



November 28, 2023

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RE: Cultural Historic Overview Study of KY 168 (Blackburn Avenue/Wheatley Road) and Its Vicinity Between US 60 (13th Street) and Hoods Creek Pike in Boyd County, Kentucky
CRA Project No.: K230160
Contract Publication Series: 23-165

Dear Ms. Thompson,

From April through May 2023, Cultural Resource Analysts, Inc. (CRA), personnel completed a cultural historic overview study of KY 168 (Blackburn Avenue/Wheatley Road) and its vicinity, between US 60 (13th Street) and Hoods Creek Pike, in Boyd 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 comprises the area along KY 168 between US 60 (13th Street) and Hoods Creek Pike (Figures 1 and 2). The study area is primarily a 100 ft corridor consisting of a 50 ft buffer on each side of the existing centerline of KY 168; however, at the intersections of KY 168 with Bellefonte Road, Woodland Avenue, and US 60, the study area is slightly expanded from the 50 ft buffer (Figures A-1–A-11). The objective of the overview study is to identify properties 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 Tim Condo, MHP, of CRA.

CRA personnel submitted a records review request to the Kentucky Heritage Council (KHC) on March 21, 2023. The results (FY23-5296) were provided by the KHC on March 22, 2023. The records review results indicate that six previously surveyed resources (BD 82–BD 87) are located within or adjacent to the study area. According to the KHC's geographic information system (GIS) database, Sites BD 82–BD 87 have an undetermined NRHP status. The review of records also involved searching the KHC's archives for previous cultural historic surveys with study areas overlapping the current study area. The search did not locate any such reports. According to the Kentucky Historic Resources Individual Survey Form for each site, Sites BD 82–BD 87 were previously recorded in 1991 as part of a local effort that was sponsored by the Boyd County Historical Society and was not associated with an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA).

The study area for the KY 168 overview study was subject to a windshield survey, which, unless otherwise noted, was completed from the public right-of-way (ROW). Architectural historians Tim Condo and John Hurley, MA, of CRA completed the windshield survey on April 17 and April 18, 2023. Previously surveyed resources and any resources exhibiting potential significance and sufficient integrity for listing in the NRHP were recorded during the windshield survey, including four previously documented resources (BD 82–BD 84 and BD 87) (Table 1). Previously surveyed resources BD 85 and BD 86 were confirmed during fieldwork to be non-extant. Four previously unrecorded concrete pipe culverts (CRA A–CRA D), one previously undocumented cemetery (Pollard Cemetery [Cemetery 1]), and one potentially significant resource (CRA 1) also were recorded during the windshield survey (see Table 1; Tables 2 and 3). All surveyed resources are mapped on topographic quadrangle maps and aerial photographs (see Figures 1 and 2).

Individual resources and potential historic districts were assessed during the survey. Of the 10 cultural historic resources identified within the study area (BD 82–BD 84, BD 87, CRA A–CRA D, Cemetery 1,

and CRA 1), none are listed in the NRHP (see Tables 1–3). The previously surveyed resources (BD 82–BD 84 and BD 87) have an undetermined NRHP status according to the KHC’s GIS database; however, they do not appear to be potentially significant and eligible for listing in the NRHP based on CRA’s windshield survey. Two dwellings (BD 82 and BD 83) and the Fred Fossin House (BD 87) are examples of an American Bungalow, an American Foursquare, and a front-gable vernacular dwelling, respectively (Figures A-12–A-17, A-19, and A-20). These dwellings are common residential building types from the early twentieth century, which lack outstanding architectural features to distinguish themselves from the numerous examples of their types found throughout Boyd County and Kentucky. Moreover, they exhibit diminished integrity of design, materials, and workmanship due to enclosed porches and/or replacement materials, including vinyl window sashes, vinyl cladding, doors, and/or front porch components, such as the columns. The commercial garage (BD 84) is a common example of its type from the early twentieth century (Figure A-18). Constructed of concrete blocks and exhibiting a brick-veneer façade, the building does not display a noteworthy method of construction or exceptional design elements. Furthermore, replacement garage doors diminish the building’s integrity of design, materials, and workmanship, and boarded windows obscure whether window sashes are absent, or whether they are originals or replacements. Previously surveyed resources BD 85 and BD 86 were confirmed during the windshield survey to be non-extant (see Table 1).

CRA identified four concrete pipe culverts along KY 168 during the windshield survey (CRA A–CRA D) (see Table 1). They are concentrated to the northwest of Little Hood Creek. The culverts are positioned below grade in concrete basins covered by metal grates, or they exhibit concrete headwalls or concrete headwalls and wing walls. Photographs were taken of CRA A–CRA C only, as they are representative of the four culverts identified during the survey (Figures A-21–A-23). Deposited sediment partially blocks the openings to the pipes associated with CRA A and CRA C. The culverts are in good condition, though CRA C exhibits some weathering on its eastern headwall. CRA recommends that the four culverts (CRA A–CRA D) do not appear to be potentially significant and are not eligible for listing in the NRHP. The culverts are common examples of their type without a noteworthy method of construction. Such examples are common throughout Boyd County and Kentucky. There is no record in the KYTC’s archives of a historical road project for the section of KY 168 within the study area (KYTC n.d.). Based on their form and materials, the culverts were most likely constructed between circa 1925 and 1950. The period in which Westwood was developed supports this approximate construction date range (Westwood Real Estate and Development Company [WREDC] 1953). An exhaustive survey effort would be required to confirm if there are additional culverts in the study area that were not identified during the windshield survey.

The windshield survey also resulted in identifying one previously unrecorded cemetery (Pollard Cemetery [Cemetery 1]) (see Table 2). CRA personnel surveyed the cemetery from the subject parcel. A concrete wall (Resource A) with a cast-stone veneer and coping lines the cemetery’s frontage along KY 168 (Blackburn Avenue). The cemetery contains approximately 200 burials, with the earliest dating to 1837 and the most recent dating to 2000; however, there are several unreadable burial markers, so the cemetery’s earliest burial may predate 1837 (Figures A-24–A-27). The majority of the burials (approximately 53 percent [112]) date to between 1875 and 1925. Approximately four burials are less than 50 years of age. The burial markers are made of diverse materials, including granite, marble, or concrete, and exhibit a variety of types and forms, such as tombstones; tab-in-socket; die-on-base; die, base, and cap; pedestal tomb; raised top; government-issued of the Civil War type; and concrete tree stumps. Wrought-iron fences of the picket and the bow-and-picket varieties, as well as chain-link fences and lot markers, demarcate certain family sections in the cemetery (Figures A-28–A-32). Some burial markers have settled, are broken, or are badly weathered. Based on the windshield survey, the cemetery does not appear to be eligible for listing in the NRHP under Criterion C and to meet Criteria Consideration D based on design. However, further investigation is necessary to confirm whether the cemetery may be eligible for listing in the NRHP under Criterion A or B and meet Criteria Consideration D for its relative age or associations with events or persons of historic significance. Therefore, CRA recommends an undetermined NRHP status for the Pollard Cemetery (Cemetery 1).

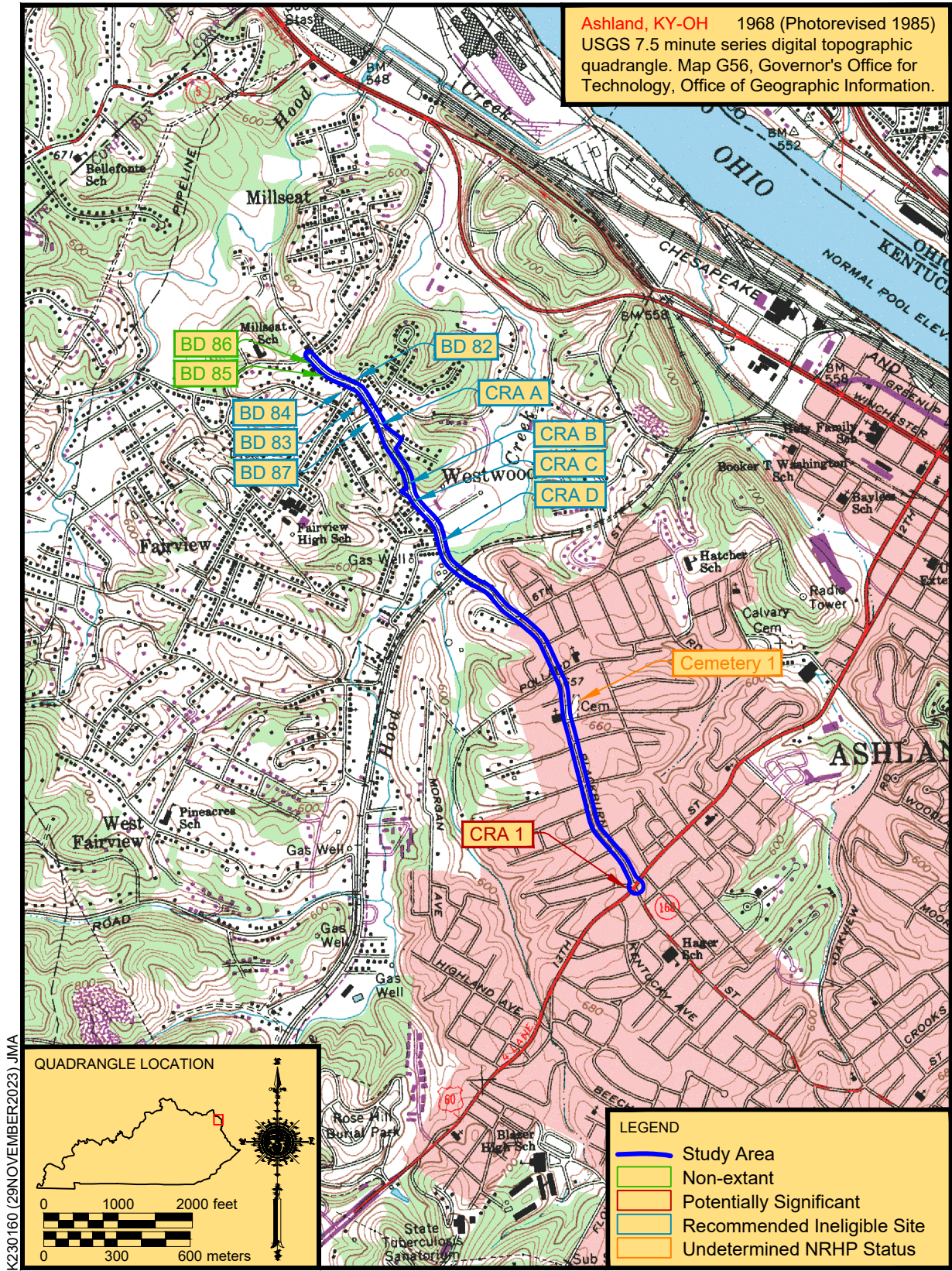


Figure 1. Topographic map depicting the study area and locations of cultural historic resources.



Figure 2a. Aerial depicting the study area and locations of cultural historic resources.

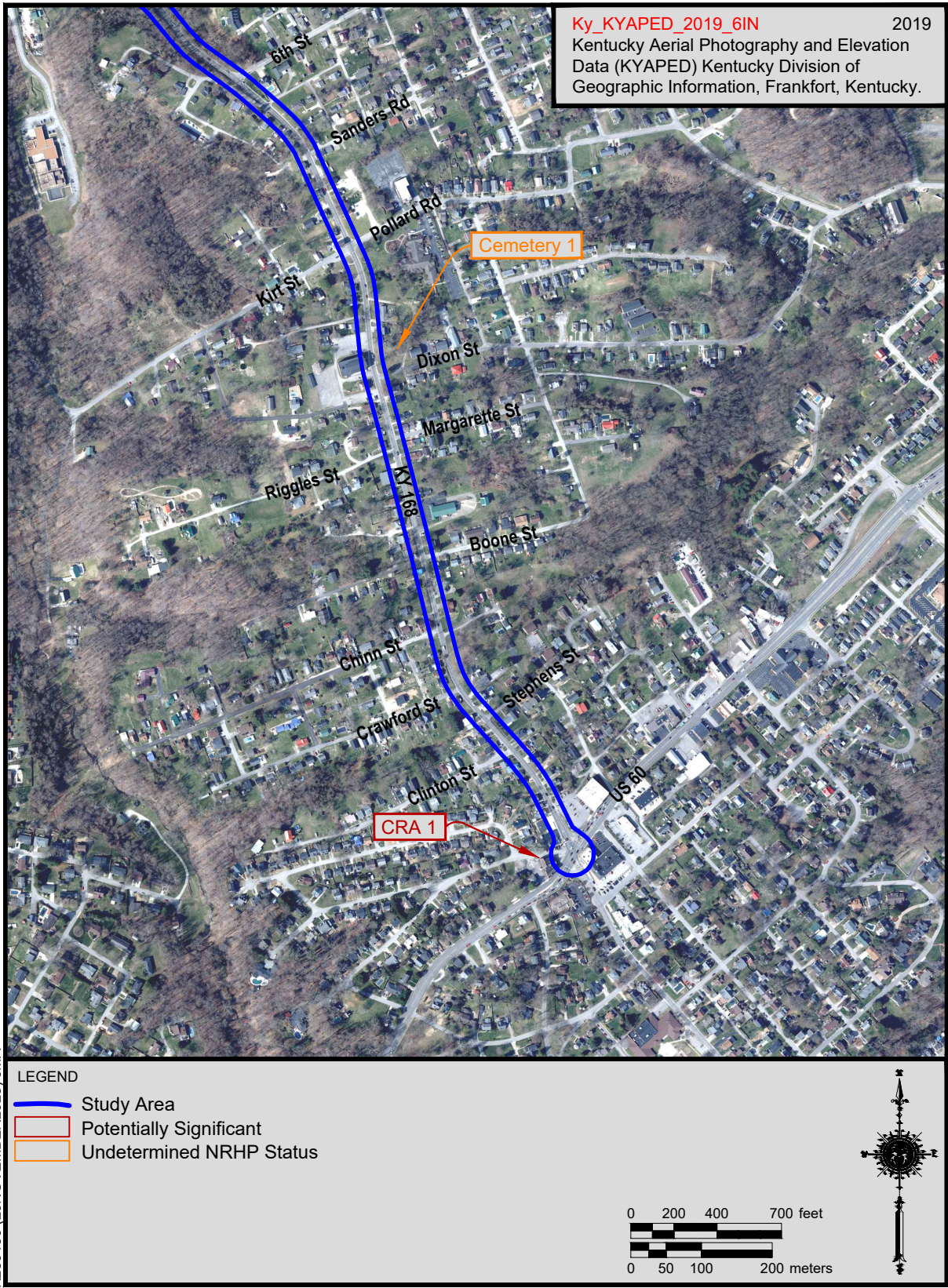


Figure 2b. Aerial depicting the study area and locations of cultural historic resources.

Table 1. Recommended Ineligible and Demolished Resources.

Site/Survey #	Resource Name/Function	Address/Location	NRHP Status	Condition	Figures
BD 82	House	600 Wheatley Road/Westwood	Undetermined per KHC database; Not eligible based on CRA windshield survey	Good; lacks significance and integrity as a common residential type with enclosed rear porch and replacement materials	A-12 and A-13
BD 83	House	515 Wheatley Road/Westwood	Undetermined per KHC database; Not eligible based on CRA windshield survey	Good; lacks significance and integrity as a common residential type with enclosed rear porch and replacement materials	A-14-A-17
BD 84	Garage	SW Corner Intersection of Main Street and Wheatley Road Intersection/Westwood	Undetermined per KHC database; Not eligible based on CRA windshield survey	Fair; lacks significance an integrity as a common commercial building type with replacement garage doors	A-18
BD 85	House	South Side Wheatley Road, East of Intersection with Hoods Creek Pike/Westwood	Undetermined per KHC database	Non-extant per CRA windshield survey	N/A
BD 86	Store	Southeast Corner of Wheatley Road and Hoods Creek Pike Intersection/Westwood	Undetermined per KHC database	Non-extant per CRA windshield survey	N/A
BD 87	Fred Fossin House	429 Wheatley Road/Westwood	Undetermined per KHC database; Not eligible based on CRA windshield survey	Good; lacks significance and integrity as a common residential type with replacement materials	A-19 and A-20
CRA A	Concrete pipe culvert	KY 168 and Woodland Avenue Intersection (38.482784°, -82.670266°)	Not eligible based on CRA windshield survey	Good; lacks significance as a common culvert type	A-21
CRA B	Concrete pipe culvert	KY 168, approximately 160 ft north-northwest of intersection with Bellefonte Road (38.480531°, -82.669123°)	Not eligible based on CRA windshield survey	Good; lacks significance as a common culvert type	A-22
CRA C	Concrete pipe culvert	KY 168 and Bellefonte Road Intersection (38.479925°, -82.668838°)	Not eligible based on CRA windshield survey	Good; lacks significance as a common culvert type	A-23
CRA D	Concrete pipe culvert	KY 168, between Kentucky and Iowa Streets (38.478400°, -82.667613°)	Not eligible based on CRA windshield survey	Good; lacks significance as a common culvert type	N/A

Table 2. Identified Cemeteries.

Site/Survey #	Resource Name/Function	Address/Location	NRHP Status	Condition	Figures
Cemetery 1	Pollard Cemetery	NE Corner Blackburn Avenue and Dixon Street Intersection (38.471817°, -82.661730°)	Undetermined based on CRA windshield survey	Fair; some burial markers have settled, are broken, or are badly weathered	A-24-A-32

Table 3. Potentially Significant Resource.

Site/Survey #	Resource Name/Function	Address/Location	NRHP Status	Condition	Figures
CRA 1	Tudor Revival-style commercial building	SW Corner Algonquin Avenue and US 60 Intersection (38.465279°, -82.659433°)	Potentially significant based on CRA windshield survey	Fair; displays some loss of integrity of design and materials	A-33-A-37

CRA 1, a Tudor Revival-style commercial building appearing vacant at the time of the windshield survey, was identified in the field as a potentially significant resource (see Table 3). CRA 1 is located at the southwest corner of the intersection of Algonquin Avenue and US 60, at the southeastern terminus of the study area (Figures A-33–A-37). The two-story building displays an irregular plan, an exterior of bricks and faux half-timbering, and multiple intersecting, gable roofs. At the time of its depiction on a 1927 Sanborn fire insurance map, the building contained four stores (Sanborn Map Company [SMC] 1927:39). Despite alterations to fenestration and the presence of certain replacement materials, CRA 1 may be potentially significant under Criterion A and/or C; however, CRA 1 requires additional research and a closer examination of significance and integrity for a comprehensive evaluation of its eligibility for listing in the NRHP.

In addition to evaluating individual resources, CRA also considered the potential for historic districts within, overlapping, or adjacent to the study area. The study area traverses neighborhoods that are primarily residential in nature and are separated by Little Hood Creek and the former Chesapeake and Ohio (C and O) rail line. The area known as Westwood, which began in the early twentieth century as an unincorporated town, comprises those streets that are within and adjacent to the study area northwest of Little Hood Creek. The area southeast of Little Hood Creek is known as Pollard (also Pollard Mills), named for Henry B. Pollard, who was the first postmaster in Ashland and established a tan yard and grist mill in 1848 east of the study area, near what is now Pollard Road (Ashland Centennial Committee [ACC] 1954:20, 96). Like Westwood, Pollard began as an unincorporated community of Ashland. Both places most likely contained scattered farmsteads by the late nineteenth century, but the lands were subdivided and suburbanized from the early twentieth century through the mid-twentieth century, the same period in which Pollard and Westwood were annexed by Ashland (ACC 1954:39). The building stock of Westwood and Pollard is representative of Ashland's growth and the rise of industry in the city during the twentieth century, as the members of the working and middle classes took up residence near, and found employment with, companies such as the Armco Steel Corporation, Ashland Oil and Refining Company, and Allied Chemical and Dye Corporation's Semet Solvay (ACC 1954:15–17).

The Town of Westwood was initially platted in 1915 and expanded multiple times in the 1920s, early 1940s, and early 1950s (Figure 3) (WREDC 1953). The earliest section of Westwood included KY 168 (Wheatley Road), from Hoods Creek Pike in the northwest to Woodland Avenue in the southeast, and all or portions of the following intersecting or adjacent streets: the south side of Main Street; Dalton Avenue; Bellefonte Road, northwest of Houston Street; High Street; Laurel Avenue; and Central Avenue. In the ensuing decades, land southwest of Bellefonte was platted and added to Westwood, followed by Woodland Avenue and, subsequently, portions of Central and Laurel Avenues (WREDC 1953). Portions of Pollard were first platted in 1891, when W.L. Geiger subdivided his lands for residential lots. He advertised in the *Ashland Daily News* on August 6, 1891 that Pollard was a “Laboringman’s [*sic*] chance for a home,” and that he “laid out quite a village of 400 lots” (ACC 1954:31). By the late 1920s, Blackburn Avenue and adjacent streets were developed with modest frame dwellings or the occasional brick store situated on small lots. The Pollard Public School, a two-story, brick building, was located across from the Pollard Baptist Church and adjacent to the Pollard Cemetery (Cemetery 1) (Figure 4) (SMC 1927:39, 40). Based on a review of aerial photography and topographic maps, Westwood and Pollard were essentially developed to their current extent by the early 1950s (United States Geological Survey [USGS] 1952, 1953).

The building stock of Westwood and Pollard is in keeping with the period in which it was developed. A variety of vernacular housing types are represented, including American Bungalows, hip-roof cottages, front-gable dwellings, American Foursquares, and Ranch houses (Figures A-38–A-47). Along KY 168, scattered churches, commercial buildings, and mixed-use buildings are present, and some dwellings have been rehabilitated for use as offices or businesses. Despite the neighborhoods of Westwood and Pollard exhibiting a concentration of resources that are representative of Ashland's early to mid-twentieth century-development, the area as a whole lacks integrity of design, materials, workmanship, and feeling. Previously surveyed resources BD 85 and BD 86 have been demolished, and a comparison of historical maps and aerial

photographs with present streetscape conditions indicates that additional properties within and adjacent to the study area have had buildings demolished (USGS 1952, 1953, 1956, 1960, 1967). Some of those properties have been redeveloped with buildings that are less than 50 years of age and that further diminish the area's integrity of setting, feeling, and association, as they are unsympathetic intrusions due to incompatible scale, materials, and/or setbacks. Moreover, the majority of the buildings and structures within or adjacent to the study area that would otherwise add to a potential district's historic character lack individual integrity of design, materials, and workmanship due to unsympathetic alterations, including incompatible additions, the loss of chimneys, and the enclosure of porches, as well as replacement materials, such as siding, vinyl window sashes, porch columns, and doors. Consequently, CRA recommends that, based on the windshield survey, there are no potential historic districts eligible for listing in the NRHP under Criterion A, B, or C within or adjacent to the study area.

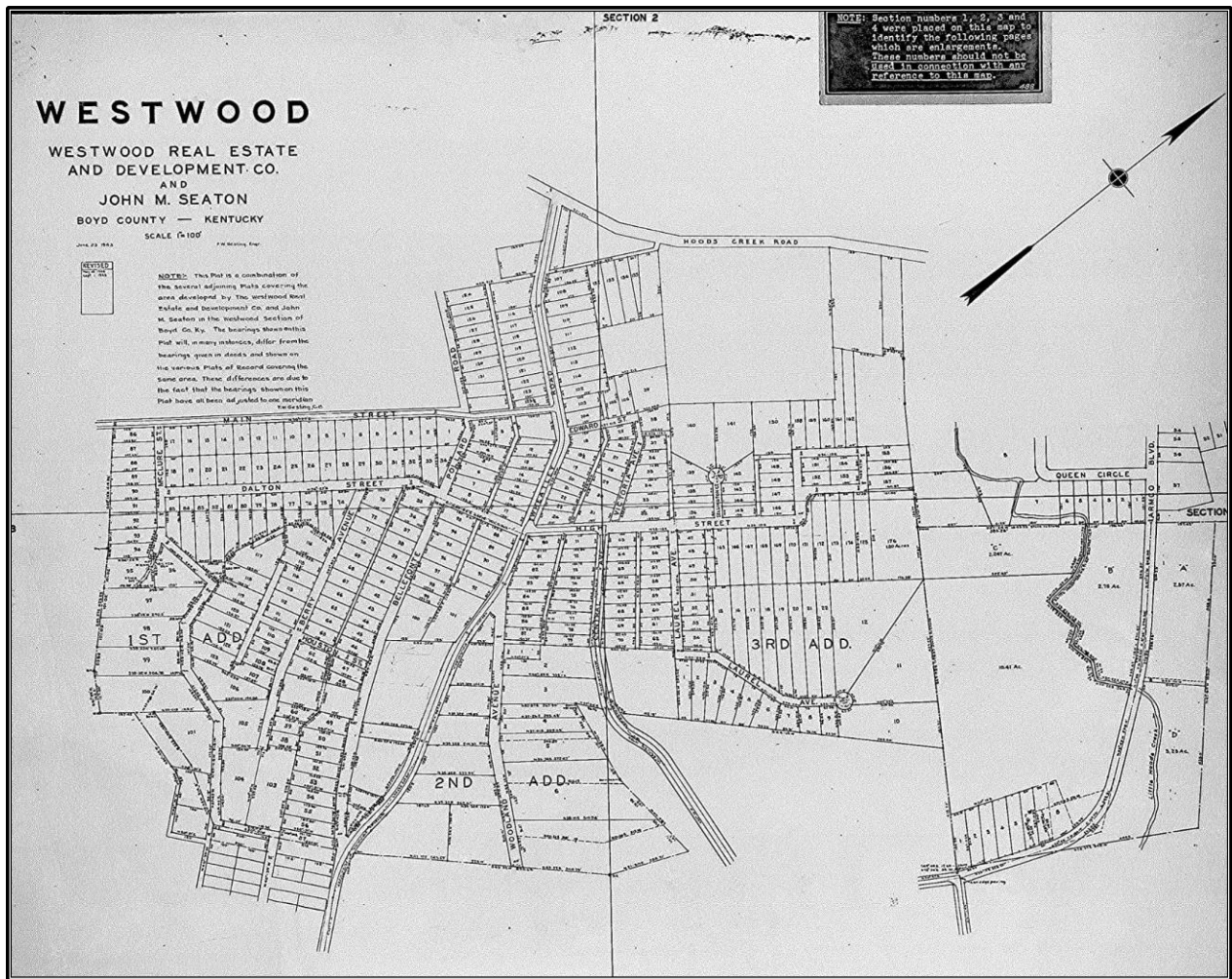



Figure 3. Westwood depicted on a 1953 plat map (WREDC 1953).



Figure 4. A portion of Pollard depicted on the 1927 Sanborn Insurance Map of Ashland, Kentucky (SMC 1927).

The locations of the resources recorded during the windshield survey are included in the above topographic maps and aerial photographs, and initial recommendations for potential NRHP eligibility for the surveyed resources in the study area are included in the tables above. Appendix A contains photographs of the study area and the identified resources that were accessible/and or visible during the windshield survey from the public ROW. 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 Cemetery 1 is eligible for listing NRHP under Criterion A or B and meets Criteria Consideration D, and whether CRA 1 has the significance and integrity to merit listing in the NRHP under Criterion A and/or C. If you have any questions, please do not hesitate to contact me.

Sincerely,



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Bibliography

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1952 aerial photograph, Number 1UT0000040080. United States Department of the Interior, Washington, DC.
- 1953 Ashland, Kentucky-Ohio, 7.5-minute series topographic quadrangle. United States Department of the Interior, Washington, DC.
- 1956 aerial photograph, Number A550210020170. United States Department of the Interior, Washington, DC.
- 1960 aerial photograph, Number B593604404266. United States Department of the Interior, Washington, DC.
- 1967 aerial photograph, Number 1VBPE00010105. United States Department of the Interior, Washington, DC.
- Westwood Real Estate and Development Company (WREDC)
1953 Westwood Plat. Westwood Real Estate and Development Company and John M. Seaton, Boyd County, Kentucky.

**APPENDIX A. PHOTOGRAPHS OF THE STUDY AREA AND
RECORDED CULTURAL HISTORIC RESOURCES**



Figure A-1. Overview of the study area, looking southeast from the northwestern terminus.



Figure A-2. Overview of the study area from the intersection of KY 168 and Main Street, looking northwest.



Figure A-3. Overview of the study area, looking northwest toward the intersection of KY 168 and Bellefonte Road.



Figure A-4. Overview of the study area near the intersection of KY 168 and Kentucky Street, looking southeast.



Figure A-5. Overview of the study area from the intersection of KY 168 and the former Chesapeake and Ohio rail line, looking north-northwest.



Figure A-6. Overview of the study area from the intersection of KY 168 and the former Chesapeake and Ohio rail line, looking southeast.



Figure A-7. Overview of the study area from the intersection of KY 168 and Dixon Street, looking north.



Figure A-8. Overview of the study area from the intersection of KY 168 and Dixon Street, looking south-southeast.



Figure A-9. Overview of the study area, looking northwest from near the southeastern terminus.



Figure A-10. Overview of the study area, looking south-southeast to the southeastern terminus.



Figure A-11. Overview of the study area's southeastern terminus and the KY 168/US 60/Algonquin Avenue intersection, looking southwest.



Figure A-12. BD 82: Façade of the converted residence, looking north-northeast.



Figure A-13. BD 82: Southwest and façade elevations of the associated garage apartment (Resource A), looking northwest.



Figure A-14. BD 83: Façade of the residence, looking southwest.



Figure A-15. BD 83: Associated shed (Resource A), looking south-southwest.



Figure A-16. BD 83: Associated garage (Resource B), looking west-southwest.



Figure A-17. BD 83: Associated outbuildings (Right to left: Resources C and D), looking southwest.



Figure A-18. BD 84: Façade and northwest elevations of the building, looking south.



Figure A-19. BD 87: Southeast and façade elevations of the residence, looking west.



Figure A-20. BD 87: Northwest and southwest (rear) elevations of the residence, looking east.



Figure A-21. CRA A: Pipe culvert at KY 168/Woodland Avenue intersection, looking south-southwest.



Figure A-22. CRA B: Pipe culvert in concrete basin north-northwest of KY 168/Bellefonte Road intersection, looking south-southeast.



Figure A-23. CRA C: Pipe culvert's northeast headwall, looking west-southwest.

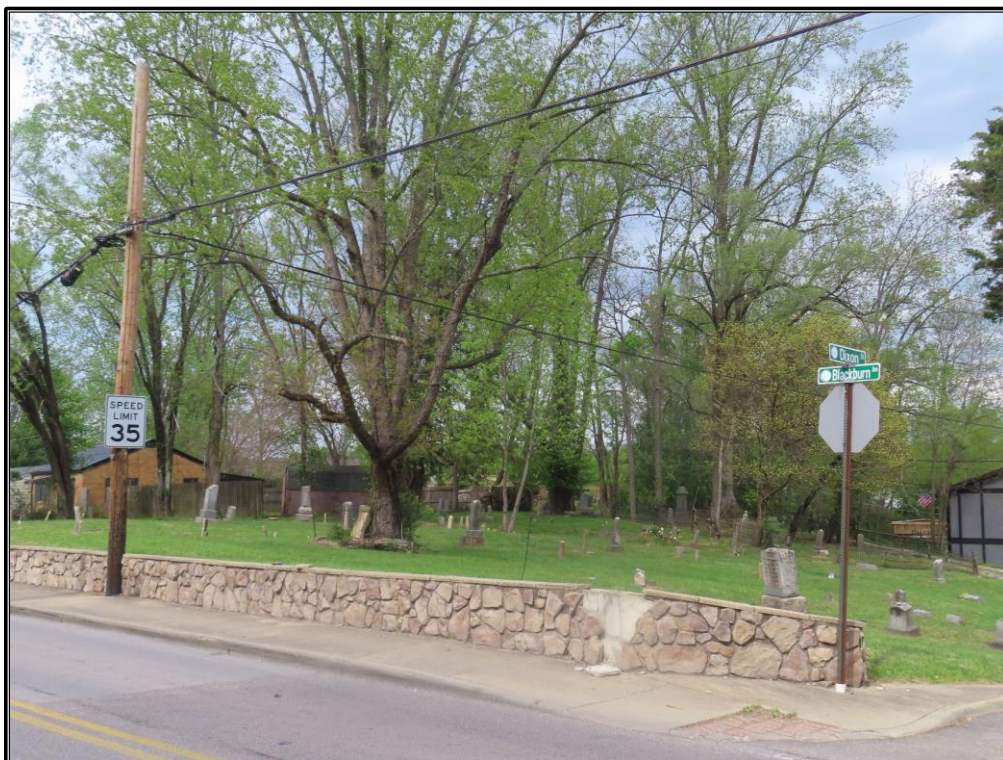


Figure A-24. Cemetery 1: Overview of the cemetery with frontage wall (Resource A, foreground), looking north-northeast.



Figure A-25. Cemetery 1: Overview of the cemetery, looking southeast.



Figure A-26. Cemetery 1: Overview of the cemetery, looking west-southwest.



Figure A-27. Cemetery 1: Overview of the cemetery's northeast section, looking south-southwest.



Figure A-28. Cemetery 1: Detail of burial marker.



Figure A-29. Cemetery 1: Detail of burial marker.



Figure A-30. Cemetery 1: Detail of burial markers with lot markers.



Figure A-31. Cemetery 1: Detail of burial markers.



Figure A-32. Cemetery 1: Detail of burial marker.



Figure A-33. CRA 1: Overview of the building from the intersection of KY 168 and US 60, looking southwest.



Figure A-34. CRA 1: April 26, 2022 view of the façade and northwest elevations of the building, looking west-southwest; from KYTC's Roadway Photo Viewer.



Figure A-35. CRA 1: April 10, 2023 view of the southeast and façade elevations of the building, looking northwest; from KYTC's Roadway Photo Viewer.



Figure A-36. CRA 1: April 10, 2023 view of the southeast elevation of the building, looking north; from KYTC's Roadway Photo Viewer.



Figure A-37. CRA 1: April 10, 2023 view of the southwest (rear) elevation of the building, looking north-northeast; from KYTC's Roadway Photo Viewer.



Figure A-38. Overview of KY 168 near its intersection with Main Street, looking west-southwest.



Figure A-39. Overview of the southwest side of KY 168 between Woodland and Dalton Avenues, looking northwest.



Figure A-40. Overview of Dalton Avenue near its intersection with Bellefonte Road, looking west-southwest.



Figure A-41. Overview of Bellefonte Road near its intersection with Houston Street, looking north-northwest.



Figure A-42. Overview of Ellington Court near its intersection with High Street, looking northwest.



Figure A-43. Overview of Woodland Avenue, looking west-northwest.



Figure A-44. Overview of Sixth Street near its intersection with Hinton Avenue, looking east-northeast.



Figure A-45. Overview of KY 168 near its intersection with Sanders Road, looking north.



Figure A-46. Overview of KY 168 near its intersection with Sanders Road, looking south-southeast.



Figure A-47. Overview of Clinton Street, looking northeast.