

= Barryville ? Shohola Bridge =

The Barryville ? Shohola Bridge is the fifth generation of bridges constructed over the Delaware River at the communities of Shohola Township , Pennsylvania and Barryville , New York . The bridge serves both communities , with two major state legislative highways , Pennsylvania Traffic Route 434 and New York State Touring Route 55 (along with the co @-@ designation of Sullivan County Route 11) . The bridge itself is 812 feet (247 m) long and is 23 feet (7 @. @ 0 m) wide , using four total spans across the river . It is maintained by the NY ? PA Joint Interstate Bridge Commission , which is jointly owned by the states of New York and Pennsylvania .

The area of the bridge itself dates as a ford for Native Americans , mostly the Lenni Lenapi , traveling between from the Wyoming valley and Delaware Valley and present @-@ day Connecticut in the early 18th century ; archaeologists date human habitation and use of the area to 10 @, @ 900 BCE . The river at Shohola , which means " place of peace , " widens perceptibly above the falls , allowing for a natural , shallow crossing . By the early 19th century , a ferry facilitated crossing the river . Due to the construction of the nearby Delaware and Hudson Canal in 1827 , commerce and business boomed in the area . In 1856 , a bridge company , under the leadership of Chauncey Thomas , constructed a span between the two communities , but it was poorly designed and collapsed during a windstorm in 1859 . Thomas then constructed a suspension bridge , but its cables snapped in 1865 .

In 1866 , the bridge was reconstructed as a two @-@ lane , single span wooden suspension structure and remained in use for over seventy years . Ownership changed several times , eventually ending with the bridge in the control of the Joint Delaware River Bridge Commission . The bridge was replaced again in 1941 for \$ 174 @, @ 300 (1941 USD (\$ 2 @, @ 804 @, @ 200 in 2016)) , with a steel truss span . This structure lasted another sixty @-@ five years , finally deteriorating until the demolition of the structure in 2007 , upon completion of the new bridge .

= = Early history = =

Originally the site of a ford , the area was used by the Lenni Lenape and Delawares on their way to and from the shores of present @-@ day Long Island Sound . The original trail followed the Shohola Creek , where it enters the Delaware , to a location along the eastern bank of the river near Shohola . By the end of the 18th century , European settlers operated a ferry near the current span , crossing between Shohola to a settlement on the opposite bank , that later became Barryville . The 1827 construction of the Delaware and Hudson Canal and the subsequent construction of the Erie Railroad in 1849) accentuated the need for a bridge to accommodate the increase in population and business in the area .

= = First two spans (1856 ? 1865) = =

As the need for a bridge from Shohola to Barryville grew , the Shohola and Barryville Bridge Company , formed in 1854 , planned the construction of the first bridge . The company 's president , Chauncey Thomas , attempted to hire John Augustus Roebling , a bridge expert , who was building a bridge in the Niagara region of New York and Canada (which came to be known as the Niagara Falls Suspension Bridge) , which was to be built as an 821 feet (250 m) two @-@ deck span over the Niagara River , and who had completed successful spans over the rivers in Pittsburgh , Pennsylvania .

Roebling declined the offer but gave Thomas verbal and written instructions on its construction during a visit to the Niagara construction site . Thomas returned to Shohola and supervised the construction himself , using some inexperienced local men he hired . A respected historian , John Willard Johnston , who knew Chauncey Thomas personally , visited the bridge and told the owner at the time that Thomas was very inexperienced in bridge construction . The result of the construction was a 10 @-@ foot (3 @. @ 0 m) wide , double @-@ span bridge that was 495 feet (151 m) long but which had no underlying span support . The bridge stood 25 feet (7 @. @ 6 m) above the

waters of the Delaware to avoid flooding , and cost a total of \$ 9 @, @ 000 (1856 USD (\$ 237 @, @ 000 in 2016)) . The rapid growth of the area due to the construction of the Canal and the Erie Railroad meant the bridge was immediately in heavy use .

Thomas ' wire @-@ rope span bridge was damaged by a severe wind storm on July 2 , 1859 , exactly three years after it opened . The storm , which destroyed almost the entire bridge , was not a singular experience . Wind storms often build in the river valley , bring strong winds down the valley against weaker pressure systems to the south and east . A man and a woman who were crossing the bridge were injured when it collapsed . The local ferry , which had been out of commission for only three years , was still in good condition and re @-@ fitted for use in 1859 , to operate along the remaining abutments and piers that survived the storm .

The bridge was rebuilt quickly , again under the supervision of Thomas , who was still company president . Thomas was able to complete the bridge , and ended up raising a total cost for construction of \$ 4 @, @ 000 (1859 USD (\$ 105 @, @ 300 in 2016)) , an expedient necessitated by the lack of funds in the company treasury . Shortly after the new construction , Thomas was replaced by James E. Gardner as company president ; Gardner died soon after his election , and was succeeded by Napoleon B. Johnson . Johnson ran the bridge company well , and remained as president of the corporation for several years . However , on January 1 , 1865 , the cables snapped under the weight of mules and wagons , and the entire bridge fell into the river , injuring the wagoners , and drowning three of the mules . Once again , ferries filled the needs that were previously fulfilled by the suspension bridge .

= = Third span (1866 ? 1939) = =

With the second span of the Barryville ? Shohola Suspension Bridge having fallen into the Delaware River in 1865 , the bridge company that maintained the span fell into a financial depression . After the destruction of the second span , company president Johnson had borrowed money for the company itself that he was unable to pay back . In 1865 , company had no funds to repair the partially collapsed bridge , nor credit to borrow any . The former president Chauncey Thomas bought the bankrupt company in a sheriff 's sale for \$ 1 @, @ 979 (1865 USD (\$ 30 @, @ 600 in 2016)) . Thomas was now the sole owner of the wrecked bridge .

To repair the bridge , Thomas would need to receive and pay more money , and he did . Along with the complete repair in 1866 , another pier was added to increase the stability of the weak structure . The 1866 construction was considerably stronger , compared to the two previous spans , due to major renovations . The old cables that snapped had been replaced by newer , stronger ones . Thomas also gave the span a new deck floor , a bridge railing and new stringers . The bridge was much better cared for this time around , as it also survived a local flood in 1903 and an icestorm in the early months of spring 1904 .

Chauncey Thomas died at his home in Shohola on October 5 , 1882 , sixteen years after the new bridge was repaired . Since Thomas had never written a will , estate and property were divided between his children and his grandchildren . A friend to the Thomas family , Stephen St. John Gardiner , became the administrator of the estate . With the job , Gardiner was able to buy the bridge . He became controller and majority of the bridge 's stock .

By the start of the 20th century , regional economic conditions changed . The Delaware and Hudson Canal Company had closed , as had local logging and mining companies . Shohola and Barryville had become summer resorts and the now @-@ aging antique bridge had become a local picturesque attraction for out @-@ of @-@ town visitors . On June 26 , 1920 , the suspension bridge was bought by the Joint Bridge Commission of Pennsylvania and New York for \$ 22 @, @ 600 @. @ 00 (1923 USD (\$ 267 @, @ 000 in 2016)) . Half of the \$ 22 @, @ 600 @. @ 00 was to be paid for by the state of New York , the other by Pennsylvania . The toll that was used on the span was removed . The single @-@ lane , aging structure , now owned by the commission , served the local residents well into the new century . However , the old age of the bridge showed on the bridge itself . In 1939 , the commission closed off the structurally deficient bridge to traffic , and began looking into ways to build a new bridge in the area . In 1940 , the bridge was reopened for light ,

local car traffic. but demolished in 1941 , when the fourth and then @-@ newest span of the bridge was opened .

= = Fourth span (1941 ? 2007) = =

The Joint Bridge Commission of Pennsylvania and New York hired the Whittaker and Diehl Company in early of 1941 to construct a \$ 174 @, @ 300 (1941 USD (\$ 2 @, @ 804 @, @ 200 in 2016)) steel , two @-@ lane truss bridge to replace the aging structure .

With the construction , there was a tunnel built on the Pennsylvania side for the Erie Railroad line that went nearby . This helped end the constant traffic jams and accidents caused by the railroad crossing . This bridge was slightly downriver from the former spans . The bridge itself was 742 @. @ 12 feet (226 @. @ 20 m) long , consisted of three spans , and was 22 feet (6 @. @ 7 m) wide . It had an average daily traffic rate of 1 @, @ 635 people in 2004 . Replacing the fourth bridge , according to the United States Department of Transportation , would cost about \$ 5 @, @ 628 @, @ 000 (2006 USD , \$ 6 @, @ 183 @, @ 700 in 2016)) .

The fourth span went into commission just days before Attack on Pearl Harbor in December 1941 . After the United States entered World War II , construction and reconstruction in the area had ended , while the nation transformed into a war economy. and the residents had received their new bridge span just in time . The bridge structure lasted through World War II and several river floods . The bridge lasted for several decades , until the start of the 21st century , when plans were made to replace the deteriorating truss structure .

= = Fifth span (2007 ? present) = =

With the deterioration of the fourth span , the bridge commission and the Pennsylvania Department of Transportation started construction on a \$ 9 @. @ 38 million (2007 USD (\$ 10 @, @ 704 @, @ 700 in 2016)) concrete bridge with steel beams connecting Traffic Route 434 on the Pennsylvania side (assigned in 1967) and Touring Route 55 / Sullivan County Route 11 (assigned in 1930) . The construction began on February 2004 , and since there was no place to perform a groundbreaking ceremony , the construction company hired , Fahs Construction Group of Binghamton , New York performed a " bridge @-@ breaking " ceremony on March 25 , 2004 , taking sledgehammers to the bridge . The bridge was expected to have resemble the Roebling Aqueduct , which lay to the north in Minisink Ford , New York . The bridge was proposed to be 812 feet (247 m) with twin 12 feet (3 @. @ 7 m) travel lanes and an 8 @-@ foot (2 @. @ 4 m) shoulder . It was to also have three balconies facing upstream of the Delaware River , to offer travelers scenic views .

A number of difficulties and unforeseen circumstances delayed construction . First , the Pennsylvania Historical and Museum Commission had been conducting archaeological digs in the area since 1996 , and had found a variety of artifacts dating from the Clovis period , with radio carbon age dating around 10 @, @ 900 BCE , making them one of the oldest sites in the eastern United States ; the sites also includes evidence of food , making it one of the rarer paleolithic finds . The next circumstance was that there was worry that the construction of the bridge might affect the river ecosystem , particularly some of the river water organisms . After some regulations were added and problems were sorted out , the construction continued . The third issue was that the bridge may run into problems with boaters , and therefore , the bridge was given the same regulations as bridges upstream . Finally , the Delaware 's low water level meant that barges could not be used in the construction . When Hurricane Ivan struck in 2004 , the water level rose , allowing for the use of the barges , but destroying several construction items used for the bridge in the process .

The bridge , which had an estimated completion in the autumn of 2006 according to the Pennsylvania Department of Transportation , was opened on @-@ time in October 26 , 2006 . This closed the old 1940 structure from use , coned off from Route 434 and Route 55 . Once abutment work was finished , the now Fahs @-@ Rolson Construction Company began demolishing the old structure . However , unfinished paving work was completed in October 2007 . The total cost for the replacement project came out in 2009 at \$ 11 @. @ 62 million (2007 USD (\$ 12 @, @ 816 @, @

800 in 2016)) .

The bridge had temporary fencing and new walkways along a six @-@ lane span , with locals saying that the stone structure fitting into the looks of the scenic Delaware River Valley . The old bridge was demolished after construction completed .