

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

JUN 3 1983

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic MAYSVILLE-ABERDEEN BRIDGE

and/or common Maysville Bridge/Simon Kenton Memorial Bridge

2. Location

street & number <sup>spans</sup> Ohio River between Maysville <sup>KY</sup> and Aberdeen, <sup>OH</sup>  not for publication

<sup>list twice</sup> city, town Aberdeen, Ohio  
Maysville, Kentucky  vicinity of

state Ohio code 039 Brown County, Ohio code 015  
Kentucky code 021 county Mason County, Kentucky code 161

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	NA in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	NA being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name The Commonwealth of Kentucky, Department of Highways

street & number State Office Building

city, town Frankfort  vicinity of state Kentucky

5. Location of Legal Description

courthouse, registry of deeds, etc. Commonwealth of Kentucky, Department of Highways

street & number State Office Building

city, town Frankfort state Kentucky

6. Representation in Existing Surveys

(MS-M-196)  
title KY Historic Resources Inventory has this property been determined eligible?  yes  no

date June 1981  federal  state  county  local

depository for survey records Kentucky Heritage Council

city, town Frankfort state Kentucky 40601

## 7. Description

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved date \_\_\_\_\_

**Describe the present and original (if known) physical appearance**

The Simon Kenton Memorial Bridge, spanning the Ohio River between Maysville, Kentucky, and Aberdeen, Ohio, is located 55 miles down river from Portsmouth, Ohio, and 60 miles up river from Newport, Kentucky. It is the only bridge spanning the Ohio River between Portsmouth and Silver Grove, Kentucky, a distance of 110 miles.

Constructed in 1930-1931, the Maysville Bridge is a single deck, steel suspension bridge with Warren deck trusses. The bridge consists of a main through span 1060' tower to tower, and two anchor spans of 465'. There are a total of 12 approach spans, five on the Kentucky shore and six on the Ohio. Including the approaches, the total length of the bridge is 2,865', making it the longest suspension bridge in Kentucky and one of the longest on the entire Ohio River waterway.

Two diagonally braced, riveted steel towers, constructed on reinforced concrete and ashlar limestone piers act in compression. The slightly arched deck is supported by tension hangers suspended from the main cables. A stiffening truss is located on the deck to evenly distribute moving loads along the length of the bridge. The 20' wide roadway is constructed of reinforced concrete.

As either end of the bridge stands a massive concrete anchorage. Designed in a style reminiscent of the Art Deco, these imposing anchorages are used to hold the cables in tension. Bronze commemorative plaques are located on both anchorages.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

<b>Specific dates</b>	1930–1931	<b>Builder/Architect</b>	Kentucky Highway Commission, Builder; Modjeski and Masters, Engineers
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### Statement of Significance (in one paragraph)

The Maysville-Aberdeen Bridge, built in 1930–1931 by the Kentucky Highway Commission, is significant as an important example of a twentieth century steel suspension bridge designed and engineered by the firm of Modjeski and Masters. During the period from 1925 to 1940, Ralph Modjeski and F. M. Masters ranked among the nation's foremost bridge consultant engineers. This Harrisburg, Pennsylvania based firm was active during a decade that witnessed construction of some of the nation's most famous bridges. Modjeski and Master's bold plan for a steel cable suspension bridge between Maysville and Aberdeen represented a major departure from earlier bridge design. Rather than construct a cantilever or Warren truss span, Modjeski and Masters utilized the cable suspension type that had been successfully engineered by John Roebling nearly a century earlier. The Maysville bridge, in contrast to many of its predecessors, utilized the riveted tower and concrete anchorage in its structural design. The aesthetic handling of the anchorage abutments was inspired by Louis Kahn, an associate of Paul Cret and the younger brother of Albert Kahn.<sup>1</sup> Because of its strength and aesthetic simplicity the Maysville-Aberdeen bridge became a prototype for some of Modjeski and Masters most important later works, including the Huey P. Long (1933–1936) and the San Francisco-Oakland Bay (1933–1937) Bridges. Even the Golden Gate Bridge (1933–1936) had associations with Modjeski and Masters, as Joseph B. Strauss, its chief engineer, was an early assistant to Ralph Modjeski.<sup>2</sup>

For fifty years the Maysville-Aberdeen Bridge has provided a strategic link between southern Ohio and northeastern Kentucky. Beginning with its founding in 1784, Maysville, Kentucky, has been a focal point for interstate commerce and transportation. Aberdeen, settled only slightly later, was the terminus of Zane's Trace, an early Ohio trade route that linked the Ohio River with the National Road at Zanesville.

In 1798 ferry service between Aberdeen and Maysville was begun by Nathan Ellis, and it wasn't until the Kentucky State Highway Department began building the bridge in 1930 that the ferry was closed. Construction of the span was made economically feasible by passage of the Murphy Toll Bridge Act of 1928, which was subsequently amended and approved by Congress in 1930. The bridge, completed in 1931 at a cost 1.57 million dollars, was financed through the sale of Bridge Revenue Bonds. The bonds were redeemed in 1945 through the collection of tolls. In 1949 the Commonwealth of Kentucky renamed the bridge the Simon Kenton Memorial Bridge, in honor of one of Mason County's earliest and most famous settlers. By 1982 the bridge had an average daily traffic count of 13,173 vehicles, still being the only bridge crossing the Ohio River between Cincinnati and Portsmouth.

<sup>1</sup>In 1928 Paul Cret had designed the Art Deco pylons for the Louisville Municipal Bridge, a cantilever span engineered by Modjeski and Masters.

<sup>2</sup>It is not known whether Strauss collaborated in engineering the Maysville Bridge.

## 9. Major Bibliographical References

Collins, Lewis. Historical Sketches of Kentucky (Maysville, By the Author, 1847).

Program of Celebration Freeing of Maysville Toll Bridge. Project Number 2, KY Dept. of Highways, Maysville, Kentucky, October 1, 1945.

## 10. Geographical Data

Acreeage of nominated property app. 1.5 acres

Quadrangle name Maysville West

Quadrangle scale 1:24000

### UTM References

A 

1	6	2	6	0	0	2	0	4	2	8	1	7	0	0
Zone			Easting				Northing							

B 

1	6	2	5	9	6	0	0	4	2	8	0	9	1	0
Zone			Easting				Northing							

C 

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D 

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E 

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F 

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G 

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H 

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**Verbal boundary description and justification** Beginning at the south terminus of the Maysville Aberdeen Bridge, which is between Second and Third Streets, proceed N-NE approx. 2,000' to the Ohio-Kentucky state line. Then proceed in the same direction approx. 900' to the Aberdeen terminus. The nomination includes the approach spans, anchorage abutments, piers,

**List all states and counties for properties overlapping state or county boundaries** and the three primary spans.  
state OHIO code 039 county BROWN code 015

state KENTUCKY code 021 county MASON code 161

## 11. Form Prepared By

name/title Doug Loescher, Main Street Manager & Steve Gordon, Senior Historian

organization City Maysville

date February 1983

street & number Third & Bridge Streets

telephone 606/564-9411

city or town Maysville

state Kentucky 41056

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *Mary Scorman*

title *State Historic Preservation Officer*

date *3-22-83*

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the  
National Register

date *6/30/83*

*J. Delores Byers*  
Keeper of the National Register

Attest:

date

Chief of Registration

W. Ray Luce Ohio SHPO 5/4/83

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

MAYSVILLE-ABERDEEN BRIDGE

Continuation sheet Brown Co., Ohio; Mason Co., KY Item number 9

For NPS use only

received

date entered

Page 2

The History of Brown County, Ohio. Chicago: W. H. Beers & Co., 1883.

Wilkey, Henry and Elsie. Biographical Dictionary of American Architects. Los Angeles:  
Hennessey and Ingalls, 1970.

Information provided by Marty Hedgepeth, Louisville Landmarks Commission, containing  
communication from John Harbeson; Harbeson, Hough, Livingston, and Larson, Architects,  
Philadelphia. October 1976.

United States Department of the Interior  
National Park Service

Maysville-Aberdeen Bridge  
Mason County (Also in Brown County, OHIO)  
KENTUCKY

Working No. JUN 3 1983  
Fed. Reg. Date: 2-7-84  
Date Due: 6/30/83 — 7/15/83  
Action:  ACCEPT 6/30/83  
 RETURN  
 REJECT  
Entered in the National Register  
Federal Agency: \_\_\_\_\_

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review:  sample  request  appeal  NR decision

Reviewer's comments:

Recom./Criteria \_\_\_\_\_  
Reviewer \_\_\_\_\_  
Discipline \_\_\_\_\_  
Date \_\_\_\_\_  
 see continuation sheet

Nomination returned for:  technical corrections cited below  
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible?  yes  no

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

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## 8. Significance

Period \_\_\_\_\_ Areas of Significance—Check and justify below

Specific dates \_\_\_\_\_ Builder/Architect \_\_\_\_\_

Statement of Significance (in one paragraph)

- \_\_\_\_\_ summary paragraph  
\_\_\_\_\_ completeness  
\_\_\_\_\_ clarity  
\_\_\_\_\_ applicable criteria  
\_\_\_\_\_ justification of areas checked  
\_\_\_\_\_ relating significance to the resource  
\_\_\_\_\_ context  
\_\_\_\_\_ relationship of integrity to significance  
\_\_\_\_\_ justification of exception  
\_\_\_\_\_ other

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## 9. Major Bibliographical References

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## 10. Geographical Data

Address of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

USIT References \_\_\_\_\_

Verbal boundary description and justification \_\_\_\_\_

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## 11. Form Prepared By

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## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

\_\_\_\_\_ national \_\_\_\_\_ state \_\_\_\_\_ local

State Historic Preservation Officer signature \_\_\_\_\_

title \_\_\_\_\_ date \_\_\_\_\_

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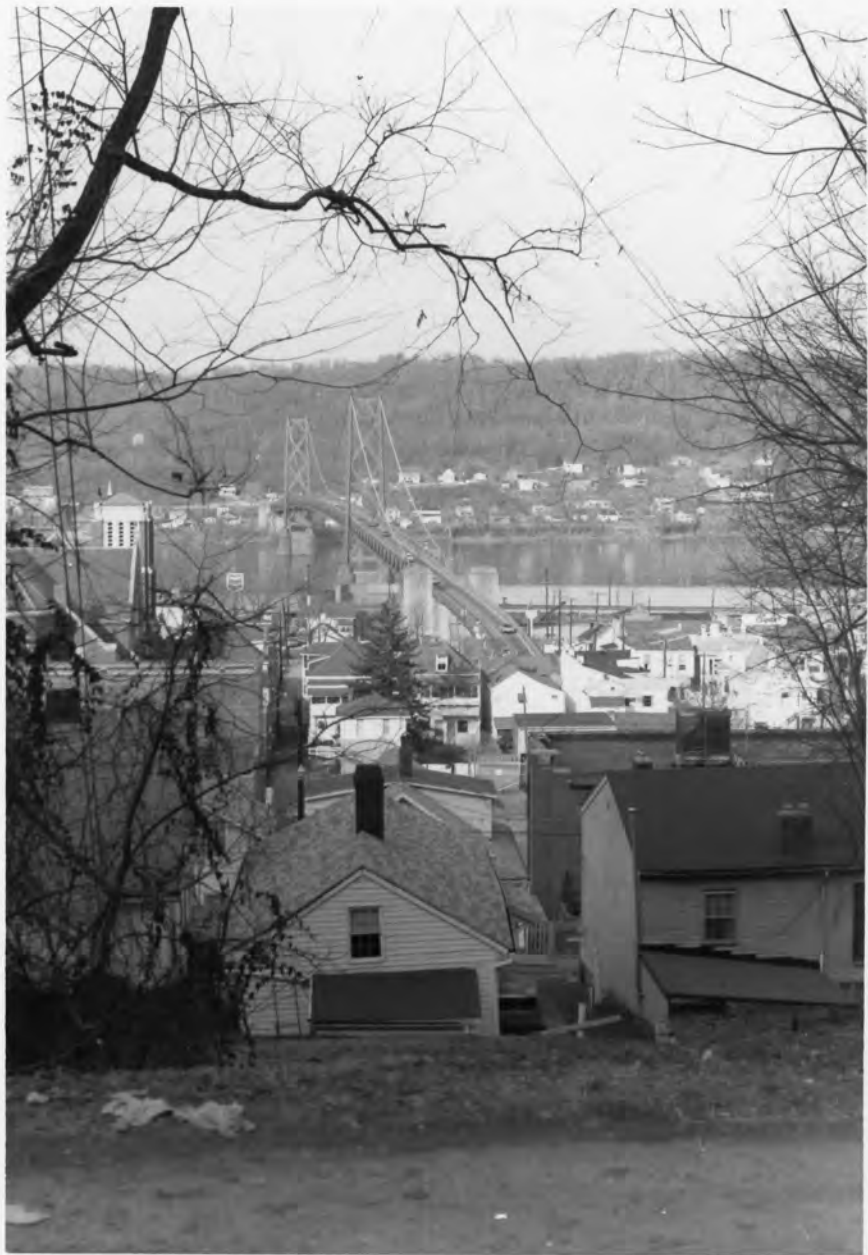
## 13. Other

- \_\_\_\_\_ Maps  
\_\_\_\_\_ Photographs  
\_\_\_\_\_ Other

Questions concerning this nomination may be directed to \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_ Phone: 202 272-3504

Comments for any item may be continued on an attached sheet



















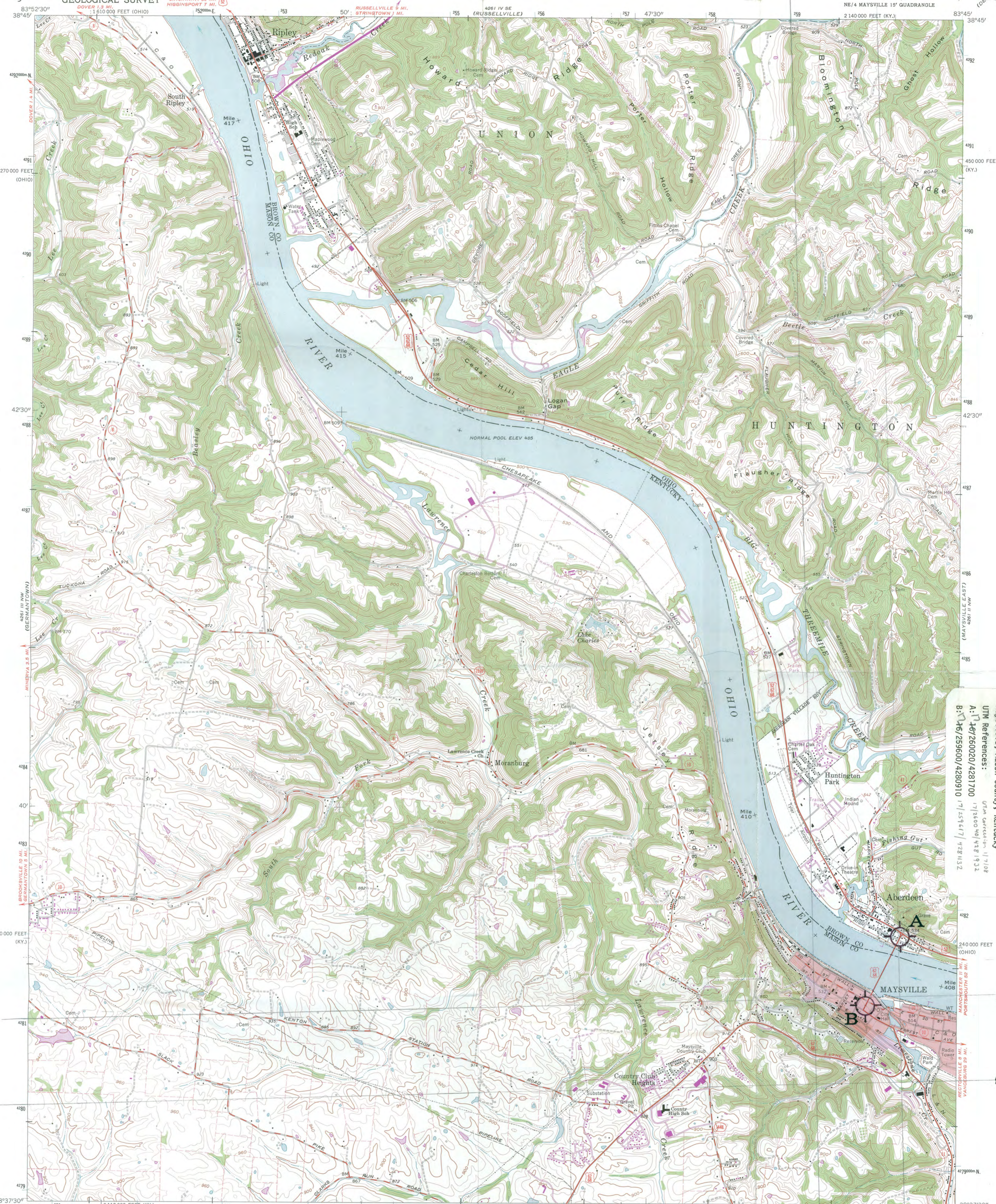
MAYSVILLE - ABERDEEN  
BRIDGE

OHIO RIVER

BUILT BY  
THE  
STATE HIGHWAY COMMISSION  
OF KENTUCKY, 1931.

CAPACITY - 15 TON TRUCKS

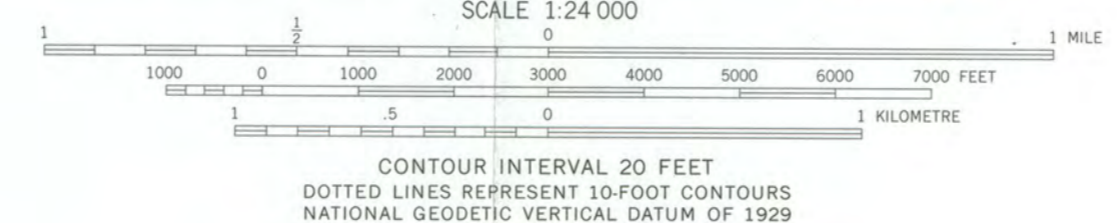




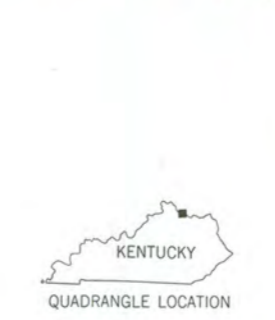
MAYSVILLE-ABERDEEN BRIDGE  
 Aberdeen, Brown County, Ohio  
 Maysville, Mason County, Kentucky  
 UTM References:  
 A: 174626000/4281700  
 B: 1746259600/4280910

4281  
 4280

Mapped, edited, and published by the Geological Survey in cooperation with State of Kentucky Geological Survey and State of Ohio agencies  
 Control by USGS, USC&GS, and USCE  
 Topography in Kentucky by photogrammetric methods from aerial photographs taken 1950. Field checked 1952. Revised 1961  
 Topography in Ohio by photogrammetric methods from aerial photographs taken 1960. Field checked 1961  
 Polyconic projection. 1927 North American datum. 10,000-foot grids based on Kentucky coordinate system, north zone, and Ohio coordinate system, south zone. 1000-metre Universal Transverse Mercator grid ticks, zone 17, shown in blue  
 Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked  
 The state boundary as shown represents the approximate position of the low waterline as determined from U. S. Corps of Engineers Ohio River charts, surveyed 1913, and supplementary information



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
 KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506,  
 AND KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601  
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U. S. Route	State Route
	260

MAYSVILLE WEST, KY.—OHIO  
 NE/4 MAYSVILLE 15' QUADRANGLE  
 N 3837.5—W 8345/7.5

1961  
 PHOTOREVISED 1974

Revisions shown in purple compiled in cooperation with State of Ohio agencies from aerial photographs taken



# CITY OF MAYSVILLE

THIRD & BRIDGE STREET

MAYSVILLE, KENTUCKY 41056  
(606) 564-9411

**WM. M. BOGGS**  
Mayor

**DENNIS D. REDMOND**  
City Manager

February 22, 1983

Robert M. Polsgrove  
Historic Sites Program Manager  
Kentucky Heritage Council  
Capital Plaza Tower  
Frankfort, Kentucky 40601

Subject: Kentucky National Register Nomination for the Simon Kenton  
Memorial Bridge.

To: The Review Board:

The City of Maysville, in recognition of the historical role the Simon  
Kenton Memorial Bridge has played in the development of this city, recommends  
the designation of said bridge as a state and national landmark.

We believe the bridge to have historical and architectural significance both  
within the community and regionally. Opening of the bridge marked the beginning  
of the new transportation age in Maysville the unique style of the bridge---  
an inspiration for San Fransico's Golden Gate Bridge---is a product of the  
most prolific bridge building eras in our history.

This suspension bridge, designed by well known civil engineers Modjeski and  
Associates, remains important in the memory of Maysville's Citizens for the  
opportunities it has helped realize. We feel that historic designation would  
help protect this important landmark while according proper recognition for  
its architectural and historical value.

Sincerely,

William M. Boggs, Mayor  
City of Maysville

WMB:dwh

**RECEIVED**  
FEB 24 1983

**KY. HERITAGE  
COMMISSION**

RECEIVED

28 1983

KY. HERITAGE COMMISSION

W A I V E R

(by Property Owner)

Mrs. Mary Cronan Opperl, Director  
Kentucky Heritage Council and  
State Historic Preservation Officer  
Education and Humanities Cabinet  
Ninth Floor, Capital Plaza Tower  
Frankfort, Kentucky 40601

Dear Mrs. Opperl:

This will confirm that I am fully aware of the effects of listing a property in the National Register of Historic Places. I recognize that, under the National Historic Preservation Act, I am entitled to object to the proposed listing of my property by a notarized, written statement. If I am the sole owner and I object, my property will not be listed. If there are multiple owners of this property and a majority of the owners object, the property will not be listed.

Following is the name and address of my property.

SIMON KENTON MEMORIAL BRIDGE  
Historic Name of Property

ACROSS FROM EAST THIRD STREET, PARALLEL TO CASTO ALLEY  
Street

Maysville                      Kentucky  
City                                      State                                      Zip

I hereby waive my right to object to the proposed listing and notify you that I request that my property be listed in the National Register at the earliest possible date.

Sincerely, Blankuff, Commissioner  
DEPARTMENT OF HIGHWAYS,  
KY. TRANSPORTATION CABINET

Owner's Name  
State Office Bldg.  
Mailing Address

Frankfort, Ky.      40622  
City                      State                      Zip

RECEIVED  
DIVISION OF  
ENVIRONMENTAL  
ANALYSIS

FEB 22 10 18 AM '82

# Ohio Historic Preservation Office

Ohio Historical Center I-71 & 17th Avenue Columbus, Ohio 43211 (614) 466-1500

April 22, 1983

The Commonwealth of Kentucky  
Department of Highways  
State Office Building  
Frankfort, Kentucky 40622

RE: Maysville-Aberdeen Bridge

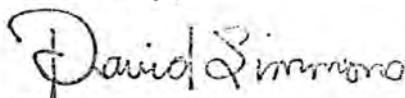
Dear Sirs:

I am pleased to inform you that your property, listed above, has been given approval by the Ohio Historic Site Preservation Advisory Board as qualified for nomination to the National Register of Historic Places of the National Parks Service, United States Department of the Interior. The program was created by Congress in 1966 by the National Historic Preservation Act (P.L. 89-665). A sheet explaining the National Register of Historic Places has been enclosed.

Normally a 60-day period is provided for public comment on the nomination; but this has been omitted in your case since public officials in your area have already had an opportunity to comment. The nomination forms and written comments under the National Register criteria are now being sent to Washington, D.C. for federal evaluation. You will be notified when a final decision has been made in Washington regarding placement of your property on the National Register.

Registration in the National Register does not diminish or alter title to the land. However, it does help protect listed property from demolition or harm from any federally funded or licensed program by providing for a federal-level hearing in the event of such jeopardy. Owners of listed property are eligible to apply for 50% matching grants-in-aid for historic preservation when these funds are appropriated by Congress. Currently none are available. Certain Federal Tax consequences may result for income-producing (depreciable) properties pursuant to the Tax Reform Act of 1976. Provisions of this section of the Act are explained on the enclosed sheet entitled "Tax Incentives to Encourage the Preservation of Historic Structures" as amended by the Revenue Act of 1978, the Tax Treatment Extension Act of 1980, and the Economic Recovery Tax Act of 1981. The provisions of these Acts are explained on the enclosed sheet.

Sincerely,



David A. Simmons  
Inventory and Registration

DAS:dd

Encl.

X.c: Senator H. Cooper Snyder  
Byrd Findlay-ODOT  
Mary Ann Brown

Representative Harry C. Malott  
OVRDC



**Ohio Senate**  
Statehouse  
Columbus, Ohio 43216  
614/466-8082

**Committees:**  
Agriculture, Small Business  
and Economic Development  
Education and Retirement  
Transportation and  
Public Improvements

**Cooper Snyder**  
14th District

May 2, 1983

Department of Evaluation  
National Register of Historic Places  
National Park Service  
U. S. Department of the Interior  
440 G Street, N. W.  
Washington, D. C. 20240

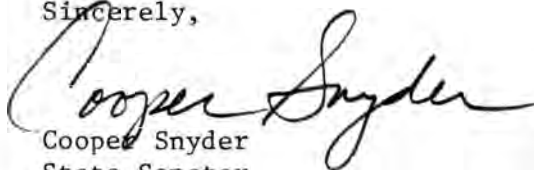
Re: Aberdeen-Maysville Bridge

Gentlemen:

Please accept this as our endorsement and support for the identification of the bridge between Aberdeen, Ohio and Maysville, Kentucky as a national historic place.

I encourage recognition of this bridge of transportation and communication for the true historic significance it represents.

Sincerely,

  
Cooper Snyder  
State Senator

CS/aja

cc: Mayor Joseph Jensen, Box 264, Aberdeen, Ohio 45101  
Mr. Warren J Smith, Director, ODOT  
Mr. Byrd Findlay, ODOT  
Ms. Mary Ann Brown, Wright State University, Dayton  
Mr. David A. Simmons, Ohio Historic Preservation Office

sent to NPS  
5/17/83

Maysville, Kentucky - Co. = Mason  
Ohio, Aberdeen - Co. = Brown

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D **MAY 9 1983**

\_\_\_\_\_ INDIVIDUAL RESPONSE (ATTACHED)

\_\_\_\_\_ WRITTEN MATERIAL SENT

\_\_\_\_\_ TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN \_\_\_\_\_

INITIALS \_\_\_\_\_

Mason/Kentucky

H32(413)

MAY 26 1983

Honorable Cooper Snyder  
State Senator  
Statehouse  
Columbus, Ohio 43216

Dear Senator Snyder:

Thank you for your letter of May 2 supporting the nomination of the Aberdeen-Maysville Bridge, located between Aberdeen, Ohio, and Maysville, Kentucky, to the National Register of Historic Places.

We were informed by the Ohio State Historic Preservation Officer's staff that the nomination was forwarded to the National Park Service on May 17, 1983. Our procedures for reviewing nominations require that a decision be made on the eligibility of a property within 45 days of receipt of a complete and fully documented nomination.

We appreciate your support of the historic preservation programs of the National Park Service.

Sincerely,

Carol D. Shull (Sgd.)

Carol D. Shull  
Chief of Registration  
National Register of Historic Places  
Interagency Resources Division

bcc: Dr. W. Ray Luce, SHPO, Ohio

cc: Mid-Atlantic Regional Office  
413  
FNP:B Savage:lw:343-9536:5-25-83

BASIC FILE RETAINED IN NR

Sys.8(nom)#7096