VII. PROCEDURES FOR THE CONTINUOUS REVIEW AND
STUDY OF POTENTIALLY HISTORIC BRIDGES

OVERVIEW
The conclusion of this project does not mean an end of efforts to preserve Hawaii’s historic bridges. On the contrary, the process of evaluation and preservation is a continuing responsibility. Future bridge projects that involve the replacement or rehabilitation of a National Register eligible or nominated structure or structures may be lost through unforeseen circumstances such as a natural disaster or accident. Revisions of the historic bridge inventory will be necessary as more recent bridges become eligible for the NRHP. Therefore, it is recommended that this inventory be updated every five years.

IDENTIFICATION
The procedure for the initial selection of historic bridges has been outlined in Section III (Summary of Identification and Evaluation Methods) of this report and has been accepted by the Bridge Committees. The NRHP criteria identifies historic resources as buildings, structures, objects, sites, and districts over fifty years of age (unless they are properties of exceptional importance) with sufficient historic integrity to be eligible for the NRHP. However, it should be noted that this report is only valid through 2018.

Completion of updated “historic context statements” and any additional “associated property types” which relate to bridge construction in the latter half of the twentieth century is needed.

Additionally, through this inventory, other possible districts and contexts were noted and should be included in the next update. Revisions to the evaluation criteria or survey methods will also need to be noted in future versions of the inventory. A summary report should be prepared which highlights the amendments and changes to the inventory.

EVALUATION
The procedures for the evaluation of historic bridges are also outlined in the Summary of Identification and Evaluation Methods section of this report. The methodology applied to this survey is applicable to further inventory and evaluation efforts and should be utilized for consistency. Any updates or alterations to the methodology should be brought before an updated Bridge Committee.

In addition to surveying new potentially historic bridges, bridges already listed on the National Register must be reviewed during each survey to determine whether they are being maintained in a manner consistent with Federal guidelines for historic structures. This would involve an evaluation of the structure’s historically significant features and characteristics, the condition of its materials, and the integrity of the surrounding context. If the bridge has been altered or has otherwise lost its historic integrity, it may be removed from the NRHP with the approval of the DLNR, SHPD.
RECOMMENDED FUTURE INCLUSIONS TO INVENTORY

Not only is it important to review and update the inventory periodically, but it is also important to utilize this inventory to help with the future planning of funding opportunities and to work towards a preservation plan or a programmatic agreement to aid in the review process for bridges. We recommend that the inventory be updated within the next five years and completed in 2018; thus, the next update should start in 2016. Including bridges for a 10-year look ahead should be considered.

In addition, it is recommended that further historic context studies include the following:

- Within the Nuuanu area, many bridges are notably similar in style and were likely built for the same residential development in the 1930s. These bridges may form a multiple property nomination or may be part of an historic district within Nuuanu. This will be better determined with an historic context study.

- Updated and more in-depth research on the engineers and contractors who did significant bridge work.

- Since the next update will include the completion of H-1, the variety of bridges should be studied in detail. Of particular note are the bridges and overpasses designed by locally renowned architects and engineers such as the Alapai pedestrian overpass built in 1969, designed by Dr. Alfred Yee.

- A study of road features such as planters and look-outs should be considered as part of a larger HDOT inventory.