

PROGRAMMATIC AGREEMENT

AMONG

**THE FEDERAL HIGHWAY ADMINISTRATION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
THE NEW MEXICO DEPARTMENT OF TRANSPORTATION,
AND THE NEW MEXICO HISTORIC PRESERVATION DIVISION**

REGARDING

MANAGEMENT AND PRESERVATION OF NMDOT OWNED HISTORIC BRIDGES

WHEREAS, the Federal Highway Administration (FHWA), has determined that the construction and improvement of highways and bridges may have an effect on bridges that are listed in the National Register of Historic Places (NRHP), or may be determined eligible for listing, and

WHEREAS, to enhance the preservation potential of historic bridges, and to promote management and public understanding of and appreciation for these cultural resources, FHWA has consulted with the Advisory Council on Historic Preservation (ACHP) and the New Mexico Historic Preservation Division (HPD) pursuant to Section 800.14(b) of the regulations (36CFR800) implementing Section 106 of the National Historic Preservation Act (16U.S.C.470f); and

WHEREAS, the New Mexico Department of Transportation (NMDOT) assists FHWA with compliance with Section 106 of the National Historic Preservation Act and the ACHP regulations (36CFR800) by carrying out many of the required steps of the Section 106 consultation process for federal aid transportation projects on behalf of FHWA; and

WHEREAS, FHWA has consulted with NMDOT regarding the effects of this undertaking on NMDOT owned historic bridges and has invited them to sign this Programmatic Agreement (Agreement) as an invited signatory;

WHEREAS, Congress has mandated that highway bridges be evaluated, and where found substandard, be rehabilitated or replaced and has provided funding for these purposes, to insure the safety of the traveling public (through the Highway Bridge Replacement and Rehabilitation Program, 23CFR650); and

WHEREAS, Congress declares it to be in the national interest to encourage the rehabilitation, reuse, and preservation of bridges significant in history, architecture, engineering, and culture; and

WHEREAS, FHWA provides ongoing Federal funding to NMDOT for its program to construct and rehabilitate bridges, and

WHEREAS, the parties understand that not all historic bridges fall under the jurisdiction of FHWA, and that to encourage other parties to participate in preservation efforts, an educational preservation ethic is needed; and

WHEREAS, *Historic Context and National Register Evaluation of New Mexico Department of Transportation Bridges (2003)*, a survey of NMDOT owned bridges recommended eligible to the National Register of Historic Places, under Criterion C, at a state level of significance, was accepted by the New Mexico Historic Preservation Division on December 18, 2004 (HPD Log# 69394).

NOW, THEREFORE, the FHWA, HPD, NMDOT and ACHP agree the treatment of NMDOT owned historic bridges will be carried out according to the following Stipulations.

APPLICABILITY

This Agreement applies only to NMDOT owned historic bridges identified by the *Historic Context and National Register Evaluation of New Mexico Department of Transportation Bridges (2003)*. For projects that involve historic bridges owned by other entities, such as city or county projects funded by Federal enhancement projects, or potentially affecting historic properties other than NMDOT owned historic bridges, FHWA/NMDOT shall carry out consultation in accordance with the regulations of 36CFR800. **Please note that all projects funded by the FHWA/NMDOT carry out consultation following the process and procedures as stipulated in the regulations of 36CFR800 and the Programmatic Agreement regarding Implementation of the Federal-Aid Highway Program in New Mexico.**

STIPULATION

FHWA will ensure that the following measures are carried out:

1. Bridge Eligibility Determinations: all NMDOT owned bridges built before and up to 1953 have been evaluated under Criterion C (for a state level of significance) eligibility to the National Register of Historic Places (NRHP). Bridges were evaluated as either:

- a. *Eligible or listed on the NRHP:* these bridges have been shown to be associated with Criterion C of the National Register Criteria for Evaluation for historical association and/or technological significance (see Appendix A).
- b. *Contributing to the NRHP:* bridges that are not individually eligible, but contribute to the significance of eligible roads and highways, as part of a historic district or multiple property nomination to the NRHP (see Appendix A).
- c. *Potentially eligible for the NRHP:* The eligibility for these bridges must be determined as they become fifty (50) years old.
- d. *Not Eligible for the NRHP:* Following the *Historic Context and National Register Evaluation of New Mexico Department of Transportation Bridges (2003)* study, bridges built before and up to 1953, identified in Appendix B, are not eligible for inclusion in the NRHP due to the following factors:
 - i. these bridges lack significant historical associations,
 - ii. these bridges are not significant examples of structural types,
 - iii. these bridges have been subjected to alterations that negatively impacted the design integrity of the bridge.

2. Protocol Treatment of Non-Eligible Bridges:

- c. *Non-Eligible Bridges:* NMDOT can proceed without SHPO consultation and concurrence on projects that affect only historic bridges that the SHPO has agreed are

not eligible to the NRHP (**only** bridges built before and up to 1953; see Appendix B for complete list).

3. Protocol Treatment of Eligible or Potentially Eligible Bridges:

- a. *Eligible Bridges:* bridges determined to be eligible to the NRHP (see Appendix A), or contributing to an eligible road, highway, or historic district, will be treated in accordance with Section 106 of the NHPA. The protocol treatment for these bridges will follow these steps in the Section 106 process:
- i. FHWA may assume that the property is eligible for purposes of this Agreement, and notify the SHPO, THPO, or affected tribe at the earliest possible time, and consult to develop actions that will take the effects of the undertaking into account, including notification of any known time constraints. FHWA will develop written recommendations that reflect consultation with the SHPO, THPO, or affected tribe, and if applicable, modify the scope of work as necessary to implement these recommendations.
 - ii. A recommendation of eligibility to the National Register of Historic Places, and a determination of effect will be stated in formal consultation to all agencies involved in the project, **including background information** (the bridge's condition, adequacy to serve traffic needs as reflected in the latest inspection report and maintenance records, the current average daily traffic (ADT) using bridge and projected traffic needs in terms of volume and type of use; the bridge's geometrics and feasibility of using an alternate alignment for a new bridge; and accident records and any other records of bridge damage or structural problems).
 - iii. The SHPO will respond within the agreed upon time frame, following the most recent "Programmatic Agreement regarding Implementation of the Federal-Aid Highway Program in New Mexico".
 - iv. the FHWA and ACHP will be notified of any adverse effects resulting from a proposed project (under 36CFR800.6(a)(i)).
 - v. Through consultation, a mitigation plan will be developed, and finalized through a Memorandum of Agreement (MOA) that outlines the mitigation measures for the historic bridge.
- b. *Potentially Eligible Bridges:* projects involving bridges that may be potentially eligible to the NRHP will be included in Section 106 review as any other historic property, when they are found to be 50 years or older at the time of a project undertaking. The protocol treatment process delineated above (steps 3(a)(i-v)) will be applied in all cases.

4. Alternatives Evaluation: When considering the replacement of a historic bridge, NMDOT will consider a wide range of alternatives, beginning with the no-build alternative and proceeding through a full range of options. The consideration of alternatives will include at least the following:

- a. the no-build alternative;
- b. minor structural rehabilitation to the existing bridge for continued vehicular use;
- c. reducing traffic volumes on the existing bridge;
- d. bypassing and preserving the existing bridge in place;
- e. relocating the existing bridge to another site;
- f. replacement of the historic bridge

In evaluating these alternatives, NMDOT agrees to give preference to those alternatives that preserve a bridge in place, including the possibility of obtaining design exceptions from standards

set forth by AASHTO. FHWA and NMDOT will, in good faith, explore all preservation alternatives prior to deciding to demolish a bridge.

5. Standard Treatment Measures: in the event that projects involving eligible or listed bridges will result in adverse effects, NMDOT will implement one or more of the following procedures as part of a Memorandum of Agreement to mitigate or lessen the impact of adverse effects:

- a. *Recordation:* all historic bridges will be documented to HAER Documentation Level II, with modified photographic materials accepted (5 by 7 inch archival prints from 50 mm film stock) and copies of original plans and profiles substitutes for measured drawings when available. In addition, at least three copies of the documentation will be prepared; one for SHPO and two for local archival repositories.
- b. *Interpretation/Education:* when appropriate and applicable, NMDOT will provide educational and interpretive information on the history and engineering of significant bridges to the general public.

6. Public Involvement Efforts through the NEPA Process: As is standard with all NMDOT/FHWA funded projects, NMDOT will inform the public of all undertakings that have the potential to affect historic bridges, with the addition of including special coordination with local and state historical societies. These procedures will ensure:

- a. that projects with historic bridges include public involvement notification that is widely disseminated around the project area,
- b. that sufficient opportunities are afforded for public input and comment,
- c. special efforts to determine the local significance of a historic bridge will be made, so that bridges potentially eligible under Criterion A (local significance) can be discovered.

7. Emergencies: if natural disasters and emergencies, including automobile accidents, occur and affect a historic bridge, it is acknowledged that the FHWA may not be able to contact the SHPO prior to stabilizing the historic property. Where possible, emergency measures will be undertaken in a manner that does not foreclose future preservation or restoration. In emergency situations, FHWA will contact the SHPO as soon as possible, dependent on the emergency circumstances. Permanent repairs to historic bridges beyond the scope of emergency repairs are not authorized by this stipulation. This stipulation does not apply to undertakings that will be implemented 30 days after the disaster or emergency.

8. Review: The ACHP and SHPO may review activities carried out through this Agreement, if so requested. FHWA and NMDOT will cooperate with ACHP and SHPO in carrying out their review responsibilities.

9. Resolving objections and disputes: should any signatory to this Agreement object in writing to FHWA regarding any action carried out or proposed, with respect to the implementation of this Agreement, FHWA will consult with the objecting party. If after initiating such consultation FHWA determines that the objection cannot be resolved through consultation, it will forward all relevant documentation to the ACHP, including FHWA's proposed response to the objection. The ACHP will have 30 days, after receipt of these documents, to respond in the following manner:

- a. Advise FHWA that ACHP concurs with FHWA's proposed response to the objection, whereupon FHWA will respond to the objection accordingly; or
- b. Provide FHWA with recommendations, which FHWA will take into account in reaching a final decision regarding its response to the objection; or
- c. Should ACHP not exercise one of the above options within 30 calendar days after

receipt of the pertinent documentation, FHWA may assume ACHP concurrence in its proposed response to the objection.

- d. FHWA will take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; FHWA's responsibility to carry out all actions under this Agreement that are not the subjects of the objection will remain unchanged.
- e. If an objection to any stipulation or manner of implementation in this Agreement be raised by a member of the public at any time, FHWA will take the objection into account and consult as needed with the objecting party, ACHP, and SHPO, to address the objection.

10. Amendment: the ACHP, SHPO, FHWA, or NMDOT may request that this Agreement be amended, whereupon they will consult to consider any amendments. No amendment will take effect until it has been executed by all signatories.

11. Termination: the ACHP, SHPO, FHWA, or NMDOT may propose to terminate this Agreement by providing thirty (30) calendar days notice to the other parties explaining the reason(s) for the proposed termination. The ACHP, SHPO, FHWA, and NMDOT will consult during this period to seek agreement on amendments or other actions that would avoid termination. In the event of termination, FHWA will comply with 36CFR800.3 through 36CFR800.7, with regard to individual undertakings covered by this Agreement, or if applicable, with the "Programmatic Agreement regarding Implementation of the Federal-Aid Highway Program in New Mexico".

12. Failure to carry out Agreement: in the event FHWA does not carry out the terms of this Agreement or if the ACHP determines under 36CFR800.14(b)(2)(v) that the terms of this Agreement are not being carried out, FHWA will comply with 36CFR800.3 through 36CFR800.7 with regard to individual undertakings by this Agreement.

13. Duration: this Agreement will become effective upon execution by FHWA, SHPO, and ACHP, and will remain in effect until January 1, 2016. It may be extended beyond this date upon the written agreement of all parties.

Programmatic Agreement:

An Agreement for the Management and Preservation of New Mexico Department of Transportation (NMDOT) Owned Bridges:

Federal Highway Administration (FHWA)

By: *J. Don Martinez*
For: J. Don Martinez, FHWA Division Administrator

date: 8/1/06

Advisory Council on Historic Preservation

By: *John M. Fowler*
John M. Fowler, Executive Director

date: 10/12/06

New Mexico Department of Transportation (NMDOT)

By: *Rhonda G. Faught*
Rhonda G. Faught, P.E., Cabinet Secretary

date 8/14/06

New Mexico State Historic Preservation Officer

By: *Katherine A. Slick*
Katherine A. Slick, NM State Historic Preservation Officer

date 21 August 2006

Appendix A: National Register Eligible Historic Bridges

[Eligible under Criterion C, state level of significance, following the study: *Historic Context and National Register Evaluation of New Mexico Department of Transportation Bridges (2003)*, signed into agreement December 18, 2004 (HPD Log# 69394)]

Structure Number	Date Built	Bridge Type	County	Comments	Located on this highway
8	1927	Concrete Tee Beam	Sandoval	Near Algodones	NM 313
119	1929	Steel Thru Truss	San Juan	Near Aztec	US 550
531	1930	Steel Thru Truss	Socorro	Near Bernardo	Old NM 116
851	1934	Concrete Channel Beam	Mora	Near Mora	NM 434
1520	1929	Steel Thru Truss	Sierra	East of Kingston	NM 152
1521	1929	Steel Thru Truss	Sierra	East of Kingston	NM 152
1646	1931	Timber Stringer	Socorro	Near Elmendorf	NM 1
1647	1931	Timber Stringer	Socorro	Near Elmendorf	NM 1
1648	1931	Timber Stringer	Socorro	Near Tiffany	NM 1
1649	1931	Timber Stringer	Socorro	North of San Marcial	NM 1
1650	1931	Timber Stringer	Socorro	North of San Marcial	NM 1
1651	1931	Timber Stringer	Socorro	Near San Marcial	NM 1
1652	1931	Timber Stringer	Socorro	North of San Marcial	NM 1
1653	1931	Timber Stringer	Socorro	South of San Marcial	NM 1
1654	1931	Timber Stringer	Socorro	South of San Marcial	NM 1
1669	1929	Timber Stringer	Sierra	Near Derry	NM 187
1705	1930	Steel Stringer	Luna	East of Akela	NM 549
1751	1936	Steel stringer	McKinley	Listed to NRHP under HPD#1678, "Milan to Continental Divide" Route 66 segment	NM 122
1756	1935	Steel Stringer	Sierra	North of T or C	NM 181
1757	1936	Steel Stringer	Quay	Listed to NRHP under HPD#1577, "Palomas to Montoya" Route 66 segment	FR 4102, (I-40 frontage road)
1758	1936	Steel Stringer	Quay	Listed to NRHP under HPD#1577, "Palomas to Montoya" Route 66 segment	FR 4102. (I-40 frontage road)
1759	1936	Steel Stringer	Quay	Listed to NRHP under HPD#1577, "Palomas to Montoya" Route 66 segment	FR 4102, (I-40 frontage road)
1776	1937	Steel stringer	Cibola	Listed to NRHP under HPD#1677, "McCartys to Grants" Route 66 segment	NM 124
1777	1936	Steel stringer	Cibola	Listed to NRHP under HPD#1677, "McCartys to Grants" Route 66 segment	NM 124
1778	1936	Steel Thru Truss	Cibola	Listed to NRHP under HPD#1677, "McCartys to Grants" Route 66 segment	NM 124
1779	1936	Steel stringer	Cibola	Listed to NRHP under HPD#1677, "McCartys to Grants" Route 66 segment	NM 124
1782	1936	Steel Stringer	Santa Fe	Near Galisteo	NM 41

Structure Number	Date Built	Bridge Type	County	Comments	Located on this highway
1791	1937	Steel Stringer	Socorro	South of San Marcial	NM 1
1792	1936	Steel Thru Truss	San Juan	Individually Listed to the NRHP as HPD#1666/575	US 64
1796	1938	Steel Stringer	Sierra	North of T or C	NM 181
1814	1939	Steel Stringer	Santa Fe	Near Galisteo	NM 41
1818	1939	Steel Stringer	San Miguel	Near San Jose	I-25 service road
1819	1939	Steel Stringer	Santa Fe	East of Cerrillos	NM 14
1831	1940	Timber Stringer	Sierra	Near T or C	NM 51
1834	1940	Steel Stringer	San Miguel	Near Tecolote	I-25 frontage rd
1836	1940	Steel Stringer	Rio Arriba	Near Española	Paseo de Oñate
2208	1939	Steel Thru Truss	Catron	Near Reserve	NM 12
2209	1939	Steel Stringer	Catron	West of Reserve	NM 12
2502	1932	Steel Stringer	Sierra	Near Caballo	NM 187
2510	1929	Timber Stringer	Sierra	Near Caballo	NM 187
2530	1933	Steel Thru Truss	Bernalillo	Part of old US 66 "Albuquerque to Rio Puerco" segment (HPD#1674), also listed individually (HPD#1662)	FR 4050, (I-40 frontage road)
2591	1933	Timber Stringer	Dofia Ana	Individually Listed to the NRHP as HPD#574/1663	NM 185
3221	1937	Steel Stringer	Lincoln	Near Capitan	US 380
3459	1946	Concrete Continuous Slab	Lincoln	South of Carrizozo	US 54
3460	1946	Concrete Continuous Slab	Lincoln	South of Carrizozo	US 54
3470	1948	Concrete Continuous Slab	De Baca	South of Ft Sumner	NM 20
3479	1949	Steel continuous stringer	McKinley	Listed to NRHP under HPD#1581, "Manuelito to Arizona" Route 66 segment	NM 118
3488	1950	Steel Stringer	McKinley	Listed to NRHP under HPD#1581, "Manuelito to Arizona" Route 66 segment	NM 118
3492	1950	Steel Stringer	Hidalgo	South of Virden	NM 92
3493	1950	Steel Stringer	Rio Arriba	South of La Madera	NM 111
3498	1950	Timber Stringer	Valencia	Near Belen	NM 109
3499	1950	Steel Stringer	Socorro	Near San Antonio	US 380
4264	1941	Concrete Tee beam	Dofia Ana	Near Hatch	NM 154
4984	1930	Steel Thru Truss	Mora	East of Valmora	NM 97
5155	1935	Concrete Slab	Sandoval	East of Placitas. CCC built structure.	NM 165
5156	1935	Concrete Slab	Sandoval	East of Placitas. CCC built structure.	NM 165
5231	1952	Steel Stringer	Quay	Listed to NRHP under HPD#1675, "San Jon to Tucumcari" Route 66 segment	FR 4117 and 4118, (I-40 frontage roads)
5232	1952	Steel Stringer New railings 2004	Quay	Listed to NRHP under HPD#1675, "San Jon to Tucumcari" Route 66 segment.	FR 4117 and 4118, (I-40 frontage roads)
5237	1951	Steel Stringer	Guadalupe	Listed to NRHP under HPD#1676, "Montoya to Cuervo" Route 66 segment	FR 4102, (I-40 frontage road)

Structure Number	Date Built	Bridge Type	County	Comments	Located on this highway
5238	1952	Steel Stringer	Quay	Listed to NRHP under HPD#1676, "Montoya to Cuervo" Route 66 segment	FR 4050, (I-40 S frontage road)
5262	1953	Steel Stringer	Taos	Near Questa	NM 522
5263	1952	Concrete Continuous Slab	Lincoln	North of Carrizozo	US 54
5264	1953	Concrete Continuous Slab	Harding	South of Mosquero	NM 39
5272	1953	Steel Thru Truss	Lincoln	Individually Listed to the SRCP as HPD#744	NM 395
5280	1953	Concrete Continuous Slab	Lincoln	North of Carrizozo	US 54
5287	1953	Concrete Channel Beam	Harding	Near Logan	NM 102
5288	1953	Concrete Continuous Slab	Quay	North of Nara Visa	NM 402
5291	1953	Concrete Slab	Chavez	Near Roswell	US 70
5292	1953	Concrete Slab	Chavez	Near Roswell	US 285
5293	1953	Concrete Channel Beam	Colfax	Near Farley	NM 193
5445	1940	Steel Stringer	Colfax	Near Raton	1st Street
5475	1955	Steel stringer	Valencia	Listed to NRHP under HPD#1686, "Correo to Laguna" Route 66 segment	NM 124
5477	1955	Steel stringer	Cibola	Listed to NRHP under HPD#1589, "Laguna to McCartys" Route 66 segment	NM 124
5494	1955	Continuous Concrete Slab	Cibola	Listed to NRHP under HPD#1678, "Milan to Continental Divide" Route 66 segment	NM 122
5517	1952	Timber Slab	Quay	Near San Jon	NM 392
5629	1944	Steel Girder	Catron	West of Reserve	NM 12
5916	1935	Concrete Slab	Sandoval	East of Placitas. CCC built structure.	NM 165
5917	1935	Concrete slab	Sandoval	East of Placitas. CCC built structure.	NM 165
5919	1935	Concrete Slab	Sandoval	East of Placitas. CCC built structure.	NM 165
6462	1964	Steel Continuous Truss	Taos	Individually listed to the NRHP as HPD#1664	NM 64
7536	1950	Steel Stringer	Mora	East of Golondrinas	NM 161
7622	1968	Steel Arch Deck	Los Alamos	Individually listed to the NRHP as HPD#1665	NM 501

Appendix B: Non-Eligible Historic Bridges.

[Only Bridges that have been examined by Van Citters: Historic Preservation (2003), dating from 1953 and earlier, which did not meet the agreed upon methodology by SHPO and NMDOT]

Structure Number	Date Built	Bridge Type	County	Comments	Located on this highway
210	1929	Timber beam	Valencia	West of Los Lunas	NM 6
212	1929	Timber beam	Valencia	West of Los Lunas	NM 6
213	1929	Timber beam	Valencia	West of Los Lunas	NM 6
312	1931	Timber beam	Rio Arriba	Tierra Amarilla	NM 162
397	1923	Concrete Stringer	Santa Fe	Pidgeon's Ranch/Glorieta	NM 50
441	1940	Timber beam	Sandoval	Jemez Springs	NM 4
442	1940	Timber beam	Sandoval	Jemez Springs	NM 4
1330	1924	Timber beam	Grant	S of Mimbres	NM 35
1504	1936	Timber beam	Dofia Ana	Near Radium Springs	NM 185
1660	1928	Timber beam	Sierra	Caballo	NM 187
1662	1928	Timber beam	Sierra	Caballo	NM 187
1664	1928	Timber beam	Sierra	Caballo	NM 187
1666	1929	Timber beam	Sierra	Arrey	NM 187
1667	1929	Timber beam	Sierra	Arrey	NM 187
1668	1929	Timber beam	Sierra	Arrey	NM 187
1672	1931	Timber beam	Dofia Ana	Hatch	NM 187
1676	1932	Timber beam	Socorro	Polvadera	I-25 E frontage rd
1677	1932	Timber beam	Socorro	Near Polvadera	I-25 E frontage rd
1678	1932	Timber beam	Socorro	Lemitar	I-25 E frontage rd
1781	1936	Timber beam	Santa Fe	San Marcos	NM 14
1789	1937	Timber beam	Valencia	Bosque Farms	NM 167
1832	1940	Timber beam	Sierra	T or C	NM 51
1873	1941	Timber beam	Grant	Mimbres	NM 35
1879	1943	Timber beam	Grant	Cliff	NM 211
1891	1920	Timber beam	Grant	N of Cliff	NM 293
2222	1930	Timber beam	Catron	Mogollon	NM 159
2368	1945	Timber beam	Dofia Ana	Las Cruces	NM 158
2388	1923/1952	Timber beam	Dofia Ana	Las Cruces	NM 320
2503	1933	Timber beam	Sierra	Caballo	NM 187
2507	1933	Timber beam	Sierra	Caballo	NM 187
2509	1933	Steel Stringer	Sierra	Caballo	NM 187
2525	1918/1953	Concrete tee beam	Chavez	Roswell	US 380
2595	1933	Timber beam	Socorro	Bosque del Apache	NM 1
2730	1934	Timber beam	Dofia Ana	San Miguel	NM 28
2983	1933	Timber beam	Bernalillo	N of Belen	NM 314
3446	1941	Steel stringer	Catron	W of Reserve	NM 12
3471	1947	Steel stringer	Otero	N of Tularosa	US 54
3480	1949	Steel continuous stringer	McKinley	Manuelito	NM 118
3481	1948	Timber beam	Quay	N of Bellview	NM 93
3482	1948	Timber beam	Quay	N of Bellview	NM 93
3491	1950	Steel continuous stringer	Quay	Tucumcari	I-40 N frontage rd

Structure Number	Date Built	Bridge Type	County	Comments	Located on this highway
3494	1951	Timber beam	Union	Clayton	NM 402
3937	1935	Timber beam	Sandoval	Fenton Lake	NM 126
3961	1940	Timber beam	San Miguel	W of Conchas	NM 104
4186	1935	Timber beam	McKinley	Fort Wingate	NM 400
5222	1951	Timber beam	Guadalupe	Anton Chico	NM 119
5223	1951	Concrete channel beam	Guadalupe	Anton Chico	NM 119
5234	1951	Timber beam	Valencia	S of Belen	NM 304
5235	1951	Timber beam	Socorro	S of Belen	NM 304
5241	1936	Timber beam	Doña Ana	E of Rodey	NM 185
5245	1952	Timber beam	Luna	W of Deming	NM 377
5253	1952	Timber beam	San Miguel	S of Conchas	NM 104
5254	1952	Timber beam	San Miguel	S of Conchas	NM 104
5257	1952	Timber beam	San Miguel	S of Conchas	NM 104
5258	1952	Timber beam	San Miguel	NW of Tucumcari	NM 104
5457	1933	Timber beam	Mora	Wagon Mound	I-25 frontage rd
5458	1933	Timber beam	Mora	N of Wagon Mound	I-25 frontage rd
5472	1953	Timber beam	Doña Ana	Derry	NM 436
5574	1947	Timber beam	Doña Ana	Hatch	NM 154
5637	1953	Steel continuous stringer	Rio Arriba	Coyote	NM 96
5876	1940	Concrete slab	Catron	Mogollon	NM 159
5893	1935	Timber beam	Sandoval	Wolf Canyon	NM 126
5898	1935	Timber beam	Sandoval	Seven Springs	NM 126
5899	1953	Concrete continuous slab	Rio Arriba	Vallecitos	NM 576
5912	1935	Timber beam	Sandoval	Jemez Springs	NM 485
5923	1952	Concrete stringer	Rio Arriba	La Madera	NM 519
6046	1935	Timber beam	De Baca	Fort Sumner	NM 212