



Santa Barbara County Historic Landmarks Advisory Commission

NOMINATION FORM FOR DESIGNATION OF:

HISTORIC LANDMARK OR **PLACE OF HISTORIC MERIT**

(Please read the instructions before preparing form, and use continuation pages as necessary.)

<p>1. Address and Assessor's Parcel Number(s) of site: State Route 154, Postmile 22.95 to 23.19 13.5 miles northwest of the City of Santa Barbara</p>
<p>2. Current owner's name, address, and telephone number: California Department of Transportation, District 5 50 Higuera Street, San Luis Obispo, CA 93401</p>
<p>3. Name of property: Cold Spring Canyon Bridge</p>
<p>4. Property's historical name and name of original owner: Cold Spring Canyon Bridge California Department of Transportation, Division of Highways</p>
<p>5. Type of resource (check one): [] building; [X] other structure; [] site or feature; [] cultural landscape; [] object; [] other Bridge</p>
<p>6. Date of construction or age:. Construction started in 1962 and was completed in 1963. It opened to the public in 1964.</p>
<p>7. Architect and architectural style: Modern deck style steel arch bridge.</p>
<p>8. Physical description of the nominated property: Please see continuation sheets.</p>
<p>9. Physical alterations to the nominated property and its current historical and architectural integrity: Please see continuation sheets.</p>

<p>10. Description of current setting, including but not limited to associated historic cultural features such as vegetation, walls, roads, as applicable: Please see continuation sheets</p>
<p>11. Provide a brief history of the nominated property and discuss its historical importance (include references and use continuation pages if needed): Please see continuation sheets.</p>
<p>12. Discuss why the nominated property meets one or more of the eligibility criteria established by the County Code of Ordinances, Chapter 18A, Section 18A-3. (Consult the County Landmark Information Sheet and use continuation pages if needed): Please see continuation sheets.</p>
<p>13. Summarize the case for the designation of this property as a <input checked="" type="checkbox"/> Landmark or <input type="checkbox"/> Place of Historic Merit: Please see continuation sheets.</p>
<p>14. <input type="checkbox"/> Published map with the property location marked.</p>
<p>15. <input type="checkbox"/> Map or survey of the property boundaries (Assessor's Parcel Map is acceptable). Include the boundaries of those portions or elements that are proposed to be designated.</p>
<p>16. Number and description of photographs enclosed. Where feasible, provide views of those features that make the property worthy, as well as views of the current neighborhood setting. Four photos attached.</p>
<p>17. Name, address, telephone number, and email address of person or entity submitting this nomination: Amber Long, Principal Architectural Historian, Long Historic Preservation Services P.O. Box 882 Santa Maria, CA 93456-0882 805-748-7992 info@longhps.com</p>
<p>18. <input checked="" type="checkbox"/> I believe that the statements made herein are true and complete. <i>Amber Long</i> (Authorized signature of individual or entity representative submitting this nomination)</p>
<p>19. Date of nomination: July 18, 2024</p>
<p style="text-align: center;">FOR COMMISSION USE ONLY</p> <p style="text-align: center;"><input type="checkbox"/> Signature <input type="checkbox"/> References <input type="checkbox"/> Photographs <input type="checkbox"/> Maps <input type="checkbox"/> Owner's Name <input type="checkbox"/> Complete <input type="checkbox"/> Peer Review</p> <p>Name(s) of Reviewer(s):</p>

Continuation Sheets: Cold Spring Canyon Bridge

The following information is adapted from the California Department of Parks and Recreation 523 Series forms prepared by JRP Historical Consulting for Caltrans in 2007 and the 2018 update prepared by Caltrans.

Section 8: Physical description of nominated property.

The Cold Spring Canyon Bridge is a deck style steel arch bridge, completed in 1963 and opened to traffic in 1964. The structure has 9 spans including 1 arch span and 8 steel girder approach spans. The bridge is 1,218 feet long, with the arch main span of 700 feet. It rises over 400 feet above the canyon floor. The deck is supported by slender steel column bents and two 134-foot-tall towers. The arch supports the steel girder sub-spans on steel column bents. The towers have 4-foot squared legs connected by 3 cross struts. The column bents have 2-foot squared box legs that are hinged at the top and bottom to allow for relative movement of the deck during temperature changes and unsymmetrical loading. The tallest of these slender columns is 93 feet tall. The steel plates that form the towers, columns, floor beams, girders and arches are welded steel.

The foundations are reinforced concrete with 1 abutment on steel pilings. The arch and main towers are supported with pinned steel castings that rest on reinforced concrete skewbacks. The reinforced concrete composite slab deck is 7 feet deep supporting a 28-foot-wide roadway between curbs. The bridge is 34 feet wide from railing to railing. Sections of the roadway's embankment at the bridge ends were constructed along with the bridge structure. The railings on the bridge are a Division of Highways standard type of their period, called type II barrier railings. Each railing is 3 feet, 7 inches tall and has 3-foot-wide barrier curbs in front of them.

Section 9: Physical alterations to the nominated property and its current historical and architectural integrity.

The bridge was seismically retrofitted in 1997-1998. New asphalt concrete was laid in 2000 by Caltrans. An additional concrete K-rail was built on the roadway over the southwest abutment in 2006. A 9.5-foot-tall barrier of inwardly curved, finely gridded mesh fence was added to the bridge for safety reasons in 2012. It retains historical and architectural integrity.

Section 10: Description of current setting.

The Cold Spring Canyon Bridge is in the Santa Ynez Mountains, 13.5 miles northwest of the City of Santa Barbara, just northwest of San Marcos Pass. It is part of State Route 154 and is within the Los Padres National Forest. The surrounding area is rural and covered with native vegetation.

Section 11: Brief history of nominated property and historical importance.

The Cold Spring Canyon Bridge was an integral part of a California Division of Highways project to upgrade, relocate, and realign a seven-mile segment of SR 154 in the early 1960s through San Marcos Pass. It is the largest steel arch bridge in California, and it was one of the first major arch structures in the U.S. comprised of all-welded steel components. It is significant for its engineering and architectural design and as an important work of the Division of Highways Bridge Department and the American Bridge Division of US Steel. The bridge is eligible for listing on the National Register of Historic Places (NRHP) at the state level, under Criterion C, as an important example of bridge design and engineering that demonstrates a maturation of steel arch bridge design and welded steel technology in California. It also represents a high aesthetic quality of contemporary design from the period. At the time it was evaluated in 2007, it was less than 50 years old, and had exceptional importance under Criterion G for properties that achieve significance within the last 50 years. It was reevaluated in 2017, following the addition of the safety barrier and Caltrans concluded that bridge was still eligible for the NRHP.

Section 12: Discuss why the nominated property meets one or more of the criteria established in County Code of Ordinances, Chapter 18A, Section 18A-3.

The Cold Spring Canyon Bridge is eligible as a County Landmark under eligibility criteria d, f, and g.

(d) It is representative of the work of a notable builder, designer, or architect.

The Division of Highways Bridge Department and the American Bridge Steel Division of US Steel are considered master builders and designers in relation to the National Register of Historic Places. The Bridge Department is noted for its exceptional design program that resulted in architecturally significant bridges throughout the state starting in the 1930s and continuing into the 1970s.

(f) It has a location with unique physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the County of Santa Barbara.

The location of the Cold Spring Canyon Bridge on SR 154 provides views and vistas that are now an established feature of the County in two ways. First, the view from the bridge over the Santa Ynez Valley is recognizable to all motorists who have been through the area and an impactful site to new motorists. Second, the view of the bridge from Stagecoach Road is an established visual feature of the community.

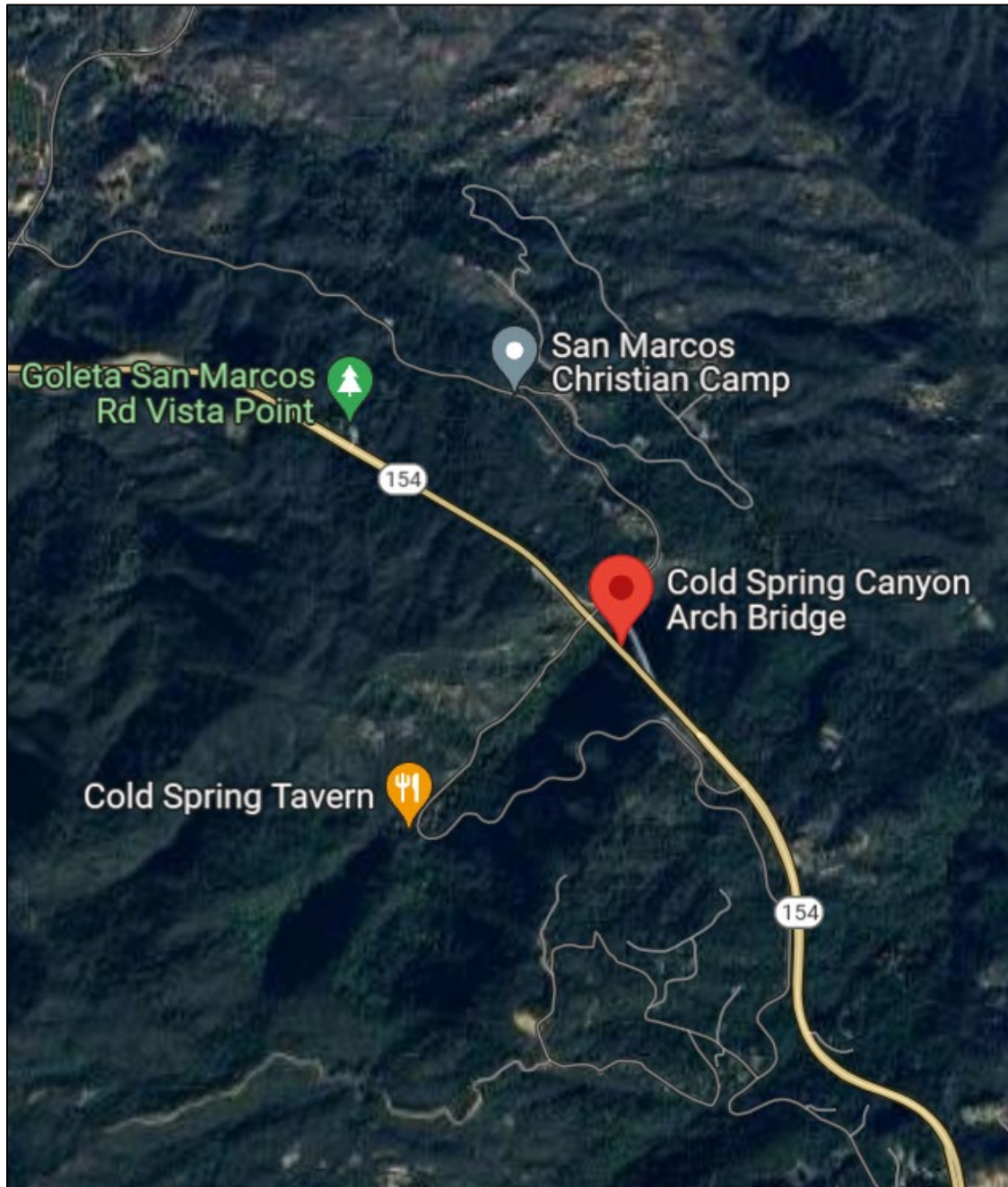
(g) It embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant structural or architectural achievement or innovation.

The Cold Spring Canyon Bridge is a significant structural and engineering achievement. It represents the maturation of steel arch bridge design and welded steel technology in California and is the largest steel arch bridge in the state.

Section 13: Summarize the case for designation as a landmark.

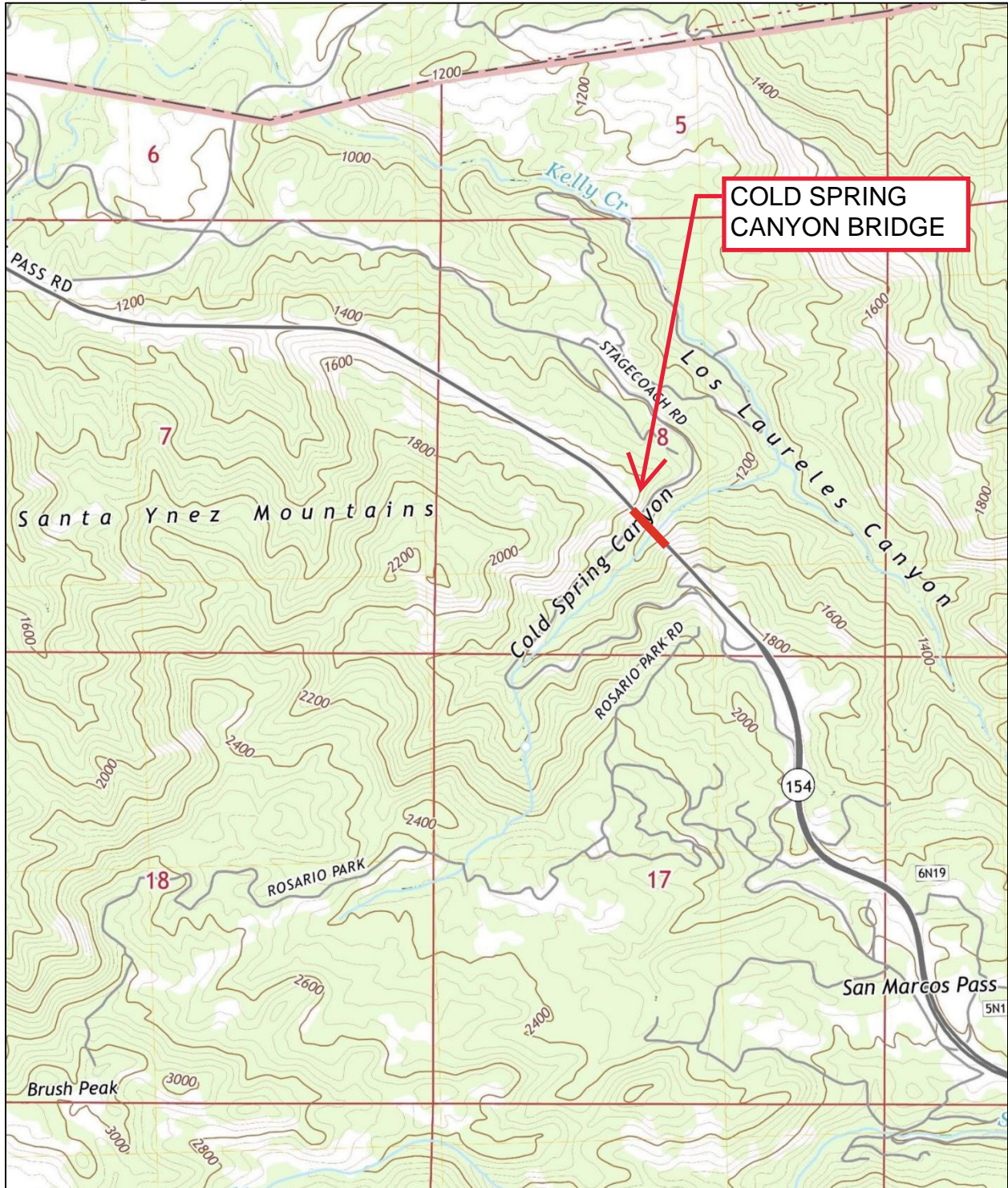
The Cold Spring Canyon Bridge is eligible as a County landmark because it is a representative work of Division of Highways Bridge Department and the American Bridge Steel Division of US Steel, notable bridge builders. The bridge provides established views and vistas from the bridge and to those viewing the bridge from Stagecoach Road. The bridge is also a significant structural and engineering achievement in bridge design and construction.

Section 14. Published map with property location marked.



Source: Google Maps

Section 15 Map or Survey



Source: San Marcos Pass Quadrangle, U.S. Geological Service Topographic Map 2021

Section 16: Photographs

1. View of Cold Spring Canyon Bridge from below at Stage Coach Road, view southwest.



2. View of Cold Spring Canyon Bridge with 2012 barrier installed.



3. Historic Civil Engineering Landmark plaque, 2004.



4. Most Beautiful Steel Bridge – Long Span plaque.

