PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE MARYLAND STATE HIGHWAY ADMINISTRATION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION AND
THE MARYLAND STATE HISTORIC PRESERVATION OFFICER
REGARDING
SHA'S HISTORIC HIGHWAY BRIDGES IN MARYLAND

WHEREAS, the Federal Highway Administration (FHWA) administers the Federal Aid Highway Program (FAHP) in Maryland authorized by 23 U.S.C. 101 et seq. through the Maryland State Highway Administration (SHA) (23 U.S.C. 315); and

WHEREAS, the FHWA has determined that the FAHP may be used to rehabilitate or replace SHA-owned highway bridges listed in or eligible for listing the National Register of Historic Places (National Register) (hereafter referred to as "historic bridges"); and

WHEREAS, the FHWA has consulted with the Advisory Council on Historic Preservation (ACHP) and the Maryland State Historic Preservation Officer (MD SHPO) pursuant to the ACHP's regulations found at 36 CFR §800.14(b) implementing Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. §470f); and

WHEREAS, the Maryland State Highway Administration (SHA) has participated in the consultation, has responsibilities under this agreement, and has been invited to be a signatory to this Programmatic Agreement (PA); and

WHEREAS, the FHWA and SHA have identified and invited the following parties to consult in the Section 106 process for the development of this PA: Maryland County Historic Preservation and Historic District Commissions, Maryland Certified Heritage Areas, Maryland Scenic Byways Commission, Preservation Maryland and the National Park Service – National Capital Region; and

WHEREAS, the SHA administers state funded bridge projects as defined in Section 2-103.1 of the Transportation Article, and the SHA and the MD SHPO agree that SHA shall use the applicable provisions of this PA to fulfill its compliance responsibilities under the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Article Sections 5A-325 and 5A326 of the Annotated Code of Maryland (Act); and

WHEREAS, the SHA maintains a staff of cultural resource specialists who meet the professional qualifications in 48 FR 44716 in the fields of architectural history, history and archeology, to carry out its historic preservation programs and responsibilities, including the implementation of the provisions of this PA; and,

WHEREAS, the provisions of the PA only apply to projects involving SHA-owned historic bridges in Maryland;

WHEREAS, the SHA is aware of their responsibility of administering the local agency projects under the stewardship agreement between FHWA and SHA and also the requirement to meet the National Bridge Inspection Standards (NBIS), and in the future a Programmatic Agreement or defined consultation process will be developed for locally owned bridges with the counties and city;

NOW, THEREFORE, the FHWA, ACHP, MD SHPO and SHA agree that the rehabilitation or replacement of SHA-owned historic bridges with FAHP funds (undertakings) shall be administered in accordance with the following stipulations, exercising reasonable judgment and good faith, to satisfy the FHWA's Section 106 responsibilities for such undertakings.

STIPULATIONS

FHWA and MD SHA will ensure that the following measures are carried out:

I. Purpose

A. This PA sets forth the process by which the FHWA will meet its responsibilities under Sections 106, 110(d), and 110(f) of the NHPA with the assistance of the SHA, for SHA-owned historic highway bridge projects assisted by the FAHP. Furthermore, the SHA and the MD SHPO have agreed that SHA will use the applicable provisions of this PA to fulfill its compliance responsibilities under the Act. This PA establishes the basis for SHA's administration of its Historic Highway Bridge Program and establishes how the FHWA and the MD SHPO will be involved in both the Program and individual bridge projects under the Program.

B. The SHA proposes to administer its Historic Highway Bridge Program in accordance with this PA, in order to manage its assets and ensure that SHA's engineering heritage is preserved and protected for the benefit of Maryland's citizens. This PA identifies the program's key components including designation of three treatment categories for SHA-owned and managed historic bridges:
   1. Preservation Priority Historic Bridges (Listed in Attachment A): historic bridges designated for indefinite preservation;
   2. Eligible Historic Bridges (Listed in Attachment B): historic bridges that will be maintained and preserved, when feasible, and are subject to a streamlined review process; and
   3. Non-Priority Historic Bridges (Listed in Attachment C): historic bridges that do not require preservation in place and are subject to a streamlined review process and standard mitigation treatments.

C. The PA addresses provisions for the appropriate management and corresponding review processes for historic bridges in each of the three treatment categories. It provides streamlined review procedures under certain circumstances, standardized mitigation treatments for Non-Priority Historic Bridges, measures for coordination with Maryland Heritage Areas and Scenic Byways, and use of design exceptions and variances. In addition, the PA includes measures for bridge stewardship and outreach efforts, as resources allow.

II. Applicability

A. Applicability: This PA applies to any FHWA assisted work conducted on SHA-owned eligible historic bridges including, but not necessarily limited to, bridge maintenance, preservation, rehabilitation, restoration, reconstruction, relocation, and/or replacement projects, and projects containing any or all elements of the above project types.

B. Effect on Existing Agreements: The measures contained in this PA do not supersede stipulations contained in previously executed Memoranda of Agreement regarding the rehabilitation or replacement of individual historic bridges in Maryland. Furthermore, this PA does not replace those provisions for minor bridge and small structure work established in SHA's 2008 Amended Programmatic Agreement for Minor Highway Projects (or any subsequent amendment).

C. Non-SHA Owned Historic Bridges in Maryland: The provisions of this PA do not apply to historic bridges in Maryland owned by local governments, federal agencies, or other entities. Nonetheless, the signatory parties to this PA agree that the treatment principles, guidance, and review considerations contained herein may be relevant to non-SHA owned historic bridges. FHWA, SHA and the MD SHPO will promote the appropriate stewardship of non-SHA owned historic bridges in Maryland through their respective agency programs, where appropriate.

III. Responsibilities of the FHWA, the SHA and the MD SHPO

A. In compliance with its responsibilities under the NHPA, and as a condition of its award to SHA of any assistance for bridge rehabilitation or replacement projects under the FAHP, the FHWA shall require the SHA to carry out the provisions of this PA to meet the requirements of 36 CFR Part 800, and the applicable ACHP standards and guidelines, for all undertakings involving SHA historic bridges that are included in Attachments A-C that receive Federal assistance. The FHWA, ACHP, and the MD SHPO will participate in the process as specified in subsequent stipulations.

B. SHA cultural resource professionals will be responsible for implementing the requirements of this PA that are delegated to SHA.

C. SHA will strive to maintain in-house engineering expertise related to the treatment of historic bridges either on its staff or through consultant services, whose responsibilities will include overseeing work on its historic bridges in accordance with this PA.

D. The SHA will include information about National Register eligibility status of inventoried bridges in its internal databases used by its cultural resources, project planning and structures personnel.

IV. Potential Effects to Other Historic Properties from Bridge Projects

A. SHA will review all undertakings subject to this PA in order to determine if the undertaking has the potential to affect other historic properties, including archeological sites. If there are other historic properties within the APE that may be affected by the undertaking, SHA will follow the standard consultation requirements of 36 CFR Part 800 (where applicable).

B. At SHA's discretion, or upon the written request of FHWA, the MD SHPO, or other party, SHA may review any project subject to this PA in accordance with the standard review process established in 36 CFR Part 800 and shall include appropriate consulting parties as defined at 36 CFR §800.2 in the consultation process.

V. Identification of SHA Historic Bridges

A. Inventory Efforts: In 1995, SHA began its comprehensive efforts to identify bridges eligible for the National Register on Maryland's state and county highways, in consultation with the MD SHPO. These initial efforts resulted in the preparation of the *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report* (Spero & Company and Berger & Associates, 1995), which included an inventory of SHA-owned bridges constructed between 1809 and 1947. SHA evaluated the National Register eligibility of the identified bridges under Criterion C, at a state level of significance, and obtained concurrence from the MD SHPO with its determinations on July 27, 2001. SHA has continued to identify and evaluate individual bridges on a case by case basis, in consultation with the MD SHPO. SHA completed a second comprehensive evaluation of SHA owned bridges constructed between 1948-1965 that resulted in the preparation of the *Phase II State Historic Bridge Context & Inventory of Modern Bridges, Survey Report and Assessments of Significance* (URS 2004) and *"Tomorrow's Roads Today," Expressway Construction in Maryland 1948-1965* (Bruder 2010). SHA coordinated its inventory efforts with the MD SHPO, FHWA, and other relevant parties (such as local governments, historic preservation commissions and heritage areas).

B. Historic Bridges Subject to the PA: The attachments to this PA include SHA-owned bridges that SHA, with concurrence by the MD SHPO, determined eligible for the National Register based on consultation through September 2010. Those bridges that are not individually eligible but may be eligible as contributing elements to a historic district may not be included in the attachments. Attachments A-C list all the SHA-owned historic bridges determined eligible for the National Register by SHA in consultation with the MD SHPO, organized by treatment category:
   1. Attachment A: Preservation Priority Historic Bridges - 17 historic bridges designated for long term preservation;
   2. Attachment B: Eligible Historic Bridges - 91 historic bridges that may be preserved when feasible; and
   3. Attachment C: Non-Priority Historic Bridges - 60 historic bridges that do not require preservation.
   4. The following NRHP-eligible bridges included in Attachments A and B do not meet the requirements of the ACHP's "Program Comment Issued for Streamlining Section 106 Review of Actions Affecting Post-1945 Concrete and Steel Bridges," (FR Nov. 16, 2012, 68790-68795) because they have significance as examples of their type that were constructed after 1945 in Maryland:
      a. SHA Bridge No. 1304600, Aluminum Bridge, MD 32 over River Road, Patapsco River and B&O Railroad [now CSXT] (Attachment A, Preservation Priority)
      b. SHA Bridge No. 0306800, MD 128 over Piney Run (Attachment B, Eligible Bridge)
      c. SHA Bridge No. 0307100, Glyndon Bridge, MD 128 over Western Maryland Railroad(Attachment B, Eligible Bridge)

d. SHA Bridge No. 0309900, MD 151 over Patapsco & Back River Railroad and MD 151B (Attachment B, Eligible Bridge)
e. SHA Bridge No. 2300800, US 113 over Purnell Branch (Attachment B, Eligible Bridge)

C. Inventory Updates and Revisions to Attachments A-C: SHA and the MD SHPO have agreed on the National Register eligibility determinations based on the inventory efforts which have identified SHA's bridges constructed between 1809 and 1965. SHA shall continue to identify and evaluate the National Register eligibility of its bridges on a case-by-case basis as need arises, in consultation with the MD SHPO and any other relevant parties. SHA will not continue to comprehensively inventory unidentified bridges and small structures constructed after 1965 on Maryland highways that meet the ACHP's "Program Comment Issued for Streamlining Section 106 Review of Actions Affecting Post-1945 Concrete and Steel Bridges," (77 FR 68790-68795). Annually, the SHA may modify Attachments A-C to reflect the results of any inventory updates based on consultation and mutual agreement between SHA and the MD SHPO. SHA shall provide copies of any revised attachments to this PA to the signatory parties with its annual report produced pursuant to Stipulation XIII of the PA.

VI. Management Plans, Guidelines, Standards, Regulations and Contexts

A. Management Plan: SHA completed the *Management Plan for Historic Highway Bridges* (KCI Technologies, Inc. & Tran|Systems/Lichtenstein, April 2010) (*Management Plan*), which includes individual management plans for the preservation of the priority bridges, as well as general guidance for best practices.

B. Guidelines, standards, regulations, contexts and management plans relevant to this PA and its purposes include:

- 36 CFR Part 800: *Protection of Historic Properties* (2004);
- *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System (70 Federal Register,* 11928-11931);
- *Program Comment Issued for Streamlining Section 106 Review of Actions Affecting Post-1945 Concrete and Steel Bridges* (77 FR 68790-68795)
- *Secretary of Interior's Standards for Treatment of Historic Properties (36 CFR Part 68);*
- *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report* (Spero & Company and Berger & Associates, 1995);
- *Phase II State Historic Bridge Context & Inventory of Modern Bridges, Survey Report and Assessments of Significance* (URS 2004);
- *'Tomorrow's Roads Today,' Expressway Construction in Maryland 1948-1965* (Bruder 2010);
- *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (Maryland Historical Trust 2000); and
- *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole, 1994).

VII. Treatment of Preservation Priority Historic Bridges

SHA has selected seventeen (17) historic bridges, listed in Attachment A, for its treatment category, *Preservation Priority Historic Bridges*, for preservation in perpetuity to the maximum extent possible. SHA will continue to maintain and preserve these bridges, in accordance with relevant guidance contained in the *Management Plan.*

A. Preservation and Maintenance: SHA will maintain and preserve the Preservation Priority Historic Bridges listed in Attachment A. In accordance with the specific bridge management plan developed for each of these bridges, SHA will incorporate measures that may involve repair, strengthening or replacement of bridge components and/or design exceptions directed at keeping the preservation priority historic bridges in long-term use. For practical purposes, "long-term" is taken to mean 20 years into the future. A 20-year window was chosen as an upper limit of how far reasonable predictions can be made regarding how any given bridge will react to its existing and proposed environment with the information that is available at the time preservation activities are planned. All repair, strengthening or replacement of bridge components will follow the recommended approaches of the *Secretary of Interior's Standards for Treatment of Historic Properties,* as well as the guidance contained in the individual management plans that will be found in the *Management Plan.*

B. Biennial Inspection: In order to determine if any of the Preservation Priority Historic Bridges listed in Attachment A require repair or rehabilitation, SHA will inspect each bridge following NBIS requirements on a two-year cycle (or sooner if conditions warrant) and report the inspection results to the Office of Structures (OOS) Structures Remedial Engineer in charge of the bridge.

C. Training for SHA Structures Maintenance Personnel: Within one (1) year of the signing of this PA and SHA's Office of Planning and Preliminary Engineering (OPPE) and OOS will provide training to SHA structures engineers, structures inspectors and district maintenance workers as well as cultural resources professionals in order to ensure that appropriate maintenance treatments are being applied to the 17 bridges identified for preservation priority. The training will be provided either during the annual bridge inspection training class or other appropriate training and scheduled through the Learning Management System or any subsequent training tracking systems for SHA employees.

D. Funding for Preservation Priority Historic Bridges: Recognizing that individual bridge projects will occur on different schedules depending on available funding sources and individual bridge needs, SHA will begin actively seeking funds for preservation and rehabilitation of the 17 bridges using traditional funding sources on an as-needed basis within one (1) year of the signing of this PA. If needed, additional state and federal funding sources will be sought.

E. Considerations for Replacement of Preservation Priority Bridges:

1. Review Process for Preservation Priority Historic Bridges: Considering the prominent status of the Preservation Priority Historic Bridges, SHA, FHWA and the MD SHPO shall review all undertakings involving Preservation Priority Historic Bridges in accordance with the standard review process established in 36 CFR Part

800 and shall seek out and include appropriate consulting parties as defined at 36 CFR §800.2 in the consultation process.

2. If SHA determines that preservation of a Preservation Priority Historic Bridge is no longer feasible, SHA will thoroughly investigate all prudent and feasible alternatives, including the following options, before selecting the replacement alternative:
   - No build;
   - Minor structural rehabilitation to the existing bridge for continued vehicular use;
   - Reducing traffic volumes on the existing bridge, including one-way pair;
   - Bypassing and preserving the existing bridge in place; and
   - Relocating the existing bridge to another site.

3. If a Preservation Priority Historic Bridge is bypassed or relocated, SHA will develop an alternative management plan for the bridge's continued use as an integral part of a pedestrian or other type of facility.

4. If a Preservation Priority Historic Bridge needs to be replaced, appropriate additional efforts will be determined by the signatories of this PA to mitigate the loss of that bridge, through the consultation process noted in Stipulation VII.E.7 below. Examples of appropriate mitigation may be the development of a bridge design that would reflect both the state of twenty-first century bridge design and SHA's engineering heritage (e.g., a concrete arch bridge), or providing funding to improve another preservation priority historic bridge or identifying an eligible historic bridge listed in Attachment B which can be designated as a Preservation Priority Historic Bridge.

5. If an Eligible Historic Bridge is made a Preservation Priority Historic Bridge as a result of losing a Preservation Priority Bridge, SHA will develop an individual management plan for that bridge in consultation with the MD SHPO as part of the mitigation for the loss of the other bridge.

6. If a proposed project subject to this PA includes work on any bridge listed in Attachment A, the SHA will review the project in order to determine if it may have an adverse effect on the bridge or any other historic and archeological properties in the area of potential effects, applying the Criteria of Adverse Effect set forth in 36 CFR §800.5(a)(1).

7. Status Report: SHA will provide annual updates to FHWA, ACHP, and MD SHPO on the status of the bridge preservation efforts in conjunction with the annual review pursuant to Stipulation XIII of this PA.

VIII. Treatment of Eligible Historic Bridges

SHA has assigned ninety-one (91) historic bridges, listed in Attachment B, to the treatment category *Eligible Historic Bridges*. SHA will continue to maintain and preserve these bridges, in accordance with relevant guidance contained in the *Management Plan*, as feasible. Since these bridges may not be ideal candidates for long-term preservation in place, SHA will manage these structures on a case-by-case basis. Rehabilitation, adaptive use, relocation, demolition and replacement are all possible treatment options for this bridge category. The signatory parties to this PA agree that a streamlined approach to the review of projects that result in no adverse effects to Eligible Historic Bridges is appropriate, as established below.

A. Review Process for Eligible Historic Bridges:

1. If a proposed project subject to this PA includes work on any bridge listed in Attachment B, the SHA will review the project in order to determine if it may have an adverse effect on the bridge or any other historic and archeological properties in the area of potential effects (APE), applying the Criteria of Adverse Effect set forth in 36 CFR §800.5(a)(1).

2. SHA will use the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and the guidance contained in the *Management Plan* in order to assess whether or not the proposed work would constitute an adverse effect.

3. If SHA determines that the project may constitute an adverse effect, they will seek to avoid such effects by incorporating the treatments and guidance contained in the *Management Plan*. SHA shall consider a full range of project alternatives, including: no action; construct a new structure at a different location without affecting the historic integrity of the old bridge; and rehabilitate the historic bridge without affecting the historic integrity of the structure.

4. The FHWA, MD SHPO, SHA and the ACHP agree that following the Review Process for Eligible Historic Bridges includes all possible planning to minimize effects to the historic bridge.

B. No Adverse Effects:

1. For projects SHA reviews under this Stipulation, it will provide notification and opportunities for input from interested parties by copying the relevant local government Planning and Zoning Office, Certified Heritage Area, Scenic Byway, or other appropriate entity on its SHA Historic Bridge Review Form. SHA may copy other organizations at its discretion or upon request.

2. If SHA determines that the proposed undertaking will have no adverse effect on historic properties, no further consultation with the MD SHPO is required.

3. SHA shall document its review and no adverse effect determination on a SHA Historic Bridge Review Form (Attachment E). SHA will provide the MD SHPO with an electronic courtesy copy of the SHA Historic Bridge Review Form and will provide a list of all such forms it handles in a given calendar year as part of its annual report, pursuant to Stipulation XIII.

4. SHA *may* request written concurrence from the MD SHPO for its determination of no adverse effect for any project subject to this Stipulation, if desired.

5. If SHA receives comments from the other parties, SHA will provide a copy of the documentation to the MD SHPO and consult with all relevant parties to resolve any issues or handle the individual project review under the standard 36 CFR Part 800 process.

C. Resolution of Adverse Effects:

If SHA determines that the undertaking will have an adverse effect on an Eligible Historic Bridge, and that that there are no viable alternatives that would avoid causing adverse effects, it will consult with the MD SHPO, FHWA, and any other identified consulting parties, pursuant to 36 CFR §800.6 to resolve the adverse effects. FHWA will notify the ACHP pursuant to 36 CFR 800.6(a) when a finding of adverse effects is made for a bridge in this category.

1. In consultation with the FHWA, MD SHPO, and other consulting parties, SHA will develop and implement a Memorandum of Agreement (MOA) outlining a mitigation plan for the Eligible Historic Bridge. Mitigation plans may include, but are not limited to, developing information about types of technology and engineering data related to the affected eligible bridge(s); providing copies of original plans, photographs, and new Maryland Inventory of Historic Properties (MIHP) forms to the MD SHPO or other appropriate repository; Historic American Engineering Record (HAER) recordation; salvage of elements for curation, public education, reuse or incorporation into a new bridge; design review of the replacement bridge, where applicable; or other appropriate measure.

2. If other historic properties will be affected, SHA will address the effects of the undertaking on all historic properties in a single MOA. All agreed upon mitigation measures will be included in an MOA executed in accordance with 36 CFR 800.6(c).

IX. Treatment of Non-Priority Historic Bridges

SHA has assigned sixty (60) historic bridges, listed in Attachment C, to the treatment category *Non-Priority Historic Bridges*. SHA will continue to maintain these bridges, in accordance with relevant guidance contained in the *Management Plan*, as feasible. Since these bridges are representative examples of their type and not ideal candidates for long-term preservation in place, demolition and replacement are possible treatment options for this bridge category, when maintenance and rehabilitation are no longer feasible and cost effective options for these bridges. The signatory parties to this PA agree that a streamlined approach to the review of projects that result in no adverse effects to Non-Priority Historic Bridges is appropriate, as established below. Furthermore, since SHA has generated sufficient documentation regarding these bridges as part of its historic bridge inventory efforts, the signatory parties agree to resolve any adverse effects to these resources through the use of standard mitigation treatments (as defined in IX.D).

A. Review Process for Non-Priority Historic Bridges:

1. If a proposed project for the type of undertakings listed in the Applicability section of this PA includes work on any bridge in Attachment C, the SHA will review the project in order to determine if it may have an adverse effect on the bridge or any other historic and archeological properties in the APE, applying the Criteria of Adverse Effect set forth in 36 CFR §800.5(a)(1).

2. SHA will use the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and the guidance contained in the *Management Plan* in order to assess whether or not the proposed work would constitute an adverse effect. If SHA determines that the project may constitute an adverse effect, they will seek to avoid such effects by incorporating the treatments and guidance contained in the *Management Plan.*

B. No Adverse Effects:

1. If SHA determines that the proposed undertaking will have no adverse effect on historic properties, no further consultation with the MD SHPO is required.

2. SHA shall document its review and no adverse effect determination on a SHA Historic Bridge Review Form (Attachment E). SHA will provide the MD SHPO with an electronic courtesy copy of the SHA Historic Bridge Review Form and will provide a list of all such forms it handles in a given calendar year as part of its annual report, pursuant to Stipulation XIII.

3. SHA *may* request written concurrence from the MD SHPO for its determination of no adverse effect for any project subject to this Stipulation, if desired.

4. For projects SHA reviews under this Stipulation, it will provide notification and opportunities for input from interested parties by copying the relevant local government Planning and Zoning Office, Certified Heritage Area, Scenic Byway, or other appropriate entity on its SHA Historic Bridge Review Form. SHA may copy other organizations at its discretion or upon request.

5. If SHA receives comments from the other parties, SHA will provide a copy of the documentation to the MD SHPO and consult with all relevant parties to resolve any issues or handle the individual project review under the standard 36 CFR Part 800 process.

C. Resolution of Adverse Effects Through Standard Mitigation Treatments:

1. If SHA determines that the undertaking will have an adverse effect on a Non-Priority Historic Bridge, and that there are no viable alternatives that would avoid causing adverse effects, SHA will notify the MD SHPO, FHWA, and any other identified consulting parties, of its intent to resolve the adverse effect by implementing the Standard Mitigation Treatment for Non-Priority Historic Bridges.

2. When using a Standard Mitigation Treatment, execution of a MOA to resolve the adverse effect is not warranted for this bridge category, unless the MD SHPO, FHWA or other consulting party object to the use of Standard Mitigation Treatments within thirty (30) days of SHA's notification.

3. If SHA receives comments from the other parties, SHA will provide a copy of the documentation to the MD SHPO and consult with all relevant parties to resolve any issues or handle the individual project review under the standard 36 CFR Part 800 process.

4. SHA shall ensure that the mitigation, either a Standard Mitigation Treatment or other negotiated measure under a MOA, is completed prior to demolition or alteration of the historic bridge.

D. Standard Mitigation Treatment for Non-Priority Historic Bridges: The signatory parties to this PA agree that SHA may employ the following standard treatment to mitigate the adverse effect of an undertaking on a Non-Priority Historic Bridge.

1. SHA shall prepare a recordation package to mitigate an undertaking's adverse effect on a Non-Priority Historic Bridge listed in Attachment C.

2. SHA prepared Determination of Eligibility (DOE) Forms for all 60 Non-Priority Historic Bridges in October 2009. This documentation includes a full description of the bridge, a brief historic context, mapping and photographs. To serve as the Standard Mitigation Treatment recordation package, SHA shall convert the existing DOE forms into the MD SHPO's Addendum Sheet format, as illustrated in Attachment D. This documentation shall fulfill SHA's mitigation requirement for all Non-Priority Historic Bridges.

3. SHA may provide the MD SHPO with a single recordation package for all 60 Non-Priority Historic Bridges or may prepare and submit the documentation on a project-by-project basis. SHA shall ensure that all recordation packages for the bridges listed in Attachment C are provided to the MD SHPO within five (5) years from the execution of this PA.

4. SHA shall include a list of all the bridges it handled through Standard Mitigation Treatment for Non-Priority Historic Bridges for each given calendar year in its Annual Report produced pursuant to Stipulation XIII of this PA.

X. Coordination with Maryland Heritage Areas and Maryland Scenic Byways

SHA shall identify if an undertaking subject to this PA includes work within in a Certified Heritage Area or along a Maryland Scenic Byway. SHA shall make sure that any such undertaking supports the objective and mission of the affected heritage area and/or scenic byway and that the project is designed in a manner that acknowledges the area's unique history, culture, natural resources and heritage tourism goals. SHA shall coordinate with and take into consideration the views of heritage area authorities, tourism agencies and any other consulting parties during project planning and implementation.

XI. Use of Variances

A. FHWA and SHA strongly encourage the development of historic bridge projects in a context sensitive manner, including the use of variances when practical.

B. SHA and FHWA agree design exceptions should not be required for each preservation project affecting the 17 Preservation Priority Historic Bridges if the bridges are solely being maintained and not replaced. If the bridge is not being widened or replaced, the geometrics are not changed, eliminating the need for Design exceptions. Design exceptions are not necessary for the maintenance/preservation activities. Design exceptions are required for Bridge Rehabilitation/Improvement projects in which modifications are possible to improve safety through changes to the geometrics. Design Exceptions would be investigated and applied to on a case-by-case basis include sight distances, vertical and horizontal curve clearances, shoulder widths, and geometric improvements.

XII. Bridge Stewardship and Outreach Efforts

SHA appreciates that the historic bridges under its ownership and control embody significant structures reflecting Maryland's rich history, technology, engineering, and transportation accomplishments and these bridges are important to the interests of the State and its citizens. SHA will promote awareness and appropriate stewardship of Maryland's historic bridges through the measures listed below, as funding and resources allow.

A. National Register of Historic Places Nominations: SHA will nominate the Preservation Priority Historic Bridges to the National Register. Within one year of the signing of this PA, SHA will complete the Multiple Property Documentation Form which will discuss The Historic Highway Bridges of Maryland, 1809-1962, and submit that document along with required attachments to the MD SHPO. SHA shall also submit at least two bridge nominations per year to the MD SHPO, as funds are available for the nomination work. SHA shall develop the nomination package(s) in accordance with the National Register Bulletin *How to Complete the National Register Form* and all other applicable guidance from the National Park Service and the MD SHPO. SHA shall submit the completed National Register nomination(s) to the MD SHPO for review and approval. SHA shall revise the nomination package(s) in accordance with any MD SHPO comments. Once approved by the MD SHPO, the MD SHPO shall forward the nomination(s) to the Keeper of the National Register of Historic Places for listing.

B. Updating SHA's Historic Bridges Web Pages and Creation of a Maryland National Register Historic Bridges Web Page: Within one (1) year of the signing of this PA, SHA will work with FHWA, and MD SHPO, to update its Maryland Historic Bridges portion of its web site. Updates will include but are not limited to the following items: a copy of the executed PA, the *Management Plan*, the individual bridge management plans, historic bridge contexts, guidance for best practices, high resolution scanned images of MIHP bridge forms performed for FHWA funded projects, and high resolution digital images of documented bridges. In addition, SHA will post new bridge studies or documentation to

the Historic Bridges Web Pages, as appropriate. The MD SHPO will ensure that the listed bridges are included in the National Register web page that it maintains.

C. Public Outreach: SHA will seek opportunities to make presentations, publish articles, create posters, and/or implement other outreach measures about its Historic Highway Bridge Program during annual meetings or training sessions such as the Maryland Annual Preservation and Revitalization Conference, the County Engineers Association of Maryland's Annual Meeting, the Maryland Association of Historic District Commissions (MAHDC) meetings, and other relevant events, as resources allow.

D. Historic Bridge Plaques: SHA will install the metal plaques created for the Preservation Priority Historic Bridges listed in Attachment A within one (1) year of executing this PA.

XIII. Annual Reporting

A. Beginning June 30, 2014 and on or about the end of Maryland's fiscal year for the duration of this PA, the SHA will prepare an annual report, addressing the topics listed below as relevant to the preceding calendar year, and provide it to the MD SHPO and FHWA:
   - List of project reviews completed for the Preservation Priority Historic Bridges;
   - List of project reviews completed for the Eligible Historic Bridges, noting relevant effect determinations and outcomes;
   - List of project reviews completed for the Non-Priority Historic Bridges, noting relevant effect determinations and outcomes;
   - Status of preparing the standard mitigation treatment for the 60 Non-Priority Historic Bridges;
   - Progress in developing and distributing design exceptions for historic bridges;
   - Progress in nominating the Preservation Priority Historic Bridges to the National Register;
   - Progress in updating the SHA Historic Bridge Web Pages;
   - Progress in outreach efforts;
   - Status of installing the plaques on the preservation priority historic bridges;
   - Updates on SHA's Annual Bridge Candidates for New/Replacement Structure List;
   - Any problems or unexpected issues encountered during the year;
   - Any revisions to Attachments A – C; and
   - Any changes that SHA believes should be made in implementing the PA or the need for formal amendments to the agreement.

B. At the request of any signatory party to this PA, SHA shall hold a meeting or meetings with the signatory parties to facilitate review and comment, to address questions, or to resolve any outstanding issues related to the implementation of the PA.

XIV. Coordination with Other Federal and State Review Processes

For those projects covered by this PA that are also subject to coordination through other federal and state review processes that include the MD SHPO (such as joint federal/state permit applications to the Maryland Department of the Environment/Corps of Engineers and submittals to the Maryland State Clearinghouse for Intergovernmental Assistance), the SHA shall make a good faith effort to provide copies of the relevant SHA Historic Bridge Review Form as part of its joint permit application or State Clearinghouse notification. Inclusion of this form as part of these other federal and state review processes will document the SHA's compliance with Section 106 for the associated activities and facilitate the MD SHPO's review and processing of these activities under other federal and state review processes.

XV. Dispute Resolution

A. Resolution of Objections by the Signatories

Should the MD SHPO, or any of the signatories to this MOA, object in writing within 30 days to any plans or actions proposed pursuant to this MOA, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that such objection cannot be resolved, the FHWA will:

1. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

2. If the ACHP does not provide its advice regarding the dispute within the 30 day time period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

3. The FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remains unchanged.

B. Resolution of Objections by the Public

At any time during implementation of the measures stipulated in this MOA, should an objection pertaining to this agreement or the effect of the undertaking on historic properties be raised by another consulting party, a concurring party to the MOA, or a member of the public, the FHWA shall notify the parties to this agreement and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this agreement to resolve the objection.

XVI. Amendment

Any signatory to this PA may request that it be amended, whereupon the parties shall consult to consider the proposed amendment.

XVII. Termination

Any party to this PA may terminate it by providing thirty days notice to the other signatories, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA and MD SHA will comply with 36 CFR §800.4 through 36 CFR §800.6 with regard to individual undertakings covered by this PA.

XVIII. Failure to Comply with Agreement

In the event the FHWA or SHA do not carry out the terms of this PA, the FHWA or SHA will comply with 36 CFR §800.4 through 36 CFR §800.6 with regard to individual undertakings covered by this PA.

XIX. Duration

This PA shall become effective upon execution by FHWA, MD SHPO, the ACHP, and SHA and shall remain in effect for ten years or until December 31, 2023. No later than December 31, 2022, FHWA will consult with the signatories to this PA to determine interest in renewing this PA. The PA may be extended for additional terms upon the written agreement of the signatories.

Execution and implementation of this PA evidences that the FHWA has afforded the ACHP a reasonable opportunity to comment on its programs and their effects on historic bridge properties.

FEDERAL HIGHWAY ADMINISTRATION

BY: _____ Date: 6/27/13
Gregory Murrill, Division Administrator

MARYLAND STATE HIGHWAY ADMINISTRATION

BY: _____ Date: 6/26/13
Melinda B. Peters, Administrator

MARYLAND STATE HISTORIC PRESERVATION OFFICER

BY: _____ Date: 6-27-13
J. Rodney Little, State Historic Preservation Officer

ADVISORY COUNCIL ON HISTORIC PRESERVATION

BY: _____ Date: 7/19/13
John M. Fowler, Executive Director

LIST OF ATTACHMENTS

ATTACHMENT A LIST OF *PRESERVATION PRIORITY HISTORIC BRIDGES*

ATTACHMENT B LIST OF *ELIGIBLE HISTORIC BRIDGES*

ATTACHMENT C LIST OF *NON-PRIORITY HISTORIC BRIDGES*

ATTACHMENT D SAMPLE ADDENDUM SHEET FORMAT FOR STANDARD MITIGATION OF NON-PRIORITY HISTORIC BRIDGES

ATTACHMENT E SHA HISTORIC BRIDGE REVIEW FORM

Attachment A: Preservation Priority Historic Bridges

Inventory							
Name	**SHA Bridge Number**	**MIHP Number**	**Bridge Type**	**City/Town**	**County**	**Date**	**Preservation Level**
MD 144E (Nat'l Pike) over Town Creek	0103500	AL-II-A-149	Concrete Arch	Flintstone	Allegany	1925	Priority
MD 51 over C & O Canal	0104800	AL-I-C-075	Camelback Pony Truss	Keifars	Allegany	1932	Priority
Blue Bridge (MD 942 over N. Br. Potomac River)	0106600	AL IV-A-153	Arch Through Truss	Cumberland	Allegany	1955	Priority
MD 214 over the Patuxent River	0205400	AA-761	Parker Through Truss	Davidsonville	Anne Arundel	1935	Priority
Parkton Stone Arch Bridge (MD 463 over Little Gunpowder	0310500	BA-593	Stone Arch	Parkton	Baltimore	1809	Priority
Patapsco River Bridge (US 40, Edmondson Ave Extended)	0310900	BA-2557	Open Spandrel Concrete Arch	Catonsville	Baltimore	1936	Priority
US 40 (National Pike) over Middle Creek	1003100	F-4-116	Concrete Arch w/Stone Veneer	Myersville	Frederick	1936	Priority
US 40 Alternate over Casselman River	1100700	G-II-C-101	Pratt Through Truss	Grantsville	Garrett	1932	Priority
MD 32 over River Rd, Patapsco River and B&O RR	1304600	HO-673	Metal Girder -- Aluminum	Sykesville	Howard	1963	Priority
Dover Bridge (MD 331 over Choptank River)	2002300	T-487	Movable -- Pratt Through Truss w/Swing Span	Tanyard	Talbot	1933	Priority
Little Antietam Creek Bridge (MD 845A)	2100400	WA-II-1125	Concrete Arch	Keedysville	Washington	1927	Priority
US 40 over Licking Creek	2101000	WA-V-418	Wichert Deck Truss	Big Pool	Washington	1938	Priority
US 40 (National Pike) over Conococheague Creek	2101200	WA-V-211	Open Spandrel Concrete Arch	Wilson	Washington	1936	Priority
Booth's Mill Bridge (Delemere Bridge)	2103800	WA-II-0009	Stone Arch	Boonsboro	Washington	1833	Priority
Wicomico River Bridge (MD 991 over Wicomico River)	2200900	WI-117	Movable -- Bascule	Salisbury	Wicomico	1928	Priority
Snow Hill Bridge (MD 12 over Pocomoke River)	2300200	WO-178	Movable -- Bascule	Snow Hill	Worcester	1932	Priority
Pocomoke City Bridge (US	2300400	WO-177	Movable -- Bascule	Pocomoke City	Worcester	1920	Priority

Inventory							
Name	**SHA Bridge Number**	**MIHP Number**	**Bridge Type**	**City/Town**	**County**	**Date**	**Preservation Level**
13 Business over Pocomoke River							

Attachment B: Eligible Historic Bridges

Inventory								
Name	**SHA Bridge Number**	**MIHP Number**	**Bridge Type**	**City/Town**	**County**	**Ownership**	**Date**	**Preservation Level**
MD 36 over Jennings Run	0100800	AL-V-A-314	Concrete Beam	Mount Savage	Allegany	State	1929	Eligible
US 40 Alt (Nat'l Pike) over Wills Creek	0102800	AL-V-B-316	Concrete Arch	Cumberland	Allegany	State	1932	Eligible
MD 144 (Nat'l Pike) over Flintstone Creek	0103300	AL-II-A-043	Concrete Arch	Flintstone	Allegany	State	(c) 1900/1925	Eligible
MD 51 over Town Creek	0104700	AL-II-B-130	Truss	Town Creek	Allegany	State	1932	Eligible
US 40 Scenic over Sideling Hill Creek	0106400	AL-I-B-084	Concrete Arch	Bellegrove	Allegany	State	1925	Eligible
Stony Creek Bridge (MD 173 over Stony Creek)	0204500	AA-2196	Movable -- Bascule	Riviera Beach/Orchard Beach	Anne Arundel	State	1947	Eligible
Annapolis Eastport Bridge (MD 181 over Spa Creek)	0205300	AA-2195	Movable -- Bascule	Annapolis	Anne Arundel	State	1946	Eligible
MD 174 over AMTRAK	0207500	AA-2125	Metal Girder	Severn	Anne Arundel	State	1931	Eligible
US 1 Alt. NB, AMTRAK, and Herberts Run	0301100	BA-2782	Metal Girder	Halethorpe	Baltimore	State	1936	Eligible
Little Gunpowder Bridge (MD 7 over Little Gunpowder)	0301200	BA-2857	Concrete Arch	Bradshaw	Baltimore	State	1927	Eligible
MD 45 (York Rd.) over Western Run	0304200	BA-2858	Concrete Arch	Hunt Valley	Baltimore	State	1917	Eligible
MD 45 (York Rd) over Little Gunpowder Falls	0304700	BA-2859	Concrete Arch	Parkton	Baltimore	State	1930	Eligible
Gunpowder Falls Bridge (MD 45 over Gunpowder Fall)	0304800	BA-2860	Concrete Arch	Hereford	Baltimore	State	1924	Eligible
Old Court Road Bridge	0306600	BA-2861	Concrete Arch	Randallstown	Baltimore	State	1930	Eligible

Inventory								
Name	**SHA Bridge Number**	**MIHP Number**	**Bridge Type**	**City/Town**	**County**	**Ownership**	**Date**	**Preservation Level**
(MD 125 over Brice Run)								
Gwynns Falls Bridge (MD 126 over Gwynns Falls)	0306700	BA-2862	Concrete Arch widened w/Concrete Beams	Woodlawn	Baltimore	State	1903/1930	Eligible
MD 128 over Piney Run	0306800	BA-2723	Metal Girder/Beams	Dover	Baltimore	State	1945	Eligible
Glyndon Bridge (MD 128 over WMRR)	0307100	BA-2070	Concrete Slab w/Stone Veneer	Glyndon	Baltimore	State	1947	Eligible
MD 147 (Harford Rd) over Little Gunpowder Falls	0309000	BA-2865	Concrete Arch	Reckford	Baltimore	State	1928	Eligible
MD 147 (Harford Rd) over Haystack Branch	0309100	BA-2866	Concrete Arch	Mt. Vista	Baltimore	State	1915	Eligible
MD 147 (Harford Rd) over Long Green Creek	0309300	BA-2867	Concrete Arc h	Mt. Vista	Baltimore	State	1915	Eligible
MD 151 over Patapsco & Back River Railroad and MD 151B**	0309900	BA-2714	Metal Girder/Steel Beam (to be altered in 2013)	Sparrows Point	Baltimore	State	1954	Eligible
Rolling Road over CSX RR near MD 166	0310100	BA-2722	Metal Girder	Arbutus	Baltimore	State	1931	Eligible
Patuxent River Bridge (Benedict Bridge) (MD 231 over Patuxent River)	0400800	CT-1214	Movable -- Bascule	Bowens/Benedict	Calvert/Charl es	State	1950-1951	Eligible
MD 261 over Fishing Creek	0401100	CT-1187	Metal Girder (to be replaced in 2014)	Chesapeake Beach	Calvert	State	1940	Eligible
MD 304 (Ruthsburg Road) over Long Marsh Ditch	0501800	CAR-303	Concrete Arch	Bridgetown	Caroline	State	(C) 1920	Eligible
Forge Branch Bridge MD 480 (Ridgely Road) over Forge Branch	0501900	CAR-304	Concrete Arch	Greensboro	Caroline	State	1932	Eligible

Inventory								
Name	**SHA Bridge Number**	**MIHP Number**	**Bridge Type**	**City/Town**	**County**	**Ownership**	**Date**	**Preservation Level**
MD 315 (E. Central Ave) over Marshyhope Creek	0503000	CAR-305	Concrete Arch	Federalsburg	Caroline	State	1910/1936	Eligible
MD 86 over Branch of Gunpowder Falls	0601800	CARR-1469	Concrete Slab	Lineboro	Carroll	State	1929	Eligible
MD 97 over Big Pipe Creek	0603100	CARR-1462	Concrete Rigid Frame	Union Mills	Carroll	State	1934	Eligible
MD 32 over Liberty Reservoir	0604900	CARR-1673	Truss -- Deck	Finksburg	Carroll	State	1952	Eligible
US 1 over Octoraro Creek	0700300	CE-1480	Metal Girder	Richardsmere	Cecil	State	1934	Eligible
Northeast Creek Bridge (MD 7C over Northeast Creek)	0700900	CE-1495	Concrete Arch	Northeast	Cecil	State	1922	Eligible
US 40 (Pulaski Highway) over Principio Creek	0701400	CE-1496	Concrete Arch	Perryville	Cecil	State	1941	Eligible
US 222 over Octoraro Creek	0702600	CE-1482	Metal Girder	Kilby Corner	Cecil	State	(c) 1877/1930	Eligible
MD 6 (Port Tobacco Rd) over Wards Run	0801300	CH-495	Concrete Arch	Welcome	Charles	State	1929	Eligible
Brookview Bridge (MD 14 over Marshyhope Creek)	0900100	D-584	Movable -- Bascule	Brookview	Dorchester	State	1931	Eligible
Cambridge Bridge (MD 795 over Cambridge Creek)	0900800	D-707	Movable -- Bascule	Cambridge	Dorchester	State	1938	Eligible
US 15B (Catoctin Mountain Highway) over Flat Run	1000100	F-6-117	Concrete Arch	Emmitsburg	Frederick	State	1927	Eligible
Toms Creek Bridge (US 15B over Toms Creek)	1000200	F-6-118	Concrete Arch	Emmitsburg	Frederick	State	1923	Eligible

Inventory								
Name	**SHA Bridge Number**	**MIHP Number**	**Bridge Type**	**City/Town**	**County**	**Ownership**	**Date**	**Preservation Level**
US 15 over B&O RR and Potomac River	1001700	F-2-34	Camelback Through Truss	Point of Rocks	Frederick	State	1939	Eligible
Green Bridge (MD 17 over Catoctin Creek)	1001800	F-2-37	Pratt Through Truss	Middletown	Frederick	State	1934	Eligible
MD 28 over Monocacy River	1002900	F-1-132	Camelback Through Truss	Dickerson	Frederick	State	1931	Eligible
US 40 (National Pike) over Catoctin Creek	1003000	F-4-115	Concrete Arch w/Stone Veneer	Myersville	Frederick	State	1936	Eligible
US 40 over Little Catoctin Creek	1003200	F-4-117	Concrete Arch w/Stone Veneer	Myersville	Frederick	State	1936	Eligible
MD 144FA over the Monocacy River	1003803	F-3-205	Deck Truss	Frederick	Frederick	State	1955	Eligible
MD 144FA over the Monocacy River	1003804	F-3-251	Open Spandrel Concrete Arch	Frederick	Frederick	State	1942	Eligible
Catoctin Creek Bridge, US 40 Alt. over Catoctin Creek	1004000	F-4-26	Concrete Arch	Middletown	Frederick	State	1923	Eligible
MD 77 over Monocacy River	1005500	F-6-23	Pratt Through Truss	Rocky Ridge	Frederick	State	1932	Eligible
MD 180 (Jefferson Pike) over Catoctin Creek	1008200	F-2-95	Concrete Arch	Petersville	Frederick	State	1928	Eligible
MD 355 over Monocacy River	1008500	F-7-117	Parker Through Truss	Frederick	Frederick	State	1930	Eligible
Old US 40 over Little Savage River	1100800	G-I-B-034	Stone Arch	Finzel	Garrett	State	1840	Eligible
MD 42 (Friendsville Hoyes Road) over Buffalo Run	1101000	G-II-A-374	Concrete Arch	Friendsville	Garrett	State	1930	Eligible
MD 135 over Savage River	1101800	G-I-E-199	Concrete Rigid Frame	Bloomington	Garrett	State	1937	Eligible
US 1 over Susquehanna	1200100	HA-1971	Concrete Beam	Conowingo	Harford	State	1927	Eligible

Inventory								
Name	**SHA Bridge Number**	**MIHP Number**	**Bridge Type**	**City/Town**	**County**	**Ownership**	**Date**	**Preservation Level**
River/Conowingo Dam								
Winters Run Bridge (US 1 Bel Air Rd)	1200400	HA-1984	Concrete Arch	Bel Air	Harford	State	1930	Eligible
MD 24 over Deer Creek	1201600	HA-1576	Pratt Through Truss	Rocks	Harford	State	1934	Eligible
Priest Ford Road Bridge	1203300	HA-1579	Warren Pony Truss	Trappe	Harford	State	1931	Eligible
US 40 over Little Patuxent River	1303200	HO-649	Concrete Rigid Frame	Ellicott City	Howard	State	1939	Eligible
US 40 over Forest Road Underpass	1303400	HO-656	Concrete Slab w/Stone Veneer	Ellicott City	Howard	State	1936	Eligible
MD 299 over Herring Branch of Sassafras River	1401700	K-682	Concrete Arch -- LUTEN	Sassafras	Kent	State	1913	Eligible
MD 299 over Jacobs Creek	1401800	K-681	Timber and Concrete Composite	Sassafras	Kent	State	1938	Eligible
Hopewell Bridge (MD 291 over Morgan Creek)	1402200	K-453	Pratt Through Truss	Hopewell	Kent	State	1934	Eligible
Snell Bridge (MD 108 over Patuxent River)	1500800	M: 15-95	Concrete Arch	Ashton	Montgomery	State	1928	Eligible
Sligo Creek Bridge (MD 195 over Sligo Creek)	1503300	M: 37-7	Open Spandrel Concrete Arch	Takoma Park	Montgomery	State	1932	Eligible
MD 212 over Indian Creek	1603800	PG: 61-27	Concrete Slab w/Stone Veneer	Greenbelt	Prince George's	State	1937	Eligible
Northwest Branch Bridge (MD 212) over Northwest Branch	1604200	PG:65-22	Concrete Arch	Takoma Park	Prince George's	State	1932	Eligible
MD 412A (Riverdale Rd) over NE Branch of Anacostia	1606900	PG:68-84	Concrete Arch	Riverdale	Prince George's	State	1931	Eligible
MD 201 (Edmonston Rd) over Beaverdam Creek	1611100	PG:67-6	Concrete Arch	Greenbelt	Prince George's	State	1940	Eligible

Inventory								
Name	**SHA Bridge Number**	**MIHP Number**	**Bridge Type**	**City/Town**	**County**	**Ownership**	**Date**	**Preservation Level**
MD 18B over Kent Narrows	1700600	QA-542	Movable -- Bascule	Grasonville	Queen Anne's	State	1951	Eligible
MD 238 (Maddox Rd) over Burroughs Run	1801800	SM-617	Concrete Arch	Maddox	St. Mary's	State	1929	Eligible
US 40 over Branch of Antietam Creek	2101300	WA-I-730	Concrete Rigid Frame	Hagerstown	Washington	State	1941	Eligible
US 40 WB (National Pike) over Antietam Creek	2101400	WA-I-842	Concrete Arch	Hagerstown	Washington	State	1936	Eligible
US 40 over Landis Spring Branch	2101500	WA-II-1113	Concrete Rigid Frame	Hagerstown	Washington	State	1936	Eligible
US 40 over Beaver Creek	2101600	WA-II-0476	Concrete Rigid Frame	Wagners Crossroads	Washington	State	1936	Eligible
Funkstown Turnpike Bridge (First Funkstown Bridge)	2101800	WA-I-029	Stone Arch w/Alterations	Funkstown	Washington	State	1823/1931	Eligible
Kline's Mill Bridge (Newcomer's Mill/US40Alt. Br.)	2102000	WA-II-042	Stone Arch w/Alterations	Benevola	Washington	State	1840/1948	Eligible
MD 56 (Big Pool Rd) over Little Conococheague Creek	2102300	WA-V-063	Concrete Arch	Clear Spring	Washington	State	1907	Eligible
Antietam Creek Bridge (MD 64)	2102800	WA-I-843	Concrete Arch	Hagerstown	Washington	State	1934	Eligible
MD 68 over Conococheague Creek	2103600	WA-I-020	Stone Arch w/Alterations	Williamsport	Washington	State	1829/1984	Eligible
Devil's Backbone Bridge (MD 68 over Beaver Creek)	2103900	WA-II-0017	Stone Arch	Boonsboro	Washington	State	1824/1979	Eligible
Sandy Hook Bridge, US 340 over Potomac River, CSX RR, C&O Canal,	2104100	WA-III-168	Arch Deck Truss	Sandy Hook	Washington	State	1947	Eligible

Inventory								
Name	**SHA Bridge Number**	**MTHP Number**	**Bridge Type**	**City/Town**	**County**	**Ownership**	**Date**	**Preservation Level**
Sandy Hook Road								
Conococheague Creek Bridge, MD 494 over Conococheague Creek	2104200	WA-I-462	Pratt Through Truss	Fairview	Washington	State	1932	Eligible
US 522 over Potomac River, CSX Railroad, and C&O	2104300	WA-VI-053	Wichert Deck Truss	Hancock	Washington	State	1939	Eligible
US 522 over MD 144 and Tonoloway Creek	2112400	WA-HAN-349	Wichert Deck Truss	Hancock	Washington	State	1937	Eligible
US 13 Business over East Branch of Wicomico River	2200400	WI 224	Timber & Concrete Composite	Salisbury	Wicomico	State	1937	Eligible
MD 347 over Quantico Creek	2201400	WI-340	Concrete Slab	Quantico	Wicomico	State	1926	Eligible
US 50 WB over Herring Creek	2300604	WO-482	Concrete Girder	Ocean City	Worcester	State	1942	Eligible
Ocean City Bridge (US 50 over Sinepuxent Bay)	2300700	WO-461	Movable -- Bascule	Ocean City	Worcester	State	1942	Eligible
US 113 over Purnell Branch	2300800	WO-483	Concrete Slab	Snow Hill	Worcester	State	1952	Eligible

Attachment C: Non-priority Historic Level Bridges

Name	SHA Bridge Number	MHP Number	Bridge Type	City/Town	County	Ownership	Date	Preservation Level
MD 36 over Jennings Run	0100700	AL-V-B-312	Concrete Beam	Mount Savage	Allegany	State	1929	Non-priority Eligible
MD 935 over Georges Creek	0101900	AL-VI-C-327	Metal Girder	Barton	Allegany	State	1932	Non-priority Eligible
MD 51 over Sawpit Run	0104600	AL-II-B-146	Concrete Slab	Town Creek	Allegany	State	1932	Non-priority Eligible
MD 170 over Severn Run	0204400	AA-2119	Concrete Beam	Odenton	Anne Arundel	State	1936	Non-priority Eligible
MD 25 over George's Run	0301900	BA-2783	Concrete Beam	Hampstead	Baltimore	State	1932	Non-priority Eligible
MD 25 over Jones Falls	0302700	BA-2663	Concrete Beam	Timonium	Baltimore	State	1932	Non-priority Eligible
US 40 over Gunpowder Falls	0303500	BA-2720	Metal Girder Beam	Kingsville	Baltimore	State	1935	Non-priority Eligible
US 40 over Whitemarsh Run	0303700	BA-2666	Concrete Beam	White Marsh	Baltimore	State	1935	Non-priority Eligible
MD 404 Alternate over Tuckahoe Creek	0501700	CAR-297	Concrete Beam	Hillsboro	Caroline	State	1915	Non-priority Eligible
MD 31 over Dickerson Run	0600700	CARR-1557	Concrete Beam	New Windsor	Carroll	State	1924	Non-priority Eligible
MD 31 over Sams Creek	0600800	CARR-1468	Concrete Slab	New Windsor	Carroll	State	1929	Non-priority Eligible
MD 850 over Talbot Branch	0604200	CARR-1473	Concrete Slab	Franklinville	Carroll	State	1930	Non-priority Eligible
MD 7 over Stoney Run	0700800	CE-1489	Concrete Slab	North East	Cecil	State	1931	Non-priority Eligible
MD 272 SB over North East Creek	0703700	CE -1469	Concrete Slab	North East	Cecil	State	1944	Non-priority Eligible
MD 5 SB over	0800200	CH-487	Concrete Beam	Bryantown	Charles	State	1931	Non-priority Eligible

Name	SHA Bridge Number	MHP Number	Bridge Type	City/Town	County	Ownership	Date	Preservation Level
Zekiah Swamp								
MD 5 SB over Zekiah Swamp	0800300	CH-488	Concrete Beam	Bryantown	Charles	State	1931	Non-priority Eligible
MD 6 over Nanjemoy Creek	0801500	CH-387	Concrete Slab	Grayton	Charles	State	1922	Non-priority Eligible
MD 224 over Reeders Run	0801800	CH-381	Concrete Beam	Chicamuxen	Charles	State	1928	Non-priority Eligible
MD 806A over Little Hunting Creek	1000700	F-6-107	Concrete Beam	Thurmont	Frederick	State	1927	Non-priority Eligible
MD 85 over Branch of Monocacy River	1001300	F-1-81	Concrete Slab	Buckeystown	Frederick	State	1929	Non-priority Eligible
MD 28 over Branch of Potomac River (Rocky Fountain Branch)	1001500	F-1-82	Concrete Slab	Point of Rocks	Frederick	State	1937	Non-priority Eligible
US 40 over Branch of Little Catoctin Creek	1003300	F-4-102	Concrete Beam	Myersville	Frederick	State	1936	Non-priority Eligible
US 40 WB over Rock Creek	1003400	F-3-49	Concrete Beam	Frederick	Frederick	State	1936	Non-priority Eligible
MD 75 over Branch of Bennett Creek	1004600	F-7-125	Concrete Slab	Urbana	Frederick	State	1930	Non-priority Eligible
MD 77 over Owens Creek	1005300	F-6-115	Metal Girder	Rocky Ridge	Frederick	State	1932	Non-priority Eligible
MD 140 over Flat Run	1006200	F-6-111	Concrete Beam	Emmitsburg	Frederick	State	1910/1932	Non-priority Eligible
MD 140 over Middle Creek	1006300	F-6-112	Concrete Beam	Emmitsburg	Frederick	State	1932	Non-priority Eligible
MD 478 over unnamed tributary of Potomac River	1008800	F-2-92	Concrete Beam	Knoxville	Frederick	State	1926	Non-priority Eligible

Name	SHA Bridge Number	MHP Number	Bridge Type	City/Town	County	Ownership	Date	Preservation Level
MD 478 over Branch of the Potomac River	1008900	F-2-92	Concrete Beam	Brunswick	Frederick	State	1925	Non-priority Eligible
MD 17 over Catoctin Creek	1017600	F-4-41	Metal Girder	Myersville	Frederick	State	1928	Non-priority Eligible
MD 17 over Catoctin Creek	1017700	F-4-112	Concrete Beam	Myersville	Frederick	State	1919	Non-priority Eligible
MD 828 over Youghiogheny River	1101100	G-II-A-366	Metal Girder	Friendsville	Garrett	State	1932	Non-priority Eligible
MD 135 over CSX RR	1101600	G-IV-B-271	Metal Girder	Altamont	Garrett	State	1930	Non-priority Eligible
MD 136 over Big Branch	1203000	HA-1977	Concrete Beam	Harkins	Harford	State	1934	Non-priority Eligible
MD 136 over Falling Branch	1203100	HA-1866	Concrete Beam	Pylesville	Harford	State	1930	Non-priority Eligible
MD 176 over Deep Run (aka MD 103?)	1304100	HO-650	Concrete Beam	Dorsey	Howard	State	1937	Non-priority Eligible
MD 291 over Cypress Creek	1401500	K-675	Concrete Beam	Millington	Kent	State	1928	Non-priority Eligible
MD 28 over the Little Monocacy River	1500100	M:12-47	Concrete Beam	Dickerson	Montgomery	State	1925	Non-priority Eligible
MD 97 over Hawlings River	1501100	M:23-125	Concrete Beam	Suncshine	Montgomery	State	1930	Non-priority Eligible
MD 650 over Hawlings River	1501700	M:23-127	Concrete Beam	Ashton	Montgomery	State	1929	Non-priority Eligible
MD 117 over Bucklodge Branch	1501800	M:18-46	Concrete Slab	Bucklodge	Montgomery	State	1932	Non-priority Eligible
MD 547 over Rock Creek	1506200	M:31-16	Concrete Beam	Kensington	Montgomery	State	1932	Non-priority Eligible
MD 978 over	1604800	PG:74B-21	Concrete Slab	Bowie	Prince	State	1929	Non-priority Eligible

Name	SHA Bridge Number	MHP Number	Bridge Type	City/Town	County	Ownership	Date	Preservation Level
Collington Branch					George's			
MD 382 over Mataponi Creek	1606200	PG:86A-28	Concrete Slab	Croom	Prince George's	State	1930	Non-priority Eligible
MD 410 over Sligo Creek	1606700	PG:65-20	Concrete Beam	Takoma Park	Prince George's	State	1934	Non-priority Eligible
MD 213 over Gravel Run	1702000	QA-480	Concrete Slab	Centreville	Queen Anne's	State	1934	Non-priority Eligible
MD 405 over Southeast Creek	1703300	QA-479	Concrete Beam	Church Hill	Queen Anne's	State	1933	Non-priority Eligible
MD 456 over Branch of Wye River	1703500	QA-482	Concrete Slab	Queenstown	Queen Anne's	State	1924	Non-priority Eligible
MD 6 over Lockes Swamp Creek	1801200	SM-515	Concrete Slab	Huntersville	St. Mary's	State	1930	Non-priority Eligible
MD 6 over Persimmon Creek	1801300	SM-516	Concrete Slab	Cremona	St. Mary's	State	1932	Non-priority Eligible
MD 244 over Poplar Hill Creek	1802400	SM-506	Metal Girder	Chingville	St. Mary's	State	1938	Non-priority Eligible
MD 471 over St. Mary's River	1802900	SM-514	Concrete Beam	Great Mills	St. Mary's	State	1932	Non-priority Eligible
MD 303 over Norwich Creek	2001000	T-947	Concrete Slab	Queen Anne	Talbot	State	1928	Non-priority Eligible
MD 662C over Potts Mill Creek	2002200	T-942	Concrete Slab	Easton	Talbot	State	1911	Non-priority Eligible
MD 62 over Little Antietam Creek	2102600	WA-I-735	Concrete Slab	Leitersburg	Washington	State	1931	Non-priority Eligible
MD 858 over Little Antietam Creek	2104700	WA-III-121	Concrete Slab	Rohrersville	Washington	State	1922/1930s	Non-priority Eligible
MD 353 over Burnt Mill Branch	2201800	WI-220	Concrete Slab	Pittsville	Wicomico	State	1934	Non-priority Eligible
MD 354 over Tilghman Race	2301100	WO-489	Concrete Beam	Whiton	Worcester	State	1932	Non-priority Eligible

Name	SHA Bridge Number	MHP Number	Bridge Type	City/Town	County	Ownership	Date	Preservation Level
US 113 SB over Corkers Creek	2302300	WO-486	Concrete Slab	Snow Hill	Worcester	State	1912/1930	Non-priority Eligible

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No.

Name of Property:
Location:

This bridge is considered a "Non-Priority Historic Bridge" under the Programmatic Agreement executed among the Federal Highway Administration, State Highway Administration and the Maryland State Historic Preservation Office for the management of historic highway bridges in Maryland. The State Highway Administration (SHA) has prepared the following documentation to serve as mitigation for future adverse effects to this bridge.

Insert bridge description and statement of historic significance from DOE form prepared by SHA in 2009 (do not include National Register evaluation)

Or

Provide new bridge description and statement of historic significance if the bridge was not included in SHA's 2009 evaluation.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

Historic Bridge PA Attachment E
Historic Bridge Review Form

March 22, 2012

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Documentation of No Effect/No Adverse Effect Determination
(under the Programmatic Agreement for SHA's Historic Highway Bridges in Maryland)

Project: MD 173 over Stony Creek

Funding Source: Federal Project Number: AX673B22

Description of work

The Maryland State Highway Administration (SHA) is proposing remedial repairs to Bridge No. 0204500 on MD 173 (Ft. Smallwood Road) over Stony Creek in Anne Arundel County. The proposed work includes cleaning and painting as well superstructure and substructure concrete repairs, steel retrofit repairs, in-kind replacement of steel channel diaphragms, fence rehabilitation, replacing compression seals with strip seals, and cast-in-place concrete repairs, where necessary. All work will occur within existing SHA right-of-way.

County: Anne Arundel 7.5' Topographic Map Name: Curtis Bay

Project Type: **NO EFFECT/NO ADVERSE EFFECT [WOULD NEED TO CHOOSE]**

Actions Taken:

SHA Architectural Historian Anne E. Bruder consulted the SHA-GIS Cultural Resources Database, as built plans for SHA Bridge No. 0204500 from 1947, and the Maryland Inventory of Historic Properties (MIHP) form for the historic bridge, MIHP No. AA-2196. SHA Bridge No. 0204500 was determined to be eligible for the National Register of Historic Places (NRHP) in February 1999 by SHA and MHT. This project meets the requirements of the FHWA-MDSHPO-SHA Historic Bridge Programmatic Agreement for eligible bridges. Based on the project description and discussions with the Project Engineer, SHA has determined that the proposed repairs will have no adverse impact on historic properties, including SHA Bridge NO. 0204500, since the work will meet the requirements of the Secretary of the Interior's Standards for Rehabilitation (36 CFR Part 68) because the cast-in-place concrete will match the original in color and texture and because the remaining work will also be an in-kind replacement of damaged portions of the bridge.

SHA Archeologist Lisa Kraus assessed the archeological potential of the APE based on review of the SHA-GIS Cultural Resources Database, soil survey data, aerial photography, and historic maps. The survey area was included in Curry's (1979) archeological reconnaissance of MD 173, but no sites were recorded within the APE as a result of that study. Historic maps (Griffith 1795; Martenet 1860) show no structures within the survey area. The SCS Soil Survey describes soils in the vicinity of the bridge (on either side of Stony Creek) as Udorthents, human-transported highway materials. Soils of this type are unlikely to contain intact archeological remains.

Given the low likelihood for archeological remains and the negative survey coverage, the proposed work is unlikely to impact any intact or potentially significant archeological resources. No further work is recommended.

Very truly yours,

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

by:

Attachments
cc: Ms. Jennifer Martin
Ms. Anne Bruder (w/Attachments)
Ms Lisa Kraus (w/Attachments)
Local Government Agency/Historic Preservation Group

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

Historic Bridge PA Attachment E
Historic Bridge Review Form

March 22, 2012

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Documentation of No Effect/No Adverse Effect Determination
(under the Programmatic Agreement for SHA's Historic Highway Bridges in Maryland)

Project: No Properties Affected/No Adverse Effect Bridge Project Name

Funding Source: Federal Project Number: AX673B22

Description of work

The Maryland State Highway Administration (SHA) proposing **[project type (e.g, remedial repairs)** to **Bridge No. XXXXX** on **Name of Highway over Crossing** in Anne Arundel County. The proposed work includes **project specific scope.** All work will occur within existing SHA right-of-way.

County: Anne Arundel 7.5' Topographic Map Name: Curtis Bay

Project Type: **NO EFFECT/NO ADVERSE EFFECT [WOULD NEED TO CHOOSE]**

Actions Taken:

SHA Architectural History Assessment of Potential.

SHA Archeology Assessment of Potential

Very truly yours,

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

by:

Attachments
cc: Environmental Manager
SHA Architectural Historian (w/Attachments)
SHA Archeologist (w/Attachments)
Local Government Agency/Historic Preservation Group