

**CONNECTICUT RIVER BRIDGE
015 PIERMONT – BRADFORD**

NH Bridge ID: Piermont 032/103

CARRYING: NH 25

PRESENT NAME: Piermont - Bradford Bridge

DATE BUILT: 1929

LAT/LONG: 43.978055,-72.112091

CROSSING CHRONOLOGY

- 1789 Ferry established by Parker Stevens
- c.1826 First bridge, timber trestle toll bridge
- 1850 Second bridge, type uncertain
- 1876 Second bridge destroyed by freshet
- 1877 Third bridge, covered Town Truss
- 1909 Bridge freed of toll
- 1927 Destroyed in flood
- 1929 Fourth and present steel truss bridge
- 1997 Bridge rehabilitated

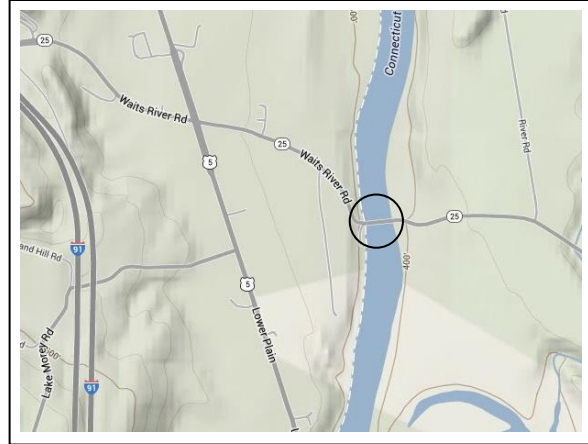


FIGURE 1: Piermont – Bradford Bridge, built 1929. Upstream side from Vermont (Historic Documentation Company Inc. 2012).

CROSSING HISTORY

First bridge: The first bridge on this site was not constructed until about 1826, when it succeeded a long-established ferry service. The ferry at this location was evidently that for which Parker Stevens obtained a charter in 1789. A group of investors received a charter to incorporate as the Proprietors of Piermont Bridge in 1825, and constructed the first bridge a year or so later. This was a timber bridge supported on wooden abutments and trestles. It was reportedly destroyed by freshets and rebuilt several times.

Second bridge: The Proprietors erected an improved bridge (possibly a covered bridge), incorporating stone abutments, in 1850. This was swept off its substructure in the freshet of 1876, however.

Third bridge: Construction of the next bridge in 1877 probably employed much of the fabric of its predecessor, which had grounded on the bank downstream at “Robie’s meadow.” The new bridge was a 360-foot two-span covered bridge that was an example of the Town lattice truss; it was built 4 feet higher than the previous bridge. In 1909 the towns of Piermont and Bradford purchased the bridge, making it a free crossing and laying out new approach roads at either end. On November 5, 1927, the bridge was destroyed in the flood.

Fourth bridge: The New Hampshire Highway Department constructed the present bridge during 1928-1929. It is a 352-foot single-span Pennsylvania truss with horizontal stiffening members at the centers of the high posts near the center of the span; the tallest of these posts are 52 feet long. The Boston Bridge Works built the bridge in 1928. The eastern abutment is a concrete structure designed by John Storrs in 1908; the western abutment is granite. After being employed to support the center of the steel bridge during construction, the old central pier of the wooden bridge was removed. Its base remains visible in the bed of the river. The current bridge at this location is the longer of two single-span Pennsylvania truss bridges in New Hampshire, the other such bridge being the 330' Hinsdale – Brattleboro bridge over the Connecticut River [NH Bridge No. Hinsdale 041/040], built in 1920.



FIGURE 2: Covered bridge, Town lattice built 1850, reconstructed 1877 and destroyed by 1927 Flood. Vermont end shown in November 1922 (Storrs).

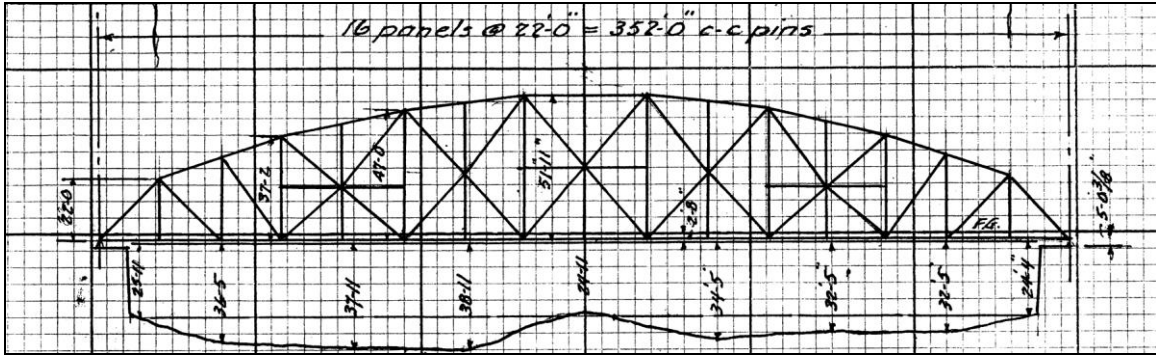


FIGURE 3: Sketch of truss members showing extra vertical and horizontal members that define the Pratt truss subtype known as the "Pennsylvania Truss" (NHDOT 1941).

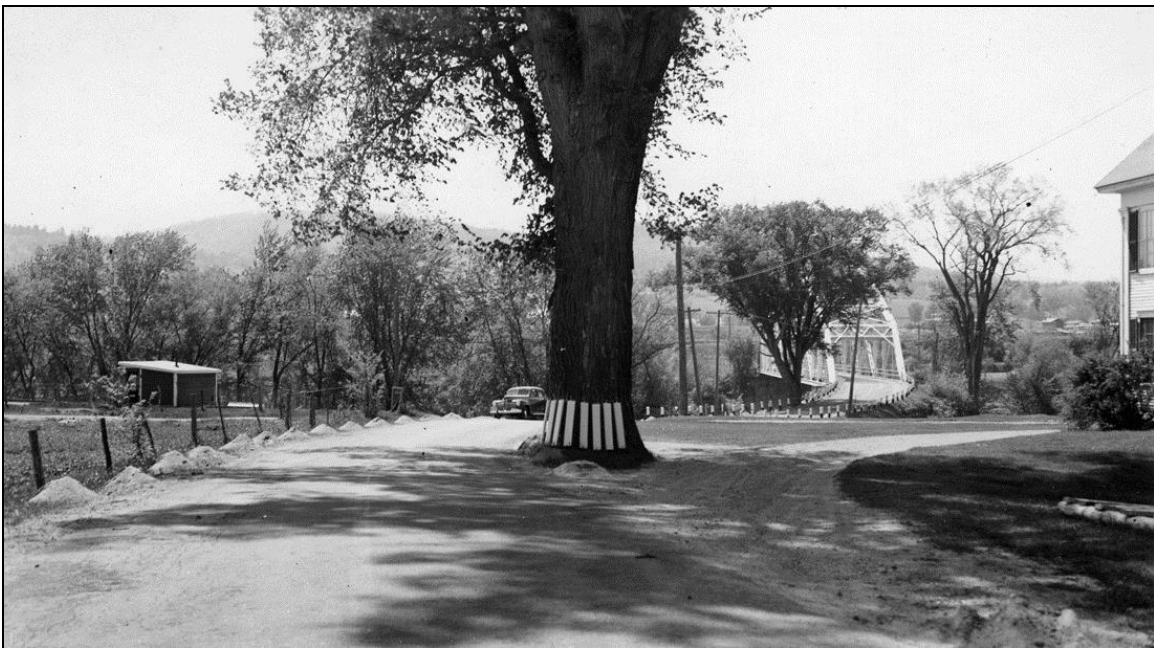


FIGURE 4: New Hampshire approach to present truss bridge in 1941 (NHDOT 1941).

BIBLIOGRAPHY

Horton, Louis S., et al. *Piermont, New Hampshire, 1764-1947*. Bradford, VT: Green Mountain Press, 1947.

John Storrs Photograph Collection. Located at New Hampshire Division of Historical Resources, Concord.

Knoblock, Glenn A. *New Hampshire Covered Bridges*. Charleston, SC: Arcadia Publishing, 2002.

NHDOT Bridge Card, Piermont 032/103, 1941. On file at NHDOT, Concord.