Bridge Criteria

863 York County Bridges

SUFFICIENCY RATING <70%

A   B   C

WEIGHT LIMIT <XX TONS
WEIGHT LIMIT <30 TONS
WEIGHT LIMIT <20 TONS

Decline in Sufficiency Rating

Structurally Deficient

Average Daily Traffic

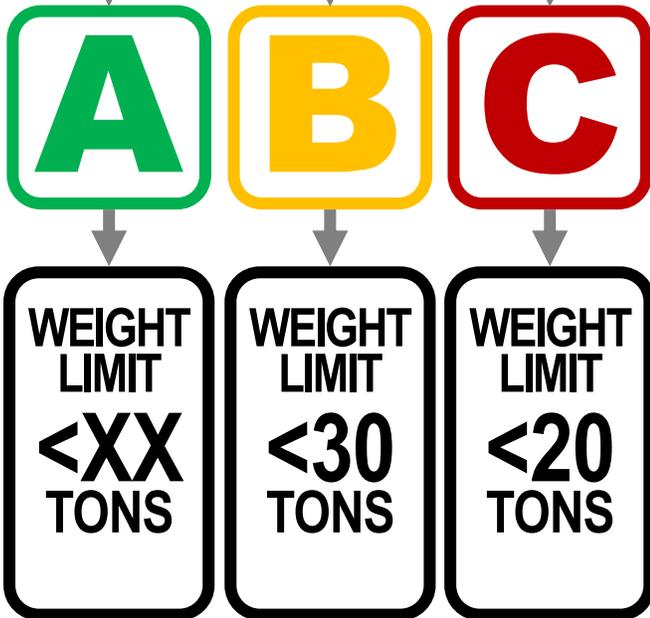**RANKED LIST OF BRIDGES**

Absolute

Bridges must have a **sufficiency rating below 70%**. Bridges with sufficiency ratings higher than 70% are not eligible for state or federal funding.

Bridge Prioritization Groups

Bridges in **Group A** are given **10 points**.
Bridges in **Group B** are given **5 points**.
Bridges in **Group C** are given **3 points**.

Bridge Prioritization Groups & Weight Restrictions

Bridges in **Group A** that are **posted for any weight restriction** are given **100 points**. This automatically makes posted A bridges the top priority.
Bridges in **Group B** that are **posted for less than 30 tons** are given **10 points**.
Bridges in **Group C** that are **posted for less than 20 tons** are given **3 points**.

Decline in Sufficiency Rating

If the bridge's sufficiency rating **decreased from 2009 to 2011 and from 2011 to 2013**, the bridge is given **10 points**. Bridges that only decreased from 2009 to 2011 are given **5 points**.

Structurally Deficient (SD)

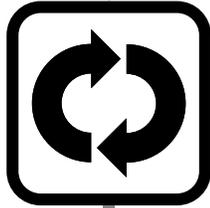**SD bridges** are given **5 points**.

Average Daily Traffic (ADT)

The bridges are given a number of **points between 0 and 5** based on the ratio of the **bridge's ADT to the highest ADT** in the county.

Maintenance Criteria

~3,500 Road Segments

Out of Maintenance Cycle

Road segments that are out of maintenance cycle are given a number of points **between 0 and 10** based on the number of years out-of-cycle, *compared to the most out-of-cycle segment*

Maintenance Groups

Road segments in **Group I** are given **6 points**.
Road segments in **Group II** are given **4 points**.
Road segments in **Group III** are given **2 points**.

Average Daily Traffic

Average Daily Traffic (ADT)

Road segments are given a number of points **between 0 and 10** based on their **ADT**, *compared to the segment with the highest ADT*.

Current IRI Rating

International Roughness Index (IRI) & Change in IRI

Road segments are given a number of points **between 0 and 5** based on their **current IRI** *compared to the segment with the highest IRI*.

Road segments are given a number of points **between 0 and 10** based on their **change in IRI** from the previous year's measurement, *compared to the segment with the most change*.

Change in IRI Rating

Public Perception

TIP/CDBG Projects

Utility Scheduling

Other Notes
Public support and possible coordination with other projects near the segments are noted
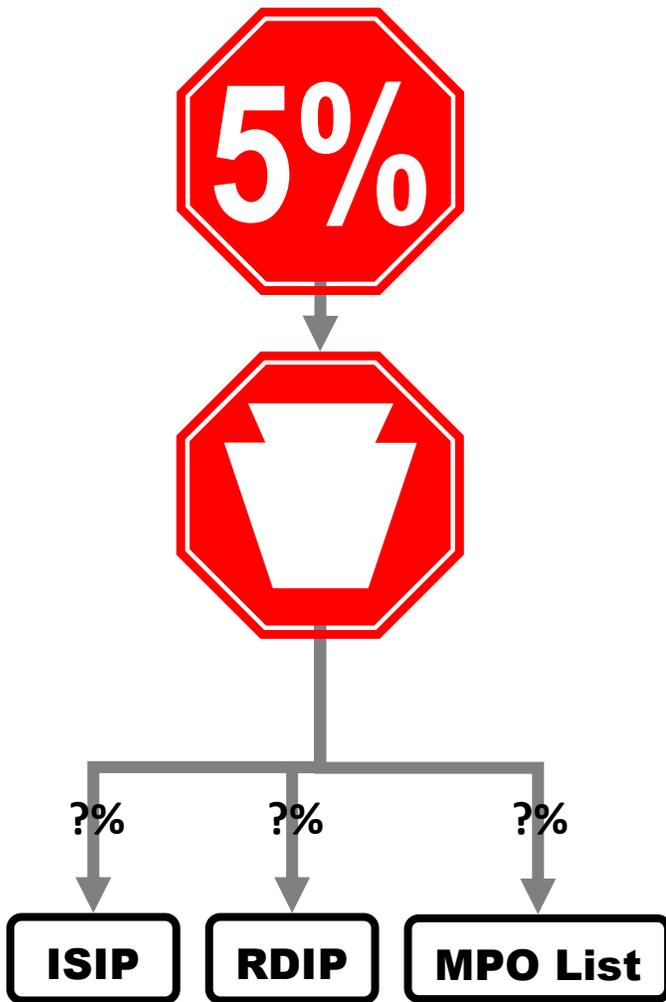
Coordination with PennDOT
During TIP development, PennDOT provides a list of betterment prospects. The prospective projects that are on the YCPC list are approved and funded.

YCPC List of 1,000 Highest Ranked Road Segments

Programmed Projects

PennDOT Betterment Projects List

Safety Criteria

5%

?% **?%** **?%**

ISIP **RDIP** **MPO List**

Top Five-Percent Locations

HSIP funding must first be spent on any location on PennDOT's list of the **top five percent** of highest crash locations. The projects for these locations are determined by evaluating crash data with the **PennDOT Safety Unit**.

State-wide High Crash Locations

HSIP funding must next be spent on other locations on PennDOT's list of state-wide high crash locations. Locations will be chosen in priority order (as ranked by PennDOT). Reasons YCPC may deviate from the priority order include financial feasibility or the existence of another project in the location already programmed on the TIP.

Remaining Funding

Remaining safety funding will be spent on projects on three lists: PennDOT's Intersection Safety Improvement Program, PennDOT's Roadway Departure Improvement Program, and the list of YAMPO's Top 25 crash locations.

The formulas and criteria used to determine how remaining funding will be allocated between these lists is to be determined.

Transportation Alternatives Program Criteria

Unlike maintenance, bridge, and safety candidates, which are grouped, filtered, and scored through data-driven processes, TAP projects are evaluated on a more subjective basis through a competitive process including the checklist below and an interview with the project sponsor.

Planning, Support, and Coordination

Is the project identified
- ☐ in the York County Long Range Plan?
- ☐ in a municipal Comprehensive Plan?
- ☐ as a solution in a transportation study?
- ☐ in a Linking Planning and NEPA form?

☐ **Is the project or will the project be coordinated with a project on the current YAMPO TIP?**

☐ **Is the project or will the project be coordinated with a current municipal project or will be part of a larger community project?**

☐ **Does the project have public support in the community In which it will be constructed?**

Project Phase Status

Where in the project development process is the project?

- ☐ Initial planning stages
- ☐ Finalized to PennDOT standards; seeking funding
- ☐ Ready to begin pre-construction activities
- ☐ Pre-construction activities have begun
- ☐ Completed ROW clearance
- ☐ Completed utility clearance
- ☐ Completed environmental clearance
- ☐ Completed preliminary design
- ☐ Completed final design
- ☐ Pre-construction activities are completed

Safety

☐ **Does the project improve safety of pedestrian/bicycle crossing and/or on-street bicycle facilities?**

☐ **Does the project improve safety through traffic calming techniques?**

Project Funding

Pre-construction
- ☐ Funds are needed
- ☐ Matching funds applied for
- ☐ Costs known and funds secured
- ☐ Costs have been paid

Maintenance
- ☐ Costs have been identified; funding not secured
- ☐ Costs have been identified; funding is secured
- ☐ Responsible party for routine maintenance is known and accepts responsibility

Environmental

Does the project avoid environmental impacts to
- ☐ High Hazard Locations? *(per York County Hazard Mitigation Plan and York County NAI)*
- ☐ water resources? *(per York County IWRP)*
- ☐ air quality?

Does the project improve or mitigate
- ☐ stormwater management?
- ☐ water quality?
- ☐ air quality?

Mobility

Does the project connect two or more different
- ☐ land uses?
- ☐ urban areas or major employment centers?
- ☐ modes of travel?

☐ **Does the project result in a connection to an existing alternate means of transportation?**