Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System in California

San Francisco - Oakland Bay Bridge

- Interstate 80
- Property Type: Bridge
- Dist-Co-Rte, PM: 04-SF-80 (4.8 - 8.9)/ 04-ALA-80 (0.0 - 1.2)
- Year Constructed Completed: 1936
- Section 4(f) Exclusion Criteria: 1,3
- Area(s) of Significance: Architecture, Engineering
- National Register Criteria: C
- Date Listed on or Eligible for Inclusion in the National Register: 8/13/2001
- Brief Statement of Significance:

In 1929, President Herbert Hoover, a Californian and engineer, and California Governor C.C. Young created a commission that concluded the economic need and construction feasibility of the San Francisco - Oakland Bay Bridge despite the obstacles presented by earthquake faults and lack of a solid anchorage on the muddy bottom. Hoover personally expedited War and Navy Department approvals and federal financial support. Contracts for the first construction were awarded in April 1933, and the San Francisco - Oakland Bay Bridge was opened to vehicular traffic on November 12, 1936. Loans for the total cost of $77.6 million were paid off by tolls within 20 years. "Upon its completion, the Bay Bridge was recognized as the greatest bridge in the world for its length, cost, weight, depth, amount of steel and concrete used, number of piers, and versatility of engineering." (http://www.lib.berkeley.edu/news_events/exhibits/bridge/sfobay.html

Truckee River Canyon

- Interstate 80
- Property Type: Highway Segment
- Dist-Co-Rte, PM: 03-NEV-80 (0.0/10.0)
- Year Constructed Completed: 1964
- Section 4(f) Exclusion Criteria: 2
- Area(s) of Significance: Engineering
- National Register Criteria: N/A
- Date Listed or Eligible for Inclusion in on the National Register: N/A
- Brief Statement of Significance:

This stretch of I-80 over Donner Summit, through the Truckee River Canyon, was considered a major engineering triumph for the time. The American Society of

Civil Engineers named it one of the two best engineering feats of 1964 (the other was NASA's Cape Kennedy).

Glenn Anderson (Century) Freeway

- Interstate 105
- Property Type: Highway Segment
- Dist-Co-Rte, PM: 07-LA-105 (5.0/18.0)
- Year Constructed Completed: 1993
- Section 4(f) Exclusion Criteria: 2
- Area(s) of Significance: Engineering
- National Register Criteria: N/A
- Date Listed or Eligible for Inclusion in on the National Register: N/A
- Brief Statement of Significance:

The I-105 Glenn Anderson Freeway/Transitway (formerly the Century Freeway) was one of the last of the urban interstates to be built. It has been called Los Angeles County's "first high-tech roadway" because it features the latest in highway technology, including sensors buried in the pavement and links to computers that allow technicians to monitor traffic flow. Meters help regulate traffic on ramps connecting I-105 to four freeways. There are closed-circuit television cameras to alert officials to accidents or other incidents. Green Line light rail trains operate in the median. In addition, after being added to the Interstate Highway System in 1968, this freeway is associated with one of the earliest Environmental/Civil Rights lawsuits in California. The 1972 class action suit and community concerns about the route, which cut through predominantly African American neighborhoods and would displace hundreds of residents, halted construction. The freeway finally opened to traffic in 1993.

Chicano Park

- Interstate 5
- Property Type: Park
- Dist-Co-Rte, PM: 11-SD-5 (14/14.1)
- Year Constructed Completed: 1970
- Section 4(f) Exclusion Criteria: 2
- Area(s) of Significance: Social History
- National Register Criteria: A
- Date Listed or Eligible for Inclusion in on the National Register: 1997
- Brief Statement of Significance:

Adjacent to the I-5 right-of-way is a section of Chicano Park, established in 1970 by Chicano activists. Construction of I-5 in 1963 bisected the Barrio Logan neighborhood. Construction of the San Diego-Coronado Bay Bridge in 1969 further disconnected the community and resulted in the displacement of many residents. The bridge's on-ramps and support pylons were decorated with many

politically-themed murals created by local activist-artists. FHWA determined the park to be eligible for the National Register by a consensus determination with the California SHPO for its association with an important historical event, the Chicano civil rights movement, as well as its contribution to the arts.

Pine Valley Creek Bridge

- Interstate 8
- Property Type: Bridge
- Dist-Co-Rte, PM: 11-SD-8 (41.7)
- Year Constructed Completed: 1974
- Section 4(f) Exclusion Criteria: 2
- Area(s) of Significance: Engineering
- National Register Criteria: N/A
- Date Listed or Eligible for Inclusion in on the National Register: N/A
- Brief Statement of Significance:

The Pine Valley Creek Bridge was the first concrete bridge in the U.S. built by the segmental cantilever method. The bridge superstructure was cantilevered out from the piers, segment by segment, until the two cantilevered sections met at mid-span. This was done as an alternative to building a ground-supported formwork for pouring the concrete, as is typical of smaller bridges, because the superstructure of the Pine Valley Creek Bridge is more than 300 feet above the ground at its midpoint. The bridge has a center span of 450 feet, probably the longest box-girder span in the country at the time of its completion, according to the Engineering News Record, July 1, 1971.

Pit River Bridge

- Interstate 5
- Property Type: Bridge
- Dist-Co-Rte, PM: 02-SHA-5 (28.1)
- Year Constructed Completed: 1941
- Section 4(f) Exclusion Criteria: 4
- Area(s) of Significance: Engineering
- National Register Criteria: C
- Date Listed or Eligible for Inclusion in on the National Register: Eligible 2000
- Brief Statement of Significance:

The Pit River Bridge was a major engineering feat because of its height, and it is a very large steel truss. It rests on piers that are hundreds of feet tall, but underwater.