

Exhibit 6.2: Bridge Numbering and Historic Status Codes

TABLE OF CONTENTS

Exhibit 6.2: Bridge Numbering and Historic Status Codes.....	1
Bridge Numbering System	1
Caltrans Cultural Resources Database Format	1
California Historic Bridge Inventory Historic Status Codes.....	2
Category 1. Listed in the National Register	2
Category 2. Determined Eligible for the National Register	2
Category 3. Bridge in a Historic District that is on or Eligible for the National Register and Contributes to the Eligibility of the District	3
Category 4. Bridge in a Historic District that is on or Eligible for the National Register but does not Contribute to the Eligibility of the District	3
Category 5. Potentially Eligible for the National Register, or Potentially Contributes to a Historic District but has not been Evaluated According to the Criteria for Listing.....	4
Category 6. On a State or Local Historic Register but not eligible for the National Register.....	4
Category 7. Historical Significance has not been determined.....	4
Category N. Not eligible for the National Register	4

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Bridge Numbering System

State-owned bridges are listed in the Caltrans historic bridge inventory in numerical order, according to the following hierarchy: by district, in numerical order; by county number, in numerical order within the district; and by bridge number. For example, Bridge 51 0010, is located on Route 101 crossing Zaca Creek in Santa Barbara County. It is listed under District 5, under County 51 (Santa Barbara), and under number 51-10. Bridges owned by local agencies follow a similar numerical pattern but are listed first by county, then bridge number. In addition, local bridges include the letter “C” in the county number, for example Bridge 51C0047.

For purposes of assigning bridge numbers, Caltrans adopted a system in which all the counties in California were numbered sequentially by geography, starting with the northwest corner of the state and proceeding eastward, then moving to the next “row” of counties. Bridges are arranged by bridge number rather than by route and post mile.

In addition to the bridge number, the historic bridge inventory lists a county-route-post mile location, a common name for the bridge, the name of the municipality (if any) in which the bridge is located, and a “historical significance” category.

To determine the historic bridge inventory’s National Register status for a bridge as described above, locate the bridge by its bridge number and identify its “historical significance” category.

Caltrans Cultural Resources Database Format

For purposes of the CCRD Caltrans uses the Structure Maintenance & Investigations, Division of Maintenance, database for state bridges and local bridges naming convention for bridges. When entering documents, please use the following format:

- State Highway Bridges: 01 0002 (with a space and no dashes or other punctuation)
- Local Bridges: 01C0001 (no dashes or extra spaces)

California Historic Bridge Inventory Historic Status Codes

The Structure Maintenance & Investigation database for state bridges and local bridges contains National Register of Historic Places (National Register) significance ratings. The “Historical Significance” classifications correspond to the Caltrans “National Register status” categories for each bridge. In some cases these categories do not correspond to the Office of Historic Preservation’s Historical Resources Status Codes (OHP status code), which are provided in parentheses. The significance categories are defined as follows:

Category 1. Listed in the National Register

A small number of bridges fall under this category. Either of the following documents may serve as the Bridge Evaluation for a Category 1 bridge (OHP status code 1S or 1D):

1. A copy of the historic bridge inventory “Bridge Rating Sheet” for that bridge, available in the District or upon request from CSO; or
2. A copy of the National Register nomination form for the bridge, usually available from the Office of Historic Preservation, or sometimes upon request from CSO.

Category 2. Determined Eligible for the National Register

Most Category 2 bridges were determined eligible as a result of the historic bridge inventory and subsequent evaluations and updates since 1986. Either of the following documents may serve as the Bridge Evaluation for a Category 2 bridge (OHP status code 2S or 2D, and/or for state-only projects for state-owned bridges 4CM):

1. A copy of the historic bridge inventory “Bridge Rating Sheet” for that bridge, available in the District or upon request from CSO; or
2. For individual determinations outside of the historic bridge inventory, a copy of the SHPO letter concurring with the determination or the Keeper of the National Register’s letter documenting the Keeper’s determination. (Note that a SHPO concurrence letter for the historic bridge inventory as a whole is not necessary for bridges evaluated as part of that survey).

Category 3. Bridge in a Historic District that is on or Eligible for the National Register and Contributes to the Eligibility of the District

Bridges identified as Category 3 are located within the boundaries of a historic district listed on or eligible for the National Register and are contributors to the significance of the district. A bridge that is not individually eligible may still be significant as a district contributor.

Either of the following documents may serve as the Bridge Evaluation for a Category 3 bridge:

1. A copy of the historic bridge inventory “Bridge Rating Sheet” for that bridge, available in the District or upon request from CSO; or
2. For individual determinations outside of the historic bridge inventory, a copy of the SHPO letter concurring with the determination or the Keeper of the National Register’s letter documenting the Keeper’s determination. (Note that a SHPO concurrence letter for the historic bridge inventory as a whole is not necessary for bridges evaluated as part of that survey).

Category 4. Bridge in a Historic District that is on or Eligible for the National Register but does not Contribute to the Eligibility of the District

Bridges identified as Category 4 are located within the boundaries of a historic district listed on or eligible for the National Register but are not contributors to the significance of the district.

Either of the following documents may serve as the Bridge Evaluation for a Category 4 bridge:

1. A copy of the historic bridge inventory “Bridge Rating Sheet” for that bridge, available in the District or upon request from CSO; or
2. For individual determinations outside of the historic bridge inventory, a copy of the SHPO letter concurring with the determination or the Keeper of the National Register’s letter documenting the Keeper’s determination. (Note that a SHPO concurrence letter for the historic bridge inventory as a whole is not necessary for bridges evaluated as part of that survey).

Category 5. Potentially Eligible for the National Register, or Potentially Contributes to a Historic District but has not been Evaluated According to the Criteria for Listing

Most bridges in California have been evaluated through the historic bridge inventory or through individual determinations for a project. There may be some bridges, however, that were not included in the historic bridge inventory (such as those without a Caltrans bridge number) and have not been evaluated for individual projects. Category 5 bridges would need to be evaluated to make a determination of National Register eligibility, individually or as part of a potential historic district.

Category 6. On a State or Local Historic Register but not eligible for the National Register

Category 6 bridges were determined not eligible for the National Register through the Section 106 process, either through the historic bridge inventory, a consensus determination with SHPO, or a formal determination of ineligibility by the Keeper of the National Register, but are included on a State or Local historic register. Category 6 bridges, therefore, would be historical resources for the purposes of CEQA.

Category 7. Historical Significance has not been determined

Category 7 (OHP status code 7N, 7N1 or 7R) is used for bridges that were not evaluated as part of the historic bridge inventory. It primarily includes bridges that are not individually significant under any of the National Register criteria, but may be contributors to a larger property, such as bridges constructed by the Bureau of Reclamation as part of the Central Valley Project or canals and bridges on old Route 66 in San Bernardino County. Railroad bridges typically fall into this group. If a Category 7 bridge is located within the APE for a project, an evaluation will be needed to determine whether the bridge is a contributor to a larger historic property (OHP status codes may vary depending on the outcome of the evaluation).

Category N. Not eligible for the National Register

Category N bridges were determined not eligible through the Section 106 process, either through the historic bridge inventory, a consensus determination with SHPO, or a formal determination of ineligibility by the Keeper of the National Register. The vast majority of bridges fall into this category. A copy of the relevant historic bridge inventory printout sheet serves as the evaluation for a Category N bridge in most cases.