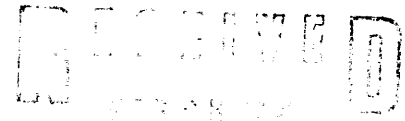


United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Pauley Bridge
other names/site number N/A

2. Location

street & number Spans Levisa fork of Big Sandy River NA not for publication
city, town Pikeville NA vicinity
state Kentucky code Ky county Pike code 195 zip code 41501

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> objects
			<u>0</u> Total

Name of related multiple property listing: NA

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official David L. Morgan Date 2-21-92
State Historic Preservation Officer, Kentucky Heritage Council
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Signature of the Keeper Alanus Byers Date of Action 3/26/92

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Road related

Current Functions (enter categories from instructions)

Transportation: Road related

7. Description

Architectural Classification
(enter categories from instructions)

Other: Suspension Bridge

Materials (enter categories from instructions)

foundation Stone: Sandstone
walls Metal (wire rope cables)

roof NA
other Stone: Sandstone

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Engineering

Period of Significance

1940

Significant Dates

1940

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

WPA

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

9. Major Bibliographical References

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Kentucky Heritage Council

10. Geographical Data

Acreeage of property Less than one acre

UTM References

A

1	7	3	6	4	2	6	0	4	1	5	0	4	2	0
Zone				Easting				Northing						

B

Zone				Easting				Northing						

D

Zone				Easting				Northing						

Pikeville Quadrangle

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Helen Powell, Consultant date 11/1/91
organization _____ telephone (606) 266-5351
street & number Suite 201 2230 Idle Hour Center state Ky zip code 40502
city or town Lexington

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National Park ServiceNational Register of Historic Places
Continuation SheetPauley Bridge
Pikeville, Pike County, Ky.Section number 7 Page 1

Section 7: page 1

The Pauley Bridge (c. 1940) spans the Levisa Fork of the Big Sandy River and was built to connect the residential community of Pauley with US 23/460, the main north-south thoroughfare of Pike county leading to Pikeville, the county seat. Pike County is located in the southeastern mountainous section of the state of Kentucky.

Pauley has been annexed by the city of Pikeville which had a population of 6324 in 1990. Previous National Register listings in Pikeville include the following with the date of listing: Pikeville College Academy Building (PiP-8), 1973; Hatfield-McCoy District (4 buildings), 1976; York House (PiP-9), 1987; York Mansion (PiP-11), 1987; C&O Passenger Station (PiP-44), 1987; R.T. Greer Root and Herb (PiP-45), 1987; College Street District (9 buildings), 1987; Pikeville Commercial District (10 buildings), 1987; Huffman Avenue District (5 buildings), 1987; Scott Avenue District (8 buildings), 1987; and the Third Street District (4 buildings).

The Pauley Bridge is one of four vehicular swinging suspension bridges in the eastern part of the state maintained by the Kentucky Department of Transportation (KYDOT, 1982: 60). There are also many swinging pedestrian bridges crossing small streams in this part of the state as well. In suspension bridges, the towers support the main cable which passes over the tower and is anchored to the ground on each end of the bridge. The bridge deck is supported by tension hangers suspended from the main cable. On large suspension bridges, such as the Covington and Cincinnati Bridge over the Ohio River, which was listed on the National Register in March 1975, a stiffening truss is placed on or below the bridge deck to distribute evenly the weight of loads moving over the bridge (KYDOT, 1982: 61). Swinging suspension bridges built for small vehicles or pedestrian crossings in the mountainous eastern Kentucky do not have the stiffening truss and swing as the load passes over the bridge. The simplicity of the suspension bridge and its use of few materials for members resulted in low transportation and erection costs.

The Pauley Bridge is the only swinging suspension bridge, vehicular or pedestrian, with rough-cut sandstone towers. The other vehicular swinging bridges such as the ones found at Tram in nearby Floyd County have towers built of steel I-beams, channels, and angles (KYDOT, 1982: 63). Completed in 1940, by the WPA, the

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Pauley Bridge
Pikeville, Pike County, Ky.

Section number 7 Page 2

Section 7: page 2

Pauley Bridge has a single lane which is 10.8 feet wide with a 370 foot span above the river. The total length including the anchorages at each end is approximately 500 feet (KYDOT, 1982: Bridge Form #70).

The bridge has wire rope main cables which are connected to massive concrete anchorages at the ground level. Each hanger is composed of two round rods which are loop-welded to the wire cable and bolted beneath the bridge floor boards. The Pauley Bridge has I beams for floor beams with wood stringers and a wood plank deck. See attachment #1 prepared by Summit Engineering for the current bridge elevation and section.

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Pikeville, Pike County, Ky.Section number 8 Page 1

Section 8: page 1

The Pauley Bridge (c.1940) is significant at the state level under Criterion C for the theme of engineering as a structure which embodies the distinctive characteristics of a method of construction. It is one of four swinging suspension bridges noted by the Kentucky Department of Transportation in its Survey of Truss, Suspension, and Arch Bridges in Kentucky completed in 1982. Since the publication of the survey, one of the swinging suspension bridges has been removed (KYDOT, 1988: Bridge Data Base, p. 36).

The earliest suspension bridge still standing in Kentucky connects Covington and Cincinnati across the Ohio River. When it was completed in 1866 with a length of 1647, it feet was the longest suspension bridge in the world. It was designed by John Roebling who first used wire cables instead of cast iron chains in the main cables of the bridge. Roebling also added a stiffening truss beneath the floor of the bridge deck to distribute the weight of moving loads and to steady the bridge against strong winds. In 1931, the State Highway Commission built the 1990-foot long Maysville-Aberdeen Bridge across the Ohio River.

According to the WPA Index of projects from 1936 to 1941 on file at the Kentucky Department of Libraries and Archives in Frankfort, the Pauley Bridge was one of 37 wire suspension pedestrian or vehicular bridges proposed for construction by the WPA in the eastern Kentucky counties of Bell, Leslie, Letcher, and Pike in 1936. The funds for 16 of the bridges were rescinded in 1937 including a suspension bridge proposed for Elkhorn City which is also in Pike County. None of the other swinging vehicular suspension bridges built by the WPA feature the stone towers used on the Pauley Bridge.

Bridges were not identified as property types for the context entitled "New Deal in Western Kentucky, 1933-1943", but the Pauley Bridge meets the registration requirements described for government buildings. It was constructed by the WPA, one of the seven agencies of the New Deal and retains integrity of materials, location, setting, and association. The stone piers, wire cables, rod hangers, and wood floor of the bridge are intact and it continues to swing or ripple to redistribute the weight of each vehicle which passes over. The addition of a sidewalk on the north

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Pauley Bridge
Pikeville, Pike County, Ky.

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side of the bridge was accomplished by welding additional supports to the I-beams beneath the bridge deck in such a way as to retain the original scale of the bridge. The floor of the sidewalk is wood as is the original decking of the bridge. The bridge has not been moved and retains the integrity of location. Its setting created by the tree lined banks of the river approached by single lane access roads on each side remains undisturbed.

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Pikeville, Pike County, Ky.

Section number 9&10 Page 1

Section 9: Bibliography

Brent, Joseph E. New Deal in Western Kentucky, 1933-1943.
Frankfort: Historic context on file at the Kentucky Heritage Council, 1991.

Kentucky Department of Transportation, Division of Environmental Analysis. A Survey of Truss, Suspension, and Arch Bridges in Kentucky. Frankfort: January 1982.

Kentucky Department of Transportation, Division of Environmental Analysis. A Survey of Truss, Suspension and Arch Bridges in Kentucky. Frankfort: March 1988.

Kentucky Division of Libraries and Archives. Index to Works Progress Administration Files (1935-1937). Frankfort, Kentucky.

Section 10: Geographical Data

Verbal Boundary Description

Beginning at the southern concrete anchorage of the Pauley Bridge, which is north of US 23/460; then proceeding in a northerly direction approximately 500 feet to the northern concrete anchorage. The nomination includes the concrete anchorages, approaches, stone towers, and primary span of the suspension bridge.

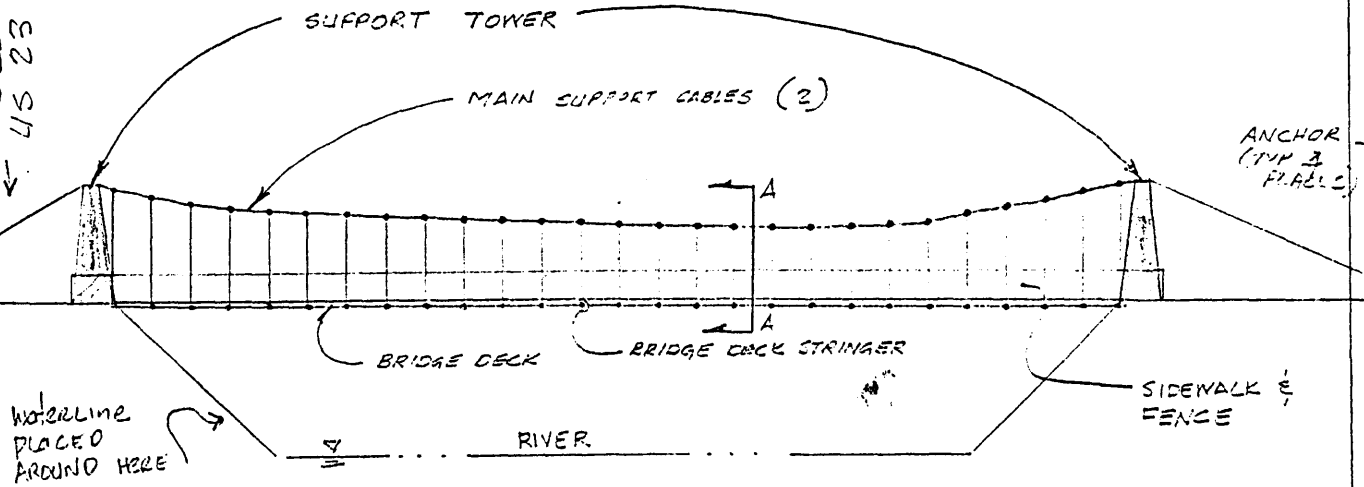
Boundary Justification

This boundary includes the property visually associated with the bridge. Since there are no natural or man-made boundaries to enclose the nominated area, the imaginary boundary includes the bridge and the property beneath the cables connecting the concrete piers and stone towers which totals less than one acre.

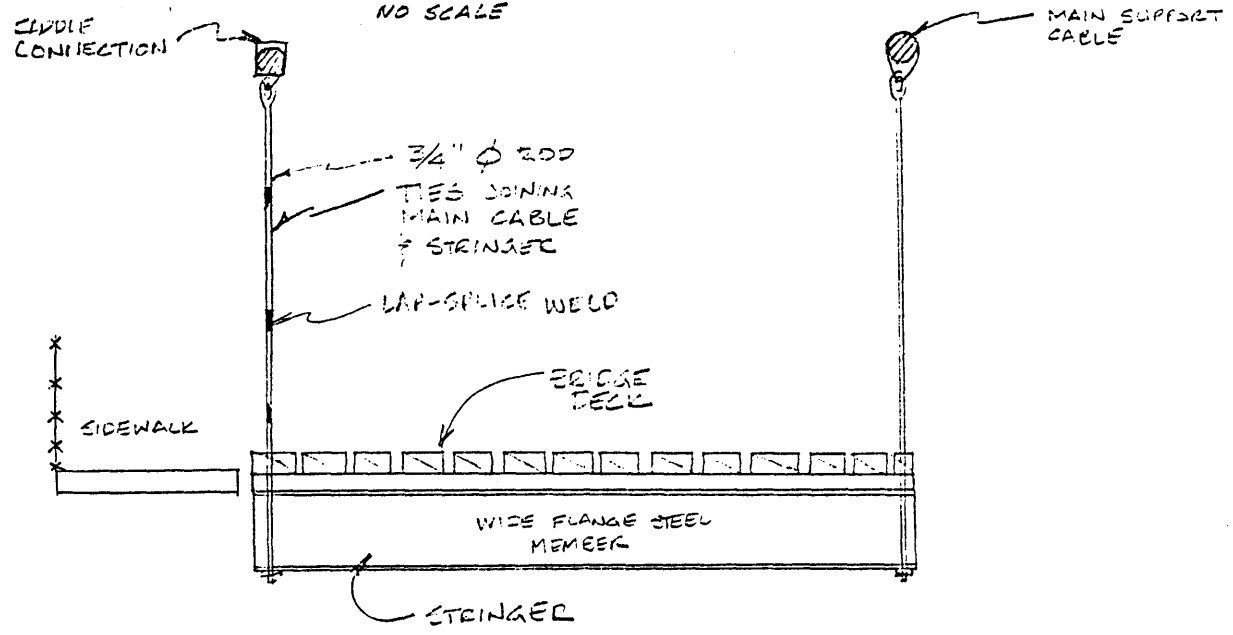
PALLEY BRIDGE
IN
CITY OF PIKEVILLE

42.381 5 SHEETS 5 SQUARE
42.382 5 SHEETS 5 SQUARE
42.383 5 SHEETS 5 SQUARE
NATIONAL

OLD
415 23



SECTION LOOKING UPSTREAM
NO SCALE



SECTION A-A
NO SCALE

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Section number _____ Photos _____ Pauley Bridge: Pikeville, Ky.
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Photographs

Photo 1

Pauley Bridge Nomination (same for all photos)

Spans the Levisa Fork of Big Sandy River

Pikeville, Kentucky (same for all photos)

Photographer: Helen C. Powell (same for all photos)

September 1991 (same for all photos)

Negative Location: Kentucky Heritage Council, Frankfort, Ky. (same for all photos)

View of the north facade of the north stone tower of the Pauley Bridge, looking south towards US 23/460

Photo 2

Pauley Bridge

View of bridge deck and cables from mid-point of bridge looking south towards the north facade of the south stone tower and US 23/460

Photo 3

Pauley Bridge

View of the bridge span and setting from the east side looking northwest