

RECEIVED 2280

MAY 25 2012

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

401

United States Department of the Interior
National Park Service**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Propertyhistoric name Jersey Bridgeother names/site number Highway 49 Bridge, Bridge #13-0005**2. Location**street & number Carrying State Route 49 from Main to Commercial Streets

n/a

not for publication

city or town Downieville

n/a

vicinity

state California code CA county Sierra code 091 zip code 95936**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide x localSignature of certifying official/Title Acting Dir. State Historic Preservation Officer5/24/12
DateCalifornia Office of Historic Preservation
State or Federal agency/bureau or Tribal GovernmentIn my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

x entered in the National Register determined eligible for the National Register determined not eligible for the National Register removed from the National Register other (explain):Signature of the Keeper Mr. Edison H. Beall7-10-12
Date of Action

5. Classification**Ownership of Property**

(Check as many boxes as apply.)

| | |
|-------------------------------------|------------------|
| <input type="checkbox"/> | private |
| <input checked="" type="checkbox"/> | public - Local |
| <input type="checkbox"/> | public - State |
| <input type="checkbox"/> | public - Federal |

Category of Property(Check only **one** box.)

| | |
|-------------------------------------|-------------|
| <input type="checkbox"/> | building(s) |
| <input type="checkbox"/> | district |
| <input type="checkbox"/> | site |
| <input checked="" type="checkbox"/> | structure |
| <input type="checkbox"/> | object |

Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| | | buildings |
| | | district |
| | | site |
| 1 | 0 | structure |
| | | object |
| 1 | 0 | Total |

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Bridges of California MPS

Number of contributing resources previously listed in the National Register

0

6. Function or Use**Historic Functions**

(Enter categories from instructions.)

Transportation: Road related

Current Functions

(Enter categories from instructions.)

Transportation: Road related

7. Description**Architectural Classification**

(Enter categories from instructions.)

Single lane, steel, rigid-connected polygonal

Parker truss steel span.

Materials

(Enter categories from instructions.)

foundation: _____

walls: _____

roof: _____

other: Steel structure

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Jersey Bridge, built in 1938 across the Downie River, is a rare surviving example of one lane, steel, rigid-connected polygonal Parker through truss span. Designed to carry local traffic connecting Main and Commercial Streets, the single lane bridge has also carried Route 49 on its one lane (12 foot, 6 inch) roadway since built in 1938.

Narrative Description

The Jersey Bridge was designed by county surveyor George F. Taylor and built by the Judson Pacific Company in 1938. The bridge is a one lane, steel, rigid-connected polygonal Parker through truss span measuring 120 feet long, running north-south over the Downie River. The roadway is 12.5 feet wide, with a four-foot pedestrian walkway on its eastern side. Stringers, chords, verticals and diagonals are riveted steel I-beams. There are no top struts or top lateral bracing. Bottom lateral bracing is of steel L-girders. A builder plate reading "Judson Pacific Co., San Francisco, 1938" is located on the right end post on each end of the bridge. The pedestrian walkway consists of wooden boards supported by steel I-beams with steel posts and a steel balustrade, topped by a wooden guardrail with secondary wooden handrails on either side of the walkway. The roadway deck is concrete, and the main roadway is flanked with metal guardrails supported on wooden brackets. The north end of the pier sits on a concrete abutment. The south end of the bridge is supported by a pier of board-formed concrete with two concrete cylinders wrapped in riveted steel, one at either end of the pier and serving as support for the bearing seats of the bridge. A concrete abutment is located behind the pier.

This bridge is located in the heart of this gold rush community and remains a symbol of this community that straddles two rivers. One of four historic bridge crossings in Downieville, the Jersey Bridge has a prominent place in the community's history. Named for connecting the downtown area with Jersey Flat, the bridge along with nearby Durgan Bridge were the most important to early commerce and retain their importance to the present day. A 1851 lithograph shows the first Jersey Bridge in place. Destroyed by flood in 1852, destroyed by fire in 1858, seriously damaged by flood in 1861, collapsed by weight in 1875, and destroyed by flood in 1937, an event that also destroyed the nearby Durgan Bridge as well as a concrete arch bridge built by the state of California in 1936 to carry state route 49, a bridge that lasted just 18 months. With the Highway 49 bridge never replaced, the current Jersey Bridge has carried state route 49 on its one lane (12 foot, 6 inch) roadway since built in 1938.

The Warren truss was patented in 1848 by its designers and consists of longitudinal members joined only by angled cross-members, forming alternately inverted equilateral triangle shaped spaces along its length, ensuring that no individual strut, beam, or tie is subject to bending or straining forces, but only to tension or compression. Loads on the diagonals alternate between compression and tension (approaching the center), with no vertical elements, while elements near the center must support both tension and compression in response to live loads. This configuration combines strength with economy of materials and can therefore be relatively light.

The bridge has maintained a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. There is limited loss of integrity of materials: A historic photo shows that the original wooden posts supporting the pedestrian walkway's guardrails were replaced with metal posts, but the walkway itself and its guardrails are wooden and similar in appearance to the original. The historic photo also shows a paved road surface over the bridge. Sheet metal guardrails have replaced wooden guardrails along the inside of the road surface, but the guardrail is supported on wooden brackets.

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property 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 lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Community planning and development

Period of Significance

1938

Significant Dates**Significant Person**

(Complete only if Criterion B is marked above.)

Cultural Affiliation**Architect/Builder**

Judson Pacific Company, builder

Taylor, George, county engineer, designer

Period of Significance (justification)

The period of significance is the year of construction, 1938.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Jersey Bridge is eligible for the National Register under Criterion A at the local level of significance for its contribution to the planning and development of the city of Downieville. Built to replace an earlier bridge and fill the role of another bridge constructed in 1935 and destroyed by flood, the Jersey Bridge serves as the main highway through Downieville but limits the speed and intensity of traffic due to its narrow one-lane width. The period of significance of the property is 1938, the year of construction. The property is nominated under the Historic Highway Bridges in California MPS as an example of the Truss Bridge property type.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Community planning and development

Like many communities, the geography surrounding the community of Downieville would be tied closely to its founding, development, and continued existence. Situated at the confluence of two deep mountain canyons carrying two significant rivers, the community was forced to straddle these rivers to exist in this location of heavy gold deposits. Such a location would require the early building of two bridges in order for the community to exist and two more were early viewed as likewise for the community that developed. In each instance, a single lane bridge was viewed as all that was necessary to supply the community with its necessary traffic system. While each bridge has been replaced multiple times due to flood, fire, or collapse, in each instance the successor bridges that now date from between 1910 and 1938 continue to represent the type, style, design, and capacity of bridges that have served this community for 161 years.

These bridges limit this community, like the geography that surrounds it, to a rural and slow pace reflected in 18th century California. The one lane structure of the Jersey limits traffic to a certain pace not seen in most modern California communities. The Jersey Bridge carries a state highway in a single lane configuration, the only such point for the entire length of state highway 49 through California's gold country from Oakhurst, Mariposa County to Vinton, Plumas County, forcing north bound traffic to stand an wait while south bound traffic passes, and vice versa.

Downieville's economy has shifted from its historic resource based origins of gold mining and timber production to that of tourism today. Both recreational and historic tourism is the town's draw. Camping, fishing, hunting, hiking, and mountain biking are all pursuits undertaken in this community surrounded by public lands of the Tahoe National Forest. With roots dating to 1848, Downieville remains much of its gold rush charm and is a draw due to its isolation, scenic beauty, and dramatic setting. A number of buildings in town date to the 1850s including that housing a local history museum. The survival of these four one lane bridges adds to the unique ambiance of this community that straddles the Yuba and Downie Rivers. From National Geographic's "Guide to Small Town Escapes", in which Downieville is one of four towns representing California (along with Catalina, Ojai, and Mendocino), Geoffrey O'Gara writes of Downieville as "A trestle bridge spans the Downie River just above its junction with the North Yuba River, and there, if you any aspiration to continue into Northern California's high country, you must wait your turn, because the bridge is only wide enough for one lane of traffic. The narrow bridge provides one assurance that Downieville will likely be no more than the very small town it's always been. There is only a small level area in the vicinity where the rivers join, and the rest of the town anchors precariously on steep, forested canyon walls." This quote was written for the Jersey Bridge, yet describes all four surviving one lane bridges in Downieville, believed to be the only community in the state with such a period transportation system.

The 1937 Downieville Flood

In 1937, Downieville had a total of five bridges. The easternmost (and farthest upstream on the Downie River) was the Hospital Bridge, originally called the Downieville Steel Bridge (due to its status as the town's first steel truss bridge) constructed in 1908. Next was the Hansen Bridge, a Pratt pony truss bridge completed in 1936. Third was a concrete arch bridge constructed by the State of California to carry traffic on Highway 49. Just downstream of the highway bridge was the Jersey Bridge, a wooden bridge constructed in 1875, and the Durgan Bridge, just downstream of where the Downie River met the Yuba, constructed in 1881. Aside from the highway bridge, all were constructed as single-lane bridges by the county government.

On December 10, 1937, major storms sent a torrent of water through Downieville via both rivers. Nearly ten years had passed since the last high water, and an enormous amount of debris was swept into the river by the storm. State highway crews, aware of the storm's danger, stood by to clear debris from the bridges, but as the river rose to the point where the highway bridge's arches were underwater, clearing debris became impossible. The storm passed mostly under the Hospital Bridge and damaged the footings of the Hansen Bridge. The Highway 49 concrete arch bridge, unlike the truss

bridges, had several pillars that extended into the river, and once road crews could no longer reach the bridge, debris collected on the piers and blocked the passage of water through the arches. The temporary dam brought the water level high enough to send the river through the streets of Downieville, lifting homes from their foundations and sending them floating downstream. The highway bridge could not withstand the pressure of the water and debris for long, and collapsed after approximately 30 minutes. The catastrophic break-through of water and debris caused more damage to the buildings of Downieville, and utterly destroyed the two wooden bridges downstream from the highway bridge, the Jersey and Durgan Bridges.

With Downieville devastated by the flood and cut off from the rest of the state, several groups responded immediately to the community's crisis. The American Red Cross was mobilized to provide food, clothing and bedding. A California Conservation Corps camp was established to clear flood debris in the wake of the storm. The Lord Shoto Douglas Chapter of E Clampus Vitus declared a proclamation of emergency and mobilized their membership to assist the citizens of Downieville, providing food and material assistance, and obtaining the name of every child in Downieville and delivering each a Christmas present.

Bridge design in the 20th century, and selection of bridge types, was influenced by "City Beautiful" design. In 1909, Charles Mulford Robinson reported that the city of Los Angeles should substitute more aesthetically pleasing concrete arch bridges for the utilitarian but unattractive truss bridges used at river crossings. California Highway Commission designers like Harlan D. Miller and his successor Charles E. Andrew both insisted that California highway bridges should be beautiful as well as practical, following Robinson's dictates regarding bridge materials. Their work established the tradition of the concrete highway bridge in California. When the California Division of Highways constructed their bridge across the Downie River in 1936, they followed this tradition. Many of these California bridges still stand today. Examples span the state, from Los Angeles' network of concrete river crossings and the Diestelhorst Bridge in Redding. Unfortunately, the aesthetics of the Highway 49 bridge did not match up to the force of the 1937 flood, with disastrous consequences for the mountain community.

When Sierra County officials selected designs to replace the Jersey and Durgan Bridge in 1938, county engineer George Taylor designed two steel truss bridges, rather than concrete spans, to replace the wooden bridges. Both bridges were constructed by the Judson Pacific company of San Francisco, who specialized in truss bridge construction well after most California engineering firms had abandoned truss bridge design for more contemporary styles. Taylor also chose to repair the damaged Hansen Bridge and retain the Hospital Bridge, whose unfashionable steel trusses had survived the disastrous 1937 flood. By the end of 1938, the town of Downieville was again connected by its four traditional single-lane bridges, all of steel truss design.

The California Division of Highways rerouted Highway 49 temporarily over the Jersey Bridge as a temporary expedient until a new highway bridge could be constructed to replace the fallen 1936 bridge. As of 2012, no replacement bridge has been constructed, and the temporary expedient of the Jersey Bridge still carries Highway 49 through the city. California's Department of Transportation has maintained the bridge in the interim, and the bridge is numbered 13-0005 which normally indicates a Caltrans owned bridge, but bridge ownership rests with Sierra County and the bridge number is due to the ongoing maintenance contract via Caltrans.

Developmental history/additional historic context information (if appropriate)

Since the establishment of this community in 1848, bridges were to be important infrastructure to this community due to the nature of the geography of where Downieville is located. As gold brought settlers to the area, rivers were the source of that precious metal and there was an early interest on the part of settlers to live near those waterways. Additionally, little flat ground was to be found in the area adjacent the confluence of the North Yuba and Downie Rivers, forcing the location of any community that developed to be adjacent both rivers. The community first known as "The Fork's" soon became Downieville, after Scottish born and early settler William Downie. As the community developed on different 'flats' adjacent each side of each rivers, Zumwalt, Durgan, Jersey, and Washington District, a number of bridges were early built and have been maintained (built, destroyed, rebuilt) since that time.

9. Major Bibliographical References**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Lutes, Virginia, "The Great Flood of 1937, Downieville, California," *The Sierran*, Volume XXXVI, Number 1, Winter 2008.
Sinnott, James J., *Downieville, Gold town on the Yuba*, 1972
Sinnott, James J., *A General History of Sierra County*, 1978
North Fork of Yuba River (Nevada Street) Bridge Improvement Report, JRP Historical Construction Services, Feb 2001
National Geographic, "Guide to Small Town Escapes"

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☒ Local government
☐ University
☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data**Acreage of Property** Less than one acre

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

| | | | | | | | |
|---|-----------------------------|-----------------------------|-----------------------------|---|-----------------------------|-----------------------------|-----------------------------|
| 1 | <u>10</u> | <u>686700</u> | <u>4380960</u> | 3 | <u> </u> | <u> </u> | <u> </u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2 | <u> </u> | <u> </u> | <u> </u> | 4 | <u> </u> | <u> </u> | <u> </u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |

Verbal Boundary Description (Describe the boundaries of the property.)

Bridge structure spanning the Downie River and connecting Main Street and Commerical Streets, Downieville, Sierra County, California.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is limited to the physical footprint of the bridge and its approaches.

11. Form Prepared By

name/title Lee Adams, Sierra County Supervisor, District Oneorganization County of Sierradate 2 February 2012street & number PO Drawer Dtelephone 530.289.3295city or town Downievillestate CA 95936e-mail hangman@sierracounty.ws

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Jersey BridgeCity or Vicinity: DownievilleCounty: SierraState: CAPhotographer: Lee AdamsDate Photographed: 3/1/11 – 7/1/11

Description of Photograph(s) and number:

1. Jersey Bridge looking east with a vehicle mid span.
2. Jersey Bridge builder's plate reading 'Judson Pacific Co, San Francisco, 1938
3. Jersey Bridge close up of bridge structure on western side.
4. Jersey Bridge close up of pedestrian walkway and bridge structure on eastern side.
5. Jersey Bridge underside of bridge.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name County of Sierra (Tim H. Beals, Director of Transportation)street & number PO Box 98telephone 530.289.3201city or town Downievillestate CA 95936

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jersey Bridge

Name of Property
Sierra County, California

County and State
Historic Highway Bridges in California MPD
Name of multiple listing (if applicable)

Section number Additional Documentation

Page 1

Figure Log

Figure 1: Site Map showing nominated property and other Downieville bridges

Figure 2: Historic photo of damaged highway bridge, 1937

Figure 3: Historic photo of damaged highway bridge, 1937

Figure 4: Historic photo of Jersey Bridge, date unknown

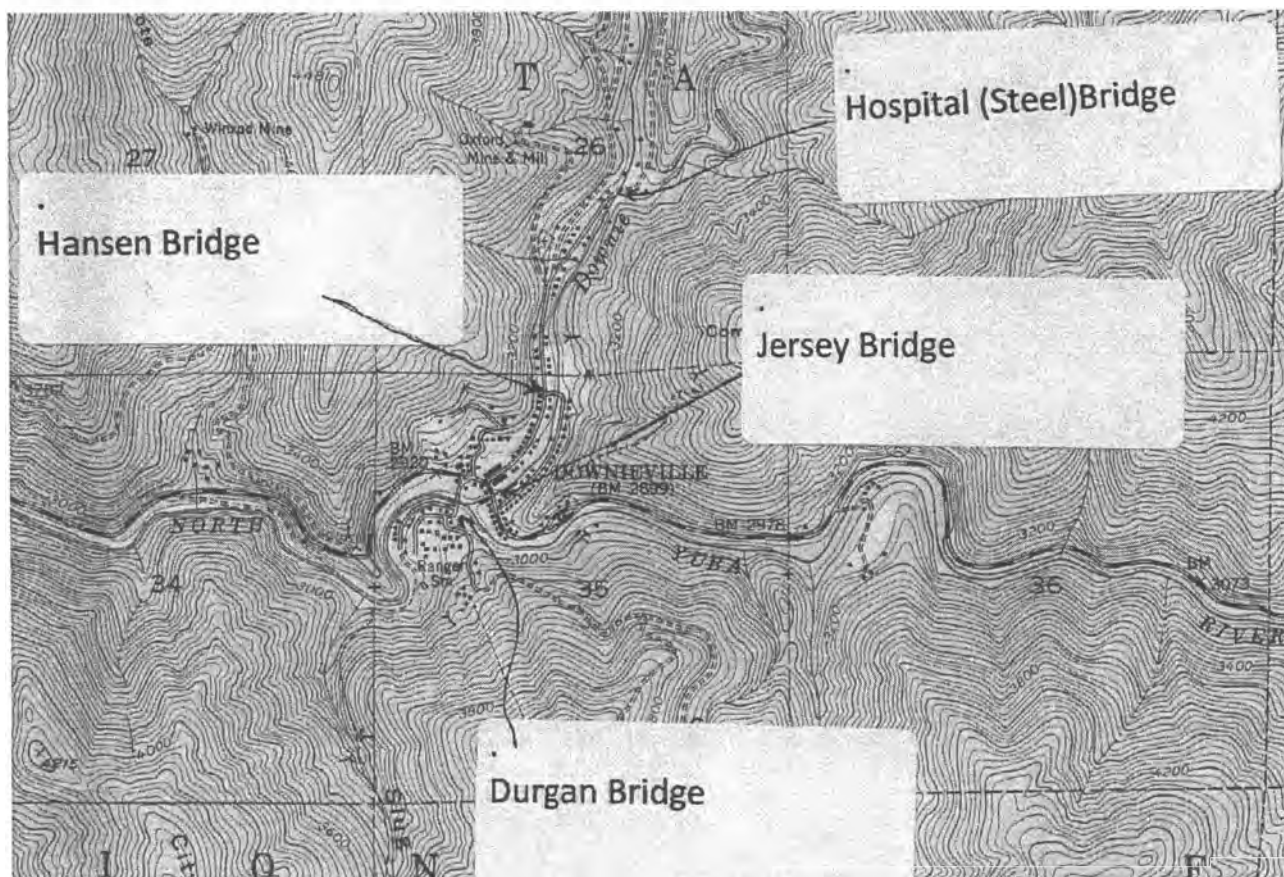


Figure 1. Downieville Site Map

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jersey Bridge

Name of Property

Sierra County, California

County and State

Historic Highway Bridges in California MPD

Name of multiple listing (if applicable)

Section number Additional Documentation

Page 2



Remains of Highway Bridge

Figure 2. Historic photo of damaged highway bridge, 1937



Figure 3. Historic photo of damaged highway bridge, 1937

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jersey Bridge

Name of Property

Sierra County, California

County and State

Historic Highway Bridges in California MPD

Name of multiple listing (if applicable)

Section number Additional Documentation

Page 3



Figure 4. Historic photo of Jersey Bridge, date unknown

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Jersey Bridge

MULTIPLE NAME: Highway Bridges of California MPS

STATE & COUNTY: CALIFORNIA, Sierra

DATE RECEIVED: 5/25/12 DATE OF PENDING LIST: 6/20/12
DATE OF 16TH DAY: 7/05/12 DATE OF 45TH DAY: 7/11/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000401

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 7.10.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



NO FISHING
FROM
BRIDGE

DOWNIE RIVER
BRIDGE 13-0-
49 SIE

NO
PARKING
ANY
TIME

JUDSON
PACIFIC CO.
SAN FRANCISCO
1938









JUDSON
PACIFIC CO.
BUILT UNDER V.O.D.
1938

Please refer to the map in
Durgan Bridge for this property

Multiple Property Cover Sheet Reference Number: 12000398

**DOWNIEVILLE PARLOR No. 92
NATIVE SONS OF THE GOLDEN WEST
POST OFFICE BOX 1
DOWNIEVILLE, SIERRA COUNTY, CALIFORNIA 95936**

7 March 2012



California State Parks
Office of Historic Preservation
Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
PO Box 94296
Sacramento, CA 94296-0001

Subject: National Register nominations: Downieville Bridges

Dear Mr. Donaldson:

On August 26, 1886, the Native Sons of the Golden West instituted a new parlor and granted a charter, and Downieville Parlor No. 92 has existed ever since. Begun with 19 charter members, today we remain 18 strong.

With a strong interest in California history, we are proud to write this letter of support for Sierra County's application for national register status for the four historic bridges of Downieville, that is the Durgan Bridge, Hansen Bridge, Hospital Bridge, and the Jersey Bridge. In each instance, these bridges span river crossings that have been important to the existence of this community for its 164 years.

While it is easy to overlook these venerable spans as the local community goes about its business on a daily basis, each of these bridges are historic icons in their own right, and each with a unique and interesting history. With one dating to 1908, one to 1935, and two from 1938, each replace predecessors most often damaged or destroyed by floods. In each instance, these bridges continue to individually represent the construction and design standards of the eras in which they were built, and collectively as one lane bridges tell a story of a more primitive transportation system that continues to serve this community.

In at least once instance, the Durgan bridge, was at ground zero of Downieville's most infamous event. On July 5, 1851, a woman known to history only as Juanita, was lynched from the predecessor of the Durgan Bridge for the killing of a popular miner. Whether factually guilty or not will never be known as she was not provided the due process of this then Yuba County mining town. It would be eight months later that Sierra County would be established in April 1852. And it was the only time in California history that a woman was known to be lynched.

As one would assume from a community straddling the confluence of two rivers, these bridges have and continue to play a large role in this community. Whether a trip to the courthouse, a trip

to church, or a trip out of town, most in this rural community repeatedly drive or walk across these structures many times in a day. Three of the four serve the heart of the commercial area of this gold rush era community.

Hoover and Rensch write in their 1932 publication "*Historic Spots in California*" that Downieville "is set like a toy village in a magnificent wooden amphitheatre, surrounded by lofty pine clad mountains. Perhaps no county seat in California has a setting more picturesque or a history more dramatic. At its door is the Downie River, .. flows into the larger stream, a part of a network of forks and tributaries which reach through deep canyons upwards into the higher altitudes of the Sierra." Such a described town only could exist due to a network of bridges, and that such bridges have survived in historic form and continue to tie together the historic fiber of this community is remarkable indeed.

We would encourage the historical resources commission to ensure their continued survival by placing all on the national register of historic places.

I appreciate this opportunity to comment.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don McIntosh". The signature is fluid and cursive, with a long horizontal stroke at the end.

Don McIntosh

President

Downieville Parlor. No 92



**DOWNIEVILLE MUSEUM
MAIN STREET
PO Box 1
DOWNIEVILLE, CA 95936**



California State Parks
Office of Historic Preservation
Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
PO Box 94296
Sacramento, CA 94296-0001

10 March 2012

Subject: National Register applications of Downieville bridges

Dear Mr. Donaldson:

The Downieville Museum has served this community as a central repository for local history since 1939. The museum is jointly operated by the Naomi Parlor No. 36, Native Daughters of the Golden West and Downieville Parlor No. 92, Native Sons of the Golden West. Both organizations date in this community to the mid 1880s.

This letter is to enthusiastically support the nominations for national register status for the Durgan, Hansen, Hospital, and Jersey Bridges that have each served the transportation and commerce needs of this community for decades. While three of the bridges have served over 70 years, the Hospital Bridge surpassed the century mark just a year ago.

In addition to their age, each of the bridges represents a different era in California due to their design of just a single lane each. While all were designed to accommodate two directions of traffic, the single lane of each bridge requires that traffic wait its turn. Amazingly enough, the Jersey Bridge continues this service involving state highway 49. To our knowledge, no other single lane bridge carries a California state highway.

Due to its location on the confluence of the North Yuba and Downie Rivers, bridges have been an important part of this community since its founding in 1848. In each instance all four of the nominated bridges had predecessors, similar in design and destroyed on numerous occasions by flood waters. In each instance, the community responded with replacement and all four of the current bridges, while carrying contemporary traffic, reflect the era in which they were built.

In National Geographic's publication "Guide to Small Town Escapes", Downieville was chosen to represent California along with the communities of Catalina, Mendocino, and Ojai. This community is proud to be listed in such company. In the second paragraph of the description of what the visitor can find in this community, the text from that publication reads 'A trestle bridge

Sierra County Historical Society

100 Kentucky Mine Road

Post Office Box 260

Sierra City, CA 96125

March 12, 2012

California State Parks, Office of Historic Preservation
Milford Wayne Donaldson FAIA, State Historic Preservation Officer
PO Box 94296
Sacramento, CA 94296-0001



Subject: Historic bridges of Downieville, Sierra County

Dear Mr. Donaldson:

While Sierra County has many hidden historic treasures, the four one-lane bridges in the historic county seat of Downieville are well known ambassadors of a more simple time, one in which traffic must stop and wait its turn. While all four bridges are over 70 years in age, each also represents numerous predecessors that were destroyed by floods. In fact, two of the current bridges date from replacement following a horrific flood of 1937.

While each are different in design and were built by different companies (two, however, by Judson Steel of San Francisco), all four greatly represent the charm and aura of this gold rush community. While one bridge is today is restricted to pedestrian traffic, it remains in service and was bypassed only to accommodate logging truck traffic in the 1980s. Currently the Hansen Bridge is under a different threat: total replacement due to funding limitations. While the bridge has been declared structurally sound by state engineers, its footing needs rehabilitation and federal funding can only be used if the bridge is either redesigned to today's standards or is listed on the national register. Such listing is now or never for this 1935 constructed bridge.

The Durgan Flat Bridge provides one-lane access to the Sierra County courthouse, and its predecessor was literally the site of the 1851 lynching of Juanita, the only woman so hanged in California's history. And then there is the Jersey Bridge, a one-lane bridge that continues to carry state highway 49 on a 'temporary' detour that has been in place since the bridge was built, replacing an earlier county bridge in the same location but also standing in for a nearby state bridge destroyed and never replaced in that 1937 flood. Nowhere else on State Route 49, as it meanders through California's historic gold country, does traffic halt for a one-lane bridge.

That four such bridges continue to exist in such close proximity to each other is amazing in California of today. We would encourage the commission to ensure their continued survival and story by placing all on the national register of historic places.

I appreciate this opportunity to comment.

Sincerely,

Mary Nourse, President, Sierra County Historical Society



P.O. Box 546, Downieville, CA 95946 (530)289-9822
info@sierracountyartscouncil.org www.sierracountyartscouncil.org



March 15, 2012

California State Parks
Attn: Office of Historic Preservation
Milford Wayne Donaldson, FAIA, State Historic Preservation Officer
PO Box 94296
Sacramento, CA 94296-0001

Re: Application to include the Durgan Bridge, Hansen Bridge, Hospital Bridge, and Jersey Bridge in Downieville, Sierra County, California in the National Register of Historic Places

To Whom It May Concern:

The Sierra County Arts Council would like to offer our full support for Sierra County's recent application to nominate the four historic bridges in Downieville to the National Register of Historic Places. The bridges are the Durgan Bridge, Hansen Bridge, Hospital Bridge, and Jersey Bridge.

Preserving the historical heritage and culture of Sierra County has always been of importance to the Arts Council. We believe that this designation will help to preserve one of our county's most valuable historical assets.

Thank you for consideration in this matter.

Sincerely,

The Board of the Sierra County Arts Council

B.J. Jordan
Executive Director

Sierra County Arts Council, State-Local Partner with the California Arts Council
California



Arts Council




cc: Sierra County Board of Supervisors

spans the Downie River just above its juncture with the North Yuba River, and there, if you have any aspiration to continue into Northern California's high country, you must wait your turn, because the bridge is only wide enough for one lane of traffic. *The narrow bridge provides one assurance that Downieville will likely never be more than the very small town it has always been.*"

Downieville remains a place that has been somewhat untouched by the outside world. While such can be tough on a local economy, that very nature also supports the protection of historical tourism that is very important to the economy of this town. Supporting the nominations of all of these bridges will not only protect their survival, but as National Geographic noted, will go far to assure this community will stay true to its small town roots, both in appearance and its pace of life.

I appreciate this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Liz Fisher".

LIZ FISHER
Downieville Museum

Downie Chapter No. 1849

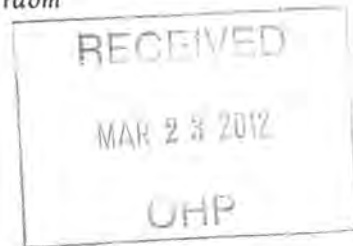
E Clampus Vitus

DOWNIEVILLE, (THE FORKS), SIERRA COUNTY, CALIFORNIA 95936

21 March 2012

Birthplace and Cradle of Clamperdom

California State Parks
Office of Historic Preservation
Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
PO Box 94296
Sacramento, CA., 94296-0001



Subject: Bridge Recommendation for National Register of Historic Places.

Anyone who has ever visited the historic mining community of Downieville has marveled at the town's scenic and unique location, in a narrow gorge between steep mountains and straddling two rivers. The earliest historic illustrations, maps and pictures of the area, always indicate the river bridge crossings as a most prominent feature.

Those of us who lived and grew up in the area can remember the difficulty of using cable crossings called "Flying Dutchman" to cross the river and gain access to homes on mining claims. These artifacts left over from the gold mining era gave a unique perspective and appreciation for the bridges we take for granted today. Surly the early settlers must have considered these one-way traffic structures a marvel of technology and symbol of prominence in the development of the community. Downieville is fortunate to have four of these unique historic bridges that are still very much in use by everyone today.

The fraternal organization of Major William Downie Chapter 1849, E Clampus Vitus, has been a part of the Downieville Community since 1850. We are dedicated to preserving Gold Rush history by installing historical Brass Plaques and erecting Monuments throughout Sierra County. The Jersey, Durgan, Hansen and Hospital Bridges, are all perfect examples of artifacts that need to be preserved. We certainly agree that all four of these bridges are excellent ambassadors of Sierra County history and ask that you consider them for the National Register of Historic Places.

Respectfully Submitted
Grand Noble Recorder
XNGH Norm Nielsen

Norm Nielsen



Jersey Bridge
Downieville, Sierra County, California
Staff Report

The Jersey Bridge is a 120 foot through Pratt truss bridge constructed of riveted steel I-beams carrying local traffic on Nevada Street over the north fork of the Yuba River. The bridge was constructed by the Judson Pacific Company of San Francisco in 1938 and designed by county surveyor George F. Taylor. The bridge carries a single lane of vehicular traffic and a four-foot pedestrian walkway on the eastern side of the roadway. The bridge is nominated under the Historic Highway Bridges in California MPD as an example of the "Truss Bridge" property type.

The bridge is nominated under Criterion A in the area of road transportation and urban development of the town of Downieville. One of four bridges that connect the small Sierra County community across the Yuba and Downie Rivers, the predecessor of the Jersey Bridge was destroyed by a 1937 flood that caused the collapse of a recently built concrete arch bridge immediately upstream. Downieville's two other bridges, the Hospital Bridge and Hansen Bridge, survived the flood. Despite the fact that metal truss bridges had generally fallen from favor by the late 1930s, the 1938 Jersey Bridge used a truss design due to its suitability for the flood-prone Yuba River canyon through Downieville, and the bridge has survived intact as a result. As a single-lane bridge, the same width as its predecessor, the Jersey Bridge carries limited traffic. Thus, the bridge did not result in dramatic growth in Downieville, but in conjunction with the other three Downieville bridges, it did ensure the continued survival of the community while maintaining its slow-paced, small town environment. In addition, in 1938 the bridge was temporarily designated as a detour for Highway 49, the route that briefly ran over the nearby concrete arch bridge destroyed by the flood. The detour is still in effect in 2012. The bridge's period of significance is 1938, its year of construction and the year of the Department of Transportation's temporary detour.

The bridge was evaluated by California's Department of Transportation and determined ineligible for the National Register under Criterion C based on its size and appearance. The property's eligibility is based on its role in the community in the wake of the 1937 flood. The property is nominated on behalf of the County of Sierra and has received eight letters of support.

Staff supports the nomination as written and recommends the State Historical Resources Commission determine that the Jersey Bridge meets National Register Criterion A at the local level of significance, and the criteria set forth in the Historic Highway Bridges of California MPD. Staff recommends that the State Historic Preservation Officer approve the nomination for forwarding to the National Park Service for listing in the National Register.

William Burg
Historian I
April 2, 2012

SIERRA COUNTY

Board of Supervisors
P.O. Drawer D
Downieville, California 95936
Telephone (530) 289-3295
Fax (530) 289-2830



April 3, 2012



Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

RE: National Register of Historical Places Nominations for the Durgan Bridge, Hansen Bridge, Hospital Bridge, and Jersey Bridge in Downieville, Sierra County, California

Dear Mr. Milford:

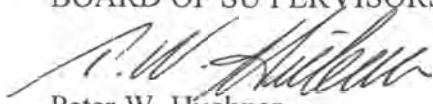
The Sierra County Board of Supervisors appreciates and fully supports the Nominations to the National Register of Historical Places for the four historical bridges in Downieville identified as the Durgan Bridge, the Hansen Bridge, the Hospital Bridge, and the Jersey Bridge.

Locally considered historical assets, three of the four structures remain critically important to the transportation infrastructure of Sierra County, and all four bridges contribute to the appealing atmosphere of the historic gold rush community of Downieville, California. Recognition of the historical significance of these bridges will allow much more flexibility in the County's ability to maintain these bridges while preserving the unique characteristics of this community.

Thank you for the opportunity to support this nomination. We are hoping for your favorable consideration.

Sincerely,

SIERRA COUNTY
BOARD OF SUPERVISORS



Peter W. Huebner
Chairman

NAOMI PARLOR No. 36
NATIVE DAUGHTERS OF THE GOLDEN WEST
POST OFFICE BOX 641
DOWNIEVILLE, SIERRA COUNTY, CALIFORNIA 95936

10 April 2012

California State Parks
Office of Historic Preservation
Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
PO Box 94296
Sacramento, CA 94296-0001

Subject: National Register nominations: Downieville Historic Bridges

Dear Mr. Donaldson:

This letter is written to voice the support of Naomi Parlor No. 36 of the Native Daughters of the Golden West with respect to Sierra County's recent application for national register status for the four historic bridges of Downieville, that is the Durgan Bridge, Hansen Bridge, Hospital Bridge, and the Jersey Bridge.

Dating from 1886, Naomi Parlor owns the historic and venerable IOOF Hall in Downieville, located a stone's throw from the Jersey Bridge.

Due to the geographical setting of this historic gold rush community, bridges have played an important and consistent role. Located at the confluence of two great rivers, bridges have been a necessity throughout the 164 year history of this community. Three of the four serve the heart of the commercial area of this gold rush era community.

While the Hospital Bridge has survived countless floods and just recently celebrated its centennial, the remaining three bridges are each over three quarters of a century in age and not only represent another era, but also are a driving force in maintaining the quiet and quaint ambiance of this rural mountain community. Tying together a system of narrow town streets, the bridges help calm and slow traffic, further encouraging Downieville to stay close to its rural roots.

I appreciate this opportunity to comment.

Sincerely,

Earlene Folsom
Earlene Folsom *President*
Naomi Parlor No. 36

RECEIVED

APR 12 2012

OHP

DOWNIEVILLE IMPROVEMENT GROUP

Downieville, CA 95936

April 13, 2012

Lee Adams, Supervisor, District One
County of Sierra
P.O. Box Drawer D
100 Courthouse Square, Suite 11
Downieville, CA 95936



Re: National Register of Historic Places: Nomination for all Downieville Bridges

Dear Supervisor Adams:

Downieville Improvement Group is comprised of local merchants, businesspersons and other dedicated citizens. Our purpose is to preserve and maintain those aspects of Downieville that promote and enhance Downieville's local economy, which is dependent upon tourism.

We believe it is Downieville's quaintness and historic charm that is so appealing to its visitors. The Downieville bridges--Durgan Bridge, Hanson Bridge, Hospital Bridge, and Jersey Bridge--are an integral part of Downieville's heritage and need to be preserved as evidence of and as a tribute to Downieville's history.

Downieville Improvement Group supports the Sierra County Board of Supervisors' decision to preserve our historic bridges. We encourage the State Historical Resources Commission to approve the nomination of Downieville's Durgan Bridge, and of all other Downieville bridges, to the National Register of Historic Places.

Sincerely,

DOWNIEVILLE IMPROVEMENT GROUP

Cherry Sime, Vintage Gal Antiques
C. Ingrid Hanson, Attorney at Law

Hungen Dahl - Downieville Grocery & Downieville Motors

Billy [Signature]

[Signature] - Two Rivers Cafe

Dan Hamlin - Sam's Workshop

Liz Luster, Carriage House Inn

[Signature] Riverside Inn

Michael P. [Signature]

| | | |
|------------------|----------------|-----------------------|
| Veronica Fischer | Business Owner | Downsville Day Spa |
| Leather Ortiz | " | La Cocina de Oro |
| Queen Hamilton | " | Sierra Hardware, Mgr. |
| Cindy McCarthy | " | |
| Wish | " | W S F |

| | | |
|----------------|-----|--|
| Rachel A. Cuff | ARF | |
|----------------|-----|--|

| | | |
|----------------|----------------------|-------------------------|
| Lynn Berndt | | Downsville Grocery |
| Tessa Jordan | employee | Wells Fargo Bank |
| Mrs L. Dittich | employee | Downsville Motors |
| Suzanne Burr | self-employed | self: Suzanne Burr |
| Will Clark | Americana Mercantile | HQ Wines, Smoothieville |

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



May 24, 2012

Ms. Carol Shull, Keeper
National Register of Historic Places
National Park Service 2280
1201 I (Eye) Street, NW
Washington, DC 20005

Subject: **Durgan Bridge**
Hansen Bridge
Hospital Bridge
Jersey Bridge
Downieville, Sierra County, California
National Register of Historic Places

Dear Ms. Shull:

Enclosed please find four nominations, **Durgan Bridge, Hansen Bridge, Hospital Bridge** and **Jersey Bridge** nominations to the National Register of Historic Places. All four properties are nominated under the cover of the Historic Highway Bridges in California MPS. The properties are located in the city of Downieville, in Sierra County, California. On May 3, 2012, the State Historical Resources Commission unanimously found all four properties eligible for the National Register under Criteria A at the local level of significance, and the Hospital Bridge also eligible under Criterion C at the local level of significance.

The properties are nominated on behalf of the property owner, the County of Sierra. Eight letters of support are included. At the May 3 SHRC meeting, Downieville fire chief Lee Brown testified against the nominations based on limited access by emergency vehicles, but did not submit a letter of objection.

If you have any questions regarding this nomination, please contact William Burg of my staff at 916-445-7004.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Enclosures