

= Pond Eddy Bridge =

The Pond Eddy Bridge is a petit truss bridge spanning the Delaware River between the hamlet of Pond Eddy in Lumberland , New York and the settlement informally called Pond Eddy in Shohola Township , Pennsylvania . It is accessible from NY 97 in Lumberland on the New York side and two dead @-@ end local roads , Flagstone Road (State Route 1011) and Rosa Road on the Pennsylvania side . The bridge was built in 1903 by the Oswego Bridge Company to replace an old suspension bridge that had washed away in a flood earlier in the year . It connected the bluestone quarries in Pennsylvania to New York .

The bridge remained intact for many years and , in 1963 , it was rededicated as the All Veterans Memorial Bridge by two local veterans groups . In 1998 , it was nominated for the U.S. National Register of Historic Places for its engineering significance ; it is also listed in the New York State Register of Historic Places .

Over the years , the bridge 's condition has deteriorated , weakening its retaining strength . The National Bridge Inventory Survey categorizes its condition as " Structurally Deficient " and " Basically intolerable requiring high priority of replacement " . In 2005 , the town of Narrowsburg passed a resolution calling on the Pennsylvania Department of Transportation (PennDOT) to replace the bridge . There has also been a local movement to save the bridge . The bluestone quarries are no longer active , but the bridge still serves as the only access to 26 homes on the Pennsylvania side and the only access those residents have to emergency services . Because of the state of the bridge , planning for its replacement began in 1999 ; full construction to replace the bridge is scheduled to begin in 2016 .

= = History = =

= = = The 1870 suspension bridge = = =

Settlement around Pond Eddy was triggered by the Delaware and Hudson Canal , which was constructed in the 1820s . The Erie Railroad , on the Pennsylvania side , also contributed to the community 's growth . After Pond Eddy continued to grow in both states , local officials decided a bridge should be erected to connect the two communities . The new bridge would make it easier to ship bluestone , slate and lumber via the railroad . In 1870 , a new bridge was funded with taxpayer 's money and the Town of Lumberland in New York helped build the new Pond Eddy Bridge . The new bridge was a wire @-@ rope suspension bridge , similar to those used by John Augustus Roebling . James D. Decker , then the Sullivan County sheriff and former Lumberland town supervisor was hired to supervise the construction of the bridge . He lived so close to the bridge site that it was soon nicknamed " Decker 's Bridge " . When finished , the new bridge was 521 feet (159 m) long and 12 feet (3 @.@ 7 m) wide , enough to hold the anticipated traffic . It stood 31 feet (9 @.@ 4 m) above the water , higher than most bridges on the Delaware .

Historians believe that from the beginning of the bridge 's life , it was toll @-@ free for Lumberland residents . Eventually the town leased the bridge out to private individuals , who collected tolls indiscriminately . During times when bridge could not be leased , the town retained control . The tollhouse was later removed and sold . It is now a home . Originally , the settlement of Pond Eddy on the Pennsylvania side was named Flagstone , but changed to its current name upon construction . Both Pond Eddys expanded rapidly . A new railroad station was created in Pond Eddy on the Pennsylvania side . The riverfront location on the New York side had two stores , a Methodist church , a telegraph office , eighteen homes and a new hotel with a restaurant . The hotel had new owners around the time of the bridge and eventually became a large stop for travelers . The Pond Eddy Bridge served the town of Lumberland well in the late 19th century , but the area 's prosperity did not last . The canal went out of business in 1898 , after years of competition from railroads . The Erie station on the Pennsylvania had no roads to go anywhere , and the community began to decline . Decker died at 77 years old in 1900 , having lived long enough to experience the rise and fall of

Pond Eddy .

= = The 1903 petit truss bridge = = =

In 1903 , the " floods of the century " struck the Delaware River Valley . Two storms of massive strength , including one from the Great Lakes converged in New Jersey , Pennsylvania and New York on October 9 , causing massive flooding . The Riverside Hotel received little damage , but homes and businesses were damaged heavily as well as the railroad . The 1870 bridge was destroyed in the storm . Lumberland hired the Oswego Bridge Company to build a replacement for \$ 28 @, @ 900 (\$ 761 @, @ 000 in contemporary dollars) . The company built the current two @-@ span , one @-@ lane steel structure .

The lumber industries and stone mines on both sides of the river were eventually exhausted and closed . Tourists coming up the river from Port Jervis became the mainstay of the local economy . During the next two decades , seasonal homes and hotels were built in Pond Eddy .

During the 1920s , the Joint Bridge Commission in Pennsylvania and New York started buying up the tolled bridges along the Delaware . The town of Lumberland offered the Pond Eddy bridge to the Commission , but was refused . The bridge , according to the Commission , was already toll @-@ free and adequately maintained . However , the town was eager to get rid of the responsibility to maintain the two @-@ decade old structure , and continued to try . Finally in 1926 , the Lumberland town supervisor , a friend of Pennsylvania Governor Gifford Pinchot , offered the commission the bridge for \$ 1 ; around the same time , the commission paid \$ 55 @, @ 000 (\$ 735 @, @ 000 in 2016 dollars) for the Narrowsburg ? Darbytown Bridge . The Joint Commission became the owner of both bridges . Since then the bridge 's history has been virtually uneventful , surviving the flooding during the remains of Hurricane Diane in 1955 with little damage .

= = Replacement plans = =

In 2005 , the community of Narrowsburg , New York , several miles upstream , requested that Pennsylvania Department of Transportation replace the 102 @-@ year @-@ old structure . It had already had its weight limits reduced . The same year , an engineering firm in Millburn , New Jersey reported replacing the bridge would cost about \$ 6 @. @ 16 million , while keeping it would cost even more and raise its life expectancy by no more than 15 years . The Upper Delaware Council said that the 8 ton (7 @. @ 2 tonne) limit on the bridge was inadequate for service trucks and emergency vehicles . The Shohola Township supervisors support maintaining the existing bridge , but the Lumberland Town Board was not convinced that it would be sufficient .

More proposals were made in 2007 . Replacing the bridge would cost \$ 7 ? 8 million and take two years to complete . Rehabilitation would require bringing the bridge up to code so it could carry loads of up to 40 tons (36 tonnes) . A preservation group formed to oppose a replacement . Its founder compared the bridge to the Dingmans Ferry Bridge on the Pennsylvania ? New Jersey border , which carries similar traffic loads . One possibility is to replace the bridge , and move the antique structure elsewhere in Sullivan County , since it is a popular tourist attraction . In June 2008 , a compromise was made defining the possibility of a \$ 12 million bridge to replace the 104 @-@ year @-@ old deteriorating structure . PennDOT has suggested that they will let anyone preserve the bridge by taking it somewhere else . However , there has been no response , and plans for the new bridge were initially scheduled to begin by 2010 .

PennDOT has recently begun the Route 1011 @-@ Pond Eddy Bridge Replacement Project . Route 1011 is the internal designation for Flagstone Road , one of the two side roads in Pennsylvania along with the bridge . The state has proposed a four @-@ span bridge with three connecting bridge piers , with four side options : replacing the bridge upstream , buying out the 26 residences on the Pennsylvania side , rehabilitating the structure to handle weights of 16 @-@ 18 tons or maintain the bridge in its current form . Depending on which project is chosen , the estimated start would be in 2013 , when the structure reaches its 110th year in use . The entire project would cost \$ 8 @. @ 5 @-@ 11 million . Opponents of demolishing the bridge hope that that they can find

a place to move the bridge , which would cost \$ 500 @, @ 000 , and have the new owners maintain it .

On December 17 , 2010 , PennDOT 's District 4 downposted the bridge 's weight limit to four tons due to deterioration on the bridge . PennDOT will also front \$ 350 @, @ 000 ? \$ 500 @, @ 000 to replace 70 planks on the bridge , which will then restore the weight back to seven tons . Signage has already adjusted for the demotion by both PennDOT and Sullivan County . Replacement began on April 18 , 2011 of 64 stringer beams and on May 25 , the project was completed , less than a month ahead of schedule . The seven @-@ ton weight limit was also restored as a result of the completed construction . The cost of the project totaled out to \$ 493 @, @ 000 (2011 USD) .

Officials from the state of New York stopped the replacement project in 2012 due to concerns of the local preservationist group , Save the Pond Eddy Bridge , which complained that the \$ 12 million (2012 USD) project would only serve twelve families in Shohola Township and was a waste of taxpayer funding . The new bridge , which would have a weight limit of 40 tons and 32 feet (9 @. @ 8 m) wide , caused New York State Department of Transportation to work with PennDOT to redesign the bridge . In May 2013 , a deal was reached between all agencies , developing a new bridge that would be 22 feet (6 @. @ 7 m) wide , with a single lane and sidewalk . The new bridge also got approval from the Federal Highway Administration despite the critics who thought it would be cheaper to build a road in Shohola Township side , which would be about 3 @. @ 5 miles (5 @. @ 6 km) of new road . The new bridge would look similar to the original structure and would cost about \$ 9 million (2013 USD) to construct . The 15 @-@ month project however would require the Delaware River to have the waters below rerouted for the construction .

On July 14 , 2014 , PennDOT announced that they were opening bids on selling the Pond Eddy Bridge for people who wish to reassemble to use it as a bridge within the next ten years . The agency also sent out invitations for all municipalities in Lackawanna , Luzerne , Pike , Susquehanna , Wayne and Wyoming counties .