



April 30, 2024

Rebecca Thompson  
Qk4, Inc.  
2225 Lawrenceburg Road  
Frankfort, Kentucky 40601

**RE: Cultural Historic Overview Study of US 51 in Ballard, Carlisle, Hickman,  
and Fulton Counties, Kentucky  
CRA Project Number: K240042  
Contract Publication Series: 24-050**

Dear Ms. Thompson,

In March and April 2024, Cultural Resource Analysts, Inc. (CRA), personnel completed a cultural historic overview study for potential US 51 safety improvements, turn lanes, and small-scale improvements from the US 51 Cairo Ohio River bridge in Ballard County extending south-southeast along US 51 to its intersection with the Purchase Parkway, north of Fulton, Fulton County, Kentucky. The study was conducted at the request of Rebecca Thompson of Qk4, Inc., on behalf of the Kentucky Transportation Cabinet (KYTC). The cultural historic overview study examined the study area, which comprises an approximately 40 mi corridor that includes a 200 ft buffer from either side of the existing US 51 centerline (Figures 1 and 2). Included within the overview study are portions of Ballard, Carlisle, Hickman, and Fulton Counties, Kentucky. Comprising numerous cross-streets and roads throughout, the overview study included portions of the communities of Wickliffe, Bardwell, Arlington, and Clinton. The objective of the overview study is to identify properties or historic districts within the study area, to the extent possible from the existing public roadways, that are potentially significant, listed, or eligible for listing in the National Register of Historic Places (NRHP) that should be taken into consideration as part of the development of project plans along this approximately 40 mi US 51 corridor. This letter report was prepared by architectural historian John Dickerson, MA, of CRA.

CRA personnel completed an online review of the Kentucky Heritage Council (KHC) Site Check Web Service (Beta) online database on March 4, 2024. Information reviewed indicates 139 previously identified resources (BA 1–BA 6, BA 12–BA 14, BA 17, BA 20, BA 150, BA 166, BA 173, BA 241, CE 10, CE 13, CE 29–CE 33, CEB 5–CEB 7, CEB 9–CEB 16, CEB 20–CEB 29, 5300008, 5300012, HI 87, HI 119, HI 350, HI 352, HI 354, HI 371, HI 384, HIC 2–HIC 5, HIC 8, HIC 9, HIC 12–HIC 14, HIC 16–HIC 27, HIC 29–HIC 90, FUF 200, FUF 201, and FUF 250) are mapped in or directly adjacent to the study area. In addition to the previously recorded sites identified as part of the records check, an approximately 0.9 mi section of the Trail of Tears National Historic Trail is located within the study area in Clinton, Hickman County. Further, a review of the previously completed surveys indicates that in 2003, CRA, as part of a cultural historic overview survey of US 51 in Bardwell, Carlisle County, identified 48 previously unrecorded resources (CRA 1–13, 17–19, 21, 23–26, 28–30, 49–59, and 61–65), 5 previously recorded resources (CEB 11 [CRA 14], CEB 17 [CRA 27], CEB 5 [CRA 32], CEB 6 [CRA 36], and CEB 4 [CRA 48]), and 1 group (CEB 7 [CRA 37–47]) within the current study area (McCarley 2003). As a result of the investigation type, a KHC survey number was not requested at that time for CRA 1–13, 17–19, 21, 23–26, 28–30, 49–59, and 61–65 and a formal recommendation for their NRHP eligibility was not included in the previous overview study.

Completed surveys and reports reviewed online at the KHC eLibrary (Evergreen) database indicates seven previously completed cultural historic reports have an area of potential effects (APE) and/or study areas that overlap the current area of investigation (Allen 2020; Ball 2019; Hudson 1997; KHC 1978; McCarley 2003; Spurlock and Ball 2018). The survey reports are summarized in Table 1.

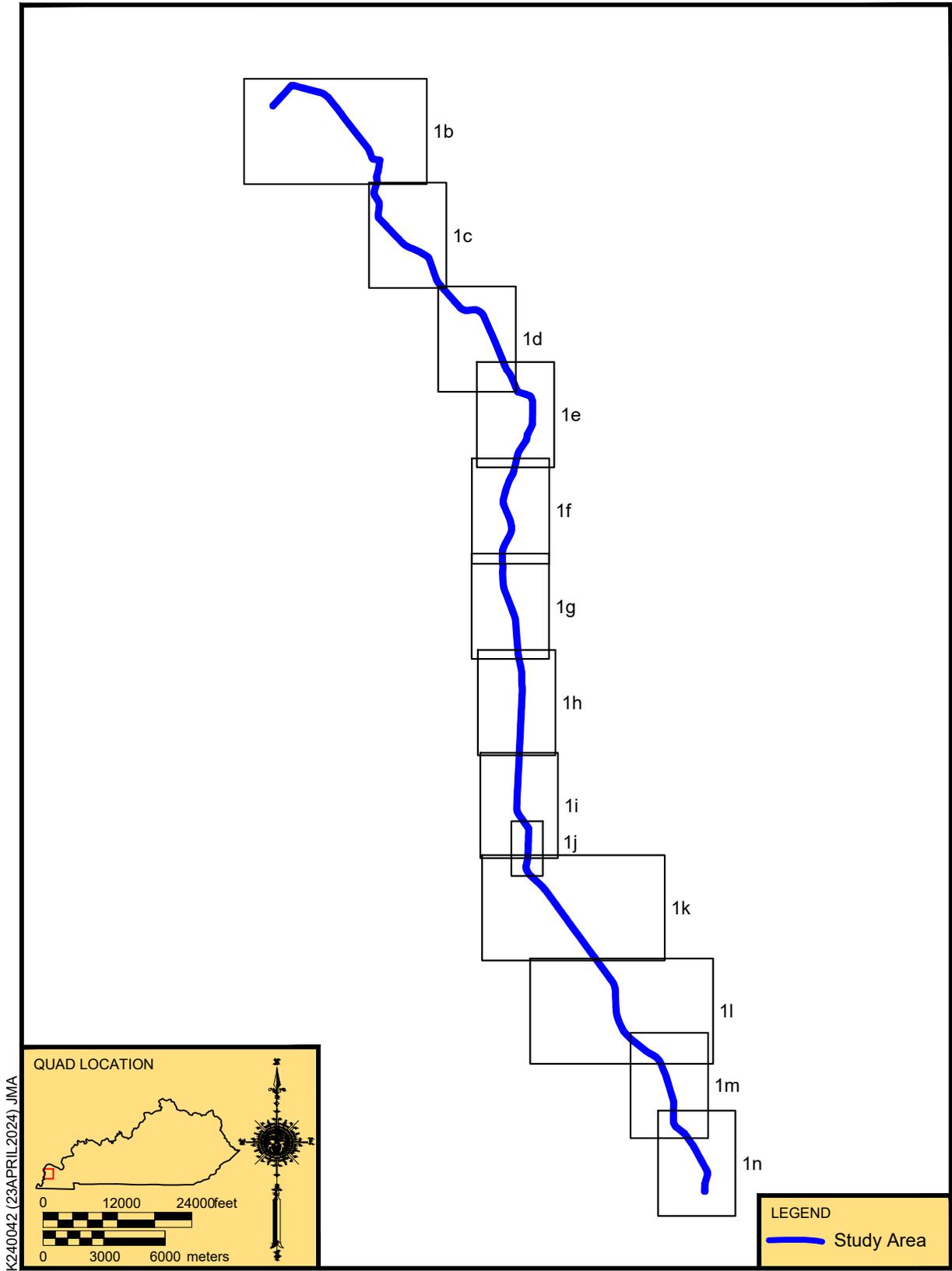


Figure 1a. Topographic map depicting the study area and locations of resources within and adjacent to the study area (KEY).

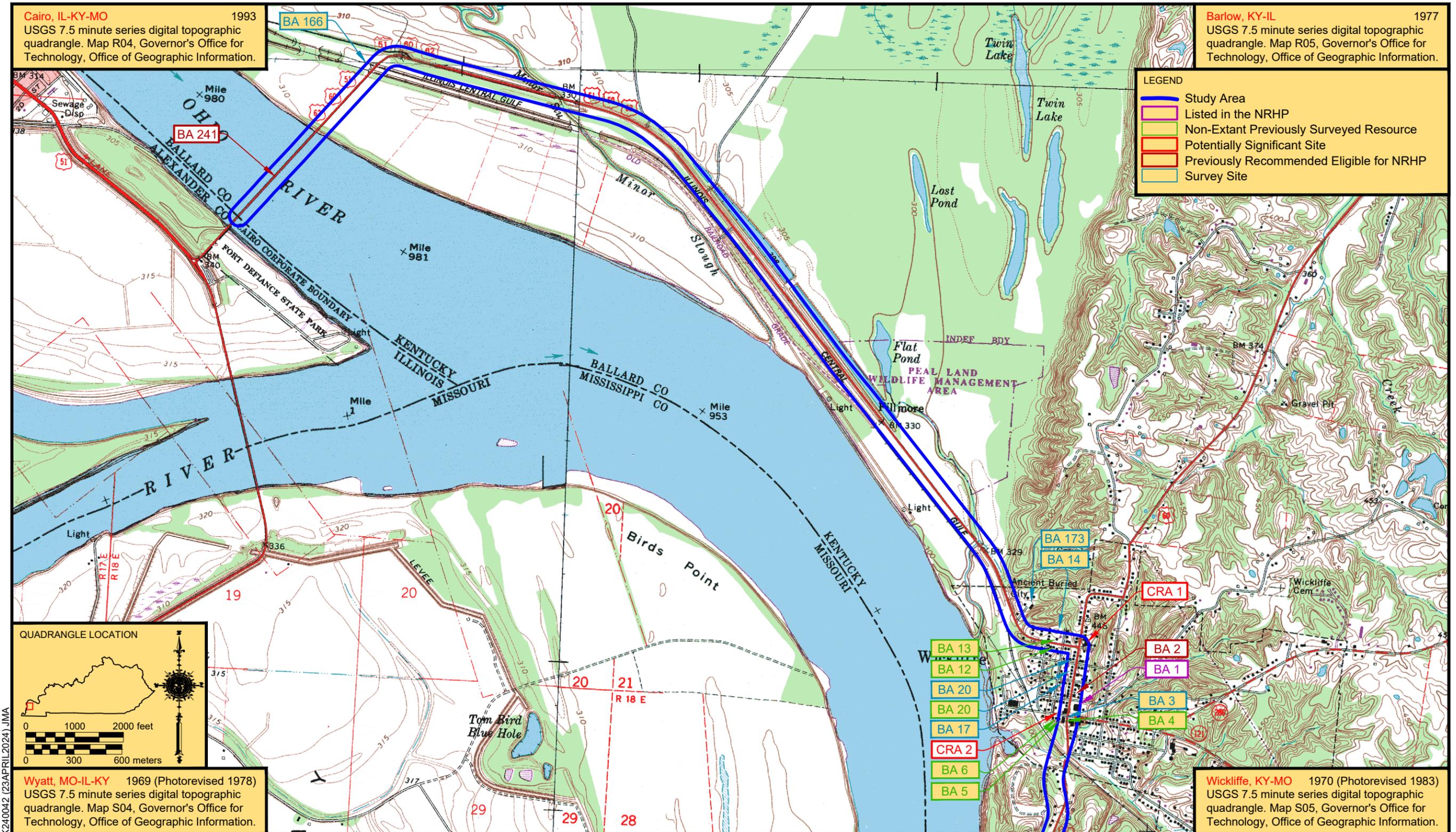


Figure 1b. Topographic map depicting the study area and locations of resources within and adjacent to the study area.



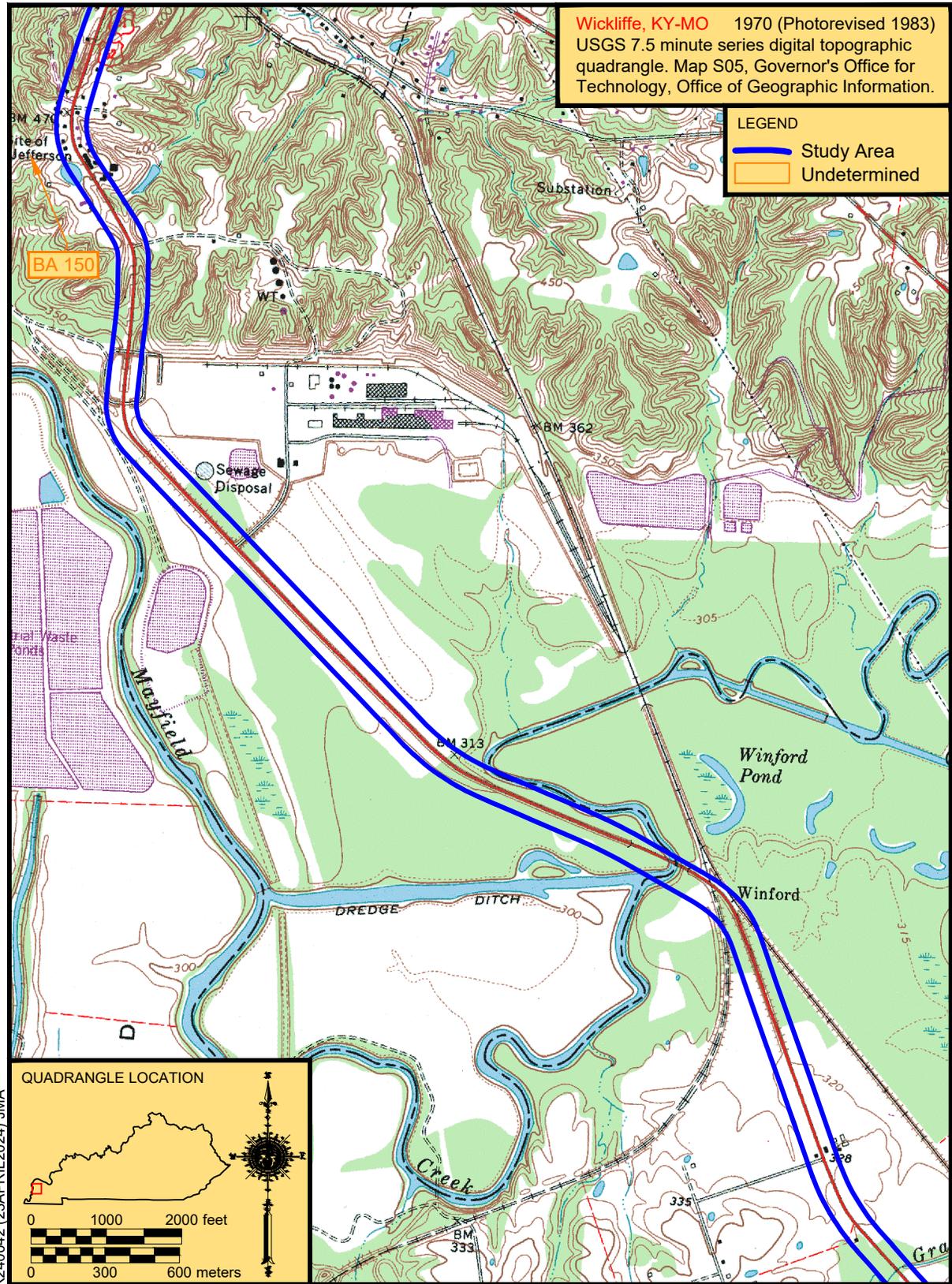


Figure 1c. Topographic map depicting the study area and locations of resources within and adjacent to the study area.

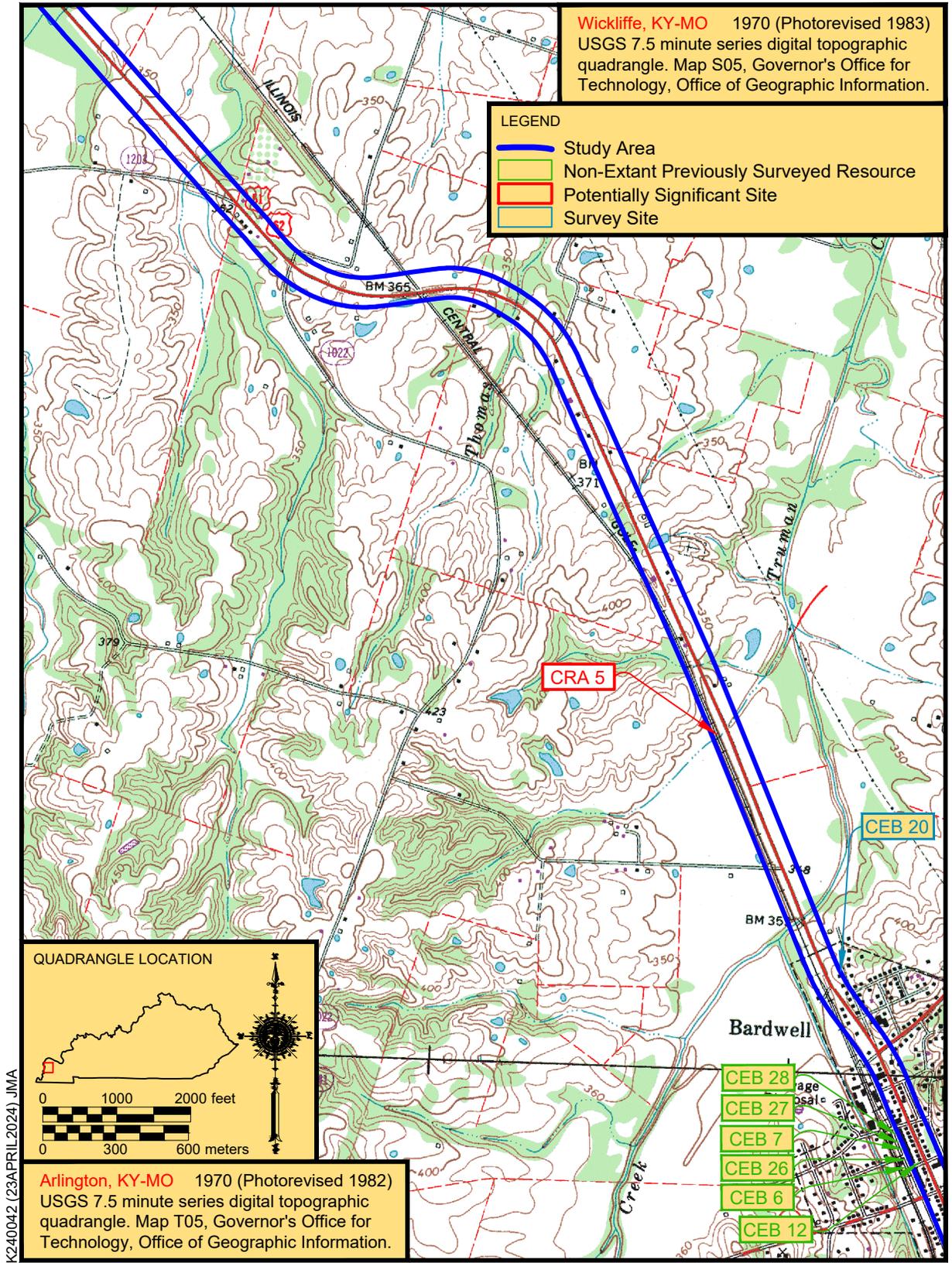


Figure 1d. Topographic map depicting the study area and locations of resources within and adjacent to the study area.

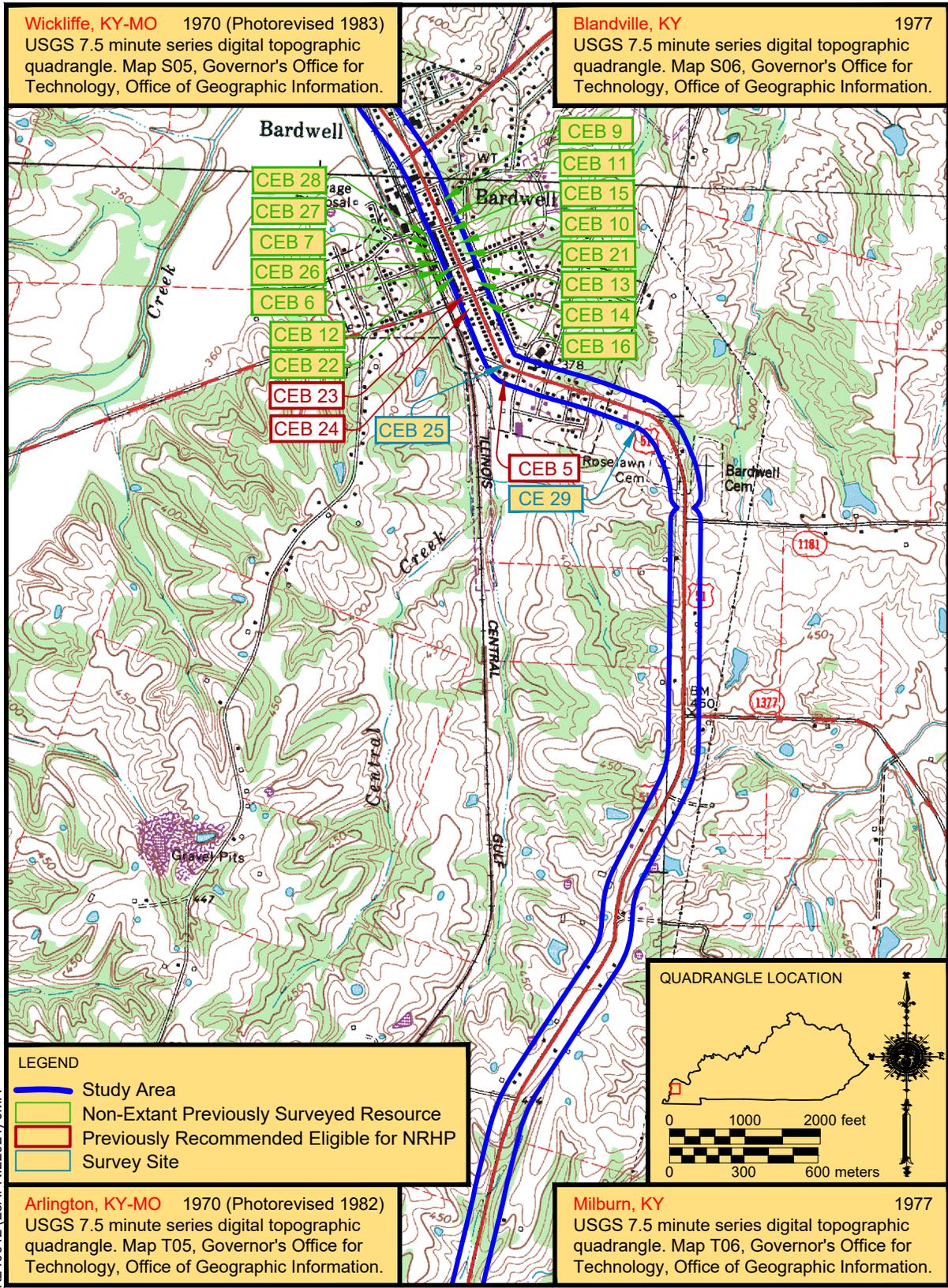


Figure 1e. Topographic map depicting the study area and locations of resources within and adjacent to the study area.

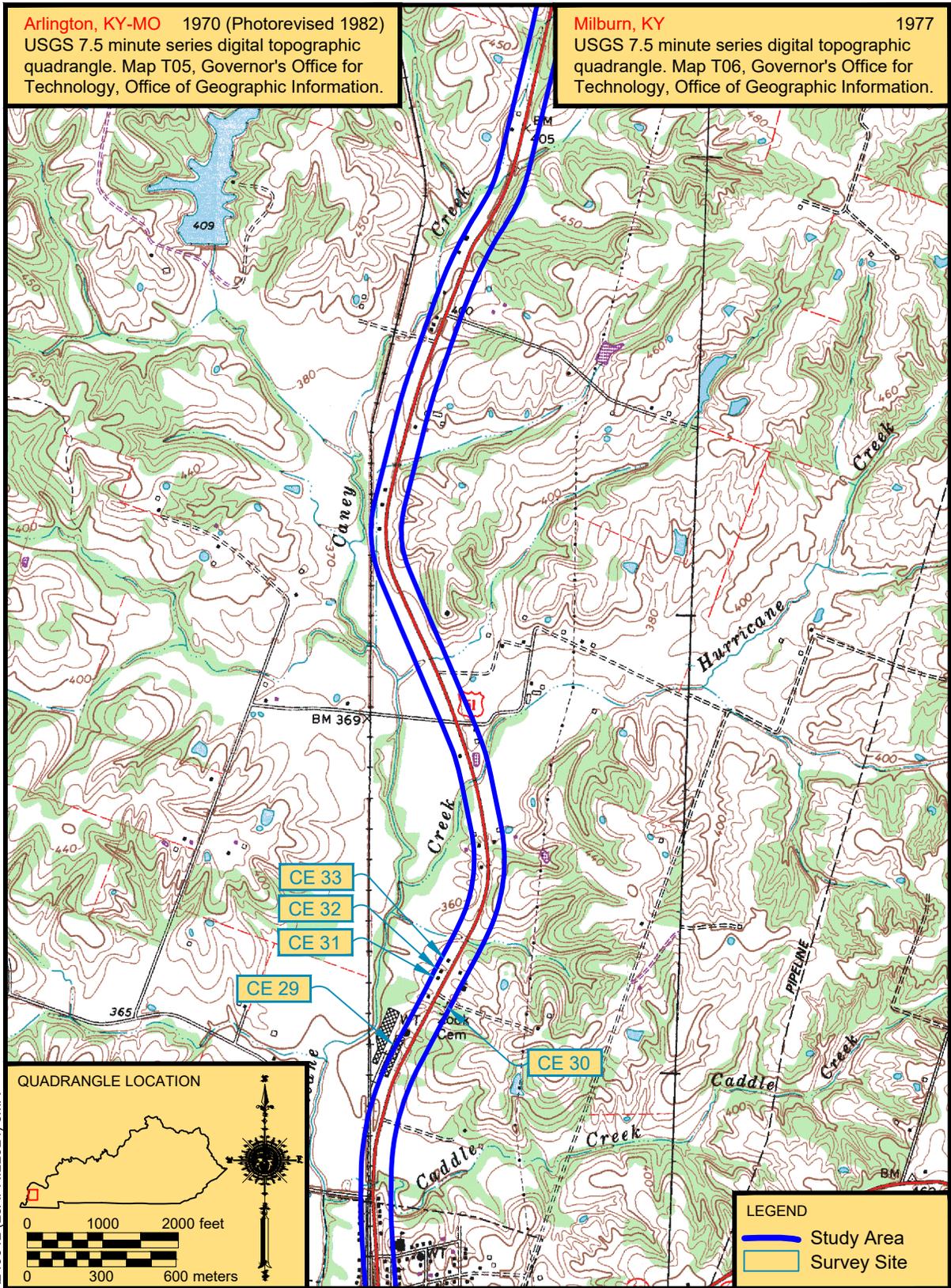


Figure 1f. Topographic map depicting the study area and locations of resources within and adjacent to the study area.

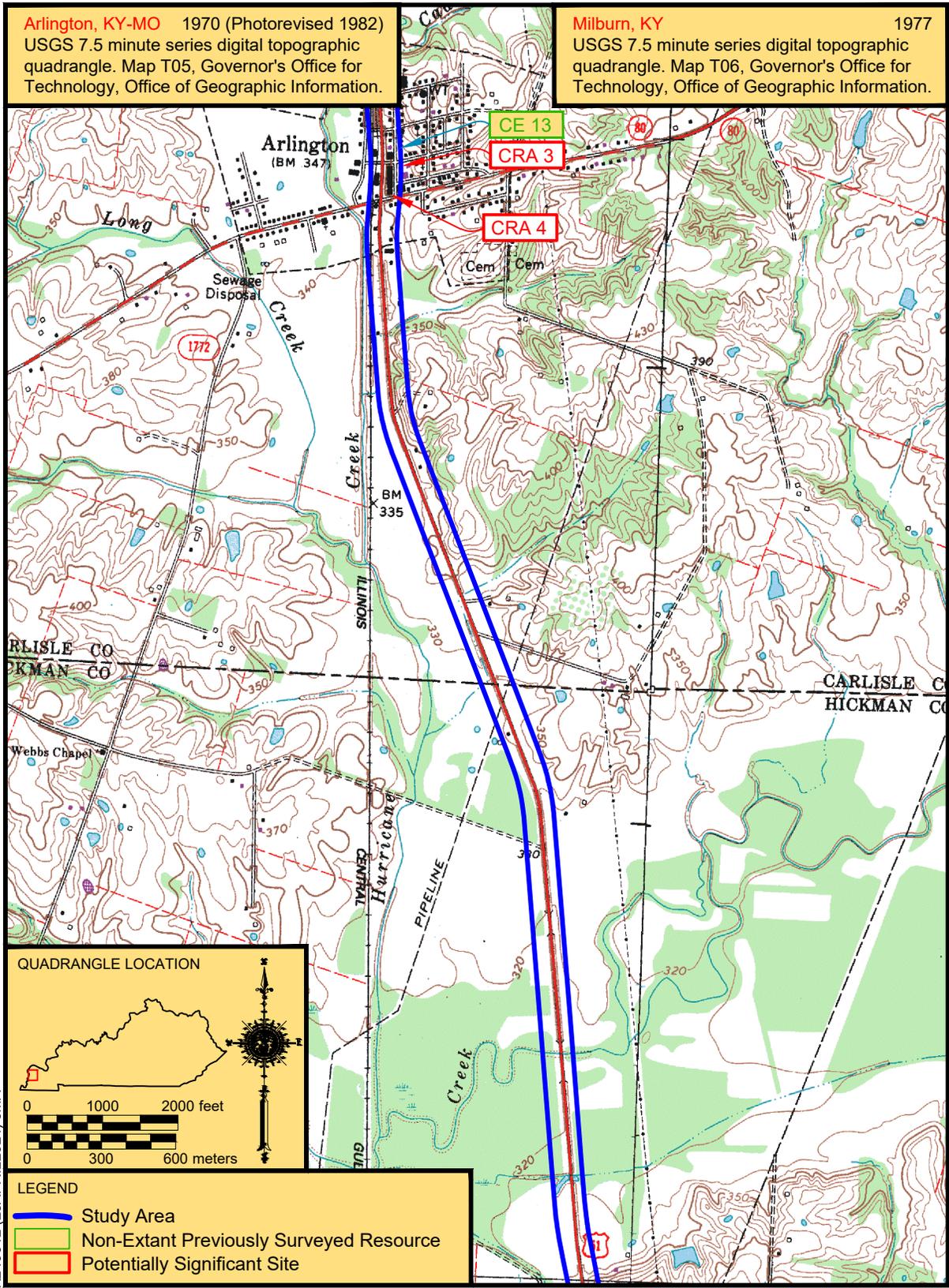


Figure 1g. Topographic map depicting the study area and locations of resources within and adjacent to the study area.

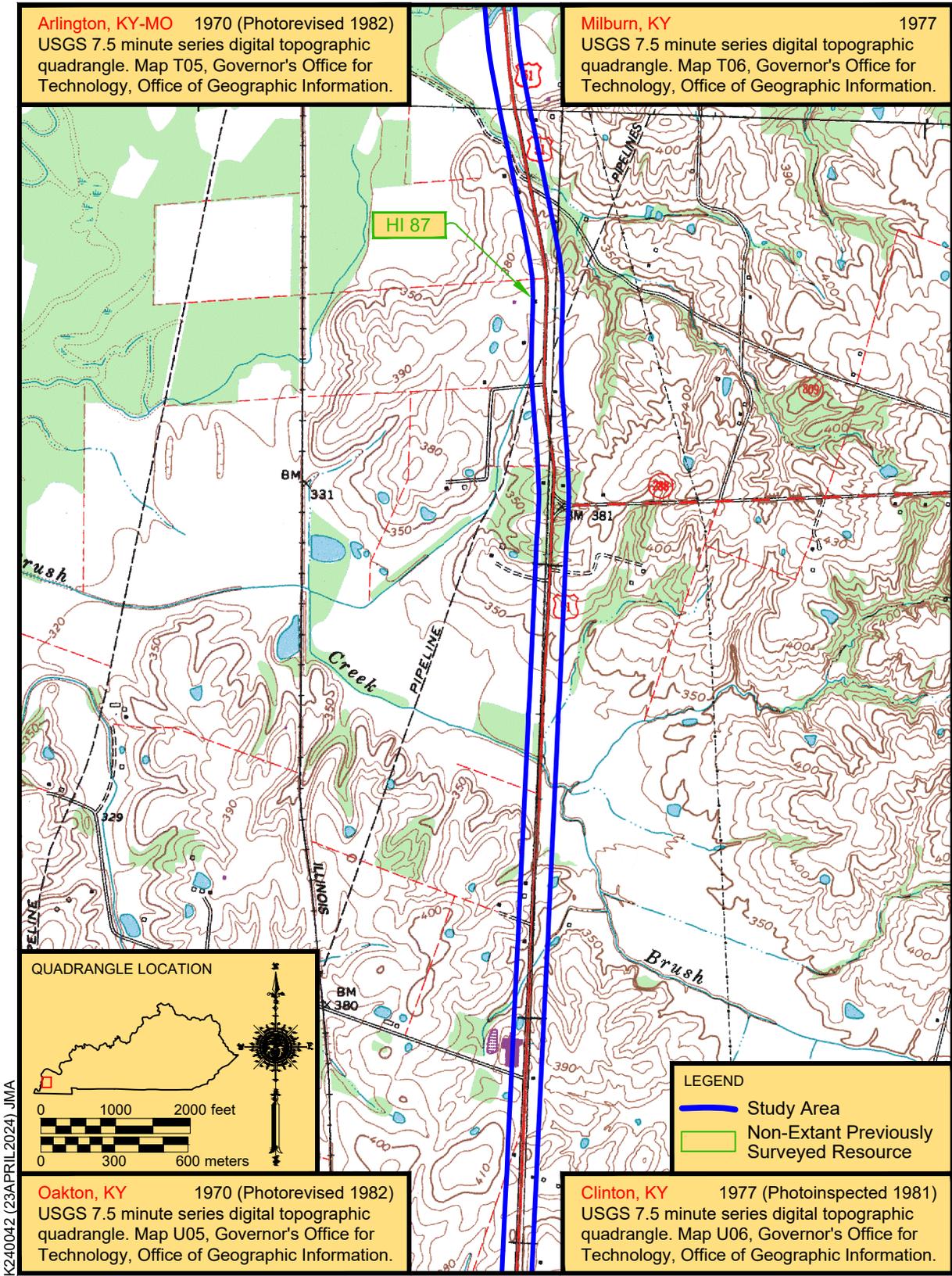


Figure 1h. Topographic map depicting the study area and locations of resources within and adjacent to the study area.

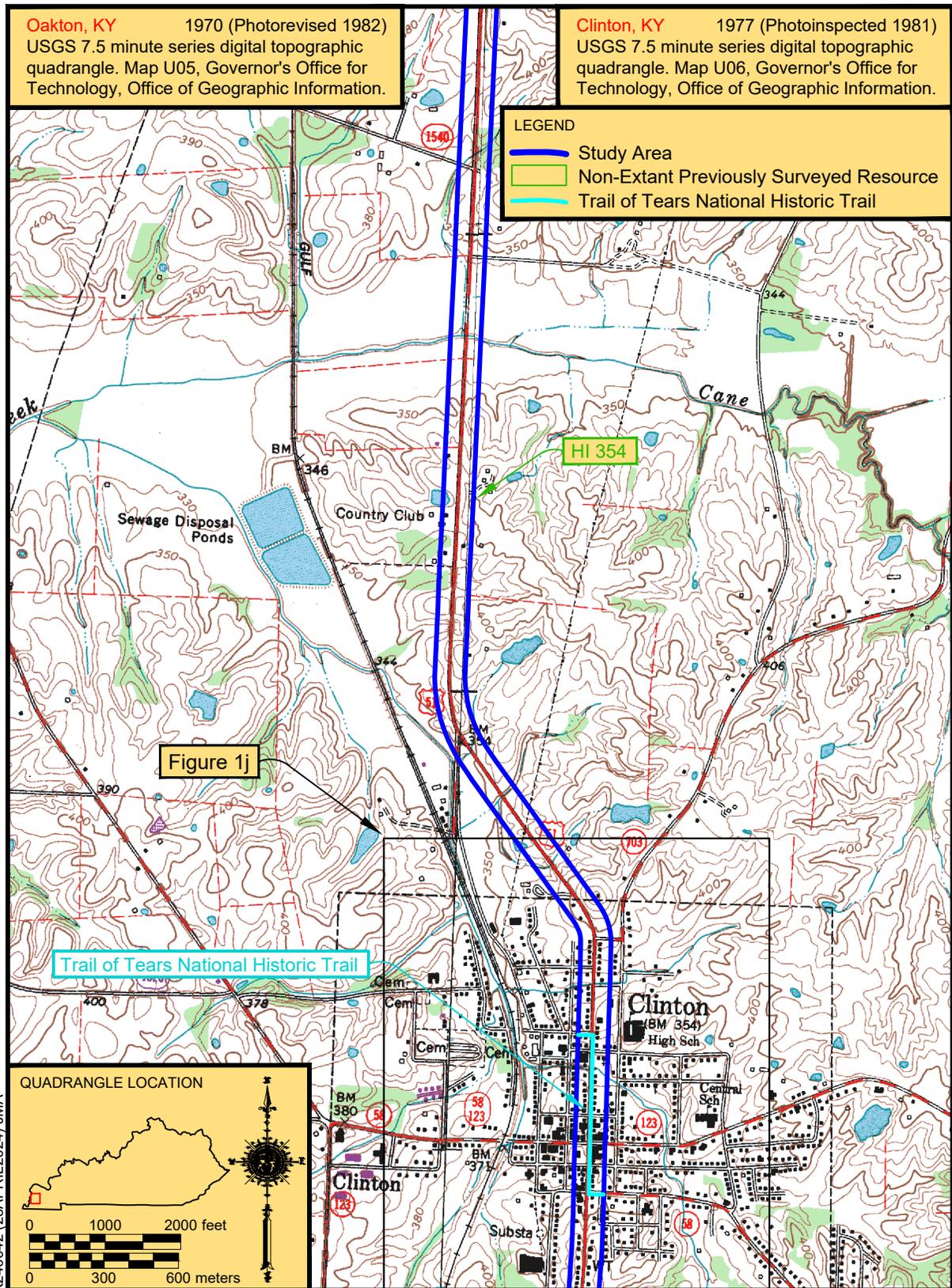


Figure 1i. Topographic map depicting the study area and locations of resources within and adjacent to the study area.



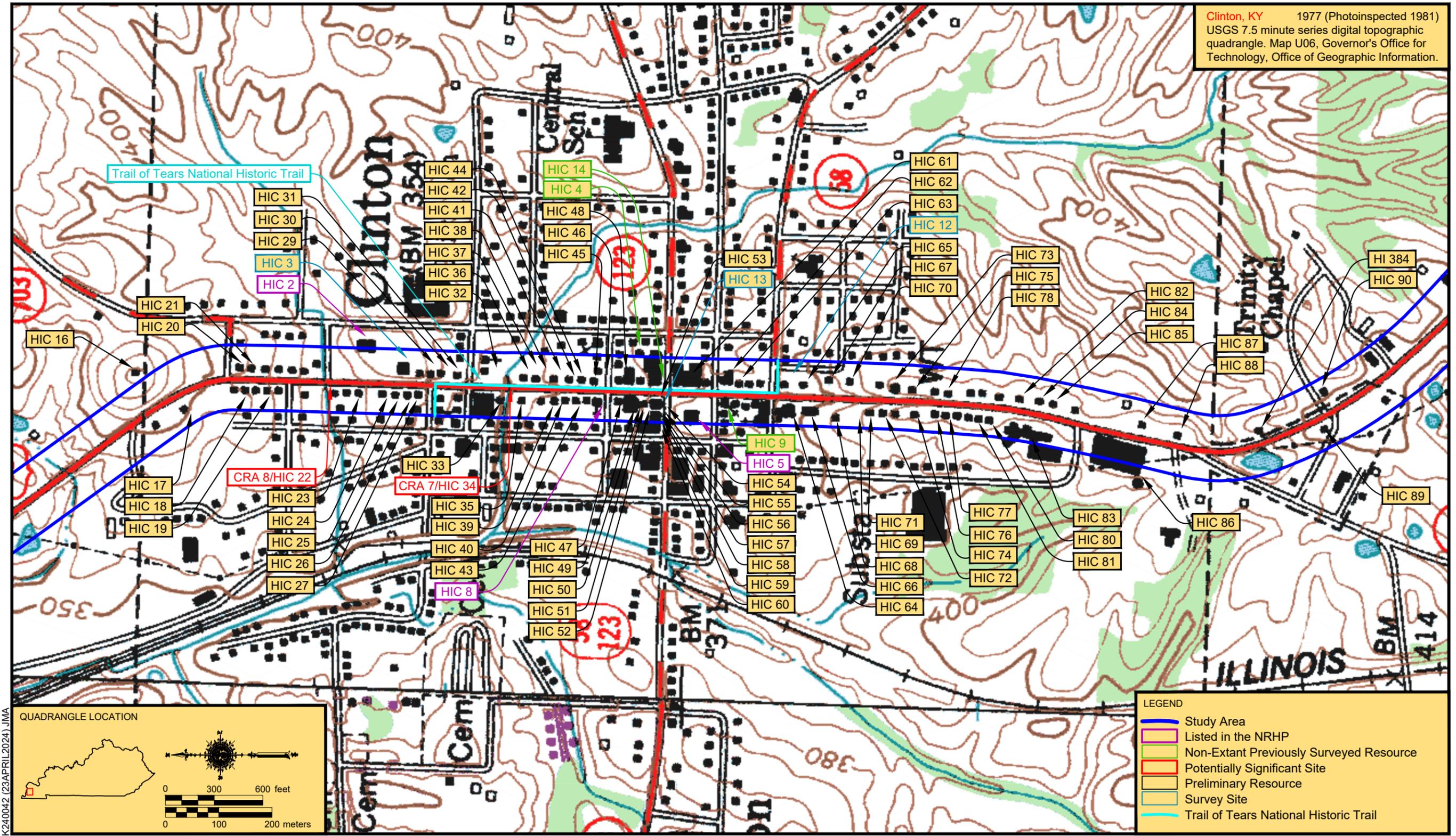


Figure 1j. Topographic map depicting the study area and locations of resources within and adjacent to the study area.





Figure 1k. Topographic map depicting the study area and locations of resources within and adjacent to the study area.



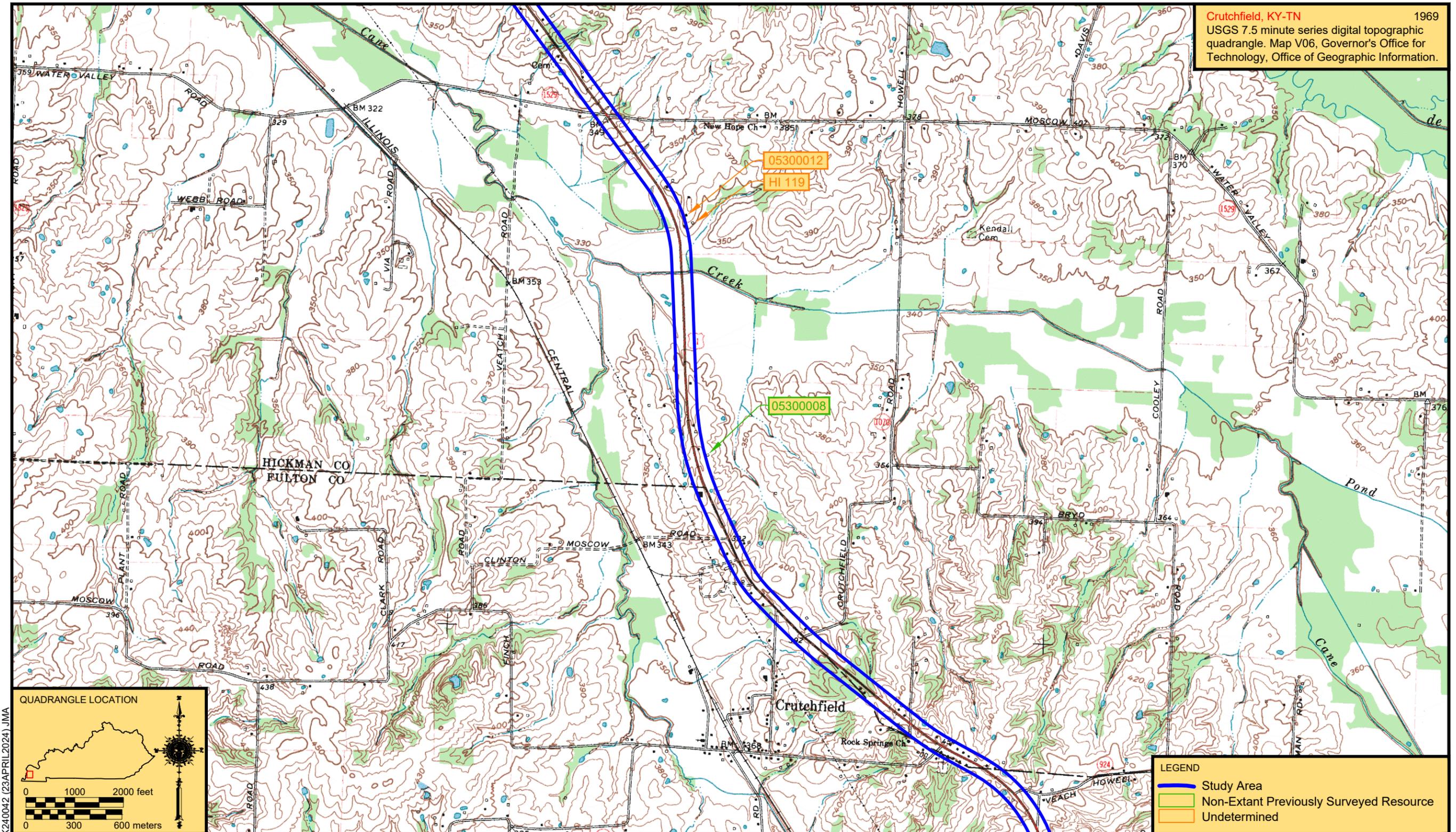


Figure 11. Topographic map depicting the study area and locations of resources within and adjacent to the study area.



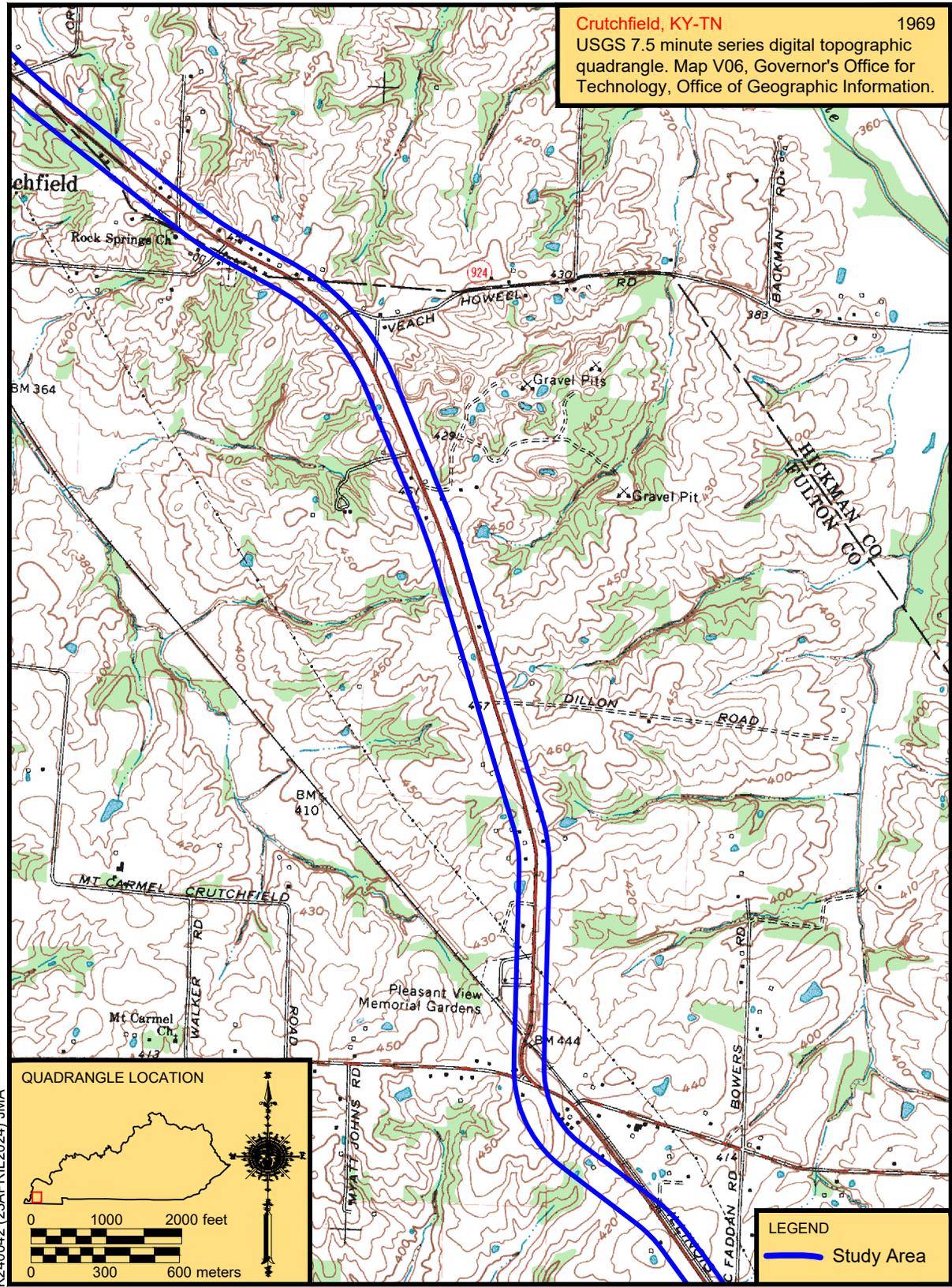


Figure 1m. Topographic map depicting the study area and locations of resources within and adjacent to the study area.

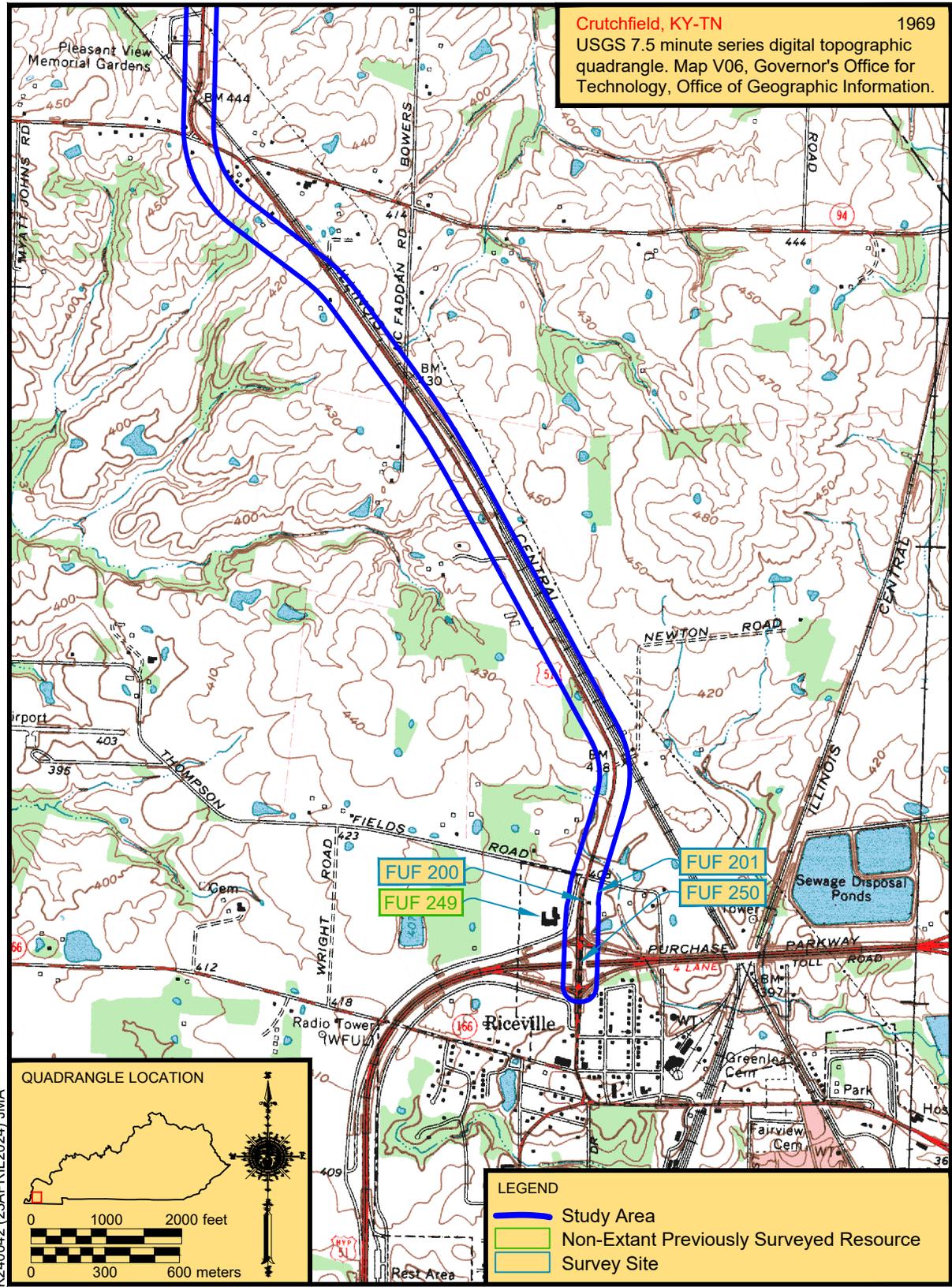


Figure 1n. Topographic map depicting the study area and locations of resources within and adjacent to the study area.

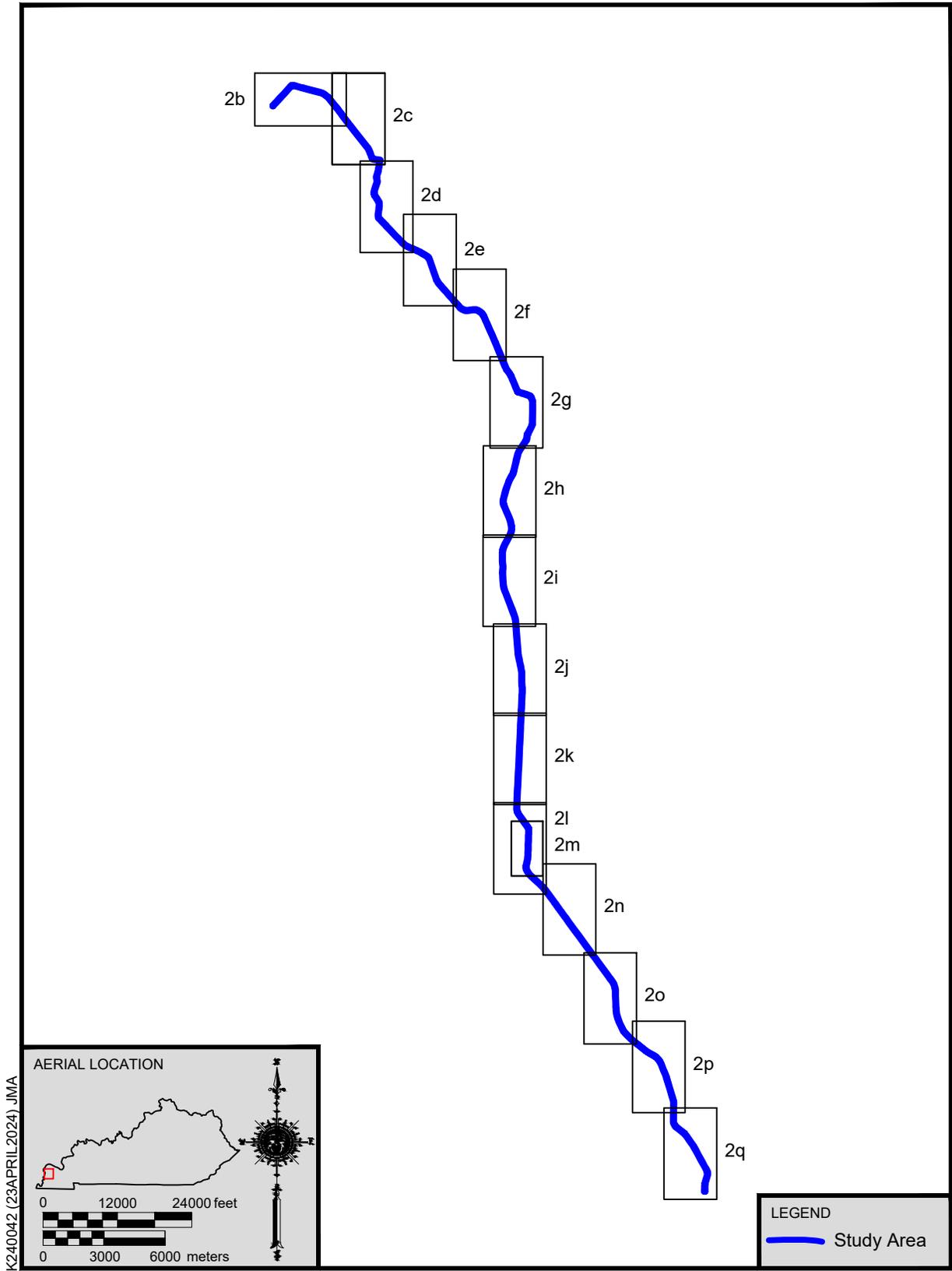
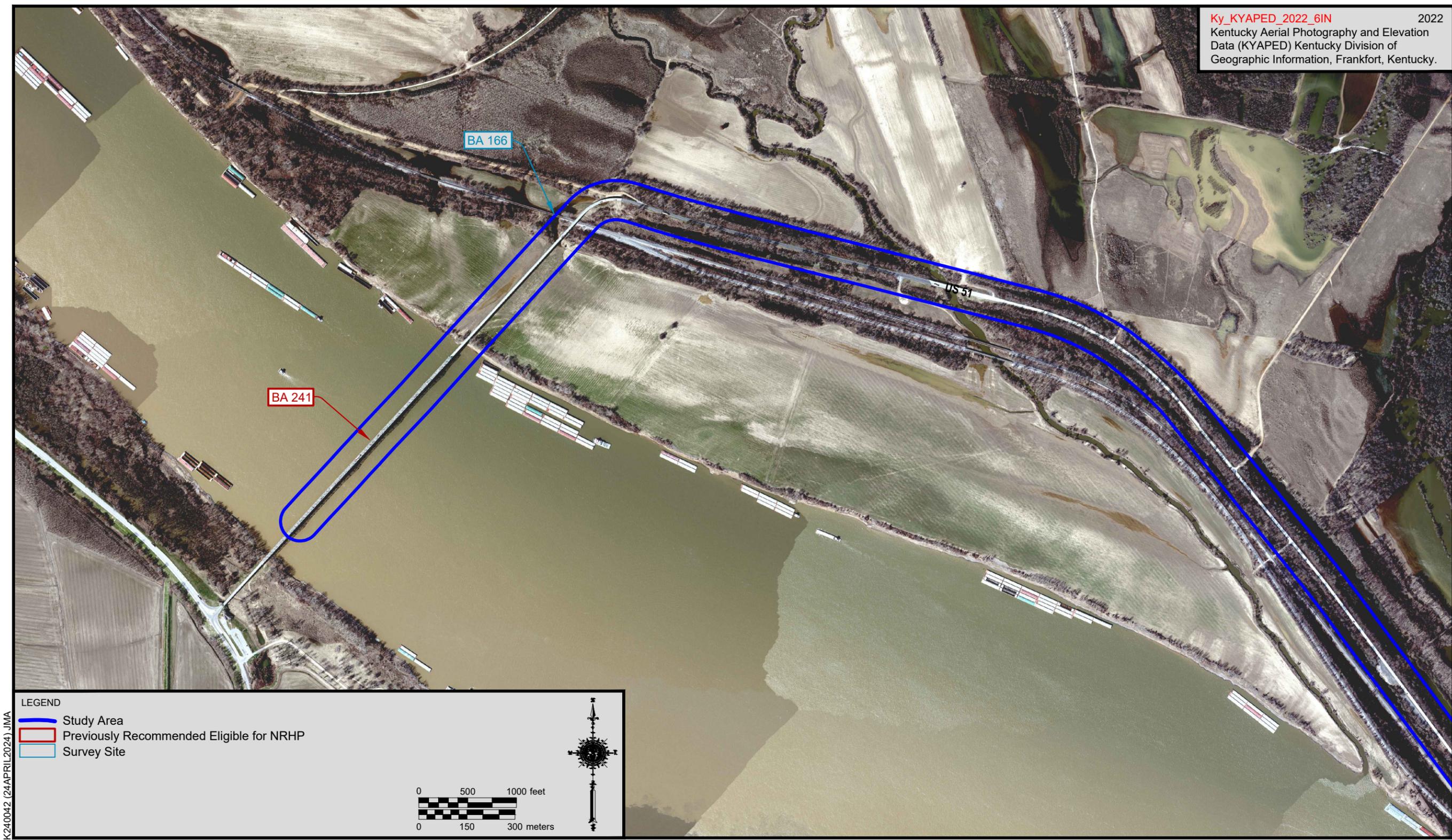


Figure 2a. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area (KEY).





K240042 (24APRIL2024) JMA

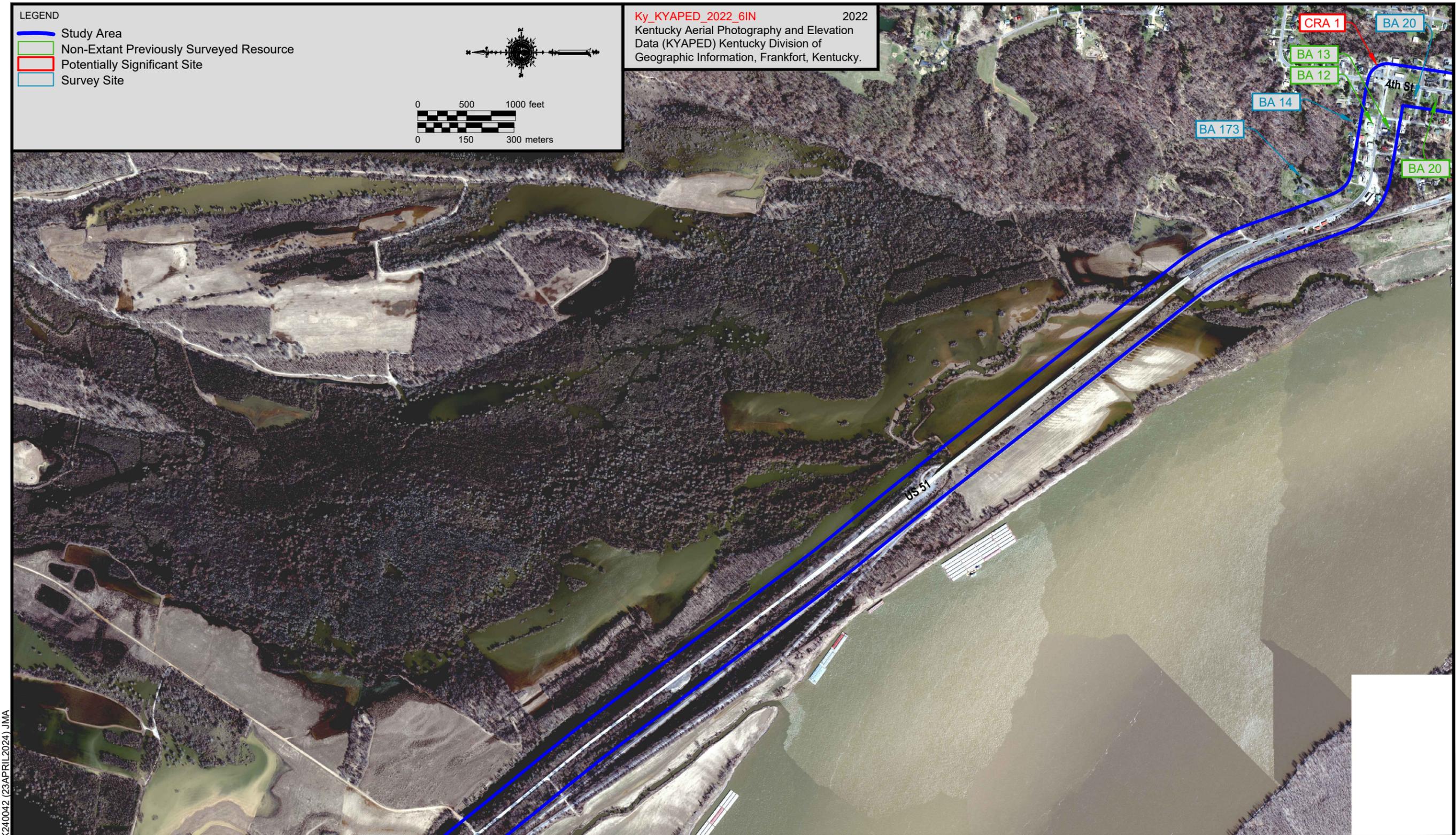
LEGEND

- Study Area
- Previously Recommended Eligible for NRHP
- Survey Site

0 500 1000 feet  
0 150 300 meters

Figure 2b. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



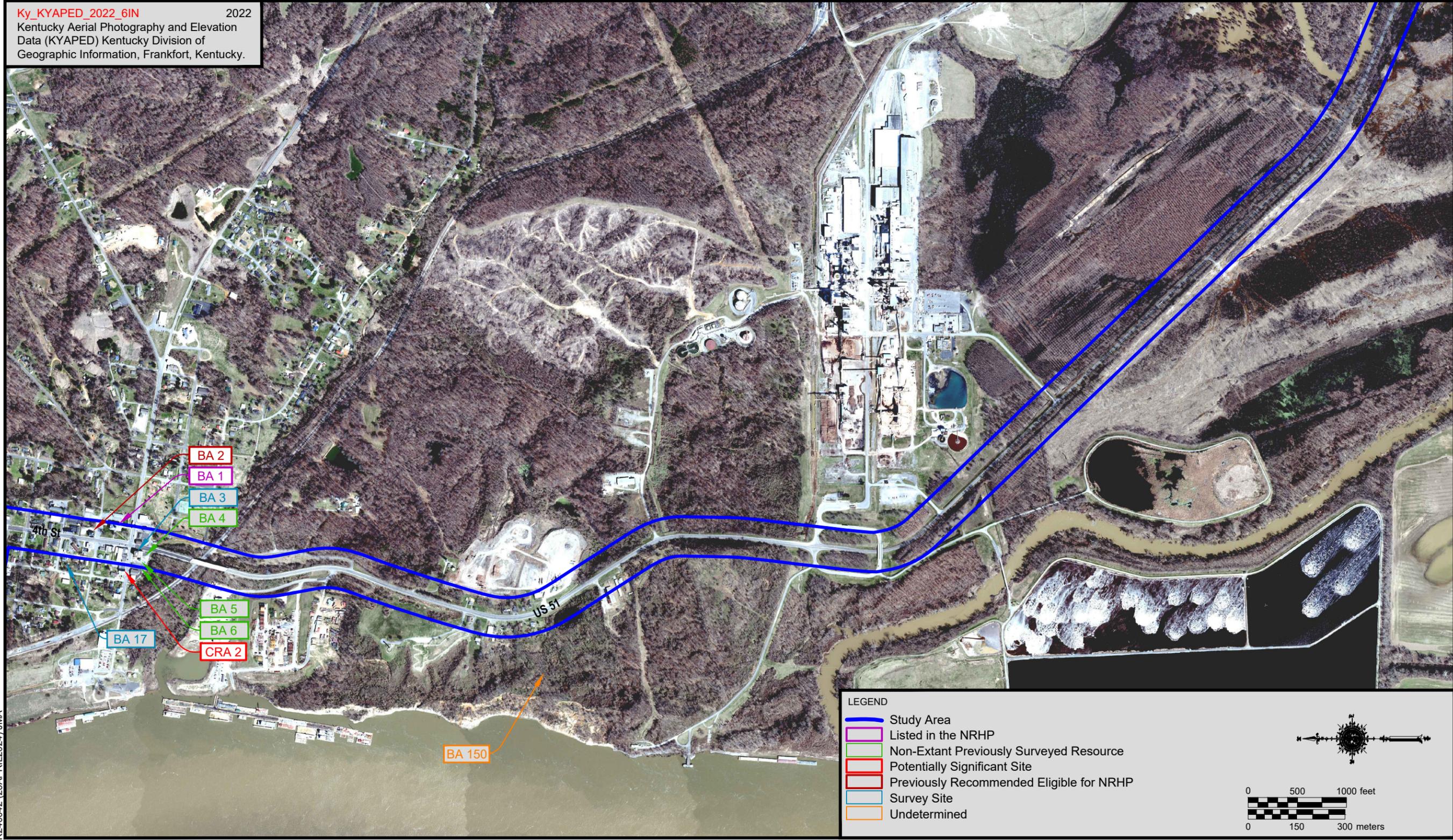


K240042 (23APRIL2024) JMA

Figure 2c. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



Ky\_KYAPED\_2022\_6IN 2022  
Kentucky Aerial Photography and Elevation  
Data (KYAPED) Kentucky Division of  
Geographic Information, Frankfort, Kentucky.

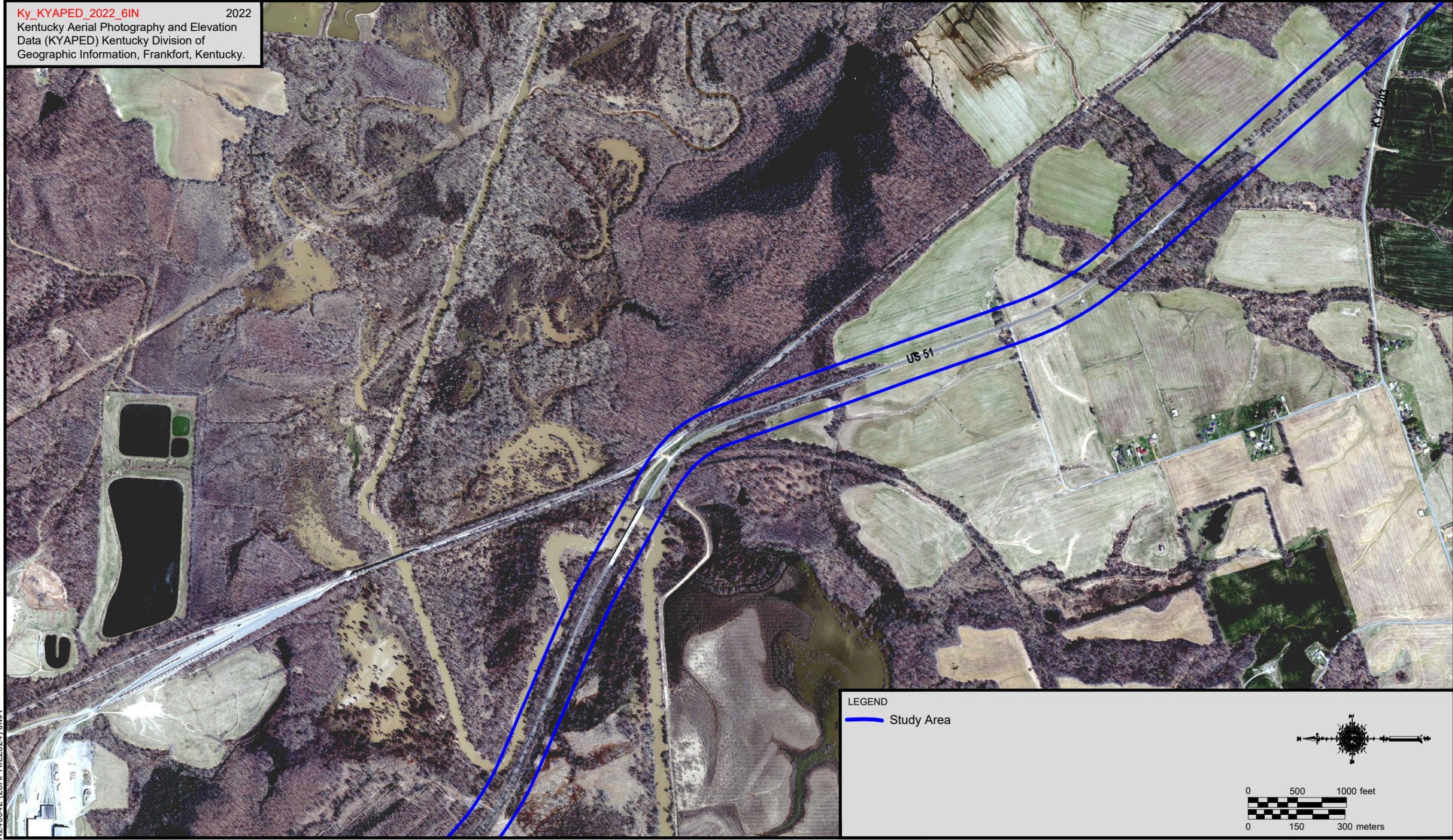


K240042 (23APRIL2024) JMA

Figure 2d. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



Ky\_KYAPED\_2022\_6IN 2022  
Kentucky Aerial Photography and Elevation  
Data (KYAPED) Kentucky Division of  
Geographic Information, Frankfort, Kentucky.

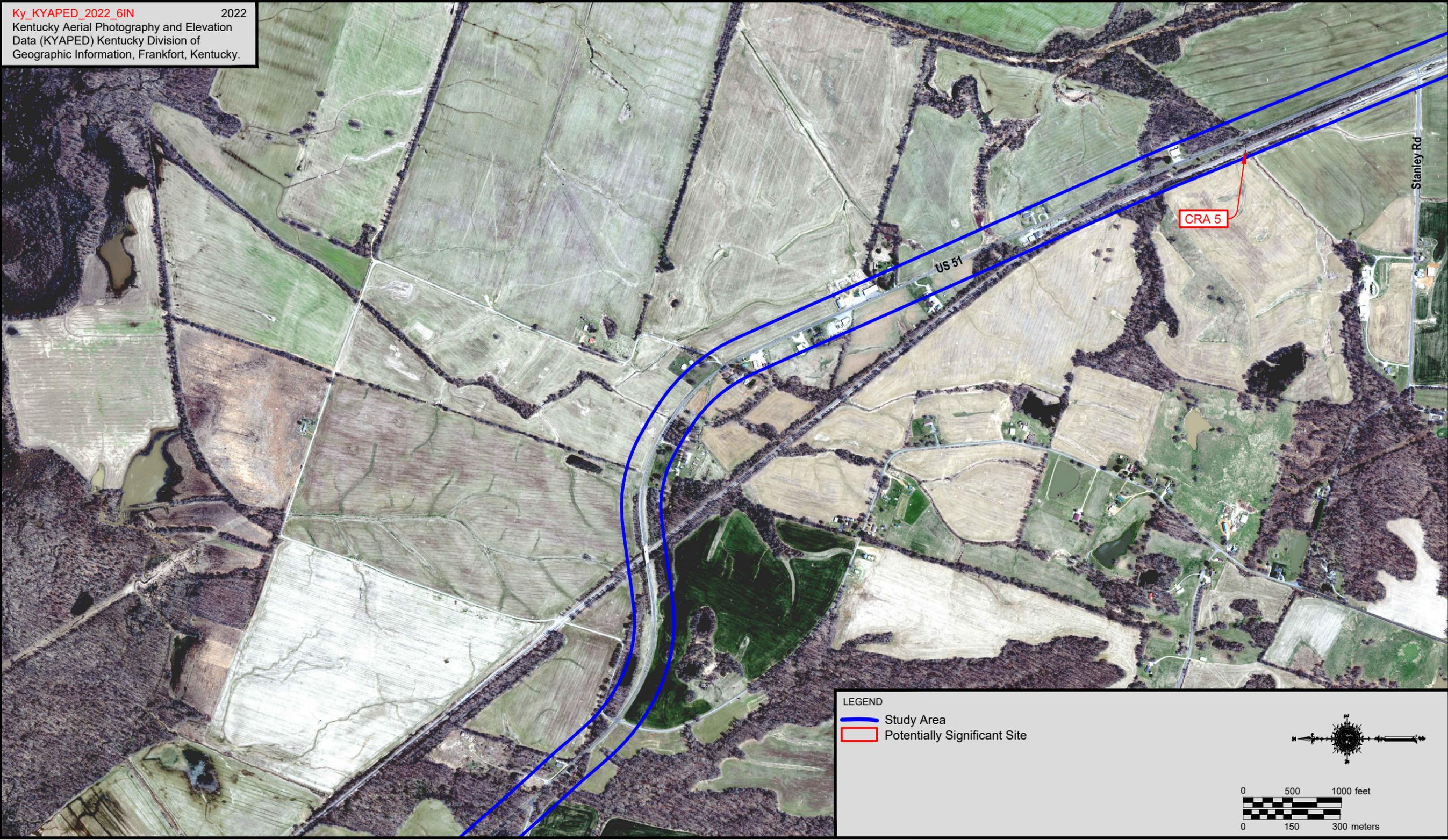


K240042 (23APRIL2024) JMA

Figure 2e. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



Ky\_KYAPED\_2022\_6IN 2022  
Kentucky Aerial Photography and Elevation  
Data (KYAPED) Kentucky Division of  
Geographic Information, Frankfort, Kentucky.

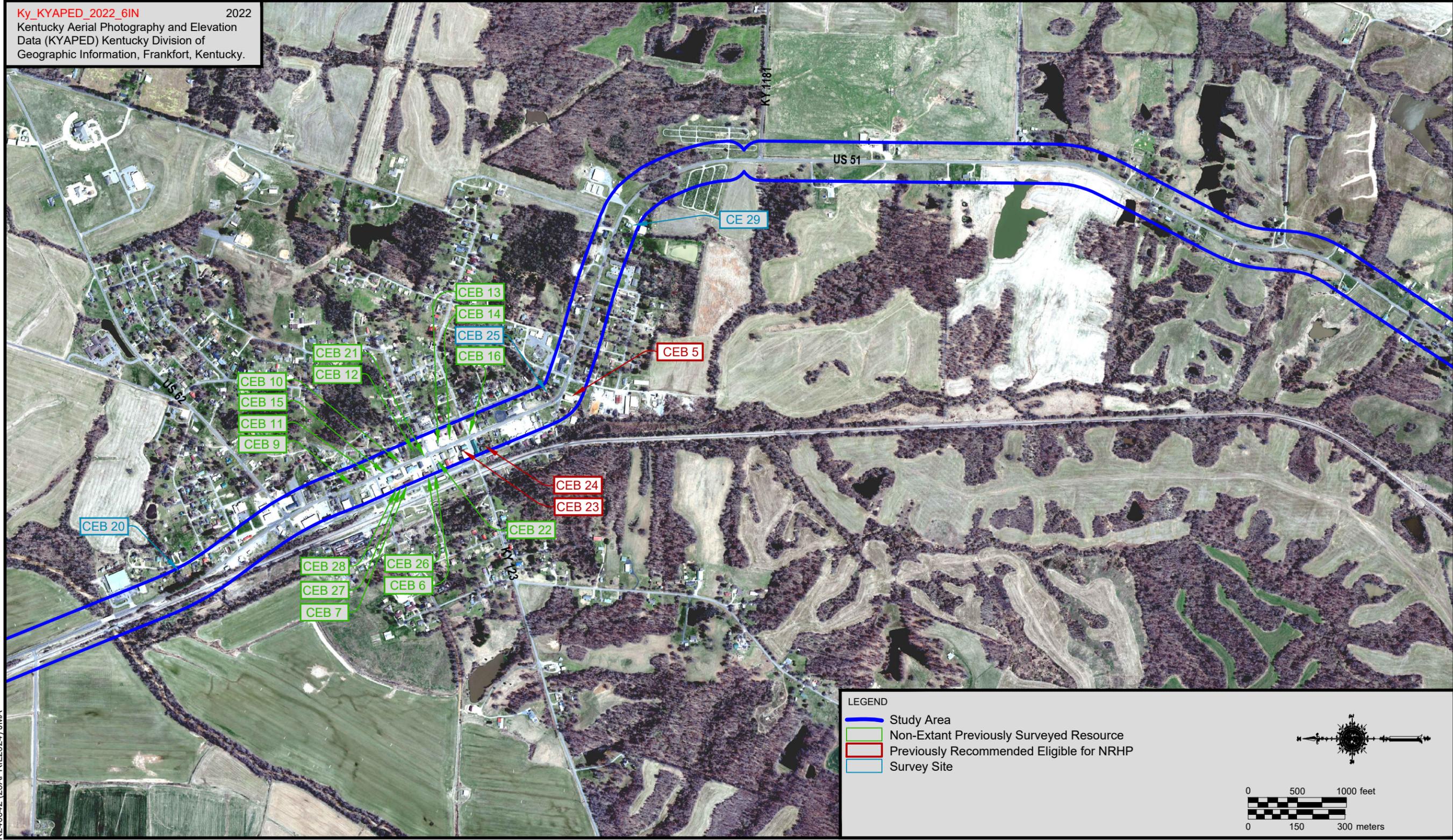


K240042 (23APRIL2024) JMA

Figure 2f. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



Ky\_KYAPED\_2022\_6IN 2022  
Kentucky Aerial Photography and Elevation  
Data (KYAPED) Kentucky Division of  
Geographic Information, Frankfort, Kentucky.



K240042 (23APRIL2024) JMA

Figure 2g. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



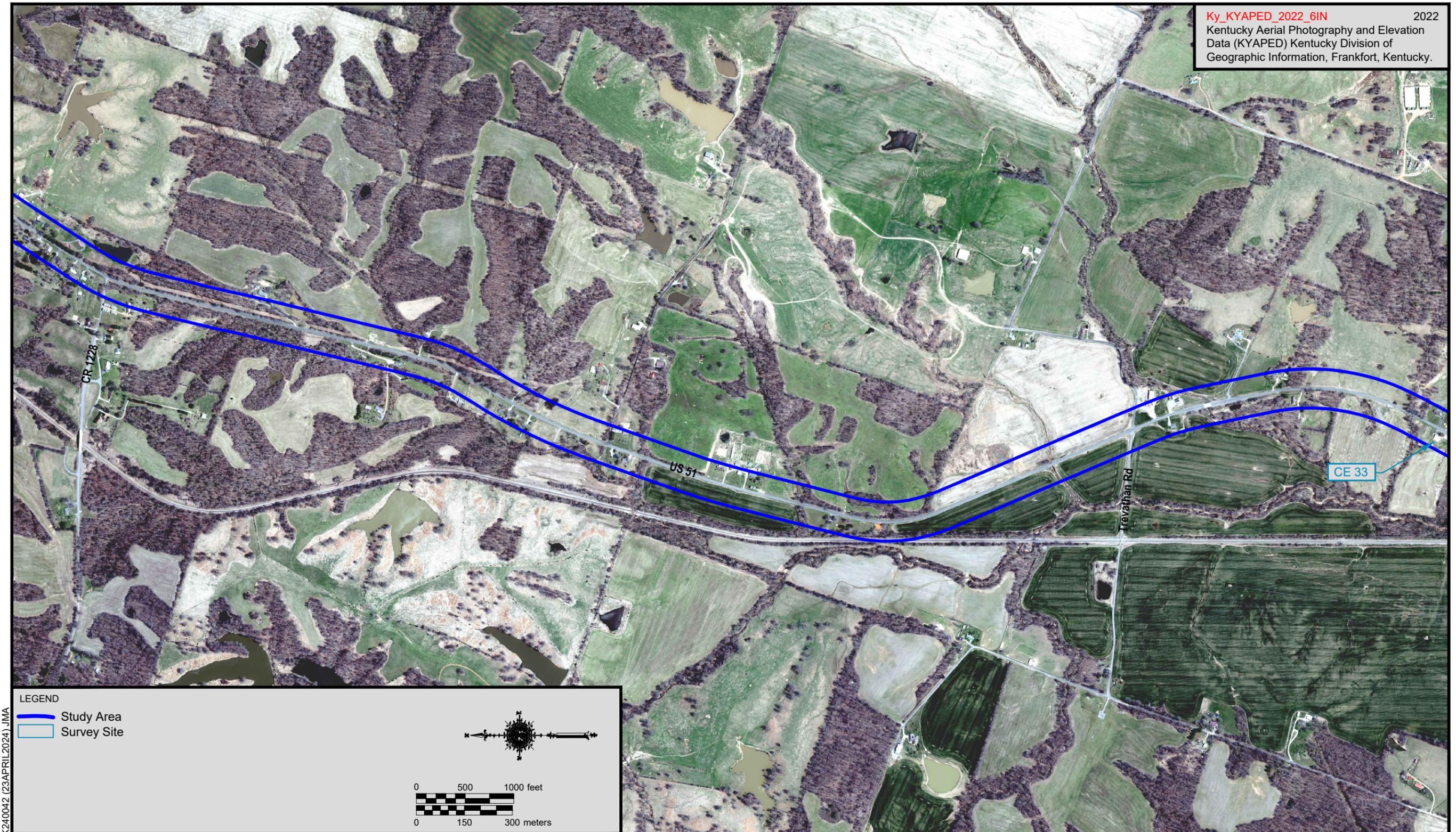


Figure 2h. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



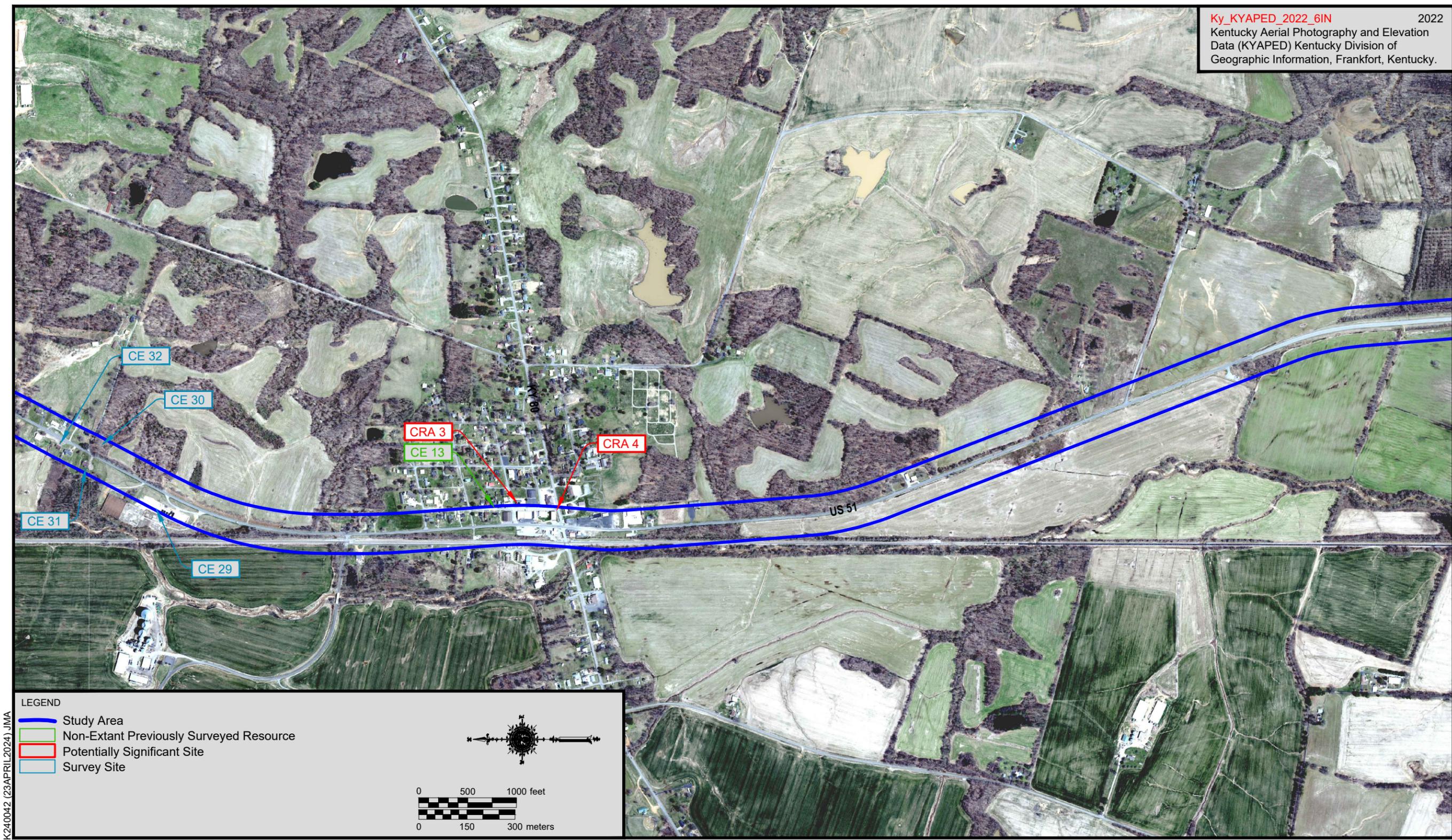


Figure 2i. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



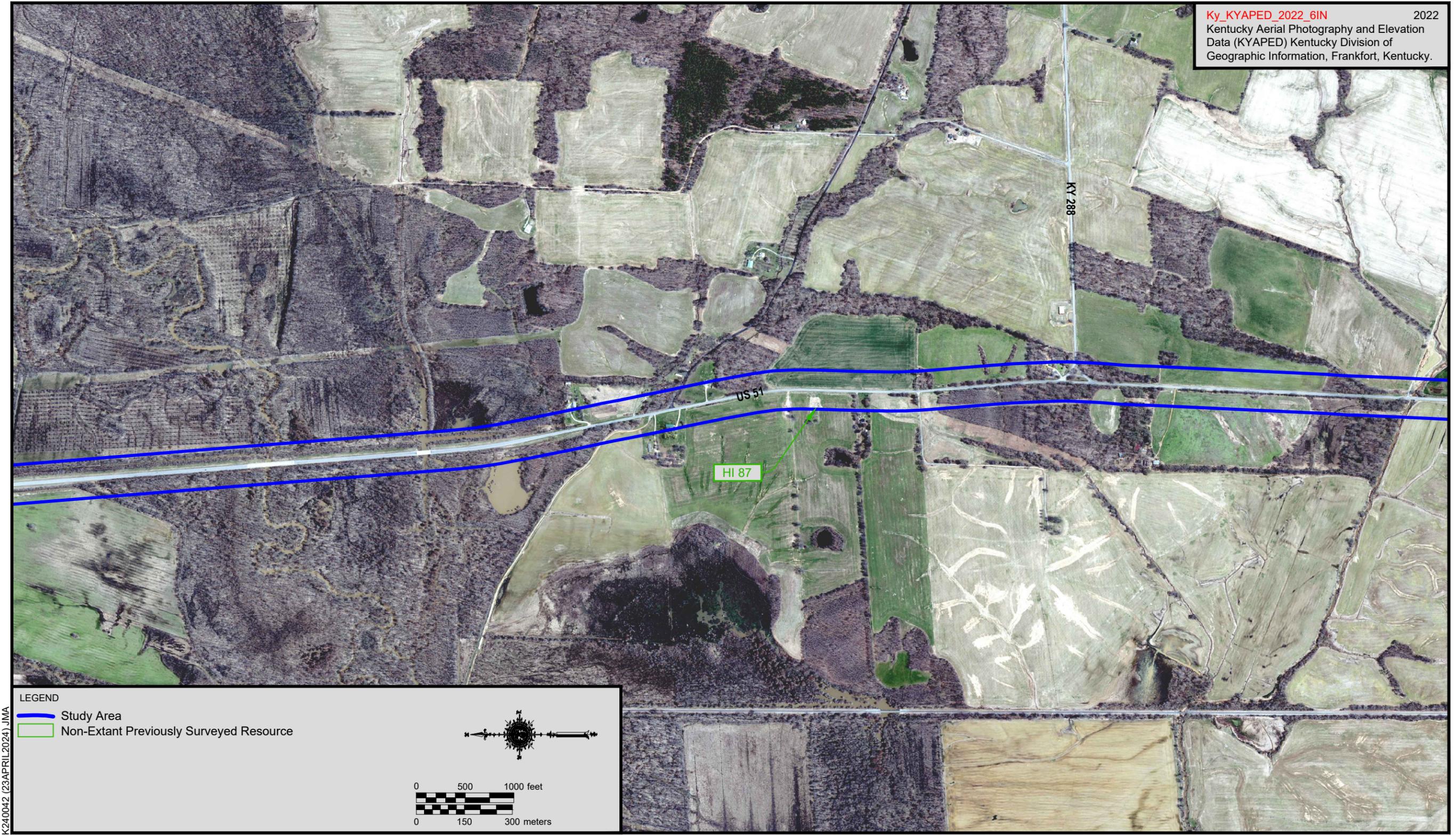


Figure 2j. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



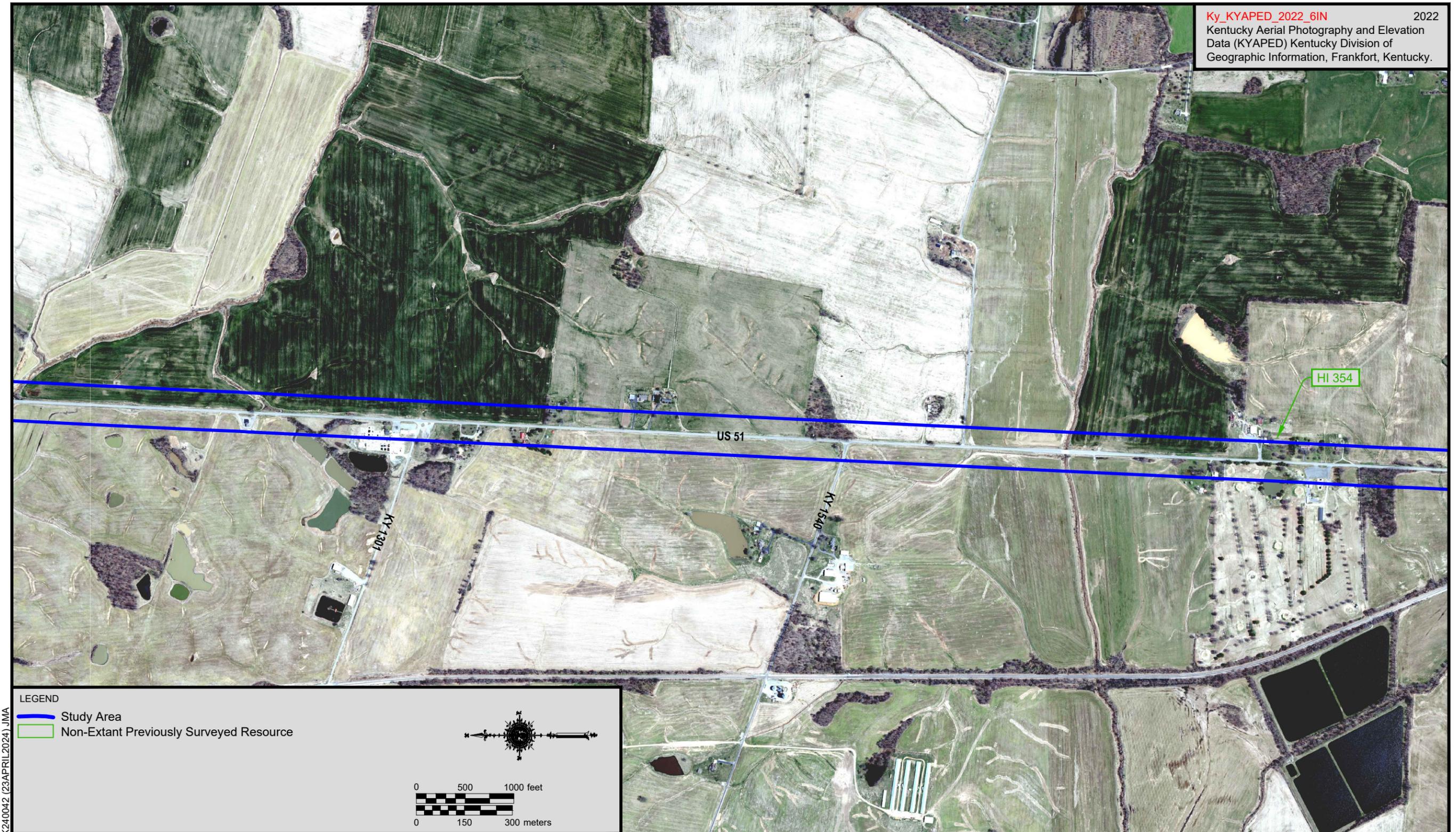
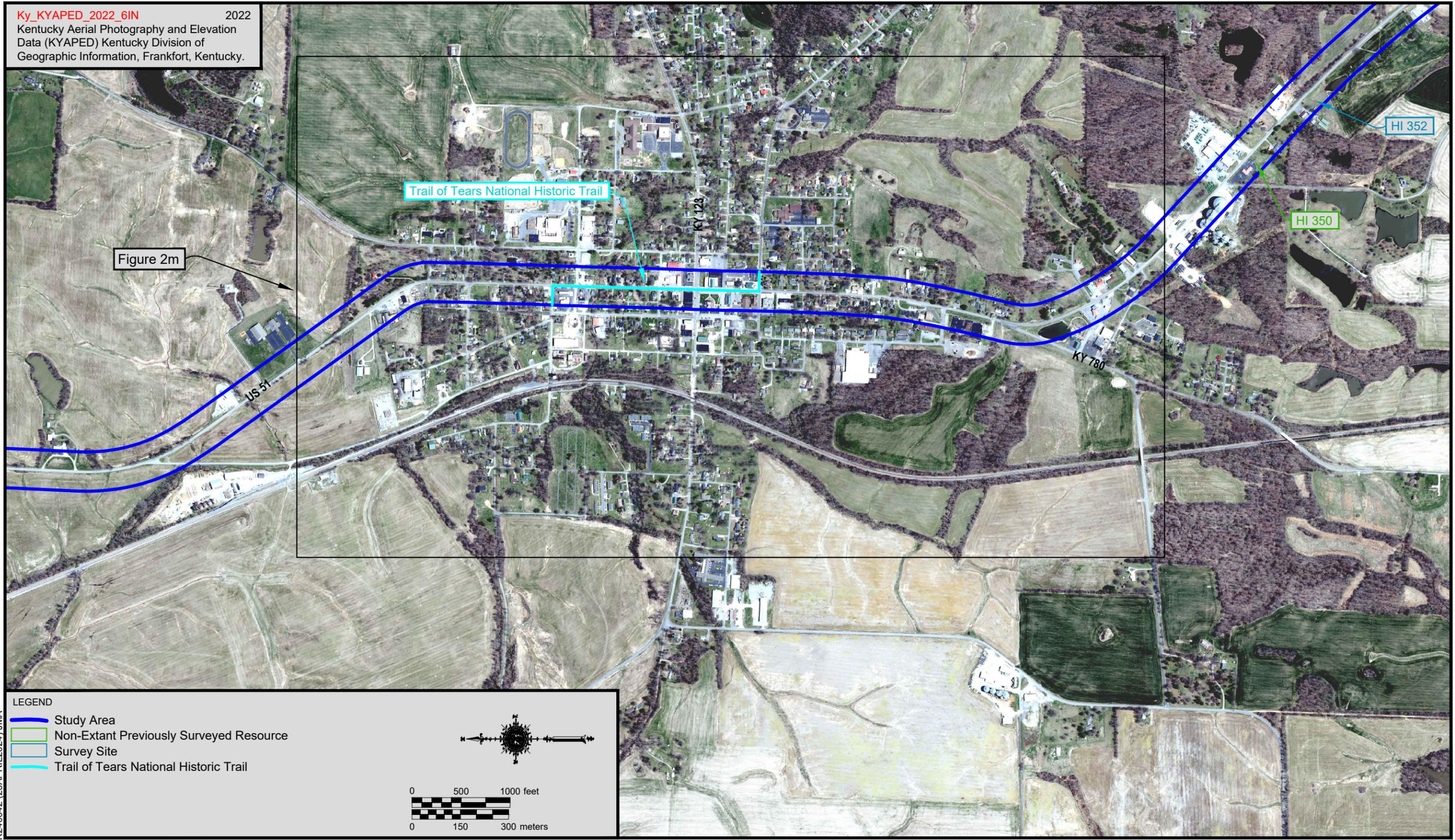


Figure 2k. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



Ky\_KYAPED\_2022\_6IN 2022  
Kentucky Aerial Photography and Elevation  
Data (KYAPED) Kentucky Division of  
Geographic Information, Frankfort, Kentucky.



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Figure 21. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



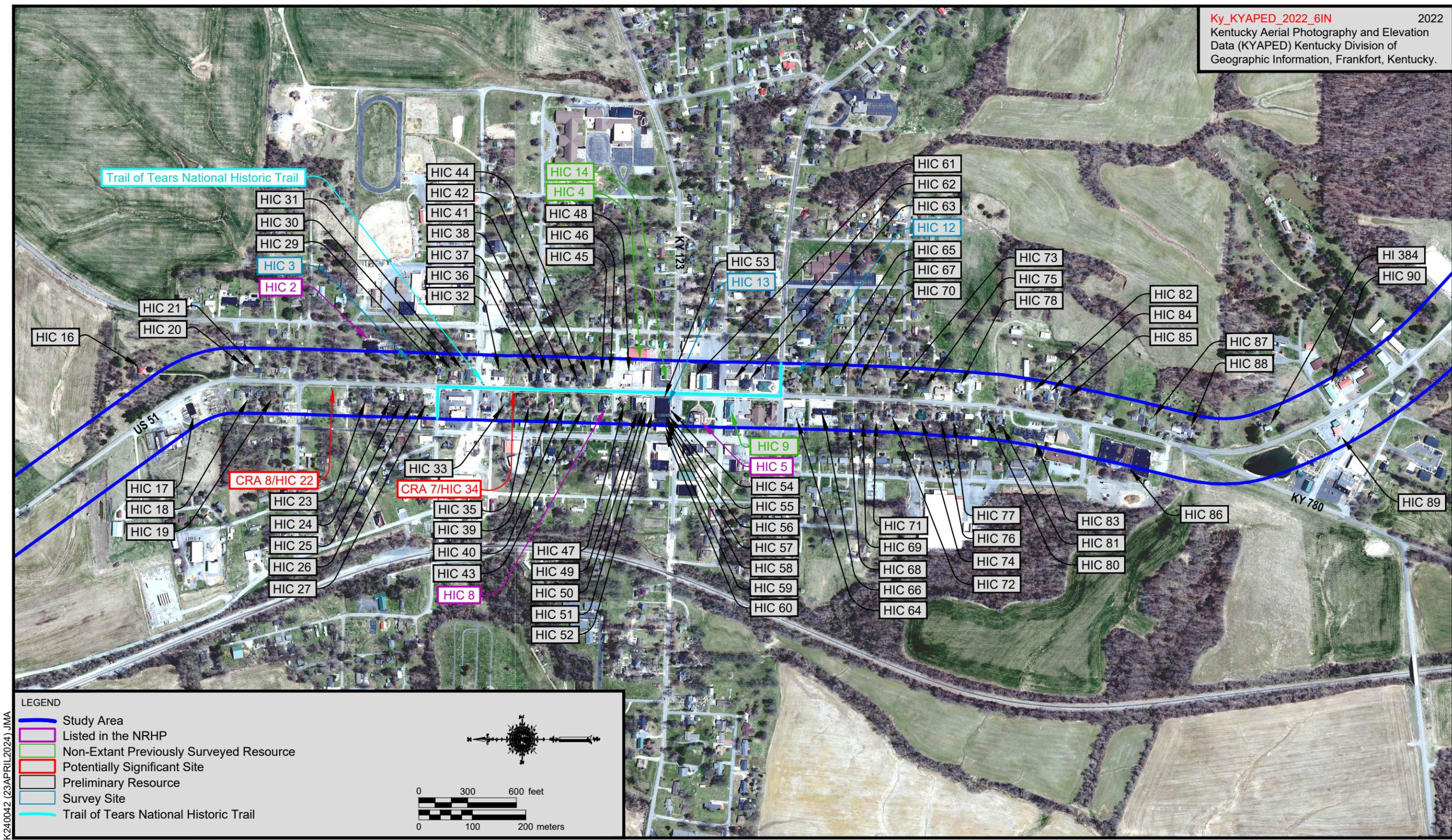


Figure 2m. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



Ky\_KYAPED\_2022\_6IN 2022  
Kentucky Aerial Photography and Elevation  
Data (KYAPED) Kentucky Division of  
Geographic Information, Frankfort, Kentucky.

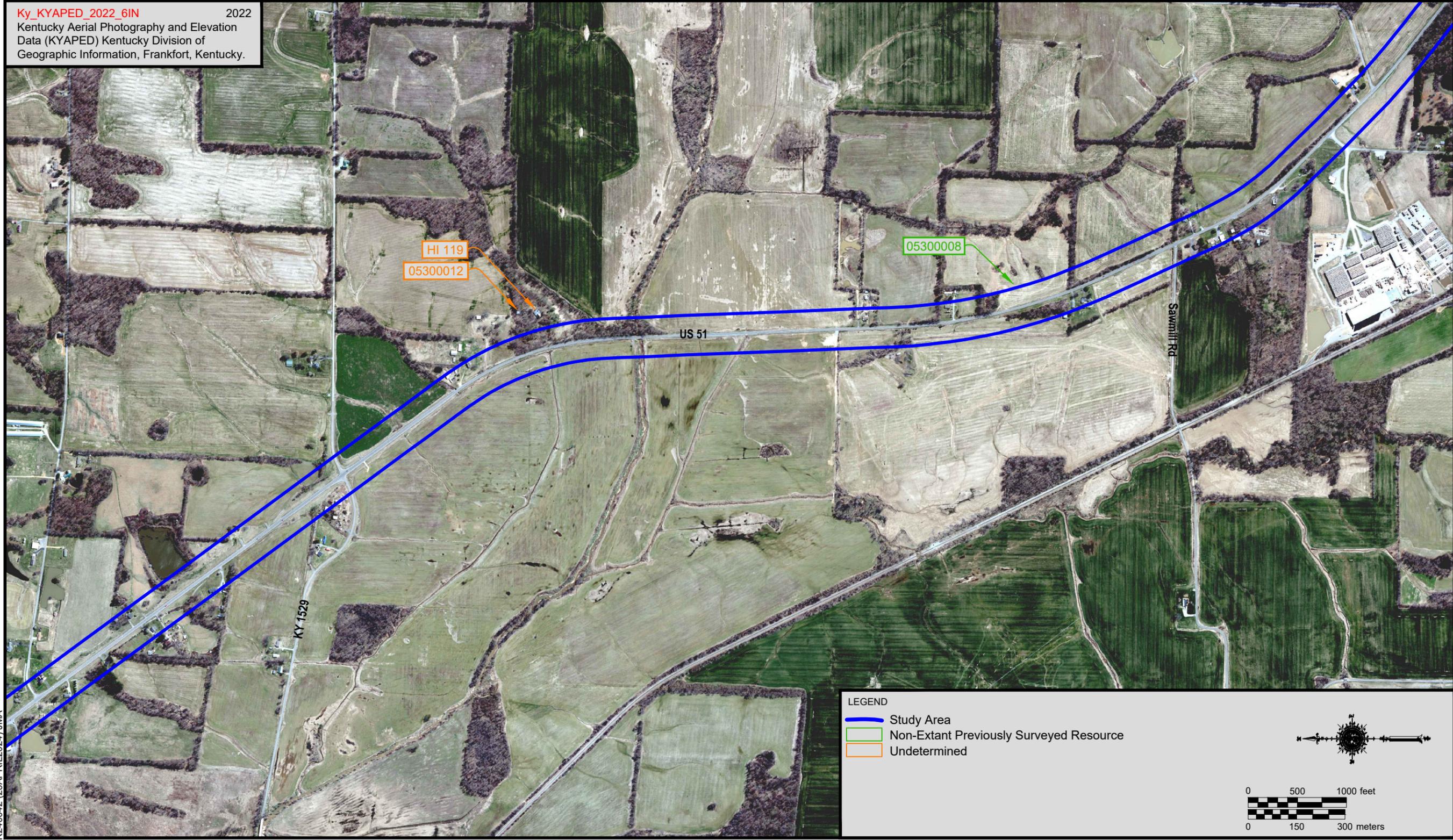


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Figure 2n. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



Ky\_KYAPED\_2022\_6IN 2022  
Kentucky Aerial Photography and Elevation  
Data (KYAPED) Kentucky Division of  
Geographic Information, Frankfort, Kentucky.

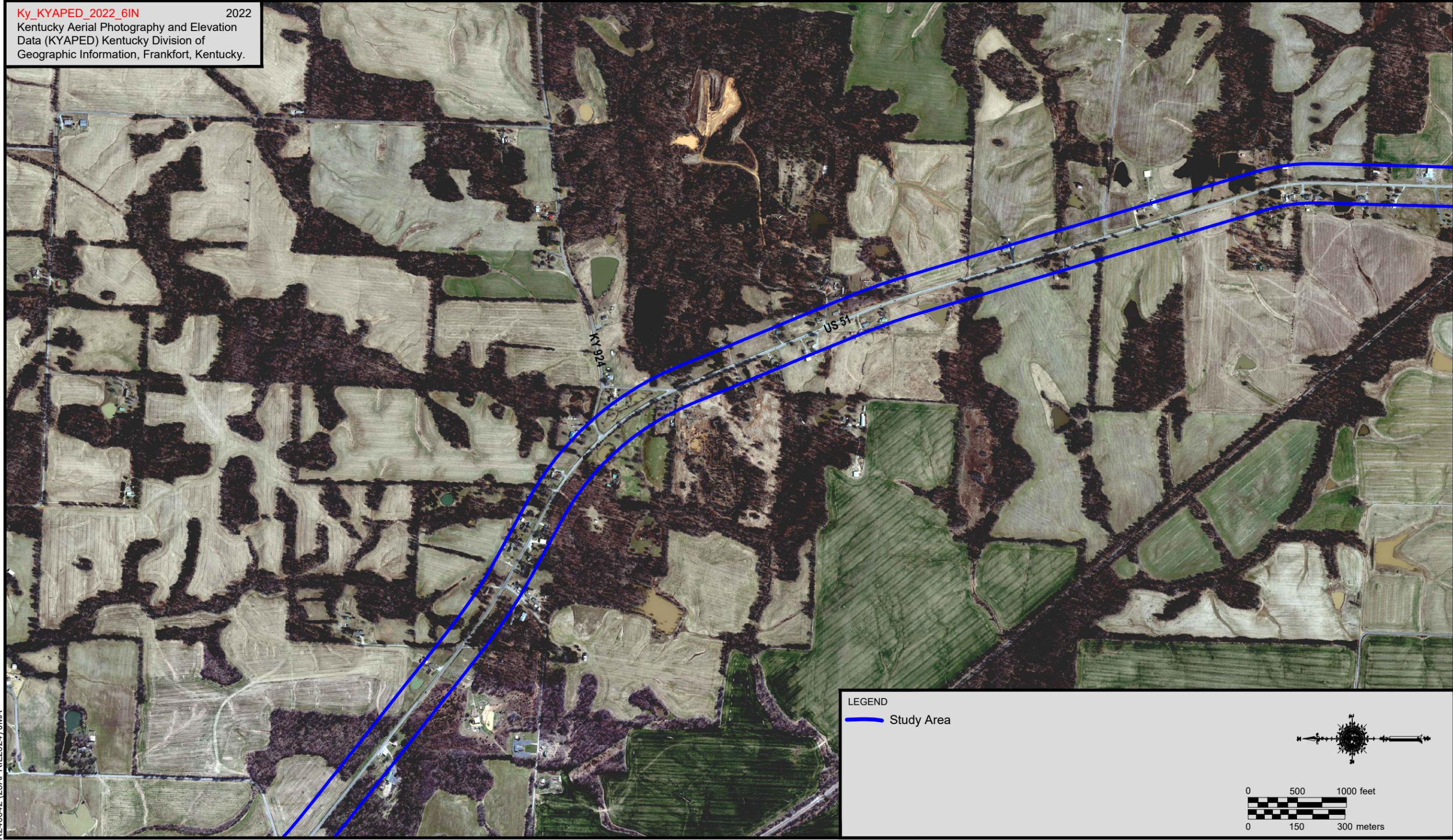


K240042 (23APRIL2024) JMA

Figure 2o. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



Ky\_KYAPED\_2022\_6IN 2022  
Kentucky Aerial Photography and Elevation  
Data (KYAPED) Kentucky Division of  
Geographic Information, Frankfort, Kentucky.



K240042 (23APRIL2024) JMA

Figure 2p. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.





K240042 (23APRIL2024) JMA

Figure 2q. Aerial photograph depicting the study area and locations of resources within and adjacent to the study area.



**Table 1. Previous Survey Reports.**

Report Title	Report Author and Associated Company	Prepared For	Report Date	Associated Surveyed Resources in the Study Area
Historic Highway Bridges in Kentucky, 1792–1950	Karen Hudson; Wilbur Smith Associates, Inc.	N/A	1997	BA 241
Cultural Historic Resource Baseline Survey for the Proposed Replacement of the US 51 Bridge over the Ohio River in Ballard County, Kentucky, and Alexander County, Illinois (KYTC Item Number 01-1140.00) (Item No. 1-25.00)	Robert W. Ball; Cultural Resource Analysts, Inc.	Michael Baker International	2020	BA 241
Survey of Historic Sites in Kentucky : Ballard County	The Kentucky Heritage Commission	N/A	1978	BA 1–BA 3, BA 5, BA 13, BA 14, BA 17, and BA 18
Cultural Historic Resource Baseline Survey for the Proposed Reconstruction and Improvement of the I-69-u.s. 45/U.S. 51 interchange at the Kentucky/Tennessee State Line in Fulton, Fulton County Kentucky (Item No. 1-25.00)	Trent Spurlock and Robert Ball; Cultural Resource Analysts, Inc.	Qk4, Inc.	2018	N/A
Cultural Historic Overview Survey and Determinations of Eligibility for the US 51 Corridor in Bardwell, Carlisle County, Kentucky (1-183.00)	Rebecca Lawin McCarley; Cultural Resource Analysts, Inc.	Parsons Brinckerhoff Quade & Douglas	2003	CEB 5–CEB 7, CEB 9–CEB 16, CEB 20–CEB 29
Historic Architecture Survey for the Proposed Viasat Wickliffe (USWKY) Satellite Access Node (SAN) Facility in Wickliffe, Ballard County, Kentucky	Danna Allen; Environmental Resources Management	Viasat, Inc.	2020	BA 1–BA 6, BA 12–BA 14
N/A	Palmer Engineering	N/A	2023	HIC 16–HIC 27, HIC 29–HIC 90, HI 384

In November 2019, Environmental Resources Management completed a historic architecture survey for the proposed Viasat Wickliffe satellite access node facility in Wickliffe, Ballard County (Allen 2020). The survey resulted in the identification of 25 resources (BA 1–BA 18, BA 20, BA 21, BA 122, BA 124–BA 126, and BA 128), of which 4 (BA 1, BA 2, BA 8, and BA 18), had been previously recommended eligible or were listed in the NRHP. A concurrence letter from KHC was not located for the 2020 survey (Allen 2020).

In 1997, Wilbur Smith Associates completed a statewide historic bridge survey (Hudson 1997). As part of the investigation, the US 51 bridge (BA 241) over the Ohio River was investigated and was recommended eligible for listing in the NRHP.

In 2003, CRA completed a cultural historic overview survey for the proposed US 51 corridor in Bardwell, Carlisle County (McCarley 2003). As stated above, the 2003 investigation resulted in the survey of 48 previously unrecorded resources (CRA 1–13, 17–19, 21, 23–26, 28–30, 49–59, and 61–65), 5 previously recorded resources (CEB 11 [CRA 14], CEB 17 [CRA 27], CEB 5 [CRA 32], CEB 6 [CRA 36], CEB 4 [CRA 48]), and 1 group (CEB 7 [CRA 37–47]) (McCarley 2003). Of these, CRA recommended that eight sites (CRA 14, 15, 20, 22, 32, 43, 45, and 60) appeared eligible for inclusion in the NRHP. In a concurrence letter dated June 28, 2003, KHC agreed with the determination of eligibility for Sites CRA 14, 15, 20, 22, 32, 43, 45, and 60. However, KHC disagreed with CRA’s recommendation that sites CRA 1 (CEB 20), CRA 16 (CEB 22), CRA 31 (CEB 25), and CRA 37 (CEB 26) were not eligible for inclusion in the NRHP (D. Morgan to D. Waldner, letter, 28 June 2003, KHC, Frankfort, Kentucky).

In 2017, CRA completed a cultural historic baseline survey for the proposed reconstruction and improvement of the I-69-US 45/US 51 interchange at the Kentucky/Tennessee state line in Fulton, Fulton County, Kentucky (Spurlock and Ball 2018). A portion of the 2017 survey’s APE overlaps the current study area near the intersection of I-69 and US 51. The previous investigation identified a total of 44 cultural historic sites, two of which (FUF 249 and FUF 250) are mapped within or directly adjacent to the current study area. FUF 249 is not mapped on the KHC database. Additionally, the current field investigation confirmed that FUF 249 is no longer extant. FUF 250 is the location of a two-span, concrete, continuous

box beam or girders bridge (KYTC Bridge No. 038B00012N) carrying US 51 over I-69. The previous investigation recommended FUF 250 not eligible for listing in the NRHP. In a concurrence letter dated November 13, 2018, KHC agreed with the determination of eligibility for Sites 1–3, 5, 6, 8–11, 13–15, 18–40, and 42–44. However, KHC withheld eligibility comments for Sites 4 (FUF 215), 7 (FUF 218), 12 (FUF 223), 16 (FUF 227), 17 (FUF 228), and 41 (FU 49) (C. Potts to D. Peake, letter, 13 November 2018, KHC, Frankfort, Kentucky).

In 2020, CRA completed a cultural historic baseline survey for the proposed replacement of the US 51 bridge over the Ohio River in Ballard County, Kentucky, and Alexander County, Illinois (Ball 2020). Conducted at the request of Michael Baker International on behalf of the KYTC, a portion of the previous investigation’s APE overlaps the current study area and includes the US 51 bridge (BA 241) carrying US 51 over the Ohio River. The previous investigation recommended BA 241 eligible for listing in the NRHP under Criterion A for its association with the Great Depression–era New Deal public works projects. The previous investigation further recommended BA 241 eligible for listing under Criterion C as an outstanding example of a cantilevered through-truss bridge and representative of the technology and construction method of the period of construction.

A review of the KHC Site Check Web Service (Beta) online database indicates a cultural historic resource survey was undertaken in Clinton, Hickman County, along an approximately 2 mi section of US 51. The survey resulted in the identification of 75 preliminary cultural resources (HIC 16–HIC 27, HIC 29–HIC 90, and HIC 384). Email communication with KHC revealed that the preliminary site numbers were assigned in July 2023 and no corresponding report or site forms have been submitted (Matthew Yagle, personal communication March 14, 2024).

In addition to the surveys and reports identified, in 1978, KHC completed a survey of historical resources in Ballard County as part of a federal-state collaboration seeking to identify historic resources for preservation throughout the state of Kentucky (KHC 1978). In total, the investigation identified 21 resources in Wickliffe. Of those, eight resources (BA 1–BA 3, BA 5, BA 13, BA 14, and BA 17) are mapped on the KHC online database and were revisited as part of the current overview survey.

The study area was subject to a windshield survey from the public right-of-way (ROW). John Dickerson and Alyssa Reynolds of CRA completed the windshield survey between March 11 and 14, 2024. To the extent possible, the fieldwork attempted to verify the location and condition of previously identified cultural historic sites and noted the locations of any additional potentially significant properties that should be taken into consideration during project planning. During the windshield survey, CRA staff verified the location and condition of 139 previously identified cultural historic properties mapped within the study area (Tables 2a–2d). Of these, resources BA 150, HI 119, and 05300012 were not visible from the ROW. Furthermore, of the 139 previously surveyed resources, 27 (5300008, BA 4–BA 6, BA 12, BA 13, BA 20, CE 10, CE 13, CEB 6, CEB 7, CEB 9–CEB 16, CEB 21, CEB 22, CEB 26, HI 87, HI 350, HIC 4, HIC 9, and HIC 14) were determined to no longer be extant (Table 3). The remaining 109 resources were photographed in order to make a preliminary assessment of each resource’s potential eligibility for listing in the NRHP. No additional potentially significant properties or potential historic districts other than those mentioned in this report were identified during the windshield survey. All surveyed resources are identified on a topographic quadrangle map and aerial image (see Figures 1 and 2). Photographs of the previously identified resources and their locations are located in Appendix A.

**Table 2a. Ballard County Surveyed Architectural Resources in and Adjacent to Study Area.**

Site/Survey No.	Resource Name/Function	Address/Location	NRHP Status	Condition	Figure No.
BA 1	Ballard County Courthouse	132 4th Street, Wickliffe, KY	Listed	Good	A-10
BA 2	First Methodist Episcopal Church South	NE corner of 4th Street and Ohio Street	Recommended Eligible	Good	A-9
BA 3	Stecher Block	SW corner of 4th street and Court Street	Undetermined	Good	A-11 and A-12
BA 14	Joe Eischen House	North 3rd Street	Undetermined	Good	A-6
BA 17	M.C. Anderson House	Tennessee Street	Undetermined	Good	A-8
BA 150	Site of Fort Jefferson	US 51	Undetermined	Unknown	A-13
BA 166	Timber Trestle Railroad Bridge #1	East Cario Landing and US 51	Undetermined	Good	A-4
BA 173	Cemetery Building	Green Street	Undetermined	Good	A-5
BA 241	Ohio River Bridge/Cairo Bridge	US 51	Recommended Eligible	Good	A-1-A-3

**Table 2b. Carlisle County Surveyed Architectural Resources in and Adjacent to Study Area.**

Site/Survey No.	Resource Name/Function	Address/Location	NRHP Status	Condition	Figure No.
CE 29	Industrial building	US 51	Undetermined	Poor	A-25
CE 30	Zook Cemetery	US 51	Undetermined	Maintained	A-24
CE 31	House	US 51	Undetermined	Good	A-22
CE 32	Commercial Building	US 51	Undetermined	Good	A-21
CE 33	Industrial building	US 51	Undetermined	Good	A-20
CEB 5	First United Methodist Church	Intersection of Front Street and US 51	Recommended Eligible	Good	A-18
CEB 20	House	Elm Street	Undetermined	Good	A-14
CEB 21	House	US 51	N/A	Razed	A-16
CEB 22	House	US 51	N/A	Razed	A-17
CEB 23	Commercial Building	US 51	Recommended Eligible	Razed	A-19
CEB 24	House	US 51	Recommended Eligible	Fair	A-25
CEB 25	House	US 51	Undetermined	Good	A-24
CEB 26	Commercial Building	Front Street	Recommended Eligible as a group (CEB 7)	Razed	A-22
CEB 27	Commercial Building	Front Street	Recommended Eligible as a group (CEB 7)	Razed	A-21
CEB 28	Commercial Building	Front Street	Recommended Eligible as a group (CEB 7)	Razed	A-20
CEB 29	House	US 51	Undetermined	Good	A-18

**Table 2c. Fulton County Surveyed Architectural Resources in and Adjacent to Study Area.**

Site/Survey No.	Resource Name/Function	Address/Location	NRHP Status	Condition	Figure No.
FUF 201	Service Station	US 51	Undetermined	Good	A-100
FUF 200	House	US 51	Undetermined	Good	A-101
FUF 250	Bridge	US 51	Undetermined	Good	N/A

**Table 2d. Hickman County Surveyed Architectural Resources in and Adjacent to Study Area.**

Site/Survey No.	Resource Name/Function	Address/Location	NRHP Status	Condition	Figure No.
HI 87	House	US 51	N/A	Razed	A-98
HI 119	House	US 51	Undetermined	N/A	A-96
HI 350	Log Cabin	US 51	N/A	Razed	A-97
HI 352	Civil War Ambush/Skirmish	US 51	Undetermined	N/A	A-93
HI 354	House	US 51	N/A	Razed	A-34
HI 371	House	US 51	Undetermined	Good	A-38
HI 384	House	US 51	Undetermined	Good	A-66
HIC 2	Marvin College Boys' Dormitory (Jewell Hall)	US 51	NRHP-listed	Good	A-59
HIC 3	Watson House (Jewell House)	US 51	Undetermined	Good	A-69
HIC 4	H.C. Watson House	US 51	N/A	Razed	A-64
HIC 5	Hickman County Courthouse	US 51	NRHP-listed	Good	A-26
HIC 8	First Christian Church (Clinton Christian Church)	US 51	NRHP-listed	Poor	A-27
HIC 9	Clinton Methodist-Episcopal Church	US 51	N/A	Razed	A-29
HIC 12	Emma Johnson House	US 51	Undetermined	Good	A-31
HIC 13	Store	W Clay Street	Undetermined	Good	A-28
HIC 14	House	US 51	N/A	Razed	A-30
HIC 16	House	US 51	Undetermined	Good	A-32
HIC 17	Commercial building	US 51	Undetermined	Good	A-33
HIC 18	House	US 51	Undetermined	Good	A-35
HIC 19	House	US 51	Undetermined	Good	A-36
HIC 20	House	US 51	Undetermined	Good	A-37
HIC 21	House	US 51	Undetermined	Good	A-40
HIC 22	Culvert	US 51	Undetermined	Good	A-41
HIC 23	House	US 51	Undetermined	Good	A-42
HIC 24	House	US 51	Undetermined	Good	A-43
HIC 25	House	US 51	Undetermined	Good	A-44
HIC 26	House	US 51	Undetermined	Good	A-45
HIC 27	House	US 51	Undetermined	Good	A-46
HIC 29	House	US 51	Undetermined	Good	A-47
HIC 30	House	US 51	Undetermined	Good	A-48
HIC 31	House	US 51	Undetermined	Good	A-50
HIC 32	House	US 51	Undetermined	Good	A-51
HIC 33	House	US 51	Undetermined	Good	A-52
HIC 34	Culvert	US 51	Undetermined	Good	A-53
HIC 35	House	US 51	Undetermined	Good	A-54
HIC 36	House	US 51	Undetermined	Good	A-55
HIC 38	House	US 51	Undetermined	Good	A-56
HIC 39	House	US 51	Undetermined	Good	A-57
HIC 40	House	US 51	Undetermined	Good	A-58
HIC 41	House	US 51	Undetermined	Good	A-60
HIC 42	House	US 51	Undetermined	Good	A-61
HIC 43	House	US 51	Undetermined	Good	A-62
HIC 44	House	US 51	Undetermined	Good	A-62 and A-63
HIC 45	House	US 51	Undetermined	Good	A-62 and A-63
HIC 46	House	US 51	Undetermined	Good	A-63
HIC 47	House	US 51	Undetermined	Good	A-64
HIC 48	House	US 51	Undetermined	Good	A-64
HIC 49	Commercial building	US 51	Undetermined	Good	A-64
HIC 50	Commercial building	US 51	Undetermined	Good	A-64
HIC 51	Commercial building	US 51	Undetermined	Good	A-64
HIC 52	Commercial building	US 51	Undetermined	Good	A-64
HIC 53	Commercial building	W Clay Street	Undetermined	Good	A-64
HIC 54	Commercial building	W Clay Street	Undetermined	Good	A-64
HIC 55	Commercial building	W Clay Street	Undetermined	Good	A-65
HIC 56	Commercial building	W Clay Street	Undetermined	Good	A-67
HIC 57	Commercial building	W Clay Street	Undetermined	Good	A-67
HIC 58	Commercial building	W Clay Street	Undetermined	Good	A-68
HIC 59	Commercial building	W Clay Street	Undetermined	Good	A-71
HIC 60	Commercial building	W Clay Street	Undetermined	Good	A-70
HIC 61	Commercial building	US 51	Undetermined	Good	A-72
HIC 62	Commercial building	US 51	Undetermined	Good	A-73
HIC 63	Commercial building	US 51	Undetermined	Good	A-74
HIC 64	Hickman County Post Office	US 51	Undetermined	Good	A-75
HIC 65	House	US 51	Undetermined	Good	A-76
HIC 66	Commercial building	US 51	Undetermined	Good	A-77
HIC 67	House	US 51	Undetermined	Good	A-78
HIC 68	House	US 51	Undetermined	Good	A-79

Site/Survey No.	Resource Name/Function	Address/Location	NRHP Status	Condition	Figure No.
HIC 69	House	US 51	Undetermined	Good	A-80
HIC 70	House	US 51	Undetermined	Good	A-81
HIC 71	House	US 51	Undetermined	Good	A-82
HIC 72	House	US 51	Undetermined	Good	A-83
HIC 73	House	US 51	Undetermined	Good	n/A-
HIC 74	House	US 51	Undetermined	Good	A-84
HIC 75	House	US 51	Undetermined	Good	A-85
HIC 76	House	US 51	Undetermined	Good	A-86
HIC 77	House	US 51	Undetermined	Good	A-87
HIC 78	House	US 51	Undetermined	Good	A-88
HIC 79	House	US 51	Undetermined	Good	A-89
HIC 80	House	US 51	Undetermined	Good	A-90
HIC 81	House	US 51	Undetermined	Good	A-91
HIC 82	House	US 51	Undetermined	Good	A-92
HIC 83	House	US 51	Undetermined	Good	A-94
HIC 84	House	US 51	Undetermined	Good	A-95
HIC 85	House	US 51	Undetermined	Good	A-98
HIC 86	House	US 51	Undetermined	Good	A-96
HIC 87	House	US 51	Undetermined	Good	A-97
HIC 88	House	US 51	Undetermined	Good	A-93
HIC 89	House	US 51	Undetermined	Good	A-34
HIC 90	House	US 51	Undetermined	Good	A-38

**Table 3. Non-Extant Previously Surveyed Resources Mapped within the APE.**

Site/Survey No.	Resource Name/Function	Address/Location	NRHP Status	Condition
5300008	N/A	US 51	Undetermined	Razed
BA 4	Commercial Building	Court Street	Undetermined	Razed
BA 5	Warden House	Court Street	Undetermined	Razed
BA 6	House	Court Street	Undetermined	Razed
BA 12	Gibson House	Green Street	Undetermined	Razed
BA 13	Miller House	Green Street	Undetermined	Razed
BA 20	Burney House	4th Street	Undetermined	Razed
CE 10	Dr. John Henry Elsey House	US 51	N/A	Razed
CE 13	Thomas and Berta Edwards House	Walnut Street	N/A	Razed
CEB 6	Bardwell City Hall	NE corner of Front Street and Orchard Street	N/A	Razed
CEB 7	Front Street Overview	Front Street	Recommended Eligible as a group (CEB 26, 27, and 28)	Razed
CEB 9	White-Stevens House	US 51	N/A	Razed
CEB 10	House	US 51	N/A	Razed
CEB 11	House	US 51	Recommended Eligible	Razed
CEB 12	House	US 51	N/A	Razed
CEB 13	House	US 51	N/A	Razed
CEB 14	House	US 51	N/A	Razed
CEB 15	House	US 51	N/A	Razed
CEB 16	House	US 51	N/A	Razed
CEB 21	House	US 51	N/A	Razed
CEB 22	Commercial Building	US 51	N/A	Razed
CEB 26	Commercial Building	Front Street	N/A	Razed
HI 87	House	US 51	Undetermined	Razed
HI 350	Log Cabin	US 51	Undetermined	Razed
HIC 4	H.C. Watson House	US 51	Undetermined	Razed
HIC 9	Clinton Methodist-Episcopal Church	US 51	Undetermined	Razed
HIC 14	House	US 51	Undetermined	Razed

Records reviewed online indicated four resources (BA 1, HIC 2, HIC5, and HIC 8) mapped within the study area are currently listed in the NRHP. Site BA 18 (Trimble House), is mapped at the southwest corner of the intersection of Tennessee and 4th Street in Wickliffe, Ballard County. A review of the NRHP nomination form for the Trimble House reveals it is located approximately 700 ft north of the study area, near the intersection of 4th Street and Lee Street. Therefore, it seems likely that BA 18 is mapped incorrectly in the KHC database and is located outside of the current study area. Since BA 18 is located outside of the current study area, its integrity for continued listing in the NRHP was not evaluated.

Entered into the NRHP in 1980, BA 1 is the Ballard County Courthouse (Figure 3). A review of the site's NRHP Inventory-Nomination Form indicates it is listed in the NRHP under Criterion A for its association with Ballard County politics/government during the twentieth century (Henderson 1979). BA 1 is further listed in the NRHP under Criterion C as a significant example of Colonial Revival styling undertaken during the Beaux Arts phase. The Ballard County Courthouse (BA 1), whose property was accessed as part of the windshield survey, appears to remain unchanged since it was listed in the NRHP in 1980 and retains sufficient integrity to maintain its NRHP listing under Criteria A and C. The NRHP-listed boundary for BA 1 includes the approximately 2-acre lot bordered to the north by Ohio Street, to the south by Court Street, and the west by US 51 (4th Street). Approximately 100 ft east of the courthouse, the NRHP-listed eastern boundary encloses an annex building.

HIC 2 is the location of the Marvin College Boys' Dormitory (Hotel Jewell) and President's House (Figure 4). Entered into the NRHP in 1976, HIC 2 is significant under Criterion A for its association with education in Hickman County for the periods 1800–1899 and 1900–1925. A verbal boundary description was not included as part of the NRHP nomination form. However, HIC 2 is situated on an approximately 2.4-acre parcel that is bounded to the north by Vine Street, to the east by North Waterfield Drive, and to the west by US 51. The site's southern boundary is formed by an adjacent property. An assessment of HIC 2 undertaken as part of the current windshield survey indicates the property retains sufficient integrity to remain listed in the NRHP under Criterion A.



**Figure 3. Site BA 1: West and south elevations of the Ballard County Courthouse, looking northeast.**



**Figure 4. Site HIC 2: Façade and north elevation of the Marvin College Boys' Dormitory, looking southeast.**

HIC 5, situated at the southwest corner of US 51 and West Clay Street, is the Hickman County Courthouse (Figure 5). The site's NRHP Inventory-Nomination Form indicates significance under Criteria A and C for its association with politics/government and architecture during the period 1800–1899 (Jewell 1974). A verbal boundary description was not included as part of the NRHP nomination form. However, it seems likely that the boundary encloses the approximately 1.4-acre lot that is bounded to the north by West Clay Street (KY 58), to the east by South Washington Street (US 51), to the south by Jackson Street, and to the west by Jefferson Street. The Hickman County Courthouse (HIC 5), whose property was accessed as part of the windshield survey, appears to remain virtually unchanged since it was listed in the NRHP in 1974 and retains sufficient integrity to maintain its NRHP listing under Criteria A and C.

Located at the corner of US 51 and North Street, HIC 8 is the First Christian Church (Clinton Christian Church) (Figure 6). Listed in the NRHP in 2016 under Criterion C for its Richardsonian/Romanesque architecture, the church was first recommended eligible for inclusion in the NRHP in 1974 as part of the Historic American Buildings Survey Inventory (KHC 2015). In 2015, Sarah and John Bowman completed an NRHP nomination form for the church, which resulted in its eventual listing. A NRHP nomination form for HIC 8 was not located online. Further, the Kentucky Individual Building Survey Form (KHC 2014-1) reviewed does not contain a verbal boundary description. The property is bounded to the north by an adjacent property, to the east by North Washington Street (US 51), to the south by North Street, and to the west by an unnamed alley that further serves as the property line. Since its 2016 NRHP listing, portions of the First Christian Church's roof have partially collapsed and other areas are in a deteriorated condition, which compromises its overall integrity of design, materials, and workmanship. Therefore, HIC 8 requires additional research and a closer examination of significance and integrity in order to determine if it retains sufficient integrity to remain listed in the NRHP under Criterion C.



Figure 5. Site HIC 5: South and east elevations of the Hickman County Courthouse, looking northwest.



Figure 6. Site HIC 8: East elevation of the First Christian Church, looking west.

In addition to those historic resources listed in the NRHP, the records check indicated eight resources (BA 2, BA 241, CEB 5, CEB 7, CEB 11, CEB 23, CEB 24, and CEB 28) have been previously recommended eligible for inclusion in the NRHP. Of the those, the current overview survey determined three resources (CEB 11, CEB 23, and CEB 28) and one group (CEB 7) are no longer extant. Furthermore, the records review revealed CEB 5 is mapped incorrectly on the KHC online database. Sites BA 2, BA 241, CEB 5, CEB 7, and CEB 24 were revisited as part of the overview survey and require additional research and a closer examination of significance and integrity for a comprehensive evaluation of their eligibility for listing in the NRHP. Lastly, NRHP data reviewed indicates approximately 0.90 mi of the Benge Route of the Trail of Tears is located within the current study area in Clinton, Hickman County. Historic roadbeds associated with the Trail of Tears found to be intact may be eligible under Criterion A, C, or D for their association with the trail itself, retention of design characteristics from the period of significance (1837–1839), and information they may yield from subsurface investigations. “Because the roadbeds were of temporal use during the journey west, this property type will likely have no associations with Criterion B” (Thompson 2003: 97). Therefore, additional research of the 0.90 mi section of the Benge Route of the Trail of Tears in Clinton, Hickman County, is required in order to determine if the route retains integrity of location, design, materials, workmanship, feeling, setting, or association.

In total, eight previously unrecorded potentially significant resources (CRA 1–8) were identified during the overview survey and are depicted on Figures 1 and 2. CRA 1 is the location of the Wickliffe Motel (see Figures 1 and 2). Consisting of a two-story office building, which likely served as a former residence or residence for the owners, the motel features attached one-story units arranged horizontally and perpendicular to the office, forming an overall U shape (Figures 7–9). Located northeast of the intersection of 4th Street and Green Street, the motel is situated on an approximately 0.6-acre parcel that includes a poured asphalt parking lot. CRA 1 is first depicted on the 1950 aerial photograph (USGS 1950). Based on its first aerial depiction, as well as its form and materials, it seems likely that CRA 1 was built between 1925 and 1950.

CRA 1 may be potentially significant under Criterion A associated with the theme of tourism and travel in the mid-twentieth century. 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.

CRA 2 consists of the Wickliffe United States Post Office and is located at 330 Court Street, approximately 170 ft west of its intersection with 4th Street (US 51) (see Figures 1 and 2). According to a plaque located in the building’s interior, the building was constructed in 1958 (Figure 10). Oriented southwest, the post office presents a one-story, flat-roof, three-bay (ww/wwwwww/wd) form constructed in the Modern Style using the US Post Office’s Thousand Series design (Figure 11).

To be eligible for listing under Criterion A for Community Planning and Development, the resource must retain integrity of setting, feeling, and association; be located in a peripheral urban commercial location with easy vehicle access; feature exterior entrances at the street/sidewalk level with a minimal landscaping strip; include a patron and employee parking, loading dock, and truck turn-around area; and exhibit clean lines and smooth surfaces expressed through glass and metal panels (URS Group Inc. 2012:3-32). Furthermore, for a Thousand Series Modern Style post office to be eligible under Criterion C for its Architecture/Modern Style it must retain integrity of design, materials, and workmanship. This includes the retention of the structure’s architectural elements and surface treatments that are associated with the style. Architectural elements required for eligibility under Criterion C include rectilinear modular components; glass, metal, or masonry facing panels; metal trim and framing of windows and entrance; and a flat-roof and metal-trimmed fascia (URS Group Inc. 2012:3-33). CRA 2 may be potentially significant under Criteria A and C; however, CRA 2 requires additional research and a closer examination of significance and integrity for a comprehensive evaluation of its eligibility for listing in the NRHP.



Figure 7. CRA 1: Overview of the Wickliffe Motel, looking northeast.



Figure 8. CRA 1: Overview of the Wickliffe Motel, looking southeast.



Figure 9. CRA 1: Overview of the Wickliffe Motel and sign, looking northeast.



Figure 10. CRA 2: Overview of the plaque located in the building's interior, looking east.



**Figure 11. CRA 2: Façade and southeast elevation of the Wickliffe Post Office, looking northwest.**

Newly identified resource CRA 3 is the Arlington United States Post Office at 178 Walnut Street, at the southeast corner of its intersection with 2nd Street (see Figures 1 and 2). A plaque located in the building's interior indicates a construction date of 1961 (Figure 12). Oriented west, and clad in a brick veneer, the post office presents a one-story, flat-roof, single-bay (www) form constructed in the Modern Style using the US Post Office's Thousand Series design (Figure 13). Set within a recessed section of the façade, a single-leaf entry pierces the building's perpendicular plane and is filled with a fully glazed metal commercial door. Windows throughout are filled with metal sashes. A loading dock is present on the south elevation.

To be eligible for listing under Criterion A for Community Planning and Development, the resource must retain integrity of setting, feeling, and association; be located in a peripheral urban commercial location with easy vehicle access; feature exterior entrances at the street/sidewalk level with a minimal landscaping strip; include a patron and employee parking, loading dock, and truck turn-around area; and exhibit clean lines and smooth surfaces expressed through glass and metal panels (URS Group Inc. 2012:3-32). Furthermore, for a Thousand Series Modern Style post office to be eligible under Criterion C for its Architecture/Modern Style it must retain integrity of design, materials, and workmanship. This includes the retention of the structure's architectural elements and surface treatments that are associated with the style. Architectural elements required for eligibility under Criterion C include rectilinear modular components; glass, metal, or masonry facing panels; metal trim and framing of windows and entrance; and a flat-roof and metal-trimmed fascia (URS Group Inc. 2012:3-33). CRA 3 may be potentially significant under Criteria A and C; however, the resource requires additional research and a closer examination of significance and integrity for a comprehensive evaluation of its eligibility for listing in the NRHP.

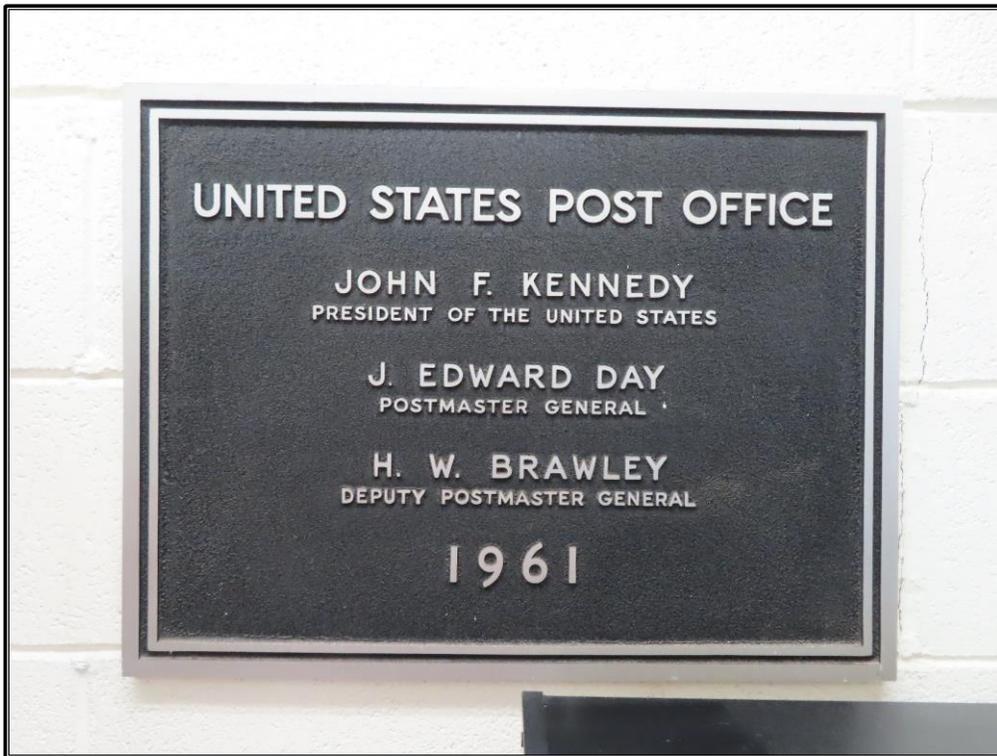


Figure 12. CRA 3: Overview of the plaque at the Arlington Post Office, looking south.



Figure 13. CRA 3: Façade and south elevation of the Arlington Post Office, looking northeast.

CRA 4 consists of a commercial building located at the northeast corner of US 51 and Milburn Street in Arlington, Carlisle County. Oriented east, the commercial building presents a two-story, flat-roof form (Figure 14). Of brick construction, the facade elevation exhibits two storefronts. Windows and doors have been covered with metal siding. Decorative metal posts frame the entries. It seems likely, based on observations made during the current investigation, that a full-width awning has been removed from the façade. A decorative cornice, featuring corbeled brick, and pilasters are present on each elevation. Evenly spaced windows pierce the second-floor of all elevations and exhibit limestone sills and decorative lintels. A three-quarter-width porch with Queen Anne detailing is present on the west elevation and continues to the south elevation (Figure 15). CRA 4 may be significant under Criteria A and C; however, the commercial building at CRA 4 requires additional research and a closer examination of significance and integrity for a comprehensive evaluation of its eligibility for listing in the NRHP.

Located west-southwest of US 51, approximately 1,940 ft northwest of its intersection with KY 1315, CRA 5 features a railroad grade and poured-concrete culvert (Figure 16). The culvert currently carries the Illinois Central Gulf Railroad over an unnamed branch of Truman Creek. A review of the New County and Railroad Map of Kentucky and Tennessee suggests the railroad was built prior to 1893 (Rand McNally & Co. 1893). It therefore seems likely that the railroad culvert and grade were built between 1875 and 1893.

Varying in height, the railroad grade features sloping sides that have been cleared of brush and covered with gravels and rip rap (see Figure 16). Traveling a linear path beneath the grade, the culvert presents a single-cell arched form that features stepped wing walls positioned to follow the angle of the built-up railroad bed. CRA 5 may be potentially significant under Criterion A for its association with early transportation and commercial enterprises in Carlisle County. However, additional research and a closer examination of significance and integrity is required at CRA 5 for a comprehensive evaluation of its eligibility for listing in the NRHP.



Figure 14. CRA 4: Façade of the commercial building, looking west.



Figure 15. CRA 4: West and south elevations of the commercial building, looking northeast.



Figure 16. CRA 5: Northeast elevation of the poured-concrete culvert and railroad grade, looking west-southwest.

CRA 6 is the location of the Clinton Post Office and is enumerated in the KHC database as preliminary site HIC 64. Oriented east and located at 304 South Washington Street (US 51), the post office presents a two-story, flat-roof, seven-bay (ww/ww/ww/ww/ww/wdd/w) form clad in a brick veneer and constructed in the Modern Style (Figure 17). A double-leaf entry, filled with fully glazed metal commercial doors, pierces a one-story section of the façade. A cloth awning shelters the entry which opens to grade. Five paired windows pierce the building's one-story section south of the entry and are filled with fixed metal sashes. An aggregate fills the panels both above and below the windows. The post office includes a two-story, rectangular, flat-roof projection along its north elevation. A limestone date stone on the projection's east elevation indicates the post office was constructed in 1966 (Figure 18). In addition, the projection's second floor features the reverse side of the Great Seal of the United States (Figure 19).

To be eligible for listing under Criterion A for Community Planning and Development, the resource must retain integrity of setting, feeling, and association; be located in a peripheral urban commercial location with easy vehicle access; feature exterior entrances at the street/sidewalk level with a minimal landscaping strip; include patron and employee parking, loading dock, and truck turn-around area; and exhibit clean lines and smooth surfaces expressed through glass and metal panels (URS Group Inc. 2012:3-32). Furthermore, for a Thousand Series Modern Style post office to be eligible under Criterion C for its Architecture/Modern Style it must retain integrity of design, materials, and workmanship. This includes the retention of the structure's architectural elements and surface treatments that are associated with the style. Architectural elements required for eligibility under Criterion C include rectilinear modular components; glass, metal, or masonry facing panels; metal trim and framing of windows and entrance; and a flat-roof and metal-trimmed fascia (URS Group Inc., 2012:3-33). CRA 6 may be significant under Criteria A and C; however, the resource requires additional research and a closer examination of significance and integrity for a comprehensive evaluation of its eligibility for listing in the NRHP.



Figure 17. CRA 6: Façade and north elevation of the Clinton Post Office, looking southwest.



Figure 18. CRA 6: Date stone on the east elevation of the Clinton Post Office, looking west.



Figure 19. CRA 6: Overview of the reverse side of the Great Seal of the United States, looking west.

CRA 7 (HIC 34) is the location of a poured concrete, double-barrel box culvert (Bridge No. 053B00075N) (Figures 20 and 21). Online records reviewed indicate CRA 7 is the location of preliminary site HIC 34. The culvert carries US 51 over an unnamed drainage. The east and west elevations of the culvert feature a poured concrete headwall and concrete wing walls framing the central barrels. The culvert's two barrels are separated by a concrete divider. A concrete, fence-type railing frames the roadway along the deck of the culvert. Information reviewed online indicates a construction date of 1927 (KYTC n.d. 2020).

Although poured concrete box culverts are a fairly common resource in Kentucky, the fence-type railing associated with this example is an uncommon remaining railing design. Used by the Kentucky Department of Highways from the 1910s to the 1930s, the railing consists of “two horizontal reinforced concrete rails connected to vertical reinforced posts” (Abner 2010:79). Known as “Standard Handrail Type A,” the railing was added to slab, T-beam, arched, and deck girder bridges during the period. The railing type is most frequently found along rural roadways. Although once commonly found along bridges throughout Kentucky, the fence-type railing has become increasingly rare. Therefore, the resource requires additional research and a closer examination of significance and integrity for a comprehensive evaluation of its eligibility for listing in the NRHP.

CRA 8 (HIC 22) is the location of a poured concrete, single-barrel box culvert (Figures 22 and 23). Online records reviewed indicate CRA 7 is the location of preliminary site HIC 22. The culvert carries US 51 over an unnamed drainage. The east and west elevations of the culvert feature a poured concrete headwall and concrete wing walls framing the central barrel. A concrete, fence-type railing frames the roadway along the deck of the culvert. Based on the culvert's fence-type railing, it seems likely that it was constructed between 1910 and 1939.



Figure 20. CRA 7: West elevation of the double-barrel box culvert, looking southeast.



**Figure 21. CRA 7: East elevation of the double-barrel box culvert, looking northwest.**

Although poured concrete box culverts are a fairly common resource in Kentucky, the fence-type railing associated with this example is an uncommon remaining railing design. Used by the Kentucky Department of Highways from the 1910s to the 1930s, the railing consists of “two horizontal reinforced concrete rails connected to vertical reinforced posts” (Abner 2010:79). Known as “Standard Handrail Type A,” the railing was added to slab, T-beam, arched, and deck girder bridges during the period. The railing type is most frequently found along rural roadways. Although once commonly found along bridges throughout Kentucky, the fence-type railing has become increasingly rare. Therefore, the resource 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 in the study area. CRA did not identify any significant concentrations of thematically or architecturally related resources. Newer residential and commercial development is found throughout the study area along US 51, and there is ample evidence of other changes that have occurred over the years to update properties for continued use both within and adjacent to the study area (Figures 24–33). Many of the older resources evaluated during the survey no longer retain integrity, as they exhibit replacement materials and/or incompatible additions. Additionally, the loss of resources 50 years of age or older and resulting infill diminishes the architectural cohesiveness of the area. Therefore, CRA recommends that the area within and adjacent to the study area does not demonstrate sufficient integrity or contain a significant concentration of thematically or architecturally related resources to warrant listing in the NRHP as a historic district under Criterion A, B, or C.



Figure 22. CRA 8: East elevation of the single-barrel box culvert, looking northwest.



Figure 23. CRA 8: West elevation of the single-barrel box culvert, looking southeast.



Figure 24. Overview of the Wickliffe commercial district at the northwest corner of the intersection of US 51 and Court Street, looking southwest.



Figure 25. Overview of the Wickliffe commercial district at the southwest corner of the intersection of US 51 and Court Street, looking southwest.



Figure 26. Overview of the east side of Front Street near its intersection with Edwards Street in Bardwell, looking southeast.



Figure 27. Commercial buildings in Bardwell at the southeast corner of Front Street and Jennings Street, looking northeast.



Figure 28. Overview of US 51 in Bardwell showing modern infill, looking south-southeast.



Figure 29. Overview of the Arlington commercial district near the intersection of Walnut Street and 1st Street, looking northwest.



Figure 30. Overview of the Arlington commercial district near the intersection of Walnut Street and 1st Street, looking west-southwest.



Figure 31. Overview of the Clinton commercial district at the northwest corner of West Clay Street and US 51, looking northwest.



Figure 32. Overview of the Clinton commercial district on the west side of US 51 near its intersection with West Clay Street, looking northwest.



Figure 33. Overview of US 51 in Clinton showing modern infill, looking south-southeast.

The locations of the previously surveyed and potentially significant resources are mapped in the above topographic quadrangles and aerial photographs (see Figures 1 and 2) 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 that were accessible/and or visible during the windshield survey from the public ROW are located in Appendix A.

In summary, 139 previously identified resources (BA 1–BA 6, BA 12–BA 14, BA 17, BA 20, BA 150, BA 166, BA 173, BA 241, CE 10, CE 13, CE 29–CE 33, CEB 5–CEB 7, CEB 9–CEB 16, CEB 20–CEB 29, 5300008, 5300012, HI 87, HI 119, HI 350, HI 352, HI 354, HI 371, HI 384, HIC 2–HIC 5, HIC 8, HIC 9, HIC 12–HIC 14, HIC 16–HIC 27, HIC 29–HIC 90, FUF 200, FUF 201, and FUF 250) are mapped in or directly adjacent to the study area. Additionally, an approximately 0.9 mi section of the Bengé Route Trail of Tears National Historic Trail is located within the study area. Five previously unrecorded resources (CRA 1–5) were identified during the overview survey with an initial recommendation that they require additional investigation in order to determine their eligibility for inclusion in the NRHP under Criterion A, B, or C.

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 CRA 1–5 are eligible for listing the NRHP. If you have any questions, please do not hesitate to contact me.

Sincerely,



Trent Spurlock, MHP  
Architectural Historian, Principal Investigator

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1950 Aerial, Number 1KP0000020027. United States Department of the Interior, Washington, DC.

URS Group, Inc.

2012 *USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1910 and 1971*. URS Group, Inc., Germantown, Maryland.



# **APPENDIX A. PHOTOGRAPHS OF SURVEYED RESOURCES**





Figure A-1. BA 241: Northwest elevation of the northern approach showing the piers, looking south.

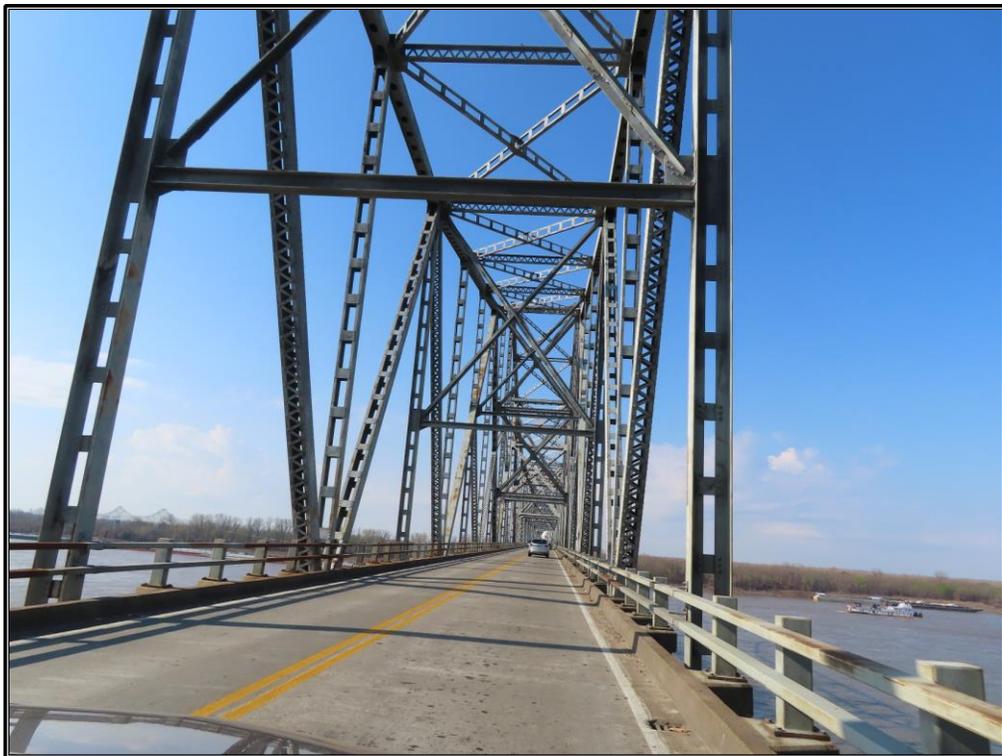


Figure A-2. BA 241: Overview of the Cairo Ohio River Bridge deck and truss, looking southwest.



Figure A-3. BA 241: Southeast elevation of the Cairo Ohio River Bridge, looking northwest.



Figure A-4. BA 166: North elevation of the Timber Trestle Railroad Bridge #1, looking southwest.



Figure A-5. BA 173: Northwest and southwest elevations of the Wickliffe Mounds State Historic Site Cemetery Building, looking northeast.



Figure A-6. BA 14: Façade and north elevation of the Joe Eischen House, looking southwest.



Figure A-7. BA 20: Façade and east elevation of the Burney House, looking northwest.



Figure A-8. BA 17: Façade and east elevation of the McAnderson House, looking southwest.



Figure A-9. BA 2: South elevation of the First Methodist Episcopal Church, looking north.



Figure A-10. BA 1: West and south elevations of the Ballard County Courthouse, looking northeast.



Figure A-11. BA 3: North and east elevations of the Stecher Block, looking southwest.



Figure A-12. BA 3: Overview of the Stecher Block, looking northwest.



Figure A-13. BA 150: Overview towards the mapped location of the Site of Fort Jefferson, looking south-southwest.



Figure A-14. CEB 20: Façade of the residence, looking west.



Figure A-15. CEB 23: Façade and southeast elevation of the commercial building, looking west-northwest.



Figure A-16. CEB 24: Façade of the residence, looking southwest.



Figure A-17. CEB 25: Façade and southeast elevation of the residence, looking northeast.



Figure A-18. CEB 5: Façade and southeast elevation of the First United Methodist Church, looking southwest.



Figure A-19. CEB 29: Façade and southeast elevation of the residence, looking southwest.



Figure A-20. CE 33: Façade and southwest elevation of the commercial building, looking northwest.



Figure A-21. CE 32: Façade and southwest elevation of the commercial building, looking northwest.



Figure A-22. CE 31: Façade and southwest elevation of the residence, looking northwest.



Figure A-23. CE 30: Overview of the cemetery, looking west-northwest.



Figure A-24. CE 30: Overview of the cemetery, looking southeast.



Figure A-25. CE 29: Overview towards the industrial building, looking southwest.



Figure A-26. HIC 16: Façade and west elevation of the residence, looking northeast.



Figure A-27. HIC 17: Northeast and northwest elevations of the commercial building, looking southwest.



Figure A-28. HIC 20: Façade of the residence, looking east.



Figure A-29. HIC 18: Façade of the residence, looking west-southwest.



Figure A-30. HIC 21: Façade and north elevation of the residence, looking southeast.



Figure A-31. HIC 19: Façade and south elevation of the residence, looking northwest.



Figure A-32. HIC 22: West elevation of the single-barrel culvert, looking southeast.



Figure A-33. HIC 23: Façade and north elevation of the residence, looking southwest.



Figure A-34. HIC 2: Façade and north elevation of the Marvin College Boys' Dormitory (Jewell Hall), looking southeast.



Figure A-35. HIC 24: Façade and south elevation of the residence, looking northwest.



Figure A-36. HIC 25: Façade and south elevation of the residence, looking northwest.



Figure A-37. HIC 26: Façade of the residence, looking west.



Figure A-38. HIC 3: West and north elevations of the Watson House, looking southeast.



Figure A-39. HIC 28: Façade and south elevation of the residence, looking northeast.



Figure A-40. HIC 27: Façade and south elevation of the commercial building, looking northwest.



Figure A-41. HIC 29: Façade and north elevation of the residence, looking southeast.



Figure A-42. HIC 30: Façade and south elevation of the residence, looking northeast.



Figure A-43. HIC 31: Façade and south elevation of the residence, looking northeast.



Figure A-44. HIC 32: Façade and north elevation of the commercial building, looking southeast.



Figure A-45. HIC 33: Façade and south elevation of the residence, looking northwest.



Figure A-46. HIC 34: West elevation of the double-barrel box culvert, looking southeast.



Figure A-47. HIC 35: Façade of the residence, looking west.



Figure A-48. HIC 36: Façade and south elevation of the residence, looking northeast.



Figure A-49. HIC 37: Façade and north elevation of the residence, looking southeast.



Figure A-50. HIC 38: Façade and north elevation of the residence, looking southeast.



Figure A-51. HIC 39: Façade of the residence, looking west-southwest.



Figure A-52. HIC 40: Façade of the residence, looking west.



Figure A-53. HIC 41: Façade and south elevation of the residence, looking east-northeast.



Figure A-54. HIC 42: Façade and north elevation of the residence, looking southeast.



Figure A-55. HIC 43: Façade and south elevation of the residence, looking northwest.



Figure A-56. HIC 44: Façade and south elevation of the residence, looking northeast.



Figure A-57. HIC 45: Façade and south elevation of the residence, looking northeast.



Figure A-58. HIC 46: South and east elevation of the commercial building, looking northwest.



Figure A-59. HIC 8: East elevation of the First Christian Church, looking west.



Figure A-60. HIC 47: Northeast and southeast elevations of the former gas station, looking southwest.



Figure A-61. HIC 48: West and south elevation of the commercial building, looking northeast.



Figure A-62. HIC 49–HIC 51: East elevations of the commercial buildings, looking west-northwest.



Figure A-63. HIC 50–HIC 52: East elevations of the commercial buildings, looking west.



Figure A-64. HIC 13 and HIC 53–HIC 60: South elevations of the commercial buildings, looking northwest.



Figure A-65. HIC 61: Façade and north elevation of the commercial building, looking southeast.



Figure A-66. HIC 5: South and east elevations of the Hickman County Court House, looking northwest.



Figure A-67. HIC 62 and HIC 63: Façade and north elevations of the commercial buildings, looking southeast.



Figure A-68. HIC 64: Façade and north elevation of the Clinton, Hickman County US Post Office, looking southwest.



Figure A-69. HIC 12: North and west elevations of the Emma Johnson House, looking southeast.



Figure A-70. HIC 66: Façade and south elevation of the commercial building, looking northwest.



Figure A-71. HIC 65: Façade and south elevation of the residence, looking northeast.



Figure A-72. HIC 67: Façade and south elevation of the residence, looking northeast.



Figure A-73. HIC 68: Façade and south elevation of the residence, looking northwest.



Figure A-74. HIC 69: Façade and north elevation of the residence, looking southwest.



Figure A-75. HIC 70: Façade and north elevation of the residence, looking southeast.



Figure A-76. HIC 71: Façade and north elevation of the residence, looking southwest.



Figure A-77. HIC 72: Façade and south elevation of the residence, looking northwest.



Figure A-78. HIC 73: Façade of the residence, looking east.



Figure A-79. HIC 74: Façade and north elevation of the residence, looking southwest.



Figure A-80. HIC 75: Façade and south elevation of the residence, looking northeast.



Figure A-81. HIC 76: Façade and north elevation of the residence, looking southwest.



Figure A-82. HIC 77: Façade and south elevation of the residence, looking northwest.



Figure A-83. HIC 78: Façade and south elevation of the residence, looking northeast.



Figure A-84. HIC 80: Façade and north elevation of the residence, looking southwest.



Figure A-85. HIC 81: Façade and north elevation of the residence, looking southwest.



Figure A-86. HIC 82: Façade and south elevation of the residence, looking northeast.



Figure A-87. HIC 83: Façade and north elevation of the commercial building, looking southwest.



Figure A-88. HIC 84: Façade and south elevation of the residence, looking northeast.



Figure A-89. HIC 85: Façade and south elevation of the residence, looking northeast.



Figure A-90. HIC 86: Façade and northeast elevation of the industrial building, looking southwest.



Figure A-91. HIC 87: Façade and northeast elevation of the residence, looking east-northeast.



Figure A-92. HIC 88: Façade and southwest elevation of the residence, looking east-northeast.



Figure A-93. HI 384: Façade and northwest elevation of the residence, looking southeast.



Figure A-94. HIC 89: Façade and southeast elevation of the gas station, looking west.



Figure A-95. HIC 90: Façade and northwest elevation of the commercial building, looking southeast.



Figure A-96. HI 352: Overview of the mapped location of the Civil War Skirmish/Ambush Site, looking southeast.



**Figure A-97. HI 371: Façade and southeast elevation of the residence, looking north.**



**Figure A-98. HI 119: Overview towards the mapped structure, looking northeast.**



Figure A-99. 05300012: Overview towards the mapped structure, looking northeast.



Figure A-100. FUF 201: Façade and south elevation of the gas station, looking northeast.



Figure A-101. FUF 200: Façade and northwest elevation of the residence, looking southeast.