



November 3, 2023

Rebecca Thompson
Qk4, Inc.
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Frankfort, Kentucky 40601

RE: KY 177 Railroad Underpass Overview Study (Item No. 6-80258.00)
Pendleton County, Kentucky
CRA Project No.: K230347
Contract Publication Series: 23-365

Dear Ms. Thompson,

In September and October 2023, Cultural Resource Analysts, Inc. (CRA), personnel completed a cultural historic overview survey for the KY 177 Railroad Underpass in Butler, Pendleton County, Kentucky. The study was conducted at the request of Rebecca Thompson of Qk4, Inc., on behalf of the Kentucky Transportation Cabinet (KYTC). The study area was provided by Qk4, Inc., and encompasses the community of Butler in addition to adjacent areas including northeast of the Licking River (Figures 1 and 2). The objective of the overview study is to identify properties or districts within the study area that are potentially significant, listed, or eligible for listing in the National Register of Historic Places (NRHP) that should be taken into consideration as the project plans develop. This letter report was prepared by Brittany Sams, MHP, of CRA.

CRA personnel completed a review of the records held by the Kentucky Heritage Council (KHC) on September 6, 2023. Geographic information systems (GIS) data provided by the KHC database identified two previously surveyed resources within the study area. According to the records review results, one previously surveyed resource, the Samuel T. Hauser House (PDF 106), has been demolished, although its KHC Inventory Number indicates it is located in Falmouth. Further review of the Samuel T. Hauser House's (PDF 106) KHC inventory form notes it was located in Falmouth, indicating the resource is incorrectly mapped in the KHC GIS database. The Alec Caldwell House (PD 2) has an undetermined status for listing in the NRHP according to the KHC GIS database. The Kentucky Historic Resources Inventory Form was completed for the Alec Caldwell House (PD 2) in 1972. In the form, the house is stated to have been constructed circa 1870. A handwritten note on the back of the form states Alec Caldwell, a local farmer, originally owned 847 acres associated with the site. The KHC database appears to have the Alec Caldwell House in the incorrect location; a review of aerial imagery confirmed there is no resource located in the location as indicated in the KHC database. The KHC database location is approximately 1,500 ft west of the assumed location of the Alec Caldwell House (PD 2); therefore, CRA personnel determined the Alec Caldwell House is the nearest historic house within the vicinity (see Figures 1 and 2). There is no report associated with the survey form for the Alec Caldwell House (PD 2).

Two previous reports overlapped with the study area. Both reports were administered by the Kentucky Transportation Cabinet in partnership with the Kentucky Transportation Center. The reports include CRA Site 1, a Parker through truss bridge constructed in 1936 and carrying KY 177 over the Licking River (Bridge ID 096B00001N). The bridges included in the assessment were not assigned KHC Inventory numbers. The first report, titled "Assessment of Kentucky's Historic Bridges," was

completed in 2013 (KYTC 2013). The purpose of the report was to create an information base to improve decisions about the replacement or rehabilitation of historic truss bridges. During the first phase of the research, information on the history and design of the 109 bridges in the study was assembled. With the assistance of historic preservation professionals, 75 of the bridges were selected for further study for their potential for rehabilitation. During the second phase, the Kentucky Transportation Center research team, engineers from the KYTC bridge division, and 12 highway district engineers, who are responsible for the day-to-day care and maintenance of the bridges, evaluated the condition and functional context of the 75 bridges. The goal was to identify those that were candidates for preservation through rehabilitation. The district engineers were of the opinion that only 14 of the 75 bridges needed to be replaced. However, there was an additional subset of 13 bridges that, in their opinion, presented some significant obstacles to preservation related to functional inadequacy or some other problem with the bridge. The bridge engineers estimated considerably higher levels of effort to preserve these 13 bridges (an average of 7.42 on a 10 point scale) than for the 48 remaining bridges (an average of 3.82 on the 10 point scale). In the report, the Parker through truss bridge within the current study area (CRA 1) was noted to be one of 15 Parker through truss bridges remaining statewide. The bridge (CRA 1) was designed by the State Highway Department, and is functionally obsolete due to its deck width of 24 feet. The report recommended that the bridge appears eligible for listing in the NRHP. The KYTC engineer who assessed the bridge noted that on a scale of 1 to 10 in regard to effort and cost, the bridge (CRA 1) received a 3 due to the modest amount of work needed to preserve it (Kentucky Transportation Cabinet in partnership with Kentucky Transportation Center 2013).

The second report is a continuation of the first, titled “Truss Bridge Rehabilitation Prioritization,” and was completed in 2018 (KYTC 2018). Building on the previous 2013 study that identified historic truss bridges in Kentucky meriting preservation, the Kentucky Transportation Center developed a truss bridge database listing the historic, geometric and other key features of the bridges. One-hundred-eight candidate bridges were selected as being historically significant for preservation. Fourteen of the bridges were replaced during the course of the study, leaving 94 bridges for evaluation. The Kentucky Transportation Center developed a ranking system for rehabilitation prioritization. Two levels of prioritization were considered in this study. The first level, Historical Importance, is the primary and most important level of prioritization. A historical importance factor (HIF) was calculated for each bridge based on its uniqueness, year of construction, and other factors. Bridges were then sorted based on their HIF to identify the ones for rehabilitation prioritization. A bridge condition factor (BCF) and rehabilitation potential factor (RPF) were calculated for each bridge. Eight of the bridges were identified as being of significant historical importance, receiving an HIF greater than 100. Of the remaining bridges, 30 had an HIF between 10 and 100, and the remainder (56 bridges) earned an HIF of less than 10. In the report, the Parker through truss bridge within the current study area (CRA 1) was noted to be one of nine Parker through truss bridges remaining statewide. It received an HIF score of 4 (Kentucky Transportation Cabinet in partnership with Kentucky Transportation Center, 2018).

The study area for the KY 177 Railroad Underpass Overview Study in Butler, Pendleton County was subject to a windshield survey. Brittany Sams and Clarissa Gearner of CRA completed the windshield survey on September 21–22, 2023. The scope of the windshield survey included all roadways in the study area, including state routes and streets traversing the community of Butler (Figures 1–20). Only those previously surveyed resources along these roadways and those exhibiting potential significance and sufficient integrity for listing in the NRHP were recorded during the windshield survey. The field survey identified one previously surveyed resource (PD 2; Table 1) and 6 previously undocumented properties (CRA 1–6; Table 2) which are recommended as potentially significant. The Alec Caldwell House (PD 2), could not be observed from the ROW, and is recommended as undetermined for potential significance. The Samuel T. Hauser House (PDF 106), was confirmed during the field survey to not be located in the vicinity indicated in the KHC GIS database. Previously surveyed and potentially significant resources are mapped on topographic quadrangles and aerial photographs (see Figures 1 and 2).

Individual resources and potential historic districts were assessed along each corridor included in the windshield survey. Of the one previously surveyed (PD 2) and six potentially significant (CRA 1–CRA 6) resources identified during the windshield survey within the study area, none were previously determined eligible for listing in the NRHP. CRA 3, a railroad underpass carrying KY 177, was initially determined as not potentially significant. For the purposes of this survey, it is included with the potentially significant resources because the entire rail line was not evaluated within the scope of this project. CRA recommends the underpass (CRA 3), when considered as an individual entity, is not potentially significant. However, if the rail line is evaluated in the future, and determined eligible for listing in the NRHP, the underpass could be designated a contributing resource to the entire railroad line. Therefore, CRA has included the underpass (CRA 3) as a potentially significant resource.

One previously surveyed resource, the Alec Caldwell House (PD 2) could not be observed from the ROW and is recommended as undetermined for potential significance (Table 1). Six previously unidentified historic resources (CRA 1–6) were identified in the field as potentially significant properties with the potential for eligibility for listing in the NRHP (Table 2) (Figure 25–47). These sites require additional research to formally evaluate their eligibility for listing in the NRHP, but they appear to be potentially significant under Criterion A and/or C. Archival research and a closer examination of significance and integrity are necessary to make comprehensive recommendations of eligibility.

Remaining resources within the central community of Butler, particularly the resources bounded by Taylor Street to the northwest, Mill Street to the northeast, South Street to the southeast, Williams Street to the southwest, and Doyle Street, consist of single-family residences dating to the late nineteenth and early twentieth centuries. Nearly all of the resources within this area are over 50 years old and consist mainly of early to mid-twentieth-century side-gable and front-gable vernacular houses, heavily modified Craftsman style residences, two-story L-shape houses, and one-story cross-gable residences. Structures varying from these appear to be mainly located on Matilda Street, Peoples Street, Mill Street and Front Street. Buildings on Matilda Street include a heavily modified Queen Anne style dwelling, a Dutch Colonial style dwelling, and a Four-Square dwelling. The street also features an early twentieth-century school (CRA 4) (SMC 1909). Peoples Street features a Tudor Revival style residence (CRA 5) and an early twentieth-century Gothic Revival style residence (CRA 6) (SMS 1909). A mid- to late nineteenth-century I-house (CRA 2) is located on Mill Street (SMC 1886). A modified early twentieth-century bank, now serving as the Butler City Hall, is oriented to Front Street (SMS 1927). Historic commercial buildings are clustered near the intersection of Matilda Street and Peoples Street, and are also located along Front Street. Structures are generally set back from the street on small, tree-lined lots. The majority of these resources either do not rise to an exemplary level of architectural significance or have undergone material changes, including replacement siding, replacement window sashes and doors, and non-historic additions that diminish their integrity of design and materials and, as such, are unlikely to be eligible for listing in the NRHP. There are few historic resources remaining associated with the development of the railroad or commercial activity integral to the early growth of the community (SMC 1886; SMC 1909; SMC 1927). Moreover, multiple empty lots along residential streets and within commercial corridors diminish the community's integrity of setting, feeling, and association. Some resources in this portion of the study area may be individually significant (CRA 2 and CRA 4–CRA 6); however, further research and investigations are necessary to determine the individual significance and integrity of these resources.

Apart from the resources included in Table 2, the remaining previously unrecorded resources in the study area observed during the windshield survey, including those that are over 50 years old, did not appear to be potentially significant and/or retain sufficient integrity to potentially be eligible for listing in the NRHP.

In addition to evaluating individual resources, CRA also considered the potential for historic districts in the study area. Within the study area, Cindy Drive, Shannon Street, Grogan Lane, Mader Street, and East Side Park Road, as well as the northwest sections of Taylor Street, Williams Street, and Peoples

Street, are largely populated by mid-twentieth-century vernacular residences, various subtypes of Ranch houses, and modern construction. Only one modified I-house and non-operational farm is located on the section of River Road within the study area. Historic resources located along the section of KY 177 northeast of the truss bridge (CRA 1) and the Licking River within the study area do not display a consistent development pattern within a cohesive period of time. The section of KY 177 bisected by the railroad underpass (CRA 3) and located south of the railroad, as well as the minor roads branching off of the corridor, are sparsely populated with modern buildings excluding the Alec Caldwell House (PD 2), which could not be observed from the KY 177 ROW. The aforementioned areas do not clearly represent agricultural practices or patterns, development patterns, community planning efforts, or significant events associated with the founding or expansion of Butler in the late nineteenth-century. Based on the windshield survey, CRA recommends there are no potential historic districts eligible for listing in the NRHP under Criterion A, B, or C within the study area.

The locations of the previously surveyed and potentially significant resources are mapped in the above topographic quadrangles and aerial photographs and included with the accompanying electronic shapefiles. Initial recommendations for potential NRHP eligibility for the surveyed resources in the study area are included in the tables. Photographs of previously surveyed resources and resources determined to exhibit potential significance are located in Appendix A.

Additional resources 45 years of age and older are located in the study area, but those viewed from the ROW by CRA personnel do not appear to have significance and/or integrity for potential listing in the NRHP. Additionally, further investigation will be required to ascertain whether PD 2 and CRA 1–6 are eligible for listing the NRHP. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Trent Spurlock".

Trent Spurlock, MHP

Architectural Historian, Principal Investigator

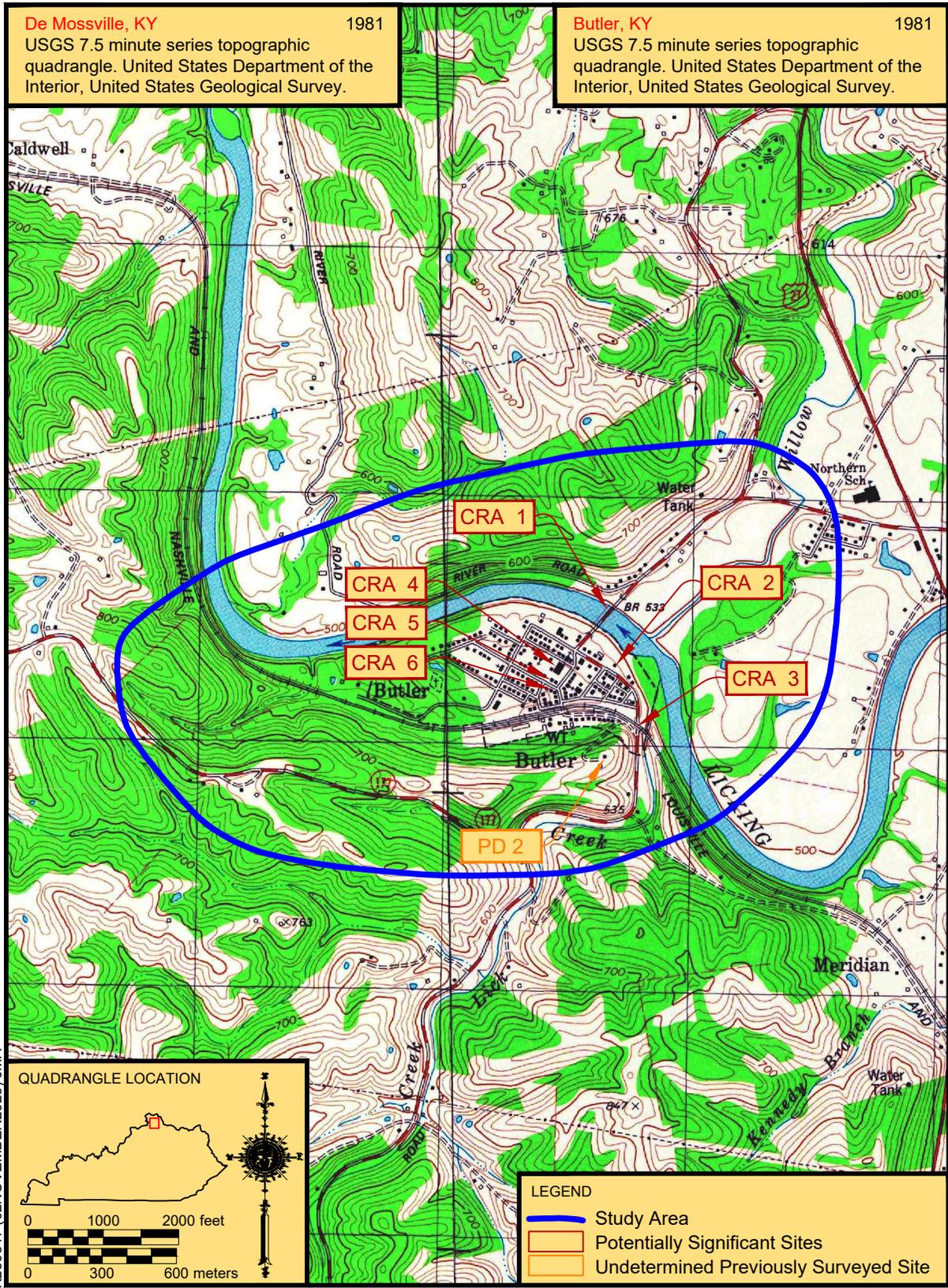


Figure 1. Topographic map depicting the study area, and the locations of previously surveyed, NRHP-eligible, and potentially significant individual resources.

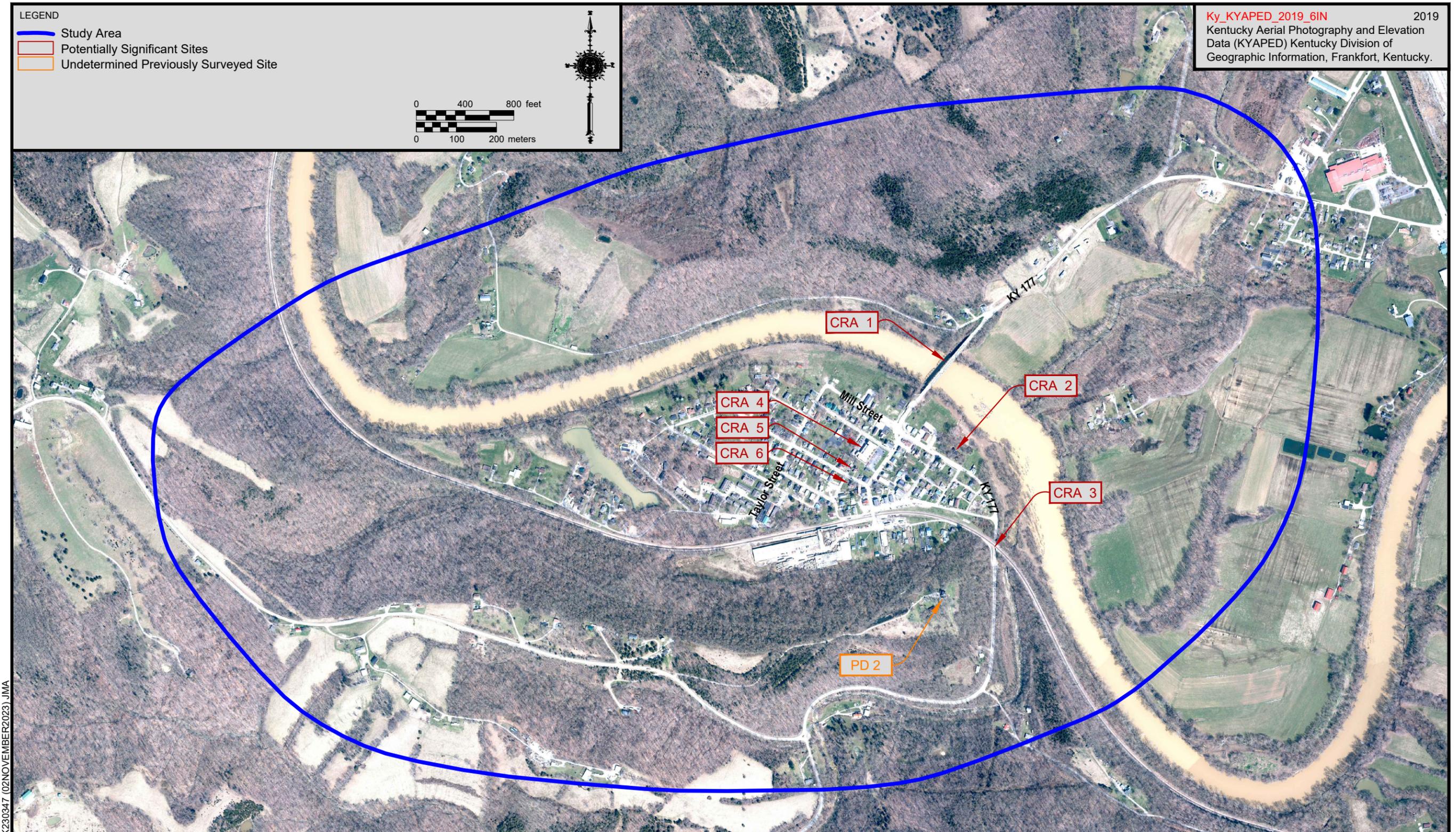


Figure 2. Aerial depicting the study area, and the locations of previously surveyed, NRHP-eligible, and potentially significant individual resources.

Table 1. Previously Surveyed Sites.

Site/Survey #	Resource Name/Function	Address/Location	NRHP Status	Condition	Figures
PD 2	Alec Caldwell House	KY 177	Undetermined	N/A	N/A

Table 2. Potentially Significant Sites.

Site/Survey #	Resource Name/Function	Address/Location	NRHP Status	Condition	Figures
CRA 1	Parker Through Truss Bridge	Carries KY 177 over the Licking River	Potentially significant	Good; retains integrity and historic form and materials	25–30
CRA 2	I-house and Outbuilding	302 Mill Street	Potentially significant	Good; retains integrity and historic form and materials	31–35
CRA 3	KY 177 Railroad Underpass	Carries KY 177 southeast of Butler	Potentially significant	Good; retains historic materials and form	36–38
CRA 4	Early Twentieth Century Public School	210 Matilda Street	Potentially significant	Fair; additions, replacement windows and altered first story fenestration diminish integrity of materials, workmanship, and design	39–42
CRA 5	Tudor Revival Residence and Garage	214 Peoples Street	Potentially significant	Good; retains integrity and historic form and most materials	43–45
CRA 6	Gothic Revival Residence	219 Peoples Street	Potentially significant	Good; retains integrity and historic form and materials	46–47



Figure 3. Overview of KY 177 from the intersection of Hogback Ridge Road and KY 177, looking west-southwest.



Figure 4. Overview of KY 177 from the intersection of Hogback Ridge Road and KY 177, looking north.



Figure 5. Overview of River Road, approximately 900 ft south from the intersection of River Road and the study area boundary, looking north.



Figure 6. Overview of KY 177 from the intersection of KY 177 and Grogan Lane, looking west.



Figure 7. Overview of KY 177 from the intersection of KY 177 and Grogan Lane, looking east.



Figure 8. Overview of KY 177 from the intersection of KY 177 and KY 3185, looking north.



Figure 9. Overview of Matilda Street from the intersection of Peoples Street and Matilda Street, looking south.



Figure 10. Overview of Matilda Street from the intersection of Peoples Street and Matilda Street, looking north-northwest.



Figure 11. Overview of Peoples Street from the intersection of Peoples Street and Madison Street, looking north.



Figure 12. Overview of Peoples Street from the intersection of Peoples Street and Madison Street, looking south-southeast.



Figure 13. Overview of Matilda Street from the intersection of Matilda Street and Bradford Street, looking north.



Figure 14. Overview of Matilda Street from the parking lot of the William Place Apartments (CRA 4), looking east.



Figure 15. Overview of Matilda Street from the intersection of Matilda Street and Mill Street, looking southwest.



Figure 16. Overview of Central Street from the intersection of Central Street and Madison Street, looking north-northwest.

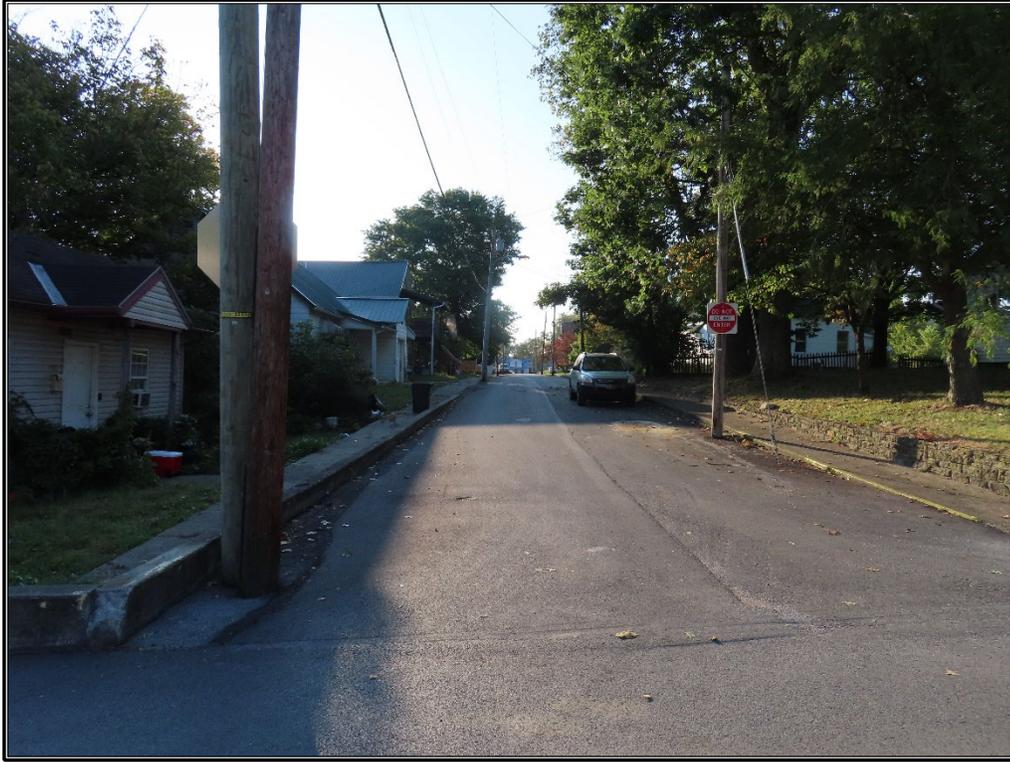


Figure 17. Overview of High Street from the intersection of High Street and Taylor Street, looking southeast.



Figure 18. Overview of Mill Street from the intersection of Mill Street and Matilda Street, looking west.



Figure 19. Overview of Mill Street from KY 177 near the south portal of the bridge (CRA 1), looking east-southeast.



Figure 20. Overview of KY 177 toward Mill Street, at the intersection of KY 177 and Green Street, looking northwest.



Figure 21. Overview of South Street from the railroad crossing between Front Street and South Street, looking west.



Figure 22. Overview of South Street from the intersection of Matilda Street and South Street, looking east.



Figure 23. Overview of Front Street from the intersection of Front Street and South Street, looking east.



Figure 24. Overview of Front Street from the intersection of Front Street and South Street, looking northwest.

Bibliography

Kentucky Transportation Cabinet

2013 *Assessment of Kentucky's Historic Truss Bridges (Research Report KTC-13-03/ SPR 427-11-1F)*. Kentucky Transportation Cabinet in partnership with University of Kentucky Transportation Center, Lexington, Kentucky.

Kentucky Transportation Cabinet

2018 *Truss Bridge Rehabilitation Prioritization (Research Report KTC-18-13/ SPR15-503-1F)*. Kentucky Transportation Cabinet in partnership with University of Kentucky Transportation Center, Lexington, Kentucky.

Sanborn Map Company

1886 Map of Butler, Kentucky. Sanborn Map & Publication Co. Limited.

1909 Map of Butler, Kentucky. Sanborn Map & Publication Co. Limited.

1927 Map of Butler, Kentucky. Sanborn Map & Publication Co. Limited.

United States Geological Survey

1929 Alexandria, Kentucky, 15-minute topographic quadrangle. United States Department of the Interior, Washington, DC.

1936 Alexandria, Kentucky, 15-minute topographic quadrangle. United States Department of the Interior, Washington, DC.

1953 Butler, Kentucky, 7.5-minute topographic quadrangle. United States Department of the Interior, Washington, DC.

1994 Mayfield, Kentucky, 7.5-minute topographic quadrangle. United States Department of the Interior, Washington, DC.

Appendix A. Photographs of Sites



Figure 25. CRA 1: Overview of the bridge from the south portal, looking northeast.



Figure 26. CRA 1: Deck detail, looking east-northeast.



Figure 27. CRA 1: Overview of the bridge from the north portal looking northwest.



Figure 28. CRA 1: Overview of the piers, looking northwest.



Figure 29. CRA 1: Detail of the substructure, looking northeast.



Figure 30. CRA 1: Overview of the bridge from the southwest bank of the Licking River, looking north.



Figure 31. CRA 2: Façade and southwest elevations of the house, looking east-northeast.



Figure 32. CRA 2: Southwest elevation of the residence, looking northeast.



Figure 33. CRA 2: Southwest and southeast (rear) elevations of the residence, looking north.



Figure 34. CRA 2: Northwest and southwest elevations of the outbuilding (Resource A), looking east-northeast.



Figure 35. CRA 2: Southwest and southeast elevations of the outbuilding (Resource A), looking north.



Figure 36. CRA 3: Overview of the railroad underpass near the south portal, looking north.



Figure 37. CRA 3: Detail of the tunnel, looking north.



Figure 38. CRA 3: Overview of the railroad underpass near the north portal, looking south-southwest.



Figure 39. CRA 4: Façade and southwest elevations of Williams Place Apartments (formerly a public school), looking north.



Figure 40. CRA 4: Façade and northeast elevations of Williams Place Apartments (formerly a public school), looking west.



Figure 41. CRA 4: Northeast and northwest (rear) elevations of Williams Place Apartments (formerly a public school), looking south.



Figure 42. CRA 4: Northeast and southeast elevations of garage (Resource A), looking west.



Figure 43. CRA 5: Façade and southeast elevations of the house, looking north.



Figure 44. CRA 5: Façade and northwest elevations of the house, looking east-northeast.



Figure 45. CRA 5: Southwest elevation of the garage (Resource A), looking northeast.



Figure 46. CRA 6: Façade and northwest elevations of the house, looking south.



Figure 47. CRA 6: Façade and southeast elevations of the house, looking southwest.