

Bridge Evaluation

Bridge Evaluation Criteria

Engineering	Environmental	Transportation	Cost
Structural Integrity	Land Use	Roadway Congestion	Capital Cost
Vulnerability	Displacements & Acquisitions	Alternative Modes in Mixed Traffic	Operating & Maintenance Cost
Seismic	Historic & Archaeological Resources	Mode Split	Life Cycle Cost
Redundancy	Parklands & Section 4(f)/6(f)	Transit Ridership	
Emergency Response	Ecosystems & Water Resources	Non-Vehicular Travel	
Navigation	Visual Resources & Aesthetics	Reserve Capacity	
Construction Impacts		Transportation System Integration	
Life Span			



Bridge Configuration Requirements

- **Highway lanes on separate structures:** (Resiliency) Two structures - allow one deck to be closed in the event of a major incident
- **CRT tracks should be adjacent:** (Safety) Allows for safe and efficient transfer of passengers in the event of a train breakdown
- **CRT tracks should be on the lower level of dual-level configurations:** (Efficiency) Minimizes grades and changes in elevation for CRT
- **BRT structure should not be alone:** (Operations) Reduces operations and maintenance costs and requirements
- **BRT and CRT should not be on same deck or structure:** (Flexibility) Reduces operations and maintenance costs and requirements
- **Structural loading should be concentrated and centralized:** (Flexibility/Construction) Simplifies form and increases flexibility
- **Structures should have same form:** (Construction) Unifies pier spacing, decreases construction challenges and costs
- **Upper deck wider than lower deck:** (Construction) Creates economy of structural form
- **North span carry all traffic:** (Operations) Enables concurrent RTZB construction and existing operations

 Additional criteria to be used for the EIS