NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Paint Lick Commercial District

other names/site number GD-60, GD-117, GD-118, GD-119, GD-133, GD-134, GD-135

2. Location

street & number multiple

NA not for publication

X vicinity

city or town Paint Lick

state Kentucky code KY county Garrard code 079 zip code 40461

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**

Signature of certifying official/Title Craig Potts/SHPO 12-27-13 Date

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

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 2-24-2014 Date of Action Automatic Listing 2-22-2014

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [x] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [x] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
6	0	buildings
		sites
		structures
		objects
6	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

1 (GD-60)

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Commerce/trade: business
Commerce/trade: financial institution
Commerce/trade: department store (general store)
Government: post office

Current Functions
(Enter categories from instructions.)

Commerce/trade: business
Vacant
Commerce/trade: business
Government: post office

7. Description

Architectural Classification
(Enter categories from instructions.)

Late 19th and Early 20th Century American Movements: Commercial Style

Materials
(Enter categories from instructions.)

foundation: Stone
walls: Brick
roof: Asphalt shingle
other:

Narrative Description

Summary Paragraph

The proposed Paint Lick Commercial District consists of the cluster of mainly two-story masonry buildings on either side of KY 52, the Richmond to Lancaster Turnpike, one of the main roadways through Garrard and Madison counties. The proposed district contains seven contributing buildings, the remains of the commercial core of Paint Lick. Fires and floods since the end of the Period of Significance have resulted in the loss of some structures on the fringes of this commercial core, but this historic block of buildings remains intact. The proposed district is being interpreted as one of the concentrations of commercial buildings found in Garrard County, more akin to the commercial area of the small county seat town Lancaster than what might occur in any of the county's many crossroad communities, of which Paint Lick is an example.

Four of the commercial buildings are located on the west side of KY 52 and three buildings are located on the east side. Those on the west side, from south to north, are Resource 1 (GD-60, previously listed), Resource 2 (GD-119), Resource 3 (GD-118) and Resource 4 (GD-117); all of these date from the late-19th or early 20th centuries (Photo 6). On the east side of the street, from north to south, are Resource 5 (GD-133), Resource 6 (GD-134) and Resource 7 (GD-135, United States Post Office) (Photos 1 and 2). Resources 5 and 6 are both turn-of-the-century buildings, while Resource 7 dates from the 1930s. The proposed district covers 1.3 acres.

Description and Character of the District

Paint Lick, Kentucky, located in the eastern part of Garrard County, is also due east from the county seat town of Lancaster. Paint Lick's first Euro-American settlement was in the 1770s along both sides of Paint Lick Creek. This creek forms the eastern boundary of Garrard County, and Paint Lick nestles along the creek at the Madison County line.

Garrard County's mostly rolling terrain covers 232 square miles. It is bordered by Lincoln, Rockcastle, Madison, Jessamine, Mercer and Boyle counties. The county, originally part of Madison County, drew early settlers from Fort Boonesborough in Madison County and Logan's Station in Lincoln County, and was also helped by the proximity of the Wilderness Road. The first recorded settler in Paint Lick was William Miller, who established a station in 1776. Miller's Station was located less than half mile east of the commercial district of Paint Lick. Thomas Kennedy, a Revolutionary War general, immigrated to the Paint Lick area in 1776; the Kennedy family became one of the most prominent families in the county, as well as one of the largest landowners.

Paint Lick could be described as a crossroads community. It is not an incorporated town, nor is it one developed from an official plat or from another formal design plan. The community benefited from its proximity to the original county seat of Madison County, located directly across Paint Lick Creek (discussed more in Section 8), and from the extensive land holdings of the Kennedy family. In addition to the transportation options offered by Paint Lick Creek, the Richmond and Lancaster Turnpike (chartered in 1849) ran through the middle of Paint Lick. The railroad reached Paint Lick after the Civil War, having the positive impact on the town's fortunes that the arrival of the railroad generally provided.

Though the form of Paint Lick's commercial district now appears as a unified and virtually seamless historic block, it is but a successor to an earlier commercial core. Little is known about the antebellum appearance of Paint Lick's commercial district, or even the pre-1880 form of the district. Deeds suggest that in 1850 the area was still part of a farm, and commercial activity was scattered and focused more on blacksmith operations,

milling, and the post office, which was established in 1834. Immediately following the Civil War, land transfers picked up, and the creation of the commercial district began in earnest.

The first lots that were subdivided for the construction of "storehouses" were on either side of the Richmond and Lancaster Turnpike. The railroad approached the commercial district from the east, running parallel to Paint Lick Creek but perpendicular to the road, crossing the turnpike south of the commercial district and then running roughly parallel to the turnpike for a short distance (Supplemental Image 1). Rather than addressing the railroad entirely, this unified collection of commercial buildings addressed the turnpike road. A few scattered lots of commercial/industrial use (blacksmith and livestock pens) were oriented toward the railroad. A few other parcels, mainly residential, also faced the railroad.

An account of the "village" of Paint Lick circa 1890 included this description:

> The first building is a blacksmith shop operated by Will Asher, followed by Rodney Griggs and later Oscar Hammack. The second building is the Burnam and Rucker Milling Company. Directly across the railroad track is Burnam and Rucker's Warehouse where hogsheads of tobacco were stored prior to shipment. The side rooms were used by Sam and Will Jennings to operate a harness and saddlery business. The next structure is Ward and Soper's General Store and the fifth building is Short and A.B. Estridge's General Store. Adjoining it is Norris Bros. General Store, later owned by Henry Moore and Will Champ. Mrs. Henry Moore had a millinery shop there too. From the right hand side looking in the same direction, is the property of J.B. Parks, now owned by Joe Adams. On this property was the first settlement in the vicinity. The residence of Champ Shumate is adjacent to this property. The Veranda Hotel, managed by different people until it was destroyed by fire, is next…Behind the hotel is a General Store operated by Tom and Kay Lackey. Directly behind this store is a Livery Stable.[1]

The period of building (and rebuilding) in Paint Lick after the arrival of the railroad coincided with the growth and expansion of Lancaster's historic commercial district. Like the county seat town, Paint Lick's commercial buildings adhered to what Richard Longstreth calls the "two-part commercial block." This composition is the most common type found in "small and moderate-sized communities throughout the country."[2] Constructed from 1850 to 1950, the late-19th century ushered in a new desire for these commercial buildings, with their first floor storefront and upper story living space, to be "perceived as ornaments to the community."[3] The use of decorative cornices, hood molds and articulation of the storefront level, are all found in the Paint Lick Commercial District. The railroad enabled new and different materials to be used in construction, and the heightened commerce from the railroad also supported the local economy, enabling property owners to finance new construction and giving residents more income to spend in their stores.

Architectural ornamentation aside, the form of Paint Lick was also modeled on the county seat model. Rather than the dispersed, predominantly frame construction of most crossroad communities, the Paint Lick Commercial District is composed of masonry buildings sharing party walls. The construction of these buildings did not happen all at once, but the buildings complement one another in size, scale and style.

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[1] Patricia Ballard and Helen Powell, *Historic Sites of Lancaster and Garrard County, Kentucky* (Lancaster: The Garrard County Historical Society and the Lancaster Woman's Club, 1987), 354-356

[2] Richard Longstreth. *Buildings of Main Street: A Guide to American Commercial Architecture.* (Walnut Creek, CA: AltaMira Press, 2000), 24.

[3] Ibid, 31.

Individual Building Descriptions

Resource 1 (GD-60), the Calico and Brown Store, was listed in the NRHP in 1983 (Photo 4). The two-story, three-bay- wide brick building dates to the late-nineteenth century, and rests on a stone foundation. It retains its original storefront, with a recessed central entryway on the ground floor flanked by large display windows to either side. The second story has three, one-over-one double-hung sash windows with metal lintels that mimic the embossed metal cornice at the top of the building.

Resource 2 (GD-119) and Resource 3 (GD-118) were constructed as one structure, but were surveyed separately and have housed separate ventures until recently (Photos 5 and 6). For that reason, they are broken out as two separate resources in this nomination. Resource 2 is a two-story brick commercial building, also constructed on a stone foundation. The form of Resource 2 is identical to that of Resource 1, and indeed, is a common type observed in many Kentucky county-seat towns. Though altered with modern materials, the first floor has a storefront, with display windows flanking a central entry. The three second story windows have been resized, but the outline of their original dimension is apparent on the façade, as are the ghostlines of the removed lintels. The building retains its handsome metal cornice (Photo 8); the motif of the cornice is repeated in the band above the storefront that serves as a physical division of the first and second floors.

Resource 3 (GD-118) continues the theme of the three-bay-wide, two-story commercial building, albeit with a slightly narrower profile. This brick building had a stone veneer applied to the façade in the second half of the twentieth century. Like Resource 2, with which it shares a party wall, Resource 3 has had some slight alterations to window openings on the second story, but its storefront is virtually intact, including the two-light lintels above the fixed-light storefront windows on the façade. The metal cornice, complete with the same embossed flourishes and scrollwork, is also intact (though the cornice is not as large as it is on Resource 2). These buildings were connected originally through large arched openings visible on the interior.

Resource 4 (GD-117), is the final building in this commercial block, and shares a wall with Resource 3. The original home of the People's Bank of Paint Lick, the building dates to the same year of the bank's charter, 1901 (Photo 7). The stone datestone is centered on the façade of the building below the cornice line. The building anchors the end of the block with a substantial width and scale. The two-story brick building is five bays wide, with an altered brick veneer that nonetheless maintains the rhythm of the original brick cladding. The spacing of the windows suggests that the northern-most windows were added at a later date, meaning that the building originally followed the three-bay wide pattern of Resources 1-3. This is supported by the rear elevation, which clearly displays the two phases of construction. The ground floor façade has a window/door/window/window/window fenestration pattern, with segmentally arched windows with fixed lights and brick sills. The five windows on the second story, also segmentally arched, are six-over-six double-hung sash windows.

Resource 5 (GD-133) is located on the east side of KY 52 and does not deviate from the pattern established on the west side of the street (Photos 1 and 2). The two-story brick building is four bays wide instead of two, and it appears that it may originally have had two separate business establishments on the ground floor, with a door/window/window/door fenestration pattern. This building has been painted red. The storefronts have been filled in with frame (now clad in vinyl siding) with two windows (paired) and one door on the south side. The upper floor retains its original fenestration with four segmentally arched windows, each with a one-over-one double-hung sash. The cornice features inset panels and corbelling. The slope change from the west to east sides

of the street means that the storefronts of the commercial buildings on the east side sit higher than the west, so each has slightly raised sidewalk sheltered by a shed roof porch attached to the façade of the each of the three buildings.

Resource 6 (GD-134) is also a two-story brick commercial building, though slightly smaller in scale than Resource 5 (Photos 1 and 2). The ground floor was three bays wide originally, with a door/window/window fenestration pattern. Another doorway has been added to the southern side of the ground floor façade. Four one-over-one double-hung windows are located on the second story. The building lacks the detailed cornice of Resources 1-5.

Resource 7 (GD-135) is a one-story concrete block commercial building with a brick veneer façade which dates to 1930 (Photos 1 and 2). Remodeled in 1961, when the Post Office moved into one side, the building retains most of its original design characteristics. The interior was updated with a new floor covering, and the insertion of postal boxes and a counter.

The "one-part commercial block" was a common type in Kentucky downtowns from 1900-1940, and is characterized by facades comprised of "little more than plate glass windows and an entry surmounted by a cornice or parapet."[4] Unlike one-story commercial buildings from the mid-twentieth century and beyond, Resource 7 continues the rhythm of its late-nineteenth and early twentieth century neighbors in scale and fenestration. A commercial building constructed in 1961 would not have the same design aesthetics as this simple commercial building, with its horizontal emphasis and fairly traditional façade, with what is typically called the "Craftsman Commercial" style in Kentucky. A one-part commercial block building from the post-World War II period would have a much more streamlined look, with larger windows highlight the vertical aspect of the building. Resource 7 is very similar to many buildings found in county seat towns from the 1930s, such as the Claunch and Hatchell Dry Goods Store (MEH-240) in Harrodsburg, Kentucky, part of that town's North Main Street Historic District.

The replacement windows and the one replacement door are two of the changes from the 1961 remodeling. Despite being replaced with modern glass, the window openings retain their original size. The four-bay wide building is divided into two commercial spaces; the Post Office rents the north side of the building, while the south side is currently empty. The south side retains its original entry door with transom. Though the parapet wall on the façade is now a blank expanse of brick, there is some indication that this space once had inset panels that would have lent the facade some minimal Craftsman Commercial decoration. The side wall retains its distinctive stepped parapet, topped with glazed tile coping – another design element not commonly seen in commercial buildings constructed after 1940.

[4] Richard Longstreth. *The Buildings of Main Street A Guide to American Commercial Architecture.* (Walnut Creek: AltmaMira Press, 2000), 55.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [ ] 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.
- [x] 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

(Mark "x" in all the boxes that apply.)

Property is:

- [ ] 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.

Areas of Significance

(Enter categories from instructions.)

Architecture

Period of Significance

1890-1961

Significant Dates

1900

1930

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

Period of Significance:
The Period of Significance encompasses the period of greatest growth, development and construction of the Paint Lick Commercial Historic District. The district's latest building was constructed in 1930, but underwent a significant and sympathetic remodeling in 1961. That modification indicated that as late as the early 1960s, both local owners, as well as the federal government (a tenant in the building), viewed Paint Lick as a vital commercial node in the eastern reaches of Garrard County. It is the design of that commercial identity which has become this nomination's focus.

Criteria Considerations: NA

Statement of Significance

Summary Paragraph

The Paint Lick Commercial Historic District meets the first term of National Register Criterion C, as it "embodies the distinctive characteristics of a type…of construction": it is a Garrard County commercial area. Its significance is explored within the historic context "The Built Environment of County Seat Towns and Crossroad Communities and Hamlets in Garrard County, Kentucky, 1880-1961." As most rural counties in Kentucky, Garrard (population 16,912, 2010 census), has its dominant commercial area in the county seat town, Lancaster (population 3442, 2010 census). Garrard County also has a scattering of crossroads communities and smaller villages, each of which had a commercial landscape from which nearby farmers could purchase goods daily until traveling to the county seat for the monthly "Court Day." While Paint Lick itself was one of the county's crossroad communities, its commercial area contained a larger grouping of commercial buildings than what normally occurred in those communities. It appears the town aspired to the importance of the rural county seat town. A rising agricultural economy and multiple transportation options during the Period of Significance facilitated those aspirations. In creating their own version of a county-seat landscape, the men and women of Paint Lick were asserting their town's identity as a commercial center, a social center, and the nucleus of a rapidly-changing agrarian community. This development did not happen elsewhere in the county's other crossroad communities, nor did it appear to happen by following a recorded plat nor with the financial benefits that the county seat town naturally enjoys. This district's significance comes from more than its mere anomalous form. Paint Lick's district is important for indicating the time when the rural community in Kentucky still was the center of daily commercial activity, and ambitions for growth could be realized by the agricultural economy. As transportation improvements in rural Kentucky began to allow people to drive farther for commercial purchases, crossroad communities began to decay; some disappeared altogether. Shortly after the close of the Period of Significance, the focus of commercial and social interactions for those farmers shifted from the nearby crossroad community to the county seat town, and even later, to regional commercial centers, such as Lexington, farther from the county. Paint Lick's commercial businesses, by contrast, continued to serve their customers well into the 1970s, confirming the strength of the community's earlier ambitions.

Historic Context: The Built Environment of County Seat Towns and Crossroad Communities and Hamlets in Garrard County, Kentucky, 1880-1961

Research Design

Although Paint Lick is a type of crossroads community, the Historic Commercial District is not being nominated under the MPDF *Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region*. The proposed district does not include the entire community, but encompasses only the commercial core. The MPDF, however, will be referenced as part of the context of this nomination, particularly as it delineates the ways in which the commercial built environment of Paints Lick differs from the norms most often seen in Bluegrass crossroads communities.

Garrard County, like most rural Kentucky counties, once hosted dozens of crossroads communities. Many of those communities are now represented by nothing more than a name on the topographic quadrangles, the built environment completely vanished, along with the memories of the place and the people who called it home. In order to gain an appreciation for the way in the commercial areas of these communities developed and was housed in these communities, a reconnaissance survey of these communities was conducted to determine if and

how Paint Lick differed physically from its counterparts. This comparative analysis was carried out with a review of available 15 and 30 minute quadrangle maps, 7.5 minute quadrangle maps, the 1879 Beers and Lanagan map of Garrard and Lincoln counties, aerial maps and reconnaissance field work.

A review of the USGS topographic maps provides a variety of community choices across Garrard County, including: Bryantsville, Hyattsville, Silver Creek, Point Leavall, Bourne, Hammack, Flatwood, Buckeye, Cartersville, Davistown, and Buena Vista.

In order to place the context of the district within the larger patterns in Garrard County, an overview of the historical background of the county and town is necessary, so the **Development of Garrard County, Kentucky, 1780-1961** explores the larger patterns of development on a local level. Once that understanding is achieved, a focus, appropriate to this project looks at the way that that development is expressed in commercial building styles, within a section titled "**Commerce and Industry: The Built Environment of County Seat Towns and Crossroad Communities and Hamlets, 1880-1961.**

General Development of Garrard County, Kentucky, 1794-1961

Located in the Outer Bluegrass Region of Kentucky, Garrard County was formed from pieces of Lincoln, Mercer and Madison counties. The Kentucky River winds its way along much of the county's northern border, and played a pivotal role in the development of the local economy during the settlement period. Additional waterways in Garrard County supported the growth of small villages and crossroad communities during the 18th century.

The Kentucky General Assembly ordered the formation of the county in 1796, and christened it in honor of Governor James Garrard, the second governor of the state. The formation of Garrard County was a pivotal time for the community of Paint Lick, which was located immediately across Paint Lick Creek from Milford, the original county seat of the then-Madison County, a much larger county than what it is today.

Milford, as the first county seat of Madison County, was established by the Virginia legislature in 1786.[5] The county of Madison had been formed earlier in 1785 from Lincoln County, Virginia. The county seat remained at Milford, on Paint Lick Creek, until 1796, when it moved approximately eleven miles northeast, to Richmond. The removal of the county seat, according to oral history and nineteenth century histories, was a contentious action and much opposed by one of the prominent Paint Lick families, the Kennedy family. According to Collin's history, "a bitter feeling of opposition to the removal manifested in the southwest part of the county – not even allayed by the fact that a commission fairly assessed all individual damages caused by the removal, nearly $2,000 in the aggregate…"[6]

A year after the county's formation, the first county court established the county seat town of Lancaster, the only incorporated town in the new county. The town is today located at the junction of US 27 and Kentucky Highway 52. Many of the first residents hailed from Lancaster, Pennsylvania, hence the town's name.[7]

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[5] Collins History of Kentucky

[6] Ibid.

[7] Kleber 1992: 533

After the establishment of the county seat at Lancaster, road building commenced across the county. All roads of at least 15 feet in width were described in the Garrard County order books by 1802. The toll road system dominated the transportation network until 1898 when the "county voted a bond issue to purchase the road system from the individual toll keepers."[8]

Several entrepreneurs established ferries and warehouses to take advantage of the river traffic. The success of these ventures encouraged the county to begin a forceful road-building campaign, so that goods could also be shipped to market by wagons. Garrard County, with its direct access to the Kentucky River and tributaries, continued shipping by water well after it was abandoned in many Bluegrass counties. The community and port of Quantico, established around the same time as Paint Lick at the mouth of Sugar Creek, boasted a significant commodities warehouse known as Collier's, as well as a tavern and hostelry.[9] Tobacco loaded on to flatboats at Quantico made its way down the "Kentucky, Ohio and Mississippi Rivers to New Orleans."[10] According to county history, this port attracted growers from nine contiguous counties and "Flour, hemp, tobacco, beef, and pork were inspected and shipped from Quantico until the second decade of the nineteenth century."[11] This method of shipping goods persisted until disrupted by the arrival of the railroads after the Civil War.

In the two decades before the Civil War, overland transportation routes began to be further improved within Garrard County. The Danville, Lancaster and Nicholasville Turnpike Road Company was granted a charter by the legislature in 1834. A new bridge across Paint Lick Creek linking the two counties was constructed in 1857. This was likely a covered bridge; that type of bridge was present in 1890.

The end of the Civil War brought transportation improvements to Garrard County. In 1868, the Stanford-Richmond line of the Louisville and Nashville Railroad (L&N) was completed and the county experienced exponential growth. A branch of the L&N, which ran between Richmond and Rowland (the depot at Stanford in Lincoln County) went under construction in 1867 and was completed a year later. This 33-mile branch proved to be the lifeblood of many small hamlets in Garrard County – including the town of Paint Lick. The line stopped at depots in communities in Garrard County such as Paint Lick, Silver Creek, Hyattsville and Point Leavall. The engineer on the line for many years was Henry Lammers, and the line became known locally the "Old Henry."

The focus of the local economy continued to be agricultural, and the railroad meant that products could be sent quickly to markets. Agriculture recovered from the slump of the post-Civil War era with the introduction of burley tobacco. In 1870, Garrard County produced 32,115 pounds of tobacco. Production had increased to 837,150 pounds by 1899.[12]

The turn of the century saw Paint Lick growing and expanding, with new churches, businesses, and daily rail service that took both passengers and freight. Fires decimated parts of the commercial district in both 1903 and 1908, but damage appears to have been limited to the interiors. In March 1913, Paint Lick Creek, swollen with rainwater, flooded the town, leaving its banks near the railroad bridge (to the east of the current bridge) and changing course to run right through the district. The track and approach to the railroad bridge was washed away and the turnpike bridge was swept off of its piers.

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[8] Ibid.
[9] Ballard and Powell, 289.
[10] Ibid, 290.
[11] Ibid, 11.
[12] Amos 1988: 132-137

The population of Garrard County had increased to 12,503 by 1920, but dropped before World War II to 11,910 residents. Over the next few decades, numbers continued to drop, reaching a low of 9,457 inhabitants in 1970.

Transportation improvements following World War II again affected the local economy. Widening and other improvements to US 27 between Lexington and Lancaster generated residential development in the northern end of the county and cut travel time to Lexington. Garrard County has become a bedroom community for Lexington over the last thirty years, due to a decline in agriculture as well as an absence of planning and zoning regulations. The growth of the county has meant an increase in industry and a loss of farmland, as residential development continues to increase. The population of Garrard County in 2003 was 15,580 residents.

Commerce and Industry: The Built Environment of County Seat Towns and Crossroad Communities and Hamlets, 1880-1961.

One of the significant historic aspects of Kentucky's rural counties is the numerous crossroad communities and hamlets, located scant miles apart along a county's road or waterway networks. Although these crossroad communities are fairly recognizable to the student of the cultural landscape, little formal and academic study has been made of their characteristics outside of the Bluegrass Region. Garrard County, like the counties of Marion and Washington studied in the MPDF, shares in the 19th- and early-20th-century proliferation of crossroad communities.

In a study of historic sites in Morgan County, Kentucky, Karen Hudson posits that the "continued dominance of agriculture in Morgan County has fostered the existence of small crossroad villages needed to serve the numerous scattered farms."[13] The author's own fieldwork across the state also bears out Hudson's observations of crossroads communities, which are consistent with the findings in the MPDF. Farming and crossroad communities have long been partners in rural Kentucky. The challenges of topography for transportation provided opportunities for crossroad villages to thrive.

These are a collection of buildings, surrounded by farmland, that were indeed located at the juncture of two roads, but could also be located near a ford in a river, or along the railroad, or near the site of an industry. Smaller than the county seat, without the anchoring presence of a courthouse or other municipal buildings, these hamlets usually contained a post office, store, a garage, churches, and a school, flanked by dwellings. There is typically no neatly-laid grid of streets; some larger crossroad communities have a series of small residential streets radiating off of the main road, but smaller examples consist of dwellings and commercial structures fronting on one road.

Rural groceries or general stores were often only dedicated to commerce, rather than being mixed-use as found in county seat towns. Rural stores did, however, often house a post-office as well as a grocery, and if the structure was more than one story, the upper floors were often home to local lodges or civic organizations.

In a thematic survey conducted in Casey County, Kentucky, in 2011, every commercial building documented had a front gable orientation, with either a single door or set of double doors in the gable end as the main

[13] Karen Hudson. *Morgan County Survey of Historic Sites*. (Morgan County Historical Society, 1992) On file at the Kentucky Heritage Council.

entrance. [14]Although seen in urban commercial architecture, the "gable-front store was most often a small-town or rural building."[15] The form itself was "an important building…[it] represented the distribution system in the economy and linked outlying areas with commercial developments."[16]

Another common feature of crossroad community stores is the front porch, either a shed roof or hipped, supported by wooden posts and holding several chairs or benches. This inclusion of a porch is not only a nod to neighboring residential architecture, but to the dual nature of the building. The crossroads store is not just a place of business, but often is also the heart of the community – a social and gathering spot. These porches also served the buildings well in cases during the rural flight of the post-1970 era in Kentucky, as many stores with a declining customer base were converted to dwellings.

The commercial architecture of these communities is overwhelmingly frame, and one-story. The pattern of two-story buildings sharing party walls, forming the familiar urban streetscape found in most small Kentucky county seat towns, is absent from Garrard County's (and other counties') crossroad communities, except for Paint Lick. Most crossroad communities' commercial buildings are detached, and many facades are sheltered by a porch, in a nod to residential architecture. False fronts are common, and the frame buildings have often been clad in replacement aluminum or vinyl siding, or rolled asphalt siding. Some of these frame buildings include a side wall festooned with numerous metal advertising signs. While many crossroads communities have examples of masonry commercial buildings, it was much less common than frame construction, and often reserved for one or two very important buildings, such as the local bank.

Commercial development in many Kentucky county seat towns boomed during the last quarter of the nineteenth century, especially due to the increased commercial potential brought by the railroad. Construction of stores, banks, hotels and public buildings, many in masonry to deter the threat of fire, re-shaped many of the Commonwealth's county population centers. The architectural expression of the late-nineteenth century commercial streetscape—two story brick buildings with ground-level display windows, cast-iron details, and cornices topped with parapet walls—has become an iconic image of the small county seat town's Main Street for many Kentuckians.

The county seat town of Lancaster is a good example of the boom in commercial architecture of the late-nineteenth century. In 1870, the population of Lancaster was 741 residents. As the town continued to recover from the post-war slump, and the railroad began to increase operations, the population – and the town – grew. In 1886, the population of Lancaster stood at 1,800 residents, and the town boasted four hotels. Additionally, there was an opera house, five clothing stores, two banks, three drugstores, six groceries and three dry goods stores.[17]

The architectural style of most of downtown Lancaster's building draws from the Victorian era, with the Italianate influence the most prevalent. Heavy decorated cornices and hood molds enliven the upper stories of the commercial buildings, while the storefronts feature plenty of glass, divided by columns or pilasters.

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[14] Janie-Rice Brother. *The Rural Landscape of Casey County: Farms and Crossroad Communities.* (Lexington, KY: Kentucky Archaeological Survey, Report No. 213). On file at the Kentucky Heritage Council, Frankfort, KY.
[15] Herbert Gottfried and Jan Jennings. *American Vernacular Design 1870-1940.*(New York: Van Nostrand Reinhold Company, 1985), 247.
[16] Ibid.
[17] Ibid.

With the exception of the Inner Bluegrass counties adjoining Fayette County and its regionally-focused county seat of Lexington, crossroad communities continued to have influence and significance after World War II in Kentucky's more rural counties. These counties are much further removed from true urban centers than the counties of the Inner Bluegrass Region. In these crossroad communities, Post offices continued to be built, local schools operated, and businesses such as groceries continued to ply their trade well after the end of World War II, and in many cases, up until the dawn of the 1970s.

Thus, Paint Lick was more than simply a loose collection of residences, several stores, a post office and doctor's office. That assortment of commercial and civic activity could be found in almost every cross-road community during the Period of Significance. How Paint Lick differs is how it broke from the normal pattern followed in crossroad communities in Garrard County. The hypothesis, whose testing is beyond the scope of this project, is that other crossroad communities exist, outside of Garrard County, which are similar to Paint Lick. These are places relatively distant from the county seat, and which became more than a simple crossroad community, something on its way to organizing itself like the county seat.

The MPDF *Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region* points out that all towns in Outer Bluegrass Counties, both county seats and crossroad communities, started off in much the same way. Different phases of evolution differentiated communities from one another. During the earliest phase of evolution, "almost all crossroads communities would have a school and a church in addition to scattered dwellings. Soon after, dwellings would begin to fill in among the commercial buildings and (in addition to the school and church) there would be at least one general store, manufacturing enterprise, post office, Masonic hall, specialty store, mill, hotel and livery. It would be the presence of larger institutions – a bank, jail, courthouse, depot, high school or institution of higher learning that indicated a crossroads community in transition to a different evolutionary phase."[18]

Findings in a reconnaissance of Garrard County's extant small communities

Bryantsville was an early settlement in the northern part of the county, located on one early road leading to Lexington (US 27). James Smith settled near the current community of Bryantsville in 1779.[19] On the USGS topographic map, Bryantsville is shown as a line of houses on either side of the original Lexington Road, with a church at one end, and a side road extending to the east with more houses. In the late-19th and early-20th centuries, Bryantsville boasted a bank, a post office, a general merchandise store and grocery store, as well as blacksmith shops and a school. Historically there was one church, the Methodist Church. The bank failed in the 1920s, and when US 27 was rebuilt and bypassed the village, the town began to shrink.

The make-up of businesses, institutions and residences is a great deal like the larger community of Paint Lick outside of the commercial district. The key distinction would be that Paint Lick had – and has – a recognizable downtown commercial district, no matter how compact—some version of what is found in the county seat. The physical evolution of Bryantsville, however, created a commercial area of detached and small-scale buildings, unlike the architecture of Paint Lick, where buildings shared party walls. Buildings in Bryantsville were

[18] Jennifer Ryall. *Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region.* Multiple Property Listing; National Register of Historic Places nomination. On file at the Kentucky Heritage Council, Frankfort, KY. Section E, page 4.
[19] Kleber, 365.

constructed organically, and as the community developed, the buildings addressed the road each in their own disjointed fashion, not in an organized way as in Paint Lick.

Bourne, a crossroads community located in the northeast section of Garrard County, east of Bryantsville, once consisted of "a general store, a post office, blacksmith shop, saloon, grist mill, stock scales, ice house, church, distillery, hatter shop…" This description taken from the 1987 Woman's Club publication, concluded with "and this little red house. This little house is the only original building left of this once thriving community of Bourne, Kentucky."[20] Nothing remains on the landscape today to mark Bourne and its halcyon days of yore.

Since Paint Lick had a depot, special attention was paid to the other stops along the Old Henry line. Another depot community is Hyattsville, named after the Hiatt family, landowners with extensive holdings in the area, about three miles outside of Lancaster. The community had a store and post office, housed in the same building and across the road, the depot for the Old Henry line.

A comparison of the towns shown on the 1892 topographic (30-minute) map of Richmond, Kentucky, shows obvious and immediate differences between two other depot stops on the Old Henry line and Paint Lick.[21] The communities of **Silver Creek** and **Point Leavall** have vanished, while Paint Lick is an intact collection of features clustered together along the road, railroad, and waterway. The communities of **Hammack** and **Cartersville** are also noted on this 1892 map. Hammack is represented on the quad map by three buildings; Cartersville consists of five buildings.

The 1941 Kentucky Highway map shows a number of structures in the vicinity of Hammack, including two schools (Oakdale School and New Union School), Goodhope Church and several dwellings. Hammack was located at the intersection of Goodhope Church Road and Old Richmond Road. [22]The 1952 USGS topographic map showing the general area of Hammack does not include the community name, but does include the church and the schools (to the northwest of the community). No trace of a community at **Hammack** remains. Farmsteads, the Goodhope Baptist Church and a mixture of non-historic and historic dwellings are haphazardly located along the road.

The 1952 USGS topographic map showing **Cartersville** includes churches to the east and west of the community (Leavall Green Church on the west and White Lick Church to the east) and the Wrenview School. Aerial photography shows a building on the approximate site of the school, but field verification could not determine whether or not the structure had been repurposed into a dwelling. Cartersville retains a frame store whose front gable is topped by a parapet wall, although most of its historic materials have been replaced. There are no other commercial buildings. The remainder of the community consists of scattered piano-key development (most of it non-historic) among farmland, a church and cemetery.

Buckeye, located in northeast of the county (east of Bryantsville and Bourne), looks on a map like a true crossroads community. A cluster of a half-dozen buildings is located at the intersection of State Highway 39 and two county roads. Historically, Buckeye had its own elementary school, a store, a few houses and two

[20] Powell, 269.

[21] Topographic map of Richmond, Kentucky . Surveyed in 1890, July 1892 edition. US Geological Survey, J.W. Powell Director. Henry Gannatt Chief Topographer.

[22] These are current road names; Old Richmond Road would be KY 52 before late-20th century road improvements and re-alignments.

churches.[23] Buckeye retains a church, the remains of what appears to have been a front-gable one-story store, and scattered residential development along the road in an overall rural agricultural landscape.

Even the establishment of post offices, a key marker of community formation, underscores the difference between Paint Lick and other Garrard County villages. The Paint Lick post office was established in 1834, while a review of the other crossroad communities explored as part of this project reveals post office establishment usually did not occur until the railroad came to that location. Point Leavall, for example, received a post office in 1887; Bourne, 1891; Hammack, 1888; and Hyattsville in 1869. Paint Lick preceded both the Bryantsville and Buckeye post offices by a decade. If the Post Office confirms the viability of a community, and many Post Offices were opened about the time that the railroad came through, then the early date of Paint Lick's Post Office, several decades prior to the arrival of the rail line, testifies to its early stability as a commercial and social place.

Evaluation of the Significance of the Paint Lick Commercial District within its Context

The Paint Lick Commercial District is important for helping us understand one type of commercial landscape in Garrard County. Unlike the dispersed form of commerce practiced in many of Garrard County's other crossroad communities, Paint Lick modeled its commercial buildings on the example found in the county seat, Lancaster. What we find in Paint Lick's commercial area is a type of construction whose value comes from showing that Garrard County's crossroad communities were not restricted to a single choice—a loosely-organized grouping as is found in a classic crossroad community. Paint Lick shows in its commercial core an aspect of the community—it's a place with a strong identity.

According to the 1879 Beers and Lanagan map of Garrard and Lincoln counties, Garrard County was divided into four precincts; the southeastern precinct, known as Brandy Springs in the census records, included Paint Lick (Supplemental Image 1). Apparently, Paint Lick did not become its own precinct until the 1900 census.[24] That year, there were 150 Paint Lick residents, mostly identifying as farmers, with a few merchants. The population of Paint Lick grew substantially by the 1910 census, reflecting not only the commercial core around the turnpike and railroad, but the larger community built on either side of the turnpike, moving west. The population continued to grow beyond the end of the Period of Significance, with commercial activity in the district persisting through the 1990s.

Paint Lick, is, by local regard, a special place. Many theories attempt to account for why it evolved the way it did – and whether those factors are responsible for its preservation and continued existence today. According to one source, Paint Lick was so successful due to strong family ties, a continuity of ownership of the farmland surrounding the community, and the lack of a bypass around the town.

This doesn't necessarily explain why the community developed in such a different fashion than its counterparts but perhaps the real answer to that is that Paint Lick, after being so close to the original county seat of Madison County, developed itself in the image of a county seat town to project the confidence in its future. It enjoyed the blessings of good transportation routes and a stable community, succeeding as a vigorous hybrid of county seat

[23] Powell, 285.

[24] The exact parameters of the Paint Lick precinct are not known.

town and crossroad community. The new county seat of Lancaster was 12 miles away to the west, and Richmond, the new seat of Madison County, 12 miles to the northeast. A roundtrip to Lancaster by horse and buggy could take all day.

As noted in the MPDF *Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region*, self-sufficiency was very important in crossroads communities.

> *Crossroads communities provided most of the services available in the county seat, but on a more modest scale. Longtime crossroads community residents noted that they were able to purchase all necessities within their communities as late as the mid-twentieth century. One reason this was possible was that residents grew and processed much of their own produce. Many remembered taking their grain to be processed into flour at the mill. Residents raised cattle, often sold to the general store and shipped out via the railroad if it was available. They raised chickens and sold the eggs at the store. Cash purchases at the store were few, and often included fabric, coffee, and sugar. A luxury in railroad-associated crossroads communities included white bread that arrived via the railroad in large wooden boxes. Other purchases may have included building materials and specialty items crafted outside the community.*
>
> *Dwellings and offices of local doctors tell an important story about self-sufficiency in crossroads communities. Doctors were also residents of the communities they worked in, delivering babies and providing care for the sick. Their residency established a level of trust among crossroads community residents. Often times, these doctors traveled to individual houses providing care. Having a doctor within the community meant both decreased travel and response times for those requiring emergency treatment.*

The commercial district of Paint Lick embodies many of these connections and transmits the sense of identity of the larger Paint Lick community. The masonry buildings, all two stories with the exception of the 1930s-era post office, bear testament to the belief the residents had (and still have) in their community. Though self-sufficiency may have declined a bit in the years since the end of the POS, until a few years ago, the bank was still in operation. Paint Lick still retains its elementary school, albeit in a new building, and a doctor's office is still located in the downtown.

According to the MRA listing of Garrard County, the Paint Lick area was "settled by Scotch Irish Presbyterians who cherished their civil rights and religious liberty." The first Presbyterian church in Paint Lick, a log building, was constructed in 1792 at the site of the current Paint Lick Cemetery (outside of the district). Other churches were erected in nineteenth-century Paint Lick. More than one Garrard County native has commented on the number of houses of worship in Paint Lick, taking that as evidence of the Paint Lick as a solid community. In addition to the Presbyterian Church, there is Paint Lick Christian Church, the Paint Lick Baptist Church, the Paint Lick United Methodist Church and a Church of God. The people of Paint Lick did not travel outside of their community for their religious services, and this appears to be another sign that Paint Lick stood as a highly developed crossroad community in Kentucky's Outer Bluegrass region.

Evaluation of the Integrity of the of the Paint Lick Commercial District

While Paint Lick Commercial District is not being nominated under the *Crossroads* MPDF, it is worthwhile to review that document's registration requirements. It says, the…

> Integrity of association means that the crossroads community continues to function as the local business center, supply outlet, and social hub for that part of the county. A crossroads community should retain its relationship between itself and the larger rural county area it serves as well as between itself and the county seat. Retaining businesses within crossroads communities is crucial to integrity of association. Association may also be reflected in the way the individual builders tied these buildings to the larger community or to a region they emigrated from. Buildings may reflect an association with a significant period of development (such as the coming of the railroad).[25]

Although the Paint Lick Commercial District is being nominated under Criterion C, and the MPDF specifies its registration requirements according to Criterion A, the aspect of association remains quite evident in Paint Lick.

This nomination has chosen to focus on the commercial areas of Garrard County as a type of construction, and within that lens, the Paint Lick Commercial District meets the terms of Criterion C, finding significance within an important context, the Commerce and Industry: The Built Environment of County Seat Towns and Crossroad Communities and Hamlets in Garrard County, Kentucky, 1880-1961. A resource related to that context will be eligible if it retains those physical features that characterize the type, period, or method of construction that the property represents.

The Paint Lick Commercial District retains a high level of integrity of *location* and *setting*. The setting of Paint Lick was paramount in its development and longevity as the focus of the surrounding community. The commercial district, perched on Paint Lick Creek, retains those early settlement ties to the waterway, as well as that of the surface road of KY 52. These two location factors help us understand why Paint Lick developed so early, and why it continued to prosper, despite changes in the agricultural economy and flight from rural Kentucky after the mid-twentieth century. Despite the removal of the railroad, the District's integrity of these two aspects remains high.

The Paint Lick Commercial District retains its integrity of *design,* in that the massing, shape and form of the buildings remains intact. The commercial streetscape, despite losses of some buildings over the years, is remarkably intact. The quality of compactness among the district's buildings forms the basis of its distinct identity. The message of the strength of the local community and their commercial interests was well-conveyed through the attached masonry buildings, and that message continues to be conveyed today. The District is readily recognizable as a late-nineteenth/early-twentieth century commercial area. The Paint Lick Commercial District has a medium level of integrity of *workmanship* and *materials.* Window replacement and cladding materials are the most common material changes within the Paint Lick Commercial Historic District. The material changes to the buildings, do not greatly impede the district's ability to convey its *association* with the time of construction and the stylistic period in which it was built. The Paint Lick Commercial District maintains a very high level of association with its POS.

The *feeling* of the Paint Lick Commercial District, imparted by the built environment, is one of a historic commercial district of a very small town. That the citizens of the community were able to construct their own scaled-down version of a county seat town, and that their interpretation of what this meant has lasted, is very

[25] Jennifer Ryall. *Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region.* Multiple Property Listing; National Register of Historic Places nomination. On file at the Kentucky Heritage Council, Frankfort, KY.

significant. The intact collection of buildings, their relationship to the two remaining transportation routes, and their design and workmanship all serve to underscore the unique development path of this community, and the role Paint Lick has played in Garrard County historically and today.

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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
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 1.3 acres

UTM References
Paint Lick quad
Coordinates calculated via ArcGIS Explorer
Coordinates according to NAD 83: Zone 16; Easting 728 762.95; Northing 4166 527.71

Coordinates according to NAD 27:

	Zone	Easting	Northing		Zone	Easting	Northing
1	16	728 768.61	4166 323.05	3			
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)
The proposed NRHP boundary for the Paint Lick Commercial District includes the current PVA parcels for each of the seven resources within the district.

Boundary Justification (Explain why the boundaries were selected.)
The boundaries were based on the traditional core of the Paint Lick commercial district, as well as on the character of the resources both within and outside of the nominated area. This nominated area retains the historic resources constructed during the Period of Significance and integral to understanding the history of the district. The proposed boundaries provide an appropriate setting for understanding the significance of the Paint Lick Commercial District.

11. Form Prepared By

name/title Janie-Rice Brother, Senior Architectural Historian
organization Kentucky Archaeological Survey date October 2013
street & number 1020A Export Street telephone
city or town Lexington state KY zip code 40506
e-mail

Photographs:

PHOTOGRAPHY LOG

All photos:
Paint Lick Commercial District,
Garrard County, KY
Janie-Rice Brother, Photographer
2013
CD at Kentucky Heritage Council (SHPO)

1. The east side of the Paint Lick Commercial District, facing northeast, showing (from left to right), Resources 5, 6 and 7.

2. The east side of the Paint Lick Commercial District, facing southeast, showing (from left to right), Resources 5, 6, and 7.

3. The west side of the Paint Lick Commercial District, facing northwest, showing (from left to right), Resources 1-4.

4. Resource 1, the previously listed Calico and Brown Store, facing northwest.

5. The west side of the Paint Lick Commercial District, facing northwest, showing (from left to right), Resources 2-4.

6. The west side of the Paint Lick Commercial District, facing southwest, showing (from left to right), Resources 1-4.

7. The west side of the Paint Lick Commercial District, facing west, showing (from left to right), Resources 3 and 4.

8. A detail of the cornice on Resources 2 and 3 on the west side of the Paint Lick Commercial District.

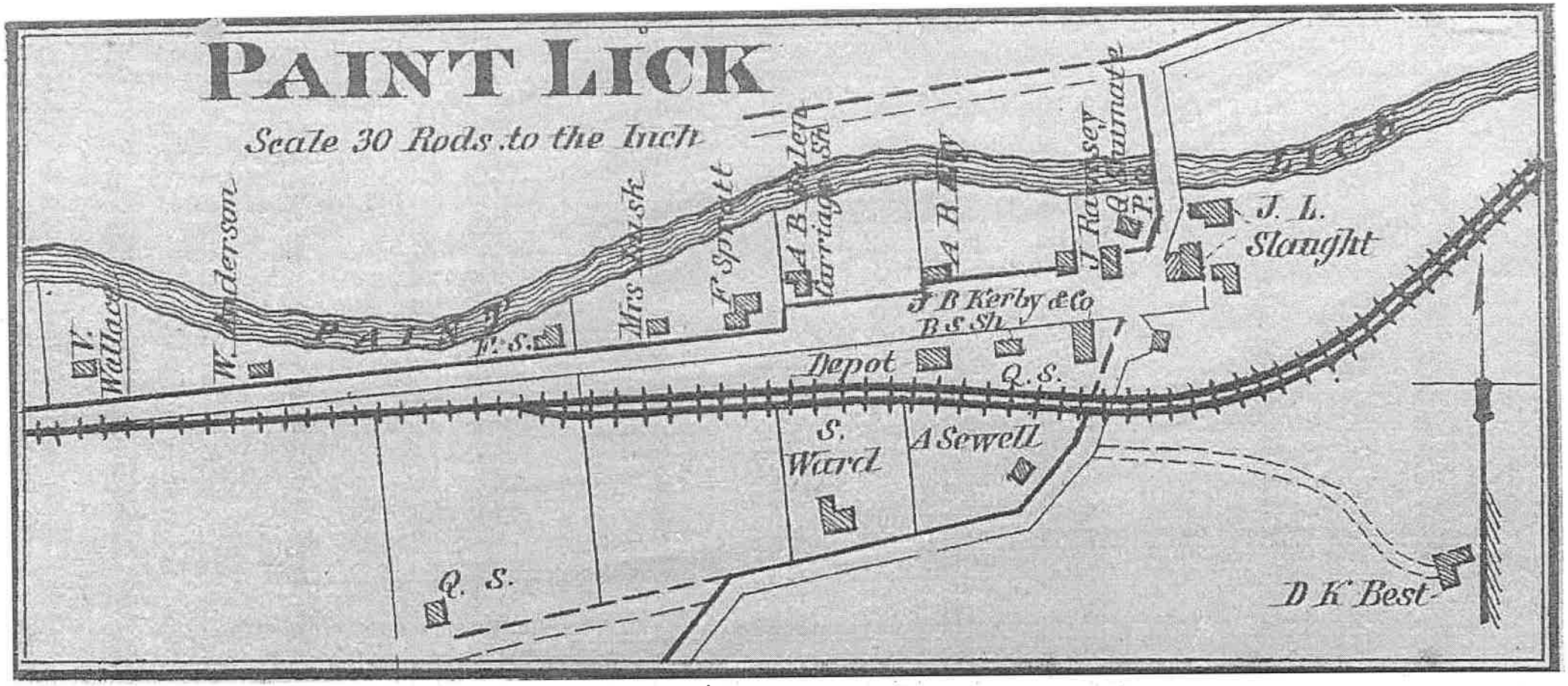
Property Owner:

(Complete this item at the request of the SHPO or FPO.)

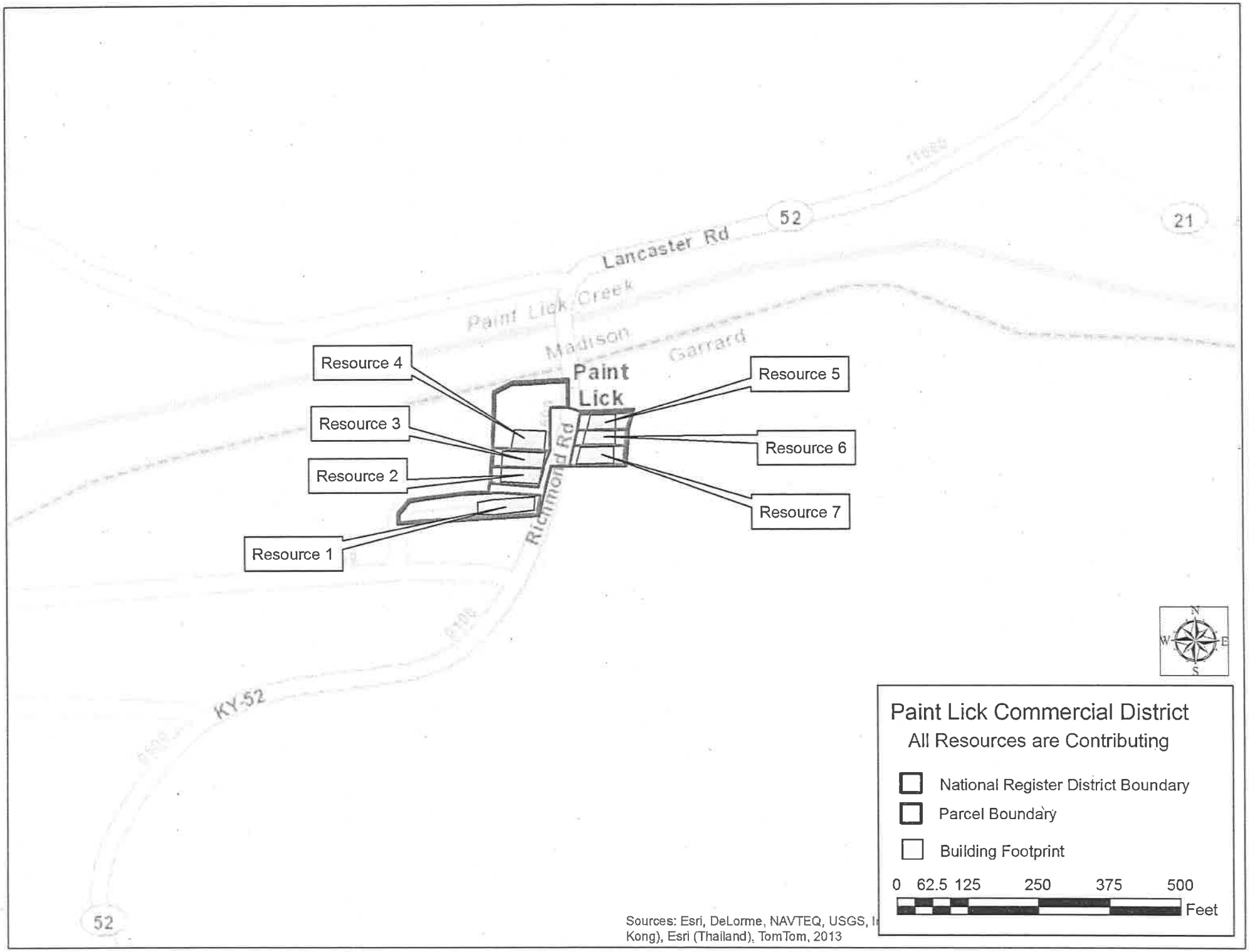
name

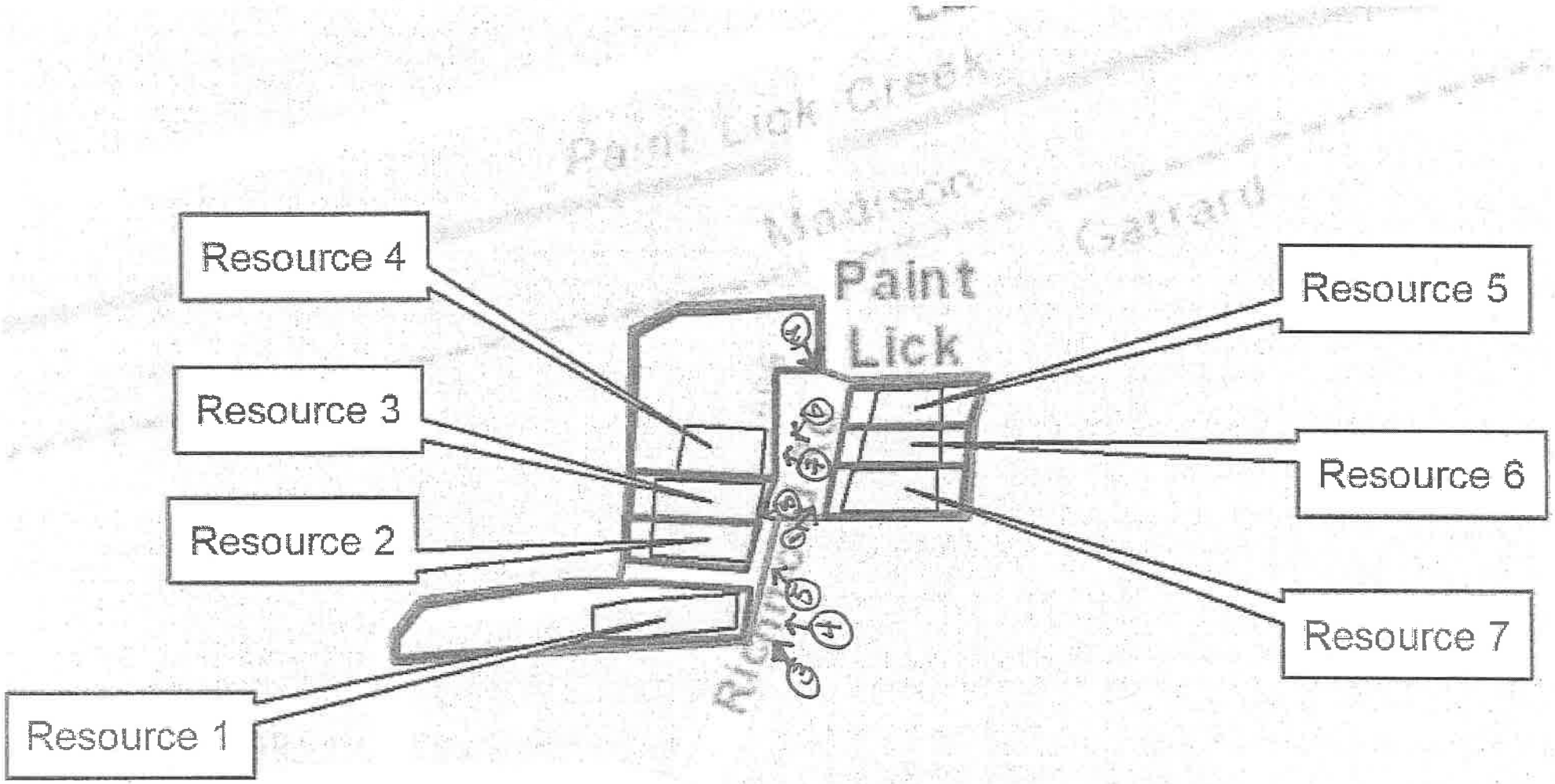
street & number telephone

city or town state KY zip code



Paint Lick Commercial District
Garrard Co., KY
Supplemental image


Lancaster Rd
52
21
Paint Lick Creek
Madison
Garrard
Paint Lick
Richmond Rd
Resource 1
Resource 2
Resource 3
Resource 4
Resource 5
Resource 6
Resource 7
KY-52
52
N
W
E
S
Paint Lick Commercial District
All Resources are Contributing
National Register District Boundary
Parcel Boundary
Building Footprint
0 62.5 125 250 375 500
Feet
Sources: Esri, DeLorme, NAVTEQ, USGS, I
Kong), Esri (Thailand), TomTom, 2013



Paint Lick Commercial District
Garrard Co., KY
Photo ID map

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF KENTUCKY
AGRICULTURAL AND INDUSTRIAL DEVELOPMENT BOARD

PAINT LICK QUADRANGLE
KENTUCKY
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 BEREA 15' QUADRANGLE

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by multiplex methods
Aerial photographs taken 1950. Field check 1952

Polyconic projection. 1927 North American datum
10,000-foot grid based on Kentucky coordinate system, south zone

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1952

SCALE 1:24000

1 ½ 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON 25, D.C.
AND KENTUCKY AGRICULTURAL AND INDUSTRIAL DEVELOPMENT BOARD, FRANKFORT, KENTUCKY
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

KENTUCKY
QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty	4 LANE | 6 LANE	Light-duty	
Medium-duty	4 LANE | 6 LANE	Unimproved dirt	

U. S. Route — State Route

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1953

PAINT LICK, KY.
SW/4 BEREA 15' QUADRANGLE
N3730—W8422.5/7.5
1952

Paint Lick
Commercial District
Garrard Co, Ky
Zone 16
Coordinates
NAD 27
East 728 768.61
North 4166 323.05
NAD 83
East 728 762.95
North 4166 527.71

FOR
SALE