

United States Department of the Interior
National Park Service

RECEIVED 2280

MAY 29 2015

National Register of Historic Places Registration Form

Nat. Register of Historic Places
National Park Service

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

99001189

1. Name of Property

Historic name: New Sharon Bridge Additional Documentation - Removal

Other names/site number: _____

Name of related multiple property listing: n/a

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

2. Location

Street & number: Off South Side of Route 2 over Sandy River

City or town: New Sharon State: Maine County: Franklin

Not For Publication: n/a Vicinity: n/a

3. State/Federal Agency Certification

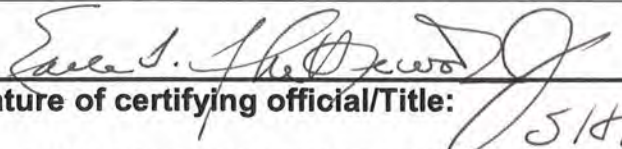
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _____ meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

	<u>5/21/15</u>
Signature of certifying official/Title: _____	Date
MAINE HISTORIC PRESERVATION COMMISSION	
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

**NEW SHARON BRIDGE ADDITIONAL
DOCUMENTATION – REMOVAL**

FRANKLIN COUNTY, MAINE

Name of Property

County and State

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:)

For Eoban H. Beall
Signature of the Keeper

7-14-15
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

**NEW SHARON BRIDGE ADDITIONAL
DOCUMENTATION – REMOVAL**

FRANKLIN COUNTY, MAINE

Name of Property

County and State

Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.) (Refer to photographs)

This documentation is presented to remove the New Sharon Bridge in New Sharon, Maine from the National Register of Historic Places.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The New Sharon Bridge (NR: 99001189) in New Sharon, Maine was listed in the National Register of Historic Places on September 24, 1999 in recognition of its engineering significance. Erected in 1916 the structure was a rare surviving example of a long span, pin-connected, Pennsylvania truss bridge. It was the last of three identified examples in Maine that were constructed between 1890 and 1916. Pin connections were the preferred field connections of late 19th century metal truss bridge builders because of the ease of design fabrication, and erection. After 1900, pin connections were largely superseded by riveted connections due to improvements in metallurgy and field pneumatic riveting equipment.

Even at the time of its listing in the National Register the New Sharon Bridge was suffering deterioration of several of the construction elements. A highway bypass had been constructed parallel to the bridge in 1959, but the historic bridge was used for local traffic. After the bypass was constructed the state turned the bridge over to the town, but the cost of maintaining the structure was eventually beyond the reach of the community. In 1998 the Maine Department of Transportation (MDOT) officially closed the bridge and in 2014, fearing that its collapse was imminent MDOT felled the bridge through a series of controlled explosions. The bridge was photographed in 2001 by the Maine Historic Preservation Commission and entered into the Maine Historic Engineering Record.

This additional documentation is submitted in order to remove the New Sharon Bridge from the National Register as per 36 CFR 60.15 (a)(1) because "the property has ceased to meet the criteria for listing in the National Register because the qualities which caused it to be originally listed have been lost or destroyed...". Copies of two newspaper articles recording the demolition of the building are enclosed.

8. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Kreworuka, Karen . "Cathedral' bridge ," *Sun Journal* (Lewiston, Maine), July 7, 1998.

NEW SHARON BRIDGE ADDITIONAL DOCUMENTATION – REMOVAL

FRANKLIN COUNTY, MAINE

Name of Property _____

County and State

“New Sharon Bridge, New Sharon, Maine.” Maine Historic Engineering Record, # 21. (Maine Historic Preservation Commission: Augusta, Maine), 2001.

“New Sharon bridge collapsed,” *Franklin Journal*, February 28, 2014,

<http://thefranklinjournal.com/390/>.

Schroeder, Kaitlin. “New Sharon bridge falls after blast bust,” *Kennebec Journal*, February 28, 2014.

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. Form Prepared By

name/title: Christi A. Mitchell, Architectural Historian
organization: Maine Historic Preservation Commission
street & number: 55 Capitol Street
city or town: Augusta state: Maine zip code: 04333-0065
e-mail: christi.mitchell@maine.gov
telephone: (207) 287-1453
date: 11 February 2015

**NEW SHARON BRIDGE ADDITIONAL
DOCUMENTATION – REMOVAL**

Name of Property

FRANKLIN COUNTY, MAINE

County and State

Additional Documentation

Submit the following items with the completed form:

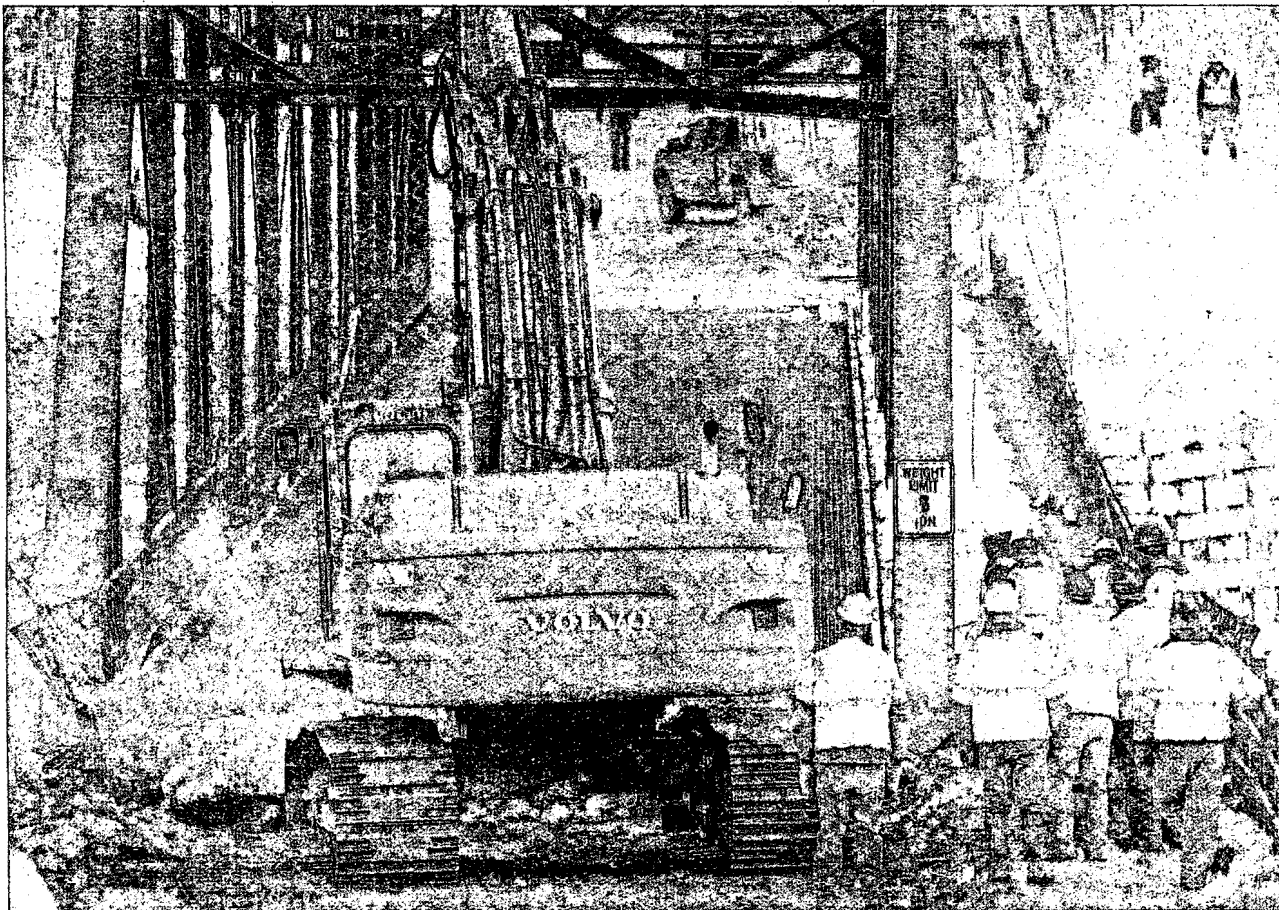
- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

BRIDGE WORK:
Crews stand by as an excavator jackhammers the New Sharon bridge on Thursday. The initial controlled explosions failed to bring down the historic bridge, but it was brought down several hours later by excavators.

Staff photo
by Michael G. Seamans



Handwritten: 2/28/14

New Sharon bridge falls after blast bust

BY KAITLIN SCHROEDER
Staff Writer

NEW SHARON — A century-old bridge came crashing down just after 5 p.m. Thursday, three hours after an initial blast of explosives failed to collapse the structure into the Sandy River and an excavator had to finish the job.

But when the truss eventually fell into the water, it landed upright instead of on its side as the

contractor had anticipated.

"It just collapsed perfectly," said Project Manager Andy McPherson, of CPM Constructors. "It went straight down so we can actually use the bridge itself to get into the water."

McPherson said the explosive charges initially did not knock the bridge down as planned because the company did not know about steel beams in the abutments, which were not listed in the bridge

plans.

"It's an old bridge and there just wasn't a lot of information available about its construction," he said.

In the coming week, the steel beams will be cut into pieces and removed from the river. The entire \$346,000 project, funded by the state, is anticipated to continue into late March.

The Maine Department of Transportation told New Sharon

selectmen in November that the bridge was in danger of collapsing and the state would pay to remove it. The structure had significant cracks in the abutments, according to the transportation department.

If the town had rejected the department's offer to demolish the bridge, which has been closed for two decades, and it had collapsed

BRIDGE, PAGE 25

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1189



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name New Sharon Bridge

other names/site number _____

2. Location

street & number Off South Side of Route 2 Over Sandy River N/A not for publication

city or town New Sharon N/A vicinity

state Maine code ME county Franklin code 007 zip code 04955

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] Date 8/23/99
Signature of certifying official/Title _____

Maine Historic Preservation Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. 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] Date of Action 9/24/99
Signature of the Keeper _____

New Sharon Bridge
Name of Property

Franklin, Maine
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)
 private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)
 building(s)
 district
 site
 structure
 object

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

_____ buildings
_____ sites
1 structures
_____ objects
1 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
0

6. Function or Use

Historic Functions
(Enter categories from instructions)
Transportation/Road-Related

Current Functions
(Enter categories from instructions)
Vacant/Not In Use

7. Description

Architectural Classification
(Enter categories from instructions)
Other: Pennsylvania Thru Truss

Materials
(Enter categories from instructions)
foundation Concrete
walls N/A
roof N/A
other Pin Connections

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

NEW SHARON BRIDGE

FRANKLIN, MAINE

Section number 7 Page 2

(The following description is adapted from the MDOT Historic Bridge Inventory Form prepared by Mary McCahon and J. Patrick Harshbarger of A.G. Lichtenstein & Associates, Inc.)

The New Sharon Bridge is a one span, 268 foot-long, pin-connected Pennsylvania thru truss that is supported on concrete abutments with ashlar wingwalls. The bridge has built-up chords, verticals and sway bracing. The lower chords are composed of eye bars with the-exception of the end panels which are built-up sections. The diagonals are also eye bars. The Pennsylvania truss design bridge has the characteristic panels that are subdivided by an intermediate vertical and a half-length diagonal. A cantilevered sidewalk with metal lattice railing is placed to the upstream side. Rolled section floorbeams and stringers support an open steel grid deck that is 18.5 feet in width. The bridge is currently closed to vehicular traffic. A bypass bridge is located on a downstream alignment.

New Sharon Bridge

Name of Property

Franklin, Maine

County and State

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.
- 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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1916

Significant Dates

1916

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Greenwood, E. E., Engineer

Groton Bridge Company, Fabricator

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

NEW SHARON BRIDGE

FRANKLIN, MAINE

Section number 8 Page 2

(The following statement of significance is adapted from the MDOT Historic Bridge Inventory Form prepared by Mary McCahon and J. Patrick Harshbarger of A.G. Lichtenstein & Associates, Inc.)

Erected in 1916, the New Sharon Bridge is significant as rare surviving example of a long span, pin-connected truss bridge. It is the last built of three identified examples in Maine that were constructed between 1890 and 1916. Pin connections were the preferred field connections of late 19th century metal truss bridge builders because of the ease of design, fabrication, and erection. After 1900, pin connections were largely superseded by riveted connections due to improvements in metallurgy and field pneumatic riveting equipment. The New Sharon bridge is a late example of a pin-connected Pennsylvania truss. It is eligible for nomination to the National Register under Criterion C for its statewide engineering significance.

According to Maine State Highway Commission (MSHC) annual reports, the bridge was built in 1916 under a special resolve of the state legislature. Before 1916, special resolves were a typical method used by the legislature to appropriate funds to assist towns and counties with specific road and bridge improvements. Although local or county governments paid for and constructed such projects, the MSHC usually oversaw the projects and reviewed the plans. After 1916, most bridge projects funded by the state were handled under the provisions of the General Bridge Act of 1915 (approved by referendum in 1916). This bridge is one in a large number that were approved by special resolve of the 1915 state legislature before the General Bridge Act went into effect. Engineer E. E. Greenwood prepared the bridge plans and supervised the project for the state highway commission. An article in the February 29, 1916, edition of the *Franklin Journal* (Farmington) stated that the total contract price for the superstructure was \$37,050, and that the contract for the substructure with Rumford contractor James H. Kerr amounted to \$7,192.50 (a figure that rose to \$10,183.39 resulting from overruns). The total cost of the bridge equaled \$47,233.39.

The bridge's manufacturer -- the Groton Bridge Company -- was a prolific bridge fabricator active from the 1870s to the 1920s. It was noteworthy in the 1870s and 1880s for a number of innovative and patented truss bridge designs. In 1901, the company was absorbed by the American Bridge Company, which closed the plant and then sold it back to some former employees. They continued to operate the reorganized Groton Bridge Company through the 1920s.

The Pennsylvania truss design was developed in the mid 1870s and 1880s. A Pennsylvania thru truss bridge is a variation of the Pratt truss design with a polygonal top chord and subdivided panels that more evenly distribute the loads and minimize buckling in the full-length diagonals. The design was first developed and extensively used by the Pennsylvania Railroad in about 1875, hence the name.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

NEW SHARON BRIDGE

FRANKLIN, MAINE

Section number 9 Page 2

Annual Report of the Maine State Highway Commission. 1915.

Franklin Journal (Farmington, ME), February 29, 1916.

Maine State Highway Commission General Bridge Survey form for the New Sharon Bridge. 1924.
Original copy on file at the Maine Department of Transportation, Augusta.

New Sharon Town Reports. 1917-18.

State of Maine Department of Transportation Historic Bridge Inventory Form for the
New Sharon Bridge (#2608). March, 1999.

New Sharon Bridge
Name of Property

Franklin, Maine
County and State

10. Geographical Data

Acreeage of Property Less Than 1

UTM References

(Place additional UTM references on a continuation sheet.)

1 19 419460 49430000
Zone Easting Northing

3
Zone Easting Northing

2

4

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Kirk F. Mohny, Architectural Historian

organization Maine Historic Preservation Commission date June, 1999

street & number 55 Capitol Street., 65 State House Station telephone 207/287-2132

city or town Augusta state Maine zip code 04333-0065

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

NEW SHARON BRIDGE

FRANKLIN, MAINE

Section number 10 Page 2

Verbal Boundary Description

The nominated property is a rectangle whose dimensions equal those of the bridge structure itself including superstructure, substructure, and floor system.

Boundary Justification

The boundary embraces the significant historically associated elements of the New Sharon Bridge including the superstructure, substructure, and floor system.



WEIGHT
LIMIT
3
TON

NEW SHARON BRIDGE
NEW SHARON, FRANKLIN CO., ME
PATRICK HARSH BARGER

3/1999

MDOT

THROUGH VIEW LOOKING NORTHWEST

1 of 3



NEW SHARON BRIDGE

NEW SHARON, FRANKLIN CO., ME

PATRICK HARSHBARGER

3/1999

MDOT

DOWNSTREAM ELEVATION (NORTHERLY)

2 of 3

1916
CROTON BRIDGE
COMPANY
CROTON, N.Y.

NEW SHARON BRIDGE

NEW SHARON, FRANKLIN CO., ME

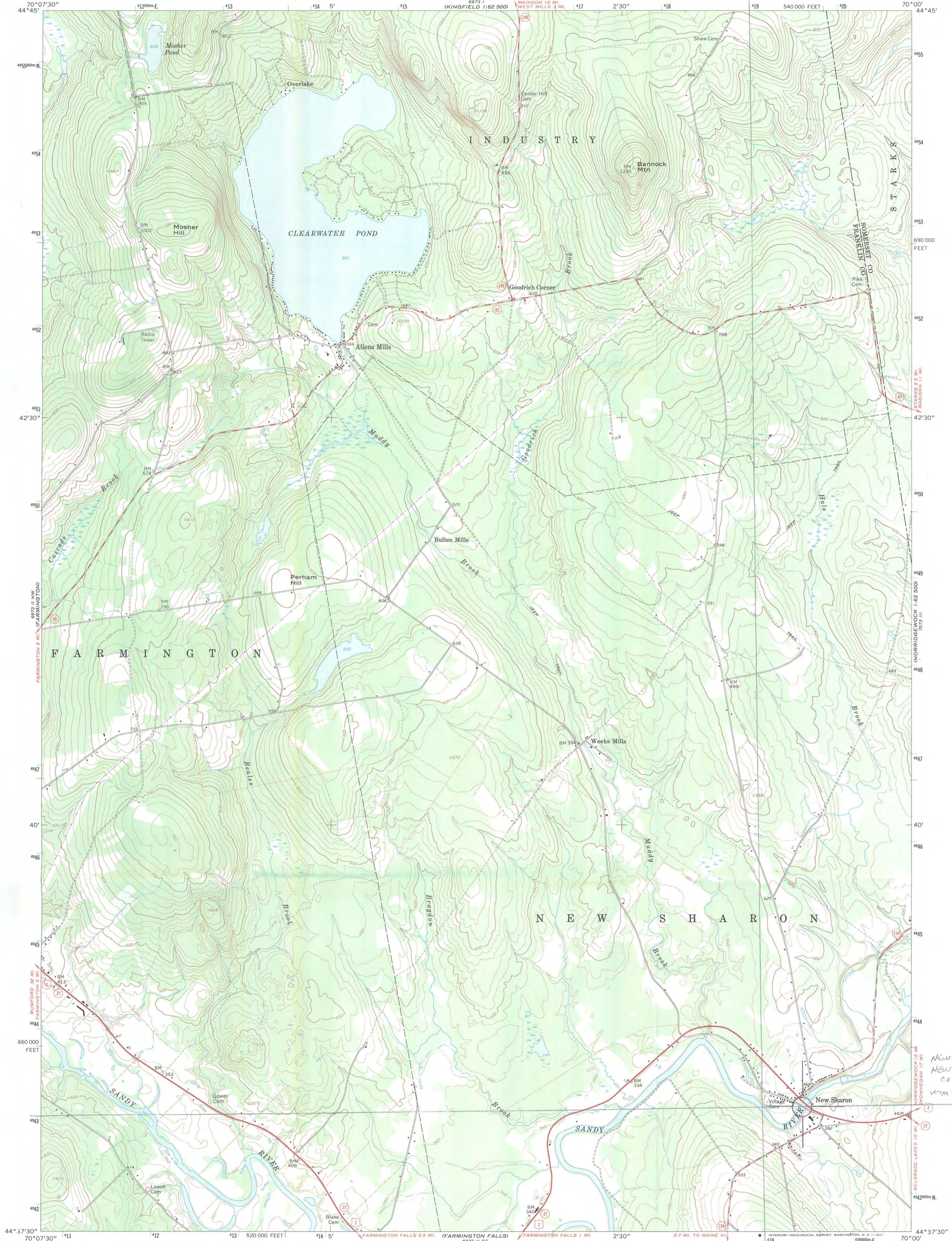
PATRICK HARSHBARGER

3/1999

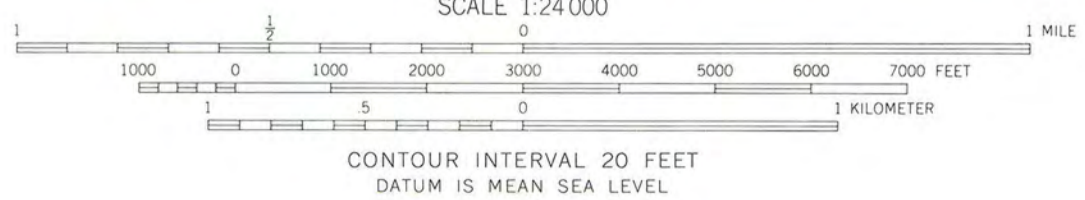
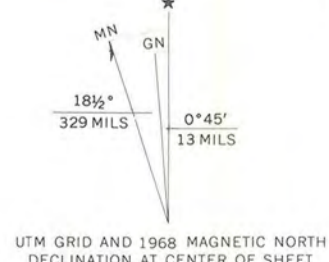
MDOT

DETAIL VIEW OF PLAQUE

3 OF 3



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1965. Field checked 1968
Polyconic projection. 1927 North American datum
10,000-foot grid based on Maine coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs
This information is unchecked



CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL



ROAD CLASSIFICATION

Primary highway, all weather, hard surface	Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface	Unimproved road, fair or dry weather

U. S. Route State Route

NEW SHARON, MAINE
NE/4 FARMINGTON 15' QUADRANGLE
N4437.5—W7000/7.5

1968

AMS 6973 II NE—SERIES V811

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NEW SHARON BRIDGE
NEW SHARON, FRANKLIN
CO., ME
UTM: 19/419460/4943000

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: New Sharon Bridge

MULTIPLE NAME:

STATE & COUNTY: MAINE, Franklin

DATE RECEIVED: 8/27/99 DATE OF PENDING LIST: 9/07/99
DATE OF 16TH DAY: 9/23/99 DATE OF 45TH DAY: 10/11/99
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99001189

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9/29/99 DATE

ABSTRACT/SUMMARY COMMENTS:

*Entered in the
National Register*

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



ANGUS S. KING, JR.
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

August 23, 1999

National Register of Historic Places
1849 C St., NW
NC 400
Washington, DC 20240

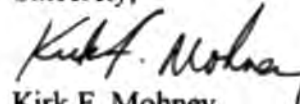


To Whom It May Concern:

Enclosed please find eight (8) National Register nominations for properties in the state of Maine.

If you have any questions relating to this submission, please do not hesitate to contact me.

Sincerely,


Kirk F. Mohney
Architectural Historian

Enc.

Bridge

CONTINUED FROM PAGE B1

on its own; the town would have been responsible for cleanup costs and any damage downstream.

Town officials said that they didn't publicize the demolition because they didn't want a large crowd to gather at the blast site, but dozens of onlookers assembled to snap photos along the riverbank on the neighboring U.S. Route 2 bridge and from Main Street near the fire station.

The 2 p.m. explosion was met with anti-climactic silence as onlookers held up phones and cameras, waiting for the bridge to fall. When that didn't happen after several minutes, onlookers began asking fire and police crews what was going on, and several people began cracking jokes about the demolition's failure.

When the explosives did not work as planned, crews used an excavator and shears to cut through the steel support beams.

Among the onlookers were sisters Barbara Petrie, 72, and Judy Ellis, 63, who said they, along with seven other siblings, used to cross the bridge after school to get snacks from the store on the other side of the river.

New Sharon High School and the former general store have since closed, along with the post office and other businesses in that area of town.

"This was the town," Ellis said, pointing to the buildings that have since been conveyed to homes or left vacant. "And that

was the bridge to it."

Ellis said that it was hard for many of the residents to see the bridge go, but said she understands why it had to be torn down.

"It's because of money and safety issues. It's sad, but it was time," she said.

"We knew it needed to be," added Petrie.

Police and fire crews secured the area throughout the day, and sheriff's deputies planned to watch the bridge throughout the night.

McPherson said if the bridge collapsed into the river on its own, it might have either hit the adjacent U.S. Route 2 bridge or fell into the river during high water, where it could do more damage. By demolishing the bridge in a controlled setting, the area could be secured and demolition crews could collapse the bridge in the opposite direction of the other bridge, he said.

The bridge, listed on the National Register of Historic Places, was built in 1916. It once connected the two sides of town, but hasn't been used since the 1990s.

There have been previous efforts to raise money to restore the iron truss, but they all fell short of funding goals. Any future restoration effort would have cost millions of dollars, selectmen said when they unanimously voted to let the state dismantle the bridge.

Three plates that were attached to the bridge, one intact and two in pieces, were removed before the blasts and are displayed on a table in the Town Office.

*Kaitlin Schroeder — 861-9253
kschroeder@centralmaine.com*

Your Community, Your News

Search this website...

New Sharon bridge collapsed

February 28, 2014 by admin



[SPORTS PHOTO GALLERIES](#)

[VIDEOS](#)

[SUBMITTED PHOTOS](#)

[CONTACT US](#)





New Sharon bridge collapsed

by Greg Davis, Editor

NEW SHARON – They don't build them like that anymore...

This past Thursday, dynamite charges on the north and south ends of the old iron bridge in New Sharon were supposed to quickly tip the 1916 structure into the Sandy River. It is believed that the old concrete was too soft and absorbed the blasts.

The charges were set off but the old bridge stood tall. A large crowd had gathered around 2 p.m. to witness the expected drop. Temperatures were below freezing and the crowds slowly thinned out as the stubborn bridge continued to stand into the evening, defying all efforts to shake it loose from its foundations. Finally, after continually jackhammering the concrete abutments with an excavating machine for about four hours, the old bridge finally dropped into the river.

Franklin County Sheriff Deputies then provided security at the site overnight. On Friday, the work was beginning to cut up the iron bridge sections.

Onlookers had viewed portions of the spectacle from the bridge on Route 2, the village and from a snowmobile trail located off Cape Cod Hill Road and a cliff overlooking the river.

The Maine Department of Transportation informed town officials last year that the bridge, which is listed on the National Register of Historic Places, was in imminent danger of collapse. The present Route 2 bridge runs parallel to the iron bridge, and there were fears that a spring flood could carry off the old bridge and smash it into its neighbor.

Selectmen voted Nov. 13, 2013, to allow the state to remove the bridge, once used to carry traffic from old Route 2. It was closed to all motorized traffic when cracks were discovered in an abutment over 10 years ago.

Representatives of contractor CPM Constructors of Freeport, the Maine Department of Transportation, and Maine Rural Water Association were observing the process, as a water line runs under the river. Maine Drilling & Blasting set off the charges.

CPM Project Manager Andy McPherson noted a CPM excavator with set of shears was ready to cut the iron bridge sections up once the abutments were demolished and the bridge was finally collapsed. He said the bridge area should be cleared out in about a week. An access road had been constructed so the sheering equipment could get down to the bridge.

Residents indicated they will miss the old structure, which had been used as a pedestrian crossing over the river in its last years, because it really is not safe to walk across the existing Route 2 bridge.

Filed Under: Featured Stories, News

February 2015						
M	T	W	T	F	S	S
						1
2	3	4	5	<u>6</u>	7	8
9	<u>10</u>	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	
<u>« Sep</u>						



MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

RECEIVED 2280

MAY 29 2015

Nat. Register of Historic Places
National Park Service

PAUL R. LEPAGE
GOVERNOR

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

22 May 2015

J. Paul Loether, Deputy
Keeper of the National Register
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, NW, 8th Fl.
Washington D.C. 20005

Dear Mr. Loether:

Enclosed please find four (4) new National Register nominations for properties in the State of Maine:

Ella R. Hodgkins Intermediate School, Kennebe County
Great Chebeague Golf Club, Cumberland County
Norton's Corner School, Piscataquis County
Lewiston Mills and Water Power System Historic District, Androscoggin County

The photographs submitted with the Lewiston Mills and Water Power System Historic District were developed from black and white film negatives. As such, there is no accompanying image disk. Please note that for the sake of convenience the photographs have been labeled with an abbreviation of the district name (i.e. LMWPS Historic District). Accompanying this nomination are copies of letters of objection submitted by 2 (only) of the 39 property owners.

Also enclosed are six (6) registration forms for the removal of National Register Listed properties in Maine:

McElwain House, Aroostook County
Burgess, Walter and Eva, Farm, Piscataquis County
Bradford House, Androscoggin County
First Baptist Church, Cumberland County
New Sharon Bridge, Franklin County
Crockett, Knott, House, Knox County

If you have any questions relating to these nominations, please do not hesitate to contact me at (207) 287-2132 x 2.

Sincerely,

Christi A. Mitchell
Architectural Historian

Enc.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: REMOVAL

PROPERTY New Sharon Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MAINE, Franklin

DATE RECEIVED: 5/29/15 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 7/14/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99001189

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7.14.15 DATE

ABSTRACT/SUMMARY COMMENTS:

REMOVED
from
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.