

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

4215



1. Name of Property

Historic name: Louisville to Bardstown Turnpike Milestones and Roadbed
Other names/site number: JFL-587, BUM-81, SP-416, NE-502, NE-501, NE-628, NE-500, NE-627, NEB-570, BU-350
Name of related multiple property listing: N/A

2. Location

Street & number: 10 individual sites along or near US 31E from downtown Louisville, KY to downtown Bardstown, KY (39 miles total)
City or town: Louisville through Mt. Washington and Cox's Creek to Bardstown
State: Kentucky County: Bullitt, Jefferson, Nelson, Spencer

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local
Applicable National Register Criteria:
X A ___ B X C ___ D

Craig Potts
Signature of certifying official/Title: Craig Potts/SHPO Date 6-6-19
Kentucky Heritage Council/State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.
Signature of commenting official: _____ Date _____
Title : _____ State or Federal agency/bureau or Tribal Government

Louisville to Bardstown Turnpike Milestones and Roadbed
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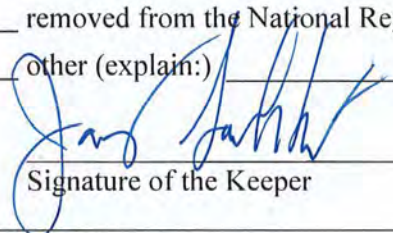
Bullitt, Jefferson, Nelson, Spencer, KY
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register

other (explain:)


Signature of the Keeper

7.12.2019
Date of Action

5. Classification

Ownership of Property

- Private:
Public – Local
Public – State
Public – Federal

Category of Property

- Building(s)
District
Site
Structure
Object

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Number of Resources within Property

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
<u>9</u>	_____	objects
<u>10</u>	_____	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

TRANSPORTATION/road-related (vehicular)

Current Functions

TRANSPORTATION/road-related (vehicular)

7. Description

Architectural Classification

OTHER: Early turnpike

Materials:

STONE/limestone

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Narrative Description

Summary Paragraph

The "Louisville to Bardstown Turnpike Milestones and Roadbed" are a series of nine limestone "Mile Markers" and a small section of original limestone roadbed marking the path of the 1830s Louisville-Bardstown turnpike. They are situated at intervals along or near the right-of-way of US 31E from Louisville to Bardstown, KY. Each limestone mile marker is inscribed with a "#L #B" indicating the number of miles to Louisville (#L) and to Bardstown (#B). The markers are of the same rectangular "rounded-top gravestone" shape and vary in height from 15" to 51". While the position of some of the stones has been adjusted somewhat over the years due to the widening of the highway, their relative position to each other, and along the original 39-mile 1830s turnpike route, remains historically intact.

Narrative Description

Details of the location, size, condition, and characteristics, plus photos of each of the nine limestone mile markers (from north-to-south along the 1830s turnpike route) and the roadbed section are included as follows in the #1 - #10 numerical order corresponding to the geographic data, map points and photos for the 10 individual historic resources included in this "discontiguous district" nomination:

#1. "12L 27B" mile marker: Relocated from east side to the west side of Bardstown Road. Altered, re-displayed onto a monument base

Location: In "Triangle Park" near Fern Creek High School at the northwest corner of Bardstown Road (US 31E) and Fern Creek Road in Fern Creek, KY.

Size: 15" x 23" x 7"

Condition: good

Material: Louisville Limestone, Upper Silurian Period

This is the only mile marker that remains standing along the Jefferson County section of the original turnpike. Years ago, during the widening of Bardstown Road, it was saved and stored away by a historic-minded local citizen. In 1992, the stone was re-dedicated and prominently displayed in the west end of "Triangle Park" on the opposite side of the road from its original location.¹ This stone was inventoried as a Kentucky Historic Resource in 2018 (JFL-587).

It is in good condition, with the "12L 27B" carved lettering somewhat worn but still legible.

¹ Fern Creek Woman's Club (a compilation), *Fern Creek Lore & Legacy Vol 2*, 2004, p. 36

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"12L 27B" mile marker close view



"12L 27B" location view – looking east

#2. "20L 19B" mile marker: Relocated to be the outside of new paver sidewalk, away from roadway curb edge, 40' northeast of original location
Altered, re-displayed onto a monument base

Location: Downtown Mt. Washington, KY on Old Bardstown Road (US 31EX) across from the intersection of Flatlick Road at the north parking lot of First Baptist Church.

Size: 15" x 19" x 7"

Condition: good

Material: Louisville Limestone, Upper Silurian Period

This is the only mile marker still standing along the 6-mile Bullitt County section of the original turnpike. In 2016, in cooperation with the City of Mt. Washington, KyTC District #5, the Mt. Washington Historical Society and concerned citizens and local businesses, it was saved from further deterioration sitting along the curb edge of the street, relocated and redisplayed 40' to the northeast by the Mt. Washington Youth Chamber of Preservationists of Bullitt East High School to become a historic centerpiece of downtown Mt. Washington.² This stone was inventoried as a Kentucky Historic Resource in 2018 (BUM-81).

The stone has lost some of its surface from vertical scaling but remains in good condition with the "20L 19B" carved lettering still clearly legible.

² Youth Chamber of Preservationists, *Marking the Past: Milestones of the 1830's Louisville-Bardstown Turnpike*, Mount Washington Historical Society, May 2018, p.18

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"20L 19B" mile marker close view



"20L 19B" location view – looking north

#3. "25L 14B" mile marker: Original location. Unaltered

Location: In the ditch line of KY Hwy 523 (formerly part of US 31E) in the front corner of farm property at 1501 Old Louisville Road, Coxs Creek, KY, a few yards south of the intersection road from the new US 31E to KY Hwy 48/523 at Deerwood subdivision.

Size: 16" x 30" x 7"

Condition: excellent

Material: Brassfield Dolomite, Lower Silurian Period

This is the only mile marker still standing along the Spencer County section of the original turnpike. This stone was inventoried as a Kentucky Historic Resource in 2018 (SP-416).

It is in excellent condition with the "25L 14B" carved lettering clearly legible.

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"25L 14B" mile marker close view



"25L 14B" location view – looking east

#4. "29L 10B" mile marker: Original location. Unaltered

- Location:** Outside edge of ditch line in front of farm property at 10395 Louisville Road (old US 31E), Coxs Creek, KY, just south of the intersection of KY Hwy 523.
- Size:** 16" x 28" x 7"
- Condition:** good
- Material:** Brassfield Dolomite, Lower Silurian Period

This mile marker is the northern-most of six that remain standing along the original turnpike route in Nelson County. It was originally inventoried as a Kentucky Historic Resource (NE-502) in 2002 and re-inventoried in greater detail in 2018.

Gravity and soggy ground have caused the stone to lean more toward the ditch over the years. Otherwise, the stone is in very good condition with the "29L 10B" carved lettering still clearly legible.

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"29L 10B" mile marker close view



"29L 10B" location view – looking south

#5. "34L 5B" mile marker: Original location. Unaltered

Location: Outside edge of the ditch line of US 31E next to a graveled entryway directly across the road from the entrance to Greear Estates subdivision.

Size: 16" x 38" x 7"

Condition: good

Material: Bardstown Limestone (Drakes Formation), Upper Ordovician Period

This stone was originally inventoried as a Kentucky Historic Resource (NE-501) in 2002 and re-inventoried in greater detail in 2018. It was knocked over by a vehicle accident in October 2016. It was recovered by the Bardstown office of KDOH District #4 and in February 2017, was put back in its original location.³

Some of the stone was broken off the upper left by the vehicle accident, but otherwise, the stone remains in very good condition with the "34L 5B" lettering still clearly legible.

³ Youth Chamber of Preservationists, *Marking the Past: Milestones of the 1830's Louisville-Bardstown Turnpike*, Mount Washington Historical Society, May 2018, p. 21

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"34L 5B" mile marker close view



"34L 5B" location view – looking north

#6. "35L 4B" mile marker: Original location. Unaltered

Location: Outside the ditch line of US 31E in front of 4295 Louisville Road, Bardstown, KY just north of Mallard's Landing subdivision.

Size: 16" x 37" x 9"

Condition: good

Material: Bardstown Limestone (Drakes Formation), Upper Ordovician Period

This stone was inventoried as a Kentucky Historic Resource in 2018 (NE-628).

This stone remains in very good condition with the "35L 4B" carved lettering still clearly legible.

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"35L 4B" mile marker close view



"35L 4B" location view – looking east

#7. "36L 3B" mile marker: Original Location. Unaltered

- Location:** Along US 31E a few yards south of the entrance drive to 3317 Louisville Road, Bardstown, KY just north of Abbey Ridge Road and Sisters of Nazareth.
Size: 16" x 51" x 8.5"
Condition: excellent
Material: Bardstown Limestone (Drakes Formation), Upper Ordovician Period

A Kentucky Historical Marker sign at the location tells visitors of the early turnpike milestones, the charter of the Bardstown-Louisville Turnpike Company in 1831, and the completion of the turnpike in 1838. This mile marker was originally inventoried as a Kentucky Historic Resource (NE-500) in 2002 and re-inventoried in greater detail in 2018.

In spite of over 180 years of weathering and traffic, the stone and carved lettering remain in excellent condition.

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"36L 3B" mile marker close view



"36L 3B" location view – looking south

#8. "37L 2B" mile marker: Original location. Unaltered.

Location: In the front yard next to the entry drive of 1441 N. 3rd Street (US 31E), Bardstown, KY, just south of Olde Delaney's Country Store.

Size: 16" x 38" x 9"

Condition: good

Material: Bardstown Limestone (Drakes Formation), Upper Ordovician Period

This stone was inventoried as a Kentucky Historic Resource in 2018 (NE-627).

The stone remains in very good condition with the "37L 2B" carved lettering still legible.

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"37L 2B" mile marker close view



"37L 2B" location view – looking north

#9. "38L 1B" mile marker: Relocated away from the widened road to other side of new sidewalk. Altered, offset by 90° from the original orientation

Location: Along the sidewalk edge on N. 3rd Street (US 31E) in Bardstown, KY near the intersection of Maple Grove Court, one block north of KY Hwy 245.

Size: 16" x 19" x 5"

Condition: fair

Material: Osgood Formation, Middle Silurian Period

This is the first-mile marker north of the Bardstown terminus of the 1830s turnpike. During the widening of this section of US 31E, it was struck by a backhoe, breaking the stone approximately 10" above the ground level. It was put back in place perpendicular to the road rather than the original parallel placement (with the lettering facing the road) as all of the stones were originally situated. ⁴ This stone was inventoried as a Kentucky Historic Resource in 2018 (NEB-570).

It has experienced significant weathering and erosion and the "38L 1B" carved lettering is difficult to make out. The "38L" lettering has almost completely disappeared, and with the re-planting of what was left of the stone following the backhoe accident, the stone is much shorter than original, with the "1B" lettering now just above ground level.

⁴ Youth Chamber of Preservationists, *Marking the Past: Milestones of the 1830's Louisville-Bardstown Turnpike*, Mount Washington Historical Society, May 2018, p. 25

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"38L 1B" mile marker close view



"38L 1B" location view – looking north

#10. Original macadam turnpike roadbed section: Original location. Altered, gravel laid on a portion that became used as a farm lane

Location: A 0.56-mile length of the macadam limestone roadbed of the original 1830s turnpike running along the top of the bluff above and along the west side of Old Bardstown Road (US 31EX) on the north end of Mt. Washington, KY, just south of Floyds Fork.

Beginning at (south end): Lat: 38.067775 Long: -85.552881

To (north end): Lat: 38.073239 Long: -85.551002

Condition: deteriorated, vegetation growth, top surface “metal” layer washed away

This section of the original turnpike is the only known section of the original 39-mile turnpike route that remains exposed showing the method and durability of the macadam limestone roadbed construction of the 1830s. It is situated on a 19-acre parcel purchased by the Future Fund Endowment, Inc. in early 2018 for historic and nature preservation.

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Turnpike roadbed section – 1 of 4



Turnpike roadbed section – 2 of 4



Turnpike roadbed section – 3 of 4



Turnpike roadbed section – 4 of 4

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8. Statement of Significance

Applicable National Register Criteria

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION
ENGINEERING

Period of Significance

1831 – 1924

Significant Dates

1831
1838

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Statement of Significance Summary Paragraph

The Louisville-Bardstown Turnpike, beginning construction in 1831, served "as built" for nearly 90 years as the main route for central Kentuckians, until 1925 when it was replaced by the newly improved and paved Jackson Highway.

This turnpike was a strong and vital asset to travel and trade as it passed through numerous cities, helping not only the citizens but the culture, progress towards new innovation and development. It served as a major route for passenger travel and for the transport of bourbon, tobacco, livestock, poultry, and other products of rural central Kentucky to riverfront warehouses in Louisville for storage, processing, and shipment on the Ohio River to other parts of the country. Thus, the turnpike is significant under National Register Criteria A.

The Louisville-Bardstown Turnpike milestones and roadbed section also meet National Register Criteria C, specifically significant in the areas of transportation and engineering. The Louisville-Bardstown turnpike was not just one of the earliest turnpikes to be constructed in Kentucky, but it also served as a lasting example of the more advanced engineering, durability, and maintainability of the "McAdams Plan" for road construction (later described). Additionally, the limestone turnpike mile markers included in this nomination are all characterized by the same rectangular "rounded-top gravestone" shape, created from locally quarried limestone, and bearing the same style and size of chiseled lettering.

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The turnpike mile markers and the 0.56 mile segment of original turnpike roadbed are significant for the periods of 1831-1924; contributing to the history of commerce and transportation from the beginning of construction through the useful life of the original turnpike, and 1831-1838; during the period of construction, embodying the distinctive characteristics of the early history of turnpike road construction in Kentucky.

Narrative Statement of Significance

Historic Context: Kentucky's Early Turnpikes

Long before modern highways and expressways lined every county around the United States creating a faster, safer, and more efficient way to connect communities, 1800's America was thriving with an early turnpike system consisting of a network of many different roads with numerous toll stations along the route.⁵

At these "toll booths", travelers had to pay a toll in accordance to their mode of transportation. The term "turnpike" refers to a pike that would sit in front of the traveler until they paid the toll, after which the pike would be turned out of their way allowing them to continue on their journey.⁶



Early Kentucky Turnpike Toll House
Kentucky Historical Society Collections, donated by William B. Dulaney

Kentucky's turnpike routes began in February 1817 when the State legislature authorized the formation of the Lexington and Louisville Turnpike Road Company and the Lexington and Maysville Turnpike Road Company. The lengthy statute included 30 sections that provided detailed directives for corporate organization, financing through stock sales, elected directors' legal responsibilities, route surveying, road design, and construction requirements, toll-house

⁵ Ron Bryant, "Kentucky Roads." *Kentucky Secretary of State Land Resource Articles.*, Sept. 2009, p. 1
sos.ky.gov/admin/land/resources/articles/Pages/default.aspx

⁶ Rachel M. Kennedy and William J Macintire, *Roadside Architecture of Kentucky's Dixie Highways*, 2004, p. 4

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spacing and toll rates, and penalties for avoiding payment of tolls. The administration of these two early turnpike companies remained the precedent by which future turnpike companies in Kentucky would be formed and administered throughout the 1800s.⁷

These early turnpike companies were private enterprises overseen by appointed commissioners in which investors and the State could own shares and receive a return on the collected tolls. A good portion of the funds needed to construct the turnpikes was collected from the property owners that would benefit from the route. The property owners could remit this "fee" by cash or by helping to construct the road by supplying personal labor, the use of horses or mules, or even slaves.⁸

Toll booths had to be located at least five miles apart and could be no closer than one mile from a town. The constructed toll booths had to be accepted by the commissioners before they were allowed to ask for money. Toll fees were required to be clearly posted and were charged for passenger travel as well as herding of animals. If someone lived on the route at the time and constantly passed the toll booths every day, they were able to pay monthly instead of paying each time. Those who traveled from one part of their farm to another, those who went to or from church or funerals, those training for the militia, or certain members of the community on days when elections were held were not charged a toll.⁹

While seemingly positive, the turnpike system was not without flaws, controversy, and corruption. Toll booths were operated by appointed "surveyors" or "leased" with political favoritism and the lightly monitored operators could easily "pocket" much of money collected. If the gatekeeper charged more than the price set by the company and was caught, he had to pay a fine of twenty dollars. Also, with high prices and constant need for access to roads, people were inclined to employ clever means to avoid paying the toll. Because those attending a funeral were exempt from the tolls, many would go to the lengths of joining the procession. Many began to find alternate routes of travel around the booths or even construct their own "bypass" routes. In one early and famous example, property owners along the turnpike south of Nicholasville, KY constructed a route bypassing the toll booth that became known as "Shun Road" because it was built to "shun" payment of the toll. Today, it is still called "Shun Road" – a major street running parallel to Main Street on the south end of town. While these mischievous ideas saved the person a few extra cents each time, they were subjected to a consequence of a fifteen-dollar fine if they were caught.¹⁰

Historic Context: The "McAdams Plan" of Early Turnpike Construction

John Loudon McAdam (1756-1836) was a Scottish-born Engineer who developed a simplified and less expensive method for sturdy road construction that became a standard method in the

⁷ Karl Raitz and Nancy O'Malley, "Local-scale turnpike roads in nineteenth-century Kentucky", *Journal of Historical Geography*, vol.33, Oct. 2007, p. 6 & 9

⁸ Turner W. Allen, *The Turnpike System in Kentucky: A Review of State Road Policy in the Nineteenth Century*, from page excerpts published in *Filson Club Quarterly* #28, July 1954, p. 22

⁹ *Ibid.*, p. 26

¹⁰ *Ibid.*, p. 27

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United States in the early 1800s. Initially known as “McAdam’s Plan”, the name later became “American-ized” to be called “macadam” road construction, and remains a method commonly employed as an underlying base of modern roads.¹¹



John Loudon McAdam (1756-1836)

“John Loudon McAdam”, Encyclopedia Britannica, 2019
<https://www.britannica.com/biography/John-Loudon-McAdam>

McAdam discovered that massive formations of large stone used as a base in previous road design were unnecessary, asserting that native soil would be enough to support the weight of traffic, and smaller stones could be used as a base, provided that proper drainage was constructed and maintained. To accomplish this, McAdam’s plan directed that the underlying soil surface be graded smooth, with a slight camber (or “crown”) slope from the center of the road toward drainage ditches along the outer edges. Pieces of large broken stone (typically 6”-10” in diameter) were then laid across the graded soil surface, followed by a layer of smaller stones wedged into the base layer, enhancing the vertical and lateral strength of the roadbed while maintaining the ability to drain water from the road and prevent erosion of the underlying soil. The final layer, or “metal” of the road, made up of small, crushed stone, was then laid on top. McAdam’s plan directed that further materials (such as lime or stone “dust”) used to “bind” the road surface or that could absorb water and damage the structure through freeze-thaw should not be added. McAdam’s method enabled quick and less expensive construction of turnpike roads of strength and durability that holds up well to traffic and weather over time. Repair of holes or wash-outs was as simple as bringing in and compacting additional stone.¹²

The first macadam surface in the United States was laid on the "Boonsborough Turnpike Road" between Hagerstown and Boonsboro, Maryland. By 1822, this section was the last unimproved

¹¹ Christopher McFadden, “John Loudon McAdam: The Father of the Modern Road”, 2017.
<https://interestingengineering.com/john-loudon-mcadam-the-father-of-the-modern-road>.

¹² Ibid.

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gap in the great road leading from Baltimore on the Chesapeake Bay to Wheeling on the Ohio River.¹³



Road construction by the “McAdams Plan”
“1823 – First American Macadam Road”, (*Painting by Carl Rakeman*)
U.S. Department of Transportation, 2008

Historic Context: The Louisville-Bardstown Turnpike

One of the earliest turnpikes to be constructed in central Kentucky was the Louisville-Bardstown Turnpike. This turnpike was a total of 39 miles in length, beginning at the old courthouse at 6th and Jefferson Street in Louisville and terminating at the old “Market House” at what is now the intersection of 3rd and Broadway Street in Bardstown.¹⁴ The 1830’s Louisville-Bardstown Turnpike was vital to the growth and prosperity of north-central Kentucky and remains important to our history.¹⁵

The Louisville Turnpike Company was chartered in 1818 to explore the construction of a permanent route that would join Louisville and Bardstown. Under company President John Speed, a wealthy Louisville plantation owner, and former judge, following a series of debates and surveys of several potential routes, construction began in early 1831. Conveniently, the route finally chosen for the first ten miles of the turnpike from downtown Louisville southward towards Bardstown passed the entrance to Speed’s “Farmington” plantation.¹⁶

¹³ USDOT Federal Highway Administration, “1823 – The First American Macadam Road”, *The Paintings of Carl Rakeman*, March 2018. <https://www.fhwa.dot.gov/rakeman/1823.htm>.

¹⁴ Youth Chamber of Preservationists, *Marking the Past: Milestones of the 1830’s Louisville-Bardstown Turnpike*, Mount Washington Historical Society, May 2018, p. 9

¹⁵ Ron Bryant, “Kentucky Roads.” *Kentucky Secretary of State Land Resource Articles.*, Sept. 2009, p. 2 sos.ky.gov/admin/land/resources/articles/Pages/default.aspx

¹⁶ *Louisville Turnpike Company Records 1818-1901*, Filson Club, p. 23 - 25

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At the end of 1831, with the first ten miles of the turnpike having been completed by the Louisville Turnpike Company, the Kentucky General Assembly formed an act to establish the Bardstown and Louisville Turnpike Company to construct the remaining 29 miles through Mt. Washington to Bardstown. The route was to be cleared to at least a 50-foot width and graded to a 20-foot wide roadbed constructed using the "McAdams Plan", and to include the construction of bridges crossing Floyds Fork, the Salt River, Cox's Creek, and at other such places as necessary. In keeping with the legislative "model" for formation of turnpike companies carried forward from the 1817 legislation, commissioners were appointed and given the authority to acquire properties necessary for the route, lots for the location of toll houses and residence of gate-keepers, and quarries along the route as needed to provide the stone for construction.¹⁷ John Speed was elected as President of the new turnpike company and remained in that position until 1834 when he was replaced as President by Levi Tyler, who had been the surveyor for the Louisville Turnpike Company.¹⁸

Construction on the remaining 29 miles to Bardstown began in mid-1832, and in late 1837, President of the company, Levi Tyler, reported to the Governor and State Legislature that, aside from some remaining wood and masonry work on the Salt River bridge, the turnpike was complete and would be open for Christmas traffic. A total of \$180,981.85 had been paid out for the construction of the road, bridges, etc.. Tyler further reported that the road was graded to forty feet wide, with the "metal" of the road being 15' to 20' in width.¹⁹

In the 1840s the route was extended southward from Bardstown to the Tennessee line, and in 1850 joined with the turnpike in Tennessee to become the eastern route of the Louisville-Nashville Turnpike.²⁰

The Louisville-Bardstown Turnpike remained in service "as built" until the "age of the automobile" prompted the need for improved, better-maintained roadways. In 1920, with the original turnpike enterprise system no longer able to generate the revenue necessary to construct and maintain major routes, Kentucky formed a Department of Highways to assume the responsibility. In 1925, the completion of the new and improved "Jackson Highway" replaced the original Louisville-Bardstown turnpike.²¹

Adding to this rich history in a local context, Mt. Washington's Mayor Barry Armstrong's great-great-grandfather, James Showalter, drove stagecoaches on this route from Louisville to Bardstown and later, on to Nashville. On his route, he carried countless travelers along the 1830's turnpike including the famous names of Zachary Taylor and Andrew Jackson. According to the Showalter family history, as shared in an interview with Mayor Armstrong, Abraham Lincoln, a close friend of Joshua Speed's, John Speed's son, rode from the Louisville riverfront in Showalter's stagecoach to Speed's "Farmington" plantation where he would spend three weeks visiting his dear friend in the late summer of 1841 following the decision to call off his

¹⁷ *Louisville Turnpike Company Records*, p. 34

¹⁸ *Records of the Kentucky General Assembly*, Kentucky General Assembly, 1831, p. 194-196

¹⁹ *Records of the Kentucky General Assembly*. Kentucky General Assembly, 1837, p. 357-368

²⁰ Rachel M. Kennedy and William J Macintire, *Roadside Architecture of Kentucky's Dixie Highways*, 2004, p. 5

²¹ *Ibid.* p. 11

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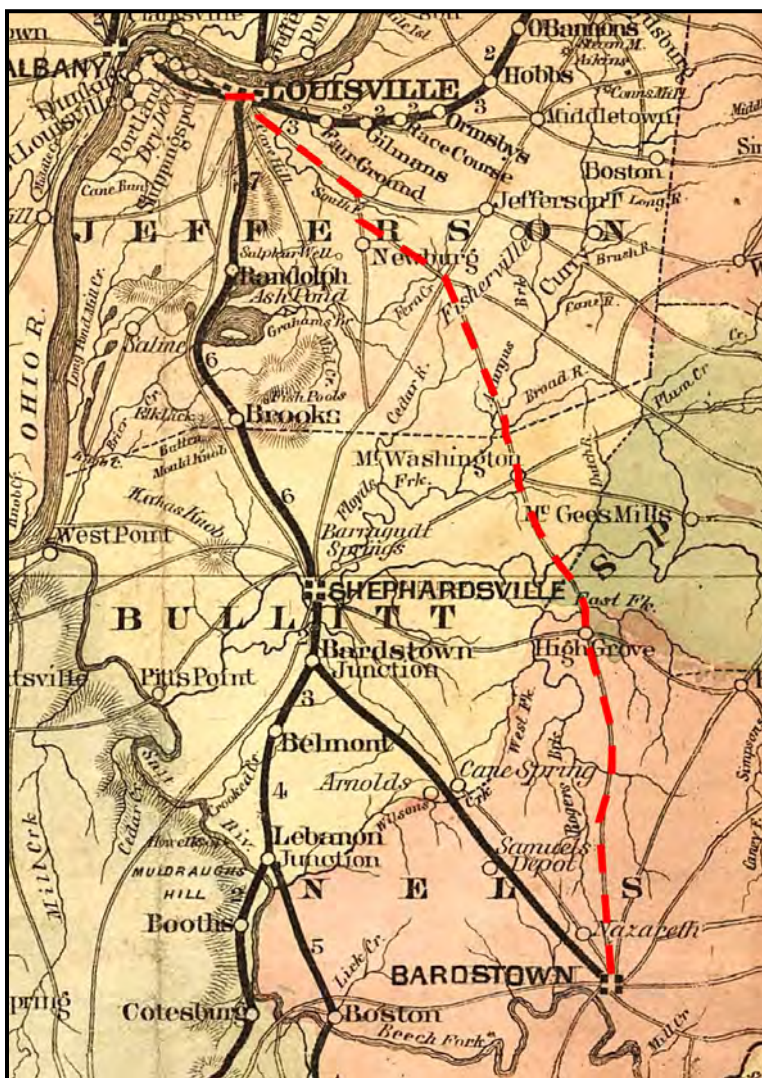
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engagement with Mary Todd. Showalter continued carrying passengers along this route well into his 80's and became known as "the oldest stagecoach driver in America".²²

With the continued growth, development and new road building of north-central Kentucky, the nine milestones and the small section of original roadbed included in this nomination are among the very few historic resources of the period that remain standing in their original historic context along the route of the 1830s Louisville-Bardstown Turnpike, serving as a lasting reminder of the early transportation development of the region.



from Lloyds Kentucky Turnpikes map – 1863
red dashed line showing Louisville-Bardstown turnpike route (39 miles total)
Library of Congress – Geography, James T. Lloyd

²² Brooke Hatfield. "Interview with Mount Washington Mayor, Barry Armstrong." March 13, 2018.

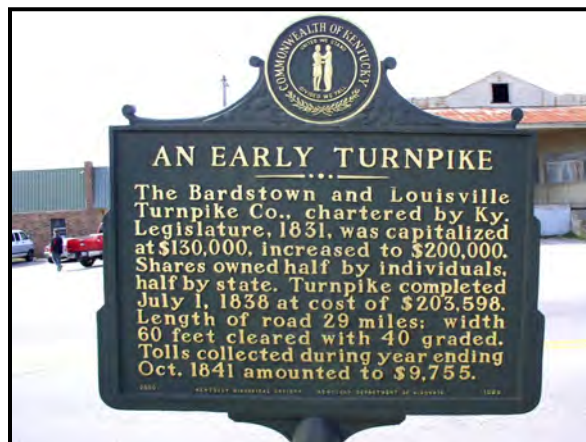
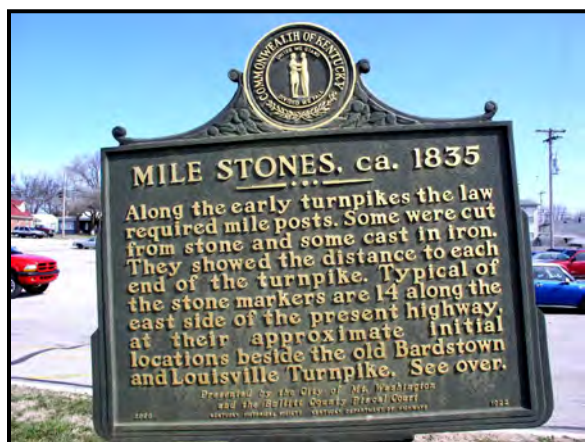
Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State

The Milestones of the 1830s Louisville-Bardstown Turnpike

In accordance with Kentucky law requiring the turnpike companies to erect way-markings and mile markers along turnpike routes, mile markers made of limestone and etched with carvings were stationed at every mile to inform travelers of their distance from the turnpike termini of Louisville and Bardstown. The "#L" above a "#B" carved in each stone indicated the number of miles to Louisville ("#L") and to Bardstown ("#B"). As stated on Kentucky Historical Marker signs (#1021 and #1022) standing next to two of these remaining stones, in 1967 there were 14 milestones still standing. Fifty years later, only nine of these turnpike milestones remain in place along the original 39-mile route.²³

These nine stones are significant under National Register Criteria A as a standing reminder marking the historical path, ingenuity, and importance of early travel and commerce transportation development in 1800s Kentucky. They are also significant under National Register Criteria C for the method and style of carved limestone construction, differing from the iron or rectangular stone of earlier turnpike mile markers of the eastern U.S. and eastern Kentucky, but typical of central Kentucky milestones of the early to mid-1800s.



Front and back of Kentucky Historical Marker sign #1022 located next to the "20L 19B" milestone in Mt. Washington, KY (duplicate to the information on sign #1021 next to the "36L 3B" milestone north of Bardstown). *Photos by Dale Salmon, Mt. Washington Historical Society, 2015.*

Original 1830s Macadam Roadbed Section

Almost all of the original macadam road of the 1830s Louisville-Bardstown turnpike was replaced by the construction of the paved Jackson Highway in the 1920s (later to become part of US 31E). The few remaining small "switch-back" sections of the original route running up and down hills through the valleys of the Salt River, Cox's Creek and Floyds Fork that was not

²³ Youth Chamber of Preservationists, *Marking the Past: Milestones of the 1830's Louisville-Bardstown Turnpike*, Mount Washington Historical Society, May 2018, p. 11

Louisville to Bardstown Turnpike Milestones and Roadbed

Bullitt, Jefferson, Nelson, Spencer, KY

Name of Property

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replaced have largely disappeared from erosion, new construction, agricultural use, or growth of forest and vegetation. The 0.56-mile section of turnpike roadbed on the north end of Mt. Washington included in this nomination is the only place known on the original turnpike route where the “McAdam” limestone roadbed remains exposed and intact.

This remaining section of the original turnpike roadbed is significant under National Register Criteria A, conveying a visual reminder of the original route of the turnpike and its importance to early travel and commerce transportation development in Kentucky. It is also significant under National Register Criteria C in presenting a view of the early turnpike construction method of the “McAdams plan” that would become the standard of road construction in 1800s Kentucky and beyond.

Integrity Considerations and Evaluation

Material, workmanship, and design:

The nine milestones along the turnpike are the original stones erected in the mid-1830s at the time of the turnpike construction, unaltered from their original limestone construction and design. They are representative of the workmanship and design typical of the early to mid-1800s turnpike mile marker stones found in central Kentucky, with all of the stones having the same shape and the same style and size of carved letters/numbers indicating the miles to the Louisville (“#L”) and Bardstown (“#B”) termini of the original 39-mile route.

The integrity of the 0.56-mile section of the original turnpike roadbed has diminished somewhat with time. The southern-most $\frac{3}{4}$ of this section remained in use as an entry lane to the associated farm property from the time when this section of the turnpike was abandoned and replaced by the new route of the nearby Jackson Highway in the mid-1920s until the purchase of the property for historic and nature preservation in early 2018. As such, and with most of the newer gravel that was applied to the lane over that period washed away, it provides an excellent view of the exposed base layers of the original limestone roadbed and the material, workmanship and design of the “McAdams Plan” method of construction. These exposed stones have become smoothed and rounded by traffic and erosion over the years. The northern-most $\frac{1}{4}$ “switch-back” of the 0.56-mile section retains a lesser integrity. It includes an electrical utility easement where grass covering much of the limestone roadbed is kept mowed by the utility company and a section of farm fence line to the north of that easement where much of the original limestone roadbed is obscured from easy view by the growth of scrub trees and other vegetation.

Location, association, and feeling:

The nine milestones and roadbed section demonstrate a high level of integrity of location and association. Though the “12L 27B” stone located in Fern Creek has been relocated to a small triangle park area on the opposite side of the route from its original position, and the “20L 19B” stone located in Mt. Washington and the “37L 2B” and “38L 1B” stones located in Bardstown have been moved laterally to be saved outside of the disturbance of widened highway and new sidewalks, the longitudinal position of all nine of the milestones remains intact in association to

Louisville to Bardstown Turnpike Milestones and Roadbed

Bullitt, Jefferson, Nelson, Spencer, KY

Name of Property

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each other and the original route - still marking the 'mile' points along the old turnpike route. The path of the 0.56-mile turnpike remains unaltered from the original route and provides the viewer a continuing historic context for imagining the original path leading uphill from the Floyds Fork river valley into the north end of the town of Mt. Washington – a path that remained in use from the 1830s to the 1920s.

With new highway (US 31E) being laid over the location of most of the original turnpike route, and the continued development of former farmland being converted to commercial business and residential subdivision use, the integrity of 'feeling' of the 10 sites included in this nomination has been largely diminished. There are no other contributing structures or historic features that remain from the period of significance in the immediate vicinity of the 10 sites of this "discontiguous district". These nine original milestones and section of macadam turnpike roadbed represent the best reminder of that early history.

9. Major Bibliographical References

Bibliography

Books

Allen, Turner W. *The Turnpike System in Kentucky: A Review of State Road Policy in the Nineteenth Century*. from page excerpts published in *Filson Club Quarterly* #28, July 1954.

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USDOT Federal Highway Administration. "1823 – The First American Macadam Road". *The Paintings of Carl Rakeman*, March 2018. <https://www.fhwa.dot.gov/rakeman/1823.htm>.

Louisville to Bardstown Turnpike Milestones and Roadbed

Bullitt, Jefferson, Nelson, Spencer, KY

Name of Property

County and State

Unpublished Manuscripts

Louisville Turnpike Company Records 1818-1901. Filson Club, (Copies are available at the Filson Club, Louisville, KY)

Records of the Kentucky General Assembly. Kentucky General Assembly, 1831, 1837.
(Copies are available at the Kentucky General Assembly)

Youth Chamber of Preservationists. *Marking the Past: Milestones of the 1830's Louisville-Bardstown Turnpike*. Mount Washington Historical Society, May 2018. (Copies are available at the Mount Washington Historical Society, Mt. Washington, KY)

Interviews

Hatfield, Brooke. "Interview with Mount Washington Mayor, Barry Armstrong." March 13, 2018.

Maps (turnpike route)

Beers, and Lanagan. "1879 Atlas of Jefferson and Oldham Counties." Located at Oldham County Historical Society

D.J. Lake and Company. "Atlas of Nelson and Spencer County." *Atlas of Nelson and Spencer County*, 1882.

Louisville Title Company. "Atlas of Louisville and Jefferson County." *Atlas of Louisville and Jefferson County*, 1913.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency

Louisville to Bardstown Turnpike Milestones and Roadbed

Bullitt, Jefferson, Nelson, Spencer, KY

Name of Property

County and State

Federal agency

Local government

University

Other

Name of repository: _____

Historic Resources Survey Number (if assigned):

1. JFL-587 Mile Marker "12L 27B"
2. BUM-81 Mile Marker "20L 19B"
3. SP-416 Mile Marker "25L 14B"
4. NE-502 Mile Marker "29L 10B"
5. NE-501 Mile Marker "34L 5B"
6. NE-628 Mile Marker "35L 4B"
7. NE-500 Mile Marker "36L 3B"
8. NE-627 Mile Marker "37L 2B"
9. NEB-570 Mile Marker "38L 1B"
10. BU-350 Original turnpike macadam roadbed section

10. Geographical Data

Acreage of Property

less than 1 acre (individual points along a route)

Latitude/Longitude Coordinates (decimal degrees)

- | | | |
|------------------------|-----------------------|-----------------------|
| 1. Latitude: 38.157560 | Longitude: -85.591260 | Mile Marker "12L 27B" |
| 2. Latitude: 38.049899 | Longitude: -85.545940 | Mile Marker "20L 19B" |
| 3. Latitude: 38.001990 | Longitude: -85.491824 | Mile Marker "25L 14B" |
| 4. Latitude: 37.952403 | Longitude: -85.475398 | Mile Marker "29L 10B" |
| 5. Latitude: 37.884230 | Longitude: -85.469796 | Mile Marker "34L 5B" |

Louisville to Bardstown Turnpike Milestones and Roadbed

Bullitt, Jefferson, Nelson, Spencer, KY

Name of Property

County and State

- | | | |
|-------------------------|-----------------------|--------------------------|
| 6. Latitude: 37.870071 | Longitude: -85.466418 | Mile Marker "35L 4B" |
| 7. Latitude: 37.856128 | Longitude: -85.461667 | Mile Marker "36L 3B" |
| 8. Latitude: 37.842030 | Longitude: -85.459940 | Mile Marker "37L 2B" |
| 9. Latitude: 37.827503 | Longitude: -85.461264 | Mile Marker "38L 1B" |
| 10. Latitude: 38.070236 | Longitude: -85.552309 | exposed turnpike roadbed |

Verbal Boundary Description

The nominated property includes nine limestone mile markers standing at individual points along the original 39-mile route of the 1830s Louisville-Bardstown turnpike and one 0.56 mile section of the original turnpike macadam roadbed on the north end of the City of Mt. Washington, KY. Since these objects are located at individual points at least one mile distant from each other, they constitute a discontinuous district.

Boundary Justification

The boundary of the nine limestone mile markers is limited only to the area along the roadside that they occupy. No adjoining portions of the roadside significantly relate to the markers themselves. The boundary of the 0.56-mile exposed section of the original turnpike construction is limited only to the length and width of the roadbed. Nothing along or bordering the roadbed section significantly relate to the historical context of the turnpike.

The use of a discontinuous district in this nomination is justified by the widely spread location of the mile markers and the section of original turnpike roadbed which are, nonetheless, related to each other in the historical context of the early turnpike. The ten individual resources included in this nomination as a discontinuous district are located in Jefferson, Bullitt, Spencer and Nelson Counties of Kentucky.

11. Form Prepared By

name/title: Brooke Hatfield, Seth Myers, Ainsley Gordon, Carter Echols, Sophia Blanton

organization: Mt. Washington Youth Chamber of Preservationists

contact name/title: Dale Salmon, Program Coordinator

street & number: 625 Ramblin Road

city or town: Mt. Washington state: KY zip code: 40047

e-mail: dalesalmon@windstream.net

telephone: 502-538-3338

date: February 5, 2019

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

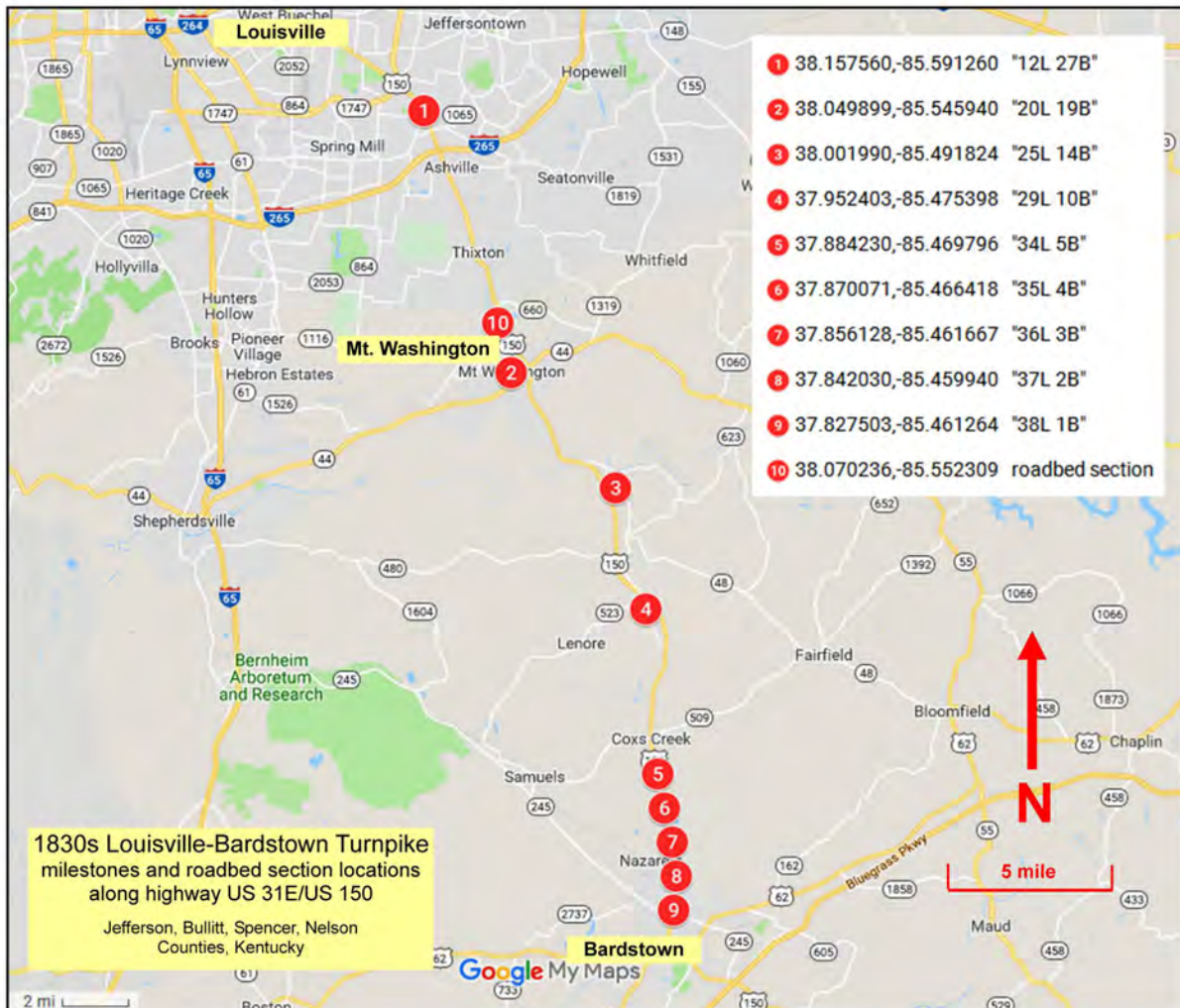
Bullitt, Jefferson, Nelson, Spencer, KY
County and State

Additional Documentation

- **Maps:** Included in the following are a large scale 'street view' map and a large scale 'satellite view' map indicating relative locations of the nine mile markers and the roadbed section along the 1830s Louisville-Bardstown turnpike route (along or near US 31E/US 150), followed by 'close-up aerial image' location maps for each of the nine 1830s turnpike mile markers and the one original turnpike roadbed section in numerical reference number order as follows:
 1. Mile Marker "12L 27B"
 2. Mile Marker "20L 19B"
 3. Mile Marker "25L 14B"
 4. Mile Marker "29L 10B"
 5. Mile Marker "34L 5B"
 6. Mile Marker "35L 4B"
 7. Mile Marker "36L 3B"
 8. Mile Marker "37L 2B"
 9. Mile Marker "38L 1B"
 10. original macadam turnpike roadbed section

Louisville to Bardstown Turnpike Milestones and Roadbed
 Name of Property

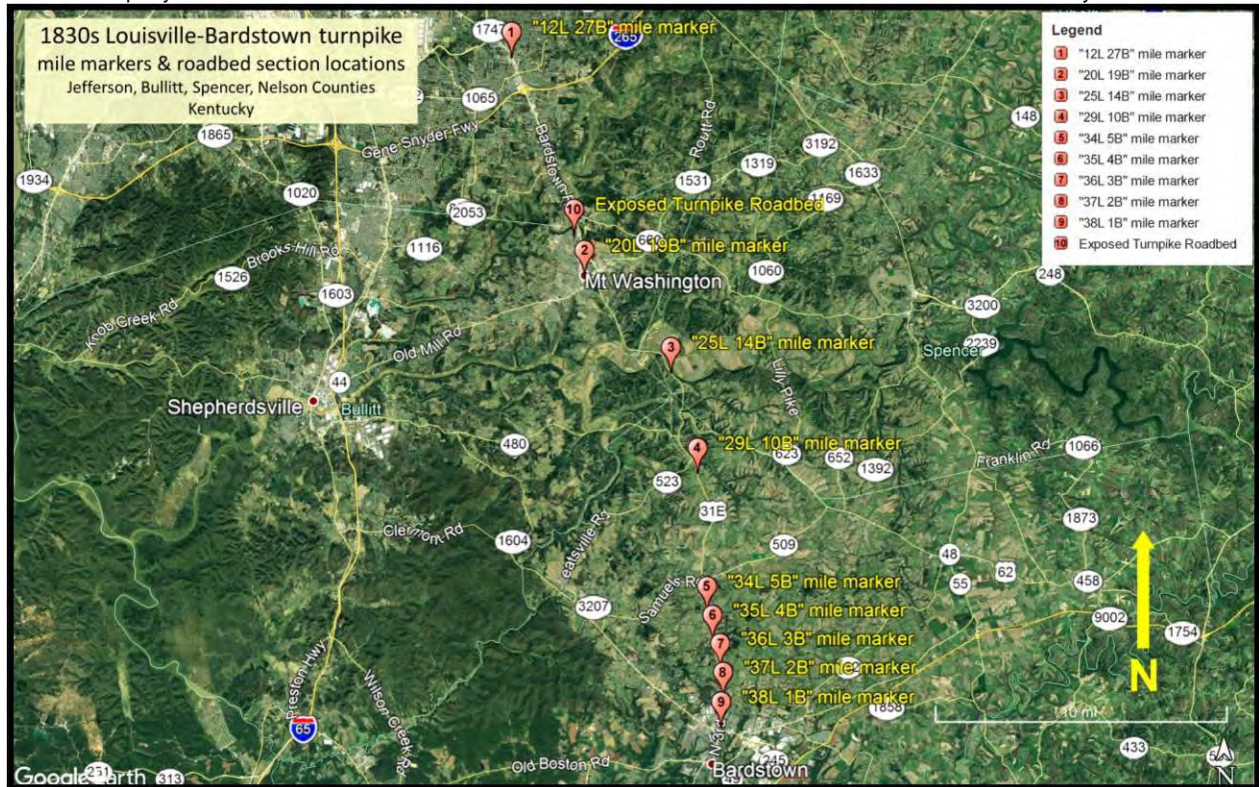
Bullitt, Jefferson, Nelson, Spencer, KY
 County and State



1830s Louisville-Bardstown turnpike large-scale ‘street view’ map with mile marker & roadbed locations

Louisville to Bardstovwn Turnpike Milestones and Roadbed
 Name of Property

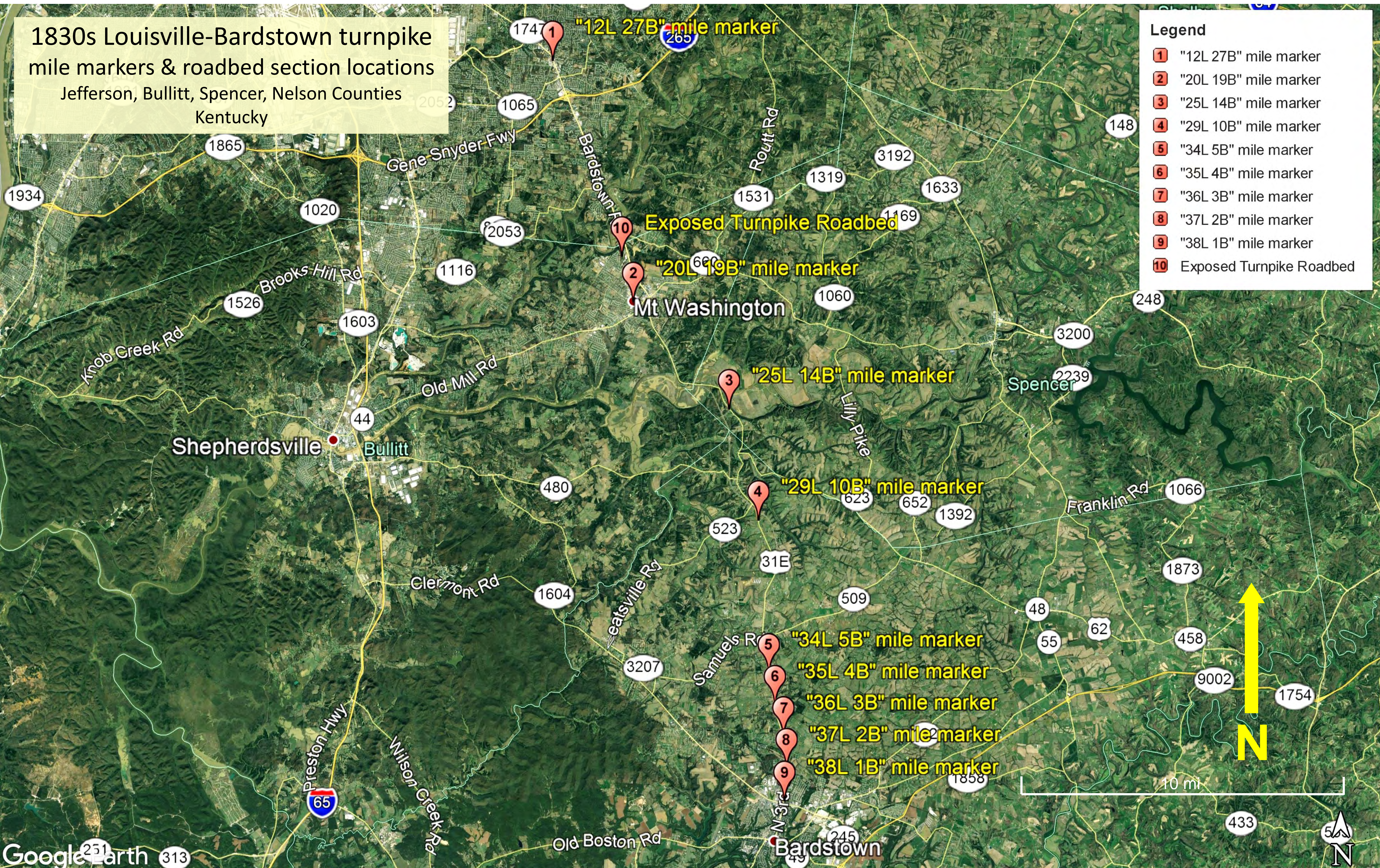
Bullitt, Jefferson, Nelson, Spencer, KY
 County and State



1830s Louisville-Bardstovwn turnpike large-scale 'satellite view' map with mile marker & roadbed locations

1830s Louisville-Bardstown turnpike
mile markers & roadbed section locations
Jefferson, Bullitt, Spencer, Nelson Counties
Kentucky

- Legend**
- 1 "12L 27B" mile marker
 - 2 "20L 19B" mile marker
 - 3 "25L 14B" mile marker
 - 4 "29L 10B" mile marker
 - 5 "34L 5B" mile marker
 - 6 "35L 4B" mile marker
 - 7 "36L 3B" mile marker
 - 8 "37L 2B" mile marker
 - 9 "38L 1B" mile marker
 - 10 Exposed Turnpike Roadbed



Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#1 – "12L 27B" mile marker close-up location map



#1 "12L 27B"

Fern Creek High School

Fern Creek Rd

US 31E

Newbridge Rd

Brighton Hill Ln

Williamsport Ln

500 ft

N

Google Earth

Louisville to Bardstow Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#2 – "20L 19B" mile marker close-up location map



Flatlick Rd

#2 "20L 19B"

First Baptist Church

downtown Mt. Washington, KY

US 31EX

N

500 ft

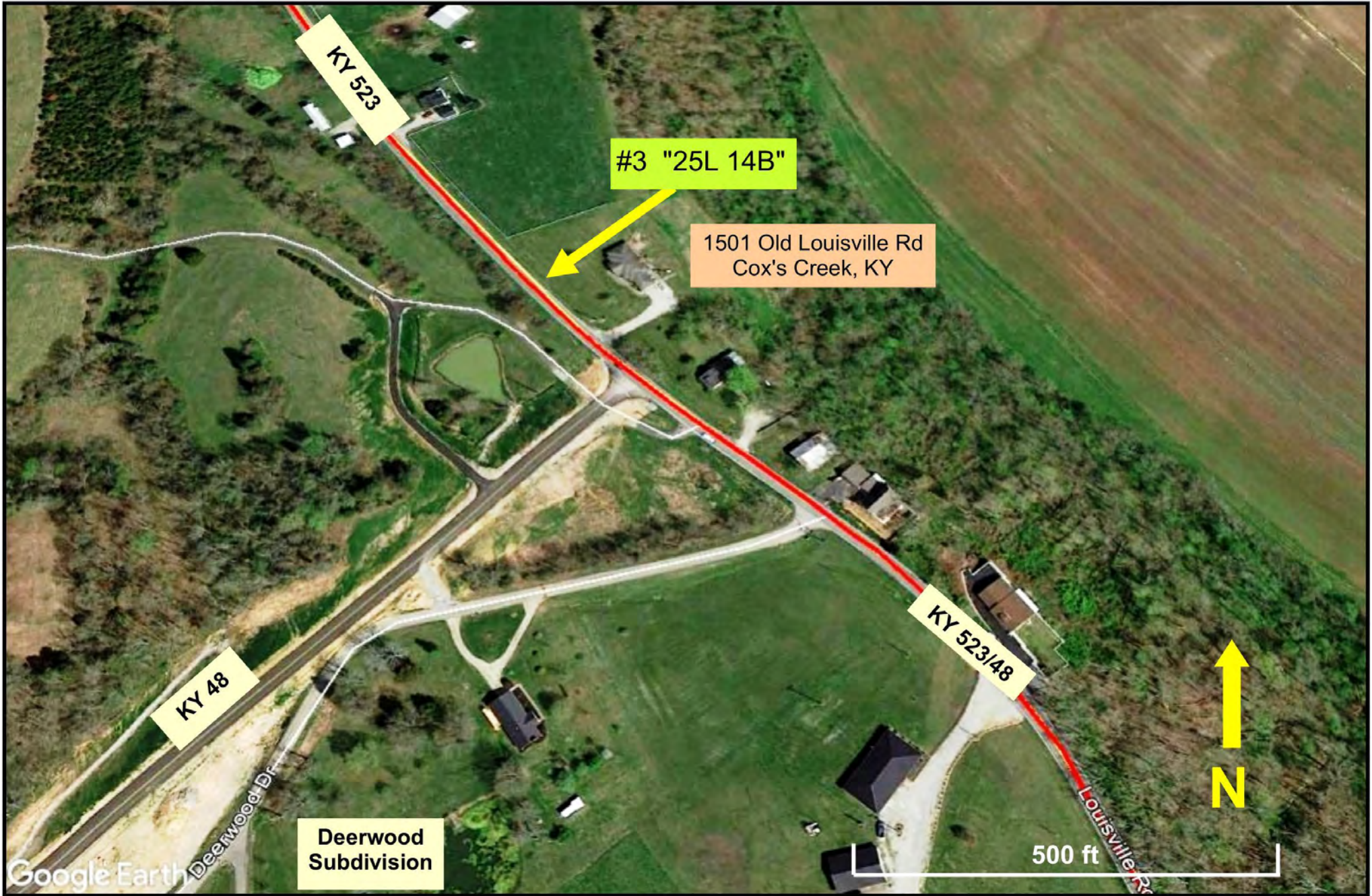
Google Earth

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#3 – "25L 14B" mile marker close-up location map



KY 523

#3 "25L 14B"

1501 Old Louisville Rd
Cox's Creek, KY

KY 48

Deerwood
Subdivision

KY 523/48

500 ft

N

Google Earth

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#4 – "29L 10B" mile marker close-up location map



Louisville Rd

KY 523

new US 31E

10395 Louisville Rd
Cox's Creek, KY

#4 "29L 10B"



500 ft

Google Earth

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#5 – "34L 5B" mile marker close-up location map



US 31E

Greear Estates
Subdivision

#5 "34L 5B"

Regency Ct

Heritage Dr

Louisville Rd

Iron Creek Ct

N

500 ft

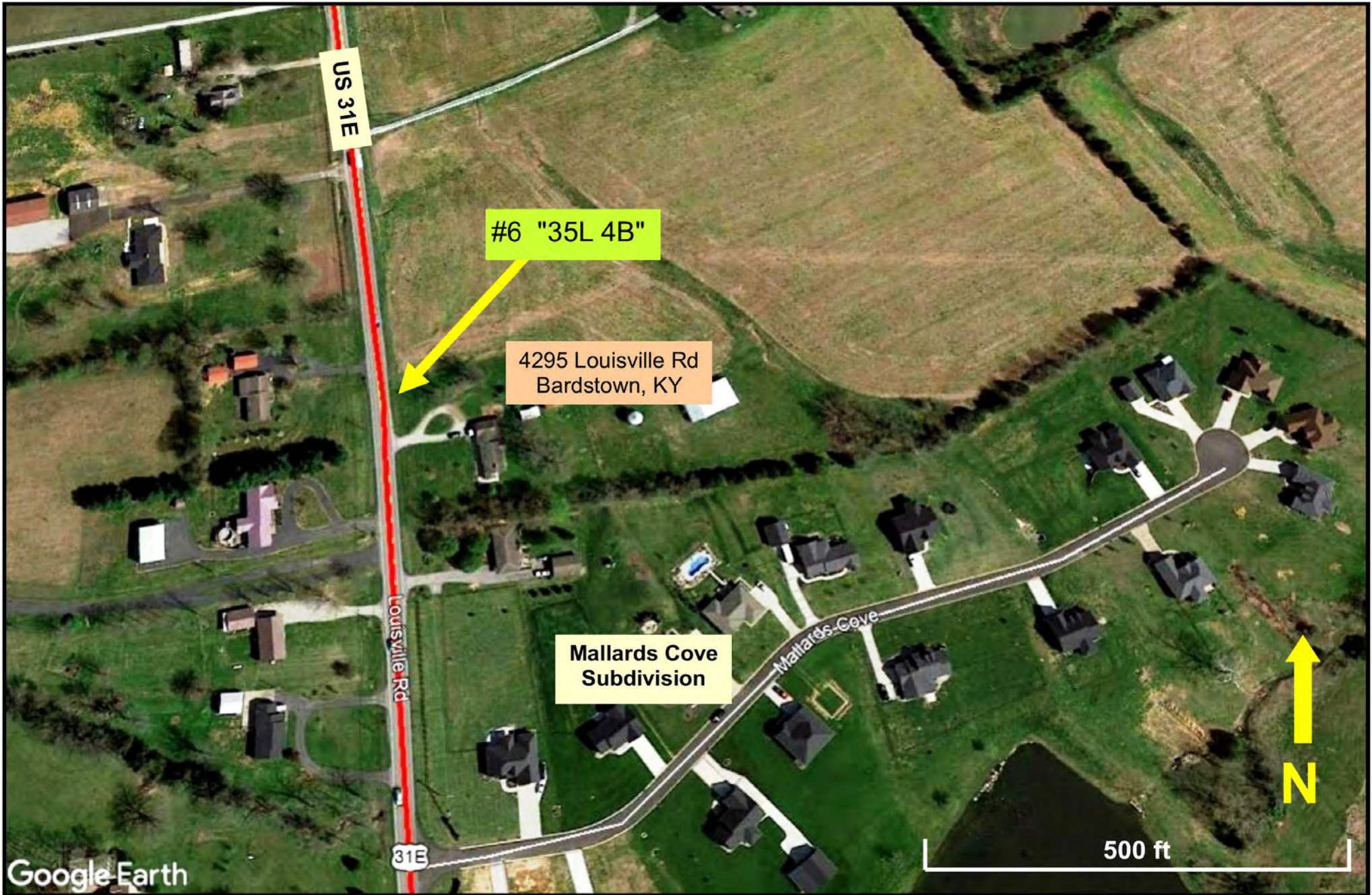
Google Earth

Louisville to Bardstovwn Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#6 – "35L 4B" mile marker close-up location map



US 31E

#6 "35L 4B"

4295 Louisville Rd
Bardstown, KY

Mallards Cove
Subdivision

Louisville Rd

Mallards Cove

N

500 ft

Google Earth

31E

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#7 – "36L 3B" mile marker close-up location map



3317 Louisville Rd
Bardstown, KY

#7 "36L 3B"

31E

US 31E

Abbey Ridge Rd

N

500 ft

Google Earth

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#8 – "37L 2B" mile marker close-up location map



Google Earth

US 31E

31E

1441 N. 3rd St
Bardstown, KY

#8 "37L 2B"

Harriett Ave

500 ft

N

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#9 – "38L 1B" mile marker close-up location map



Maple Grove Ct.

#9 "38L B"

US 31E

245 W John Rowan Blvd

KY 245

E John Rowan Blvd

N Salem Dr

Kimberly Run

N

500 ft

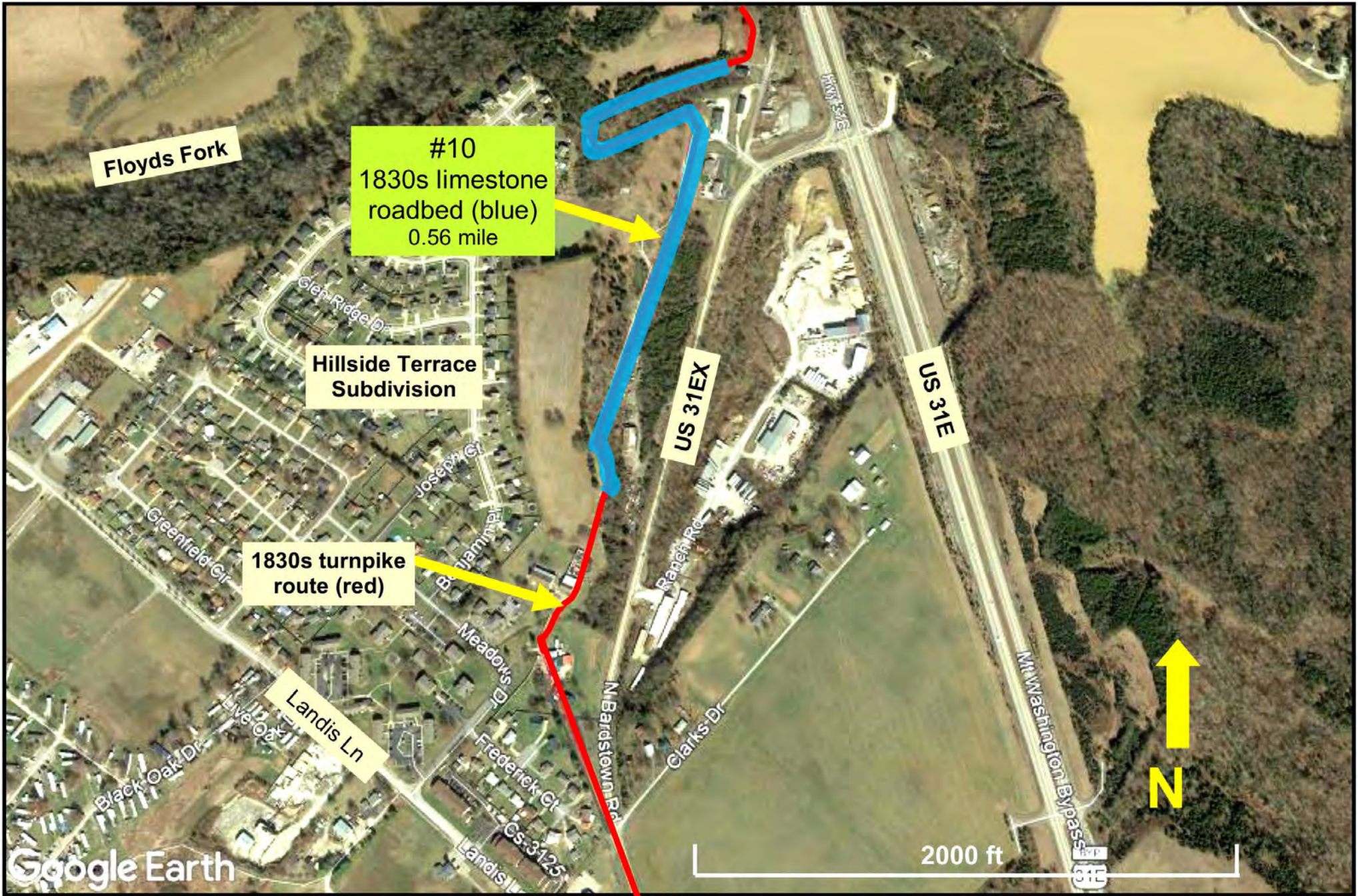
Google Earth

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#10 – 1830s turnpike roadbed section, north end of Mt. Washington, KY



Floyds Fork

#10
1830s limestone
roadbed (blue)
0.56 mile

Hillside Terrace
Subdivision

1830s turnpike
route (red)

US 31EX

US 31E

Landis Ln

2000 ft

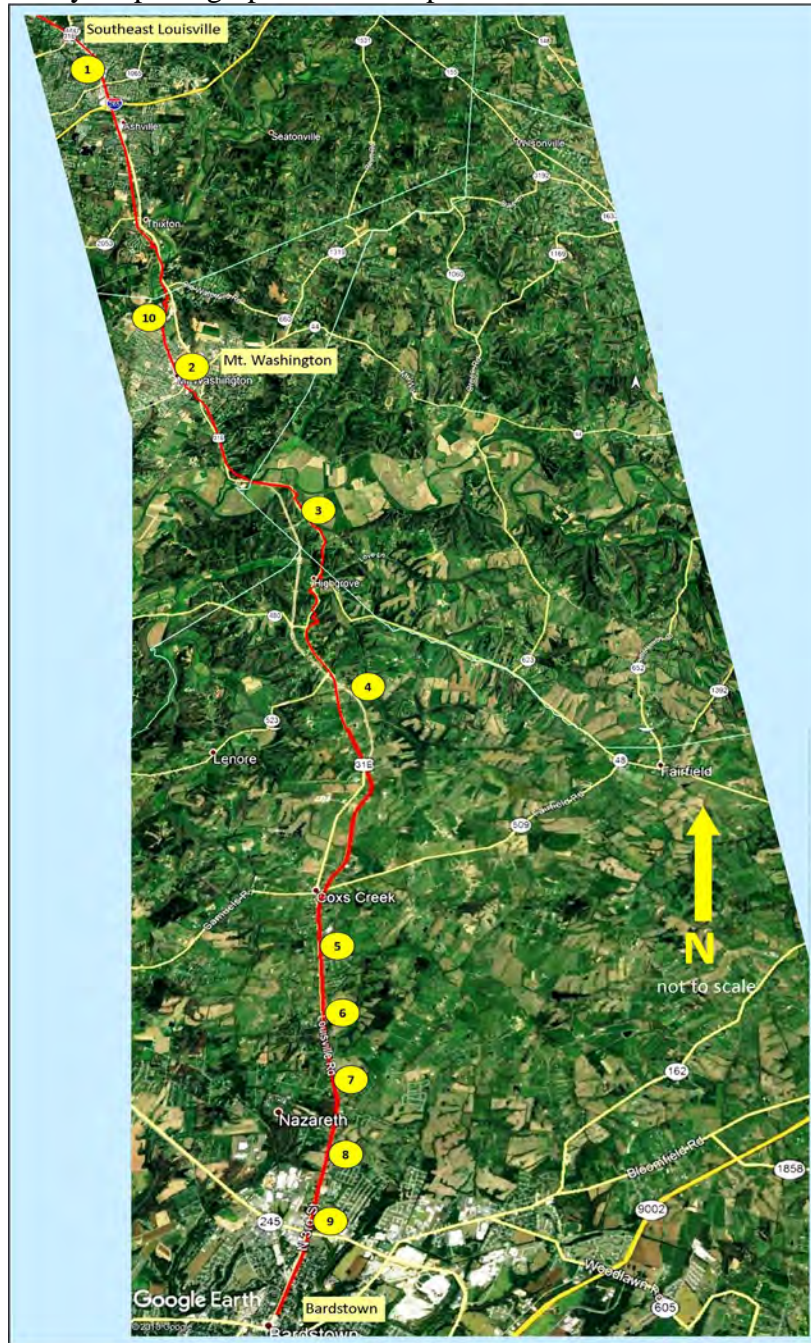
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Google Earth

Louisville to Bardstovn Turnpike Milestones and Roadbed
Name of Property

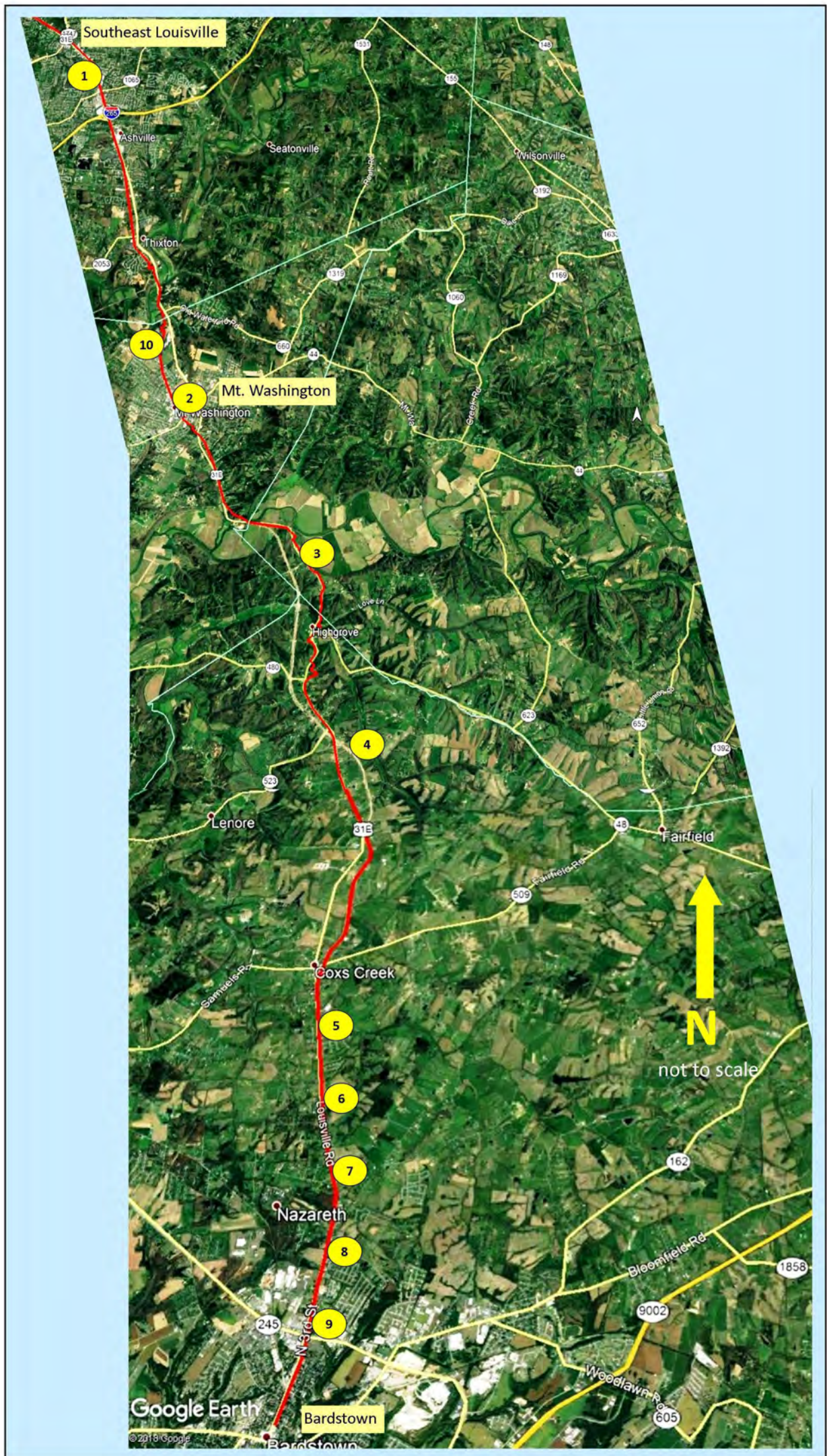
Bullitt, Jefferson, Nelson, Spencer, KY
County and State

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.



Louisville-Bardstovn turnpike full-scale map with mile marker & roadbed locations

1830s turnpike route in 'red'. For purpose of page size/scaling, the northern-most 10 miles of the 39-mile total route of the turnpike is not shown. The location photos of the 10 resource objects that follow correspond to the #1-10 yellow circle locations on this map



Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State

Photographs

Photo Log

The following #1 - #10 'location view' photos are keyed to the #1 - #10 locations on the preceding "Sketch Map" section:



#1

Name of Property: Louisville-Bardstown Turnpike Mile Marker "12L 27B"

City or Vicinity: Louisville (Fern Creek) US 31E

County: Jefferson State: KY

Photographer: Ainsley Gordon

Date Photographed: 02Jan18

Description of Photograph 0001 - Photo was taken from the west side of small triangle park at the intersection of Fern Creek Rd. and Bardstown Rd. looking east toward Bardstown Rd.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#2

Name of Property: Louisville-Bardstown Turnpike Mile Marker "20L 19B"

City or Vicinity: Mt. Washington

County: Bullitt

State: KY

Photographer: Ainsley Gordon

Date Photographed: 22Nov17

Description of Photograph 0002 - Photo was taken from the curb edge of Old Bardstown Rd (US-31EX), at the north parking lot of 1st Baptist church in downtown Mt. Washington, KY, looking north.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#3

Name of Property: Louisville-Bardstown Turnpike Mile Marker "25L 14B"

City or Vicinity: Cox's Creek, KY Hwy 523 (formerly part of US 31E)

County: Spencer State: KY

Photographer: Ainsley Gordon

Date Photographed: 22Nov17

Description of Photograph 0003 - Photo was taken from the east side of KY Hwy 523 at the northwest corner of 1501 Old Louisville Rd., Cox's Creek, KY, looking southeast.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#4

Name of Property: Louisville-Bardstown Turnpike Mile Marker "29L10B"

City or Vicinity: Cox's Creek, KY Hwy 523 (formerly part of US 31E)

County: Nelson

State: KY

Photographer: Ainsley Gordon

Date Photographed: 22Nov17

Description of Photograph 0004 - Photo was taken from the east edge of KY Hwy 523, at the southwest corner of 10395 Louisville Rd., Cox's Creek, KY, looking north.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#5

Name of Property: Louisville-Bardstown Turnpike Mile Marker "34L 5B"

City or Vicinity: Bardstown US31E

County: Nelson

State: KY

Photographer: Ainsley Gordon

Date Photographed: 22Nov17

Description of Photograph 0005 - Photo was taken from the east ditch line of US-31E, directly across the road from the entrance to Greear Estates subdivision, north of Bardstown, KY, looking north.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#6

Name of Property: Louisville-Bardstown Turnpike Mile Marker "35L 4B"

City or Vicinity: Bardstown US31E

County: Nelson

State: KY

Photographer: Ainsley Gordon

Date Photographed: 22Nov17

Description of Photograph 0006 - Photo was taken from ditch line on the east side of US-31E at the northwest corner of 4295 Louisville Rd., Bardstown, KY, looking southeast.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#7

Name of Property: Louisville-Bardstown Turnpike Mile Marker "36L 3B"

City or Vicinity: Bardstown US31E

County: Nelson

State: KY

Photographer: Ainsley Gordon

Date Photographed: 22Nov17

Description of Photograph 0007 - Photo was taken from the east side of US-31E, at the entry drive of 3317 Louisville Rd., Bardstown, KY, looking south.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#8

Name of Property: Louisville-Bardstown Turnpike Mile Marker "37L 2B"

City or Vicinity: Bardstown US31E

County: Nelson

State: KY

Photographer: Ainsley Gordon

Date Photographed: 22Nov17

Description of Photograph 0008 - Photo was taken from the curb edge of US-31E, at the drive entrance of 1441 N. 3rd St., Bardstown, KY, looking north.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#9

Name of Property: Louisville-Bardstown Turnpike Mile Marker "38L 1B"

City or Vicinity: Bardstown US31E, N. 3rd Street

County: Nelson

State: KY

Photographer: Ainsley Gordon

Date Photographed: 22Nov17

Description of Photograph 0009 - Photo was taken from the sidewalk edge along US-31E, 40 yards south of the intersection of Maple Grove Court, one block north of KY Hwy 245, looking north.

Louisville to Bardstown Turnpike Milestones and Roadbed
Name of Property

Bullitt, Jefferson, Nelson, Spencer, KY
County and State



#10

Name of Property: Louisville to Bardstown Turnpike 1830s Macadam Roadbed

City or Vicinity: Mt. Washington, west of US31EX

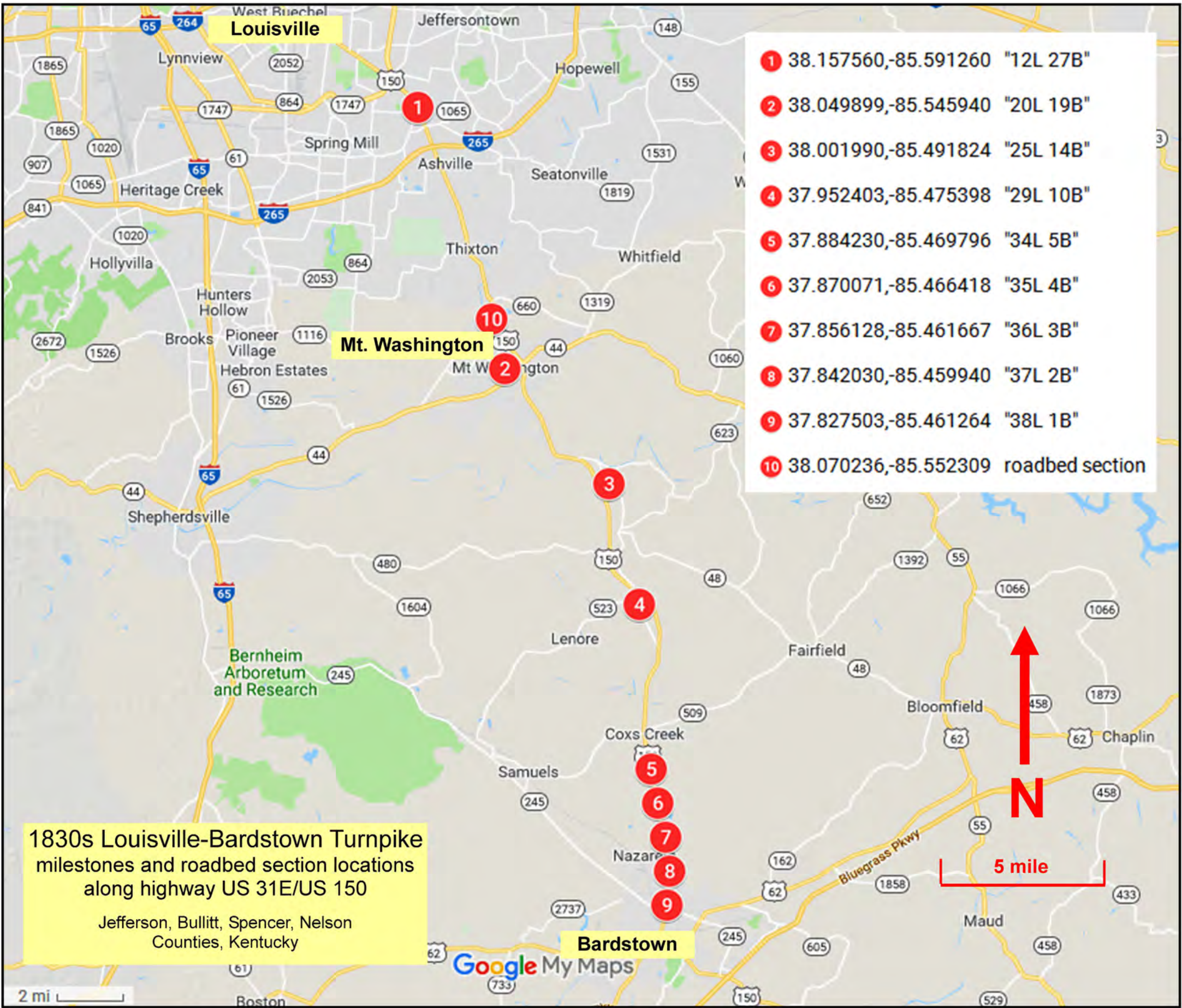
County: Bullitt

State: KY

Photographer: Dale Salmon

Date Photographed: 13Jul18

Description of Photograph 0010 - Photo was taken near the south end of the 0.56-mile section of original turnpike roadbed, at 38.068436, -85.553009, north end of Mt. Washington, KY, looking north.



- 1 38.157560,-85.591260 "12L 27B"
- 2 38.049899,-85.545940 "20L 19B"
- 3 38.001990,-85.491824 "25L 14B"
- 4 37.952403,-85.475398 "29L 10B"
- 5 37.884230,-85.469796 "34L 5B"
- 6 37.870071,-85.466418 "35L 4B"
- 7 37.856128,-85.461667 "36L 3B"
- 8 37.842030,-85.459940 "37L 2B"
- 9 37.827503,-85.461264 "38L 1B"
- 10 38.070236,-85.552309 roadbed section

1830s Louisville-Bardstown Turnpike
 milestones and roadbed section
 locations along highway US 31E/US 150

Jefferson, Bullitt, Spencer, Nelson
 Counties, Kentucky



2 mi

Google My Maps



BARDSTOWN PIKE
MILEMARKER
CIRCA 1875



















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Louisville to Bardstown Turnpike Milestones and Roadbed

Multiple Name: _____

State & County: KENTUCKY, Bullitt

Date Received: 6/10/2019 Date of Pending List: 6/25/2019 Date of 16th Day: 7/10/2019 Date of 45th Day: 7/25/2019 Date of Weekly List: _____

Reference number: SG100004215

Nominator: Other Agency, SHPO

Reason For Review:

- | | | |
|---------------------------------------|--|--|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input checked="" type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input checked="" type="checkbox"/> CLG | |

Accept Return Reject 7/12/2019 Date

Abstract/Summary Comments: This discontinuous district comprises nine milestones and one segment of original roadbed of one of Kentucky's early turnpikes. it is significant for its association with Kentucky's early transportation infrastructure. The mile stones mark the path from Louisville to Bardstown and all remain within a few feet of their original locations except one, which is still adjacent to the route but moved from its original location a short distance. The original section of "macadamized" roadbed is the last known segment of the original road and illustrates the advances in road engineering in the first quarter of the 19th century.

Recommendation/ Criteria: Accept / A & C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

**Kentucky Certified Local Government Report Form
Review of National Register Nomination by Local Authority**

(Type and print your responses, then sign and return to the Kentucky Heritage Council, which is the State Historic Preservation Office (SHPO). The document has been set up as an electronic form for convenience.)

Name of Certified Local Government (CLG): Louisville-Jefferson County Metro Government

Name of Property under Review: Louisville to Bardstown Turnpike Milestones and Roadbed

Initiation: *(Check one response. Enter this date, and all others, using the m/d/yy format).*

- The nomination was submitted by the CLG to the Kentucky Heritage Council with this form and requests that the nomination be reviewed by KHC as soon as possible. Date submitted to KHC:
- KHC submitted nomination to the CLG for review. The CLG has 60 days to review the nomination and return this report form to KHC. Date nomination was received by CLG: **2/14/19**

Date of Public Meeting in which Nomination was Reviewed by the CLG: **3/21/19** **No. of public attendees:** **4**

Review Basis: *(Check at least one box of Resource Type/Criterion).*

Resource Type	Criterion Selected on Nomination Form
<input checked="" type="checkbox"/> Historical	<input checked="" type="checkbox"/> National Register Criterion A or B
<input checked="" type="checkbox"/> Architectural	<input checked="" type="checkbox"/> National Register Criterion C
<input type="checkbox"/> Archaeological	<input type="checkbox"/> National Register Criterion D

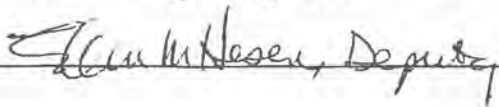
Name of Commission Member(s) with Expertise in Area of Significance *(Fill in if applicable to your commission).*

Historian (when property meets Criterion A or B): Joanne Weeter, Stefanie Buzan
Architectural Historian/Architect (for Criterion C): Chris Fuller
Archaeologist (when property meets Criterion D): Jay Stottman

Recommendation: *(Please check the box that is appropriate to the nomination. Attach any relevant documentation, such as commission reports, staff reports/recommendations, public comments, and/or meeting minutes).*

- The Commission recommends that the property or properties should be listed on the National Register of Historic Places.
- The Commission recommends that the property or properties should **not** be listed in the National Register of Historic Places for the following reasons:

Commission Chair or Representative: **Approved** **Not Approved**
Print Name: Chris Hartman, Landmarks Commission
Signature:  Date: **3.21.2019**

Chief Elected Official: **Approved** **Not Approved**
Print Name/Title: Mayor Greg Fischer
Signature:  Date: **4/25/19**

Kentucky Certified Local Government Report Form
Review of National Register Nomination by Local Authority

(Type and print your responses, then sign and return to the Kentucky Heritage Council, which is the State Historic Preservation Office (SHPO). The document has been set up as an electronic form for convenience.)

Name of Certified Local Government (CLG):

City of Bardstowm

Name of Property under Review:

Louisville to Bardstowm Turnpike Milestones + Roadbed

Initiation: (Check one response. Enter this date, and all others, using the m/d/yy format).

The nomination was submitted by the CLG to the Kentucky Heritage Council with this form, and the CLG requests that the nomination be reviewed by KHC as soon as possible. Date submitted to KHC:

KHC provided notification to the CLG to schedule local review of the nomination. The CLG has 60 days to review the nomination and return this report form to KHC. Date notification was received by CLG: 2/19/2019

Date of Public Meeting in which Nomination was reviewed by the CLG: 3/20/2019

No. of public attendees in addition to commission members and staff: 21

Review Basis: (Check at least one box of Resource Type/Criterion).

Resource Type

- Historical
 Architectural
 Archaeological

Criterion Selected on Nomination Form

- National Register Criterion A or B
 National Register Criterion C
 National Register Criterion D

Name of Commission Member(s) with Expertise in Area of Significance (Fill in if applicable to your commission).

Historian (when property meets Criterion A or B): L. Rasnae Jennings + Summer Arlinghaus
Architectural Historian/Architect (for Criterion C): Lysbeth Barkley + Summer Arlinghaus
Archaeologist (when property meets Criterion D):

Recommendation: (Please check the box that is appropriate to the nomination. Attach any relevant documentation, such as commission reports, staff reports/recommendations, public comments, and/or meeting minutes).

The Commission recommends that the property (or properties) is eligible for listing on the National Register of Historic Places.

The Commission recommends that the property (or properties) is not eligible for listing in the National Register of Historic Places for the following reasons:

Commission Chair or Representative: Eligible Not Eligible

Print Name: Lysbeth Barkley

Signature:  Date: 3/19/2019

Chief Elected Official: Eligible Not Eligible

Print Name/Title: J. Richard Heaton Mayor

Signature:  Date: 3/19/19



MATTHEW G. BEVIN
GOVERNOR

TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL
THE STATE HISTORIC PRESERVATION OFFICE

REGINA STIVERS
DEPUTY SECRETARY

DON PARKINSON
SECRETARY

410 HIGH STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

CRAIG A. POTTS
EXECUTIVE DIRECTOR
& STATE HISTORIC
PRESERVATION OFFICER

June 7, 2019

Ms. Joy Beasley
Keeper of the National Register of Historic Places
National Register Program
DOI-National Park Service
1849 C St., NW - Mail Stop 7228
Washington, DC 20240



RE: National Register Nomination

Dear Ms. Beasley:

I am pleased to submit a National Register nomination to be considered for listing by the Keeper of the National Register for:

**Louisville to Bardstown Turnpike Milestones and Roadbed,
Bullitt, Jefferson, Nelson, Spencer Counties, Kentucky**

The nomination was approved by the Kentucky Historic Preservation Review Board on April 9, 2019. The enclosed disk (1 of 2) contains the true and correct copy of the nomination for the Louisville to Bardstown Turnpike Milestones and Roadbed to the National Register of Historic Places.

Thank you for your consideration.

Sincerely,

Lisa Mullins Thompson
National Register Coordinator

Enclosures: As stated