PROGRAMMATIC AGREEMENT
AMONG
THE TEXAS DEPARTMENT OF TRANSPORTATION,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING TREATMENT OF
HISTORIC BRIDGES CONSTRUCTED BETWEEN 1945 AND 1965

This Programmatic Agreement ("Agreement") is entered into between the Texas Department of Transportation (TxDOT), the Texas Historical Commission (THC) acting as the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP). TxDOT, SHPO, and ACHP are collectively referred to herein as the "Signatories," and individually as a "Signatory."

WHEREAS, Federal Highway Administration (FHWA) provides and administers funds to the State of Texas through TxDOT under the Federal-Aid Program as authorized by 23 U.S.C. 104(b); and

WHEREAS, FHWA assigned to TxDOT the responsibility for compliance with Section 106 of the National Historic Preservation Act (NHPA) as pursuant to the "Memorandum of Understanding between Federal Highway Administration, Texas Division (FHWA) and the Texas Department of Transportation Concerning State of Texas' Participation in the Project Delivery Program Pursuant to 23 U.S.C. 327 (December 16, 2014)" (NEPA Assignment MOU); and

WHEREAS, TxDOT is responsible for assuring compliance with Section 106 of the NHPA of 1966, as amended (54 USC 306108), in accordance with regulations outlined in 36 CFR 800 and Texas' apportioned federal funds under the Federal-Aid Program; and

WHEREAS, 36 CFR Section 800.14(b) permits federal agencies to fulfill their obligations under Section 106 through the development and implementation of programmatic agreements; and

WHEREAS the "Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings" (Section 106 PA, 2015) established protocols for streamlined Section 106 project review in Texas; and

WHEREAS, the ACHP published the "Program Comment for Common Post-1945 Concrete and Steel Bridges" (Program Comment 2012) which removes the requirement for individual consideration under Section 106 for certain bridges of these types when they have not been previously determined eligible or listed on the National Register of Historic Places (NRHP); and

WHEREAS, Section 1303 of the Fixing America's Surface Transportation Act (23 U.S.C. 138(e) amended 23 U.S.C. 138 and 49 U.S.C. 303) exempts those bridges meeting the criteria under the Program Comment from any consideration under the respective provisions also commonly known as Section 4(f); and

WHEREAS, TxDOT inventoried and recommended certain post-1945 bridges (Post-1945 Bridges) eligible for listing in the NRHP which therefore are not subject to the provisions of the Program Comment, and the SHPO concurred with these recommendations as found in the 2013 *Texas Historic Bridge Inventory, Evaluation of 1945-1965 Bridges*; and

WHEREAS, TxDOT further categorized the Post-1945 Bridges into three treatment tiers, based on criteria developed in consultation with the SHPO, the Historic Bridge Foundation (HBF) and the public; and

WHEREAS, the Signatories developed this Agreement to streamline project review by establishing treatment protocols which may be used to mitigate the impacts of projects related to the Post-1945 Bridges and that may not be suitable candidates for preservation in place or relocation; and

WHEREAS, TxDOT carried out a public involvement campaign with the assistance of SHPO and HBF, to share the eligibility determinations of the 1945–1965 survey with local interests, to inform the public of the provisions of this Agreement and its implications, and to consider comments received in finalizing treatment protocols for the Post-1945 Bridges; and

WHEREAS, TxDOT, in collaboration with SHPO, provided training for potential consulting parties on how to respond to formal requests for comment on TxDOT bridge projects through regional training in the Spring and Summer of 2016; and

WHEREAS, TxDOT consulted with the twenty-six federally recognized Native American tribes with interest in the state of Texas, and found no tribes with an interest in this Agreement; and

WHEREAS, this Agreement applies solely to the Post-1945 Bridges themselves, and neither any archeological sites nor any other historic properties which may be adjacent to the Post-1945 Bridges; and

WHEREAS, TxDOT consulted with HBF and invited them to sign this Programmatic Agreement as a concurring party; and

WHEREAS, TxDOT, SHPO, and the ACHP are the signatories to this Agreement and as such have the sole authority to execute, amend, or terminate it; and

NOW, THEREFORE, TxDOT, SHPO, and the ACHP agree the Federal-Aid Program managed by TxDOT will be carried out in accordance with this Agreement to mitigate impacts to Post-1945 Bridges affected by the program. Impacts to historic properties other than Post-1945 Bridges will require separate consideration under Section 106 which may be addressed subject to the Section 106 PA, 2015.

STIPULATIONS

TxDOT, as assigned by FHWA under the NEPA Assignment MOU, shall ensure that the following stipulations are carried out:

APPLICABILITY

This Agreement applies only to Federal-Aid Program bridge projects conducted by TxDOT on behalf of FHWA involving certain Post-1945 Bridges identified and categorized as Exceptionally Significant Bridges, Significant Bridges Requiring Programmatic Mitigation, and Mitigated Eligible Bridges (Appendices A-C).

I. Protocol Treatments for Bridges Constructed between 1945 and 1965

When TxDOT identifies a Federal-Aid Program project involving a Post-1945 Bridge, it will apply one of the following protocols based on the type of Post-1945 Bridge within the project:

A. Treatment for Exceptionally Significant Bridges (Appendix A)

1. Exceptionally Significant Bridges are those that are singular bridges significant in more than one of the following categories:
    a. Important program initiatives such as 3- and 4-level interchanges and international bridges
    b. Innovative features and design, such as award-winning designs and new materials

c. Work of a master bridge engineer
d. Exceptional length spans or exceptional overall length
e. Early use of bridge types in Texas, such as prestressed concrete, pan-formed girder bridges, and FS slab bridges
f. Uncommon bridge types in Texas, such as rigid frame bridges and variable depth slab bridges
g. Possess high artistic value

2. In accordance with the provisions of the Program Comment, TxDOT shall provide FHWA a finalized list of Post-1945 Bridges.

3. Appendix A can be amended based on the passage of time or changing perception of significance (36 CFR §800.4(c)(1)).

4. Adverse effects to Exceptionally Significant Bridges shall be individually resolved in consultation with SHPO, HBF, and other consulting parties, as per the regulations codified at 36 CFR 800 and in the Section 106 PA, 2015.

B. Treatment for Significant Bridges Requiring Programmatic Mitigation (Appendix B)

1. Significant Bridges Requiring Programmatic Mitigation are those Post-1945 Bridges that are significant when considered together as a group. The significance of these Post-1945 Bridges lies in their history, rather than their potential for preservation in place.

2. TxDOT shall consult with the SHPO and HBF for Post-1945 Bridges in this category to develop programmatic mitigation which may include contexts united by a significant theme (e.g. geography, engineering, technology), representative photos, available plan sets, and engineer biographies as further described in Stipulation II.

3. TxDOT shall complete this programmatic mitigation within two years of the effective date of this Agreement.

4. The Parties agree that TxDOT will notify SHPO and HBF regarding each individual Post-1945 Bridge project and will address any additional historic properties identified at that time. Project notification will follow the protocol in the Section 106 PA, 2015.

C. Treatment for Mitigated Eligible Bridges (Appendix C)

1. Mitigated Eligible Bridges are those Post-1945 Bridges that are significant primarily for their technological innovations. The significance of these bridges lies in their physical representation of these innovations, rather than their potential for preservation in place.

2. The Parties agree that signature of this Agreement and project documentation in the database of record may close non-archeological review for this class of bridge under Section 106 of the NHPA / 36 CFR Part 800 unless TxDOT identifies additional historic properties.

II. Mitigation

Mitigation for Appendix B Bridges requires consultation with the SHPO and HBF to identify appropriate products and partners.

A. TxDOT, SHPO, and HBF shall carry out an historic bridge public education campaign as specified below and will create mitigation materials that address Texas' Post-1945 Bridges and will include:

1. Educational materials specific to Post-1945 Bridge subtypes and/or significant themes from this period identified in the "Historic Road Infrastructure of Texas, 1866–1965" Multiple Property Submission (MPS). These materials will follow standard dimensions and be produced in formats printable from internet portals supported by the SHPO and the HBF.

2. Educational materials related to notable bridge engineers in Texas from this period. These materials will follow standard dimensions and be produced in formats printable from internet portals supported by the SHPO and the HBF.

3. Video clips about specific Post-1945 Bridges, types of bridge construction, or engineers with the expectation that these video clips will be viewed via internet portals supported by the SHPO and the HBF. The material for the video clips will be excerpts from existing TxDOT videos of interviews documented for the MPS. No new video will be created during the production of this deliverable.

4. SHPO will publish materials produced by TxDOT on the SHPO website, and social media sites as appropriate, and may write content to summarize, publicize, and otherwise highlight information related to this Agreement.

5. HBF and SHPO shall comment on educational material produced per this Agreement within a concurrent 30-day period to TxDOT.

6. TxDOT will write a Communications Plan to address public distribution of mitigation materials.

7. TxDOT shall complete mitigation materials for Post-1945 Bridges included in Appendix B within two years of the effective date of the Agreement.

B. TxDOT shall first make any historic bridge it proposes to demolish available for donation to state, local, or responsible private entity in compliance with 23 U.S.C. 144(g). For Appendix A bridges, TxDOT will determine if the bridge is a reasonable candidate for relocation or remaining in place. If so, TxDOT will follow its standards marketing procedure for that bridge. The standard protocol involves the development of a bridge flier, posting the flier on TxDOT's website and in physical locations near the bridge, releasing a press release to local news outlets, and notifying the county historical commissions, Certified Local Governments, city governments, trail organizations, and other interested parties within a 50-mile radius of the bridge. For all other Post-1945 Bridges, TxDOT will develop a bridge flier to advertise the Post-1945 Bridge availability on the TxDOT website for 30 days.

III. Review

The Agreement shall be reviewed by the Signatories and the concurring parties every three years. A compliance review shall be completed within two months on written request of a Signatory or concurring party.

IV. Dispute resolution

Disputes will be resolved using the process outlined in the 2015 Section 106 PA, Stipulation XI (F) and its successor agreements.

V. Amendment

This Agreement may be amended by the written concurrence of all Signatories. Any Signatory to this Agreement may request that it be amended, whereupon the Signatories will consult to reach a consensus on the proposed amendment. TxDOT will seek input from the concurring parties on any proposed amendments. Any amendment to this Agreement must be signed by all Signatories. TxDOT will provide copies of the amendment to the concurring parties.

VI. Emergency Undertakings

Emergency projects will be resolved using the process outlined in the 2015 Section 106 PA, Stipulation XII and its successor agreements.

VII. Annual Report

TxDOT will prepare a report documenting any activities it conducted under this Agreement. TxDOT will provide the report to all Signatories to this Agreement. TxDOT will prepare a report on an annual basis beginning one year after the execution of this Agreement.

VIII. Termination

Any Signatory to this Programmatic Agreement may terminate it by submitting a thirty (30) calendar day notice in writing to all Signatories and concurring parties, provided the Signatories and concurring parties continue to consult during the period prior to termination to seek agreement on amendments and other actions that would avoid termination.

If the Agreement is terminated, TxDOT will follow the procedures defined in 36 CFR Part 800 and Section 4(f) for all bridges listed in Appendices A-C.

IX. Effective Period

The Agreement will be in effect for five (5) years. Upon carrying out a review under Stipulation III above, the Signatories may in writing extend the effective period of the Agreement for one additional five year period.

X. Execution

This Agreement may be executed in one or more counterparts, each of which shall be considered an original for all purposes. Final copies will be circulated to all Signatories and concurring parties to this Agreement.

Execution of this Agreement and implementation of its terms evidence that TxDOT has taken into account the effects of the Federal-Aid program on Post-1945 Bridges and afforded the ACHP an opportunity to Comment in regard to the individual actions of the program as it affects Post-1945 Bridges.

Texas Department of Transportation

By: James M Bass DATE 2/24/17

James M. Bass
Executive Director

Texas State Historic Preservation Officer

BY: Mark Wolfe DATE 1/25/17

Mark Wolfe
Texas Historical Commission

Advisory Council on Historic Preservation

BY: John M. Fowler DATE 3/7/17

John Fowler
Executive Director

Concurring Parties

Historic Bridge Foundation

BY: _____ DATE 11/16/16

Kitty Henderson
Executive Director

APPENDIX A – EXCEPTIONALLY SIGNIFICANT BRIDGES

Bridge Number	Name	Location	Bridge Type	Year Built	Brief Description of Significance
150150B21985011	W Martin St over Alazan Creek	Bexar County	Continuous prestressed concrete slab-full depth	1964	This early example of a continuous prestressed concrete slab was built in 1964 and is the only example of its type constructed between 1945 and 1965.
090180042201025	FM 927 over Bosque River	Bosque County	Prestressed concrete girder-multiple/cantilevered	1962	One of only two cantilevered prestressed concrete girder bridges constructed in Texas between 1945-1965
170210223601001	FM 2038 over Bowman Creek	Brazos County	Prestressed concrete girder	1957	This bridge is the product of research project. It will require an intensive survey to determine eligibility and character-defining features if a project arises.
130290017910061	SH 35 over Lavaca Bay	Calhoun County	Continuous plate girder	1961	Part of a significant Texas Gulf Coast transportation initiative, this award winning bridge has exceptional overall length and is the work of an innovative Texas bridge designer.
210310063002003	FM 106 Lift over Arroyo Colorado	Cameron County	Vertical lift	1953	Significant as a rare bridge type as the only extant vertical lift bridge in Texas built between 1945 and 1965.
130450026608043	BU 71 F over Colorado River	Colorado County	Parker through truss	1949	Significant as the only extant example of a Parker through truss from the 1945 to 1965 period. The ornamental rail also contributes to the significance.
180570K01740001	Joe Wilson Rd over Bentle Branch	Dallas County	Box girder-multiple	1950	This 82-foot long reinforced concrete box girder is the best of three eligible examples of a bridge type uncommon between 1945 and 1965.
120850B00790001	Seawolf Pkwy over Pelican Island	Galveston County	Bascule	1960	Significant as the only extant bascule constructed in Texas between 1945-1965 and for exception overall length given its type.
010920AA0109002	Craft Rd over Draw	Grayson County	Half-through Camelback truss	1950	This 102 foot long Camelback pony truss is a late example of an uncommon type.

090980018303051	SH 36 over Pecan Creek	Hamilton County	Continuous I-beam	1948	The metal picket rail and the Moderne-influenced concrete end-posts distinguishes this bridge as one of the three best examples of an early all welded steel I-beam bridge.
121020B44185016	Ped Crossing over Memorial Dr	Harris County	Prestressed concrete box girder-single, spread	1955	This single prestressed concrete box girder pedestrian bridge was constructed in 1955 and is an early of the type and is the only use of a single concrete box girder bridge in the state.
121020002710063	US 90A SB over Buffalo Bayou & St	Harris County	Continuous plate girder	1956	Award winning 1956 three-span welded continuous variable-depth plate girder bridge has an exceptional main span length and is the work of two master Texas bridge designers.
121020002710062	US 90A NB over Buffalo Bayou & St	Harris County	Continuous plate girder	1956	Award winning 1956 three-span welded continuous variable-depth plate girder bridge has an exceptional main span length and is the work of two master Texas bridge designers.
121020B44185009	Waugh Dr over Memorial Dr	Harris County	Post-tensioned concrete slab	1955	This bridge is the first post-tensioned concrete slab bridge in Texas, if not the country. It is significant as an early use of an uncommon type.
211090G00090001	SB US 281 over Rio Grande River	Hidalgo County	Other prestressed concrete	1965	This bridge is NR eligible under Criterion A as it was part of a statewide initiative to build international bridges.
091100051902005	SH 174 over Brazos River	Hill County	Continuous truss-deck	1950	This continuous deck truss is associated with innovative Texas bridge designer James R. Graves and this one of only three extant deck trusses from the 1945-1965 period.
221590B00290001	Garrison St over Rio Grande River	Maverick	Continuous I-beam	1954	This bridge is NR eligible under Criterion A as it was part of a statewide initiative to build international bridges.
231600007101065	US 87 NB over Brady Creek	McCulloch County	Variable depth continuous concrete slab	1960	A reinforced concrete variable depth continuous slab of exceptional overall length with ornamental rail.

231600007101072	US 87 SB over Brady Creek	McCulloch County	Variable depth continuous concrete slab	1960	A reinforced concrete variable depth continuous slab of exceptional overall length with ornamental rail.
161780010106041	*US 181 over CC Ship Channel*	*Nueces County*	*Continuous cantilever tied arch steel truss*	*1959*	*System of bridges including only continuous cantilever tied arch steel truss bridge in Texas and the most important design work of THD Bridge Engineer Vigo Miller. The approach spans are the first large bridges in Texas with precast prestressed and precast post-tensioned concrete beams. *Note the 6 approach spans associated with this system are in Group C.*
201810AA2690006	E Round over Cow Bayou	Orange County	Horizontal swing	1960	Significant as the only extant horizontal swing bridge in Texas from the 1945-1965 period.
241890AA0107001	Pinto Canyon Rd over Arroyo Escondido	Presidio County	steel multi-plate arch bridge	1960	A single-span steel multi-plate arch bridge with rubble masonry headwalls dramatically vaulting over a narrow canyon. It is significant for the conscious design and expression of an aesthetic ideal.
022130025903046	US 67 over Brazos River	Somervell County	Continuous truss-through	1947	Associated with innovative designer B.A. Trice, this is only extant continuous through truss from the 1945-1965 period.
142270B01381001	Speedway over West Waller Creek	Travis County	Reinforced concrete closed-spandrel arch	1946	This 1946 bridge is one of a small number of reinforced concrete closed-spandrel arch bridges in Texas and is noted for its skewed plan and round window balustrade railing.
142270B00099013	E 38th St over Waller Creek	Travis County	Variable depth concrete tee beam	1951	One of four simple span variable depth T-beam bridges built between 1945 and 1965. Waller Creek is the only example w integity not on the IH system. The ornamental rail also contributes to the significance.
142270070003004	SH 71 WB over Pedernales River	Travis County	Continuous truss-deck	1949	This 900-foot, four-span riveted continuous deck truss bridge was constructed in 1949 and is one of only three extant deck trusses from the 1945-1965 period.

222330002209070	US 90 over Devils Riv/Amistad Resv	Val Verde County	Plate girder-cantilever with suspended span, multiple	1965	This exceptionally long bridge is also significant as a uncommon bridge type, its award-winning aesthetics and as the work of innovative master designers.
222330002206068	US 90 over Pecos River	Val Verde County	Continuous deck truss	1957	One of the longest main spans in the state; first use of hydraulic jack system for bridge piers in US; slip forms on very tall piers; early high tensile bolts ; master designer Robert Reed; aesthetic design and response to setting.
222400800250001	Convent Ave over Rio Grande River	Webb County	Prestressed concrete girder-multiple/cantilever	1956	Criterion A: international bridge initiative. Criterion C: one of only two cantilevered prestressed concrete girder bridges between from 1945-1965. Exceptional main span and overall length.

NOTE: Bridges in *italics* are approved for demolition.

The demolition of the bridges is predicated on the execution of this Agreement.

313 APPENDIX B –SIGNIFICANT BRIDGES REQUIRING PROGRAMMATIC MITIGATION

Bridge Number	Name	Location	Bridge Type	Year Built	Brief Description of Significance
160130073805012	FM 2441 over Medio Creek	Bee County	I-beam cantilevered with suspended span	1946	Rarity of type: I-beam cantilevered with suspended span.
150150807510004	W Commerce St over RRs, Medina, Comal, Etc.	Bexar County	Prestressed concrete girder-multiple/I-beam	1959	Innovative technological feature: early use of neoprene bearing pads.
120200AA0862004	CR 210 over Austin Bayou	Brazoria County	Tee beam	1959	Exceptional span length. Innovative technological feature: early use of neoprene bearing pads.
170210031505051	*SH 105 over Brazos River*	*Brazos County*	*Continuous plate girder*	*1954*	*Exceptionally long main span and is the work of an innovative Texas bridge designer.*
180570009201327	*US 175 SB over Metropolitan*	*Dallas County*	*Variable depth rigid frame concrete tee beam*	*1956*	*Uncommon bridge type: variable depth rigid frame tee beam.*
180570009201076	*US 175 NB over Metropolitan*	*Dallas County*	*Variable depth rigid frame concrete tee beam*	*1956*	*Uncommon bridge type: variable depth rigid frame tee beam*
180570009201075	*US 175 WB over Pennsylvania Ave*	*Dallas County*	*Variable depth rigid frame concrete slab*	*1956*	*Uncommon bridge type: variable depth rigid frame slab bridge.*
180570009201326	*US 175 SB over Pennsylvania Ave*	*Dallas County*	*Variable depth rigid frame concrete slab*	*1956*	*Uncommon bridge type: variable depth rigid frame slab bridge.*
180570009201325	*SB US 175 over Hatcher St*	*Dallas County*	*Variable depth rigid frame concrete slab*	*1956*	*Uncommon bridge type: variable depth rigid frame slab bridge. Work of a master.*
180570009201054	*NB US 175 over Hatcher St*	*Dallas County*	*Variable depth rigid frame concrete slab*	*1956*	*Uncommon bridge type: variable depth rigid frame slab bridge. Work of a master.*
180570009201074	*MLK JR Blvd over US 175*	*Dallas County*	*Variable depth rigid frame concrete tee beam*	*1956*	*Uncommon bridge type: variable depth rigid frame tee beam.*
1805709H7350001	Santa Fe Ave over Ervay St	Dallas County	Variable depth rigid frame concrete slab	1950	Uncommon bridge type: variable depth rigid frame slab bridge.
240720000212079	*SH 20 EB over US 62*	*El Paso County*	*Continuous I-beam*	*1949*	*Innovative technological feature: early all-welded construction. Work of a master.*
010920C02620001	W Pecan St over Post Oak Creek	Grayson County	Continuous I-beam	1949	Innovative technological feature: early all-welded construction. Features ornamentation.

090980012001012	SH 22 over Leon River	Hamilton County	Steel I-beam	1948	Significant as a good representative example of a State Highway Department designed steel I-beam bridge. It is noteworthy for its overall length and special design superstructure and substructure components.
141060028503003	RM 12 over Blanco River	Hays County	Prestressed concrete girder-multiple/I-beam	1959	Innovative technological feature: early use of neoprene bearing pads. Work of a master.
181300009504108	CR 217 over US 80 ML	Kaufman County	Rigid frame	1958	Uncommon bridge type: concrete rigid frame. Work of a master.
181300009504109	FR Crossover over US 80 ML	Kaufman County	Rigid frame	1958	Uncommon bridge type: concrete rigid frame. Work of a master.
231410103201016	FM 580 over Lampasas River	Lampasas County	I-beam cantilevered with suspended span	1965	Uncommon bridge type: cantilevered steel I-beam with suspended span.
131430044601007	US 90A over Navidad River	Lavaca County	Steel I-beam	1949	Uncommon bridge type: cantilever-suspended span (pin and hanger). The longest example of its type in the state.
191550056903017	SH 43 over Big Cypress Bayou	Marion County	Plate girder	1965	Exceptional overall structure length and work of a master.
091610004901141	Spur 484 SB over US 77 BUS NB	McLennan County	Continuous plate girder	1958	Early 3-level/4-level interchange.
091610004901124	US 77 BUS NB over SP 484 SB CONN	McLennan County	Continuous I-beam	1958	Early 3-level/4-level interchange.
091610005515001	US 77 (BUS) SB over US 84 FR	McLennan County	Continuous I-beam	1955	Early 3-level/4-level interchange.
091610005515380	US 84 over US 77 BUS	McLennan County	Continuous I-beam	1955	Early 3-level/4-level interchange.
091610005515006	US 77 (BUS) NB over US 84 FR	McLennan County	Continuous I-beam	1955	Early 3-level/4-level interchange.
021820000710057	US 180 over Brazos River	Palo Pinto County	Multiple plate girder	1948	Determined eligible under non-truss inventory. Longest steel girder span (180') in state.
011940018901034	*SH 37 over Red River*	*Red River County*	*Continuous plate girder*	*1954*	*Innovative technological feature: early use of high-tensile bolts. Work of a master.*
232150103101022	FM 578 over Hubbard Creek	Stephens County	Continuous I-beam	1949	Innovative technological feature: early all-welded construction.
072260026407056	*Loop 306 over Concho River*	*Tom Green County*	*Prestressed concrete girder-multiple/I-beam*		*Innovative technological feature: early use of neoprene bearing pads. Work of a master.*

NOTE: Bridges in *italics* are approved for demolition.

The demolition of the bridges is predicated on the execution of this Agreement.

APPENDIX C –MITIGATED ELIGIBLE BRIDGES

Bridge Number	Name	Location	Bridge Type	Year Built	Brief Description of Significance
150150B24750003	Nogalitos St ML over San Pedro Creek	Bexar County	Prestressed concrete girdermultiple/I-beam	1959	Innovative technological feature: early use of neoprene bearing pads. Features ornamentation.
090180051903001	SH 174 over Steele Creek	Bosque County	I-beam cantilevered with suspended span	1948	Innovative technological feature: early use of neoprene bearing pads. Features ornamentation.
120200097701001	*FM 522 over San Bernard River*	*Brazoria County*	*Prestressed concrete girder-multiple/I-beam*	*1958*	*Innovative technological feature: early use of neoprene bearing pads.*
070410040701057	SH 70 NB over US 277 SB	Coke County	Prestressed concrete girder-multiple/I-beam	1959	Innovative technological feature: early use of neoprene bearing pads.
180570K01415002	Cedar Hill Rd over Ten Mile Creek	Dallas County	Box girder-multiple	1950	Uncommon bridge type: reinforced box girder.
180570I5100009	Inwood Rd over Freeman Branch	Dallas County	Variable depth rigid frame concrete slab	1953	Uncommon bridge type: variable depth rigid frame slab bridge.
180570009510123	Big Town Blvd over US 80	Dallas County	Prestressed concrete girder-multiple/I-beam	1959	Innovative technological feature: early use of neoprene bearing pads.
180570058101038	Loop 12 over Lawther Drive	Dallas County	Prestressed concrete girder-multiple/I-beam	1959	Innovative technological feature: early use of neoprene bearing pads.
180570009201048	S.H. 310 over T&NO RR	Dallas County	Continuous I-beam	1953	Work of a master and features ornamentation.
130620234601001	FM 884 over Smith Creek	DeWitt County	Prestressed concrete girder-multiple/I-beam	1958	Innovative technological feature: early use of neoprene bearing pads.
160890288501001	FM 2441 over Sarco Creek	Goliad County	Prestressed concrete box girder-multiple	1955	Innovative technological feature: prestressed concrete box girder. Work of a master.
250970031102006	SH 70 over Mulberry Creek	Hall County	Continuous I-beam	1949	Innovative technological feature: early all-welded
090980025101054	US 281 over Leon River	Hamilton County	Prestressed concrete girder-multiple/I-beam	1958	Innovative technological feature: early use of neoprene bearing pads.

090980012001011	SH 22 over Pecan Creek	Hamilton County	I-beam cantilevered with suspended span	1948	Uncommon bridge type: cantilevered steel I-beam with suspended span.
121020853960647	Reseda Rd over HCFCD Ditch	Harris County	Box girder-multiple	1965	Uncommon bridge type: reinforced concrete box girder.
121020857009003	San Felipe Rd over Bering Ditch	Harris County	Prestressed concrete box girder-multiple	1962	Exceptional main span length.
091100001405083	US 81 over Island Creek	Hill County	Continuous I-beam	1948	Innovative technological feature: early all-welded construction.
021200039107056	FM 4 over Keechi Creek	Jack County	Prestressed concrete girder-multiple/I-beam	1958	Innovative technological feature: early use of neoprene bearing pads.
021270159904015	FM 916 over Nolan River	Johnson County	Prestressed concrete girder-multiple/I-beam	1959	Innovative technological feature: early use of neoprene bearing pads.
171450064301027	FM 39 over BNSF RR	Leon County	Prestressed concrete girder-multiple/I-beam	1958	Innovative technological feature: early use of neoprene bearing pads.
071640039605025	US 190 over Dry Creek	Menard County	Prestressed concrete girder-multiple/I-beam	1958	Innovative technological feature: early use of neoprene bearing pads.
081770026401043	E First St over BUS 70	Nolan County	I-beam	1954	Work of a master and features ornamentation.
161780226302004	SH 361 over Gulf Intra-Coastal W-Way	Nueces County	Continuous plate girder	1959	Example of the initiative to construct all-weather durable bridges for improved access along the Texas
161780010106044	*US 181 over BURLESON ST*	*Nueces County*	*Prestressed concrete girder-multiple/I-beam*	*1958*	*Innovative technological feature: early use of neoprene bearing pads. Work of a master.*
161780010106043	*US 181 NBFR CONN over US 181*	*Nueces County*	*Prestressed concrete girder-multiple/I-beam*	*1958*	*Innovative technological feature: early use of neoprene bearing pads. Work of a master.*
161780007406050	*US 181 southbound over Belden Street*	*Nueces County*	*Prestressed concrete girder-multiple/I-beam*	*1959*	*Innovative technological feature: early use of neoprene bearing pads.*

161780007406171	*US 181 southbound off-ramp over BU 44 D*	*Nueces County*	*Prestressed concrete girder-multiple/I-beam*	*1959*	*Innovative technological feature: early use of neoprene bearing pads.*
161780007406170	*US 181 northbound over over BU 44 D*	*Nueces County*	*Prestressed concrete girder-multiple/I-beam*	*1959*	*Innovative technological feature: early use of neoprene bearing pads. Work of a master.*
161780007406169	*US 181 northbound over over BU 44 D*	*Nueces County*	*Prestressed concrete girder-multiple/I-beam*	*1959*	*Innovative technological feature: early use of neoprene bearing pads.*
021820039108057	FM 4 over Keechi Creek	Palo Pinto County	Prestressed concrete girder-multiple/I-beam	1958	Innovative technological feature: early use of neoprene bearing pads.
161960044704029	SH 202 over Blanco Creek	Refugio County	I-beam cantilevered with suspended span	1947	Uncommon bridge type: cantilevered steel I-beam with suspended span.
171980020409061	US 79 / US 190 over Brazos River	Robertson County	Continuous plate girder	1956	Exceptional main span length.
171980026203045	FM 485 over Brazos River	Robertson County	Continuous plate girder	1957	Exceptional main span length.
102120042401030	Saunders Ave over SH 31	Smith County	Rigid frame	1960	Uncommon bridge type: concrete rigid frame.
102120042401031	Fleishel Ave over SH 31	Smith County	Rigid frame	1960	Uncommon bridge type: concrete rigid frame.
022130077801001	FM 199 over Georges Creek	Somervell County	Prestressed concrete girder-multiple/I-beam	1958	Innovative technological feature: early use of neoprene bearing pads.
022200009405030	SH183 WBL over Carswell Access Rd	Tarrant County	Variable depth concrete flat slab	1954	Uncommon bridge type: variable depth concrete flat slab bridge.
022200009405029	SH183 EBL over Carswell Access Rd	Tarrant County	Variable depth concrete flat slab	1954	Uncommon bridge type: variable depth concrete flat slab bridge.
022200106803020	White Settlement Rd over Spur 341	Tarrant County	Rigid frame	1953	Uncommon bridge type: concrete rigid frame.
142270015106031	Loop 111 over MKT RR	Travis County	Steel I-beam	1947	Representative of a steel I-beam bridge designed by the Texas State Highway Department in the 1940s.
142270800022001	E 7TH ST EB over Tillery St and Austin NWRR	Travis County	Steel I-beam	1948	A good example of a steel I-beam bridge designed by the Texas State Highway Department in the 1940s. The bridge is one of the longest examples of its type in the state, and its main span is one of the longest

142270B00022003	E 7TH ST WB over Tillery St and Austin NWRR	Travis County	Steel I-beam	1948	A good example of a steel I-beam bridge designed by the Texas State Highway Department in the 1940s. The bridge is one of the longest examples of its type in the state, and its main span is one of the longest simple steel I-beam configurations constructed during the period of significance.
172390018606043	Old Mill Creek Rd over US 290	Washington County	Prestressed concrete girder-multiple/I-beam	1958	Innovative technological feature: early use of neoprene bearing pads.
032520AA0237001	CR 237/ Hot Wells over Clear Fork of Brazos River	Young County	T beam	1954	Exceptional main span length.

NOTE: Bridges in *italics* are approved for demolition. The demolition of the bridges is predicated on the execution of this Agreement