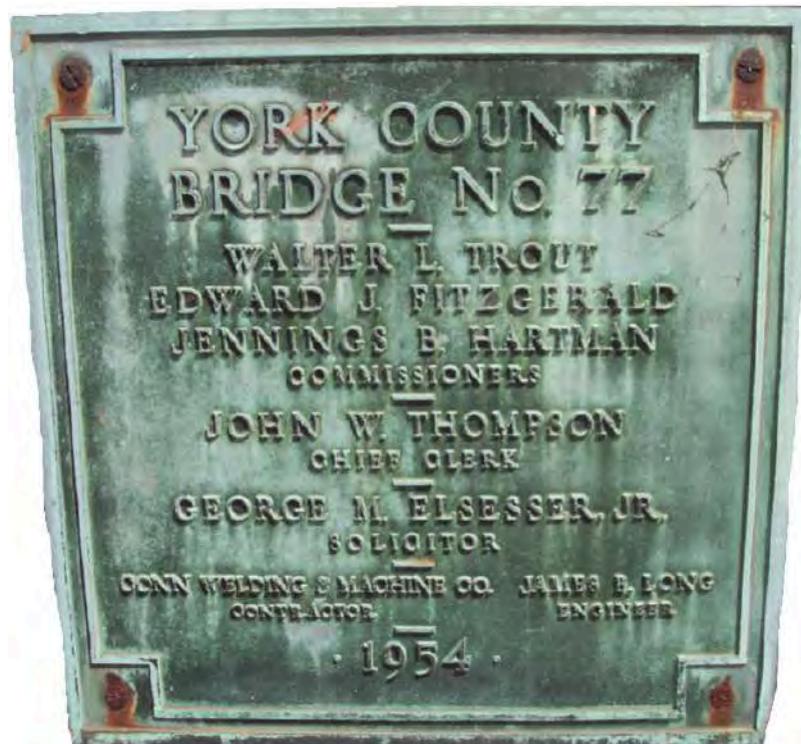


2019 York County Bridge Plan



Created by:



For the
York County
Commissioners

Introduction

In 2010 the York County Board of Commissioners approved the York County Planning Commission to prepare a 10-Year County Bridge Plan.

The purpose of the plan is to guide the York County Board of Commissioners in the immediate and long term funding decisions.

Over the past nine years, the plan has guided the County Bridge Engineer in selecting priority bridges for yearly maintenance and bridge replacements, as well as being a guiding force when developing the yearly York County Bridge Program budget. As a testament, the County has increased funding for maintenance and adopted the \$5 Fee for Local Use based upon shortfall projections within the plan.

In this update several items have been added to the plan. We will address the new Priority Order for County bridges, the \$5 Local Use Fee, Non-Composite Adjacent Pre-stress Concrete Box Beam Bridges, and Transportation Connectivity Studies. In addition, the Priority Group of Bridges Based on Road Network has been modified.

Priority group of Bridges Based on Road Network

As stated above, the purpose of this plan is to inform and guide the County Commissioners in funding decisions for the County owned bridges. Criteria were established to prioritize the 93 County bridges based on mobility with regards to the County's roadway network.

When we completed the first County Bridge Plan in 2010 the financial outlook was bleak. Given additional funding from Act 89 and lesson learned from implementing this plan over the last 8 years, we decided to reevaluate the priority groups. We added bridges that have a functional classification of minor arterial or higher to Group A. Group C bridges that were rebuilt in the last 20 years are now in Group B. Group C bridges has not changed. Group D will not change unless a Closure Study recommends a bridge for closure.

The following are the four groups that all County bridges fit into and how we prioritize them with regards to maintenance and replacement of bridges within each group.

Group A:

- Vital Bridges to the Network – these bridges were selected based on ADT, Functional Classification, PA Travel Route, PA Truck Route, I-83 Detour Route and Impact to Emergency Services.
- All recommendations for maintenance and/or bridge replacement from the Bridge Management System (BMS) Inspection Reports will be completed except when postponed at the discretion of the County Bridge Engineer.

- Priority order of bridges within the group will be determined by an Engineering and Planning judgment.

#15 Woodbine Rd - #76 N Beaver St - #77 W Philadelphia St - #79 W King St - #80 W Princess St - #81 W College Ave - #82 S Penn St - #83 King's Mill Rd - #114 Valley St - #116 Water St - #188 Susquehanna Tr - #200 – Valley Green Rd - #345 Gettysburg Rd

Group B:

- Bridges with an ADT over 1000 were automatically placed in this group. In addition, BMS Detour Length was used in conjunction with ADT. The higher the ADT the lower allowable detour. Parcel data was used as well to determine if the ADT was coming from direct access from the parcels on the bridge's roadway or if the roadway is being used as a connection between two points.
- In an effort to protect the investment of bridges that have been replaced since 1998, any previous bridges in the C Group that had a major investment now will be in the B Group.
- Maintenance of Group B bridges will be addressed after 100% of the bridge inspection report recommendations that are feasible and/or affect the structural integrity of Group A bridges have been addressed.
- Priority order of bridges within the group will be determined by an Engineering and Planning judgment.

#29 Norris Rd - #31 Muddy Creek Rd - #32 Muddy Creek Rd - #34 Wheat Rd - #36 Grove Mill Rd - #61 N Boundary Ave - #64 Bairs Mill Rd - #69 Valley Acres Rd - #71 Eberts Ln - #95 Log Rd - #100 Graydon Rd - #104 Hrebik Rd - #105 Stewartstown Rd - #106 Five Forks Rd - #107 Valley Rd - #122 Maple St - #133 Martin Rd - #143 Brown Rd - #149 Pentland Rd - #150 Pentland Rd - #156 Jacobs Mill Rd - #157 Jacobs Mill Rd - #158 Beaver Creek Rd - #165 Conewago Rd - #177 Baker Rd - #180 Cardinal Rd - #181 Poplars Rd - #187 Mill Creek Rd - #193 Bowers Bridge Rd - #202 Red Mill Rd - #208 Boring Bridge Rd - #209 Bull Rd - #212 squire Gratz Rd - #213 Lisburn Rd - #214 Kunkle Mill Rd - #221 Bermudian Church Rd - #226 Hull Dr - #231 Milford Green Rd - #233 Bentz Mill Rd - #235 Cabin Hollow Rd - #236 Ridge Rd - #244 N Grantham Rd - #247 N Grantham Rd - #248 Gilbert Rd - #257 Sheepford Rd - #258 Slatehill Rd - #260 Greenlane Rd - #270 Pleasant Acres Rd* - #271 Cabin Creek - #273 Chestnut Grove Rd - #274 Singer Rd - #275 Beacon Hill Rd

Group C:

- These bridges are the lowest priority of County bridges. They either have short detour, low ADT and serve few parcels.
- All bridges in Group C will be offered for turn-back to the municipality. The exception is a bridge that joins two municipalities. These will likely not be considered because of the complexity of joint ownership regarding agreements for funding by two different entities. Municipalities were made aware if they had a Group C bridge and that these bridges are a low priority for the County.
- Maintenance of Group C bridges will be addressed after 100% of the bridge inspection report recommendations that are/or impact the structural integrity of Group A and Group B bridges have been addressed. However, Group C bridges that have a Critical and/or High Priority in the

* See Special Plans Section.

bridge inspection reports, as per PennDOT guidelines, should be considered even if the 100% is not completed for Group B bridges. Group A bridges will still require the 100% completion. This will be done with concurrence between the County Bridge Engineer and the York County Planning Commission. (PennDOT has specific timeframes for addressing certain maintenance items if during an inspection a deficiency is coded Critical this must be addressed within seven days and a High Priority must be addressed within six months. If these deadlines are not met, then the bridge must be closed according to PennDOT.)

- Priority order of bridges within the group will be determined by an Engineering and Planning judgement.

#6 River Rd - #24 Garvine Mill Rd - #28 Kennedy Rd - #41 Cross Mill Rd - #42 Union Church Rd - #43 Fulton School Rd - #45 Beaver St - #53 Fishing Creek Rd* - #55 Forge Hill Rd - #56 Meisenhelder Rd - #65 Strickler School Rd - #67 Hill View Rd - #89 Twin Arch Rd - #98 Stine Hill Rd - #101 Blymire Hollow Rd - #121 Grainery Rd - #123 Seitzville Rd - #131 Sunnyside Rd – #166 School House Rd - #201 Eden Dr - #227 Shippensburg Rd - #237 Lost Hollow Rd - #238 Franklinton Rd - # 253 McCormick Rd - #272 Dorsey's Ln

Group D:

- The following factors, ADT, detour length, historical significance, posted bridge, environmental enhancement, roadway flooding, number of access points (this was used for the purpose of determining local or regional traffic as well as the number of parcels on a cul-de-sac if bridge is closed). In addition, time studies are performed for the purpose of measuring emergency response time if the bridge no longer existed.
- No maintenance using contract forces will be done. These bridges are slated for closure. Consideration will be given to doing maintenance that can be performed with County-employed forces as well as obstructions in the stream that could cause flooding and/or structural issues. Regardless of the status of Group A, B, and C, these bridges will not have major capital/maintenance investments.
- Bridges can be added to this group after Transportation and Connectivity Study and Closure and Removal recommend closure.

#160 Lake Rd - #160A Lake Rd - #249 Bishop Rd*

- To date #128 Joseph Rd, #142 Hayrick Rd and #46 Eichelberger Rd have been closed and removed from the County inventory.

* See Special Plans Section.

Joint Owned County Bridges

York/Cumberland

York County jointly owns nine bridges with Cumberland County. York County takes the lead on five of these bridges and Cumberland County has the lead on the other four bridges. An agreement between both counties for the management responsibilities of these bridges is detailed in the official agreement and can be found in the appendix of this plan. York and Cumberland Counties have agreed to meet on an annual basis to discuss the priority of the shared bridges and what actions if any are needed for future funding years. The following bridges have had noteworthy decisions made about the future of the bridge:

#247 North Grantham Road Bridge (York Lead) BMS #66721909123247 – This bridge is currently on the YAMPO 2019 TIP to start PE in 2019.

#248 Gilbert Road Bridge (York Lead) BMS #66721908923248 – This bridge was built in 2008.

#249 Bishop Road Bridge (Cumberland Lead) BMS #21710406123809 – A decision to close this bridge was officially made by both Board of Commissioners. Resolution and Closure & Removal Study is in the appendix of this plan.

#253 McCormick Road Bridge (Cumberland Lead) BMS #21710406263807 – No project is planned; however, a Transportation Connectivity Study should be considered by both Counties.

#257 Sheepford Road Bridge (York Lead) BMS #66720809683257 – Both Counties have agreed to complete a Closure and Removal Study.

#258 Slate Hill Road Bridge (York Lead) BMS #66720809553258 – Both Counties have agreed to preserve this bridge and continue to perform rehabilitation until such time that a rehabilitation would cause a determinate to its historic eligibility.

#260 Green Lane Drive Bridge (Cumberland Lead) BMS #21710206483802 – Both Counties have agreed to preserve this bridge and continue to perform rehabilitation until such time that a rehabilitation would cause a determinate to its historic eligibility.

#275 Beacon Hill Road (Cumberland Lead) BMS #21710230003801 – No project is planned.

#345 Old Gettysburg Pike Bridge (York Lead) #66720108833345 – This bridge was built in 2015.

York/Adams

York County jointly owns two bridges with Adams County. York County has the lead on one and Adams has the lead on the other bridge. An official agreement between both counties for the management responsibilities of these bridges should be explored. York and Adams County should have discussions on the bridges annually to determine if any actions are needed for future funding years.

#158 Beaver Creek Rd Bridge (York Lead) BMS #66722304663158 – No planned projects.
However, the last bridge inspection report had a recommendation for replacement of bridge.

#156 Jacobs Mill Road Bridge (Adams Lead) BMS #01720805553043 – No planned projects.

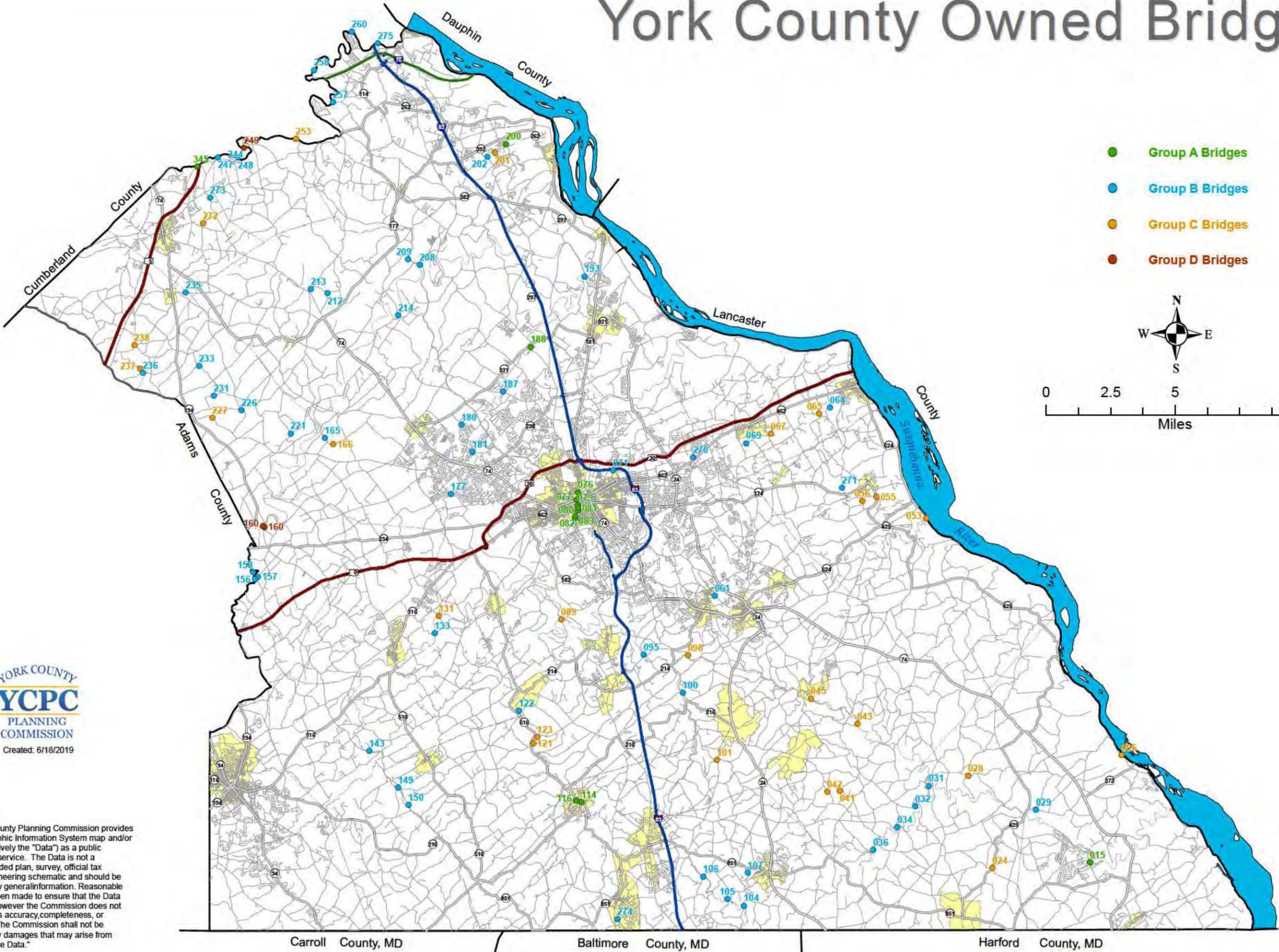
Special Plans

Special Plan bridges are shown with an asterisk in the bridge priority group. Bridges are noted as having special plans when there are factors about a particular bridge for which the County has already or is pursuing some sort of mitigation. These factors could include extremely low traffic volume, geographic location, optimal network connectivity, and others. The details for each bridge are given below.

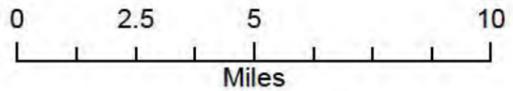
1. Pleasant Acres Road Bridge #270 over Norfolk Southern: The original concept was to remove Pleasant Acres Rd bridge if Davies Drive received approval for an at-grade rail crossing with Norfolk Southern to the immediate west of Pleasant Acres Rd bridge. In 2009 the PUC denied instant access and directed Springettsbury Township and Norfolk Southern to work out details. An agreement between both parties was not reached at that time. In 2017 a Transportation Connectivity Study was completed for Pleasant Acres Rd Bridge, the outcome of this study was that a connection was needed in the area. In June of 2018 a public open house was held to show several options for Pleasant Acres Rd Bridge. The most favorable option was the connection of Davies Drive between Heindel Road and Market Street. Also during this time period the structural condition of the Adjacent Box Beam bridge has significantly deteriorated. Currently the bridge is in poor condition and in 2018 was load posted for 8 tons, essentially prohibiting all emergency response vehicles except ambulance and police patrol cars from using the bridge. Concurrently with the study and public open house, Springettsbury Township is pursuing the at-grade crossing at Davies drive once again with Norfolk Southern and the PUC. All stakeholders are in agreement to wait and see if Springettsbury Township is successful with the PUC. Final determination on the future of Pleasant Acres Rd Bridge will be made either by the PUC decision or the bridge condition.
2. Bishop Road Bridge #249 over the Yellow Breeches: On February 7, 2018 the York County Board of Commissioners signed Resolution 2018-07 for Bishop Rd Bridge. This resolution states that a Bridge Closure and Removal Study was completed jointly by Cumberland County and York County Planning Commission's and the findings of this study supported closure if a secondary access was provided. Cumberland County and Messiah College have agreed to build an emergency only access road on Messiahs College property.

Cumberland/York County Commissioners have agreed to the future bridge closure of Bishop Road Bridge once the interim secondary access road is built and will coordinate with PennDOT to market the bridge to potential new owners. The bridge will be closed when repairs are needed in the future.
3. Fishing Creek Road Bridge #53: This is a County-owned bridge that serves land owned by Safe Harbor and Power Company. Currently there are two buildings on this leased land. The current ADT using this bridge was 18 in 2018. The continued investment of County liquid fuel funds was evaluated and discussions have started with Lower Windsor Township and Safe Harbor and Power Company to change ownership of bridge.

York County Owned Bridges



- Group A Bridges
- Group B Bridges
- Group C Bridges
- Group D Bridges




YORK COUNTY
YPCP
 PLANNING
 COMMISSION
 Created: 6/18/2019

Disclaimer:
 The York County Planning Commission provides this Geographic Information System map and/or data (collectively the "Data") as a public information service. The Data is not a legally recorded plan, survey, official tax map, or engineering schematic and should be used for only general information. Reasonable effort has been made to ensure that the Data is correct; however the Commission does not guarantee its accuracy, completeness, or timeliness. The Commission shall not be liable for any damages that may arise from the use of the Data.

BRIDGE ID:	LOCATION:
006	RIVER RD
015	WOODBINE RD
024	GARVINE MILL RD
028	KENNEDY RD
029	NORRIS RD
031	MUDDY CREEK RD
032	MUDDY CREEK RD
034	WHEAT RD
036	GROVE MILL RD
041	CROSS MILL RD
042	UNION CHURCH RD
043	FULTON SCHOOL RD
045	BEAVER ST
053	FISHING CREEK RD
055	FORGE HILL RD
056	MEISENHOLDER RD
061	N BOUNDARY AVE
064	BAIRS MILL RD
065	STRICKLER SCHOOL RD
067	HILL VIEW RD
069	VALLEY ACRES RD
071	EBERTS LN
076	N BEAVER ST
077	W PHILADELPHIA ST
079	W KING ST
080	W PRINCESS ST
081	W COLLEGE AVE
082	S PENN ST
083	KING'S MILL RD
089	TWIN ARCH RD
095	LOG RD
098	STINE HILL RD
100	GRAYDON RD
101	BLYMIRE HOLLOW RD
104	HREBIK RD
105	STEWARTSTOWN RD
106	FIVE FORKS RD
107	VALLEY RD
114	VALLEY ST
116	WATER ST
121	GRAINERY RD
122	MAPLE ST
123	SEITZVILLE RD
131	SUNNYSIDE RD
133	MARTIN RD
143	BROWN RD
149	PENTLAND RD
150	PENTLAND RD
157	JACOBS MILL RD
158	BEAVER CR RD
160	LAKE RD
160	LAKE RD
165	CONEWAGO RD
166	SCHOOL HOUSE RD
177	BAKER RD
180	CARDINAL LN
181	POPLARS RD
187	MILL CREEK RD
188	SUSQUEHANNA TRL
193	BOWERS BRIDGE RD
200	VALLEY GREEN RD
201	EDEN DR
202	RED MILL RD
208	BORING BRIDGE RD
209	BULL RD
212	SQUIRE GRATZ RD
213	LISBURN RD
214	KUNKLE'S MILL RD
221	BERMUDIAN CHURC RD
226	HULL DR
227	SHIPPENSBURG RD
231	MILFORD GREEN RD
233	BENTZ MILL RD
235	CABIN HOLLOW RD
236	RIDGE RD
237	LOST HOLLOW RD
238	FRANKLINTOWN RD
244	N GRANTHAM RD
247	N GRANTHAM RD
248	GILBERT RD
257	SHEEPFORD RD
258	SLATEHILL RD
270	PLEASANT ACRES RD
271	CABIN CREEK RD
272	DORSEY'S LN
273	CHESTNUT GROVE RD
274	SINGER RD
345	GETTYSBURG PIKE
156	JACOBS MILL RD
275	BEACON HILL RD
260	GREENLANE DR
253	MCCORMICK RD
249	BISHOP RD

Non-Composite Adjacent Pre-stressed Concrete Box Beam Bridges

These bridges were introduced in the 1950s as an economical and efficient bridge solution. Over time, issues arose as a result of oversights in the early design of these bridges and ultimately resulting in the collapse of Lake View Drive Bridge in Washington County, PA in 2005. York County has 41 of this type of bridge and with the new guidance from PennDOT, 52.5% of these bridges have had a weight posting and/or a decrease in the weight posting. The York County stakeholders have decided to address on average two-three bridges a year until they are all replaced and/or removed to ensure the safety of these bridges.

The following is a list of bridges: #6 River Rd, #15 Woodbine Rd, #24 Garvine Mill Rd, #31 Muddy Creek Rd, #34 Wheat Rd, #41 Cross Mill Rd, #43 Fulton School Rd, #45 Beaver St, #55 Forge Hill Rd, #65 Strickler School Rd, #67 Hill View Rd, #71 Eberts Ln, #81 West College Ave, #82 South Penn St, #95 Log Rd, #98 Stine Hill Rd, #104 Hrebik Rd, #105 Stewartstown Rd, #106 Five Forks Rd, #107 Valley Rd, #114 Valley St, #122 Maple St, #131 Sunnyside Rd, #143 Brown Rd, #156 Jacob's Mill Rd, #157 Jacob's Mill Rd, #166 School House Rd, #160 Lake Rd, #160A Lake Rd, #166 School House Rd, #177 Baker Rd, #181 Poplars Rd, #201 Eden Dr, #208 Boring Bridge Rd, #209 Bull Rd, #212 Squire Gratz, #227 Shippensburg Rd, #231 Milford Green Rd, #237 Lost Hollow Rd, #238 Franklinton Rd, #247 North Grantham Rd, #270 Pleasant Acres Rd, #271 Cabin Creek Rd

Roadway Alignments

Given the nature of meandering streams throughout York County, this can sometimes lead to less-than-optimal alignments of the roadways and bridges that cross them. A cursory review of the road alignment at County bridge locations was completed. These documented locations will serve as a starting point for discussions about coordinating county bridge projects with possible road realignments.

If a municipality wants to do a road realignment project at a county bridge project location, then coordination between the two projects is best for all parties. Coordination could have some cost savings as well as less disruption for residents.

The following is a list of bridges: #28 Kennedy Rd, #32 Muddy Creek Rd, #41 Cross Mill Rd, #56 Meisenhelder Rd, #98 Stine Hill Rd, #105 Stewartstown Rd, #122 Maple St, #123 Seitzville Rd, #131 Sunnyside Rd, #143 Brown Rd, #149 Pentland Rd, #158 Beaver Creek Rd, #160 Lake Rd, #181 Poplars Rd, #187 Mill Creek Rd, #202 Red Mill Rd, #208 Boring Bridge Rd, #209 Bull Rd, #226 Hull Dr, #233 Bentz Mill Rd, #235 Cabin Hollow Rd, #238 Franklinton Rd, #257 Sheepford Rd, #258 SlateHill Rd, #807 McCormick Rd

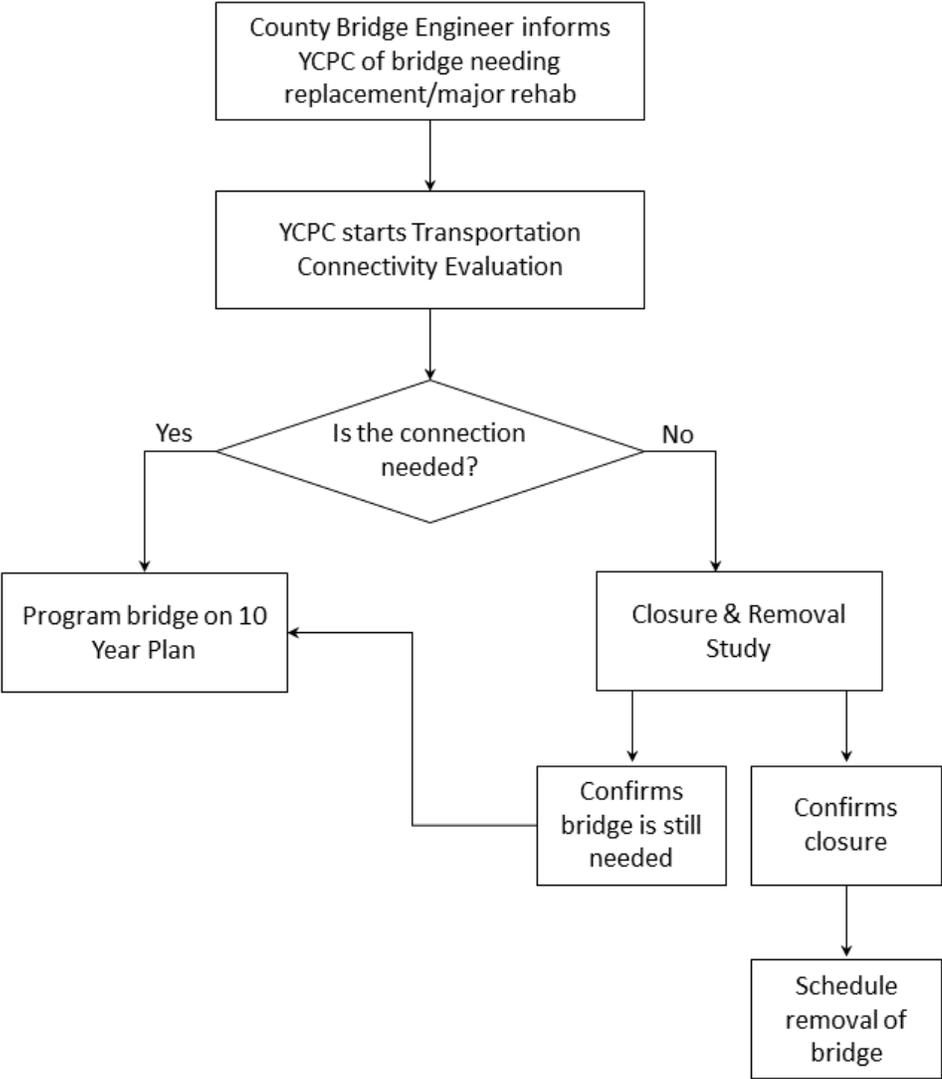
Hazard Mitigation

The Federal Emergency Management Agency (FEMA) defines Hazard Mitigation as “any sustained action taken to reduce or eliminate long-term risk to life and property from a hazard event. The primary purpose of mitigation planning is to systemically identify policies, actions, and tools that can be used to implement those actions.” The York County 2018 Hazard Mitigation Plan has identified 13 County-owned bridges. The identified mitigation action is to replace these bridges. Three of these bridges are currently listed as on PennDOT’s website of scour critical bridges.

The following is the list of bridges: #28 Kennedy Rd, #41 Cross Mill Rd, #42 Union Church Rd, #53 Fishing Creek Rd, #89 Twin Arch Rd, #95 Log Rd, #123 Seitzville Rd, #143 Brown Rd, #157 Jacobs Mill Rd, #166 School House Rd, #213 Lisburn Rd, #247 N Granthem Rd, #272 Dorsey’s Ln

Process for Evaluating Need of a Bridge

The County has decided to evaluate the need of every county-owned bridge when a bridge is on the horizon for replacement or major rehabilitation. The following chart shows the process.



Transportation Connectivity Evaluation

The purpose of this evaluation is to establish if the connection currently provided by the bridge is still needed. Data items collected for the evaluation include; traffic counts, emergency services detour, transit routes, sidewalks and residential/commercial access points. The evaluation is for the connection only not the bridge itself. If the conclusion does support a connection, examples of support should be included. In addition, the conclusion should identify alternatives that could make this connection. These alternatives could include the following: replace bridge in same location, replace bridge at different location, and consider new road connection instead of a bridge. If more than one alternative exists, a second study will be performed to determine a cost benefit analysis for the alternatives.

When the evaluation is complete, send to the municipality/municipalities for review, if selecting between alternatives a public meeting should be considered.

If the conclusion does not support a road connection, then the York County Planning Commission completes a Closure and Removal Study.

Closure and Removal Study

Information obtained from the Transportation Connectivity Evaluation will be used in the study. Additional information needed is a Bridge overview, Mobility – classification of roadway, is the current need of the roadway impacted by the bridge, Growth Potential – current and future land use, sewer/water availability, gross buildout based on current/future land use, and Emergency Response. Also, Summary Options are listed with the pros and cons with each option as well as estimated costs for each option. Discussion during the study should be coordinated with municipalities. When all the above information is gathered a list of affected parcels should be chosen and agreed upon by the municipality to invite for a public meeting. The study will be finalized after public input is gathered and delivered to the York County Board of Commissioners for the Recommended Strategy for the bridge.

Transportation Connectivity Evaluations and Closure and Removal Studies are on file at the York County Planning Commission Offices.

Financial Availability

As stated earlier in the plan, this document serves to inform the York County Board of Commissioners about the financial need for County owned bridges. The need outlined in this document is not a budget but rather a planning perspective of the financial outlook for the next 10 years. However, when possible actual budget numbers were used to determine the financial availability for the bridges and represent true cost verses reimbursement cost. These numbers come from the annual York County Bridge Program budget that is drafted in the fall of the year. The financial availability table is in the appendix and will be updated annually.

If expenditures exceeds revenue in the Financial Availability Table, steps will be taken to secure additional funding. If additional funding is unavailable, alternative actions may occur such as no new bridge replacements, temporary closing of bridges, reduce maintenance on bridges etc. Until funding becomes available.

Expected Revenue

- Liquid Fuel Funds – The Liquid Fuels Tax act Of 1931 determines how York County receives these funds. The amount the County receives is based on a formula established in the Act. It is based on the ratio of a county’s average gas consumption in those years. These funds are distributed twice a year through PennDOT Municipal Services in the months of June and December.
- Act 13 – Act 13 of 2012 established the Marcellus Legacy Fund that allocates a portion of the Marcellus Shale Impact Fee to the Highway Bridge Improvements restricted Account in the Motor License Fund. These funds are distributed to counties proportionately based on population and are to be used to fund replacement or repair of locally owned (county or municipal), at-risk, deteriorated bridges.
- Act 89 – This money is the result of the Comprehensive Transportation Funding Plan. It is additional money to the Liquid Fuels funds. The County saw an additional 60% increase from the base allocation of liquid fuels funding. These funds are distributed twice a year through PennDOT Municipal Service in the months of June and December and are for the replacement and maintenance of county-owned bridges.
- Local Use Fee – The Comprehensive Transportation Funding Plan (Act 89) gave Counties an option to assess a \$5 vehicle registration fee to generate additional revenue for highway and bridge needs. On June 15, 2016 The York County Board of Commissioners adopted Ordinance 2016-2 to impose a \$5.00 fee for each and every non-exempt vehicle registered to an address located within York County to be used for transportation purposes assisting with the shortfall of funding necessary for continued maintenance of County bridges, effective October 1, 2016

Expected Expenditures

- Bridge Inspections – A bridge that is greater than 20ft in length must be inspected *at least* once every two years. This is a federal requirement under the National Bridge Inspection Standards. The County Commissioners pay for bridge inspections for County and Municipal bridges that meet this requirement. The County receives 80% of the cost for inspections back from the State. The funding table for the bridge inspections reflects only the 20% cost.
- UPWP – The Unified Planning Work Program is the responsibility of the County Commissioners for the York Area Metropolitan Planning Organization (YAMPO). The day to day tasks are handled for the Commissioners by the York County Planning Commission (YCPC). A federal requirement of a 20% local match is connected to this money. The County Commissioners and PennDOT each contribute approximately 10% for the local match.
- Bridge Counts – A four-year traffic count cycle was established for all bridges that the County inspects. These counts are performed by the YCPC and are given to the County Bridge Engineer to be submitted with the bridge inspection reports.
- Bridge Maintenance – This line item is actually two different types of maintenance: contractor and in-house. The bridge inspection reports determine the skill level that is needed for maintenance.
- Individual Bridges – When a bridge name appears in this table a commitment to start the bridge has already been approved. In addition, if no cost is associated with the bridge then the bridge is on the YAMPO Transportation Improvement Program (TIP) and is being fully funded by Federal and State dollars. The line item of “year with new bridge start” is the process adopted during the original Bridge Plan of starting one new bridge a year at a minimum.
- Non-Composite Adjacent Pre-stressed Concrete Box Beam Bridges – These bridges were introduced in the 1950s as an economical and efficient bridge solution. Over time, issues arose as a result of oversights in the early design of these bridges and ultimately resulting in the collapse of Lake View Drive Bridge in Washington County, PA in 2005. York County has 41 of this type of bridge. These bridge types have been annotated in the table.

Bridge Ranking

The County Bridge Engineer produces a bridge ranking annually for all county bridges. The purpose of this ranking is for selection of bridges for replacement, rehabilitation and preventative maintenance projects and will be used at the yearend for creating the next year budget.

The following is the criteria used for the ranking:

- Structural Condition 50%
- Estimated Service Life 20%
- Load Posting 10%
- Curb to Curb Width 5%
- Annual Daily Traffic 10%
- Detour Length 5%

York County Rail Trail Bridges

The County owns bridges along the York County Heritage Rail Trail; however, these bridges are not included in this plan. These bridges fall under the York County Parks Department for funding and maintenance responsibilities.

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Appendix

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York County Bridge Program Carryover Balance (From Previous Year)	\$	6,274,461.30	\$	4,536,715.79	\$	2,787,753.58	\$	2,504,502.74	\$	1,327,064.67	\$	1,348,369.22	\$	482,358.32	\$	(1,849,171.48)	\$	(4,990,594.94)	\$	(8,032,926.33)	
		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028	
Expected Revenue																					
Liquid Fuel	\$	657,928.06	\$	656,645.49	\$	655,362.91	\$	654,080.34	\$	652,797.77	\$	651,515.20	\$	650,232.63	\$	648,950.05	\$	647,667.48	\$	645,102.34	
Act 13	\$	559,353.30	\$	544,953.67	\$	530,554.05	\$	516,154.43	\$	501,754.81	\$	487,355.18	\$	472,955.56	\$	458,555.94	\$	444,156.31	\$	429,756.69	
Act 89	\$	353,334.13	\$	353,334.13	\$	353,334.13	\$	353,334.13	\$	353,334.13	\$	353,334.13	\$	353,334.13	\$	353,334.13	\$	353,334.13	\$	353,334.13	
Interest	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	50,000.00	
Fee for Local Use	\$	2,021,575.00	\$	2,021,575.00	\$	2,021,575.00	\$	2,021,575.00	\$	2,021,575.00	\$	2,021,575.00	\$	2,021,575.00	\$	2,021,575.00	\$	2,021,575.00	\$	2,021,575.00	
Total	\$	9,916,651.79	\$	8,163,224.08	\$	6,398,579.68	\$	6,099,646.64	\$	4,906,526.37	\$	4,912,148.73	\$	4,030,455.63	\$	1,683,243.64	\$	(1,473,862.02)	\$	(4,533,158.17)	
Expected Expenditures																					
Bridge Inspection	\$	159,633.00	\$	80,858.00	\$	159,750.00	\$	85,393.00	\$	159,733.00	\$	92,360.00	\$	172,768.00	\$	103,738.00	\$	186,866.00	\$	91,959.40	
Bridge Program Management	\$	50,000.00	\$	50,100.00	\$	52,500.00	\$	53,800.00	\$	55,200.00	\$	56,600.00	\$	58,000.00	\$	59,400.00	\$	60,900.00	\$	62,400.00	
UPWP Match	\$	67,000.00	\$	67,000.00	\$	67,000.00	\$	67,000.00	\$	67,000.00	\$	67,000.00	\$	67,000.00	\$	67,000.00	\$	67,000.00	\$	67,000.00	
Bridge Counts	\$	8,000.00	\$	8,000.00	\$	8,000.00	\$	8,000.00	\$	8,000.00	\$	8,000.00	\$	8,000.00	\$	8,000.00	\$	8,000.00	\$	8,000.00	
Vehicle			\$	65,000.00									\$	65,000.00							
Bridge Maintenance	\$	815,000.00	\$	815,000.00	\$	815,000.00	\$	815,000.00	\$	815,000.00	\$	815,000.00	\$	815,000.00	\$	815,000.00	\$	815,000.00	\$	815,000.00	
Mill Creek Bridge																					
Hull Drive Bridge																					
Bentz Mill Road Bridge																					
Bermudian Church Road Bridge																					
Valley St Bridge (adjacent box beam)																					
Lehr Road Paving Spring Valley Park	\$	75,000.00																			
Singer Rd Bridge	\$	1,234,079.00																			
Boundary Ave																					
Baker Rd Bridge (adjacent box beam)	\$	11,250.00	\$	80,000.00																	
2017 Start Milford Green Rd Bridge (adjacent box beam)		311,080.00																			
2018 Start Slatehill Rd (Split 50% with CC)	\$	121,000.00	\$	1,288,500.00																	
Eichelberger Rd Bridge Removal	\$	150,000.00																			
2018 Start Hrebik Rd Bridge (adjacent box beam)	\$	380,358.00																			
2018 Start Stewartstown Rd Bridge (adjacent box beam)	\$	383,185.00																			
2018 Start Squire Gratz Rd (adjacent box beam)	\$	306,351.00																			
2018 Start West College Ave (adjacent box beam)	\$	693,000.00	\$	828,000.00	\$	850,000.00	TIP		TIP												
2019 Start N Grantham Rd (adjacent box beam): Split 5% local Share with CC)	\$	5,000.00	\$		\$	8,536.00	\$	65,850.00													
2019 Start Forge Hill Rd (adjacent box beam)	\$	220,000.00	\$	538,125.00																	
2019 Start Muddy Creek Rd	\$	130,000.00	\$	723,137.50	\$	525,837.81															
2019 Log Rd (adjacent box beam)	\$	260,000.00	\$	399,750.00	\$	330,946.88															
2020 Start Pleasant Acres Rd (adjacent box beam)			\$	165,500.00	\$	246,512.50	\$	1,531,811.25													
2020 Start Chestnut Grove Rd				266500	\$	409,743.75	\$	339,220.55													
2021 Start Meisenheider Rd					\$	273,162.50	\$	409,756.88	\$	337,214.84											
2021 Fulton School Rd (adjacent box beam)					\$	147,087.50	\$	1,005,839.00													
2022 Lost Hollow Rd (adjacent box beam)							\$	236,915.94	\$	543,075.94											
2022 Eden Rd (adjacent box beam)							\$	153,995.36	\$	682,156.37											
2023 Red Mill Rd									\$	286,991.35	\$	441,249.20	\$	365,303.43							
2023 North Beaver St.									\$	603,785.65	\$	2,361,248.94	\$	2,790,802.21	\$	2,860,572.27					
2024 School House Rd											\$	294,166.14	\$	738,724.71	\$	668,041.39					
2024 Cabin Hollow RD											\$	294,166.14	\$	416,909.78	\$	338,181.10					
2025 Maple St (adjacent box beam)													\$	150,760.14	\$	154,529.15	\$	950,368.88	\$	533,279.47	
2025 Beaver St (adjacent box beam)														\$	231,358.84	\$	911,127.63	\$	1,070,366.95	\$	1,097,126.12
2026 Wheat Rd (adjacent box beam)															\$	261,510.87	\$	1,146,517.13			
2026 Ebert's Lane (adjacent box beam)															\$	426,738.19	\$	2,095,652.98			
2027 Franklin Rd (adjacent box beam)																\$	158,392.38	\$	256,016.91		
Total	\$	5,379,936.00	\$	5,375,470.50	\$	3,894,076.94	\$	4,772,581.97	\$	3,558,157.15	\$	4,429,790.41	\$	5,879,627.11	\$	6,673,838.59	\$	6,559,064.31	\$	2,930,781.90	
Revenue minus Expenditures	\$	4,536,715.79	\$	2,787,753.58	\$	2,504,502.74	\$	1,327,064.67	\$	1,348,369.22	\$	482,358.32	\$	(1,849,171.48)	\$	(4,990,594.94)	\$	(8,032,926.33)	\$	(7,463,940.07)	

BRIDGE MANAGEMENT AGREEMENT

This Agreement made this 11th day of August, 2003, by and between The County of Cumberland, hereinafter Cumberland, a county of the 4th class, with its principal offices at One Courthouse Square, Carlisle, PA, 17013, and The County of York, hereinafter York, a county of the 3rd class, with its principal offices at 1 Marketway West, York, PA, 17401.

Recitals:

- R.1. Several jointly owned bridges transverse both Cumberland and York counties; and
- R.2. Pursuant to 16 P.S. § 2612, each county assumes management responsibilities for those bridges assigned to it under the PennDOT Bridge Maintenance System (BMS); and
- R.3. The counties desire to set forth in writing the management responsibilities for the jointly owned bridges that transverse both counties.

NOW THEREFORE, intending to be legally bound Cumberland and York hereby agree as follows:

1. Cumberland assumes management responsibility for the following:

<u>BMS No.</u>	<u>York Bridge No.</u>	<u>Cumberland Bridge No.</u>	<u>Road Name</u>
21710406123809	249	Y-9	Bishop Road
21710406263807	253	Y-7	McCormick Road
21710206483802	260	Y-2	Green Lane Drive
21710230003801	275	Y-1	Beacon Hill Road

2. York assumes management responsibility for the following:

<u>BMS No.</u>	<u>York Bridge No.</u>	<u>Cumberland Bridge No.</u>	<u>Road Name</u>
66721909123247	247	Y-11	North Grantham Road
66721908923248	248	Y-10	Bishop Road
66720809683257	257	Y-6	Sheepford
66720809553258	258	Y-4	Slate Hill Road
66720108834345	345	Y-12	Old Gettysburg Pike

3. Management responsibilities include scheduling and execution of necessary maintenance responsibilities.

4. Upon the conclusion of each inspection cycle the individual inspection reports will be submitted to each County Engineer and Chief Clerk concurrently with the submission to PennDOT to insure each County is apprised of all bridge conditions.

5. Maintenance and replacement costs are to be shared equally by each County. Projected costs for planned maintenance contracts are to be provided prior to September 1 of the preceding year for budgeting purposes. Cost for inspection is the responsibility of the County to which the bridge is assigned.

6. No maintenance or replacement projects are to be initiated without the concurrence of both counties with full written agreement of the sharing of costs and responsibilities.

7. The counties agree to cooperate in applications for funding through PennDOT or other funding agencies for the repair, maintenance or replacement of any jointly owned bridge.

8. All claims, disputes and other matters in question arising out of, or relating to, this Agreement shall be referred to statutory arbitration under the Pennsylvania Uniform Arbitration Act, 42 Pa.C.S. Sections 7301 et seq. (the "Uniform Arbitration Act"). Such arbitration shall be by a panel of three arbitrators, with each party to this Agreement to choose an arbitrator, and together the first two arbitrators shall choose a third arbitrator. Costs for the arbitration shall be shared equally by the parties. The arbitration shall take place in Cumberland County, Pennsylvania. Arbitration shall occur within sixty (60) days from the date the written request for appointment of arbitrators is made by either party unless an extension is mutually agreed upon by the parties. This Agreement to arbitrate shall be specifically enforceable under the prevailing Arbitration law. The award rendered by the arbitrators shall have the effect provided in the Uniform Arbitration Act.

9. To the extent permitted by law each party agrees to indemnify and hold harmless the other party for and against any and all losses, liabilities, damages, injuries, actions, causes of action, demands, presentments, judgments, accountings or suits of any and every kind, at law or in equity, including reasonable attorney's fees arising out of, occurring in connection with, related or by and pursuant to the negligence or negligent acts or omissions of the other party, its servants, agents, employees or any independent contractors, or any act, omission, incident, transaction or performance of this Agreement, any special, indirect or consequential damages or lost revenues or lost profits to anyone arising out of this Agreement or the performance or non-performance of any activity pursuant to this Agreement.

10. This Agreement shall be effective on January 1, 2004, and shall continue on a year-to-year basis unless terminated by either party upon a written notice to the other County no later than July 1 of the following year.

11. This Agreement shall be governed by and construed in accordance with the laws of the Commonwealth of Pennsylvania.

TRAFFIC IMPROVEMENT AGREEMENT

THIS TRAFFIC IMPROVEMENT AGREEMENT ("Agreement"), made this 23rd day of March, 2005, by and between **SPRINGETTSBURY TOWNSHIP**, a township of the second class with offices located at 1501 Mount Zion Road, York, Pennsylvania (hereinafter "Township"), and the **County of York**, a political subdivision of the Commonwealth of Pennsylvania with office located at One West Marketway, York, Pennsylvania (hereinafter "County").

WHEREAS, the County is in the process of implementing certain plans for the creation of a 911 Facility, which will be located in Township;

WHEREAS, said plans will create the need for new roadway and

WHEREAS, the County and Township wish to enter into an agreement for the purpose of establishing the County's level of contribution towards design and construction of said Roadway improvements.

NOW THEREFORE, in consideration of the mutual covenants and agreements set forth herein, the parties hereto agree as follows:

1. The above recitals are incorporated herein by reference.
2. County will dedicate to Township a sixty (60) foot wide right-of-way from the northern property line at Davies Court to the southern County property line where it intersects with the railroad. A drawing providing a more detailed description is contained in Exhibit "A", attached hereto and incorporated by reference herein.
3. County will construct a connection roadway from the offsite limits of Davies Drive to the southern 911 facility access point. The connection roadway shall be constructed in accordance with Township requirements and standards including those relating to sidewalks and curbs. This connection roadway would remain private but would be dedicated to the Township for future adoption. A drawing indicating the location and width of the roadway is marked Exhibit "B", attached hereto and incorporated by reference herein.
4. In lieu of paying for a traffic study, County shall make a contribution to Township in the amount of \$10,000.00. The contribution will be used by the Township in its discretion for the Traffic Improvement Study being conducted as part of the Township's Comprehensive Plan Update for the area described in and around the roadway described in Exhibit "B".

5. With regard to the portion of the roadway from the Southern 911 facility access point to the railroad crossing at the southern border of the County's property, the County agrees to assist in the funding of the costs of said portion of the roadway approving applications for Liquid Fuel Tax grants in a total amount not to exceed \$175,000. The first application will be for at least \$50,000 and it shall be payable to Township in the 2006 calendar year. The second application shall be at least \$50,000 and shall be payable to the Township in the 2007 calendar year. The third application shall be at least \$50,000 and it shall be payable to Township in the 2008 calendar year. In the event that the total Liquid Fuels Grants payable to Township relating to said roadway for the years 2006, 2007 and 2008 are less than \$175,000, County shall make a fourth application in 2009 for the difference between \$175,000 and the grants for the years 2006-2008.

6. This Agreement represents the entire agreement of the parties and cannot be amended or modified except by further written agreement executed by the parties.

IN WITNESS WHEREOF, and intending to be legally bound, the parties hereto have executed this Agreement on the day and year first above written.

ATTEST:



Charles Noll, Administrator/Chief Clerk

BOARD OF COUNTY COMMISSIONERS



Lori O. Mitrick, President

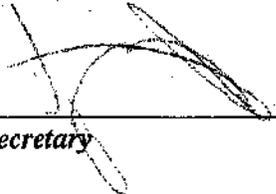


Douglas E. Kilgore, Vice President



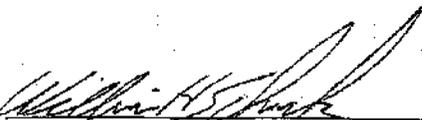
Steve Chronister, Commissioner

ATTEST:



Secretary

SPRINGETTSBURY TOWNSHIP



Chairman

DEVELOPMENT AGREEMENT

THIS AGREEMENT, made and entered into as of the 11th day of May, 2006, between THE COUNTY OF YORK, a Third Class County existing under the laws of the Commonwealth of Pennsylvania with offices at 28 East Market Street, York, Pennsylvania 17401 (the "County") and SPRINGETTSBURY TOWNSHIP, a political subdivision organized and existing under the laws of the Commonwealth of Pennsylvania with offices at 1501 Mt. Zion Road, York, Pennsylvania 17402 (the "Township").

WITNESSETH:

WHEREAS, the County has submitted a land development plan for an outpatient detoxification and rehabilitation facility known as the York County Substance Abuse Treatment Center (the "Facility") located on County property along Heindel Road in the Township known as Tax Map Parcel KJ, Parcel 78 (the "Property"); and

WHEREAS, the County and Township have identified certain improvements to be made as part of the land development approval process for the Facility; and

WHEREAS, the County voluntarily has agreed to contribute a proportionate share of the costs to make such improvements and that the County accepts such contribution as a condition of preliminary and final subdivision approval.

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained, the parties hereto, intending to be legally bound, understand and agree as follows:

1. The above recitals are incorporated herein as part of this Agreement

2. The County agrees to pay to the Township upon execution of this Agreement the sum of **Six Thousand Five Hundred and 00/100 (\$6,500.00) Dollars**, to be used by the Township in its sole discretion for additional improvements in the Township identified in the Township's Comprehensive Plan that is currently under review.

3. The County agrees to reimburse the Township for **Fifty (50%) percent** of all costs, in a total amount not to exceed Twenty-five Thousand (\$25,000.00) Dollars, (including but not limited to legal and engineering costs) relating to: (1) the design, acquisition of construction permits and a railroad right-of-way across the proposed extension of Davies Drive; (2) a traffic study for the intersection of Davies Drive and Concord Road; and (3) Heindel Road transfer costs pursuant to paragraph 4(b) herein. The parties agree that the traffic study will be completed within one (1) year from the date of execution of this Agreement.

4. The parties agree as follows regarding Heindel Road:

a) The County will improve Heindel Road to the specifications shown on the approved Land Development Plans entitled "Land Development Plan for the York County Substance Abuse Treatment Facility," dated December 1, 2005, prepared by C.S. Davidson, Inc., Drawing No. 11813-B-2, which plan is incorporated herein by reference.

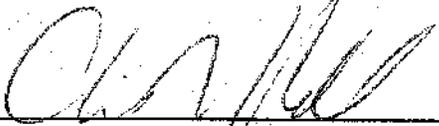
b) The Township parties agrees to vacate mutually cooperate to effectuate the transfer of possession to the County for that portion of Heindel Road that is designated as T-355 from Concord Road eastwardly approximately seven hundred (700) feet to a County road.

5. The County agrees to provide to the Township a sanitary sewer right-of-way through the Property as identified and depicted on Exhibit "A" attached hereto.

6. This Agreement contains the entire agreement between the parties and shall be amended only in writing executed by the parties hereto.

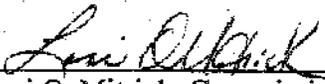
IN WITNESS WHEREOF, the County and Township have caused this Agreement to be executed by their duly authorized officials the day and year written above.

Attest:

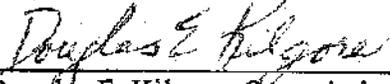


Charles R. Noll, Administrator/Chief Clerk

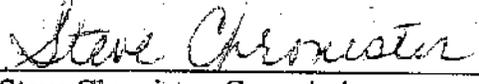
COUNTY OF YORK



Lori O. Mitrick, Commissioner

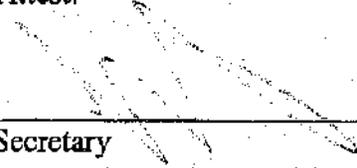


Douglas E. Kilgore, Commissioner



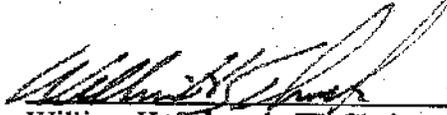
Steve Chronister, Commissioner

Attest:



Secretary

SPRINGETTSBURY TOWNSHIP



William H. Schenck, III, Chairman

AGREEMENT

THIS AGREEMENT, made and entered into as of the 14th day of March, 2007, between THE COUNTY OF YORK, a Third Class County existing under the laws of the Commonwealth of Pennsylvania with offices at 28 East Market Street, York, Pennsylvania 17401 (the "County") and SPRINGGETTSBURY TOWNSHIP, a political subdivision organized and existing under the laws of the Commonwealth of Pennsylvania with offices at 1501 Mt. Zion Road, York, Pennsylvania 17402 (the "Township").

WITNESSETH:

WHEREAS, In 2000, the County received land development approval for certain improvements at the York County Prison located in the Township, which plan was recorded on July 11, 2000, in the York County Recorder of Deeds office at Plan Book QQ, Page 822 [the "Plan"]; and

WHEREAS, Note 2 on the Plan states that "The York County Board of Commissioners will remove the proposed temporary modular building within three years of the date of occupancy. If the County fails to remove the temporary modular building within the designated time, Springettsbury Township may remove the building."; and

WHEREAS, the County and Township desire to modify Note 2 on the plan.

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained, the parties hereto, intending to be legally bound, understand and agree as follows:

1. The above recitals are incorporated herein as part of this Agreement.

2. The Township agrees that the date for removal of the temporary modular building shall be extended through December 31, 2012.
3. The Township acknowledges that sewer capacity is available in the approximate amount of 5,250 gpd in order for the County to renovate the existing modular units.
4. The County agrees to pay to the Township the amount of Ten Thousand (\$10,000.00) Dollars per year from the County's liquid fuels fund for a five (5) year period, commencing with the year 2007 and continuing through the year 2011 in consideration for the grant of the time extension and as payment for eligible liquid fuel projects within the Township.
5. The County also agrees to pay for the engineering costs relating to the railroad crossing at Davies Drive, subject to a total cap of Seventy-Five Thousand (\$75,000.00) Dollars. This paragraph is intended to modify and amend paragraph 3 of the parties' Agreement dated May 11, 2006 relating to the County's detoxification and rehabilitation facility.
6. This Agreement contains the entire agreement between the parties and shall be amended only in writing executed by the parties hereto.

IN WITNESS WHEREOF, the County and Township have caused this Agreement to be executed by their duly authorized officials the day and year written above.

Attest:



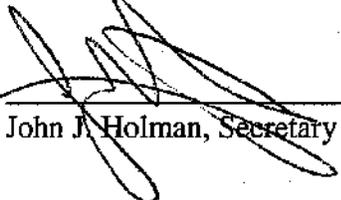
Charles R. Noll, Chief Clerk

COUNTY OF YORK

By: 

Lori Mitrick, President Commissioner

Attest:



John J. Holman, Secretary

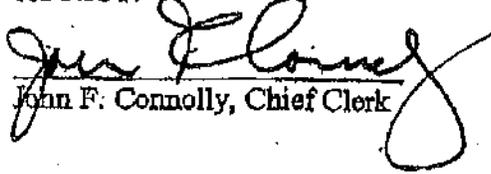
SPRINGETTSBURY TOWNSHIP

By: 

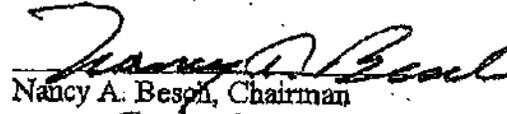
William H. Schenck, III, Chairman

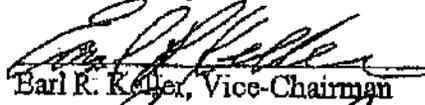
NOW THEREFORE, the parties, having read this Agreement and intending legally to be bound, hereunto set their hand and seal the date and year above first written.

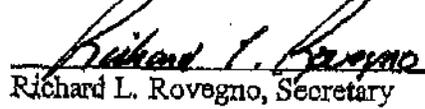
ATTEST:


John F. Connolly, Chief Clerk

CUMBERLAND COUNTY


Nancy A. Beson, Chairman

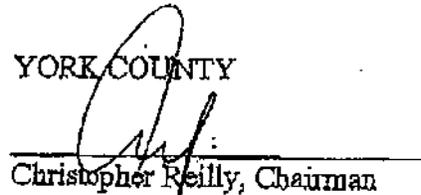

Earl R. Keller, Vice-Chairman

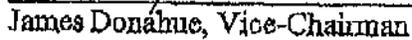

Richard L. Rovegno, Secretary

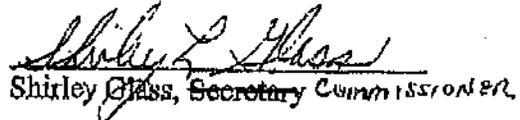
ATTEST:


Charles Noll, Chief Clerk

YORK COUNTY


Christopher Reilly, Chairman


James Donahue, Vice-Chairman


Shirley Glass, Secretary Commissioner

**RESOLUTION OF THE BOARD OF COMMISSIONERS
YORK COUNTY, PENNSYLVANIA
ADOPTING THE YORK COUNTY BRIDGE PLAN**

WHEREAS, York County owns 95 bridges; and

WHEREAS, York County is responsible for the maintenance and replacement of 95 County bridges; and

WHEREAS, York County receives the following funding sources, Pa Act of 1931 (County Liquid Fuels), Pa Act 13 (Marcellus Shale), Pa Act 89 (State Comprehensive Funding Plan), and Act 44 (PA Turnpike Commission) Which generates approximately \$1.6 million for the maintenance and replacement of County bridges ; and

WHEREAS, York County finds it necessary to update the "2010 York County Bridge Plan" to reflect current funding and priorities; and

WHEREAS, this plan will be used as a guiding document for the annual allocation of dedicated bridge resources;

NOW THEREFORE, BE IT RESOLVED, by the Board of Commissioners of York County, Pennsylvania, that the 2014 York County Bridge Plan is hereby approved and adopted.

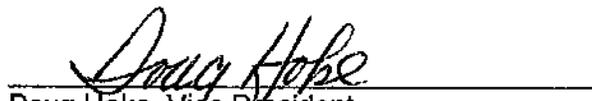
Approved and Adopted this 12th day of November, 2014.

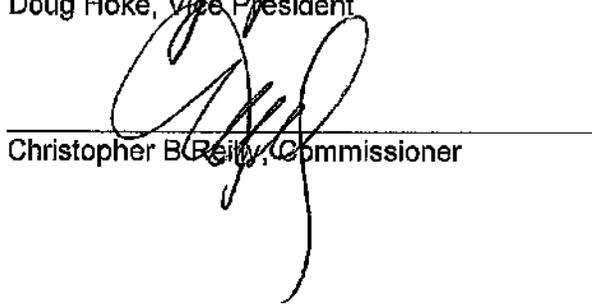
ATTEST:

YORK COUNTY BOARD OF COMMISSIONERS


Sherry L. Baer
Chief Clerk


Steve Chronister, President


Doug Hoke, Vice President


Christopher B. Reilly, Commissioner