BROADWAY CHURCH OF CHRIST

CAMPBELLSVILLE CROSSROADS COMMUNITY CHURCH (C4)

FAITH ALIVE MINISTRY

GOD'S GRACE CHURCH

GOSPEL ASSEMBLY CHURCH NON-DENOMINATIONAL

LIVING GRACE CHURCH

NEW JOURNEY CHURCH

THE ROCK COMMUNITY WORSHIP CENTER

SUNNY HILL CHURCH OF CHRIST

VICTORY TABERNACLE FULL GOSPEL

PENTECOSTAL

APOSTOLIC FAITH TABERNACLE

INTERNATIONAL GOSPEL LIGHTHOUSE

TRUTH TABERNACLE UNITED PENTECOSTAL CHURCH

PRESBYTERIAN USA

BETHEL FIRST PRESBYTERIAN CHURCH

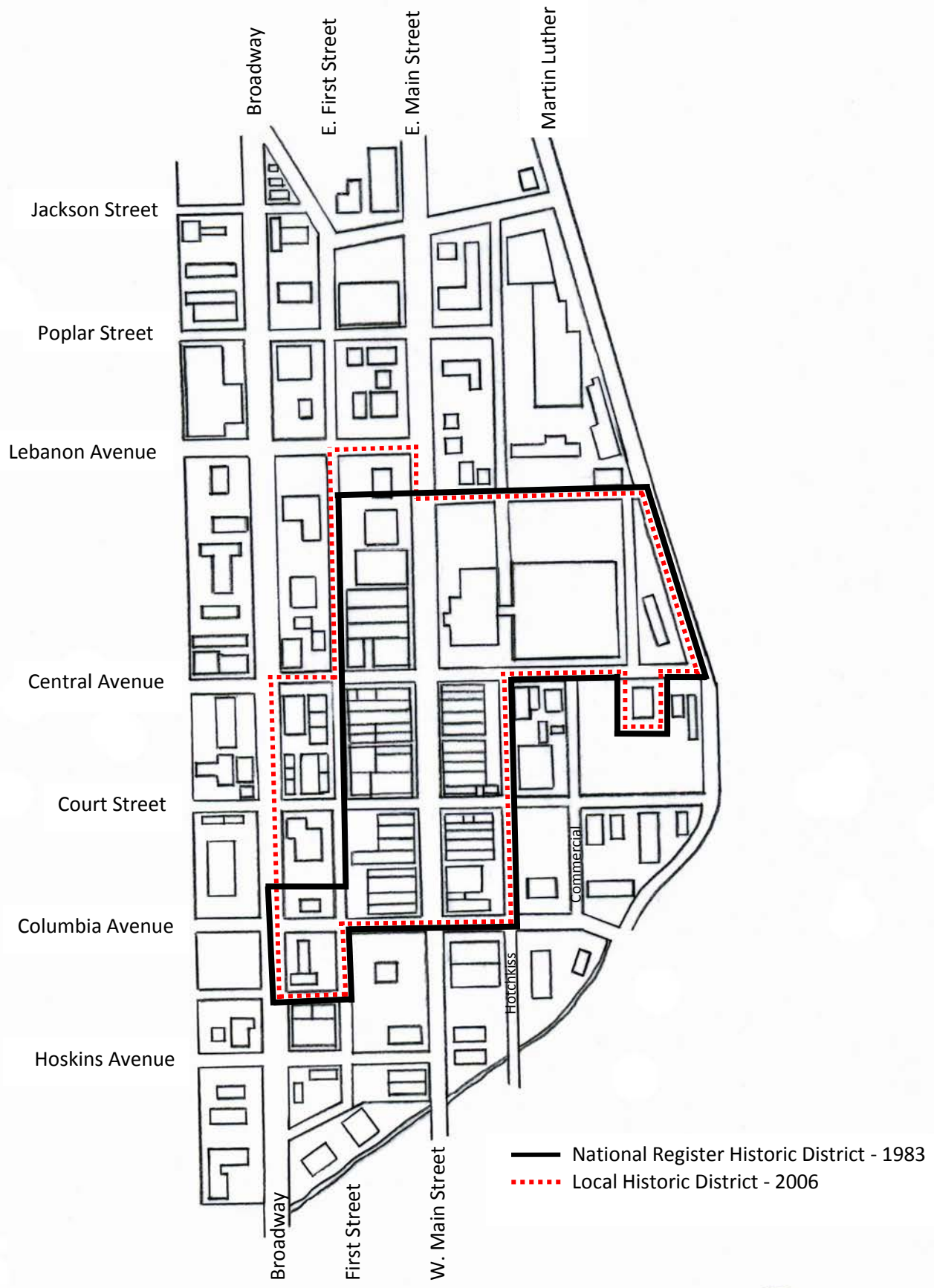
7TH DAY ADVENTIST

CALVARY SEVENTH DAY ADVENTIST CHURCH

Attachment E.

Community Profile – Historic Element

- E1. Historic District Map 2016
- E2. Incentive Programs
- E3. C/TC Historic Sites List
- E4. Tebbs Bend Battlefield Preservation Plan



CAMPBELLVILLE

HISTORIC DISTRICTS MAP

CURRENT INCENTIVE PROGRAMS

Low Interest Loans: Citizen's Bank offers variable rate loans at the Wall Street Prime Rate minus ½ percent to downtown business owners in the Renaissance Kentucky Area for facade improvements to exteriors including prep work repairs, exterior painting, tuckpointing, and windows in order to enhance the overall appearance of the historic buildings downtown.

Discount Paint Program: Sherwin-Williams and Porter Paints now offer discount paint for building exteriors to property owners in the Renaissance Kentucky Area. Applications must be approved by the Campbellsville Renaissance/Historic Preservation Commission in order to receive a discount voucher. **Porter Paints** offers 50% off the retail price of all paint. **Sherwin-Williams** offers 50% off the retail price of all applicators and 50% off the retail price of all paint, except Duratone Coatings.

A Property Assessment Tax Moratorium for Historic Properties. This ordinance will allow owners of rehabilitated residential or commercial properties within the Campbellsville Renaissance Kentucky Area to have no increase in their city real estate taxes while the property is being renovated during a five year period. The ordinance was adopted on January 3, 2005.

A Taxation on Abandoned Urban Properties ordinance was adopted on September 6, 2005. This ordinance that will allow the city to tax property owners who have abandoned their property or have let it become vacant for more than one year, or have not paid their taxes for more than three years. This ordinance is really used to encourage property owners to renovate their property instead of being taxed.

State and Federal Historic Preservation Tax Incentive Programs - Assistance is offered to all property owners in understanding and completing the tax credit forms.

Certified Local Government - Campbellsville became a Certified Local Government in 2005 and has the opportunity to annually apply for funds to continue historic preservation efforts through a series of projects that promote surveys, nominations, planning, and preservation education.

Campbellsville Historic Sites

6-23-15 revised

Darkened numbers listed in NR Historic District

| # | Inv. # | Res. # | Name | Address | Listed |
|-----------|---------------|---------------|---|------------------------------------|---------------|
| 1 | 8 | TAC-7 | Campbellsville Civic Center | 205 N. Columbia Avenue | 1983 |
| 2 | 9 | TAC-8 | Taylor County Clerk's Office | 204 N. Columbia Avenue | 12-20-1977 |
| 3 | 62A | TAC-10 | WVLC - The Big Dawg | 101 E. Main Street | 1983 |
| 4 | 61 | TAC-11 | The New Turner Block | 103-105 E. Main Street | 1983 |
| 5 | 61B | TAC-12 | The New Turner Block | 107-109 E. Main & 110 E. First St. | 1983 |
| 6 | 59 | TAC-13 | Bank of Campbellsville | 111 E. Main Street | 1983 |
| 7 | 58 | TAC-49 | Sylver Touch | 120 E. First Street | N/A |
| 8 | 57 | TAC-14 | Sharlow & Associates, CPA | 115 E. Main Street | 1983 |
| 9 | 56 | TAC-15 | Caulk Hardware | 117 E. Main Street | 1983 |
| 10 | 56 | TAC-16 | Caulk Hardware | 119 E. Main Street | 1983 |
| 11 | 55A | TAC-17 | Tucker Diamonds and Gold | 121 E. Main Street | 1983 |
| 12 | 55B | TAC-18 | Tucker Diamonds and Gold | 123 E. Main Street | 1983 |
| 13 | 54 | TAC-19 | Merle Norman | 125 E. Main Street | 1983 |
| 14 | 53A,B | TAC-20 | Citizen's Bank & Trust | 201-209 E. Main Street | 1983 |
| 15 | 52 | TAC-288 | South Central Alcohol and Drugs | 216 E. First Street | N/A |
| 16 | 51 | TAC-21 | Gowdy Block | 219 E. Main Street | 1983 |
| 17 | 49 | TAC-21 | Mitchell's Men's Wear | 221 E. Main Street | 1983 |
| 18 | 50 | TAC-21 | Jon Heinemann Law Office | 223 E. Main Street | 1983 |
| 19 | 48 | TAC-290 | Purcell's Business Products | 222 E. First Street | 1983 |
| 20 | 47A,B | TAC-21 | Happy Days Restaurant/Mending Thimble | 225-229 E. Main Street | 1983 |
| 21 | 46 | TAC-296 | Lindsey Institute of Cosmetology | 107 N. Central Ave. | N/A |
| 22 | 45A,B,C | TAC-50 | City Hall/Tim Berry Fall's Building | 117 N. Central Street | 1983 |
| 23 | 44 | TAC-22 | Wise, Buckner, Sprowles Assoc. PLLC | 301 E. Main Street | 1983 |
| 24 | 43 | TAC-23 | Dixie Atlas Republic Insurance Co. Block | 303 E. Main Street | 1983 |
| 25 | 42 | TAC-23 | Cozy Comforts | 305 E. Main Street | 1983 |
| 26 | 41 | TAC-23 | James Art Glass | 311 E. Main Street | 1983 |
| 27 | 40A | TAC-25 | First United Methodist Church | 317 E. Main Street | 1983 |
| 28 | 39 | TAC-48 | Bertram, Cox & Miller Law Office | 321 E. Main Street | N/A |
| 29 | 90-93 | | Taylor County Justice Center | 314 E. Main Street | N/A |
| 30 | 115-122, 147 | | Detention Center | S. Central Avenue | N/A |
| 31 | 148 | | Depot | 116 Depot Street | N/A |
| 32 | 140 | TAC-127 | Ellis Residence | 127 S. Central Ave. | 1983 |
| 33 | 142 | TAC-31 | Gupton Building | 131 S. Central Avenue | 1983 |
| 34 | 143 | TAC-47 | Gowdy Wholesale Grocer | 133 S. Central Avenue | 1983 |
| 35 | 89 | TAC-301 | Moore's Shoe Shop | 103 S. Central Ave. | N/A |
| 36 | 88A | TAC-33 | The Newton Block/The Elegant Touch | 224-226 E. Main Street | 1983 |
| 37 | 87 | TAC-33 | The Newton Block/Glitz | 222 E. Main Street | 1983 |
| 38 | 86A,B | TAC-34 | Puryear Block/Dixie Pawn and Gun/ Main St. Barber Shop | 216-220 E. Main Street | 1983 |
| 39 | 85A,B | TAC-35 | Stults Building | 212-214 E. Main Street | 1983 |
| 40 | 84 | TAC-36 | Chandler's Novelty/Kerr Office Group | 210 E. Main Street | 1983 |
| 41 | 83 | TAC-37 | Chandler's Office Supply/Kerr Office Group | 208 E. Main Street | 1983 |
| 42 | 82 | TAC-38 | Former Family Consignment | 204 E. Main Street | 1983 |
| 43 | 80 | TAC-39 | Chandler Building/Harden Coffee | 202 E. Main Street | 1983 |
| 44 | 129 | TAC-284 | Selective Service/Awaken Boutique | 105 S. Court Street | N/A |
| 45 | 79 | TAC-40 | The Green Room | 130 E. Main Street | 1983 |
| 46 | 128 | TAC-307 | David's Barber Shop | 101-103 S. Court Street | 1983 |
| 47 | 78A,B | TAC-41 | D.W.Gowdy's General Store/Brothers Barbeque | 128 E. Main Street | 1983 |
| 48 | 77 | TAC-42 | Firestone Bldg/Artesanias Angel Pottery | 126 E. Main Street | 1983 |
| 49 | 76 | TAC-43 | Sapp's Antiques | 120-122 E. Main Street | 1983 |
| 50 | 76 | TAC-44 | Sapp's Antiques | 116 E. Main Street | 1983 |
| 51 | 75 | TAC-45 | Willock Building | 110-112 E. Main Street | 1983 |
| 52 | 74 | TAC-46 | Shively Jewelry | 108 E. Main Street | 1983 |
| 53 | 73 | TAC-2 | Merchant's Hotel | 102 E. Main Street | 11-25-1980 |
| 54 | 61B | TAC-304 | Frank Page Smith Buildings | 104-108 S. Court Street | 1983 |
| 55 | 123 | TAC-287 | H & W Sport Shop | 115 S. Central Avenue | N/A |
| 56 | | TAC-1 | Dr. Thomas Irvine Home/Ingram House | 402 E. Main Street | N/A |

**Campbellsville Local Historic District 2006
Not listed in the National Register Historic District**

6-23-15 revised

| # | Inv. # | Res. # | Name | Address |
|----|--------|---------|---|---------------------------|
| 57 | 18 | TAC-291 | Amory Building | N. Central Ave. |
| 58 | 17 | TAC-302 | Michael S. Januski | 225 E. First Street |
| 59 | 16 | TAC-295 | Young & Assoc. | 217 E. First Street |
| 60 | 15 | TAC-295 | Young & Assoc. | 215 E. First Street |
| 61 | 14A, B | TAC-294 | Dabney Engineering & Malone Realty | 211-213 B E. First Street |
| 62 | 13A,B | TAC-300 | Town & Country Restaurant & Nina's Hair Salon | 201-205 E. First Street |
| 63 | 12 | TAC-297 | Ernie's Carpets | 204 N. Court Street |
| 64 | 11A | TAC-293 | Hall Law Office | 208 N. Court Street |
| 65 | 11B | TAC-293 | Hall Law Office | 206 E. Broadway |
| 66 | 11C | TAC-293 | Pre-Trial Services | 204 E. Broadway |
| 67 | 10 | TAC-289 | Taylor County Courthouse | 203 N. Court Street |
| 68 | 38 | TAC-292 | Best Financial/Taylor Co. Tourism | 325 E. Main Street |

Campbellsville Sites listed in the National Register of Historic Places

| # | Inv. # | Res. # | Name | Address | Listed |
|---|--------|--------|---|---|-----------|
| | | | Campbellsville Historic Commercial District | Columbia Ave. Broadway, 1 st , Hotchkiss, Central, RR | 2-10-1983 |
| | | TAC-62 | Campbellsville School, Stadium, and Athletic Field | 230 W. Main Street | 1-4-2007 |
| | | | Campbellsville Residential Historic District | Central Ave., Duffy, Maple and Jackson Street | 2-7-2008 |
| | | TAC-59 | Confederate Monument (Tebbs Bend) | | |

Taylor County Sites listed in the National Register of Historic Places

| # | Inv. # | Res. # | Name | Address | Listed |
|---|--------|--------|--|----------------------------|-----------|
| | | TA-1 | Sublett Log Home | off KY 55 Romine Loop Rd. | |
| | | TA-2 | John Chandler, House | Off KY 210 | 1-8-1987 |
| | | TA-3 | Clay Hill/James Sanders House | 7250 Old Lebanon Road | 1975 |
| | | TA-4 | Durham Sanders House | 1251 Sanders Road | 7-31-1996 |
| | | TA-8 | Jonathan Cowherd, Jr. House | off KY 70 | 1977 |
| | | TA-11 | Jacob Hiestand House-Taylor County Museum | 1075 Campbellsville Bypass | 2-10-1983 |
| | | TA-13 | Tebb's Bend Battleground, Confederate Cem. | KY 55 | 7-17-1997 |
| | | TA-119 | Battle of Tebb's Bend | Tebb's Bend Road | 7-28-1999 |
| | | | Tebbs Bend Battlefield (Boundary Increase) | Tebb's Bend Road | 2006 |
| | | TA-130 | Isaac Tate Farm | KY 55 | 8-4-2004 |
| | | TA-50 | John Caldwell Home | 105 Colonial Drive | 2009 |
| | | TA-227 | Collins Residence | 4639 New Columbia Rd. | 2009 |
| | | TA-15 | Emerald Hill | 5025 New Columbia Rd. | 2009 |
| | | | Feltman Mound | Address restricted | 6-16-2008 |

A Preservation Plan
for the
Tebbs Bend Civil War Battlefield
Taylor County, Kentucky
(GA-2255-08-022)



Prepared By
Joseph E. Brent
Maria Campbell Brent
Mudpuppy & Waterdog, Inc.
Versailles, Kentucky

Prepared For
Tebbs Bend Battlefield Association
Campbellsville, Kentucky

Funded By
American Battlefield Protection Program
Washington, DC

April 26, 2010



A Preservation Plan
for the
Tebbs Bend Civil War Battlefield
Taylor County, Kentucky
(GA-2255-08-022)

Prepared By
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Maria Campbell Brent
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129 Walnut Street
Versailles, Kentucky 40383
859-879-8509

Prepared For
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112 Kensington Way
Campbellsville, Kentucky 42718

Funded By
National Park Service
American Battlefield Protection Program
1201 Eye Street, NW (2255)
Washington, DC 20005

April 26, 2010

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All photographs Mudpuppy & Waterdog, except pages 14, 15, 21, 33 and 34 are courtesy Betty Jane Gorin Smith.

ACKNOWLEDGEMENTS

The authors of this plan would like to thank those people who took time to help us with this plan. Planning efforts are generally the work of many individuals. The people of Taylor County, especially those who live on or near the battlefield, have done so much to preserve the site, and it is to those landowners who work and love the land that this plan is dedicated. We also want to thank the following individuals and organizations for their assistance. Any errors or other problems with the document are the fault of the authors.

Betty Jane Gorin, author and Civil War historian extraordinaire

David Higginbotham, technical support

Kathy A. Hodges, USDA

Deidre McCarthy, GIS Information Service, National Park Service

Becky Nash, Taylor County Extension Agent for Family and Consumer Sciences

Marty Perry, Kentucky Heritage Council

Amy Potts, Rural Heritage Development Initiative

Taylor County Property Valuation Administrators Office

Taylor County Tourism

Tebbs Bend Battlefield Association

US Army Corps of Engineers, Green River Lake

EXECUTIVE SUMMARY

The Tebbs Bend Battlefield Association (TBBA) initiated this preservation planning project in 2008. It was funded by a grant from the American Battlefield Protection Program (GA-2255-08-022). Mudpuppy & Waterdog, Inc., of Versailles, Kentucky was contracted to prepare the plan.

THE BATTLE OF TEBBS BEND, JULY 4, 1863

The Battle of Tebbs Bend was the first major engagement of Confederate Gen. John Hunt Morgan's raid in Kentucky, Indiana and Ohio also known as the Great Raid. At the Battle of Tebbs Bend Morgan's veteran cavalry fought about 200 untested Union infantry. Morgan, with some 1,000 men engaged, could not dislodge the Union defenders. After several frontal assaults he was forced to call off the attack and move on. He lost over 70 men including 20 officers killed. It was a bad way to start off the raid, which ended July 26, 1863 near Salineville, Ohio with most of his command captured.

THE BATTLEFIELD

The Tebbs Bend battlefield is located in Taylor County, Kentucky about seven miles south of Campbellsville. The engagement took place on a narrow neck of land on the Tebbs Bend Road squeezed between the road and the river. The landscape is rolling hills and floodplain framed by the Green River. Farmsteads are the main cultural features.

PRESERVATION STRATEGIES

The plan explores land protection options, funding opportunities, partnerships with land conservation, economic development agencies and organizations and other strategies. Recommended actions are outlined. Priorities for protection are described in detail and specific recommendations made for purchase and protection through easements.

PRESERVATION PRIORITIES

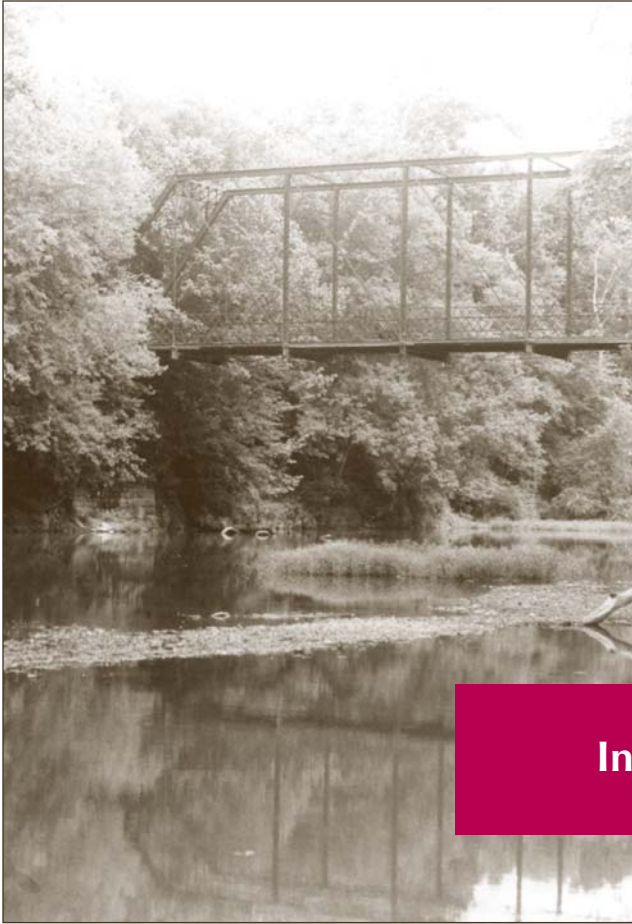
More than 840 acres of the battlefield Core or Study Area is now protected through public ownership or agricultural easements. It is recommended that all of the land within Tebbs Bend and in the National Register boundary between SR 55 and the Green River Bridge be protected by purchase or easement.

PURCHASE OF 18 PARCELS TOTALING JUST OVER 305 ACRES IN THE CORE AREA

- Ensure that the battlefield is preserved in perpetuity
- Enable implementation of a comprehensive interpretive program
- Ensure that professional archaeological investigations can be conducted
- Ensure that visitors experience the battlefield without inappropriate distractions
- Ensure that those who wish to continue farming can do so

PROTECT 402 ACRES IN THE CORE AND STUDY AREAS WITH EASEMENTS.

- Ensure that the battlefield is preserved in perpetuity
- Enable implementation of a comprehensive interpretive program
- Ensure that professional archaeological investigations can be conducted
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Introduction

INTRODUCTION

The Tebbs Bend Battlefield Association (TBBA) initiated this preservation planning project in 2008, when the organization applied for and received a grant from the American Battlefield Protection Program (GA-2255-08-022). The Tebbs Bend battlefield is a significant historic resource and one that deserves protection. In fact, over 800 acres of the battlefield is listed in the National Register of Historic Places. For more than a century, the people who live in the Tebbs Bend area and Taylor County have worked diligently to raise awareness of the significance of the battlefield and to insure its protection.

Over the course of the preservation planning project, Joseph and Maria Brent of Mudpuppy & Waterdog, Inc., traveled to Taylor County several times to evaluate the battlefield, conduct project research, speak with stakeholders, and hold community meetings. The preservation plan for the Tebbs Bend battlefield is based on a thorough evaluation of battlefield resources. It also incorporates the ideas, desires, and needs of the community and stakeholders as expressed in the community meetings and conversations concerning the future of the battlefield. Priority land for protection through purchase and easement is identified as is protection for significant battlefield viewsheds. Protection strategies address partnership opportunities and financial and technical sources of support.

The American Battlefield Protection Program's willingness to fund this plan demonstrates that preserving this battlefield is more than a local initiative, and that the National Park Service believes that the Tebbs Bend battlefield is significant. The TBBA has worked hard to show the National Park Service that they are serious about preserving the battlefield. It is the purpose of this plan to provide a blueprint for future preservation efforts.

THE BATTLE OF TEBBS BEND

The Battle of Tebbs Bend, also known as the Battle of Green River Bridge, was the first major engagement of Confederate Gen. John Hunt Morgan's *Great Raid*. Morgan, with 2,500 cavalry, artillery and a supply train, moved from Tennessee into Kentucky in July 1863. The battle was fought on July 4, 1863. Events with much larger national implications occurred that same day on the Mississippi River and in the rolling hills of Adams County Pennsylvania. The battle at Tebbs Bend was overshadowed by Vicksburg and Gettysburg in the national media of the time and in history books after the fact.

The Battle of Tebbs Bend deserves greater recognition. Civil War historian James A. Ramage called the Battle of Tebbs Bend "one of the most outstanding victories in the Civil War." Less than 200 untried Union recruits stood against repeated assaults by Morgan's experienced force of 800 to 1,000. Morgan's decision to fight this battle against the advice of his senior officers has been called one of the very few mistakes that Gen. John Hunt Morgan made in his entire career.

Morgan's defeat at the Battle of Tebbs Bend seems in hind site a portent of the events that followed. Several other battles were fought over the course of the 2,000 mile raid, notably Corydon, Indiana, and Buffington Island and Salineville in Ohio, but none surpassed the intensity of the fighting at Tebbs Bend. *Morgan's Raid in Kentucky, Indiana and Ohio (July 1863)* ended some 40 miles west of Pittsburg, Pennsylvania, on July 26, 1863. The raid was a disaster. Most of Morgan's men, and Morgan himself, ended up in northern prison camps.

THE BATTLEFIELD

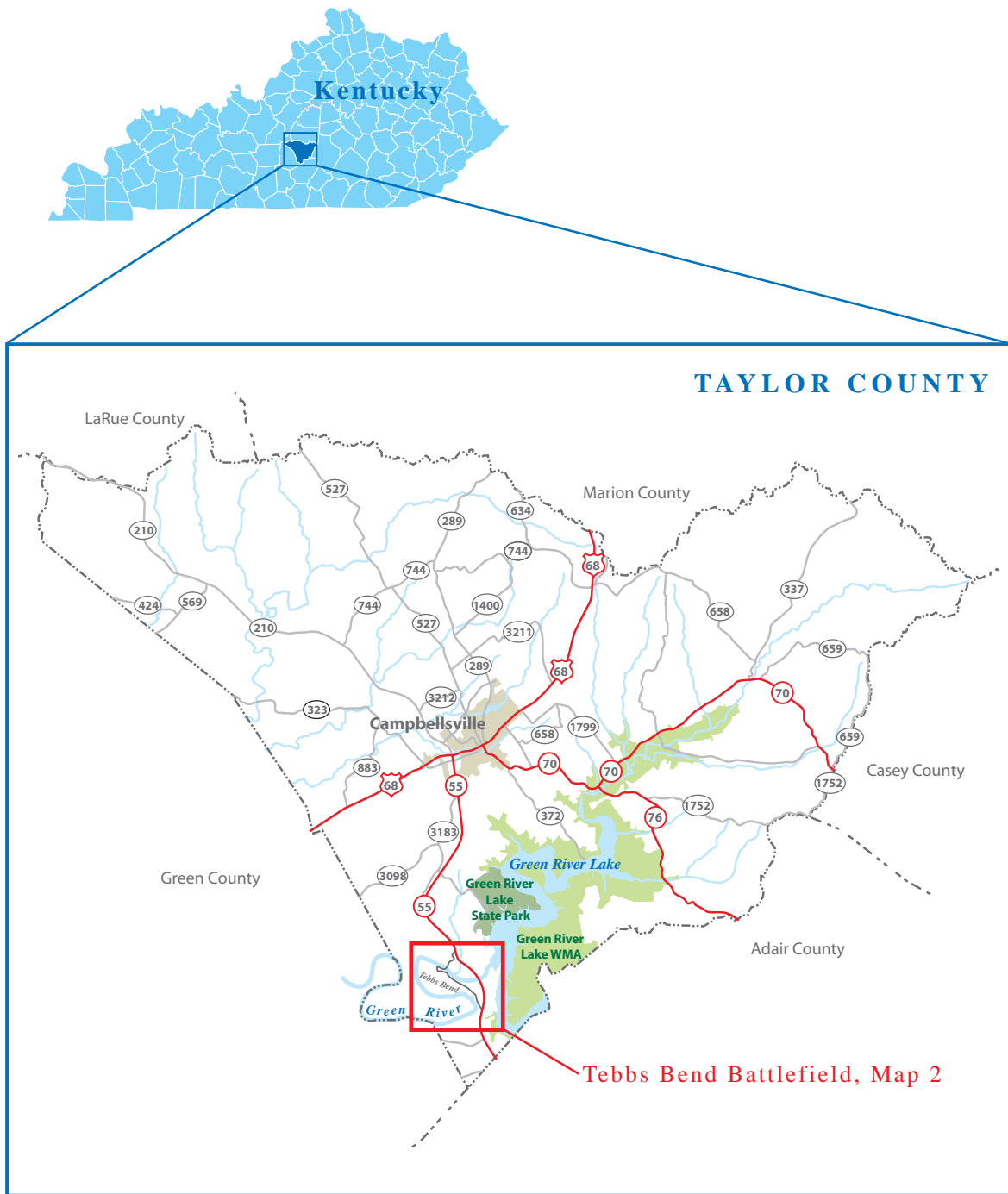
The Tebbs Bend battlefield is located in south central Taylor County about seven miles south of Campbellsville, Kentucky (Map 1). The battlefield where forces commanded by Union Col. Orlando Moore and Confederate Gen. John Hunt Morgan clashed on July 4, 1863, lies within a bend of the Green River called Tibbs or Tebbs Bend (Map 2).

The main engagement took place in a narrow neck of land squeezed between the river and the Tebbs Bend Road, which was the old Campbellsville-Columbia Turnpike. The area around the battlefield is rolling hills and floodplain framed by the Green River. As it meanders through Taylor and Green counties, the river creates three sweeping bends—Lemmons Bend, Penitentiary Bend and Tebbs Bend. The Core Area of the battlefield, where the fighting occurred, lies within Tebbs Bend, which the Union army had fortified to protect the turnpike bridge across the Green River.

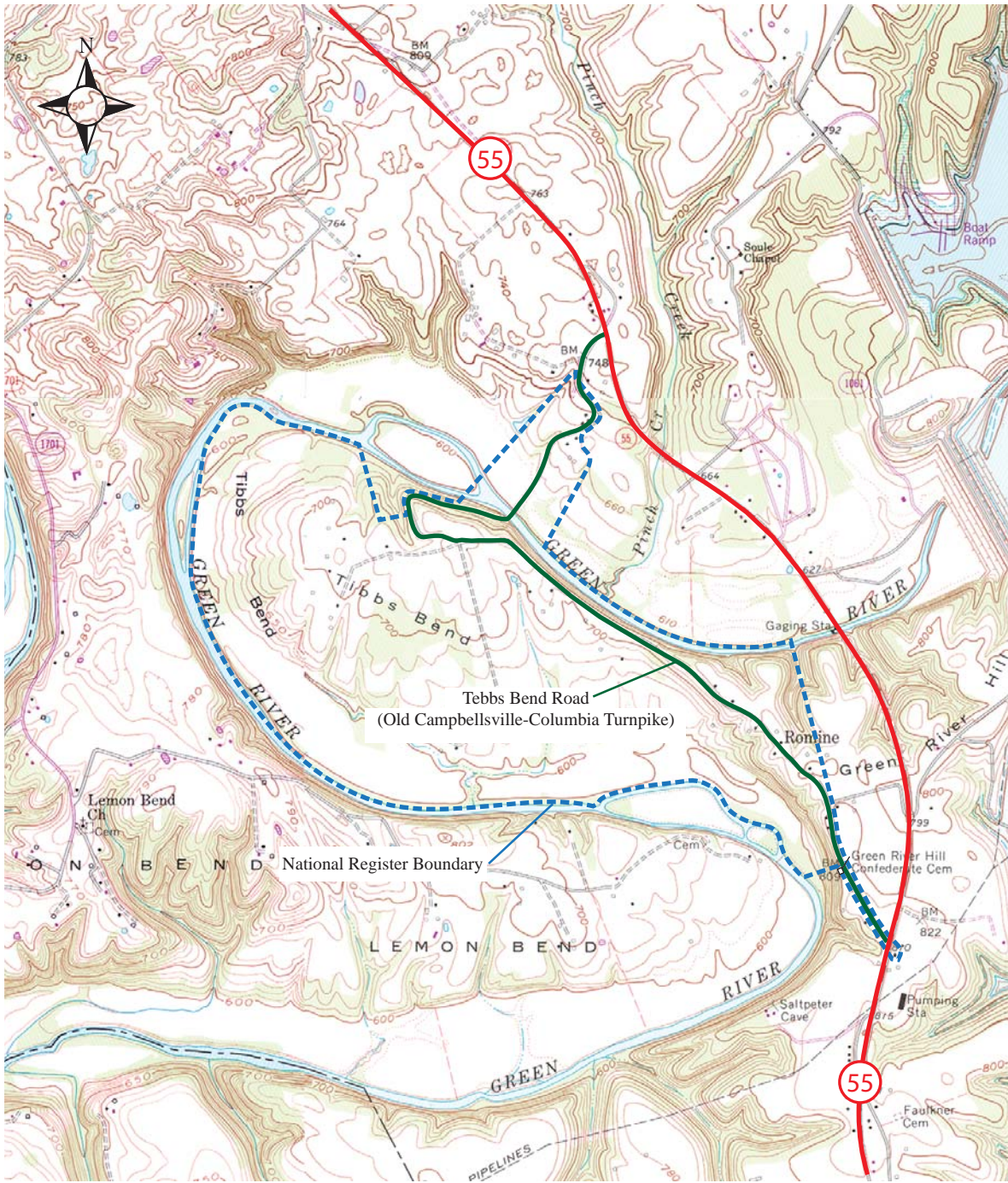
The people that live in the bends of the Green River, then and now, farmed the fertile fields. Today, corn, soybeans and cattle are common. Farmsteads with numerous outbuildings are the main features of the cultural landscape. There are no retail establishments, no schools, no commercial enterprises in the Core Area.

The turnpike bridge over the Green River was the reason the battle occurred where it did. Today, a small steel Half truss bridge with a wood deck spans the river, perhaps resting on the original 19th century piers. The river it spans is one the nation's most significant watersheds—The *Green River Bioreserve* is one of The Nature Conservancy's priority sites. The Nature Conservancy has purchased over 300 acres in the battlefield area, portions of which are in the Core Area of the battlefield.

The Tebbs Bend battlefield is an important part of the Taylor County, Kentucky, community. The landowners know that they own an important piece of American history. They are proud of their land and they have been good stewards it. The goal of this project is to raise awareness of the battlefield locally and nationally, and to help the landowners find ways to protect the battlefield that respect the resource and allow them and their children to continue to live and farm in this beautiful part of Kentucky.

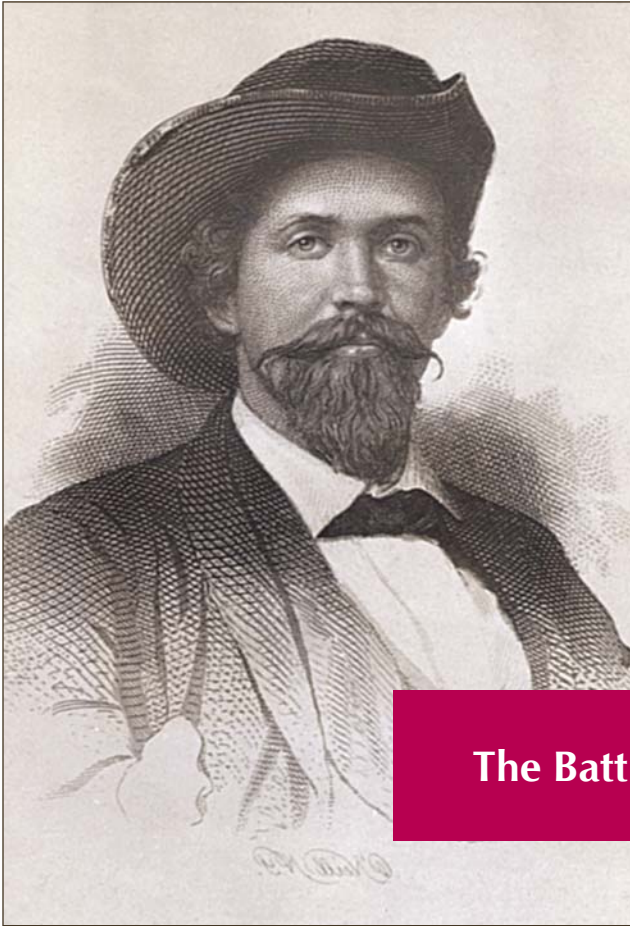


Map 1: Location of Tebbs Bend Battlefield, Taylor County, Kentucky.



Map 2: Tebbs Bend Battlefield, Taylor County, Kentucky. Map adapted from Campbellsville, Cane Valley, Greensburg and Gresham 7.5 minute USGS topographic quadrangle maps.

Scale: One inch = 1/2 mile



The Battle Of Tebbs Bend

THE BATTLE OF TEBBS BEND, JULY 4, 1863

The Battle of Tebbs Bend is one of five major engagements associated with Confederate Gen. John Hunt Morgan's Raid in Kentucky, Indiana and Ohio also known as the Great Raid in July 1863. Two of those engagements were in Kentucky - Tebbs Bend on July 4 and Lebanon on July 5, 1863. There was a battle in Indiana at Corydon on July 9, and two in Ohio at Buffington Island and Salineville on July 19 and 26, respectively. Tebbs Bend and Buffington Island were by far the fiercest engagements (Map 3).

MORGAN'S JULY 1863 GREAT RAID

Confederate Gen. John Hunt Morgan left Alexandria, Tennessee, on June 11, 1863, with almost 2,500 men, most of them Kentuckians, two three-inch Parrott guns, two twelve-pounder howitzers, and a large supply train. His orders were to take his command into Kentucky, attack Louisville and disrupt Union lines of supply and communication, thus slowing the Union advance on the main Confederate army in the west, then at Tullahoma.

On June 20, Morgan's force crossed the Cumberland River in Tennessee. Morgan's objective was Louisville and its warehouses full of supplies awaiting shipment on the L&N Railroad but, if fortune shone on him, Morgan also planned to cross the Ohio River into Indiana and Ohio. He already had scouts in both states, looking for the best places to ford the river. Morgan was prepared to attack Carthage, Tennessee, on June 21 when he was ordered to intercept a Federal force threatening Knoxville.¹

Union command was well aware of Morgan's actions. When Morgan crossed the Cumberland, General William Rosecrans informed General Ambrose Burnside of the Confederate strength and location. Burnside quickly sent word to his commanders in Kentucky to prepare for Morgan. General Henry Judah and the 3rd Division, 23rd Army Corps, was headquartered in Glasgow, Kentucky, guarding the approach to the Commonwealth. Judah moved southeast toward Tompkinsville and called his second brigade from Columbia to Marrowbone to guard his left flank. There was now nothing to prevent Morgan from moving from Burkesville to Columbia to Lebanon. In ordering General Edward H. Hobson to move from Columbia to Marrowbone, Judah opened the way for Morgan's ride north.²

On the evening of June 30, Morgan's forces again reached the Cumberland River in Kentucky. They began to cross the flooded Cumberland at Burkesville, about thirty-five miles upriver from Tompkinsville. The swollen river was between one-quarter and one-half mile wide and only a portion of the Confederates were able to complete the crossing, which continued by ferry and ford into July 2. The Confederates met almost no resistance. The fords were posted with only light pickets because General Henry Judah believed the river was too high to cross.³



Map 3: Morgan's 1863 raid into Kentucky, Indiana and Ohio.

Courtesy of Betty Jane Gorin

On the afternoon of July 2, Morgan sent scouts to determine the Federals' strength. Judah had orders to attack with cavalry as soon as Morgan crossed the river. Hearing an exchange of fire, Morgan led a force to the Norris Branch area of the Marrowbone-Glasgow Road, where they surprised a 300-man Union cavalry column. The Union forces retreated, followed by Morgan's men, who soon found themselves facing a regiment of Federal infantry formed in line of battle. The Confederates stopped short and were met with a volley of fire. The Federals skirmished with Morgan for about an hour and then the Confederates retreated. The skirmish accomplished little of military significance except that Captain Tom Quirk, Morgan's chief scout and his "eyes and ears," was wounded and had to be taken back to Tennessee.⁴

In the 19th century the roads between Columbia and Campbellsville were not nearly as direct as they are today. Like most roads in Kentucky they tended to follow the contours, often following stream beds and crossing major and minor streams by way of fords or ferries. There were few bridges, which made the bridge across the Green River at Tebbs or Tibbs Bend extremely important strategically.

Morgan, like many cavalry commanders, divided his command and sent them north along various routes, both to avoid crowding the main roads and to disguise his numbers from Federal authorities. Late in the afternoon of July 3, 1863, Morgan's command began to file out of Columbia. The soldiers traveled along the Columbia-Campbellsville Turnpike heading north. They reached the villages of Coburg and Cane Valley that night, where the Confederate cavalry foraged for food for themselves and their mounts. Knowing that the Confederates were headed their way, people hid their horses, money, and other valuables. Morgan made his headquarters at the John F. Bridgewater House in Cane Valley. There, he took his dinner and breakfast the next morning. Between meals, Morgan ordered Capt. Tom Franks north toward Campbellsville to assess the strength of the Union forces at the Green River Bridge. Morgan did not believe that the Federal force in Taylor County posed much threat to his command.⁵



Gen. John Hunt Morgan

UNION PREPARATIONS

The Union army had been guarding the bridge across the Green River since 1862 and had constructed a stockade on the heights overlooking the bridge. The families in the Tebbs Bend area were used to having the soldiers encamped at various places in and around the



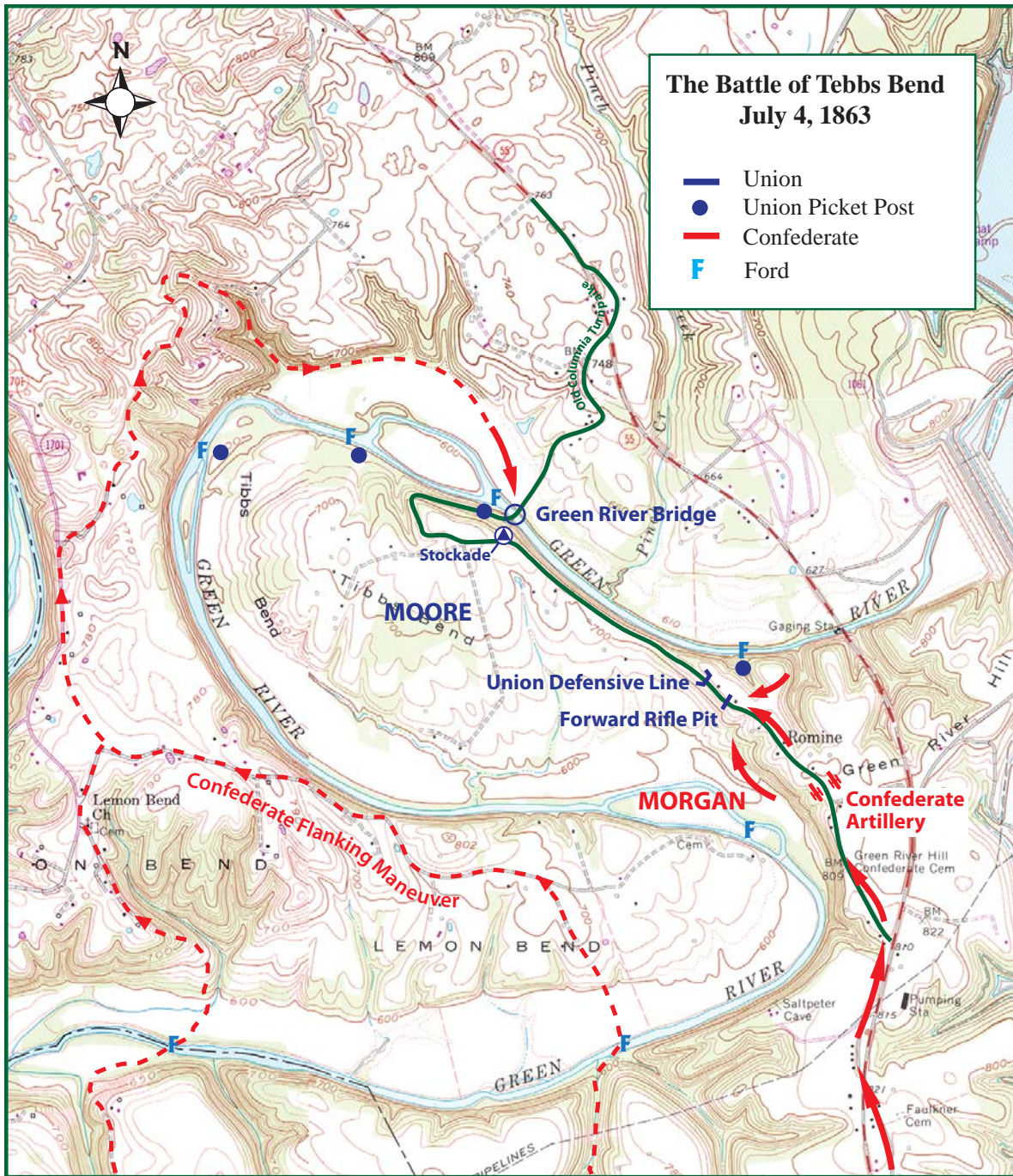
The Sublett House, by Billie Young, Hendersonville, Tennessee

Bend. Both the bridge and the stockade had been burned by Morgan on New Year's Day 1863, near the end of his Christmas Raid. Both structures had since been rebuilt, though the bridge had been damaged again by a flood on June 28, 1863.⁶

The day before the Battle of Tebbs Bend, Morgan's command fought a skirmish in Columbia. The Federal soldiers who would normally have been in Columbia were scattered all over south-central Kentucky looking for Morgan. As a result, only a very small detachment of soldiers was left to defend the town against Morgan's entire command. The fight was brief but deadly. Morgan took Columbia and the Union cavalry retreated to Jamestown.⁷

Even before the fighting in Columbia, work was underway at the Green River Bridge to prepare for Morgan's advance into the area. Union Col. Orlando Moore was in command of 250 or so men of the 25th Michigan who were charged with guarding the bridge. On June 29, Moore began his defensive preparations. As part of that preparation, Moore increased patrols and pickets in Tebbs Bend and the surrounding area. West of Moore's main defensive position, at the extreme end of Tebbs Bend, were two fords, both of which led directly to the Howard House. From the Howard property a road ran to the Campbellsville-Columbia Turnpike, which could be used by Confederate cavalry to get behind the Federal defenses. Moore posted guards at the fords (Map 4).⁸

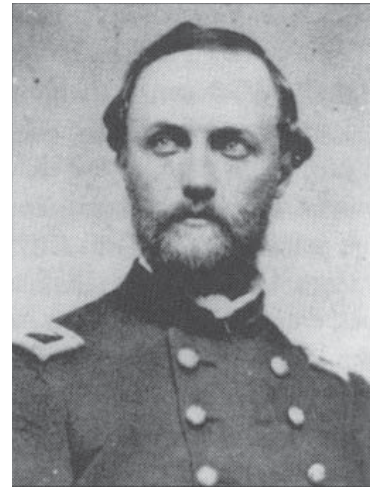
Col. Moore spent the next few days preparing for an attack that he believed was inevitable. He abandoned both the stockade and his encampment north of the Green River after he determined that they could not be defended with the force he had at his disposal. He chose to erect a temporary fortified position on a narrow neck of land east of the bridge, on a knoll in the Tebbs Bend of the Green River. The only access to the Bend was through the Narrows, an opening only 100 yards wide flanked on both sides by the river. This site



Map 4: The Battle of Tebbs Bend, July 4, 1863.

gave the defenders a decided advantage. Here the land “. . . drops precipitously on the north side of the ridge 150 feet into the river.” Confederate Col. Basil Duke, Morgan’s brother-in-law and right-hand man, later described it as “one of the strongest natural positions I ever saw.”⁹

Moore had no artillery and he knew Morgan had several pieces. He detailed seventy-five men to construct a temporary forward line. A rifle pit was dug about 100 yards in front of the main position along with a number of supplementary trenches that provided an avenue for the quick withdrawal of Moore’s men to the main defended position. A work detail felled trees to provide timber for the main defense line. They worked until almost midnight and then slept where they worked. The next morning, July 2, a relief work detail arrived to fell trees to clear a field of fire. They set logs on end in a trench and put dirt in front of them, forming a breastworks. Felled trees with sharpened branches, abatis, pointed toward the enemy’s line of approach. When Morgan’s force was within one mile of the south bank of the river on July 3, they could hear Moore’s men felling trees to complete the fortification. Work continued into the night as men placed sharpened spikes in two zigzag rows in front of the abatis. The hurriedly constructed parapet was finished the morning of July 4. It was admirably sited, protected by thick woods and steep banks on three sides. It was impossible for artillery to shell the fortification. This defensive preparation forced the Confederates to attack in a narrow front that did not allow them to maneuver or use their superior numbers to their advantage.¹⁰



Col. Orlando Moore

General John Hunt Morgan, who commanded a large, well trained, experienced force, expected little trouble from Moore’s smaller force of untried troops. The report of his scout, Capt. Franks, led Morgan to believe that Col. Orlando Moore would put up little resistance. It was the first time Franks had led a reconnaissance mission; his report to Morgan was in error. Col. Moore was well prepared and ready to fight.¹¹

MORGAN MOVES

Morgan decided to send three regiments in a direct attack against the Union position, holding two regiments in reserve. Two more regiments commanded by Col. Roy S. Cluke and Lt. Col. Wash Owen would carry out a flanking maneuver north of the bridge, cutting Moore’s communications, preventing reinforcements from Lebanon, and blocking the retreat of the defeated Union troops. The night of July 3, Morgan’s scouts set out, followed shortly by the main body of troops. They were guided by men who had grown up in the area and were well acquainted with the location of the Green River’s many fords. Cluke and Owen crossed the Green River south of the Union position at three fords in the

Lemmons Bend area. This circuitous route took them west of the Union position. They rode around Tebbs Bend, where a portion of the force forded the river. When they arrived at the bottomland on the north side of the bridge they did not find the Union camp they expected. The rest of the Confederates began to ride up the road toward the Union line.¹²

Moore had begun to move the camp some hours earlier, when he received reports that the Confederate force was only two miles away. Working by the light of the full moon, the Federal troops slowly and quietly began to move the wagons toward the temporary bridge built to replace the partially finished bridge destroyed by high water less than a week before. When they reached the end of the bridge at least one company of foot soldiers and a number of mounted men turned and walked back over the bridge, repeating the maneuver a number of times, hoping to give the impression that reinforcements had arrived.¹³

It took all night to move the men, horses, wagons, and supplies across the Green River. Moving the sick and wounded in the hospital was especially difficult and time consuming but finally only a few men, remained ordered to defend the old camp site. Moore formed up his untried troops and told them, "Don't be afraid, my boys. Be quiet, men. Let your guns speak for themselves. No shouting. No colors are to fly so the enemy will not know our numbers. . . We can take on thousands." Moore's final preparation included getting the local citizenry out of harm's way. The Michigan troops rode to the houses located within what they feared would be the battlefield and urged the inhabitants to flee.¹⁴

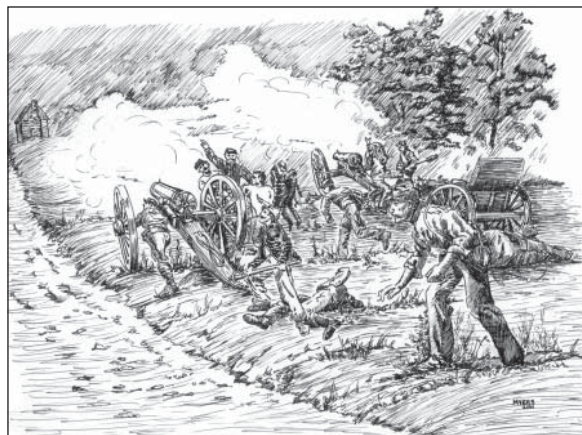
At daybreak on July 4, Morgan and his staff mounted up and left Cane Valley. Although his scouts reported that Moore was preparing a defensive position, and some of his officers recommended that they avoid Tebbs Bend, Morgan still expected an easy victory. At about 6:30 the morning of July 4, the Confederates deployed their artillery and began shelling the Union position. After several shots, Morgan sent Moore a demand for surrender. It was Independence Day and Moore answered Morgan's demand saying, "Present my compliments to General Morgan, and say to him that, this being the fourth day of July, I cannot entertain his proposition." Moore had no artillery and his force numbered only about 265 men; with only about 170 on the field. The remainder was deployed at the fords and at the bridge; some were serving as teamsters and hospital stewards. Morgan's infantry and artillery totaled 800 to 1,000, not including the two regiments held in reserve. Moore was outnumbered 4 or 5 to 1. When Col. Alston, who delivered Morgan's demand for surrender, pointed out the Confederate advantage, Moore replied, "I have a duty to perform to my country, and the presence of this day supports me in my decision; therefore I cannot reconsider my reply to General Morgan."¹⁵

His demand for surrender rejected, Morgan ordered the artillerists to resume their bombardment. Moore ordered his sharpshooters, "Now boys, rise up and take deliberate aim. Shoot those Rebel gunners." The Union sharpshooters, skilled in hunting game as

small as a squirrel, decimated the Confederate gunners. The effect of their small arms fire was so great that it forced Morgan to withdraw his artillery. This left Morgan with two choices, to cut his losses and withdraw or to attack the Union position. Had John Hunt Morgan been another man he might have taken the prudent course of action and withdrawn without attacking the formidable position. He did not; Morgan ordered his division forward.¹⁶

THE BATTLE

Morgan's strategy was to take the forward rifle pit first and to then make a frontal assault. Moore had anticipated just this action. The rifle pit was dug so that the northern side was open and in view of his forces. The Confederate capture of the trench would be a hollow victory—those in possession would be exposed to fire from the main Union defensive position. The Confederates advanced under heavy Union fire, suffering many casualties. Morgan's men drew back, regrouped, and moved forward again. The Union troops in the rifle pit came under heavy fire and were forced to fall back. As they did so, the Federals in the main works and those positioned behind felled trees directed intense fire on the Confederates.¹⁷



Morgan's Artillery

Finally, Morgan and his staff were in a position to clearly see Moore's defenses and it was clear that the Union position was extremely strong. An assault on the Federal works required a charge over an open field, a fight through the abatis, and crossing a ditch filled with water. The terrain afforded little cover. The advancing Confederates would be exposed to direct fire. Col. Adam R. Johnson had advised Morgan not to fight at Tebbs Bend earlier that day. He now asked Morgan not to make a frontal assault. Once again, Morgan declined to take his advice; he ordered the charge (Map 4).

The dismounted Confederate cavalry advanced on the double-quick. Moore ordered his men to hold their fire until they had taken careful aim. As the first wave of Confederates neared the Union position they became mired in the abatis. Morgan sent more men forward in support. Moore's regiment, though untested, was very well drilled. His men efficiently fired, reloaded, and fired again. They were all skilled hunters used to making every shot count. They did so now with devastating effect. The Confederates soon realized, some too late, that kneeling to fire or standing to reload their weapons made them attractive targets. Some lay on the ground to reload before running forward again.

But some Confederates made it to within several feet of the Union position, both sides

shooting at each other from either side of the abatis. According to Moore, “The conflict was fierce and bloody. At times the enemy occupied one side of the fallen timber, while my men held the other, in almost a hand-to-hand fight.” The Confederates were never able to use their much superior numbers effectively against the entrenched Federals. One cavalryman later reported that he had not so much as seen a Union soldier, only the ends of their rifles protruding from the port holes of the fortification.¹⁸

Time and again the Confederates fell back, regrouped, and charged again. Col. Tucker was ordered to set the Union fortifications on fire but could not ignite the green wood. In spite of the heavy losses, Morgan wasn’t finished. He ordered Col. David Waller Chenault to carry out a flanking maneuver, getting his regiment into a position where enfilading fire could be poured into the Union fortifications. To do so, Chenault had to lead his men into the ravine, along the river bank, and up the steep slope to the Union fortification. Chenault in the lead, his men charged the abatis, forcing the Federals back.

Hoping to create the illusion that reinforcements were arriving, Moore blew his bugle, calling up a company that had been held in reserve and signaling part of the detachment guarding the bridge to come forward. The reserve troops arrived and the Federal troops rallied, pouring pistol shot into the Confederate line. Col. Chenault was hit, falling dead at the feet of his second in command, Maj. James B. McCreary. Seeing their leader fall, the shocked Confederates pulled back momentarily. McCreary assumed command as Lt. Colonel, designating Capt. Alex Tribble his second in command. Moments later, Tribble lay dead. Seeing that something was wrong, Major Thomas Y. Brent raced across the field. He, too was killed.¹⁹

As the Confederates faltered Moore signaled his force to advance. He quickly reconsidered, however, and decided that it was best to remain behind his fortifications. Victory was his, in any case. Morgan, meanwhile, was being told that the Federals could not be dislodged.



The Death of Col. David Waller Chenault

It was a little before ten o’clock when Col. Cluke, hearing no further fire from the battlefield, advanced his force. As he neared the Green River Bridge, Cluke expected to intercept Union troops retreating in the face of General Morgan’s victory. Instead, Union sharpshooters opened fire, unseating two or three of his cavalry. Realizing that his assumption of Confederate victory was in error, Cluke withdrew under fire and rejoined the Confederate forces bypassing the position.²⁰

At 10:30 A.M. Morgan sent a flag of truce forward with a note that read, "I have sent under Flag of Truce Dr. J. F. Keiser, the Rev. Mr. Moore, Chaplain of the 5th Ky. Regiment, other attendants to recover the bodies of our dead and wounded who are left on the field." It was signed D. Keller, Surgeon, 1st Brigade, Ky. Cavalry, C.S.A., 10 ½ o'clock.²¹

Moore's men laid the bodies of the dead out along the road. Four Kentuckians, including Col. Chenault, were taken home for burial. The rest were left to be buried by others. It was not until Col. Moore was sure that the Confederates had withdrawn and that rumors of further Confederate attacks were proved false that he was willing to send out a burial detail.²²

It was a short battle, lasting just four hours from the first artillery shot to Morgan's message of truce, but it was a very costly battle for John Hunt Morgan. He lost 27 men, twenty of whom were experienced officers including Colonel David Waller Chenault and Major Thomas Y. Brent. Fourteen men were wounded; 32 captured. Col. Moore's losses were much lighter; 6 men killed, 24 wounded and 1 captured.²³

SIGNIFICANCE OF THE BATTLE

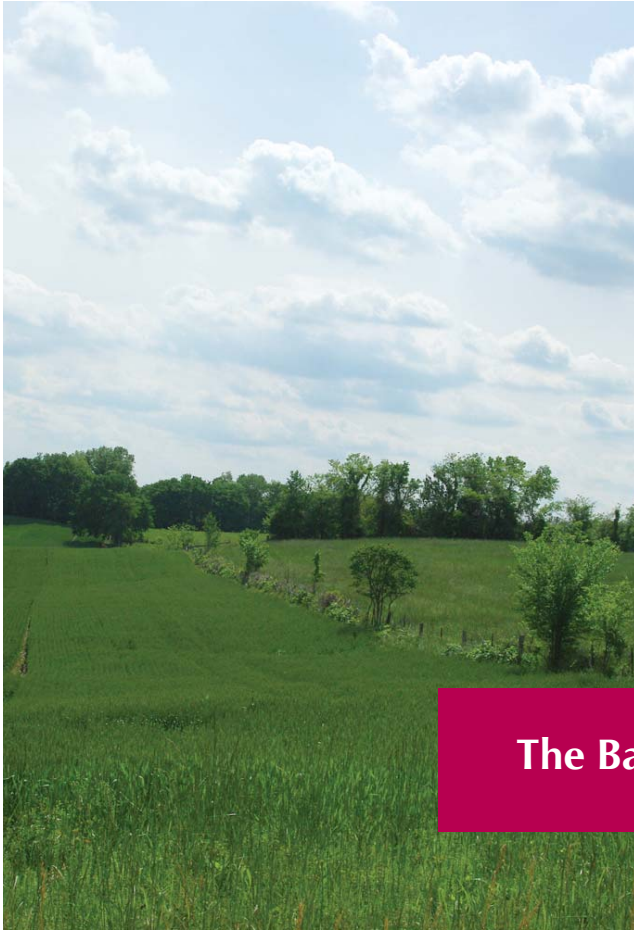
Morgan biographer, James A. Ramage called the Battle of Tebbs Bend, "one of the most outstanding victories in the Civil War" because it was unusual for such a small Union force to resist Morgan and to fight so determinedly and effectively. Less than 200 untried Union recruits stood against the assaults of Morgan's experienced force of 800 to 1,000. Morgan persisted in his determination to fight the battle against the advice of his senior officers. His decision to continue the fight after his artillery had been rendered ineffective has been called one of the very few mistakes General Morgan made in his entire career.

Col. Orlando Moore and his men were universally praised and commended for their bravery and their victory over Morgan. A reporter from the *Louisville Times* wrote that "the Battle of Tebbs Bend was evidently one of the finest planned and best fought battles of the war." Major Gen. George L. Hartsuff and Gen. Ambrose E. Burnside wrote commendations. After hearing Col. George T. Wood describe the battle and voice his opinion that Moore and his men had "saved the city of Louisville from sack and pillage by the rebel hordes," the Kentucky House of Representatives acknowledged Col. Moore and his command in two complimentary joint resolutions.²⁴

Morgan could have avoided this battle altogether, and may well have wished he had. It set the tone for what became a disastrous military misadventure. Morgan was bloodied the next day at Lebanon. He would eventually cross the Ohio River and fight numerous skirmishes and three more major battles before he was captured about forty miles west of Pittsburgh, near West Point, Ohio.

ENDNOTES

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2. Ramage, *Rebel Raider*, pp. 162-163.
3. Gorin, "*Morgan Is Coming!*," pp. 112-115.
4. Ramage, *Rebel Raider*, pp. 162-163; Gorin, "*Morgan Is Coming!*," pp. 115- 117 and Thomas, *John Hunt Morgan and His Raiders*, p. 77.
5. Gorin, "*Morgan is Coming!*," pp. 132-134.
6. Gorin, "*Morgan is Coming!*," pp. 27, 86-88 and 160; James A. Ramage, *Rebel Raider: The Life of General John Hunt Morgan*, University Press of Kentucky, Lexington, Kentucky, 1986, p. 163.
7. Gorin, "*Morgan is Coming!*," pp. 125-131.
8. Gorin, "*Morgan is Coming!*," pp. 158-159 and Lt. Michael A. Hogan, *Map of Tebb's Bend, July 4, 1863*, National Archives.
9. Gorin, "*Morgan is Coming!*," pp. 159-161 and Basil W. Duke, "A Romance of Morgan's Rough Riders: The Raid, The Capture and the Escape," in *The Great Indiana-Ohio Raid*, edited by Don D. John, The Book Nook Press, Louisville, Kentucky, n.d., p. 12.
10. Ramage, *Rebel Raider*, p. 163 and Gorin, "*Morgan Is Coming!*," pp. 161-162.
11. Gorin, "*Morgan Is Coming!*," p. 134.
12. Gorin, "*Morgan Is Coming!*," pp. 163-168.
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14. Gorin, "*Morgan is Coming!*," pp. 162, 172.
15. Gorin, "*Morgan is Coming!*," pp. 180-182.
16. Gorin, "*Morgan is Coming!*," pp. 173, 182-183; Ramage, *Rebel Raider*, p. 163 and Dee Alexander Brown, *The Bold Cavaliers: Morgan's 2nd Kentucky Cavalry Raiders*, J. B. Lippincott, New York, 1959, p. 180.
17. Gorin, "*Morgan is Coming!*," pp. 184-186.
18. Gorin, "*Morgan is Coming!*," pp. 184-186 and United States War Department, *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies*, US Government Printing Office, Washington, DC, 1880-1901, Series I Volume 23 Part I, p. 646. Hereinafter cited as OR.
19. Gorin, "*Morgan is Coming!*," pp. 191-196.
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21. Gorin, "*Morgan is Coming!*," pp. 196-200.
22. Gorin, "*Morgan is Coming!*," pp.199-200.
23. Ramage, *Rebel Raider*, p. 163 and OR, Series I Volume 23 Part I, p. 646 and Gorin, "*Morgan is Coming!*," pp. 332-348.
24. Gorin, "*Morgan is Coming!*," pp. 201-203.



The Battlefield Today

THE BATTLEFIELD TODAY

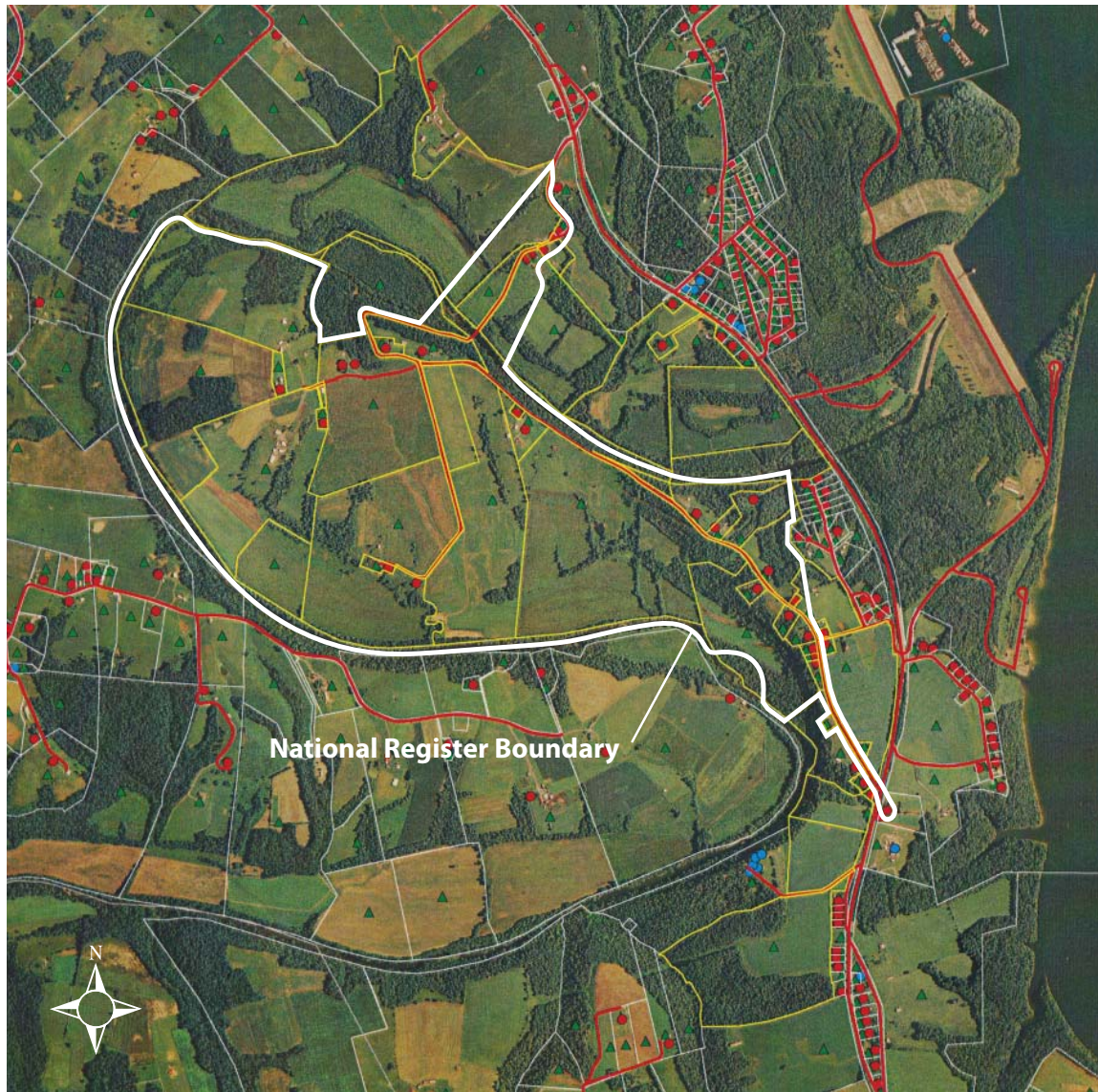
The Tebbs Bend Battlefield retains excellent integrity and the viewshed from any point on the battlefield is excellent. All that a visitor sees driving from SR 55 south along the Tebbs Bend Road is a scattering of houses and farmsteads. The battlefield was listed with statewide significance under Criterion A. There are no commercial establishments within the National Register boundary or Core Area of the battlefield.

The Tebbs Bend Road, a remnant of the Old Columbia Turnpike, winds south from SR 55 past the old tollgate house and the Sublett farmstead before crossing the Green River on the 1907 steel bridge. It proceeds up a steep slope to a hairpin curve at the top of the ridge. At the top the hill the Tebbs Bend area comes into view. This narrow ribbon of asphalt then winds through the battlefield—past the site of the old stockade, the main battlefield, several house sites, and the Confederate Cemetery before it again intersects SR 55. The route has changed little over time. This narrow county road and the associated Green River Bridge retain the setting, feeling and association that make the route and the bridge significant battlefield features. The bridge is not the original covered bridge but it is in the same location as the original. The soldiers' spring about halfway up the hill is a reminder of a time before city water and indoor plumbing.

The terrain and the use of it by the Union forces is the key to both the understanding of the battle and the Union victory at Tebbs Bend. At the top of the ridge, the land opens to the south and west into broad rolling hills bounded by the Tebbs Bend of the Green River. From here, the road hugs the ridge line, following the river southeast. About halfway down the neck of the Bend the river swings to the north while the road continuing to the southeast. Here, on a narrow ridge north of the road known as the "Narrows," is where the main engagement of the battle was fought. It was on the north end of the ridge that Union Col. Orlando Moore placed his defenses. The placement was nearly perfect. Moore left the Confederates with the high ground but little else.

The Confederates could not see Moore's position until they rounded a bend in the road. Even then, they would have seen only his forward rifle pit. Moore's main position was on a narrow ridge nose between the river and the road, protected on the flanks by steep slopes falling away from his position in both directions. Any assault had to come from the southeast. Given the width of the ridge, very few attackers could be thrown at the position at any one time, reducing their firepower and making Moore's more effective.

There are five 20th century houses on the battlefield's main engagement site and a small stretch of the road has been shifted to the south. Originally, the road ran south of the manufactured home, which sits where the Union rifle pit was located. The narrow avenue of approach to the Union defensive position is still evident. Steep slopes drop off to the southeast and behind the houses north of the road. From the Confederate artillery position



Map 5: Tebbs Bend Battlefield National Register boundary.



The Confederate Artillery position, looking northwest down Tebbs Bend Road.

one can see that the terrain falls off in two directions and that the area where the Union position was located is almost totally concealed by the terrain features (Map 5).

Just south of the Confederate artillery position the land again opens up, this time to the east. From this area all the way south to the Confederate Cemetery, one catches glimpses of SR 55. This area, known as Romine, is the area of the battlefield with the most development. There are houses and outbuildings on both sides of the road. Protecting viewshed is the priority for this portion of the battlefield. The open space between the cemetery and SR 55 is broad and flat and, given its easy access to SR 55, would make an excellent location for a residential development.

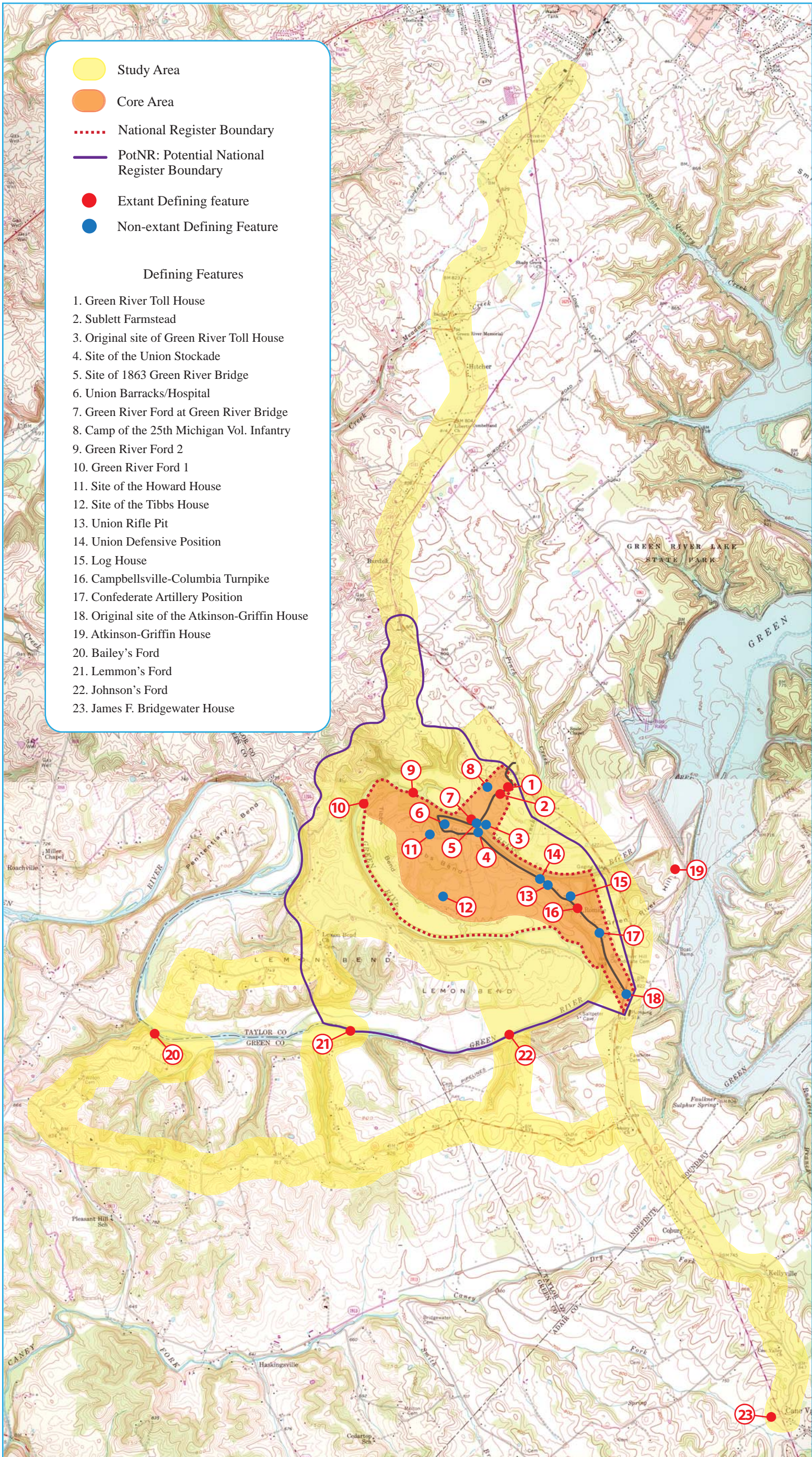
THE BATTLEFIELD SURVEY

The Tebbs Bend battlefield was not included in the Civil War Sites Advisory Commission Survey (CWSAC) in 1993. Betty Jane Gorin, a retired educator from Campbellsville, Kentucky, has been preserving and interpreting the Tebbs Bend Battlefield for nearly 40 years. Ms. Gorin made a presentation to the CWSAC in Lexington in 1992, pleading the battlefield's case in the hope of getting the battlefield included in the study. Unfortunately, neither her pleas nor those of the Kentucky Heritage Council swayed the Commission.



Betty Jane Gorin and unidentified reenactor, 1998.

Because it was not previously surveyed, the Tebbs Bend Battlefield was surveyed using CWSAC methodology as part of this project. The survey determined a Core and Study Area for the battlefield and identified its defining features (Map 6). Together, these three elements define the battlefield boundary. During the CWSAC survey update recently completed for Kentucky, the Potential National Register Boundary, or PotNR, was also defined for each battlefield. A PotNR was not drawn for the Tebbs Bend battlefield because the current National Register boundary is larger than the Core Area.



Map 6: Tebbs Bend Battlefield Core Area, Study Area, Defining Features, PotNR and National Register Boundary.

The definitions below are taken from *Update to the Civil War Sites Advisory Commission Report on the Nation's Battlefields: Commonwealth of Kentucky*, National Park Service, Washington, DC, 2008, and David Lowe, *Battlefield Survey*, American Battlefield Protection Program, National Park Service, Washington, DC, 1990.

Defining Features are sites and place names found in battle descriptions or shown on historic maps that can be used to locate significant actions and events in the field. Defining features may be extant or lost. Nineteen defining features were identified for the Tebbs Bend Battlefield. Extant features are indicated by red dots on Map 6; lost features are indicated by blue dots.

DEFINING FEATURES OF THE TEBBS BEND BATTLEFIELD

1. Green River Toll House
2. Sublett Farmstead
3. Original site of the Green River Toll House
4. Site of the Union Stockade
5. Site of 1863 Green River Bridge and location of current bridge, built in 1907
6. Union Barracks/Hospital
7. Green River Ford at Green River Bridge
8. Camp of the 25th Michigan
9. Green River Ford 2
10. Green River Ford 1
11. Site of the Howard House
12. Site of the Tibbs House
13. Union Rifle Pit
14. Union Defensive Position
15. Log House
16. Campbellsville-Columbia Turnpike
17. Confederate Artillery Position
18. Original site of the Atkinson-Griffin House
19. Atkinson-Griffin House
20. Bailey's Ford
21. Lemmon's Ford
22. Johnson's Ford
23. James F. Bridgewater House

The Study Area represents the historic extent of the battle as it unfolded across the landscape. The Study Area contains resources known to relate to or contribute to the battle event—where troops maneuvered, deployed, and fought immediately before, during, and after combat. Historic accounts, terrain analysis, and feature identification inform the delineation of the Study Area boundary. The Study Area indicates the extent to which historic and archeological resources associated with the battle (areas of combat, command, communications, logistics, medical services, etc.) may be found and protected. The Study Area is shown in yellow on Map 6.

The Core Area represents the areas of fighting on the battlefield. Positions that delivered or received fire fall within the Core Area. Frequently described as “hallowed ground,” land within the Core Area is often the first to be targeted for protection. The Core Area lies within the Study Area. The Core Area is shown in orange on Map 6.

Potential National Register Boundaries (PotNR) was added for the Update to the Civil War Sites Advisory Commission Report on the Nation’s Civil War Battlefields, which began about 2005. This boundary is drawn to indicate that the battlefield retains enough integrity to show the site’s significance. The boundary is drawn with the National Register of Historic Places guidelines in mind. However, the boundary does not constitute a formal determination of eligibility by either the SHPO or the keeper of the National Register of Historic Places. In the case of Tebbs bend the National register boundary has already been expanded once it is unlikely, but not impossible that the boundary could be expanded to include all of the PotNR as drawn. Map 6.



Cultural and Natural Resources

CULTURAL AND NATURAL RESOURCES

Cultural and natural resources are significant extant features or potential archeological resources on the battlefield. Eleven cultural resources and eight natural resources have been identified on the Tebbs Bend Battlefield (Map 7).

1. *Green River Toll House (TA-58)* – This frame structure dates from the mid to late-19th century. It housed the toll collector for this portion of the Columbia-Campbellsville Turnpike. The building is built on piers and has a single door facing the road and an end gable roof covered with metal roofing. The structure was moved from its original location adjacent to the Green River Bridge in the early 20th century. It is now located immediately west of the Tebbs Bend Road on the Tebbs Bend-Green River Nature Preserve.

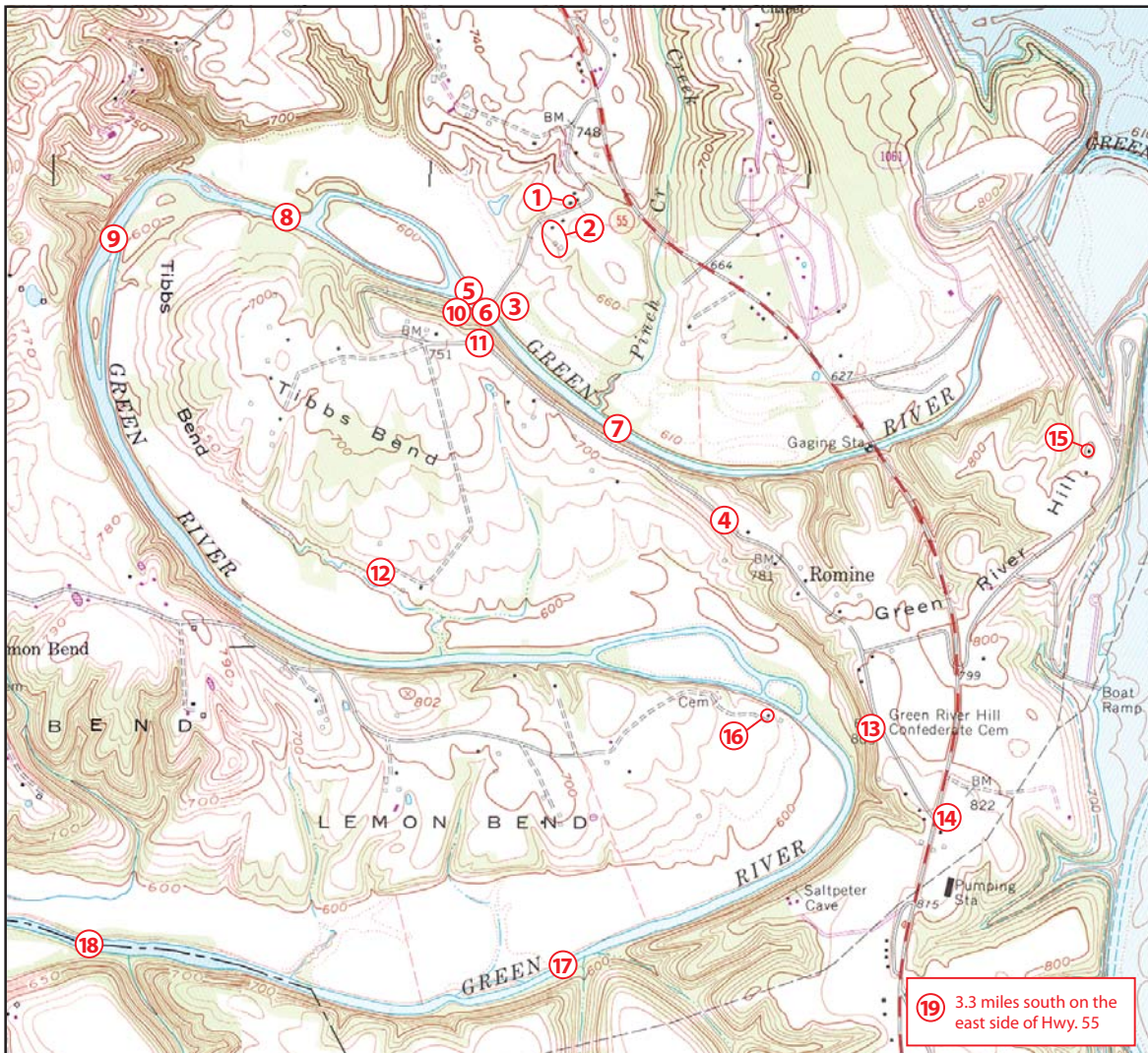


2. *Sublett Farmstead (TA-1)* – The Sublett House sits on a knoll east of and overlooking the Tebbs Bend Road. The log house is a contributing structure in the Battle of Tebbs Bend National Register nomination. James Allen Sublett built the house in 1849. The smokehouse and corn crib also date from before the Civil War. The Sublett family farmed and also made a living as innkeepers from the mid-19th century into the first quarter of the 20th century. The Sublett family was well known to the Union soldiers who fought in the battle. The family visited the soldiers and no doubt traded fresh produce and other goods for cash. In fact, James A. Sublett, who was living in the house at the time of the battle, grew corn under contract for the Union army. During the Battle of Tebbs Bend, the Sublett House was used by Union forces as a hospital. The original log portion of the house is sixteen feet square. There have been several additions to the original house but the log core remains intact.



2a. *Sublett corn crib* – This log structure pre-dates the battle and is part of the larger complex of out-buildings that constitute the Sublett farmstead. This structure is a contributing element of the Battle of Tebbs Bend National Register nomination.





- | | |
|--|---|
| 1. Green River Toll House (TA-58) | 11. Site of Union Stockade |
| 2. Sublett Farmstead (TA-1) | 12. Kerr Spring |
| 3. Original location of Green River Toll House | 13. Confederate Cemetery and Monument (TA-13) |
| 4. Campbellsville-Columbia Turnpike | 14. Site of Atkinson-Griffin House |
| 5. Green River Ford at Green River Bridge | 15. Atkinson-Griffin House |
| 6. Green River Bridge (TA-56) | 16. Log House in Lemons Bend |
| 7. The Green River | 17. Johnson's Ford |
| 8. Green River Ford 1 | 18. Lemmon's Ford |
| 9. Green River Ford 2 | 19. James F. Bridgewater House |
| 10. Soldiers' Spring | |

Map 7: Cultural and natural resources associated with the Tebbs Bend Battlefield.

2b. *Sublett smokehouse* – This small end gable log structure is one of three buildings associated with the Sublett farmstead that contributes to the Battle of Tebbs Bend National Register nomination.



3. *Original location of Green River Toll House* – The Green River toll house was originally located on the east side of the road just north of the Green River Bridge. The site is now an agricultural field. The site has archeological potential.



4. *Columbia-Campbellsville Turnpike* – The Tebbs Bend Road that traverses the battlefield is a remnant of the old Campbellsville-Columbia Turnpike. With the exception of a couple of minor adjustments in its route, the road has not changed since 1863. The road was paved with asphalt sometime in the second quarter of the 20th century.



5. *Green River Ford at Green River Bridge* – Also known as the Demosses or Tate-Sublett Ford, this ford is located just north and west of the bridge. The ford road, still visible from the south bank of the river, was once part of the shipping network that took tobacco and other goods down Kentucky's river system to New Orleans.



6. *Green River Bridge (TA-56)* – This half truss steel bridge was built in 1907 to replace the wooden covered bridge constructed in 1863. The present bridge may be built on the original stone abutments on which the wooden bridge rested. While this is not the original bridge it still adds to the overall setting and feeling of the battlefield. It is a very significant resource.



7. *The Green River* – The battlefield is defined by the Green River. The bridge across the river was the reason that this battle was fought. The river meanders through Taylor County, cutting three sweeping bends near the battlefield—Tebbs, Lemmons and Penitentiary. The narrow neck of land at the mouth of Tebbs Bend was where the main engagement of the Battle of Tebbs Bend took place. Without the Green River, there is no battle.



8. *Green River Ford 2* – This ford is located on the west side of an island formed by the Green River just west of the Green River Bridge. It was guarded by Union troops during the battle to prevent Confederate cavalry from crossing.

9. *Green River Ford 1* – This ford is located on the north end of an island formed by the Green River just around the southward bend from Green River Ford 2. It was guarded by Union troops during the battle to prevent Confederate cavalry from crossing.

10. *Soldiers' Spring* – This spring flows out of the side of the bluff on the south side of the Tebbs Bend Road as it winds from the Green River to the top of the bluff above. The spring is known as Soldiers' Spring because it is said to have been used by men who marched up the road and those camped in the fields below.



11. *Site of Union stockade* – In 1862, the Union army constructed a wooden stockade on the ridge above the Green River. The stockade was located on the bluff above the bridge and would have commanded the bridge and the fields below. Originally, it had no artillery and the stockade was captured and burned in early 1863 by Gen. John Hunt Morgan's forces during his Christmas Raid. The stockade was rebuilt and armed with artillery after the Battle of Tebbs Bend. This site has archeological potential and should be preserved.



12. *Kerr Spring* – This spring, located on the William J. Kerr farm, was used by Union soldiers who were encamped in the battlefield area. There is a cave associated with the spring.



13. *Confederate Cemetery and Monument (TA-13)* – The bodies of unclaimed Confederate soldiers were moved to this location in 1872 after James Madison Griffin donated the land expressly for use as a Confederate cemetery. The monument was erected that same year. The memorial headstones and plaques were placed in the cemetery in 1998. The monument is listed in the National Register of Historic Places as part of the Civil War Monuments in Kentucky thematic nomination.



14. *Site of the Atkinson-Griffin House* – Joel Dupuy Atkinson built this house on the east side of the Campbellsville-Columbia Turnpike about 1840. At the time of the Civil War, Atkinson's widow, Virginia Griffin Atkinson, her daughter Martha Rebecca Griffin, and her son-in-law James Madison Griffin occupied the house. Confederate forces used the house, which was located only about 440 yards from the battlefield, as a hospital after the battle. The house was moved from its original site in 1986.



15. *Atkinson-Griffin House* – This house was moved from its original location by the Friends of the Log House in 1986. The owners of the house donated the house to the historical society with the understanding that it would be moved off of the property. After its relocation to Green River Lake Park, the shiplap siding was removed and the house was restored. The two-story double pen log structure houses exhibits on the Battle of Tebbs Bend. The Atkinson-Griffin House is now owned and operated by the U.S. Army Corps of Engineers.



16. *James F. Bridgewater House* – Confederate Gen. John Hunt Morgan made this house in Cane Valley, where most of his men bivouacked the night before the battle, his headquarters. The James Bridgewater House is a two story, three bay frame structure with an end gable roof and exterior end brick chimneys. The house sits on a continuous rough cut limestone foundation. The story-and-a-half ell has an end gable roof and an exterior limestone chimney. It is very likely that the ell predates the front of the house. The house is now covered with aluminum siding.



17. *Johnson's Ford* – This ford is in Lemmons Bend off of Ebenezer Church Road, CR 585. It is located immediately north of CR 585 and west of an unnamed seasonal stream that flows into the Green River. Confederate cavalry crossed at this ford the morning of the battle. Morgan's cavalry planned to round up Union troops on the Campbellsville-Columbia Turnpike as they retreated from their defeat in the engagement with Morgan.

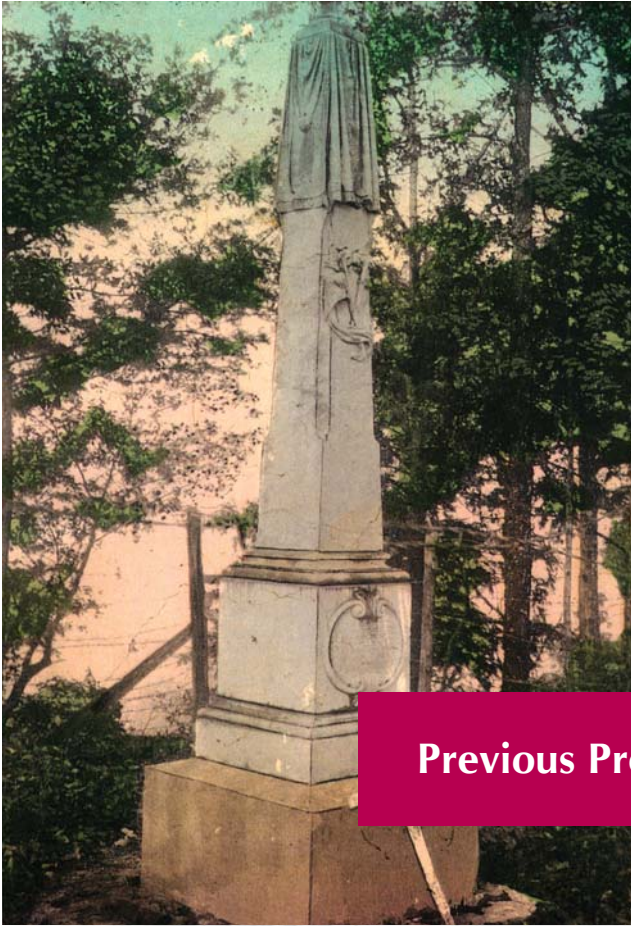


18. *Lemmon's Ford* – This ford, also in Lemmons Bend, is approximately one mile west of Johnson's Ford. It is located just east of an unnamed stream that flows into the Green River. Confederate cavalry crossed here on the morning of the battle. They were part of the force with orders to capture Union troops retreating on the Campbellsville-Columbia Turnpike following their defeat by Morgan.



19. *Log House in Lemmons Bend* – This two pen story-and-a-half log house was built by Union soldiers who camped in the fields of Lemmons Bend. It would have been on the route that the Confederates used when they withdrew from the battlefield.





Previous Preservation Activities



PREVIOUS PRESERVATION ACTIVITIES

Efforts to commemorate the Battle of Tebbs Bend and the men that took part in that battle began in the late 19th century. Since then, the effort has grown to encompass preserving the battlefield as a significant part of this nation's history, so that the lessons it has to teach us are passed on to future generations of Americans.

PRIOR TO 1960: COMMEMORATION

In 1872, the Confederate dead were moved from a mass grave along the Columbia Road to a plot of land donated by James Madison Griffin now known as the Confederate Cemetery. A small obelisk was erected that same year; later, a stone wall was built. Mr. Griffin's donation preserved about an acre of ground that has since been exempted from taxation as the "Old Confederate Burying Ground."



In 1911, on the 50th anniversary of the Civil War, a large gathering was held at the confederate Cemetery. According to a local newspaper article, some 4,000 people gathered at the cemetery for the "last Confederate Decoration Day." Included in the crowd were some sixty Civil War veterans.

The obelisk fell over in the 1930s. It was repaired in 1940 by a local monument company that added the large, distinctive concrete base, most likely to insure that the monument would not fall over again. More repairs and refurbishments were made to the monument by the local American Legion in 1961 for the Civil War Centennial.

The Green River Bridge, which gave the area its strategic importance, was burned by John



Hunt Morgan during his Christmas Raid of 1862. Union forces in the area repaired the bridge and the stockade on the bluff above the river. The temporary bridge built in the winter of 1863 was improved after the Battle of Tebbs Bend and by the fall of 1863, a fine covered bridge once again crossed the Green River. The Union army also rebuilt and upgraded the

The Green River Bridge and Union Stockade
by Pvt. Edward Henry, 79th New York, 1863.
Courtesy Betty Jane Gorin.

stockade to include artillery—a twenty-four pounder, probably a howitzer. The current steel bridge replaced the wooden covered bridge in 1907. It is rumored that some of the lumber from the old covered bridge was used to build one of the barns on the Isaac Tate Farm, now preserved as Homeplace on Green River.

1960-1996: RAISING AWARENESS AND PRESERVING THE PAST

In 1972, one hundred years after the monument was erected at the Confederate Cemetery, the first battle reenactment was held on the Tebbs Bend Battlefield. This event, which took place on the weekend of July 8-9, 1972, was a county-wide celebration that included window displays, a parade in Campbellsville, and other activities. Since 1972, there have been other reenactments and living history events associated with the battle anniversary. These events have helped raise awareness of the battle and its significance and needed funds for preservation and interpretation.

The Atkinson-Griffin House, a two-story log structure built about 1840, was located about 440 yards south of the main engagement site. At the time of the battle the house was occupied by James Madison Griffin, his wife Martha Rebecca Griffin, and his mother-in-law Virginia Griffin Atkinson. The house was used by the Confederates as a hospital after the engagement. The house, located on the east side of the old turnpike where the road made a turn to the south, would have been one of the most prominent structures in the area at the time of the battle.

The house stood in its original location until 1986. Several years earlier, the owners of the property built a new house and donated the log structure on the condition that the organization would move it. In 1979, the Friends of the Log House began fund raising that eventually led to the relocation of the house to the Green River Lake Visitor Center. The house is open to the public and contains interpretive exhibits, many of which were funded by the Taylor County High School Chapter, Kentucky Junior Historical Society. The exhibits focus on the battle and the history of the area. The house is located on U.S. Army Corps of Engineers property.



Moving the Atkinson-Griffin House, 1986.

Improvements were made to the Confederate Cemetery in 1988. It was not uncommon for vehicles to be driven up to and parked behind or beside the monument. The wall in front of the monument did not extend far enough along the road frontage to prevent this practice. To help preserve the monument and the cemetery, the wall was extended far enough to prohibit

vehicle access.

All of these improvements and activities were spearheaded by the Friends of the Log House and/or the Taylor County Young Historians. These organizations helped with reenactments, the relocation and restoration of the Atkinson-Griffin House, and the creation of a twelve-stop driving tour of the battlefield.

SINCE 1997: THE TEBBS BEND BATTLEFIELD ASSOCIATION

The Tebbs Bend Battlefield Association (TBBA) was formed in 1997. The TBBA, a 501 (c) 3, is made up of landowners in the battlefield area and other interested persons. After its organization, the TBBA took the lead in all battlefield activities. The TBBA worked with the Kentucky Heritage Council to get the Confederate Monument listed in the National Register of Historic Places in 1997. That same year, residents of the battlefield area voted to change the name of Romine Loop Road, the road that runs through the battlefield and is the former Campbellsville-Columbia Turnpike, to Tebbs Bend Road.



A year later, the TBBA raised money to purchase 125 headstones to the soldiers buried in the Confederate Cemetery. The Veterans Administration donated the two memorial plaques. Volunteers placed the stones and plaques and installed an interpretive marker for the cemetery. The improvements were dedicated in a public ceremony in 1998. A year later, 376 acres of the battlefield were listed in the National Register of

Historic Places. In 2006, the boundary was expanded to include all of Tebbs Bend, another 426 acres, making a total of 802 acres of battlefield land listed in the National Register. In 2008, the TBBA applied for and received ABPP funding to develop a preservation plan for the Tebbs Bend battlefield.

Over the years, many activities have been initiated on the battlefield. Although those activities did not preserve any battlefield land they did draw attention to the historical significance of the site and helped make landowners and others aware of the importance of the battlefield. On their own initiative, landowners in the Battle of Tebbs Bend National Register boundary have placed 234 acres of land under easement as a part of the Kentucky Department of Agriculture PACE program. An application is pending that will enroll another 100 acres in the program.

In 1999, The Nature Conservancy negotiated with the Hall brothers to purchase their farm,

which included land along the Green River and in the battlefield. Eventually, the entire 392-acre farm was purchased. The tract was divided into two parcels. One parcel became the Homeplace on Green River, an agricultural museum. The other, the 172.5 acre tract on the battlefield, became the Tebbs Bend-Green River Nature Preserve. A portion of the 172.5 acres is within the National Register boundary and in the Core Area of the battlefield. The purchase and subsequent donation of property to a tri-county consortium was the first action that preserved battlefield land since the donation of the land for the Confederate Cemetery in 1872.

In 2002, the Taylor County Fiscal Court acquired the Green River Toll House (TA-58), which is located adjacent to the Tebbs Bend-Green River Nature Area. Transportation enhancement funding has been secured to restore the mid-19th century toll house and to install interpretive displays.

The Tebbs Bend Battlefield Association and the other individuals and organizations that have worked on and at the battlefield are to be commended for all they have accomplished.



Green River Toll House



The Planning Process

THE PLANNING PROCESS

The Tebbs Bend battlefield preservation plan was developed by Mudpuppy & Waterdog, Inc. using methodology established by the American Battlefield Protection Program, which over the last 20 years has become the standard for battlefield preservation.

In February 2008, Joseph E. Brent and Maria Campbell Brent of Mudpuppy & Waterdog, Inc. met with Betty Jane Gorin of the Tebbs Bend Battlefield Association to evaluate the battlefield from the point of view of both a visitor and a preservation planner. The meeting was to determine how the remarkable Tebbs Bend battlefield landscape can be preserved in a way that respects the resource and the people that live and farm there. The objective of the project was to produce a plan that helps those trying to preserve the battlefield make informed decisions.

Two community meetings were held to gather input from the public. The community meetings were well attended and the attendees shared their thoughts and feelings concerning the battlefield, insights that were very helpful in preparing the plan. The first community meeting, held February 18, 2008, in Campbellsville, introduced the project to the public. The attendees were asked four questions to determine their views regarding the battlefield. The draft plan was presented at the second community meeting held November 19, 2008, in Campbellsville. The public was asked to comment on the plan as presented at the meeting and were encouraged to review the plan and provide comments at their convenience. Two copies of the plan were placed at the Taylor County Public Library for review. Copies of the draft were also submitted to the American Battlefield Protection Program, Tebbs Bend Battlefield Association, Taylor County Fiscal Court, Team Taylor County (Taylor County Economic Development Board), the board of Homeplace on Green River, and the United States Army Corps of Engineers, Green River Lake, for review.

During the planning project, representatives of Mudpuppy & Waterdog, Inc. made several trips to Taylor County to gather information, meet with landowners, take photographs, inventory features, visit government offices, and gather data on land parcels. Because the Tebbs Bend battlefield is not eligible for funding through the *Civil War Battlefield Preservation Program*, identifying alternate sources of funding and partnership opportunities was a project priority.

As part of the planning project, Mudpuppy & Waterdog, Inc. completed a battlefield survey for Tebbs Bend. Most battlefield plans funded by the American Battlefield Protection Program are for battles included in the Civil War Sites Advisory Commission Survey (CWSAC), which defines battlefields in terms of size, scope, features and integrity; and identifies the Core and Study Areas of the battlefields and the significant cultural and natural resources that define the battlefield landscape. Because the Tebbs Bend battlefield was

not included in the original or updated CWSAC list, no survey of the battlefield had been completed.

The battlefield was mapped using ArcMap 9. The survey data was given to the ABPP at the conclusion of the project for incorporation into their battlefield database. This information will prove useful when road and other improvements involving Federal funding are proposed for the battlefield area. Such survey data has been used by local and state governments, the Federal government, planners and others to help protect battlefields from inappropriate development.

THE COMMUNITY PLANNING MEETING

On February 18, 2009, a meeting was held at the agricultural extension office in Campbellsville to gather public input concerning the preservation of the Tebbs Bend battlefield. Fifty-three people attended the meeting, eleven of whom were battlefield landowners. Each attendee was given a questionnaire; thirty-seven were completed and of those twenty-eight were signed. Eight included additional comments.



The questionnaire asked eight yes or no questions. Below are the answers received at the community meeting.

| Question | Yes | No | No Answer |
|---|-----|----|-----------|
| Are you a member of the Tebbs Bend Battlefield Association? | 11 | 24 | 1 |
| Do you take friends or relatives to visit the battlefield? | 33 | 4 | 0 |
| Do you own battlefield land? | 11 | 27 | 0 |
| Does Taylor County need a battlefield park? | 32 | 2 | 4 |
| Do you belong to the Civil War Preservation Trust? | 1 | 34 | 1 |
| Have you visited other Civil War battlefields? | 35 | 2 | 0 |
| Have you taken the Tebbs Bend Battlefield driving tour? | 31 | 6 | 0 |
| Have you visited the Atkinson-Griffin House? | 29 | 8 | 0 |

In addition to answering the yes/no questions eight people provided additional comments in the space provided. All eight individuals signed their questionnaires. Below are those comments.

A video recounting the battle with live action, maps, etc. plus highlighting modern/current significance of the area would be great. Could be used in the visitor center for area promotions, etc.

Agricultural District – Tebbs & Lemmon’s Bends – Taylor and Green Counties 2,000 Acres? History & nature = desirable destination. Richie Kessler

Appreciate very much the effort that has been put forth in preserving the field and area. Very beneficial for teaching history for our schools.

Grateful for the community interest in the battlefield. Rev. Ken Forman

I make the fifth generation of my family that has lived on the property. My kids will make the sixth. I like the idea of keeping it the way it is. The only negative I can think of is the increase in traffic, but I can live with that. Chris Sublett

This is a great project. It will increase tourism, which will create a greater tax base of our community. It will preserve our history. Ron McMahan

These historical remnants are important for all generations. If not preserved and documented they will be lost forever, as have so many sites to date. Seeing & realization of the past can only enhance the present and future. Brenda Philpott

It is important our historical heritage be preserved. Battlefields are important in remembering how much our soldiers and their leaders have done for us in the past.

Gordon E. Smith

It is essential to preserve the battlefield. It is an integral part of Kentucky’s history. A park will also help attract tourism (in conjunction with Green River Lake). As a professor at Campbellsville University, I feel a park will help with post secondary instruction, promote educational opportunities for students, and compliment the University’s commitment to historic preservation. Dr. Wendy Benningfield

I love to visit battlefield sites. (Vicksburg, Tupelo, Gettysburg, Harpers Ferry) are a few of the sites I’ve visited. To live right by one makes me appreciate all the others that much more. Marilyn Clarke

The responses to the questionnaire and the comments were all positive and all indicated that those in attendance favored preserving the battlefield. Many of the responses indicated a desire for a larger interpretive program. All in all, those in attendance understood what was being proposed and what a preservation plan would mean. Another preservation effort is currently underway in Taylor County. The Homeplace on Green River, an agricultural museum, is adjacent to the battlefield. This project preserved over 200 acres of agricultural land and a number of structures and outbuildings that document the evolution of the historic farm, which was owned by only three families from the early 19th century through the 1990s. The project has been popular with local citizens and the elected officials of the area and statewide. Preserving the battlefield complements the Homeplace and other preservation and conservation efforts underway in Taylor County and the region.



Homeplace on Green River

THE VISIONING SESSION

A visioning session was conducted as part of the community meeting. Those in attendance were asked four questions.

QUESTION 1: HOW DO YOU USE THE BATTLEFIELD?

This question was asked to determine if the battlefield was recognized as a vital community resource. The answers demonstrate that the community does indeed feel that the battlefield resource is important and special. The responses reflect solid options for land use, partnership opportunities, educational opportunities, and long-term land use and preservation.

RESPONSES

- Teaching facility
- Birding, wildlife observation for biology courses, water sampling, biological work associated with Green River and university classes
- Take friends and relatives to see battlefield & take tour; when they come back they ask to return
- Promote tourism
- Entertainment
- Take travel writers to see the battlefield
- Family visits tours
- School program for city & county schools
- Make a living on it agriculture
- Battlefield is an addendum to Homeplace on Green River

- Live on the battlefield – place of residence
- The annual yard sale – 2,000 visitors
- Organized bus tours – Filson Club, Chicago Civil War Roundtable, Smithsonian
- Hardwood planting 80 acres.

Most of the battlefield is actively farmed, just as it was at the time of the Civil War. Several landowners mentioned a desire to continue farming the land while at the same time expressing a wish to preserve it as a battlefield. In the 1860s there was a scatter of farmsteads in the Bend. That is still the case. Farming methods have changed but the battlefield remains agricultural.

Several answers indicate that the battlefield is used for field trips for school age and college students by local and regional educators. It is also a popular destination for adult groups in the form of organized Civil War battlefield tours, Civil War roundtables, and other organizations that visit the site on a regular basis. A partnership with Homeplace on Green River would present an opportunity for educational programs discussing the relationship between the national conflict and agriculture during the Civil War; the effect the battle had on local residents, whose crops surely suffered from the presence of thousands of troops marching across the land and felling trees; and other topics. The original brick house at the Homeplace was extant at the time of the Civil War. In fact, some of the outbuildings date from the mid-19th century and one barn is rumored to have been constructed from the timbers of the Civil War-era Green River Bridge.



Homeplace barn said to have been built with lumber from the 1863 Green River Bridge.

The Tebbs Bend Battlefield is a vital part of Taylor County’s tourism offerings. There is a multi-stop driving tour of the battlefield with wayside interpretation. The Atkinson-Griffin House at nearby Green River Park houses a number of exhibits on the battle. The battlefield is listed in the Civil War Discovery Trail. It is listed in the travel guide distributed by the Kentucky Department of Travel and is part of the Cumberland Cultural Heritage Highway, a state scenic byway promoted by *TourSEKY*, the Southern and Eastern Kentucky Tourism Development Association.

QUESTION 2: WHAT DO YOU LIKE BEST ABOUT THE BATTLEFIELD?

This question was asked to get attendees to describe what they felt was the most important feature of the battlefield both in terms of tangibles and intangibles. The respondents appreciated the natural beauty of the battlefield resource. Those who responded, especially the

landowners, expressed a love of the land. Attendees value the cultural and natural resources of the battlefield including the Green River, the Confederate Cemetery, and the driving tour.

RESPONSES:

- Viewshed
- An inspirational place where you can learn about and appreciate your heritage
- Continuity of place 5th generation family farms, area that has remained the same
- Private citizen involvement in battlefield
- Government support of battlefield resource
- Confederate Cemetery improvements
- A place of pride for the community
- A reminder of the sacrifices of past individuals
- A compact battlefield, easily understood
- The beauty of the landscape in each season
- The Green River
- Recreation



Those who attended the meeting value and enjoy the battlefield. They expressed the feeling that the battlefield has personal meaning for them—as a battlefield, a farm, or both. It is a source of pride because it is unique to the community. As hallowed ground it both awes and inspires people.

There was no consensus regarding what people liked about the battlefield; the responses were as varied as those in attendance. The battlefield resource was respected as a whole. The responses indicate that the land, the sacrifices of those who fought there, and the work of private citizens to preserve and interpret the battlefield are all part of why they value and respect the battlefield resource.

QUESTION 3: WHAT DO YOU FEEL ARE THE GREATEST CONCERNS REGARDING THE BATTLEFIELD?

This question was raised to help the attendees focus on the future of the battlefield and how this plan could help mitigate future concerns. The responses to this question were more concise than any other question asked. The attendees felt that the battlefield was, for the most part, in good hands now. However, they felt that could change in the future, and that was the basis for most of the concerns.

RESPONSES:

- What will happen to the battlefield in the future?

- Development pressures
- Will future generations be willing to be stewards of the resource?
- Many of the families have been here for generations – will that continue?
- The battlefield now has government support – will that continue into the future?
- Property values re: easements, preservation funds are not available now to purchase easements
- The Green River Bridge – could be closed at any time or replaced by a concrete bridge.

The three major concerns were the willingness of future generations to farm and/or remain stewards of the land; the availability of funding for land purchase; and the possible replacement of the Green River Bridge. Farming is an uncertain occupation and some young people from farming families are choosing occupations that involve less physical labor and promise a more reliable income. Many landowners at the meeting want their land to remain agriculture—to remain open space. If their children do not wish to farm or to live on the land many want some mechanism in place to insure that the land, which in many cases has been in their family for generations, is preserved as agricultural land.

Funding for land purchase is a very real issue; without a Civil War Sites Advisory Commission classification this battlefield has no access to land and water monies. The Green River Bridge was built in 1907 and has been threatened with closure by the Kentucky Department of Transportation more than once over the last 20 years. The proposed replacement is a nondescript concrete span. While a concrete span might be safer, replacing the bridge would destroy an important historic feature that has great meaning to residents of the Bend and the surrounding area.

Development and government support were also listed as concerns. Residential development is a very real threat that will only increase in the future. The economic downturn will stifle development for a while, but once the economy recovers development pressure could quickly take large portions of the battlefield as older landowners die or opt to sell their property.

The current county government has taken a very favorable stance on the battlefield and projects associated with it. That, of course, could change with the next election. The Homeplace on Green River and the Tebbs Bend-Green River Nature Preserve, both of which are on or adjacent to the battlefield, have county and state support. There is currently no area set aside as a Battle of Tebbs Bend Park where visitors can experience the battlefield. The only place that the public can walk on battlefield land is at the Confederate Cemetery. The Atkinson-Griffin House is open to the public but it is no longer on the battlefield. The multi-stop driving tour takes visitors through the battlefield but does not allow pedestrian access to it.

The current county administration would probably support a battlefield park if one was created and the meeting attendees expressed a desire for such a park. The county has supported the battlefield by using the county road crew to install the waysides and signage associated with the battlefield driving tour. The battlefield is not the county's largest tourist draw, but it is recognized as an important part of Taylor County's tourism package. The loss of local political support would seriously damage the battlefield preservation effort.

An issue concerning the continued effort to preserve the battlefield not raised at the meeting, but often expressed in conversation, is that much of the effort to date has been driven by one individual, Betty Jane Gorin, and that without her, the movement to preserve and interpret the battlefield will wither. Betty Jane Gorin has been the prime mover of this preservation effort for the last 40 or so years. Ms. Gorin is enthusiastic; she is devoted; and she is determined. However, like all of us, she is human and will not live forever. The significance of this or any battlefield preservation plan is that it provides a blueprint to guide the preservation of the battlefield into the future. Some time in the future, someone will have to assume the responsibility that Betty Jane has shouldered. No one will ever be able to replace her, but someone can and must assume the responsibility to move the project forward.

QUESTION 4: WHAT VISION DO YOU HAVE FOR THE FUTURE OF THE BATTLEFIELD?

The last question was asked to get the attendees to envision the battlefield resource in the future. The responses were very specific and for the most part expressed a desire to see more interpretation developed for the battlefield.

Responses:

- More promotion of battlefield as tourism resource
- Video that captures the action of the battle and relates it to the landscape
- Visitor Center with exhibits
- Animated map of the battlefield
- Living history
- Completion of Visitor Center at Tollhouse
- Hiestand House is another tourism resource
- Walking trails on battlefield
- Reconstruction of stockade
- Toll road is another heritage tourism resource
- Move Michigan marker to area where regiment actually fought
- Recognize/mark soldiers' spring
- Recognize past uses of resource
- Reconstruct historic bridge

The responses demonstrate that those in attendance see a broader role for the battlefield in the future. They want an in-depth interpretive program, which would include a visitor/

interpretive center and access to the battlefield in the form of trails. However, without a preserved battlefield most if not all of the suggested enhancements would not be possible or would be much less effective.

The respondents also brought up partnerships. The Hiestand House in Campbellsville is a 19th-century stone house where life in Taylor County is interpreted. It was extant at the time of the Civil War and its interpretive program includes a Civil War component. Partnering with the Hiestand House would give visitors more to see and do while in the area and it would keep them there longer. Long-term battlefield preservation will require the development and nurturing of a number of partnerships if the battlefield is to be protected and interpreted.



Preserving the Tebbs Bend Battlefield

PRESERVING THE TEBBS BEND BATTLEFIELD

The preservation of any historic site is a long-term endeavor. Perpetuity is a very long time. The most pressing threat to the Tebbs Bend Battlefield at this time is residential development. As Taylor County attracts new people seeking jobs and a better quality of life there will be development pressures, especially along SR 55, that will adversely affect the battlefield. The *Taylor County Agricultural Development Council Comprehensive Plan* dated July 2008 reported, “There is also a migration from the city to the county presenting a challenge of production agriculture co-existing with urban sprawl that has increased land values and threatens the use of normal farming practices.”

The concern of the *Taylor County Agricultural Development Council* is also a concern for the Tebbs Bend Battlefield Association and anyone else interested in preserving the Tebbs Bend battlefield. Migration from the city to the county, rising land prices, and urban sprawl are the major threats to most battlefields, from Gettysburg, Pennsylvania to Taylor County, Kentucky. While development in Taylor County might seem small in comparison to Lexington or Bowling Green, it is happening and it is happening at a steady and accelerating rate. Land that seems safe because it is “in the country” is only one generation away from being sold for the highest and best use, which will probably not be for agriculture. Any development of the Tebbs Bend area, while it might not destroy the battlefield, would certainly have an adverse effect upon it from an integrity standpoint, in terms of the National Register, and in terms of the viewshed.

Three areas are ideally suited to residential development and are likely to be threatened in the foreseeable future. The first area is along SR 55 between its intersection with Tebbs Bend Road and CR 1016. Harley Road connects the Tebbs Bend Road to SR 55. On the east side of SR 55, Quinn Lane and Westshore Drive also connect to SR 55. The second area of concern is the land within Tebbs Bend. The loss of the land between Tebbs Bend Road and Pinch Creek would be the most significant given its proximity to the National Register boundary and the impact on the viewshed. The third is on Tebbs Bend Road north of the bend between the bridge and SR 55. There is easy access to SR 55 from this area, which is open rolling land.

AREAS CURRENTLY PROTECTED

More than 840 acres of the battlefield Core or Study Area are now protected through public ownership or agricultural easements (Map 8). The Nature Conservancy has preserved over 172 acres in the Core and Study Areas. Approximately 20 acres of this land is within the National Register boundary and the Core Area of the battlefield. This land is now the Tebbs Bend-Green River Nature Area. The Nature Area is in public ownership, having been donated by the Kentucky Land Heritage Conservation Board.



Map 8: Portions of the Tebbs Bend Battlefield and surrounding area protected by easement as of November 16, 2009.



Tebbs Bend-Green River Nature Area

Another 10.6 acres located between the Nature Area and Tebbs Bend Road immediately north of the Green River Bridge is protected by a PACE (Purchase of Agricultural Conservation Easement Program) easement. This parcel is also in the Core Area and National Register boundary.

More than 232 additional acres of land in the National Register boundary is also protected by PACE easements. At least one other landowner has an application pending with the

PACE program that would protect just over 100 acres of battlefield land. More than 400 additional acres, including Homeplace on Green River, and two parcels in Lemmons Bend, are also protected by easement. These parcels are in the battlefield Study Area and all or parts of these parcels are in the battlefield viewshed.

PRIORITIES FOR PROTECTION

If possible, all of the land within the Bend and in the National Register boundary between SR 55 and the bridge should be protected. Most of this land is Core Area and all of it is essential viewshed. If the goals of those in attendance of the February planning meeting are to be realized, it is essential that this priority land be protected. There are two ways to protect land, purchase or easement, although all land that is purchased should also be protected with an easement.

Purchasing battlefield land not only ensures its protection, it makes it possible to interpret events where they took place; to allow visitors to experience the battlefield first-hand. This experience is a vital component in helping visitors make a connection to the events that took place there almost 150 years ago. One of the goals of the Tebbs Bend Battlefield Association is to foster a sense of stewardship toward the battlefield. The organization wants people to understand what took place here, why those events are important and why the battlefield is worth preserving. They want people to care. Interpretation is the means by which the seeds that bloom into stewardship are sown.

Viewshed protection is perhaps the most overlooked aspect of battlefield preservation. While destruction of the viewshed may not affect the National Register boundary or battlefield integrity, it destroys the historic feel and authentic setting that help visitors understand and visualize the events that took place there. Fortunately, the battlefield's viewshed is limited to some degree by the terrain and the way the road runs through the battlefield, though a good deal of the Bend can be seen from the Tebbs Bend Road between the intersection

with Walters and Joe Kerr roads. Whether a parcel should be protected through purchase or by easement depends on whether the parcel is in the Core Area of the battlefield, if it is necessary or desirable to own the parcel to implement the interpretive program, and if it is desirable to restore an area to the way it looked at the time of the battle.



Impacted viewshed at the Battle of Richmond Battlefield, Madison County, Kentucky

PRIORITIES FOR PURCHASE

It is not necessary for the Tebbs Bend Battlefield Association or other not-for-profit preservation organization to own the entire Tebbs Bend area. That scenario will most likely never be realized, nor is it necessarily desirable.

However, those present at the first community meeting named a battlefield park with interpreted walking trails as one of their long-term goals for the Tebbs Bend Battlefield. Approximately 265 acres of land in the National Register boundary is currently protected either by public ownership or agricultural easements, but the only place the public can access the battlefield is at the Confederate Cemetery. The driving tour allows visitors to drive through the Bend, but they cannot leave their cars and explore the battlefield. For purposes of interpretation, owning the entire engagement area should be a long-term objective.

There are 18 parcels totaling approximately 305 acres in the engagement area that should be targeted for acquisition. These lots range in size from less than one acre to 132 acres. The most significant land is north of the road where the Union defensive positions were located as were the Confederate artillery and assault positions. Owning the land north of the road is critical to any future interpretive programs.

Most of this land is currently owned by people who are sympathetic to the preservation of the battlefield. These people may not want to sell their land at this time. However, the TBBA should let the landowners know that if they ever wish to sell that the TBBA would like the first option to purchase it.

The land between the Green River Bridge and the Sublett farmstead should also be purchased. This area includes an encampment site, a ford, the original site of the toll house, and a skirmish site associated with the July 4, 1863 battle. The loss of this property would irreparably damage the battlefield's integrity. At this time there are open fields on either side of the road. A portion of this land is within the National Register boundary, the Core

Area, and it is the gateway to the battlefield proper. To lose this viewshed would greatly diminish the effect of the drive from Green River Toll House to the river and the feeling it evokes.

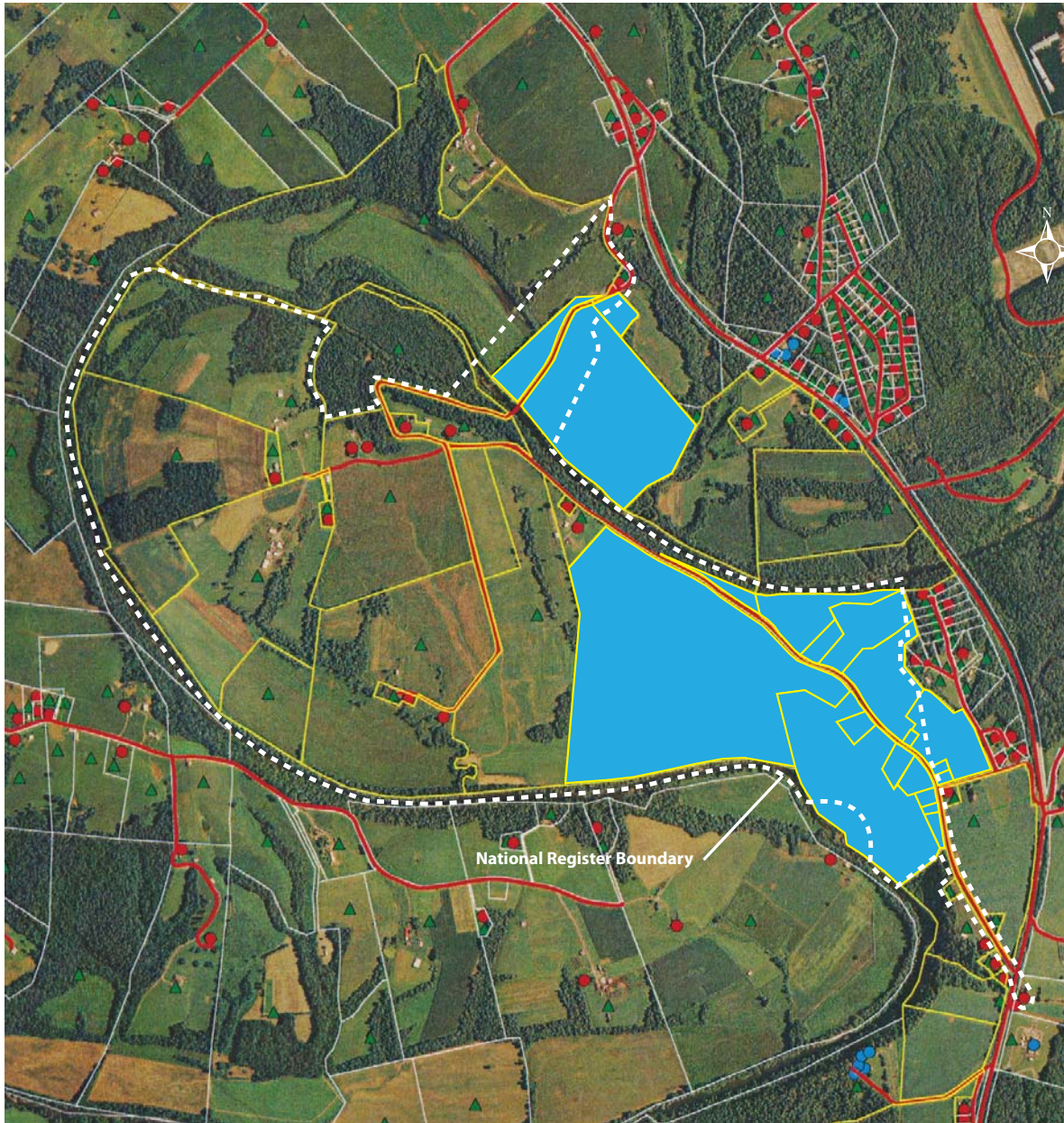
Currently, there is no place in this area for visitors to pull off of the road to access the available interpretation. At this point, that is generally not an issue as the traffic on the road is light. However, that can and will change in the future. The TBBA does not want to put visitors in harm's way. By owning this property the TBBA could develop a pull-off that allows visitors safe access to on-site interpretation. This area is likely to have intact archeological deposits that could be investigated as part of an ongoing series of public archeology and educational excavations.



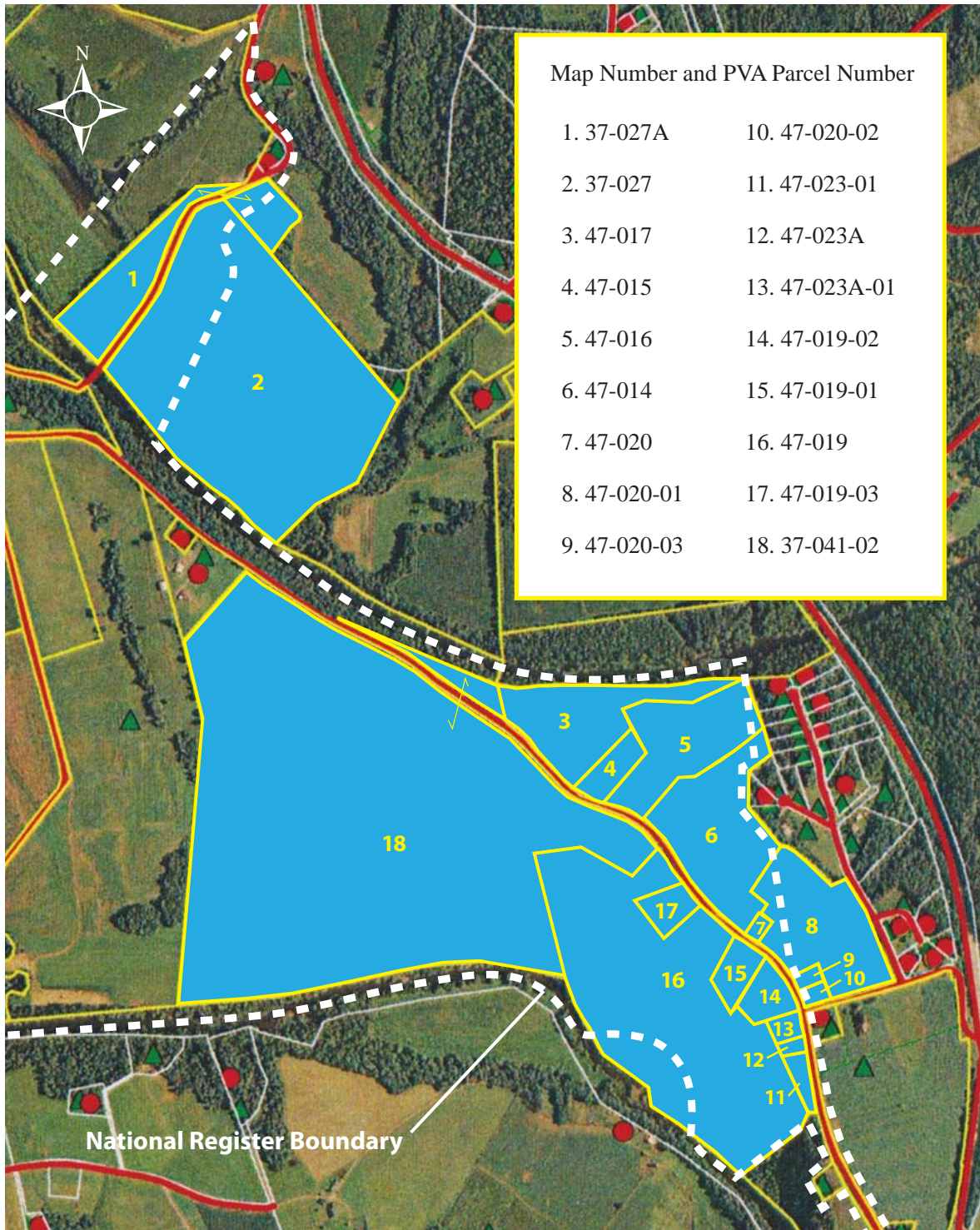
Looking south toward the Green River from the Sublett farm.

The site of the stockade should also be acquired. Though this structure was not engaged during the battle, it is on the battlefield and it is a significant Civil War era feature. This site is also a candidate for long-term archeological investigations, which could provide valuable information on Civil War era stockades. The acquisition of this site will allow the development of a safe pull-off for interpretation. Acquisition would fulfill the desire of those attending the first community meeting to see the battlefield used as an educational facility. An archeological investigation will be necessary to determine the location of the stockade to insure that any property purchased includes the stockade site.

It is recommended that TBBA eventually purchase 18 parcels totaling just over 305 acres of battlefield land. These parcels are all in the Core Area and all except two parcels are in the main engagement area. Purchasing these parcels will insure that the battlefield is preserved in perpetuity and will make it possible to implement a comprehensive interpretive program which gives visitors access to the battlefield. It will also ensure that professional archeological investigations can be undertaken when funds permit (Maps 9 and 10).



Map 9: Overview of priority parcels for protection by purchase.



Map 10: Detail of priority parcels for protection with PVA parcel numbers.

| Map No. | PVA Parcel No. | Number of Acres | Description |
|---------|----------------|-----------------|-------------------------|
| 1 | 37-027A | 10.8637 | farm & house |
| 2 | 37-027 | 58 | farm & house |
| 3 | 47-017 | 12 | farm & house |
| 4 | 47-015 | 6.25 | house |
| 5 | 47-016 | 3 | double wide mobile home |
| 6 | 470-014 | 11 | farm & house |
| 7 | 47-020 | 1.02 | house |
| 8 | 47-020-01 | 12 | farm |
| 9 | 47-020-03 | 0.427 | mobile home |
| 10 | 47-020-02 | 0.573 | |
| 11 | 47-023-01 | 0.852 | mobile home |
| 12 | 47-023A | 0.408 | house |
| 13 | 47-023A-01 | 1.151 | house |
| 14 | 47-019-02 | 2.55 | double wide mobile home |
| 15 | 47-019-01 | 2.25 | house |
| 16 | 47-019 | 48.35 | farm |
| 17 | 47-019-03 | 1.85 | house |
| 18 | 37-041-02 | 132.9428 | farm and house |

Total acreage: 305.4875

Most of this land is not currently on the market. Some is owned by members of the TBBA, some is not. Many of the landowners have been in the Bend for generations and want to remain; they know their land and they love it. These landowners have been incredible stewards. The reason for developing this list of properties is to identify parcels that require protection to insure the preservation of the battlefield. People die and sometimes their heirs are unable to, or do not wish to, occupy or farm the property. It is at that juncture, when land goes on the market and can be lost to inappropriate development, that the TBBA must be prepared to take action. The parcels identified above provide a talking point, an opportunity to begin discussions with those landowners to determine what they plan to do with their land in the future. Preservation of a battlefield is a never-ending process. It has taken years for this preservation effort to get to this point. Finding the money to purchase 300 acres may seem like a daunting task, but it is not impossible and is one worth pursuing.

PRIORITIES FOR PROTECTION BY EASEMENT

Viewshed protection is often the most difficult task facing organizations trying to preserve battlefields. In this case it may prove to be easier than land purchase. Several landowners in Tebbs Bend have already taken advantage of the Kentucky PACE (purchase of agricultural easements) program. Over 535 acres are protected by PACE easements and there are applications pending for 100 additional acres. Only the lack of state funds necessary to match Federal funds prevents these applications from moving forward. That should change as the economy improves.

All of the remaining land within Tebbs Bend should be protected with easements, even that targeted for eventual purchase. The Bend's gently rolling open landscape is beautiful and is an ideal location for single-family housing developments. Any development in this area would adversely affect the viewshed and compromise the visitor experience. The land in the Bend is in the viewshed of the battlefield and is either Core Area or Study Area. The fords, the springs, and the encampment sites are part of the military landscape that was part of the battlefield. The farms that dot the cultural landscape today have left a minimal footprint. Since settlement began in the 1799, the Bend has been agricultural; if that could remain the case, visitors would see the area much as it appeared in 1863. The widely scattered houses and outbuildings do not impact the view of the landscape, which is almost as the soldiers saw it. Conservation or agricultural easements will ensure that that vista remains intact.

Much of the Bend can be seen from the Tebbs Bend Road between the intersection with Walters and Joe Kerr roads. This viewshed remains intact for about a mile southeast along the Tebbs Bend Road. The farm fields that make up most of the Bend allow an unrestricted view, in some cases as far as the tree line along the river when looking south from the road.

The viewshed becomes constricted in the neck of the bend where the ravines on either side of the road are thick with deciduous trees and undergrowth that extends to the edge of the road. This constriction does not completely open up again until just before the Tebbs Bend Road intersects Harley Road.

The viewshed from Tebbs Bend Road to SR 55 between Harley Road and the intersection of Tebbs Bend Road and SR 55 is also critical, especially in the area adjacent to the Confederate Cemetery. The triangle created by Tebbs Bend Road, Harley Road, and SR 55 is low, open land. The viewshed from the Confederate Cemetery across this area is now excellent. Standing at the cemetery one can see across the open fields to SR 55 and beyond. The property is not critical battlefield land but the loss of the viewshed would compromise the setting of the battlefield; compromising the visitor experience and lessening the appeal of the battlefield for visitors.

The open fields east of the Confederate Cemetery should also be protected with easements. This is one of the most critical viewsheds in the battlefield area. Losing this land to inappropriate development would be all too evident to anyone visiting the battlefield. The Confederate Cemetery is currently the one place with public access. The cemetery allows visitors to reflect on the end results of a battle. Looking up from the cemetery to see acres of houses or commercial establishments would detract from the atmosphere of reverence that the cemetery evokes.



Viewshed east of the Confederate Cemetery

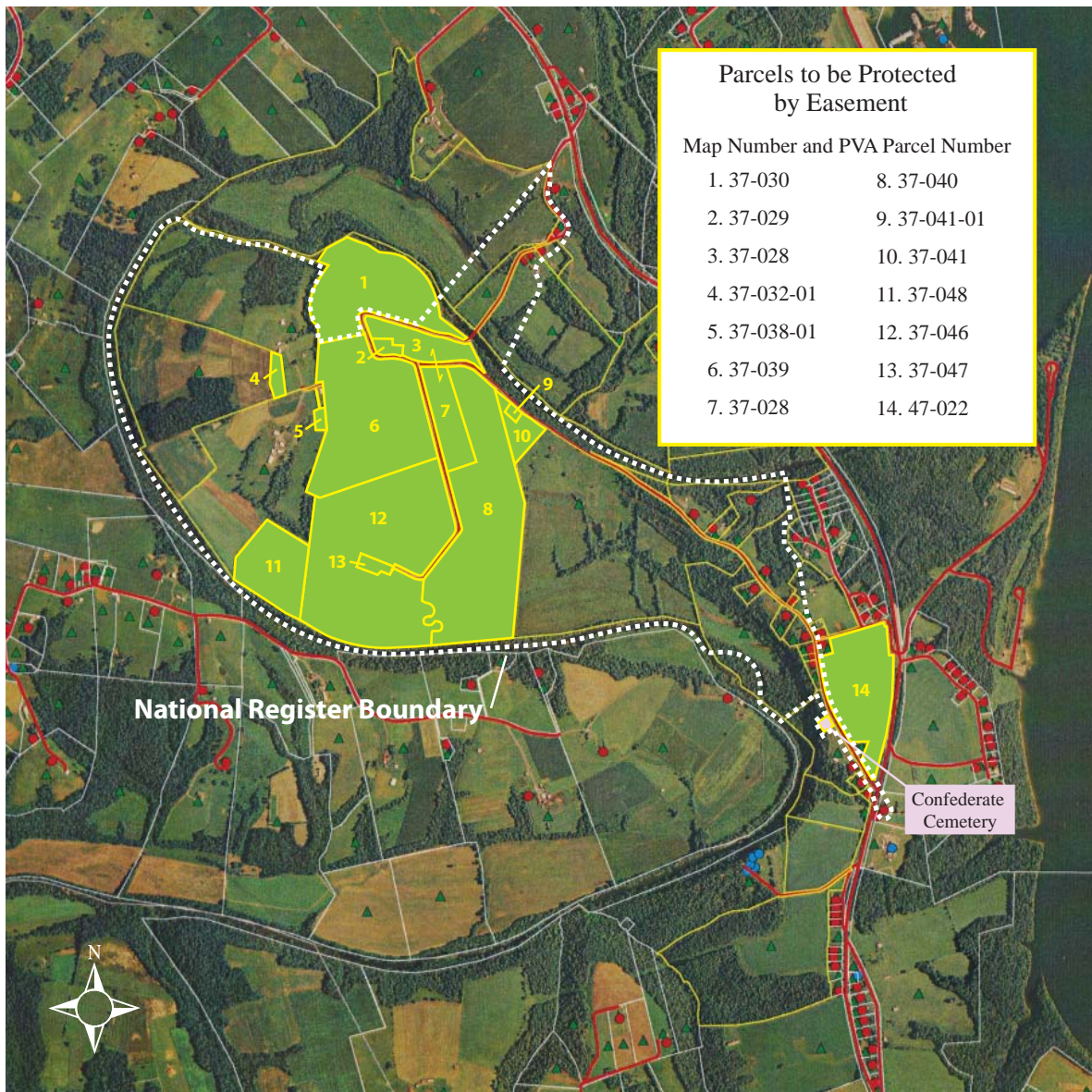


View from Confederate Cemetery to the southwest, overlooking Lemmons Bend

The viewshed from the cemetery to the southwest, overlooking Lemmons Bend, is also important. The area that can be seen from the back of the cemetery was guarded by Union soldiers. Confederate cavalry traversed Lemmons Bend while flanking the Union position. The Confederates crossed the Green River from Lemmons Bend as they made their way toward the Green River Bridge during the battle. The Confederates also crossed this area when they withdrew after their defeat. The view from the cemetery is remarkable in

that it demonstrates the difference in elevation between the two bends and helps the viewer understand the obstacles that the Confederates faced in confronting the Union defenders and traversing the area. Keeping these fields in agriculture will allow visitors to see what the soldiers saw and will help them better understand the difficulties the terrain posed for Morgan and his men.

It is recommended that 401.96 acres be protected with easements. All are within the Core or Study Area and all but one of these parcels are within the Tebbs Bend area. Protecting this land will ensure that visitors to the battlefield experience the land without distractions and that those who wish to farm can continue to do so (Map 11).



Map 11: Areas of the Tebbs Bend Battlefield that should be protected by easement.

| Map No. | PVA Parcel No. | Number of Acres | Description |
|---------|----------------|-----------------|--------------------------------|
| 1 | 37-030 | 55 | |
| 2 | 37-029 | 1.5 | house |
| 3 | 37-028 | 33 | house and farm (parcel 1 of 2) |
| 4 | 37-032-01 | 2.31 | house |
| 5 | 37-038-01 | < 1 | house |
| 6 | 37-039 | 66 | house and farm |
| 7 | 37-028 | 33 | house and farm (parcel 2 of 2) |
| 8 | 37-040 | 80 | |
| 9 | 37-041-01 | < 1 | house |
| 10 | 31-041 | 6.15 | house |
| 11 | 37-048 | 21 | farm |
| 12 | 37-046 | 100 | farm |
| 13 | 37-047 | < 1 | house |
| 14 | 47-022-01 | 34 | |

Total Acres: 401.96

LAND PROTECTION OPTIONS

The battlefield is currently surrounded by agricultural land. Tebbs, Lemmons and Penitentiary bends all are part of the Green River watershed and all are excellent agricultural land. The improvements to SR 55 adjacent to the battlefield will spur growth and thus development pressure on or near the battlefield. In order to maintain the beauty of the battlefield area and preserve the integrity of the National Register boundary, action will have to be taken by the TBBA. Protecting the land in perpetuity is the only way to insure the survival of the Tebbs Bend battlefield. There are three principle protection options—buying the land, obtaining easements, and zoning or other local ordinances.

EASEMENTS

Easements offer the means to preserve land without owning it. This option keeps the land on the tax rolls and keeps it in agriculture, which is generally how the land was used in 1863. Easements can be purchased from the landowner or the landowner can donate the easement. There are two types of easements that could be pursued—Historic Preservation or Conservation Easements and Agricultural Conservation Easements. Both require landowner consent, and some funding is available for both options. Several organizations in Kentucky, including the Kentucky Heritage Council and Kentucky Department of Agriculture, provide information on easements.

Kentucky PACE Program

An agricultural easement is a good option if landowners want to continue farming. The Kentucky Department of Agriculture's Farmland Preservation Program directs the Purchase of Agricultural Conservation Easement Program or PACE. This program was established by the Kentucky General Assembly in 1994. The funding comes from a combination of sources, including appropriations from the general assembly, federal funds from the Farmland Protection Program, and a \$10 million bond issue. Easements can be bought outright for the fair market value of the land or a farmer can donate an easement and take a tax deduction of thirty per cent of his adjusted gross income for six years. Placing an easement on a farm lowers the property value because there is no development potential, thus its assessment for local taxes will be lower.

The PACE Corporation in Kentucky has purchased agricultural conservation easements on 88 farms totaling 20,927 acres for \$17,873,444. Easement costs have averaged \$854 per acre. The farm size has averaged 238 acres. In addition, 34 easements on 4,638 acres have been donated to the program, bringing the total inventory to 122 farms and 25,565 acres. Since the inception of the program, the Kentucky Department of Agriculture has received 816 applications from 75 counties statewide totaling over 160,000 acres. A total of 667 applications are currently pending for a total of over 129,000 acres with an estimated easement value of over \$100 million.

Some farmers in the battlefield are already enrolled in the PACE program, with more than 640 acres of battlefield land currently protected. At least one other landowner has an application pending with PACE program officials in Frankfort. It would protect just over 100 acres of battlefield land. PACE is a program with a long track record and is operated out of an agency that many landowners in the battlefield area are familiar with. PACE easements would help protect the battlefield and viewshed and thus help maintain the ambiance of the Tebbs Bend battlefield. PACE was funded every year by the Kentucky General Assembly until 2008. The Federal funding is in place; once the state match is restored the program will continue and should be an option for TBBA.

PACE Program

- Participation is strictly voluntary.
- Enables landowners to realize a portion of the equity in their land without having to sell it.
- Proceeds from the sale of an easement can be used for any purpose.
- Can contribute significantly to the diversification and expansion of our farm economy.

- Can make land and farming more affordable to children and other young farmers by effectively reducing the value of the land.
- Can aid in the transition from one generation of farmers to another.*

[**Features and Benefits of PACE*, Kentucky Department of Agriculture, www.kyagr.com/marketing/farmland/benefits.htm.]

Conservation Easements

A conservation easement is a legal agreement between a landowner and a land trust that permanently limits uses of the land in order to protect its conservation values. It allows landowners to continue to own and use their land and sell it or pass it on to heirs. When the landowner donates or sells a conservation easement to a land trust certain development rights are sacrificed. For example, a landowner might give up the right to build apartment buildings, stores, additional houses and other structures. However, if the land is used as a farm, it can be maintained as a farm with the right to grow crops. Future owners are also bound by the easement terms.

Funding for conservation easements is available in Kentucky through the TEA-21 Transportation Enhancement Program, which is an 80-20 match. TEA-21 funding has been used to purchase both land and easements at the Mill Springs battlefield, Camp Nelson, Perryville, and other Civil War sites in Kentucky. In fact, any historic properties or land purchased in Kentucky as a part of a TEA-21 project must have a conservation easement placed on it. The easement is held by the Kentucky Heritage Council (the state historic preservation office).

It is often important to own the land in order to establish an interpretive program so easements should not be viewed as an alternative to the purchase of priority land or land that is necessary for interpretive purposes. However, easements are an alternative to protect large tracts of land that are not necessary for on-site interpretation. Preserving the land within the Bend is an important component of preserving the battlefield. Several landowners have already taken steps to protect their land and others should be encouraged to do so, ensuring a pristine viewshed, which will make the visitor experience something special while farming the land continues.

PURCHASE

The best way to protect land is to buy it. Purchasing property and placing an easement on it ensures that it will be protected and used in the way that the Tebbs Bend Battlefield Association envisions now and in the future. Because the Tebbs Bend battlefield is not listed by the Civil War Sites Advisory Commission (CWSAC) as one of the nation's 384 most significant and endangered battlefields, some of the tools in the battlefield preservation tool box are not available. To fund needed protection strategies TBBA will need to be creative and to develop partnerships.

Right of First Refusal

The first step in land protection is to ensure that you have an opportunity to purchase property once it comes up for sale. The TBBA should begin a dialog with battlefield landowners who are not currently interested in selling their land to obtain a right of first refusal option on their property. A right of first refusal is a legally binding agreement that specifies a given time span during which the holder of the agreement has the opportunity to purchase the land at a price determined by the landowner. Having this option provides more lead time to put together the funding necessary to purchase the land. Right of First Refusal is a very effective proactive tool.

Options

Options can be used when a willing landowner has been identified. The purchase of an option provides a group or individual time to raise the money necessary to purchase the land. The purchase of an option insures that the land will not be sold for the length of the option while funds are being raised. However, if funds cannot be raised within the prescribed time, the cost of the option is lost. In many cases, the cost of the option can be applied to the cost of the land.

Outright Purchase

The simplest way to protect land is to buy it outright. This is the best option, but it is also the most costly. An open dialogue should be maintained with battlefield landowners. The TBBA has a great advantage over other battlefield not-for-profits in that many of the members of the organization are also battlefield landowners.

Bargain Sale

A bargain sale is the purchase of land at a price below its fair market value. The Tebbs Bend Battlefield Association is a 501 (c) 3; therefore this type of sale would entitle the seller to state and federal tax deductions for a charitable contribution. This type of sale is dependent upon the seller's willingness to take a loss in order to get the tax benefit. The tax deduction is based on the difference between fair market value and the selling price.

Unfortunately, there are not many funding options available to the TBBA for land purchase. In Kentucky, the largest pool of public money is TEA-21. These funds have been used at Camp Nelson, Fort Duffield, and the Civil War fort at Boonesboro to purchase and improve Civil War related sites. All applications for TEA-21 funds must be made through a local government. A price for the land should be established with the landowner prior to submitting the application. The best option for the TBBA is to develop strong partnerships and be creative.

Zoning Opportunities

There is no planning and zoning in Taylor County and this would seem not to be an option.

However, the landowners in the Battle of Tebbs Bend National Register District could seek designation as a rural historic district. This designation, which would require approval of the landowners, could create a district in the Bend area very similar to the historic district in downtown Campbellsville. It would provide the property owners with a say in how the land within the rural district was used.

PRESERVATION PARTNERS

The largest source of battlefield funding is the *Civil War Battlefield Preservation Program*, which is funded with monies derived from the Land and Water Conservation Trust Fund. The Tebbs Bend battlefield is in the awkward position of being a battlefield that is not eligible for these funds, which are earmarked for battlefields that were part of the original Civil War Sites Advisory Commission Survey. The language of the law would have to be amended by Congress for battlefields not included in the original survey to be eligible for funds under this program. The TBBA might work with the Kentucky congressional delegation to change the wording of the law.

TEA-21 or Transportation Enhancement Funds must be spent on land that has a transportation connection. The transportation connection at this battlefield is obvious. The Union army controlled the turnpike and access to the Green River Bridge, the Confederates had to move them in order to take the most direct route to Lebanon. The battle was fought because of the turnpike and the bridge, as evidenced in the alternate name for the battle—the Battle of Green River Bridge. A successful application for TEA-21 funding has already been made for the restoration of the Green River Bridge Toll House. The case presented to the Kentucky Transportation Cabinet for further TEA-21 funding can be strengthened by exploring partnerships with the Taylor County Fiscal Court and by working with the Taylor County Tourism Commission, educators, and others to document the numbers of requests for information concerning the battlefield, the number of visitors, tours, field trips and other uses that demonstrate the value of the battlefield to the community.

The Tebbs Bend Battlefield is located in the *Green River Bioreserve*, one of The Nature Conservancy's priority sites. The Green River is home to 71 of Kentucky's 103 known mussel species a number of them quite rare. The Commonwealth's only endemic mussel has been collected from the bioreserve. The Green River is also home to 151 fish species. A number of other rare, threatened or endangered plants and animals are also native to the bioreserve.

The Nature Conservancy purchased the Homeplace on Green River and the Tebbs Bend-Green River Nature Area. Continuing a partnership with The Nature Conservancy should definitely be a priority. The TBBA should also use the inclusion of Tebbs Bend within the Green River Bioreserve to its advantage.

Property for sale, especially property that abuts the river, might qualify for funds from the Kentucky Heritage Land Conservation Fund (KHLCF). Established in 1994, KHLCF provides funds for preserving and conserving natural areas that possess unique features such as:

- Areas which are habitats for rare and endangered species
- Areas important to migratory birds
- Areas that perform important natural functions that are subject to alteration or loss
- Areas to be preserved in their natural state for public use, outdoor recreation and education

[KDNR Heritage Land, *Providing Funds for Preserving and Conserving Natural Areas*, www.dnr.ky.gov/heritageland/]

The Heritage Land Conservation Fund Board gives special consideration to funding agencies working together to meet these goals. Revenue for the fund comes from the Nature License Plate, the state portion of the unmined minerals tax, and environmental fines. Creating a coalition between the county government, TBBA, and The Nature Conservancy would be an excellent partnership and would add strength to an application.

Because the battlefield is located in an environmentally unique, important, and sensitive area, The Nature Conservancy and other agencies and organizations dedicated to protecting sensitive environments will be strong allies in land protection efforts.

The work already undertaken by The Nature Conservancy in Taylor County could be used to the advantage of the TBBA. Rarely does land have as much environmental and historical significance as the Tebbs Bend battlefield. This is an excellent opportunity for environmentalists, historic preservationists, and farmers to work together to find creative ways to preserve this land. Once preserved, the land will provide green space in Taylor County, it will insure that the agricultural heritage of the county remains intact, and it will promote heritage tourism through a preserved and, in the long-term, fully interpreted Tebbs Bend battlefield.

The Rural Heritage Development Initiative (RHDI) provides another opportunity for partnerships. The RHDI is pilot project that seeks to stimulate economic development in the rural areas of eight Central Kentucky counties, one of which is Taylor County. The program's focus is on five areas: Preservation Education, Local Business Development, Heritage Tourism, Farmland Preservation, and Branding and Image Development. The program is a partnership between the Kentucky Heritage Council, The National Trust for Historic Preservation, and the Dry Stone Conservancy, and was funded in large part by a grant from the W. K. Kellogg Foundation.

According to the *Historic Preservation in Kentucky* report on the Rural Heritage Development Initiative:

African-American heritage sites, religious heritage sites, and the idyllic rolling farmland characteristic of this area have just recently begun to receive the attention they deserve. Branding and image development is also an important way to identify and highlight the unique qualities of the selected region.

The TBBA could tap into this initiative. The effort under way in the Bend fits into at least two of the RHDI is five areas of focus: Heritage Tourism and Farmland Preservation. The TBBA should become active participants in the RHDI and should stay informed regarding opportunities for funding that may develop. Partnering with the initiative may also be a way to secure grant funding and/or technical assistance.

Another Federal partner is the US Army Corps of Engineers who manage the Atkinson-Griffin House. Section 110 of the National Historic Preservation Act makes Federal agencies responsible for historic properties owned or managed by those agencies. Section 110 specifically states: “the costs of preservation activities are eligible project costs in all undertakings conducted or assisted by a Federal agency.” Over the years the Corps has kept the house in good repair, it might be possible for them to obtain funds to upgrade the interpretation or systems at the house.

CONCLUSION

The Tebbs Bend Battlefield is something in which everyone in Taylor County can take pride. Much has been achieved through the efforts of the Tebbs Bend Battlefield Association and the dedication and hard work of various individuals.

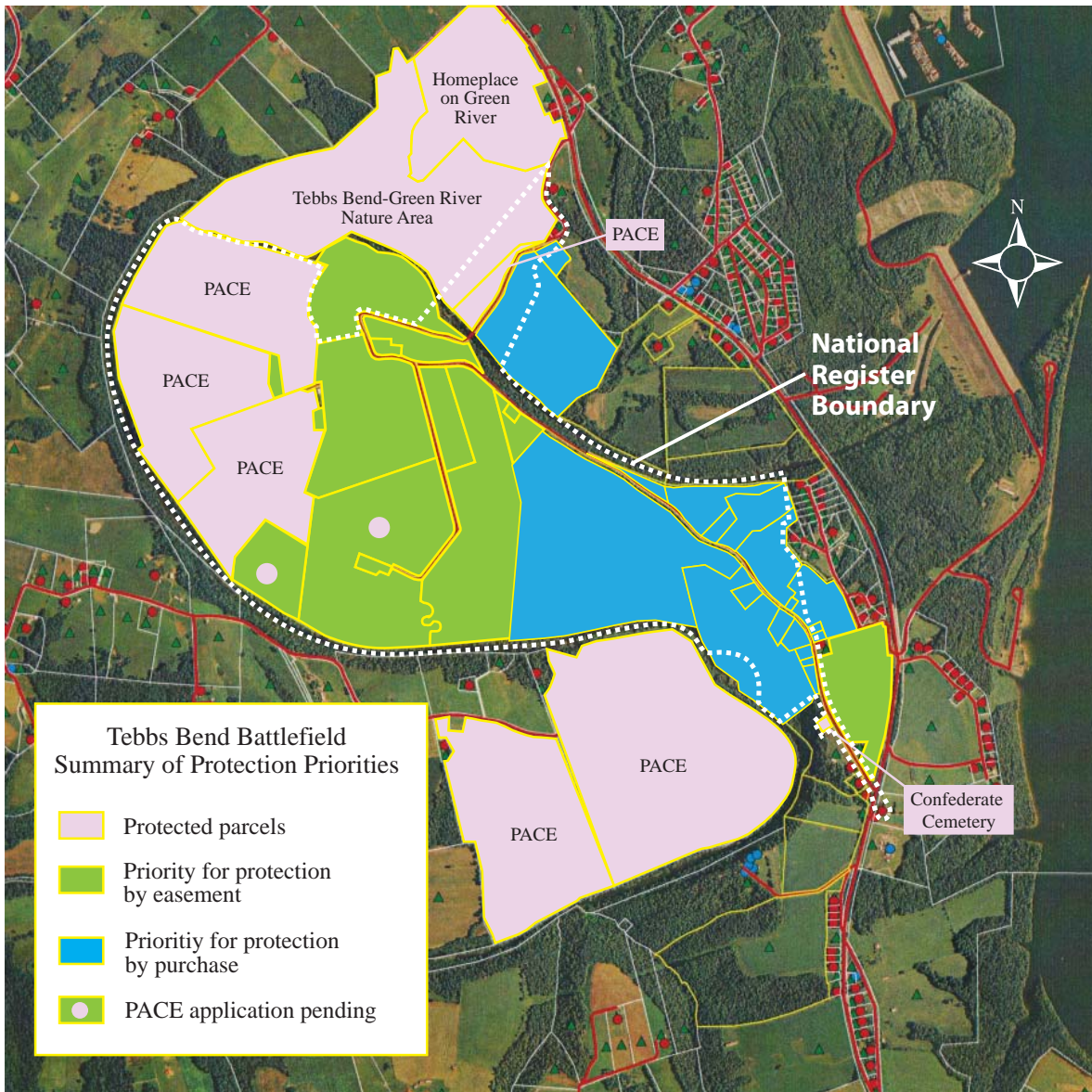
- Atkinson-Griffin House acquired and interpretive exhibits installed
- Battle of Tebbs Bend listed in National Register
- Confederate Monument listed in National Register
- Driving tour developed and interpretive waysides installed
- Battlefield driving tour listed in Civil War Discovery Trail
- Green River Toll House acquired and restoration in progress
- More than 640 acres protected by easements through PACE program
- Tebbs Bend-Green River Nature Area established
- Tebbs Bend Battlefield Preservation Plan completed

The Tebbs Bend Battlefield is well-known in Kentucky. The funding of this project through the National Park Service demonstrates that it is also known in Washington, DC. The Tebbs Bend Battlefield Association has accomplished just about everything that can be accom-

plished without owning land. The TBBA can take pride in what it has done but its job is far from finished.

This plan recommends the purchase of 305 acres of battlefield land, and the preservation of another 401 acres of battlefield land and viewshed through easements. In order to accomplish the vision outlined in the community meeting, battlefield land will have to be acquired. Protecting battlefield land will ensure that visitors to the battlefield experience the site without inappropriate distractions and that those who wish to farm can continue to do so. Over 640 acres of land has already been placed in the Kentucky Department of Agriculture PACE program with another 100 acres pending. The Nature Conservancy has purchased 392 acres, a portion of which is within the Core Area of the battlefield; even more is viewshed (Map 12). If properly channelled, the love and respect for Tebbs Bend are forces that will lead to a successful battlefield preservation effort.

What happens next is up to the people of Taylor County. The organization is in place and a plan is in hand. If the goals of the Tebbs Bend Battlefield Association are to be realized, the organization and the people have to step forward and use the resources available, talk to their friends and neighbors and their state and Federal representatives, continue to cultivate partnerships and find creative ways to accomplish their goals and fulfill their vision for the Tebbs Bend battlefield.



Map 12: Tebbs Bend Battlefield, summary of protection priorities.



Recommended Actions



RECOMMENDED ACTIONS

The Tebbs Bend Battlefield Association has accomplished a great deal during the last decade. The battlefield has been listed in the National Register of Historic Places. An interpretive program has been initiated. The site is listed in a number of tourism publications, and it has become one Taylor County's featured sites. The most important task remains—the preservation of battlefield land.

APPLY FOR ABPP FUNDING

The ABPP is one source of funding that has been successfully tapped. With a successfully completed project they will be likely to fund future requests. The ABPP will fund archeological investigations, interpretive planning, research, and mapping.

FORM PARTNERSHIPS

There are a number of organizations and agencies that the TBBA can partner with to apply for funding, and technical assistance in grant writing, design, preservation, and other fields that will help achieve long-term goals. The Nature Conservancy, the Rural Historic Development Initiative, Kentucky Heritage Council, TourSEKY, Kentucky Department of Agriculture and Taylor County Fiscal Court can all be useful partners. Invite people from these and other organizations to speak at TBBA meetings. You'll be surprised how many will come.

WORK WITH LANDOWNERS

The landowners in the Bend love their land and want to preserve it; the land already enrolled in the PACE program and the pending applications make this abundantly clear. Take active steps to help landowners preserve the battlefield, their land, and their way of life.

MAINTAIN MOMENTUM

Continue hosting events, reenactments, living histories, battlefield tours, and the annual yard sale event. Work with all the tourism organizations to make sure visitors know about and can find the battlefield.

The action plan below outlines specific steps that the TBBA can take over the next decade to achieve the goals outlined in this plan.

2010-2011

➤ *Continue dialog with battlefield landowners*

This plan identifies over 300 acres of priority battlefield land. Begin conversations with landowners regarding their long-term plans for the land.

Make it known that the TBBA would like the first option to buy the land if it goes on the market. Encourage landowners to place easements on their property.

- *Create a website*
The Tebbs Bend Battlefield Association needs a website. Let the world know you are out there and what you are doing!
- *Apply for additional American Battlefield Protection Program funding*
The exact location of the stockade and the Union defensive position are not known. Seek ABPP funding to conduct an archeological survey to determine the location of these sites. Seek funding for a cultural resource inventory/survey.
- *Celebrate the Civil War Sesquicentennial*
The upcoming Civil War Sesquicentennial is an opportunity to educate the community, region, state, and nation about the Tebbs Bend battlefield. It may also present opportunities to obtain funding for land or easement purchase.
- *Seek rural historic district designation*
This is an opportunity for the landowners in Tebbs Bend to gain control of how their land can be used. It is also an opportunity for the landowners to work together and perhaps get to know one another even better. There are very few rural historic districts in Kentucky; this could be the first outside of the central Bluegrass.
- *Begin partnership building*
The Tebbs Bend Battlefield Association has the opportunity to partner with several organizations to move its agenda of preserving the battlefield forward. Begin this effort by inviting representatives from The Nature Conservancy, Rural Historic Development Institute, Kentucky Heritage Council, Taylor County Fiscal Court, Team Taylor County, and others to speak at TBBA meetings.
- *Open toll house interpretive center and upgrade interpretation*
Funding is in place to restore the Green River Toll House. After the building is restored and the exhibits installed would be a good time to upgrade battlefield interpretation should be upgraded. Some of the panels are ten years old and are worn. They need to be replaced. Seek permission to place interpretive trails on the Tebbs Bend-Green River Nature Preserve tract.

2012-2014

- *Continue land preservation activities*
Continue working with landowners to purchase land and/or obtain easements. Work with the Kentucky PACE program, The Nature Conservancy, Kentucky Heritage Land Conservation Trust Fund, and others to locate and secure funding.
- *Seek funding for an interpretive plan*
The Civil War Sesquicentennial is an excellent time to reevaluate the interpretive program. Apply for ABPP funding for a comprehensive interpretive plan.
- *Observe the Great Raid Sesquicentennial*
Work with Tennessee, Indiana, Ohio, and other sites to hold a month-long *Great Raid* event. Use this as an opportunity for education and fund raising.
- *Staff the battlefield*
With the Green River Toll House open, the TBBA has the opportunity to have a presence on the battlefield during the tourist season. Work with the county government and other partners to find funds to pay an individual to staff the toll house and operate a gift shop. If no funding is available, seek volunteers.
- *Create four annual battlefield events*
The TBBA hosts the annual “Tebbs Bend flea market.” Now is the time to begin to host Civil War related events. Living histories, demonstrations, ghost walks, a Memorial Day ceremony, a lecture series, or other events will draw attention to the battlefield and help with fund raising.

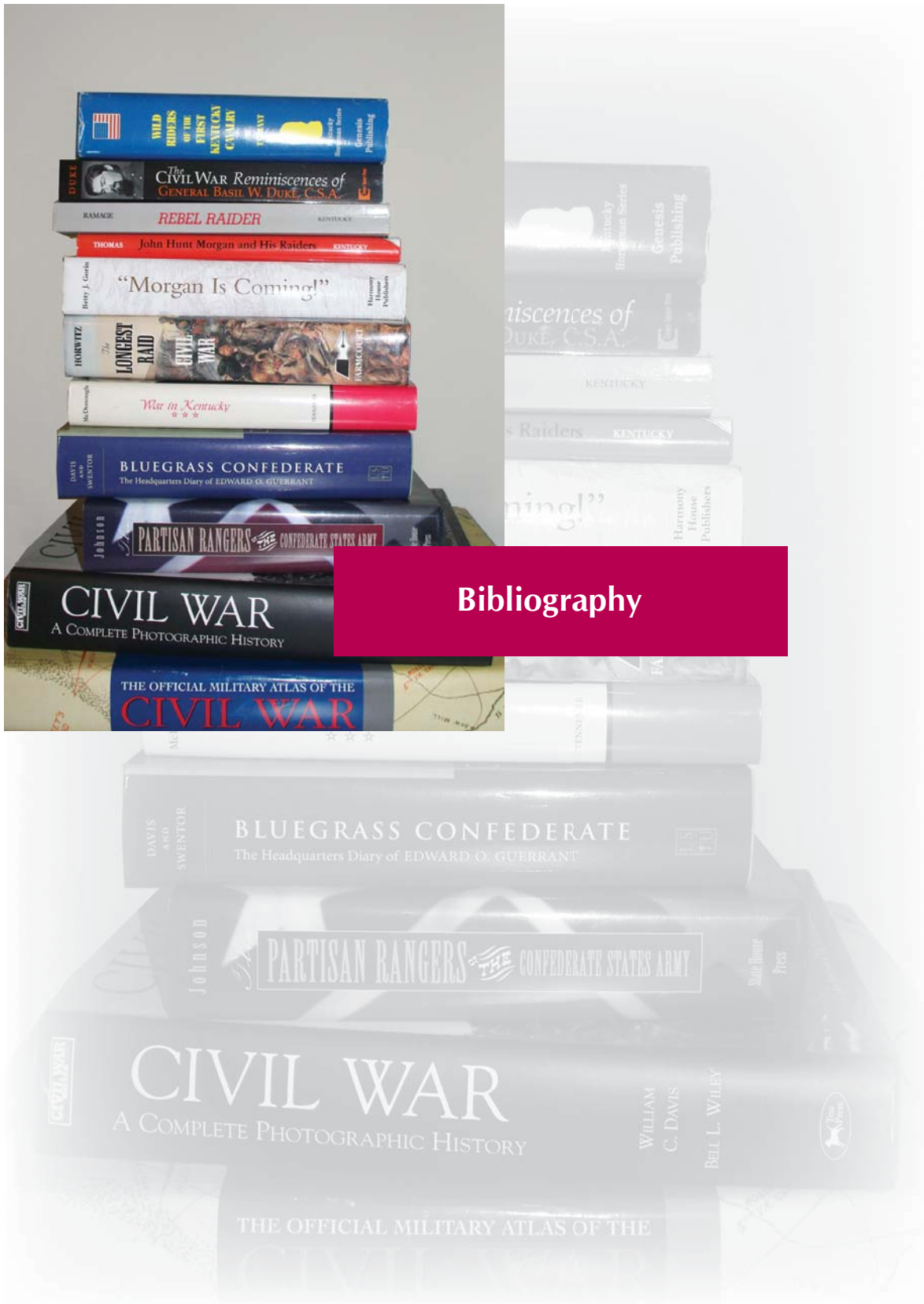
2015-2020

- *Continue land preservation activities*
Continue working with landowners to purchase land and/or obtain easements. Work with the Kentucky PACE program, The Nature Conservancy, Kentucky Heritage Land Conservation Trust Fund and others to find funding.
- *End the Civil War Sesquicentennial on a high note*
It should be the goal of the TBBA to have purchased some battlefield land by the end of the Civil War Sesquicentennial (2015). The Sesquicentennial provides a four year opportunity for partnership building, good publicity and fund raising.

- *Open on-site interpretive trails*
Land has been purchased and a new interpretive program designed. Open the trails to the public for the first ever on-site battlefield tour.

- *Seek funding for battlefield visitor center*
At this point the battlefield has grown and the TBBA is ready to expand. Seek funding to build or rehab an extant structure for use as the battlefield visitor center.

- *Apply for ABPP funding for new preservation plan*
Regardless of how much you have accomplished after ten years much has changed. A new plan will give the new board fresh ideas and a new perspective. Seek funding for a historic structures report for the Sublett house and the tollgate house.



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APPENDIX: SOURCES OF INFORMATION AND TECHNICAL SUPPORT

American Association for State and Local History

www.aaslh.org

American Battlefield Preservation Program

www.nps.gov/history/hps/abpp/

Blue & Gray Magazine

www.bluegraymagazine.com/

Civic Tourism

<http://civictourism.org/>

Civil War News

www.civilwarnews.com/

Civil War Preservation Trust

www.civilwar.org

Cultural Heritage Tourism

www.culturalheritagetourism.org/

Federal Resources for Educational Excellence

<http://free.ed.gov/>

Kentucky Council for the Social Studies

www.kcss.org/content/

Kentucky Department of Agriculture

Office of Agricultural Marketing & Product Promotion – PACE Program

<http://www.kyagr.com/marketing/farmland/index.htm>

Kentucky Department of Travel

www.kentuckytourism.com/

Kentucky Heritage Council

<http://heritage.ky.gov/>

Kentucky Heritage Land Conservation Fund

www.dnr.ky.gov/heritageland/

Kentucky Museum & Heritage Alliance

<http://history.ky.gov/sub.php?pageid=61§ionid=13>

Kentucky Transportation Cabinet – Office of Local Programs

<http://tea21.ky.gov/>

National Association for Interpretation

www.interpnet.com

National Council for the Social Studies

www.socialstudies.org/

National History Day, Inc

www.nationalhistoryday.org

National Trust for Historic Preservation

www.preservationnation.org/

Rural Heritage Development Initiative

www.kycrossroadsregion.com/

Teaching with Historic Places

www.nps.gov/history/nr/twhp

The Nature Conservancy

<http://www.nature.org/wherewework/northamerica/states/kentucky/projects/>

TOURSEKY

www.tourseky.com/

USDA Rural Information Center – Historic Preservation Resources

www.nal.usda.gov/ric/ricpubs/preserve.html

Attachment F.

Housing

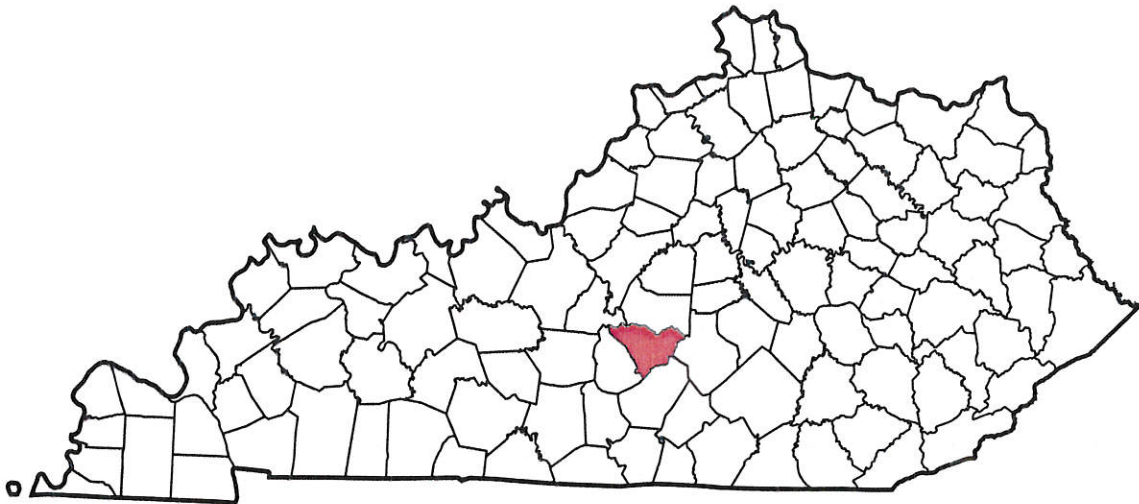
- F1. Building Permits 2004 -2014
- F2. 2014 PVA Yearly Report
- F3. Tax Rate Comparison to other counties

Residential Multi Family Residential Additions Commercial Commercial Additions

| | Residential | Multi Family | Residential Additions | Commercial | Commercial Additions |
|------|-------------|--------------|-----------------------|------------|----------------------|
| 2004 | 10 | 9 | 19 | 17 | 11 |
| 2005 | 9 | 9 | 13 | 13 | 9 |
| 2006 | 4 | 2 | 10 | 15 | 9 |
| 2007 | 5 | 6 | 14 | 25 | 18 |
| 2008 | 4 | 3 | 10 | 14 | 10 |
| 2009 | 4 | 6 | 6 | 5 | 9 |
| 2010 | 5 | 3 | 5 | 7 | 1 |
| 2011 | 3 | 2 | 3 | 10 | 1 |
| 2012 | 3 | 3 | 4 | 5 | 2 |
| 2013 | 8 | 2 | 8 | 10 | 5 |
| 2014 | 3 | 1 | 3 | 3 | 6 |
| 2015 | | | | | |

2014 Report

Taylor County Property Valuation Administrator



Chad Shively, PVA
Taylor County
203 North Court St, Suite 6
Campbellsville, KY 42718

Phone: (270) 465-5811
Fax: (270) 789-0782

www.TaylorPVA.com

A Note from PVA Chad Shively



Dear Friends:

This 2014 PVA report is intended to give its readers a quick glance of how the local market may be trending as well as give pertinent information about our county's tax roll. I also show everyone any updates to the office or new ideas that have been implemented.

Inside this report you will be able to find information pertaining to Taylor County such as the certified Taylor County property tax roll, local housing trends, new office implementations, & where your property tax dollars go.

I have researched and compiled data from each year that I have been PVA. I plan on continuing this report annually to be able to chart any and all changes in the local real estate market. Throughout your reading you will be able to see how each year stacked up against previous years.

Unless otherwise noted in the report, all data herein is compiled from information inside your local Taylor County PVA office. A great amount of time was put into this report and I hope you enjoy being able to see a snapshot of how things look inside our great community.

In closing, I appreciate the privilege of being able to serve you as Taylor County PVA. I'm always willing to speak to you and be on hand to answer any questions you may have. Stop by anytime during our regular office hours if you have further questions.

Sincerely,

A handwritten signature in blue ink that reads "Chad Shively". The signature is fluid and cursive.

Chad Shively, PVA
Taylor County

Taylor County PVA Office Mission Statement

On a daily basis, the PVA office staff and I work to bring:

- A courteous, positive, & helpful attitude (Treating others as we would want to be treated)
- The most accurate data on hand
- Fair & equitable assessments

What's New in the Taylor County PVA Office

Since taking office in May 2013, it has been my desire to bring to the public the best in customer service. My staff and I take continuing education courses throughout the year so we can not only give you fast and friendly service when you stop by but also to be able to give you accurate information as well. We also try to invest in new technology to better assist you. Below are some of the things I've implemented in 2014.

- **65 Birthday Club!**

By working with the Secretary of State's office, we are now able to make contact with most individuals inside our community and alert them of their need to sign up for the Homestead Exemption. This is done with our very own custom made Taylor County PVA Birthday card that will be mailed to all of those individuals, during the month of January, the year they turn 65.

- **Homestead Exemption Increase!**

Every two years, Frankfort lawmakers meet and set the exemption amount for what we know as the Homestead Exemption. For tax years 2015 & 2016 the amount has been set at \$36,900. This is an increase of \$900 from the previous two years. This could save you over \$440 depending on the taxing district you live in.

- **Taylor County PVA Office on Facebook!**

With more and more individuals receiving news updates via social media, we thought it best to create an office page to keep our constituents informed about the happenings the office. Office news, closings, as well as deadlines can and will be posted throughout the year to keep everyone "in the know" about their PVA office. So, find and like us on Facebook; Taylor County PVA Office - Chad Shively PVA

Commonwealth of Kentucky
 Department of Revenue
 Office of Property Valuation
 Frankfort, KY 40620

CERTIFICATION OF EQUALIZED ASSESSMENT

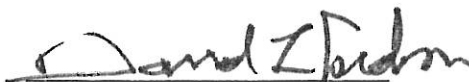
TAYLOR COUNTY

| CLASS OF PROPERTY | 2014 EQUALIZED ASSESSMENT | |
|--|---------------------------------|-----------------|
| Real Estate | | |
| Residential-Lots | \$ 577,969,960 | |
| Farm | 127,426,991 | |
| Commercial and Industrial | 268,505,116 | |
| Oil & Mineral Rights | 5,459 | |
| Unmined Coal | - | |
| Total Equalized Assessment-Real Estate | - 973,907,526 @ 12.2 | \$ 1,188,167.18 |
| Total Equalized Assessment-Leaseholds | - @ 1.5 | - |
| Tangible Personal Property | | |
| Total Equalized Assessment (Full Rates) | - 53,230,613 @45.0 | 239,537.76 |
| Total Equalized Assessment (state rate only) | 12,356 @45.0 | 55.60 |
| Total Equalized Assessment (state rate only) | 41,551,862 @15.0 | 62,327.79 |
| Total Equalized Assessment-Tangible Personal | | |
| Subject to 5 cent state rate only | 28,401,006 @5.0 | 14,200.50 |
| 5 cent state rate (full local rates) | - 40,999,061 @5.0 | 20,499.53 |
| Tangible Personal Property | | |
| Subject to 1/10 cent state rate only | 161,928 @1/10 | 1.62 |
| Tangible Personal Property | | |
| Subject to Mixed State and County Rates | | |
| Aircraft (Recreational & Non-Commercial) | 66,000 @1 1/2 | 9.90 |
| Watercraft (Non-Commercial) | 8,819,062 @1 1/2 | 1,322.86 |
| Inventory-in transit | 104,508,722 - | - |
| (Unmfg. agr. products not at mfg. plant) | | |
| Tobacco: | | |
| State 1 1/2 ct.- Co. 1 1/2 ct. | - | - |
| All Other: | | |
| State 1 1/2 ct.- Co. 4 1/2 ct. | - | - |
| Subject to 1 1/2 ct. State Rate Only | | |
| Unmfg. ag. prod.-mfg. plant | 18,006 18,006 @1 1/2 | 2.70 |
| Intangible Personal Property | | |
| Subject to 25 ct. State Rate Only | - 0 | - |
| Subject to 1 1/2 ct. State Rate Only | - 0 | - |
| Subject to 1/10 ct. State Rate Only | - 0 | - |
| Brokers' Accts. Subj to 10 ct. State Rate Only | - 0 | - |
| Total Equalized Assessment | \$ 1,251,676,142 | \$ 1,526,125.44 |
| No. Acres Fire Protection | 49,245 Acres Water District | - |
| Values Acres Water District | - | - |

I, David L. Gordon, Executive Director, Office of Property Valuation, certify that the above total is the equalized assessment of the different classes of property and the total assessment of TAYLOR County as made by the Office of Property Valuation and the taxes due therefrom for state purposes for 2014, subject to any increases or decreases that may hereafter be made as a result of the appeals to the Kentucky Board of Tax Appeals.

Witness my hand this

25 July 2014



David L. Gordon, Executive Director
 Office of Property Valuation
 Finance and Administration Cabinet

A Quick Look at Taylor County

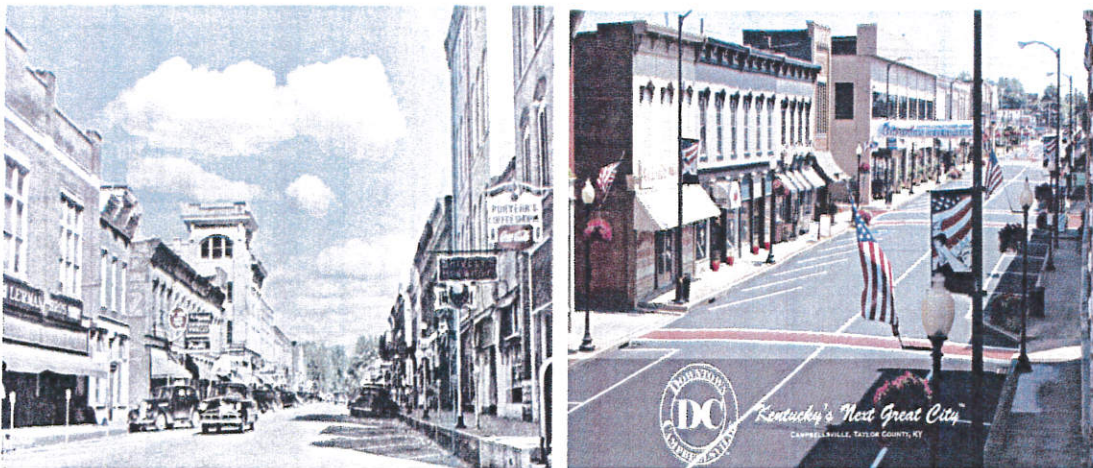
Taylor County is nestled in the center of Kentucky located approximately 80 miles from Louisville, Lexington, & Bowling Green. In fact, the county has the nickname of the “Heart of Kentucky” because of its geographic location as well as its boundary outline resembling a heart.

The county seat, Campbellsville, was founded in 1817. According to the March 2011 edition of Site Selection magazine, Campbellsville is ranked among some of the top Micropolitan communities in the country ranking tied for 41st out of 576 communities.

Although agribusiness is still a large part of our community, the area boasts a diverse workforce which includes local automotive parts factories, woodworking facilities and other manufacturing companies, a large healthcare sector, and many employed in an educational background. Campbellsville also has a large retail center. Aside from the larger national chain stores, shops and restaurants pepper the downtown area where work has been done to bring a breath of fresh air into local downtown businesses.

Taylor County is also home to Green River Lake State Park. The park is a haven for fisherman, campers, and recreational water sport enthusiasts. Whether you would like to rent a weekend houseboat, take the kids camping, or simply take a swim and cool off, Green River Lake State Park is one of the best-kept secrets in Kentucky.

Downtown Campbellsville continues to come alive. More and more local businesses are opening, relocating, or remodeling on Main St.



Local Education

All local schools are working to update their facilities. Campbellsville School system announced in 2014 that they will be remodeling their current buildings and making necessary improvements. The Kentucky Christian Academy plans to complete their building near the first of 2015. Taylor County School system broke ground in late 2014 for work on a new high school building and new primary education center and Campbellsville University continues to expand to meet its needs. Updates on all of these building projects will follow in the 2015 report.

Taylor County is home to two (2) public schools, one (1) private school, and a private university.

Campbellsville Independent School System – www.cville.k12.ky.us

Taylor County School System – www.taylor.k12.ky.us

Kentucky Christian Academy – www.kentuckychristianacademy.com

Campbellsville University – www.campbellsville.edu



Taxable Fair Cash Value in Taylor County

Taxable Fair Cash Value: Commercial Property

2010 - \$250,122,602
2011 - \$261,987,507
2012 - \$262,691,674
2013 - \$264,880,439
2014 - \$268,505,116

The commercial property FCV, in Taylor County, has continued to increase over the past few years. This is in large part to new construction taking place within the county and improvements being made to existing properties. Also the increased sales prices from one owner to another increase the FCV.

Taxable Fair Cash Value: Residential Property

2010 - \$574,225,555
2011 - \$579,567,907
2012 - \$581,231,825
2013 - \$578,497,949
2014 - \$577,969,960

While we noticed a slight dip in fair cash values of residential property, in Taylor County in 2014, this is seen in small amounts from time to time. Some of this can be attributed to taxable property being moved to the exempt category after it was purchased from a tax exempt entity, fire loss, & demolition of some properties to make room for commercial property.

Median Home Price in Taylor County

There was yet again an increase in the median home price in Taylor County from 2013 to 2014. This indicates that the local trend is sustainable/growth.

2012 - \$97,394.04
2013 - \$98,540.15
2014 - \$98,876.67

**Sales of homes on 10 acres or more (farms), multifamily dwellings, foreclosure properties, & sales between family members were excluded from the formula to find median home prices. Only residential properties were used.*

Who Taxes Me?

Taylor County has four (4) taxing districts. Depending on where your property is located depends on which taxing entities will be able to tax your property. The main differences in the taxing districts are school line boundaries and city limit boundaries. It is common to live inside the city limits and be taxed by the county school system. Also, it is common to live outside the city limits but be taxed by the independent school system. Everyone who owns property, however, is taxed from the other six (6) entities. Those six entities are: State, County, Library, Hospital, Health, & Extension Office.

The four districts are broken down below:

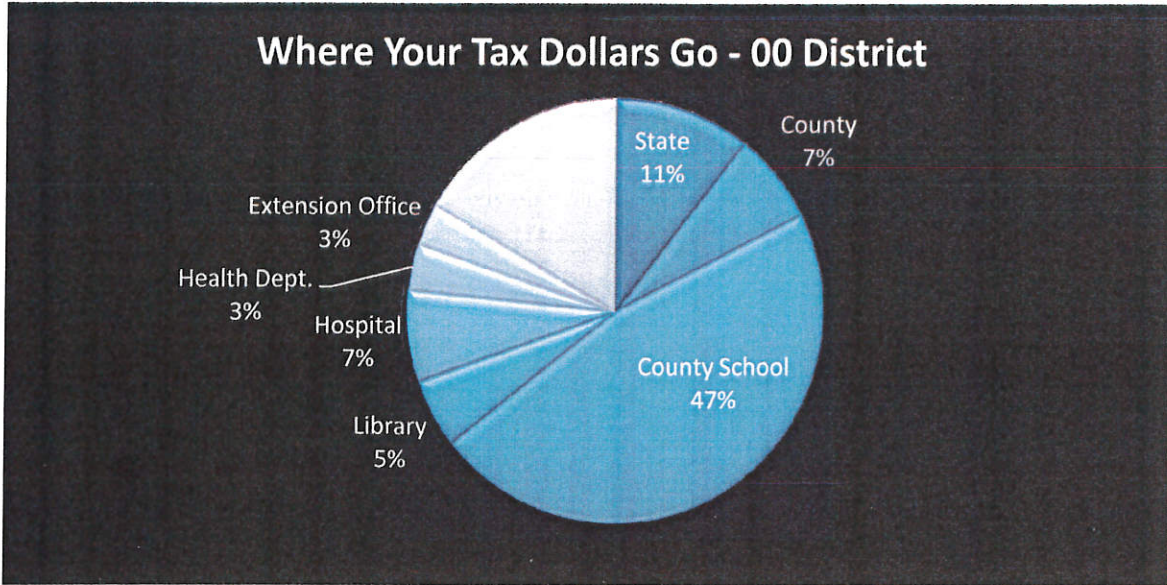
- 00 – City Limits & County School District
- 01 - County Limits & County School District
- 02 – City Limits & Independent School District
- 03 – County Limits & Independent School District

**Due to rounding, these percentages may vary from being precisely 100%.*

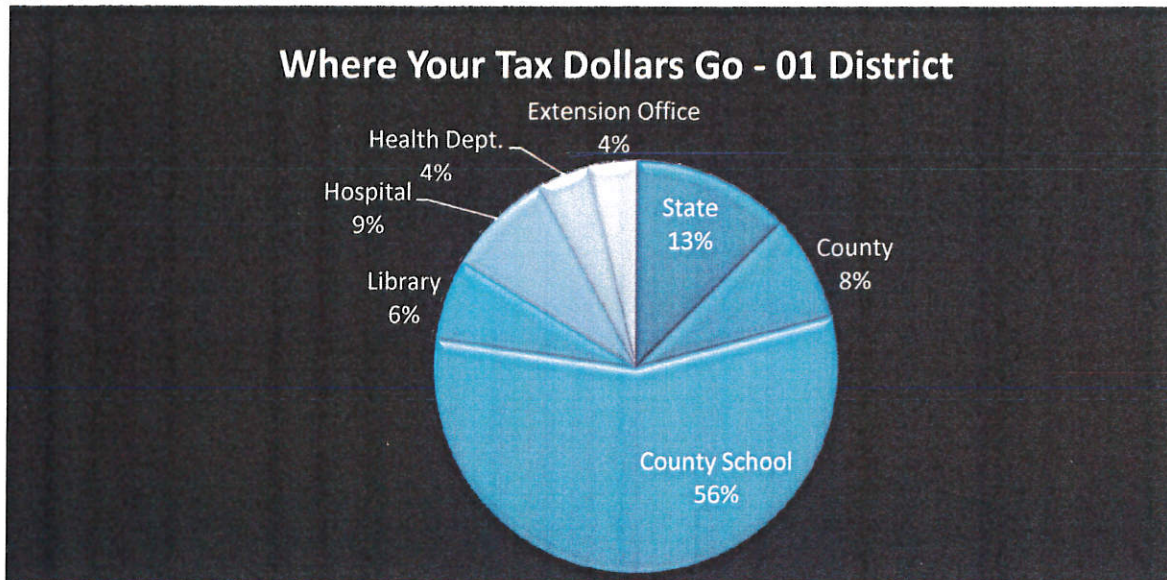
On the following page you will see a breakdown of who taxes you and what percentage of your property tax bill they receive.

Who Taxes Me?

| | |
|--------------------|--------|
| City of C-ville | 16.71% |
| County School | 46.84% |
| State | 10.56% |
| County | 6.93% |
| Hospital | 7.01% |
| Health Dept. | 3.50% |
| Extension Office | 3.20% |
| Library | 5.30% |
| Taxing District 00 | |



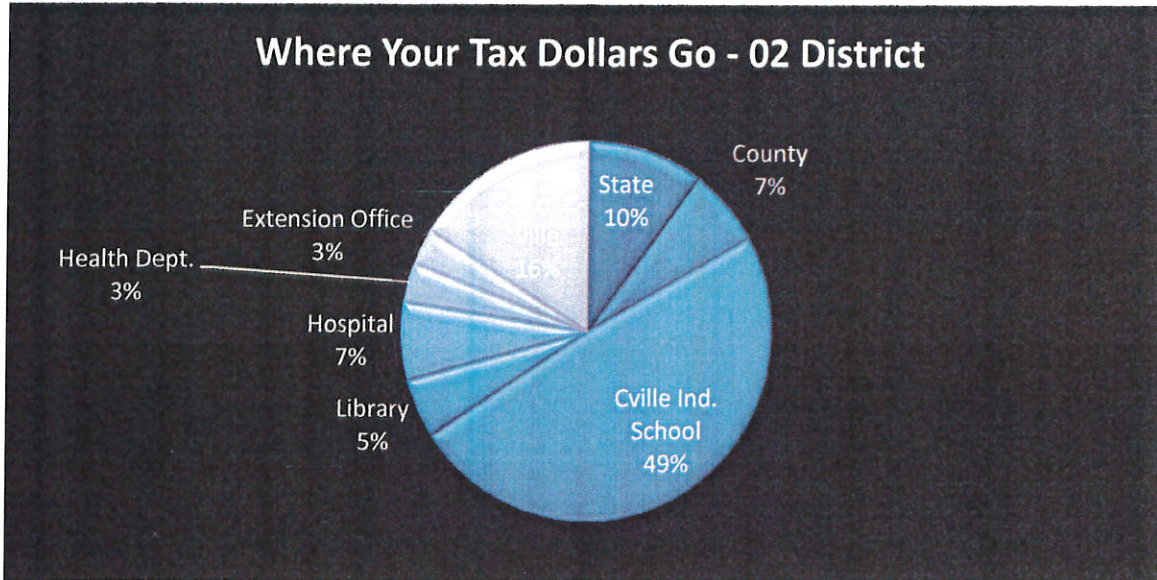
| | |
|--------------------|--------|
| City of C-ville | 3.85% |
| County School | 56.24% |
| State | 12.68% |
| County | 8.31% |
| Hospital | 8.42% |
| Health Dept. | 4.16% |
| Extension Office | 3.85% |
| Library | 6.34% |
| Taxing District 01 | |



Who Taxes Me?

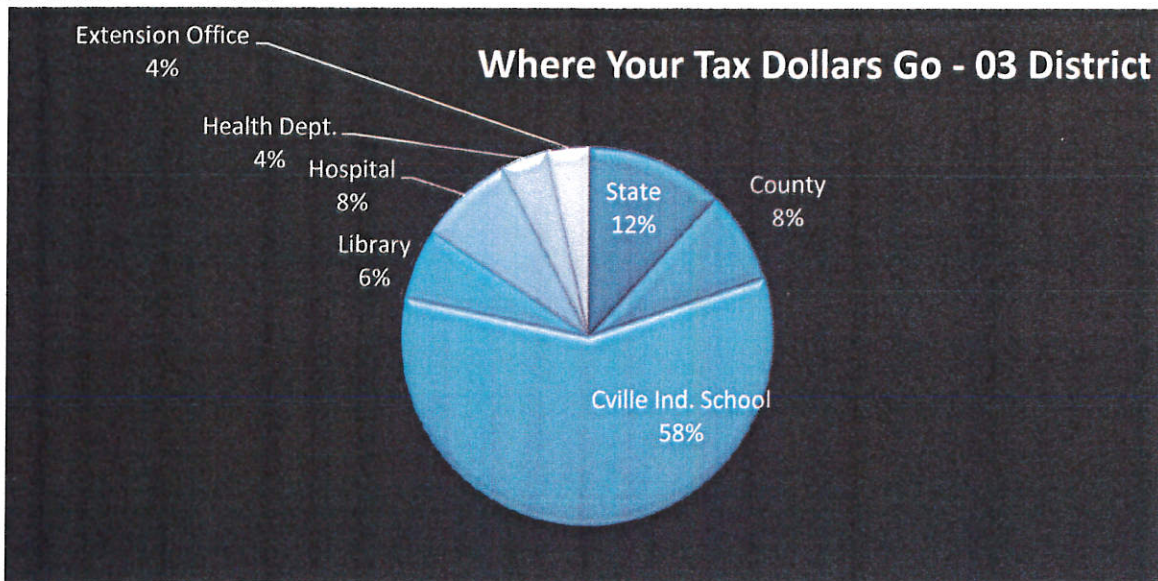
Taxing District 02

| | |
|--------------------|--------|
| State | 10.15% |
| County | 6.70% |
| Cville Ind. School | 48.92% |
| Library | 5.07% |
| Hospital | 6.74% |
| Health Dept. | 3.33% |
| Extension Office | 3.08% |
| City of C-ville | 16.06% |



Taxing District 03

| | |
|--------------------|--------|
| State | 12.09% |
| County | 7.93% |
| Cville Ind. School | 58.28% |
| Library | 6.05% |
| Hospital | 8.03% |
| Health Dept. | 3.96% |
| Extension Office | 3.67% |



Largest in Taylor County in 2014

Largest Individual Assessments

| | |
|--|--------------|
| TRT NOIP COLUMBIA-CAMPBELLSVILLE MARVIN F POER & COMPANY | \$25,000,000 |
| WAL-MART REAL ESTATE BUSINESS | \$8,230,000 |
| BRIXMOOR GA APOLLO I SUB HOLDINGS | \$8,000,000 |
| MURAKAMI MANUFACTURING USA | \$6,243,500 |
| LOWES HOME CENTERS INC | \$5,200,000 |
| AIRGUARD INDUSTRIES | \$4,360,000 |
| BRIXMOOR GA APOLLO I SUB HOLDINGS | \$4,000,000 |
| R & R HOSPITALITY LLC | \$3,650,000 |
| INFAC NORTH AMERICA | \$3,500,000 |
| BLUEGRASS VILLAGE OF CAMPBELLSVILLE | \$3,349,000 |

**Information derived from Search Results in Taylor County Tax Roll Software Data Design Inc.*

Property Taxes Around the State

Below you will see how Taylor County stacks up to similar sized counties around our region of the state. You will see what a taxable assessment of \$100,000 in Taylor County looks like in comparison to these other communities. Only the county-wide tax rate (Sheriff's property tax bill) was used in this comparison. This is because many communities have multiple city districts that tax, as well as different school districts that tax. For example, Taylor County has one city that taxes, Campbellsville, but has two separate schools that tax. Marion County has one school that taxes but has three (3) cities that levy a tax: Lebanon, Loretto, and Bradfordsville. The rate that this report uses is known as the county only rate.

| <u>County</u> | <u>Population</u> |
|---------------|-------------------|
| Boyle | 28,013 |
| Taylor | 24,649 |
| Lincoln | 24,370 |
| Anderson | 21,811 |
| Mercer | 21,349 |
| Marion | 20,045 |

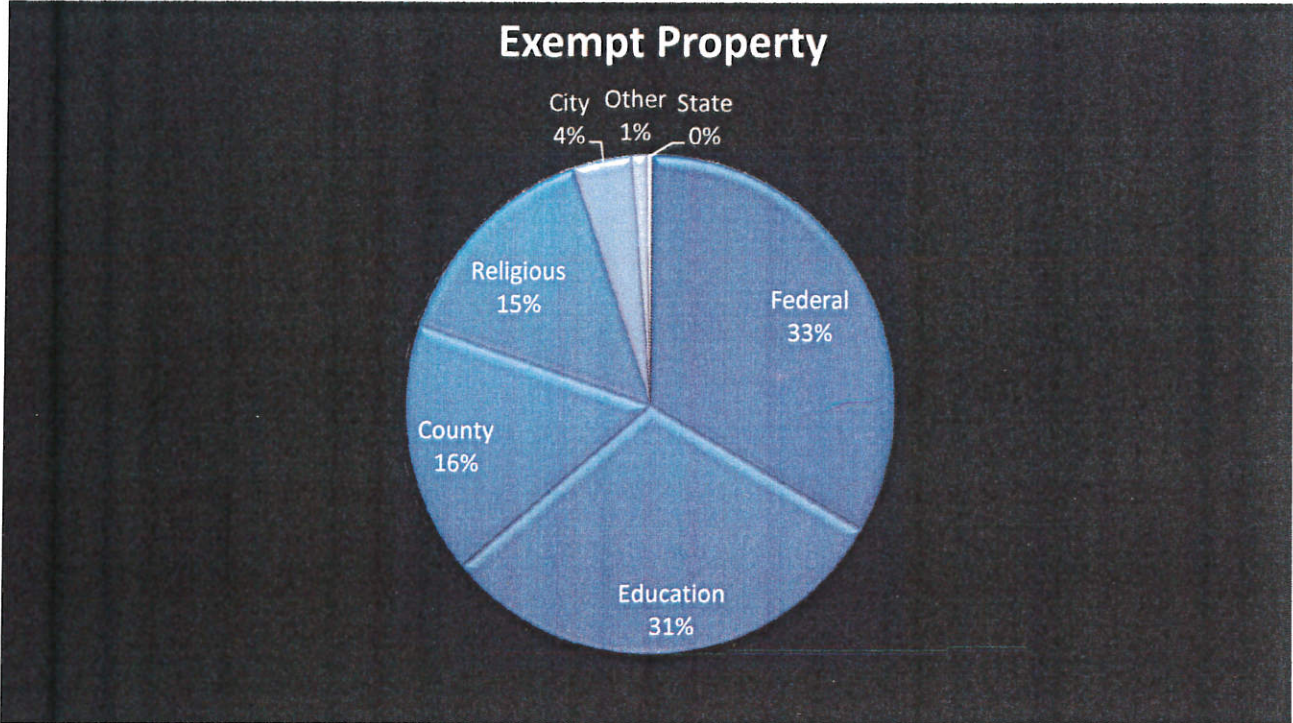
| <u>County</u> | <u>Sheriff's Property Tax Bill (based on a \$100,000 assessment)</u> |
|---------------|--|
| *Marion | \$870.00 |
| Taylor | \$962.00 |
| Lincoln | \$962.00 |
| Anderson | \$1,031.00 |
| Boyle | \$1,075.00 |
| Mercer | \$1,105.00 |

**Marion County does not have a Hospital Tax on their tax roll because the hospital is not a tax exempt entity, it is privately owned and operated in Marion County. If you add what our hospital rate is to the Marion County total tax rate, the two counties, Taylor and Marion, would have nearly identical property tax rates in this taxing district thus making the two bills, on the same assessment, nearly identical as well.*

2014 Exempt Property Breakdown

Exempt Property

| | | |
|-----------|--|--------|
| Federal | | 33.30% |
| Education | | 30.50% |
| County | | 16.36% |
| Religious | | 14.60% |
| City | | 3.85% |
| Other | | 0.97% |
| State | | 0.37% |



Contact the Taylor County PVA

Chad Shively
Taylor County Property Valuation Administrator
203 North Court St, Suite 6
Campbellsville, KY 42718

Phone: (270) 465-5811
Fax: (270) 789-0782

www.TaylorPVA.com

chad.shively@ky.gov

**Taylor County in the Ranks of Surrounding Counties:
Population, Educational Attainment, Median Income, Unemployment, Poverty Level, Tax Rates**

| | Population | High School Grad. or higher | Bachelor's Degree or higher | Median Income | Unemployment | Below Poverty | Median Real Estate Taxes | Tax Paid as % of Median Home Value | Tax Paid as % of Median Income |
|----------------------|---------------|--------------------------------|--------------------------------|------------------|--------------|------------------|-----------------------------|---------------------------------------|-----------------------------------|
| Kentucky | 4,339,367 | 83% | 21.50% | \$43,036 | 5.80% | 18.80% | \$891 | 0.76 | 1.71 |
| Taylor County | 24,512 | 79.60% | 15.10% | \$36,384 | 7% | 21.70% | \$648 | 0.67 | 1.47 |
| Adair County | 18,656 | 73.70% | 13.90% | \$32,524 | 5.40% | 19.10% | \$482 | 0.6 | 1.32 |
| Anderson | 21,421 | 87.20% | 20.40% | \$64,806 | 8.10% | 7.60% | \$1,143 | 0.87 | 1.78 |
| Boyle County | 28,420 | 84.70% | 22.80% | \$49,654 | 6.00% | 14.70% | \$965 | 0.76 | 1.91 |
| Casey County | 15,955 | 69.70% | 8.40% | \$29,934 | 4.90% | 26.80% | \$465 | 0.65 | 1.52 |
| Green County | 11,258 | 76.30% | 12% | \$34,406 | 5.90% | 21.90% | \$450 | 0.6 | 0.96 |
| Hart County | 18,199 | 71.20% | 8.80% | \$33,408 | 5.50% | 26.60% | \$541 | 0.67 | 1.4 |
| Larue County | 14,193 | 80.20% | 11.10% | \$39,753 | 6% | 16.90% | \$681 | 0.7 | 1.46 |
| Lincoln County | 24,754 | 76.80% | 9.60% | \$33,651 | 7% | 18.00% | \$510 | 0.61 | 1.43 |
| Marion County | 19,820 | 81.10% | 12.50% | \$38,719 | 8.80% | 17% | \$669 | 0.69 | 1.58 |
| Mercer County | 21,331 | 83.90% | 18.90% | \$45,396 | 8.40% | 12% | \$996 | 0.77 | 1.81 |

Population Source: U.S. Census Bureau, 2010 Census
 Educational Attainment, Income, Employment, Poverty Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey
 Tax Rates Source: Tax Foundation calculations based upon Census data (American Community Survey). 2006-2010 Property Tax Data by County.