Bridge Road Temporary Bridge

Ventura County, California

Historical Resources Technical Report

CONSULTING

GPA

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EXECUTIVE SUMMARY

The purpose of this report is to assess whether or not a proposed project would cause a significant impact on historical resources in accordance with the California Environmental Quality Act (CEQA). The County of Ventura (County) proposes to construct a temporary, prefabricated single-lane bridge to maintain continuous and reliable vehicular access during closure of the existing Bridge Road Bridge (Bridge #52C-0053) over Santa Paula Creek (project).

Bridge Road Bridge is a single-lane, 130-foot-long steel truss bridge originally constructed in 1911 and relocated to its present location in 1941. It was previously determined eligible for listing in the National Register of Historic Places (National Register) and is listed in the California Register of Historical Resources (California Register). As such, it is considered a historical resource as defined by the California Environmental Quality Act.

The proposed project consists of one component that has the potential to impact historical resources: adjacent new construction. GPA has concluded that the project as proposed complies with *The Secretary of the Interior's Standards for the Rehabilitation of Historic Properties* (Standards) and *Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* (Guidelines) and would result in less-than-significant direct and indirect impacts on the Bridge Road Bridge. Upon completion of the project, the historical resource would retain all existing aspects of integrity necessary to convey its significance and remain eligible for listing in the National Register and California Register. Furthermore, there is no potential to contribute to significant cumulative impacts on the historical resource or other historical resources of the same property type.

No mitigation is required or recommended.

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1. INTRODUCTION

1.1 Purpose

The County of Ventura (County) proposes to install a temporary, prefabricated single-lane bridge, directly north of the existing Bridge Road Bridge (Bridge #52C-0053) over Santa Paula Creek in unincorporated Ventura County. For purposes of the California Environmental Quality Act (CEQA), the County is the Lead Agency responsible for preparation and certification of the environmental document for the project.

The project area is in unincorporated Ventura County approximately 150 feet east of State Route 150 (SR 150, North Ojai Road) and approximately two miles north of the City of Santa Paula. The project area encompasses approximately 0.5 acre and is identified by Assessor's Parcel Numbers (APN) 040-010-019, 040-012-001, and 040-012-025.

Since 1999, the County has conducted multiple repairs on the existing bridge to address abutment undermining, timber deterioration, anchor and bolt failures, and deck replacement. Despite these repairs, the structure continues to deteriorate and exhibit safety deficiencies. A 2024 California Department of Transportation (Caltrans) Bridge Inspection Report assigned the bridge a sufficiency rating of 41 out of 100, indicating structural deficiency and the need for corrective action. Observed conditions include erosion undermining the abutments, deterioration of shotcrete slope protection, and nonstandard bridge railings and approach guardrails. In addition, timber stringers are insufficient to support the posted load ratings, and erosion and scour continue to compromise the bridge's structural integrity. The project is needed to address the structural and safety deficiencies of the existing bridge, which serves as the sole vehicular access route between SR 150 and communities east of the creek.

The purpose of the project is to provide continuous, reliable vehicular and emergency access between SR 150 and communities east of Santa Paula Creek while avoiding potential public safety hazards associated with the existing bridge. The objectives of the project are to:

- Maintain continuous, reliable vehicle and emergency response access between SR 150 and communities east of Santa Paula Creek;
- Provide a structurally stable, temporary crossing to allow closure of the existing bridge;
- Minimize right of way, utility, and agricultural disruptions while meeting current engineering and safety standards; and
- Protect the historic integrity of the existing bridge.

The project area includes Bridge Road, the existing Bridge Road Bridge, Santa Paula Creek, previously graded land adjacent to SR 150, and agricultural land. Bridge Road is a paved, 2 lane roadway connecting the existing bridge to SR 150 to the west. East of the existing bridge, Bridge Road is a single lane roadway and provides access to Rafferty Road (a private roadway) and a private driveway to a single-family residence. The existing bridge is a single lane, 130-foot-long steel truss bridge originally constructed in 1911 and relocated to its present location in 1941. The existing bridge has been determined eligible for listing in the National Register of Historic Places (National Register), is listed in the California Register of Historical Resources (California Register), and is considered a historical resource as defined by CEQA.

The purpose of this Historical Resource Technical Report (HRTR) is to assess whether the proposed project would cause a significant impact on the historical resource as defined by CEQA.

1.2 Methodology

In preparing this report, GPA performed the following tasks:

1. Reviewed existing information and previously prepared reports on identified historical resources in the project area, including:
    - GPA Consulting, *Draft Historical Resources Evaluation Report for the Bridge Road Bridge Rehabilitation and Scour Mitigation Project, Ventura County, California* (Caltrans: October 2021).
    - GPA Consulting, *Draft Finding of No Adverse Effect for the Bridge Road Bridge (No. 52c-0053) Rehabilitation and Scour Mitigation Project, County of Ventura, California, Federal Aid Project No. Brlo-5952(186)* (Caltrans: September 2022).
2. Reviewed and analyzed the conceptual plans and related documents to determine if the project would have a significant impact on the identified historical resources as defined by CEQA.

1.3 Qualifications of Preparers

Audrey von Ahrens, Senior Architectural Historian, was responsible for the preparation of this report. Amanda Duane, Senior Architectural Historian, was responsible for reviewing this report for quality assurance and quality control. They each fulfill the qualifications for a historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61.

Résumés for Ms. von Ahrens and Ms. Duane are included in Appendix A.

2. REGULATORY FRAMEWORK

2.1 Federal Regulations

2.1.1 National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[1]

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:[2]

A. Associated with events that have made a significant contribution to the broad patterns of our history; or

B. Associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

Context

To be eligible for listing in the National Register, a property must be significant within a historic context, meaning it represents an important aspect of an area's history or prehistory. National Register Bulletin 15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear."[3] .

Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in National Register Bulletin 15 as "the ability of a property to convey its significance."[4] Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

[1] Title 36 (CFR) Part 60.2.
[2] Title 36 Code of Federal Regulations Part 60.4.
[3] Patrick Andrus and Rebecca Shrimpton, eds., (National Register Bulletin 15) *How to Apply the National Register Criteria for Evaluation* (US Department of the Interior, National Park Service, Cultural Resources: 1997), 8-9, accessed January 2026, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.
[4] National Register Bulletin 15, 44-45.

2.2 State Regulations

2.2.1 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register of Historical Resources (California Register, CR). The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.[5]

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.[6]

Criteria and Integrity

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It 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
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous regarding the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.[7]

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all the following criteria:[8]

[5] California Public Resources Code (PRC) § 5024.1 (a).
[6] PRC § 5024.1 (d).
[7] PRC § 4852.
[8] PRC § 5024.1.

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [OHP] procedures and requirements;
3. The resource is evaluated and determined by the office [OHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Office of Historic Preservation Survey Methodology

The evaluation instructions and classification system prescribed by the OHP in its *Instructions for Recording Historical Resources* provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

2.3 Local Regulations

2.3.1 Ventura County Cultural Heritage Ordinance

The first Cultural Heritage Ordinance (Ordinance No. 2026) was originally adopted by the Board of Supervisors in 1968 to create regulations and procedures for designation and protection of "items of special historical or aesthetic character or interest" within Ventura County. The most recent Cultural Heritage Ordinance (No. 4225; the Ordinance) was adopted in 2000 to provide a framework for review of land use projects where there is potential for the project to impact a known or potential Cultural Heritage Site (e.g., County Landmarks, Sites of Merit, Points of Interest, or Historic Districts).[9]

A site may be designated a Cultural Heritage Site by the Cultural Heritage Board or Board of Supervisors if it meets the applicable criteria below:

[9] "Cultural Heritage Ordinance Update," County of Ventura Resource Management Agency, accessed January 2026, https://rma.venturacounty.gov/divisions/planning/cultural-heritage-ordinance-update/.

a. Landmarks - Satisfy one or more of the below criteria of significance, in addition to retaining sufficient integrity. In evaluating integrity, the authenticity of the resource's physical identity shall be established by evidence of lack of deterioration and significant survival of the characteristics that existed during its period of significance. This shall be evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association, consistent with applicable National Register of Historic Places Bulletins for evaluating historic properties.

   (1). It is associated with events that have made a significant contribution to the broad patterns of Ventura County history;

   (2). It is associated with the lives of significant persons in Ventura County's past;

   (3). It 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 may lack individual distinction;

   (4). It has yielded, or may be likely to yield, information important in history or prehistory.

b. Sites of Merit - Satisfy all of the following criteria:

   (1). Sites of historical, architectural, community, or aesthetic merit which have not been designated as Landmarks or Points of Interest, but which are deserving of special recognition;

   (2). Board of Supervisors approved surveyed sites with a National Register status code of 1 through 5; and

   (3). Retain sufficient integrity as described in Sec. 1367(a).

c. Points of Interest - Satisfy one of the following criteria:

   (1). The site of a building, structure or object that no longer exists, but was associated with historic events, important persons, or embodied a distinctive character or architectural style; or

   (2). A site that has historical significance, but has been altered to the extent that the integrity of the original workmanship, materials, or style has been substantially compromised; or

   (3). The site of a historic event which has no distinguishable characteristics other than that a historic event occurred at that site, and the site is not of sufficient historical significance to justify the establishment of a Landmark.

d. Districts - Satisfy all of the following criteria:

   (1). Possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development;

   (2). Has precisely mapped and defined boundaries based upon a shared relationship among the properties constituting the District;

   (3). Has at least one of the criteria for significance of Sec. 1367(a); and

   (4). Retains sufficient integrity as described in Sec. 1367(a).

In addition to meeting the above eligibility criteria, all the standards below must be met before a site becomes a designated Cultural Heritage Site.

a. It shall have historic, aesthetic or special character or interest for the general public, and not be limited in interest to a special group of persons;

b. Its designation shall not require the expenditure by the County of Ventura of any amount of money not commensurate with the value of the object to be preserved; and

c. Its designation shall not infringe upon the rights of a private owner thereof to make reasonable uses thereof which are not in conflict with the purposes of this Article (Article 5).[10]

[10] Board of Supervisors of the County of Ventura, Cultural Heritage Ordinance No. 4604, accessed February 2026, https://rmadocs.venturacounty.gov/planning/ordinances/cultural-heritage/ventura-county-ordinance-4604.pdf.

3. ENVIRONMENTAL SETTING

The project is located approximately 150 feet east of SR-150 (North Ojai Road) and approximately two miles north of the City of Santa Paula (Santa Paula) in Ventura County. Santa Paula is situated in the Santa Clara Valley on the Santa Clara River. Surrounding uses include residential properties adjacent to the west approach and cultivated farmland to the east. The project area includes the existing bridge and its approaches on both sides of the creek (see **Figure 1**). The west bank was recently used as a staging area for a separate completed Caltrans SR-150 repair project, and the east bank supports active agricultural use.

Figure 1. Location of existing bridge showing project area as Environmental Study Limits. Source: GPA Consulting.

3.1 Historical Resources in the Project Area

The only historical resource located within the project area is the Bridge Road Bridge (Bridge #52C-0053), which was previously determined eligible for listing in the National Register and subsequently listed in the California Register. It was not re-evaluated as part of this effort. Determination of Eligibility documentation is included in **Appendix B**. A brief description of the historic property and its boundaries, summary of its National Register significance, and a list of character-defining features are below.

3.1.1 Brief Description and History

Description

Bridge Road Bridge is a creek crossing that carries Bridge Road over the Santa Paula Creek (see **Figure 2** and **Figure 3**). Bridge Road is a short county road north of Santa Paula. The bridge provides the only access route from North Ojai Road to approximately 12 properties located east of the creek.

Figure 2. View of Bridge Road Bridge looking east (GPA, 2021).

Figure 3. View of Bridge Road Bridge looking west (GPA, 2026).

Bridge Road Bridge is a one-lane single-span, pin-connected steel Pratt through-truss bridge that is approximately 130 feet long. It has a straight top chord with horizontal and parallel chords connected by inclined end posts, vertical steel posts with lattice bracing, and concrete abutments. The bridge also features wood timber decking and stringers, and steel lattice railings with curved ends (see **Figure 4**). The east and west portal each feature a builder's placard framed with metal filigree affixed to the top of the portal struts (see **Figure 5**).

Figure 4. Detail of wood timber deck (GPA, 2026).

Figure 5. East and west portal builder's placard, indicated with arrows (GPA, 2026).

Construction History

The bridge was originally constructed in 1911 at the crossing of W. Telegraph Road (formerly Sharps Road) over the Santa Paula Creek (see **Figure 6**) east of Santa Paula.[11] The bridge was designed by the County Surveyor and constructed by the construction firm Mervy-Elwell Co. It was initially called the Mupu Bridge and later renamed the Santa Paula Creek Bridge before it was moved to its present location at Bridge Road in 1941.[12] Prior to relocation, a large sign reading "SANTA PAULA" was removed and the timber deck beams were paved over with asphalt, as shown in a historic photograph of the bridge taken in 1933 (see **Figure 6**). The deck beams were restored after the bridge was moved to its current location.

Figure 6. 1933 historical photograph of Bridge Road Bridge in its original location over the Santa Paula Creek at W. Telegraph Road. Source: Caltrans Library Digital Collections.

[11] JRP Historical Consulting, *Caltrans Historic Bridges Inventory Update: Metal Truss, Movable, and Steel Arch Bridges* (Sacramento, CA: State of California Department of Transportation, March 2014), n.p.
[12] Caltrans Transportation Library, "Santa Paula Creek Bridge," *Historic Bridges and Tunnels,* accessed December 2021, https://cdm16436.contentdm.oclc.org/digital/collection/p16436coll2/id/1070/rec/1.

By 1999, erosion had caused complete undermining of the westerly bridge abutment such that the abutment was only supported by the wingwalls as noted in the 1999 Caltrans BIR. The bridge was subsequently closed and deemed scour critical. A repair project to stabilize the abutment was completed in June 1999. In 2003, another project was completed to address various defects in the bridge including repairing timber blocks, resetting floor deck anchors, replacing the concrete backwalls at the bridge's east end, and replacing bolts. In 2010, the deteriorated timber deck and asphalt concrete pavement surface were removed and replaced. The existing timber stringers were replaced and new stringers were added.

A 2024 Caltrans BIR assigned the bridge a sufficiency rating of 41 out of 100, indicating structural deficiency and the need for corrective action. Observed conditions include erosion undermining the abutments, deterioration of shotcrete slope protection, and nonstandard bridge railings and approach guardrails. In addition, timber stringers are insufficient to support the posted load ratings, and ongoing erosion and scour continue to compromise the bridge's structural integrity.

3.1.2 Previous Determinations and Summary of Significance

In its current location, the bridge was determined eligible for listing in the National Register by the Keeper and subsequently listed in the California Register on December 24, 1985 as part of the Caltrans *Historic Truss Bridges in California Thematic Determination of Eligibility*.[13] The 2004 *Caltrans Statewide Historic Bridge Inventory Update: Metal Truss, Movable, and Steel Arch Bridges* confirmed the bridge still retained sufficient integrity to meet the criteria for listing in the National Register. As of 2026, it is included in the Caltrans Statewide Bridge Inventory as a Category 2 (eligible for National Register listing).

The bridge is significant at the local level under Criterion C as the last extant example of the work of Mervy-Elwell Co., an early California-based truss fabrication firm, and as a rare remaining example of an early truss bridge in California. The period of significance was established as 1911, its date of original construction.

The boundary for the bridge includes the footprint of the bridge, inclusive of the substructure and superstructure.

Integrity and Character-Defining Features

The integrity and character-defining features of the bridge were not specifically identified in the bridge determination of eligibility or 2004 survey update. To support the analysis of project impacts, they are briefly assessed below. *A Context For Common Historic Bridge Types*, prepared by Parsons Brinckerhoff and Engineering and Industrial Heritage in October 2005 for the National Cooperative Highway Research Program was used to guide the identification of the character-defining features.

The Bridge Road Bridge does not retain integrity of location because it was moved in 1941. The integrity of its broader setting has also been diminished due to the relocation; however, the bridge still retains retain integrity of immediate setting in its current location because it remains positioned over a waterway. The bridge also retains integrity of materials, design, and workmanship; repairs over time have not resulted in drastic changes in appearance or the loss of historic fabric, and historic features such as the timber decking were restored by reversing past alterations. The integrity of feeling and association are intact, because the physical features continue to evoke the feeling of an early twentieth century creek crossing and convey its engineering significance under Criterion C.

[13] U.S. Department of Transportation: Federal Highway Administration, *National Register Determination of Eligibility: Historic Truss Bridges in California (Thematic)* (Washington D.C: United States Department of the Interior, National Parks Service, December 24, 1985).

The character-defining features that convey the bridge's significance include the following (ranked by importance):

Primary (strongly conveys sense of time and place)

- Position over the Santa Paula Creek (immediate setting)
- Overall truss form
- Pin-connected construction
- Steel top and bottom chords
- Vertical and diagonal steel members
- Lateral steel top bracing
- Steel builder's placards with filigree
- Steel lattice railings

Secondary (conveys sense of time and place but not highly visible or are in-kind replacements)

- Length and width of bridge span
- Wood timber decking
- Wood timber spandrels
- Concrete abutments

Non-Character-Defining

- Gunite slope protection
- North and south approaches
- Guardrails at approaches
- Asphalt paving at approaches
- Location

4. PROJECT IMPACTS

The purpose of the following sections is to assist the County in determining whether the project, as proposed, would cause a significant impact to historical resources as defined by CEQA.

4.1 Thresholds for Impacts to Historical Resources

The State CEQA Guidelines set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations (CCR) §15064.5(b), which states:

> A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Title 14 CCR §15064.5(b)(1) further clarifies "substantial adverse change" as follows:

> Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Title 14 CCR §15064.5(b)(2) in turn explains that a historical resource is "materially impaired" when a project:

> Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Typically, a substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers, or for designation under applicable local historical preservation programs.

4.2 Secretary of the Interior's Standards

Projects that may affect historical resources are considered as mitigated to a level of less than a significant impact on historical resources if they are conducted in a manner consistent with the Standards.[14] The Standards were issued by the National Park Service and are accompanied by Guidelines for four types of treatments for historical resources: Preservation, Rehabilitation, Restoration, and Reconstruction. The most common treatment is rehabilitation. The definition of rehabilitation assumes that at least some repair or alteration of the historic building will be needed in order to provide for an efficient contemporary use; however, these repairs and

[14] Title 14 CCR § 15126.4(b).

alterations must not damage or destroy materials, features, or finishes that are important in defining the property's historic character.

The Standards for Rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.[15]

It is important to note that the Standards are not intended to be prescriptive but instead provide general guidance. They are intended to be flexible and adaptable to specific project conditions to balance continuity and change, while retaining materials and features to the maximum extent feasible. Their interpretation requires exercising professional judgment and balancing the various opportunities and constraints of any given project. Not every Standard necessarily applies to every aspect of a project, nor is it necessary to comply with every Standard to achieve compliance.

[15] Anne E. Grimmer, ed., *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* (U.S. Department of the Interior, National Park Service, Technical Preservation Services, 2017), 76, accessed January 2026, https://www.nps.gov/orgs/1739/upload/treatment-guidelines-2017-part1-preservation-rehabilitation.pdf.

4.3 Project Description

The temporary bridge would be a prefabricated single lane steel truss bridge approximately 180 linear feet long and 16 feet wide and built to standard highway load requirements. The temporary bridge would be installed approximately six feet north of the existing bridge.

Two 24-inch cast in drilled hole (CIDH) piles would be installed on each side of the creek, set at least approximately 25 feet back from the top of bank, extending approximately 50 feet below grade, and tied into reinforced concrete pile caps. Driven piles are not anticipated but remain a potential alternative depending on final foundation design. The temporary bridge would be assembled onsite and installed onto prepared foundations.

New asphalt surfaces (approximately 1,600 square feet on the east side and 2,800 square feet on the west side) would be constructed approximately four feet above grade on imported fill at both approaches to the temporary bridge. Asphalt surfaces would include pavement striping, reflectors, signage, and guardrails to delineate the new crossing and meet roadway design standards. Dirt roadway access areas would be constructed on both sides of the temporary bridge to accommodate vehicle access to the temporary bridge; no paved roadways beyond the bridge approaches would be constructed. The project would not require or include new or modified utilities, and no roadway excavation would be conducted. See Figure 7.

K rail or steel bollards would be installed at the approach areas of either side of the existing bridge to prevent vehicle access. There would be no physical modification to the existing bridge. The existing bridge would be closed following installation of the temporary bridge. The anticipated design service life of the temporary bridge would be approximately 25 years.

Figure 7. Location of the proposed project. Source: County of Ventura.

The project would require temporary construction easements of approximately 8,400 square feet from APNs 40010019 and 40012025 and permanent easements of approximately 16,700 square feet from APNs 40010019 and 40012001

Construction

Construction is anticipated to begin in the Summer of 2027 and continue for approximately three months, with typical construction hours of 07:00 a.m. to 5:00 p.m. No night or weekend work is anticipated. All construction activities would be outside the Santa Paula Creek.

The existing bridge would remain open for local access throughout construction and emergency access would be maintained at all times. Temporary traffic control measures, including brief access restrictions, would be used during construction; however, full closure of Bridge Road is not anticipated. The existing bridge would be closed following installation of the temporary bridge. No alternative routes or detours are proposed as part of the project.

Construction would require clearing and grubbing approximately one acre (approximately 0.4 acre on the west bank and 0.6 acre on the east bank). Activities would include removal of existing asphalt areas, approximately two oak trees on the west side of the creek, and approximately 35 citrus trees on the east side of the creek.

Approximately 100 tons of asphalt would be imported for roadway paving, and 15 tons of excess excavated material would be hauled off site to an approved facility using 10-wheel haul trucks with an approximate capacity of 8.5 cubic yards. Approximately 85 tons of import fill would be delivered to the site for engineered backfill as required. Construction equipment may include, but is not limited to, the following:

- Excavator
- Wheel loader
- Crawler dozer
- Rough-terrain hydraulic crane
- Trenchless drill rig
- Water truck (approximately 10,000-gallon capacity)
- Concrete ready-mix truck(s) (approximately 10-cubic-yard capacity)
- Skid-steer loader
- Single-drum vibratory roller for base or backfill compaction
- Twin steel-drum roller for asphalt concrete paving
- Asphalt concrete paver

Construction staging and equipment storage would be in the project area. Primary site access and haul routes would be provided via SR 150. Temporary erosion control best management practices would be implemented at all staging and disturbed areas to prevent sediment runoff. All temporarily disturbed areas, including agricultural lands and staging areas, would be restored to pre-project conditions following construction.

4.4 Analysis of Project Impacts

The proposed project involves one activity that has the potential to impact historical resources: adjacent new construction. The following analysis of project impacts considers direct impacts (Section Error! Reference

source not found., below), indirect impacts (**Section 4.4.3**), and cumulative impacts (**Section 4.4.4**) to the historical resource in the project area.

4.4.1 Secretary of the Interior's Standards Compliance

As explained above, projects that comply with the Standards are considered as mitigated to a level of less than a significant impact on a historical resource. Therefore, the proposed project is analyzed for compliance with the Standards and accompanying Guidelines below.

The project proposes to construct a temporary new bridge adjacent to the existing bridge, which would be retained in place and closed for future rehabilitation once the temporary bridge is complete. No physical changes to the historical resource are proposed. As such, the only applicable Standards are Standard 9 and Standard 10, which address related new construction.

Standard 9 - New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

To comply with the first aspect of Standard 9 related new construction like the proposed temporary bridge should not destroy historic materials, features, or spatial relationships that characterize the property.

The project would involve construction of a temporary new bridge adjacent to and separate from the existing bridge. The proposed bridge and related temporary construction activity would take place outside the boundary of the historic property. No alterations to the existing bridge are proposed as part of the project. As such, none of the character-defining features associated with the Bridge Road Bridge would be removed, altered, or modified in any way as a result of the project. For these reasons, the project as proposed would comply with the first aspect of Standard 9.

The second aspect of Standard 9 emphasizes the need for new work to be compatible yet differentiated from a historic property to avoid diminishing its historic character or being mistaken as part of the original construction in the future. As a temporary bridge installed to ensure access to properties east of the creek, this is unlikely to occur with the proposed project; however, an analysis is included to address the period of time the temporary bridge would be in place.

The temporary new bridge would be a prefabricated steel truss bridge with a simple modular design and unpainted galvanized finish. It would be 16 feet wide and 180 feet long and installed parallel and adjacent to the existing bridge. As such, it would be narrower and longer than the existing bridge, which is approximately 21 feet wide and 130 feet long. Despite its greater length, it would be narrower and simpler in design so as not to overshadow the historic bridge. The new bridge would be constructed from steel which is a compatible material and would be discernible as new by its contemporary finish and construction techniques. Therefore, the project complies with the second aspect of Standard 9.

Standard 10 - New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The project as proposed would comply with Standard 10. As explained above, the construction of the temporary new bridge would not involve physical changes to the existing bridge, which would remain in place. Thus, the temporary new bridge would not impair the essential form and integrity of the historic property or its environment when removed in the future.

4.4.2 Direct Impacts

Direct impacts are caused by a project and occur at the same time and place.[16] As described in **Section 3.1** of this report, there is one previously identified historical resource in the project area: Bridge Road Bridge. Therefore, this report only analyzes the potential for the project to result in direct impacts to the Bridge Road Bridge.

As discussed in **Section 4.4.1**, no physical changes to the historical resource that would have the potential to cause a direct impact are proposed.

Vibration generated by adjacent construction activities can reach levels that cause damage, and therefore direct impacts, to certain types of vulnerable buildings and structures; however, as an engineered steel structure, the Bridge Road Bridge is unlikely to be highly susceptible to reasonable levels of vibration. Furthermore, implementation of avoidance and minimization measures would limit the amount of vibration generated by the proposed construction activities and the project would result in a less than significant direct impact on Bridge Road Bridge.

4.4.3 Indirect Impacts

Indirect impacts, or secondary effects, are reasonably foreseeable and caused by a project but occur at a different time or place.[17]

In analyzing the potential impacts of the proposed project on the historical resource, the central question is whether the proposed project would cause a "material impairment" to the significance of the Bridge Road Bridge.As stated above, material impairment occurs where a project demolishes or alters the physical characteristics that convey the significance of a historical resource and that justify its inclusion in or eligibility for inclusion in national, state, or local landmark or historic district programs pursuant to the requirements of CEQA. Such an effect would only occur if character-defining features of the historical resource are demolished or otherwise negatively impaired to an extent to which they would no longer retain sufficient integrity to convey their significance.

According to National Register Bulletin 15, there are seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.[18] Six of the seven aspects of integrity are related to the physical characteristics of a historical resource that convey its historic significance and justify its inclusion in, or eligibility for, applicable landmark designation programs. Because the project would not involve any physical alterations to any of the materials or features of the Bridge Road Bridge, the only relevant aspect of integrity with respect to the potential impacts of the project on the historical resource is setting.

Setting refers to the character of a historical resource's broader surroundings as well as within the boundaries of an individual property or historic district. However, the setting, including immediate and broader setting, has not been identified as a character-defining feature of the Bridge Road Bridge. As such, although the proposed new bridge would introduce a new visual element immediately adjacent the historical resource, the resulting change in setting would not diminish its level of integrity overall. It would continue to retain all aspects of integrity necessary to convey its significance and justify its eligibility for listing in the National Register and California Register. Therefore, the project would have a less-than-significant indirect impact on the historical resource, the Bridge Road Bridge.

[16] Title 14 CCR § 15358 (a)(1).
[17] Title 14 CCR § 15358 (a)(2).
[18] National Register Bulletin 15, 44.

4.4.4 Cumulative Impacts

Impacts to historical resources, if any, tend to be site specific. However, cumulative impacts would occur if the project and related projects cumulatively affect historical resources in the immediate vicinity, contribute to changes within the same historic district, or involve resources that are examples of the same property type as those within the project area.

As discussed above, the project would have a less-than-significant direct and indirect impact on the historical resource; therefore, there is no potential for the project to contribute to significant cumulative impacts on the historical resource, or other historical resources of the same property type.

5. CONCLUSION

The proposed project consists of one component that has the potential to impact historical resources: adjacent new construction. There is one historical resource within the project area: the Bridge Road Bridge. It is a historical resource for the purposes of CEQA because it was previously determined eligible for listing in the National Register and listed in the California Register.

GPA has concluded that the project as proposed complies with the Standards and accompanying Guidelines and would result in less-than-significant direct and indirect impacts on the Bridge Road Bridge. Upon completion of the project, the historical resource would retain all existing aspects of integrity necessary to convey its significance and remain eligible for listing in the National Register and California Register. Furthermore, there is no potential to contribute to significant cumulative impacts on the historical resource or other historical resources of the same property type.

No mitigation is required or recommended.

6. REFERENCES

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APPENDIX A: Résumés

AUDREY VON AHRENS

Audrey von Ahrens is a Senior Architectural Historian at GPA. She has been involved in the field of historic preservation since 2013. Audrey graduated from the University of Pennsylvania with a Master of Science in Historic Preservation and City Planning where she focused on preservation planning and community economic development. She has since worked in private historic preservation consulting in California. Audrey joined GPA in 2017 and her experience has included the preparation of environmental compliance documents in accordance with the California Environmental Quality Act and Section 106 of the National Historic Preservation Act; historic context statements; Secretary of the Interior's Standards analysis; large-scale historic resources surveys; and evaluations of eligibility for a wide variety of projects and property types throughout Southern California. Audrey is also experienced in coordinating with property owners and local governments in the preparation and review of Mills Act Property Contract applications and the inspection and reporting of properties applying for or with existing contracts.

Educational Background:

- M.S., Historic Preservation, University of Pennsylvania, 2016
- Master of City Planning, University of Pennsylvania, 2016
- B.A., Architectural Studies and Urban Studies, University of Pittsburgh, 2013

Professional Experience:

- GPA Consulting, Senior Architectural Historian, 2024-Present
  - Associate Architectural Historian, 2021-2024
  - Architectural Historian II, 2017-2021
- Heritage Consulting, Inc., Intern, 2015-2016
- Tacony Community Development Corp., Intern, 2014
- Pittsburgh History & Landmarks Foundation, Intern, 2013
- University of Pittsburgh, Teaching Assistant, 2012-2013
- Pittsburgh Planning Department, Intern, 2012
- Pittsburgh Downtown Partnership, Intern, 2011

Qualifications:

- Meets the Secretary of the Interior's Professional Qualification Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Professional Activities:

- Downtown Los Angeles Neighborhood Council, Planning and Land Use Committee (DLANC), 2018-2024
- DLANC, Board of Directors, Alternate, 2019-2024

Selected Projects:

- 200-202 W. Ojai Avenue, Ojai, Secretary of the Interior's Standards Compliance Memorandum, Ojai, 2022
- 2830 E. Wardlow Road, CEQA Historical Resources Evaluation Report, Long Beach Airport, 2022
- 325 S. Boyle Avenue, CEQA Historical Resources Technical Report, Los Angeles, 2022-2023
- 3605 Spring Street, CEQA Historical Resources Evaluation Report, Long Beach Airport, 2023
- 3917 Long Beach Boulevard, CEQA Historical Resources Evaluation Report, Long Beach, 2019
- 556 Broadway, CEQA Historical Resources Evaluation Report, Chula Vista, 2021-2022
- 7740-7770 McGroarty Street, CEQA Historical Resources Evaluation Report, Los Angeles, 2021
- Acres of Books, Historic Mitigation Measure Implementation, Long Beach, 2023
- Georgian Hotel, Secretary of the Interior's Standards Compliance Memorandum, Santa Monica, 2021
- Long Beach Armory, Historic American Building Survey Documentation, Long Beach, 2019
- Long Beach Historic District Design Guidelines, 2017-2019
- North Hollywood Southern Pacific Railroad Depot, Secretary of the Interior's Standards Compliance Memo, Los Angeles, 2021
- Villa Riviera, Secretary of the Interior's Standards Memorandum, Long Beach, 2019
- Wierk House/Vista De Las Olas, 402-404 Pasadena, CEQA Historical Resource Technical Report, San Clemente, 2023-2024
- Whittier Citrus Packing House, Historic Property Treatment Plan, Whittier, 2022-2023

AMANDA DUANE

Amanda Duane is a Senior Architectural Historian at GPA. She has been involved in the field of historic preservation since 2011. Amanda graduated from Savannah College of Art and Design with a Bachelor of Fine Art degree in Historic Preservation. She has since worked in local government and private historic preservation consulting in California. Amanda joined GPA in 2012 and her experience has included the preparation of environmental compliance documents in accordance with the California Environmental Quality Act and Section 106 of the National Historic Preservation Act; Historic American Buildings Survey/Historic American Engineering Record recordation; large-scale historic resources surveys; Federal Rehabilitation Tax Credit and Mills Act applications; National Register Place nominations; local landmark applications; historic context statements; and evaluations of eligibility for a wide variety of projects and property types throughout California. She is experienced in expertly guiding property owners through the process of securing local and federal historic tax credits and working with local governments to develop design guidelines for administering local design reviews. Amanda is also highly skilled in graphic design as well as interpretation and exhibition design.

Educational Background:

- B.F.A, Historic Preservation, Savannah College of Art and Design, 2011

Professional Experience:

- GPA Consulting, Senior Architectural Historian, 2021-Present
  - Associate Architectural Historian, 2017-2021
  - Architectural Historian II, 2014-2017
  - Architectural Historian I, 2012-2014
- Architectural Resources Group, Intern, 2012
- City of Los Angeles, Office of Historic Resources, Intern, 2011-2012

Qualifications:

- Meets the Secretary of the Interior's Professional Qualification Standards for architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.
- National Preservation Institute, Section 106: An Introduction

Professional Activities:

- California Preservation Foundation Conference Programs Committee, 2017

Selected Projects:

- 1413 Michigan Avenue, Nikkei Hall, CEQA HRTR, Santa Monica, 2020
- 1500 W. Adams Boulevard, CEQA HRTR, Los Angeles, 2022-2023
- 3443 Sepulveda Boulevard CEQA HRER, Los Angeles, 2018
- 400-432 S. San Vicente Boulevard, CEQA HRER, Los Angeles, 2023
- 402-404 Pasadena, CEQA HRTR, San Clemente, 2023-2024
- 4360 Dozier Avenue, Historical Resources Technical Report, Los Angeles County, 2016
- 867 10th Street CEQA HRER, Los Angeles, 2018
- 956 Seward Street, CEQA HRER, Los Angeles, 2023
- African American Historic Context Statement, Los Angeles, 2017
- Bank of Italy Building, Tax Credit Certification, Los Angeles, 2015-2019
- Berths 148-151 CEQA HRER, Port of Los Angeles, 2019
- Exotic Revival Historic Context Statement, Los Angeles, 2015
- Jewish History of Los Angeles Context Statement, Los Angeles, 2016
- Las Palmas Senior Center, CEQA HRER, Los Angeles, 2023-2024
- Mar Vista Gardens, Los Angeles, National Register Nomination, 2018
- MGM Scenic Arts Building, CEQA HRER, Culver City, 2019
- Times Mirror Square, Historic Structure Report, Los Angeles, 2017

APPENDIX B: Determination of Eligibility

Structure Maintenance & Investigations

Historical Significance - Local Agency Bridges

District 07

Ventura County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built
52C0002	VENTURA RIVER	0.1 MI WEST OF SR 33	5. Bridge not eligible for NRHP	1939
52C0004	PIRU CREEK	0.7 MI N/O RTE 126	5. Bridge not eligible for NRHP	1985
52C0005	REVOLON SLOUGH	1.15 MI N STATE ROUTE 1	5. Bridge not eligible for NRHP	1962
52C0009	SANTA CLARA RIVER	0.2 MI S/O SR 126	5. Bridge not eligible for NRHP	1953
52C0011	WEST BRANCH SESPE CREEK	1.1 MI N/W OF 'A' ST	5. Bridge not eligible for NRHP	1983
52C0012	EAST BRANCH SESPE CREEK	1.0 MI N/W OF 'A' ST	5. Bridge not eligible for NRHP	1983
52C0013	SANTA CLARA RIVER	0.5 MI S OLIVAS PARK DR	5. Bridge not eligible for NRHP	1956
52C0018L	ARUNDELL BARRANCA	1.0 MI S SEAWARD AVE	5. Bridge not eligible for NRHP	1965
52C0018R	ARUNDELL BARRANCA	1.0 MI S SEAWARD AVE	5. Bridge not eligible for NRHP	1959
52C0023	REVOLON SLOUGH	0.3 MI S OF 5TH ST	5. Bridge not eligible for NRHP	1979
52C0029	ARROYO SIMI	0.5 MI W OF KUEHNER DR	5. Bridge not eligible for NRHP	1962
52C0033	ARROYO LAS POSAS	0.3 MI S OF ST RTE 118	5. Bridge not eligible for NRHP	1950
52C0041	SAN ANTONIO CREEK	W COUNTRY CLUB DR	5. Bridge not eligible for NRHP	1981
52C0043	SANTA ANA CREEK	0.3 MI N OF SR 150	5. Bridge not eligible for NRHP	1990
52C0049	EDISON CANAL	0.2 MI E OF HARBOR BLVD	5. Bridge not eligible for NRHP	1985
52C0050	COCHE CANYON	3.3 MI E RTE 33	5. Bridge not eligible for NRHP	1930
52C0051	VENTURA RIVER	0.5 MI W/O SR 33	5. Bridge not eligible for NRHP	1960
52C0053	SANTA PAULA CREEK	EAST OF SR 150	2. Bridge is eligible for NRHP	1941
52C0055	RINCON POINT UP	0.1 MI E RTE 101	5. Bridge not eligible for NRHP	1971
52C0061	VENTURA RIVER	0.5 MI W OF VENTURA AVE	5. Bridge not eligible for NRHP	1932
52C0062	DUNE CREEK	0.7 MI W OF VENTURA AVE	5. Bridge not eligible for NRHP	1932
52C0064	VICTORIA AVENUE OH	0.2 MI S OF ROUTE 101	5. Bridge not eligible for NRHP	1971
52C0067	TAMARISK DRAIN	0.7 MI E SANTA CLARA AVE	5. Bridge not eligible for NRHP	1955
52C0068	ADAMS BARRANCA	0.8 MI W PECK RD	5. Bridge not eligible for NRHP	1916
52C0073	J STREET DRAIN	.86 MI E VENTURA RD	5. Bridge not eligible for NRHP	1957
52C0074	REVOLON SLOUGH	1.9 MI E OF RICE AVE	5. Bridge not eligible for NRHP	1979
52C0077	TODD BARRANCA	2.8 MI E OF WELLS RD	5. Bridge not eligible for NRHP	1936
52C0079	SANTA PAULA CREEK	0.7 MI EAST OF 10TH ST	5. Bridge not eligible for NRHP	1940
52C0082	LAS LLAJAS CREEK	0.4 MI E TAPO ST	5. Bridge not eligible for NRHP	1965
52C0084	CANADA LARGA	0.3 MI S CANADA LARGA RD	5. Bridge not eligible for NRHP	1931
52C0085	TAPO CANYON CREEK	0.2 MI E SYCAMORE DR	5. Bridge not eligible for NRHP	1911
52C0086	CAMARILLO HILLS DRAIN	0.2 MI S OF US 101	5. Bridge not eligible for NRHP	1975
52C0087	HAPPY VALLEY DRAIN	.01 MI W/O SR 150	5. Bridge not eligible for NRHP	1971
52C0091	OXNARD INDUSTRIAL DRAIN	0.2 MI E OF SAVIERS ROAD	5. Bridge not eligible for NRHP	1969
52C0092	CALLEGUAS CREEK	0.1 MI S/O LEWIS RD.	5. Bridge not eligible for NRHP	1942
52C0095	EDISON CANAL	0.2 MI E OF HARBOR BLVD	5. Bridge not eligible for NRHP	1970
52C0096	EDISON CANAL	0.8 MI N OF 5TH ST	5. Bridge not eligible for NRHP	1989
52C0099	BEARDSLEY WASH	0.7 MI N/W OF US-101	5. Bridge not eligible for NRHP	1988
52C0102	J STREET DRAIN	.59 MI E VENTURA RD.	5. Bridge not eligible for NRHP	1969
52C0103	RICE ROAD DRAIN I	1.7 MI E OF VENTURA RD	5. Bridge not eligible for NRHP	1965
52C0104	ARROYO SANTA ROSA	2.4 MI W MOORPARK RD	5. Bridge not eligible for NRHP	1972
52C0105	SYCAMORE CANYON CHANNEL	0.2 MI W OF MADERA RD	5. Bridge not eligible for NRHP	1967
52C0106	EDISON CHANNEL	0.4 MI E HARBOR BLVD	5. Bridge not eligible for NRHP	1958

1985 Historic Truss Bridges in California (Thematic)

Correspondence

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:
443

JAN 22 1986

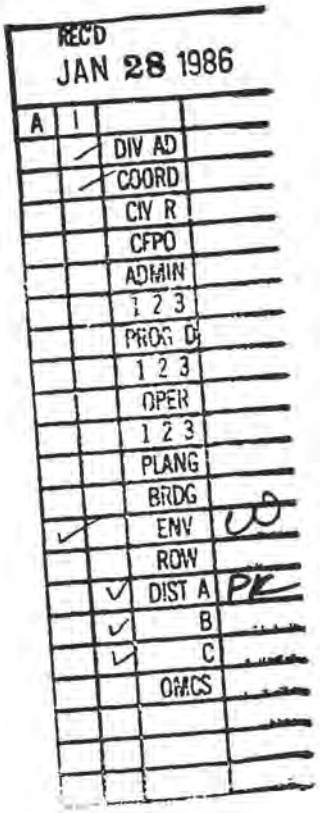
The Director of the National Park Service is pleased to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4 (f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. The responsibility for program planning concerning properties eligible for the National Register lies with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Attachment



E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places

National Park Service

Project Name: Historic Truss Bridges of California TR

Location: Amador County & others **State:** CA

Request submitted by: DOT/FHWA Bruce E. Cannon

Date Received: 12/11/85 **Additional information received:**

LA

Name of property	SHPO opinion	Eligibility: Secretary of the Interior's opinion	Criteria
✓ Bridge #53C-735 (Glenoaks Blvd. Bridge)	Eligible	Eligible	A,C
✓ Bridge #53C-736 (Geneva Blvd. Bridge)	"	"	"
✓ Bridge #53C-738 (Brand Ave. Bridge)	"	"	"
✓ Bridge #53C-741 (Kenilworth Ave. Bridge)	"	"	"

Keeper of the National Register

Date: 1/13/86

WASO-27

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places

National Park Service

Project Name: Historic Truss Bridges in California TR

Location: Amador County & others **State:** CA

Request submitted by: DOT/FHWA Bruce E. Cannon

Date Received: 12/11/85 **Additional information received:**

Plumas

Name of property	Eligibility SHPO opinion	Eligibility Secretary of the Interior's opinion	Criteria
Bridge #9-4 (Tobin Bridge)	Eligible	Eligible	A,C
Bridge #9-2	"	"	"
Bridge #9-3	"	"	"

The above listed bridges are significant representative examples of their type, method and period of construction and reflect historic associations with the history of road transportation in California.

William B Bushong
for **Keeper of the National Register**

Date: 1/9/86

WASO-27

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:
413

DEC 27 1985

The Director of the National Park Service is pleased to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4 (f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

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We are pleased to be of assistance in the consideration of historic resources in the planning process.

Attachment

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
National Park Service

Project Name: Historic Truss Bridges in California TR

Location: Amador County & others **State:** CA

Request submitted by: DOT/FHWA Bruce Cannon

Date Received: 12/11/85 **Additional information received:**

36 CFR Part 63.3 Determination

Name of property	Eligibility SHPO opinion	Eligibility Secretary of the Interior's opinion	Criteria
Bridge #:			
1-6 (Hiouchi Bridge)	Eligible	Eligible	
2-13	"	"	
2C-41 (Ash Creek Bridge)	"	"	
2C-21 (Roxbury Bridge)	"	"	
2C-80 (Walker Bridge)	"	"	
2C-85 (Griffin Lane Bridge)	"	"	
5C-32 (Trinity River Bridge)	"	"	
8C-14	"	"	
8C-47	"	"	
9-15	"	"	
9-9	"	"	
9C-1 (Marble Lane Bridge)	"	"	
9C-3 (Mohawk Bridge)	"	"	
9C-42 (Belden Town Bridge)	"	"	
10C-46	"	"	
12C-8 (Honey Run Covered Bridge)	"	"	
10C-109 (Burger Creek Bridge)	"	"	
12-38	"	"	
15C-8	"	"	
16C-6 (Waldo Bridge/ Cabbage Patch Bridge)	"	"	
17C-1 (Gault Bridge/ Anthony House Bridge)	Eligible	Eligible	

for Alice Cromp
Keeper of the National Register
Determined Eligible
Date: December 24, 1985

WASO-27

17C-6 (Edwards Bridge)	Eligible	Eligible
17C-20	"	"
17C-24 (Purdon Bridge)	"	"
17C-30 (Canyon Creek Bridge/Maybert Road Bridge)	"	"
20C-5	"	"
20C-65	"	"
20C-155 (Wohler Bridge)	"	"
20C-224	"	"
23-15L	"	"
24-51 (Isleton Bridge)	"	"
24-53 (Paintersville Bridge)	"	"
24C-9 (Old Fair Oaks Bridge)	"	"
24C-1 (Freeport Bridge)	"	"
24C-22 (Jibboom Street Bridge)	"	"
24C-38 (Slough House Bridge/McCracken Bridge)	"	"
24C-80 (Cosunnes River Bridge at Bridgehouse)	"	"
25C-4 (Coloma Steel Truss Bridge)	"	"
25C-25 (Happy Valley Cut-off Road Bridge)	"	"
26C-8	"	"
26C-11	"	"
29-45 (Old River Bridge)	"	"
29-49	"	"
29C-108 (Bacon Island Road Bridge)	"	"
30C-16	"	"
34C-25 (Third Street Bridge)	"	"
34C-27 (Fourth Street Bridge)	"	"
36C-61 (Paradise Masonic Park Bridge)	"	"
36C-127 (West Cliff Drive Bridge)	"	"
38C-5 (Roberts Ferry Bridge)	"	"
38C-168	"	"
38C-9999	"	"
39C-3 (Merced River Bridge)	"	"
39C-13 (Oakdale Road Bridge)	"	"
42C-551 (Murphy Slough Bridge)	Eligible	Eligible

44C-7 (San Lucas Road Bridge)	Eligible	Eligible
49-106	"	"
49C-190 (Rinconda-Las Pilicitas Bridge)	"	"
49C-196 (Arroyo Grande Bridge)	"	"
52C-53	"	"
53C-61 (Badger Avenue Bascule	"	"
54C-68	"	"
54C-368	"	"
57C-416 (First Avenue Bridge)	"	"
San Francisco-Oakland Bay Bridge	Eligible	Eligible

REQUEST FOR DECISION ON PROPERTIES ACHIEVING SIGNIFICANCE WITHIN THE LAST 50 YEARS

Names of Nominated Properties:	Recommendation:
Historic Truss Bridges of California TR	Eligible A,C

Others (see attached): yes ___ no ___

Explanation of recommendation:

XXX attached to this sheet

_____ attached to individual property evaluation/return sheet

_____ attached to MRA/Theme cover evaluation/return sheet

Additional Comments:

Reviewer: .Bushong

Date: 1/9/86

Review Comments

The four 1937 Glendale Bridges #53C-735,736,738 & 741 are integral components of the Historic Bridges of California TR. They represent an innovative use of an early 20th century bridge type named after its Belgian designer, Arthur Viernedeel, which was commonly built in Europe and Africa. The bridge type, however, is rare in America and reflects the U.S. Corps of Army Engineers' goal of producing a modern, aesthetic and functionally sound solution for roadway connections on the Verdugo Flood Control Project, the nation's first major flood control project undertaken by the agency after passage of the 1936 Flood Control Act.

DOT/FHWA and SHPO both agree that these 1937 structures are eligible for their engineering merit and historical significance. Exceptional significance has been addressed, but the case is not as convincing as it could be due to a heavy reliance on the logic that rarity equates to extraordinary significance. Although the individual statement might be strengthened, the historical essay and survey methodology document that an exacting and highly professional analysis of all California truss bridges has been conducted to produce this request. 462 truss bridges built before 1945 were identified and 72 were sent to the National Register for a determination of eligibility. Of these, only four are less than 50 years old. The four bridges determined eligible by the review are integral to the thematic group and appear to be eligible both as excellent examples of a type and period of bridge technology and as tangible products of the nation's first major flood control project engendered by legislation action.

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CALIFORNIA DIVISION
P.O. Box 1915
Sacramento, California 95809

March 6, 1986

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Historic Bridge

Mr. Leo J. Trombatore, Director
CALTRANS, 1120 N Street
Sacramento, California 95814

Attention: Federal-aid Branch, Room 3309
for Mr. E. W. Blackmer

Dear Mr. Trombatore:

Enclosed for your files are copies of the December 27, 1985 and January 22, 1986 letters (with attachments) from the United States Department of the Interior responding to the request that the 72 truss bridges presented in the Thematic Request for Determination of Eligibility are eligible for listing on the National Register of Historic Places. Also enclosed is a copy of the letter from the State Historic Preservation Officer that they agree that the 72 structures are eligible.

The imaginative thematic approach for determining eligibility of these historic structures that has been developed by your staff has saved Caltrans, SHPO, and FHWA many many hours of work as well as the expediting of project development. Please extend my congratulations to Messrs. John Snyder, Steve Mikesell, and Miss Diane Pierzinski.

We at FHWA encourage Caltrans to continue with the historic bridge survey to bring it to as fruitfull a conclusion as that accomplished on the truss bridges.

Sincerely yours,

JOHN A. BATES

~~FOR~~ Bruce E. Cannon
Division Administrator

Enclosures

cc:
Caltrans HQs, Chris Simmons, w/cy encl.
FHWA, D. Eyres, w/cy encl.
FHWA, G. Clinton, w/cy encl.
FHWA, M. Cook, w/cy encl.
FHWA, W. Branch, w/cy encl.
FHWA, D. Bolton, w/cy encl.

DWBranch:jw D.W.B.

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
T OFFICE BOX 2390
RAMENTO, CALIFORNIA 95811
(916) 445-8006

SEP 19 1985

REPLY TO: FHWA 850823A

Mr. Bruce E. Cannon
Division Administrator
California Division
Federal Highway Administration
P.O. Box 1915
Sacramento, CA 95809

Dear Mr. Cannon:

Determination of National Register Eligibility: Historic Truss Bridges in California

I am pleased to acknowledge receipt of this important and excellent document. It joins the ranks of a select and distinguished company: comprehensive, theme-oriented California cultural resource identification and evaluation studies that represent the most elegantly simple, sensible and satisfying solution to a major problem in the field of practical cultural resource management.

Congratulations and thanks must be extended to those who had the wisdom and common sense to first advance the notion of doing this study of California bridges, to those who gave it their support and to those who produced it. The pages of this work do not adequately convey the complexity and enormity of the labor behind them. Indeed, they may relay the impression that it was all rather obvious and easy. But to succeed in so deceiving us is surely confirmation of the masterly craftsmanship and probing thought that distinguishes the best from the mediocre in art, science and scholarship.

I am delighted that the Office of Historic Preservation was able to play a role in completing this phase of the overall effort. We look forward to continuing our partnership with FHWA and Caltrans in bringing the work remaining to an equally successful conclusion.

It is therefore my great pleasure to concur in your determination that the seventy-two historic California truss bridges included in this thematic study are eligible for inclusion in the National Register of Historic Places.

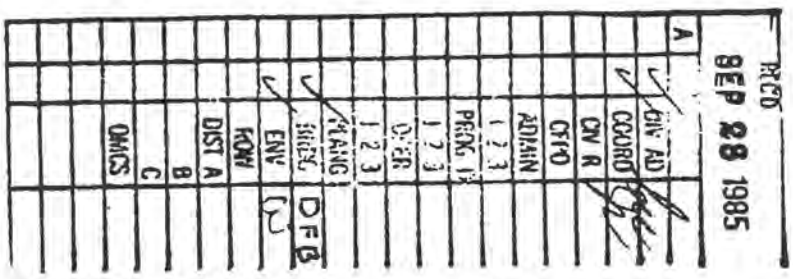
If you have any questions or require further assistance, please call Hans Kreutzberg at 322-9621.

Sincerely,

Kathryn Gualtieri

Kathryn Gualtieri
State Historic Preservation Officer

cc: EBlackmer



STATE OF CALIFORNIA–BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
1120 N STREET
SACRAMENTO, CALIFORNIA 95814

(916) 445-9448

JUL 24 1985

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July 22, 1985

Mr. Bruce E. Cannon
Division Administrator
Federal Highway Administration
Sacramento, California

Dear Mr. Cannon:

As part of the ongoing California Bridge Survey, Caltrans has conducted studies which identified 72 truss bridges as having potential for National Register consideration. Caltrans has prepared the attached Thematic Request for Determination of Eligibility based on the studies, and recommends that the identified properties be found eligible. These structures are:

1-6; 2-13; 2C-21; 2C-41; 2C-80; 2C-85; 5C-32; 8C-14; 8C-47; 9-2; 9-3; 9-4; 9-9; 9-15; 9C-1; 9C-3; 9C-42; 10C-46; 10C-109; 12-38; 12C-8; 15C-8; 16C-6; 17C-1; 17C-6; 17C-20; 17C-24; 17C-30; 20C-5; 20C-65; 20C-155; 20C-224; 23-15L; 24-51; 24-53; 24C-1; 24C-9; 24C-22; 24C-38; 24 80; 25C-4; 25C-25; 26C-8; 26C-11; 29-45; 29-49; 29C-108; 30C-16; San Francisco-Oakland Bay Bridge; 34C-25; 34C-27; 36C-61; 36C-127; 38C-5; 38C-168; Orestimba Creek Bridge; 39C-3; 39C-13; 42C-551; 44C-7; 49-106; 49C-190; 49C-196; 52C-53; 53C-61; 53C-735; 53C-736; 53C-738; 53C-741; 54C-68; 54C-368; 57C-416.

The following Federal Highway Administration action is requested:

1. Your determination, in consultation with the State Historic Preservation Officer that the properties listed above appear to meet the criteria of eligibility for listing on the National Register of Historic Places; and

2. Following consultation with the State Historic Preservation Officer, please forward the Request for Determination of Eligibility to the Keeper of the National Register for determination of eligibility.

If you have any questions, please contact John Snyder at 445-9448.

Sincerely,

E. W. BLACKMER, Chief
Environmental Analysis

Attachment

REC'D JUL 24 1985
RECORDED