



READING AREA TRANSPORTATION STUDY

**ANNUAL
PAVEMENT
AND BRIDGE
CONDITION
REPORT
2018-2022**

APPROVED JANUARY 2024

Technical Corrections – May 2024

**READING AREA
TRANSPORTATION STUDY
C/O BERKS COUNTY PLANNING COMMISSION**

**633 COURT STREET, 14TH FL
READING, PA 19601
Phone: (610) 478-6300
Fax: (610) 478-6316**

Email: planning@berkspa.gov

Web Site: <https://www.countyofberks.com/departments/planning-commission>

The preparation of this report has been financed in part through grants from the U.S. Department of Transportation and the Pennsylvania Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official policies of the U.S. Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) or the Commonwealth of Pennsylvania at the time of publication. This report does not constitute a standard, specification, or regulation.

The Reading Area Transportation Study (RATS) fully complies with Title VI of the Civil Rights Act of 1964, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. The Berks County/RATS website provides language translation software, offering translation between English, Spanish, and multiple other languages. Publications and other public documents can be made available in alternative languages and formats, if requested. Any person who believes they have been aggrieved by an unlawful discriminatory practice by RATS under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with RATS's Title VI Compliance Officer and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on RATS' Title VI program, or to obtain copies of RATS' Title VI Policies, Complaint Procedures, or Complaint Form, please contact the Title VI Compliance Officer at (610) 478-6300 x6304, email planning@countyofberks.com, or visit our website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo/reading-area-transportation-study-2023-meeting-schedule>.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), RATS will not discriminate against qualified individuals with disabilities based on disability in its services, programs, or activities. RATS' public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven (7) days prior to a meeting. Requests made within seven (7) days will be accommodated to the greatest extent possible. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of RATS, or has complaints that a program, service, or activity of RATS is not accessible to persons with disabilities please contact the ADA Point of Contact at (610) 478-6300 x6304, email planning@countyofberks.com, or visit our website at <https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo/reading-area-transportation-study-2023-meeting-schedule>

Documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodations or those with questions should call 610-478-6300.

Estos informes y/o documentos estarán disponibles en diversos lenguajes y formatos si es necesario. Personas que necesiten acomodo razonable o con preguntas pueden comunicarse l 610-478-6300.

English
ATTENTION: If you speak another language, language assistance is available to you FREE OF CHARGE. Call 610.478.6300

Español
Atención: Si habla español, tiene a su disposición servicios gratuitos de asistencia lingüística. Llame al 610.478.6300

中文
注意：如果您講廣東話或普通話，您可以免費獲得語言援助服務。請致電 610.478.6300

Tiếng Việt
CHÚ Ý: Nếu bạn nói Tiếng Việt, có các dịch vụ hỗ trợ ngôn ngữ miễn phí dành cho bạn. Gọi số 610.478.6300

한국어
주의: 한국어를 사용하시는 경우, 언어 지원 서비스를 무료로 이용하실 수 있습니다. 610.478.6300

Français
ATTENTION: Si vous parlez français, des services d'aide linguistique vous sont proposés gratuitement. Appelez le 610.478.6300

العربية
ملحوظة: إذا كنت تتحدث اللغة العربية، فإن خدمات المساعدة اللغوية متوافر لك بالمجان. اتصل برقم المبرقة الكاتبة: 610.478.6300

עברית
שים לב: אם אתה מדבר עברית, סיוע בשפה, ללא תשלום, זמין עבורך. התקשר 610.478.6300

Hmoob
LUS CEEV: Yog tias koj hais lus Hmoob, cov kev pab txog lus, muaj kev pab dawb rau koj. Hu rau 610.478.6300

Русский
ВНИМАНИЕ: Если вы говорите на русском языке, то вам доступны бесплатные услуги перевода. Звоните 610.478.6300

Tagalog
PAUNAWA: Kung nagsasalita ka ng Tagalog, maaari kang gumamit ng mga serbisyo ng tulong se wika nang walang bayad. Tumawag sa 610.478.6300

ไทย
ความสนใจ: หากคุณพูดภาษาไทยคุณสามารถขอความช่วยเหลือด้านภาษาฟรีได้ โทร 610.478.6300

ភាសាខ្មែរ
ចំណាំ៖ ប្រសិនបើលោកអ្នកនិយាយជាភាសាខ្មែរ សេវាកម្មជំនួយផ្នែកភាសាមានផ្តល់ជូនសម្រាប់លោកអ្នកដោយមិនគិតថ្លៃ។ សូមទំនាក់ទំនងតាមរយៈលេខ៖ 610.478.6300. ។

Deutsche
ACHTUNG: Wenn Sie Deutsch sprechen, erhalten Sie kostenlose sprachliche Unterstützungsdienste. Telefonnummer 610.478.6300

हिंदी
ध्यान दें: यदि आप हिन्दी बोलते हैं तो आपके लिए मुफ्त में भाषा सहायता सेवाएं उपलब्ध हैं। 610.478.6300 पर कॉल करें

日本人
注：日本語を話す人は、無料で言語サポートを利用することができます。電話番号 610.478.6300

Italiano
ATTENZIONE: se parli italiano, l'assistenza linguistica, a titolo gratuito, è a tua disposizione. Chiama il numero 610.478.6300

Português
POR FAVOR, OBSERVE: se você fala português, assistência linguística, grátis, está à sua disposição. Ligue para 610.478.6300

Nederlands
LET OP: als u Nederlands spreekt, is taalondersteuning gratis. Bel 610.478.6300

Ελληνικά
ΠΡΟΣΟΧΗ: αν μιλάτε ελληνικά, η υποστήριξη γλώσσας είναι διαθέσιμη δωρεάν. Καλέστε 610.478.6300

Polskie
UWAGA: jeśli mówisz po polsku, obsługa języków jest dostępna bezpłatnie. Zadzwoń 610.478.6300

Српски
ПАЖЊА: Ако говорите српски, на располагању вам је бесплатна помоћ. Позив 610.478.6300

Hrvatski
Pažnja: Ako govorite hrvatski, besplatna vam je pomoć dostupna. Nazovite 610.478.6300

Українська
Увага: якщо ви розмовляєте по-українськи, ви можете отримати безкоштовну допомогу. Зателефонуйте за номером 610.478.6300

فارسی
توجه: اگر حرف فارسی رایگان رایگان دریافت کمک. تماس 610.478.6300

ગુજરાતી
સુચના: જો તમે ગુજરાતી બોલતા હો, તો નિ:સુલ્કે ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે. ફોન કરો 610.478.6300

বাঙালি
নোট: আপনি যদি বাংলা বলতে পারেন তবে আপনি বিনামূল্যে সহায়তা পেতে পারেন। কল করুন 610.478.6300

ਪੰਜਾਬੀ
ਨੋਟ: ਜੇ ਤੁਸੀਂ ਪੰਜਾਬੀ ਬੋਲਦੇ ਹੋ ਤਾਂ ਤੁਸੀਂ ਮੁਫਤ ਮਦਦ ਲੈ ਸਕਦੇ ਹੋ. ਕਾਲ 610.478.6300

नेपाली
नोट: यदि तपाईं नेपाली बोल्नुहुन्छ भने, तपाईं नि:शुल्क मददत प्राप्त गर्न सक्नुहुनेछ। फोन 610.478.6300

Română
Atenție: Dacă vorbești limba română, poți obține ajutor gratuit. Telefon 610.478.6300

Albanian
Kujdes: Nëse ju flisni gjuhën shqipe, mund të merrni ndihmë falas. Telefoni 610.478.6300

Laotian
ຂ້ອນວະວໍ່ງ: ຖ້າທ່ານເວົ້າພາສາລາວ, ທ່ານຈະໄດ້ຮັບການຊ່ວຍເຫຼືອພຣີ. ໂທ 610.478.6300

Türk
Dikkat: Türkçe konuşursanız, ücretsiz yardım alırsınız. 610.478.6300 'i arayın

తెలుగు
శ్రద్ధ: మీరు తెలుగు మాట్లాడితే, మీకు ఉచిత సహాయం లభిస్తుంది. కాల్ చేయండి 610.478.6300

മലയാളം
ശ്രദ്ധിക്കുക: നിങ്ങൾ മലയാളം സംസാരിക്കുകയാണെങ്കിൽ നിങ്ങൾക്ക് സ്വതന്ത്ര സഹായം ലഭിക്കും. കോൾ ചെയ്യുക 610.478.6300

தமிழ்

கவனம்: நீங்கள் தமிழ் பேசினால், இலவச உதவி பெறலாம். அழைப்புக்கு 610.478.6300

မြန်မာ

အာရုံစိုက်မှု: သင်မြန်မာစကားပြောဆိုလျှင်, သင်အခမဲ့အကူအညီလက်ခံရယူနိုင်ပါသည်။ 610.478.6300

Bahasa Indonesia

Perhatian: Jika Anda berbicara bahasa Indonesia, Anda dapat menerima bantuan gratis. Hubungi 610.478.6300

አማርኛ

ማስታወቂያ: በአማርኛ የሚናገሩ ከሆነ, ጎጂ እርዳታ ማግኘት ይችላሉ. በ 610.478.6300 ላይ መደወል

Yorùbá

Ifarabale: Ti o ba so ni Yorùbá, o le gba iranlowo ofe. Pe 610.478.6300

Igbo

Ntị: Ọ bụrụ na ị na-asụ Igbo, ịnwere ike ịnweta enyemaka n'efu. Kpọọ 610.478.6300

ગુજરાતી

પૈઠણ: જો તમે ગુજરાતી બોલતા હો, તો નિ:શુલ્ક ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે. ફોન કરો 610.478.6300

日本語

注意事項: 日本語を話される場合、無料の言語支援をご利用いただけます。610.478.6300. まで、お電話にてご連絡ください。

ગુજરાતી

સુચના: જો તમે ગુજરાતી બોલતા હો, તો નિ:શુલ્ક ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે. ફોન કરો 610.478.6300

TABLE OF CONTENTS

Execcutive Summary..... i

SECTION 1

Acronyms and Definitions..... 1

Introduction..... 2

RATS Concurrence with Statewide Performance Measures 2

Goal 3

SECTION 2 - PAVEMENT

Roadway Background and Data 4

Pavement Data 7

NHS Pavement Performance Measures..... 7

Berks County Pavement Condition Scorecard 10

NHS, State, and Local Pavement Smoothness (IRI) Summaries 11

SECTION 3 - BRIDGES

Bridge Background and Data 17

Bridge Inspection Overview 18

Bridge Data 19

NHS Bridge Performance Measures 20

Berks County Bridge Condition Scorecard 23

State Bridge Condition Summaries 24

Local Bridge Condition Summaries 26

SECTION 4 – PAVEMENT AND BRIDGE CONDITION MAPS BY PLANNING REGION

IRI of NHS Roads in Berks County 29

IRI and Bridge Conditions for Hawk Mountain Region 31

IRI and Bridge Conditions for Tulpehocken Region 33

IRI and Bridge Conditions for Southern Highlands Region 35

IRI and Bridge Conditions for Oley Hills Region 37

IRI and Bridge Conditions for Metro Region..... 39

SECTION 5 – PAVEMENT AND BRIDGE PROJECTS ON FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

Pavement Projects..... 41

Bridge Projects..... 42

APPENDICES

Reading MPO 2022 Pavement Performance Report 43

Reading MPO 2022 Bridge Performance Report..... 45

Reading MPO 2022 Poor Condition Pavement Spreadsheet with TIP Projects Identified..... 47

Reading MPO 2022 Poor Condition Bridge Spreadsheet with TIP Projects Identified 59

Executive Summary

The Reading Area Transportation Study (RATS) Coordinating Committee is the designated Metropolitan Planning Organization (MPO) for transportation in Berks County. RATS facilitates the regional, performance-based planning process that serves as the basis for spending state and federal transportation funds for improvements to streets, highways, bridges, public transit, bicycle and pedestrian networks allocated to Berks County. RATS is currently responsible for prioritizing approximately \$75 million annually to advance transportation improvement projects throughout the county.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act established a series of performance measures to ensure effective use of Federal transportation funds.

Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) establishes measures to assess the conditions of pavement and bridges on the National Highway System (NHS), which are collectively referred to as the PM-2 measures. PM-2 Performance Measures include:

- 1) Percentage of pavements on the Interstate System in Good condition
- 2) Percentage of pavements on the Interstate System in Poor condition
- 3) Percentage of pavements on the NHS (excluding the Interstate System) in good condition
- 4) Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
- 5) Percentage of NHS bridge deck area classified as in good condition
- 6) Percentage of NHS bridge deck area classified as in poor condition

Federal regulations require MPOs to establish baseline targets either by agreeing to plan and program projects in support of the PennDOT targets or by establishing their own quantifiable targets. PennDOT has established performance measures for pavements and bridges to help drive investment decisions to meet PennDOT’s overall asset management strategy. RATS most recently adopted the recommended state performance measures and targets in March 2023. The following table identifies these targets.





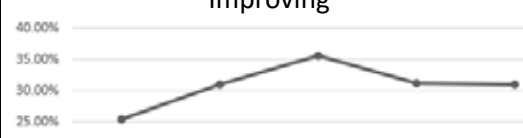



PM-2 Baseline and Target Values for 2022-2025 Performance Period				
Performance Measure	Urbanized Area	2021 Baseline	2023 2-Year Target	2025 4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	Statewide	68.8%	69.0%	65.0%
Percentage of Pavements of the Interstate System in Poor Condition	Statewide	0.4%	2.0%	2.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	Statewide	37.2%	31.0%	29.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	Statewide	1.5%	6.0%	6.5%
Percentage of NHS Bridges Classified as in Good Condition	Statewide	27.5%	28.0%	28.0%
Percentage of NHS Bridges Classified as in Poor Condition	Statewide	4.4%	7.5%	7.5%

Performance measures, along with long-term and short-term targets are set by PennDOT for various road and bridge groups, and the actual data for Berks County for the reporting year are evaluated in PennDOT’s annual reports.

Berks County Pavement Condition and Bridge Condition Scorecards based on Map-21 Performance Measures were created to help identify performance based on the trends of each indicator over a 5-year period from 2018-2022.





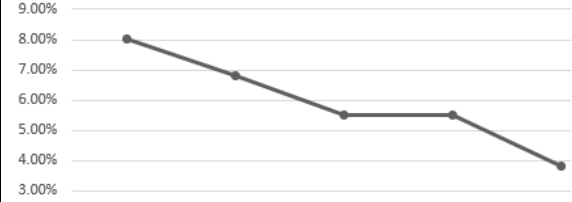

Berks County Pavement Condition Scorecard Based on Map-21 Pavement Performance Measures

(Based on Total PA Lane Miles)

Indicator	Description	Trend	Future Outlook
Interstate Pavement in Good Condition	In 2022, 50.31% of Interstate Pavement was in Good Condition. This value has ranged from 45.24% to 62.39% over the last 5 years, however, needs to improve significantly to meet 2023-2025 Targets, which range from 65% to 69%.	Declining 	
Interstate Pavement in Poor Condition	In 2022, 0.29% of Interstate Pavement was in Poor Condition. This value has ranged from 0.14% to 0.30% over the last 5 years and is on track to remain well below the upcoming 2% Targets.	Steady 	
Non-Interstate NHS Pavement in Good Condition	In 2022, 31.10% of Non-Interstate, NHS Pavement was in Good Condition. This value has improved from 25.54% in 2018, however, will need to remain at the current level to continue meeting the 2022-2025 Targets which range from 29%-31%.	Improving 	
Non-Interstate NHS Pavement in Poor Condition	In 2022, 5.38% of Non-Interstate, NHS Pavement was in Poor Condition. This value has ranged from 3.63% to 5.38% over the last 5 years, and meets the 2022-2025 Targets, which range from 6% to 6.5%. However, with this percentage creeping towards these Targets, consideration should be given to keep this figure below these Targets.	Declining 	

Berks County Bridge Condition Scorecard Based on Map-21 Bridge Performance Measures

(Based on Total PA Lane Miles)

Indicator	Description	Trend	Future Outlook
NHS Bridge Deck Area in Poor Condition	In 2022, 12.49% of the NHS Bridge Deck Area was in Poor Condition. This value has improved by 6.84% over the last 5 years, and is on track to meet the set Targets through 2025, however, just meets the 13.00% 2025 Target and therefore should continue improving to stay on track to meet this Target and to meet the overall statewide 10.00% Target set by FHWA.	Improving 	
NHS Bridges in Good Condition	In 2022, 15.19% of NHS Bridges were in Good Condition. This is a slight improvement of 2.23% since 2018, however, this number needs to greatly improve to meet the 2023 and 2025 Targets, which are set at 28%.	Steady 	
NHS Bridges in Poor Condition	In 2022, 3.80% of NHS Bridges were in Poor Condition. This is an improvement from the 8.02% in 2018, and meets the 7.50% Targets set for 2023 and 2025.	Improving 	

As Reading MPO's interests extend beyond those included in PennDOT's Performance Measure Annual Reports, the data has been analyzed not only for road and bridge groups for PennDOT-owned assets but Local Federal Aid (LFA) roads and locally owned bridges.

In addition to the Interstate and NHS Non-Interstate, data is gathered for Non-NHS \geq 2,000 ADT and Non-NHS $<$ 2,000 ADT. To separate these categories further, RATS broke out the NHS-Non-Interstate, Non-NHS \geq 2,000 ADT, and Non-NHS $<$ 2,000 ADT by State-Owned and LFA segment miles as shown in the table below.

2022 Pavement IRI Summary by Business Plan Network									
Business Plan Network	Excellent		Good		Fair		Poor		Total
	Seg-Mi	%	Seg Mi	%	Seg Mi	%	Seg Mi	%	Tested Seg Mi
Interstate	21.3	28.05%	32.0	42.06%	18.6	24.47%	4.1	5.42%	76.0
Total NHS Non-Interstate	29.4	14.36%	88.1	43.01%	55.7	27.20%	31.6	15.43%	204.9
• State-Owned	2.0	6.99%	13.0	45.45%	6.6	23.08%	7.0	24.48%	28.6
• LFA	17.8	14.70%	52.8	43.60%	36.8	30.39%	13.7	11.31%	121.1
Total Non-NHS \geq 2,000 ADT	59.5	16.54%	180.1	50.09%	79.6	22.16%	40.3	11.21%	359.4
• State-Owned	34.6	12.49%	135.3	48.84%	69.3	25.02%	37.8	13.65%	277.0
• LFA	24.9	28.59%	45.6	52.35%	11.1	12.74%	5.5	6.31%	87.1
Total Non-NHS $<$ 2,000 ADT	25.8	7.76%	124.3	37.43%	127.2	38.31%	54.8	16.50%	332.0
• State-Owned	25.7	7.93%	121.9	37.60%	123.7	38.16%	52.9	16.32%	324.2
• LFA	0.0	0.00%	4.6	33.09%	4.2	30.22%	5.1	36.69%	13.9

Source: Reading Performance Measures Annual Report – Pavements 2018-2022, PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 12/31/2022, State-Owned and LFA data date: 1/1/2023

Beyond the condition ratings gathered and analyzed for the MAP-21 Performance Measures, PennDOT reports on the state-owned bridges 8 feet in length or more and local-owned bridges over 20 feet in length. The following chart displays bridge condition by owner by count, these conditions can also be viewed by bridge deck area in the report.

2022 Bridge Conditions Summary by Count by Owner							
Business Plan Network	Good		Fair		Poor		Total
	#	%	#	%	#	%	#
Interstate	7	18.42%	30	78.95%	1	2.63%	38
NHS Non-Interstate	17	14.17%	98	81.67%	5	4.17%	120
State Owned \geq 8'	152	23.79%	446	69.80%	41	6.42%	639
Local \geq 20'	35	14.83%	130	55.08%	71	30.08%	236
• County	14	25.93%	22	40.74%	18	33.33%	54
• Township	18	11.46%	95	60.51%	44	28.03%	157
• Borough/City	2	9.09%	13	59.09%	7	31.82%	22
• Railroad	1	33.33%	0	0.00%	2	66.66%	3

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/5/2023

The 2022 pavement and bridge conditions have been mapped throughout each of the 5 planning regions identified in Berks County. Pavement and bridge projects on the current Transportation Improvement

Program (TIP) are also identified. A full list of poor condition pavement segments and bridges with TIP projects identified is also included at the end of this report. Through the multiple facets of identification and analysis completed, this report will ultimately help guide investment decisions to keep Berks County's roads and bridges in good order by determining potential projects for inclusion in the Reading Area Transportation Study Transportation Improvement Program and Long Range Transportation Plan.

Technical corrections were made to the document in May 2024. These corrections were made to address a calculation error which effected the Daily Vehicle Miles Traveled (DVMT) values that were originally published in the 2022 Pennsylvania Highway Statistics by PennDOT and used in multiple tables in this report.

SECTION 1

ACRONYMS AND DEFINITIONS

AADT – Average Annual Daily Traffic (AADT) is the total number of vehicles traveling along a roadway segment on an average day.

Arterials – an arterial road delivers traffic between collector roads and freeways

BMS – The Bridge Management System, which is the primary means for defining and monitoring state-owned bridges, maintaining an inventory of the bridge features, conditions, and characteristics, and providing decision-makers with the information necessary for funding, business planning, project design, and maintenance programming.

Bridge Condition Rating Culvert – Single-digit number that describes the physical condition of the culvert compared to its original as-built condition. Number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years. Number range is nine to zero.

Bridge Condition Rating Deck – Single-digit number that describes the physical condition of the deck compared to its original as-built condition. Number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years. Number range is nine to zero.

Bridge Condition Rating Sub – Single-digit number that describes the physical condition of the substructure compared to its original as-built condition. Number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years. Number range is nine to zero.

Bridge Condition Rating Super – Single-digit number that describes the physical condition of the superstructure compared to its original as-built condition. Number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years. Number range is nine to zero.

Collectors – provide land access and traffic circulation within residential neighborhoods, commercial and industrial areas, and downtown city centers. Collectors connect local roads and streets with arterials and provide less mobility than arterials at lower speeds for a shorter distance.

Culvert – a curved or rectangular structure below the roadway surface used primarily for water flow

Deck – Top surface of bridge that carries traffic

DVMT – Daily Vehicle Miles Traveled shows how much traffic is flowing along a roadway during an average 24 hour period. This is calculated by multiplying the AADT by the length of the roadway.

FFY – Federal Fiscal Year

Interstate System – the highest classification of arterial roads and streets and provides the highest level of mobility, at the highest speed, for a long uninterrupted distance.

LFA – Local Federal Aid roads are a collection of roads in the county that are eligible for federal funds.

Local Roads – The local roads and streets provide a high level of access to abutting land, but limited mobility.

MPO – Metropolitan Planning Organization. Organization of several municipalities that serve areas with greater than 50,000 people for the purpose of planning in a more comprehensive manner.

PennDOT – Pennsylvania Department of Transportation

RATS – Reading Area Transportation Study. RATS is the Metropolitan Planning Organization (MPO) for Berks County.

RMS – The Roadway Management System, which is the primary means for defining and monitoring the state-owned highway network, maintaining an inventory of the roadway features, conditions, and characteristics, and providing decision-makers with the information necessary for funding, business planning, project design, and maintenance programming.

Substructure – the part of the bridge that supports the superstructure, such as piers and abutments

Superstructure – the underlying or supporting part of a bridge, for example steel members under the deck

Introduction

The Reading Area Transportation Study (RATS) Coordinating Committee is the designated Metropolitan Planning Organization (MPO) for transportation in Berks County. RATS facilitates the regional, performance-based planning process that serves as the basis for spending state and federal transportation funds for improvements to streets, highways, bridges, public transit, bicycle and pedestrian networks allocated to Berks County. RATS is currently responsible for prioritizing approximately \$75 million annually to advance transportation improvement projects throughout the county.

To receive federal funding, transportation projects must be identified in the Long Range Transportation Plan (LRTP). The LRTP examines socioeconomic trends that affect travel, the current state of the county transportation network, and describes multimodal transportation strategies to address identified transportation needs. The plan outlines the region's long-range transportation vision and projects the transportation needs of the county through the year 2045. The plan must be updated every four years and must project at least 20 years into the future to meet federal requirements.

RATS also approves the Transportation Improvement Program (TIP) which is the capital-funding program that contains all surface transportation projects eligible for federal funding that are programmed for implementation over the next four years. Projects scheduled in the TIP were first identified in the LRTP as projects that would impact transportation needs in the county. The most recently adopted TIP (FFY 2023-2026, locally approved July 14, 2022) was approved by FHWA/FTA on September 29, 2022. The TIP lists 131 projects totaling \$303.2 million for highway, bridge, and transit projects over the four-year period from 2023 to 2026.

It is important to address the COVID-19 pandemic. The pandemic has had worldwide impacts to everything from politics and culture to economy and ecology. The transportation system was not exempt from the impacts of the pandemic. As a result, information gathered for this plan exhibits skewed results primarily for the year 2020 and in some instances for 2021. Difficulties in data gathering and availability, as well as changes in the way the world operates contributed to the variance in the data obtained.

RATS Concurrence with Statewide Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established a series of performance measures to ensure effective use of Federal transportation funds.

PennDOT has established performance measures for pavements and bridges to help drive investment decisions to meet PennDOT's overall asset management strategy. Performance measures, along with long-term and short-term targets are set for various road and bridge groups, and the actual data for Berks County for the reporting year are evaluated in PennDOT's annual reports. The current reports, showing the data for the prior calendar year are included in the appendices of this report.

Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) establishes measures to assess the conditions of pavement and bridges on the National Highway System (NHS), which are collectively referred to as the PM-2 measures. PM-2 Performance Measures include:

- 1) Percentage of pavements on the Interstate System in Good condition
- 2) Percentage of pavements on the Interstate System in Poor condition
- 3) Percentage of pavements on the NHS (excluding the Interstate System) in good condition
- 4) Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
- 5) Percentage of NHS bridge deck area classified as in good condition
- 6) Percentage of NHS bridge deck area classified as in poor condition

By evaluating these performance measures, the targets established are based on data driven trend analysis.

In addition, federal regulations require MPOs to establish baseline targets either by agreeing to plan and program projects in support of the PennDOT targets or by establishing their own quantifiable targets. RATS most recently adopted the recommended state performance measures and targets in March 2023. The following table identifies these targets.

PM-2 BASELINE AND TARGET VALUES FOR 2022-2025 PERFORMANCE PERIOD				
PERFORMANCE MEASURE	URBANIZED AREA	2021 BASELINE	2023 2-YEAR TARGET	2025 4-YEAR TARGET
Percentage of Pavements of the Interstate System in Good Condition	Statewide	68.8%	69.0%	65.0%
Percentage of Pavements of the Interstate System in Poor Condition	Statewide	0.4%	2.0%	2.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	Statewide	37.2%	31.0%	29.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	Statewide	1.5%	6.0%	6.5%
Percentage of NHS Bridges Classified as in Good Condition	Statewide	27.5%	28.0%	28.0%
Percentage of NHS Bridges Classified as in Poor Condition	Statewide	4.4%	7.5%	7.5%

As Reading MPO's interests extend beyond those included in PennDOT's Performance Measure Annual Reports, the data will be analyzed not only for road and bridge groups for PennDOT-owned assets but Local Federal Aid (LFA) roads and locally owned bridges. At the beginning of Section 2 and Section 3, the differences between the PennDOT annual report and the Reading MPO report are displayed.

For both pavements and bridges, every effort will be made to match the time frame, conditions and data included in the PennDOT annual reports. The data in this report comes from the Roadway Management System (RMS) and the Bridge Management System 2 (BMS2). Discrepancies arise due to lags in data updates and data retrieval dates. The data date for PennDOT's Performance Measure Reports is December 31st for the year reported. The data retrieval date for LFA roads and Local Bridges vary based on the year from 2018 through 2022, however will be pulled consistently during the first week of January for the prior year starting with 2022 data.

Goal

Our experience and perception of the transportation system is largely based on the condition of the roads and bridges we drive on every day. This report is prepared for the Reading Metropolitan Planning Organization (Reading MPO) detailing the conditions of the roads and bridges throughout Berks County. This report will help guide investment decisions to keep Berks County's roads and bridges in good order by determining potential projects for inclusion in the Reading Area Transportation Study Transportation Improvement Program and Long Range Transportation Plan.

SECTION 2

PAVEMENTS

Roadway Background and Data

The regional highway system functions as the primary means of distributing people and goods within and throughout Berks County. 51.4 miles of Interstate and 36.8 miles of expressways accommodate most of the highway traffic. Historically, Berks County has been served by a radial system of five major arterial highways. U.S. 222 is the principal link between Reading and both Allentown and Lancaster, as well as a connection to the Pennsylvania Turnpike. PA 61 is the principal highway connection between Reading and Schuylkill County.

U.S. 422 provides a direct link to the Delaware Valley market center to the southeast. To the west, U.S. 422 connects Reading to Lebanon, Harrisburg, and the Capitol Region. Berks County has no interstate link that crosses through the core urban area; however, Interstate 78 to the north and the Pennsylvania Turnpike (I-76) to the south bound the county. PA 183 and PA 61 act as connectors to I-78, while I-176 and U.S. 222 South link the urban area to the Turnpike.

The following tables look at the 3,312.25 linear miles of Berks County roads in more detail. A majority of Berks County Roads are owned by local government entities and PennDOT.

BERKS COUNTY ROAD OWNERSHIP BY AGENCY 2022		
AGENCY	LINEAR MILES	%
Local	2,402.19	72.52%
PennDOT	873.61	26.38%
Other State/Federal	31.71	0.96%
Turnpike	4.74	0.14%
Total	3,312.25	100.00%

Source: PennDOT, Pennsylvania Highway Statistics, 2022

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with states, local officials, and Metropolitan Planning Organizations (MPOs). The NHS includes interstates, other principal arterials, strategic highway network, major strategic highway connectors, and intermodal connectors. Berks County has 185.2 miles of roads on the NHS and two intermodal connectors with a majority of these miles being Interstate 78, Interstate 176, and routes 12, 61, 222, and 422. The Berks County NHS experienced a DVMT of 5,340,031 in 2022.

NATIONAL HIGHWAY SYSTEM (NHS) IN BERKS COUNTY 2022	
AGENCY	LINEAR MILES
Local	0.5
PennDOT	180.0
Turnpike	4.7
Total	185.2

Source: PennDOT, Pennsylvania Highway Statistics, 2022

The Federal Aid System (with the exception of rural minor collectors and local roads) is a collection of roads in the county that are eligible for federal funds. In 2022, the federal aid system represented 734.8 linear miles, or 22.18% of all roadways in Berks County.

FEDERAL AID SYSTEM IN BERKS COUNTY 2022	
AGENCY	LINEAR MILES
Local	140.3
PennDOT	594.5
Total	734.8

Source: PennDOT, Pennsylvania Highway Statistics, 2022

The Berks County Roads by Functional Class table shows the federal functional classifications assigned to roads in Berks County. The functional classification of a road may change over time based on changing traffic conditions. Classification of a road is based on an analysis of the volume of traffic using the facility, the type of trip provided, the length of the trip, and the speed of the trip.

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. These roads are typically classified as principal arterials (sub-grouped by Interstate, Freeway/Expressway, and other principal arterials) and minor arterials.

Collectors provide a lower level of service at a slower speed. They provide a lower level of service for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors are classified as major collectors and minor collectors. Local roads and streets are, by far, the most numerous of the road types in the county, accounting for 72.80% of all roads. These roads provide access to individual properties and serve short distance, low speed trips.

ROADS BY FUNCTIONAL CLASS IN BERKS COUNTY 2022		
ROAD CLASS	MILES	%
Local	2,411.3	72.80%
Minor Collector	161.4	4.87%
Major Collector	353.8	10.68%
Minor Arterial	202.3	6.11%
Principal Arterial	95.2	2.87%
Interstate	51.4	1.55%
Other Freeway/Expressway	36.8	1.11%
Total	3,312.2	100.00%

Source: PennDOT, Pennsylvania Highway Statistics, 2022

Just as the more miles put on a vehicle add wear and tear to the vehicle and increases the rate of required maintenance, so do more miles traveled on a roadway. The following tables show the Daily Vehicle Miles Traveled on various roadways in Berks County.

The following table shows DVMT for Berks County roads by the agency that owns them from 2018 through 2022. In 2022, the county's roadways accommodated over 9.5 million miles of daily travel, the majority of which is on PennDOT owned roads. The total DVMT for Berks County increased from 2018 to 2022 by 2.03%.

CHANGE IN DVMT BY AGENCY IN BERKS COUNTY FROM 2018-2022							
AGENCY	2018	2019	2020	2021	2022	2018-2022 # CHANGE	2018-2022 % Change
Local	1,567,057	1,562,558	1,264,344	1,626,303	1,704,877	137,820	8.79%
PennDOT	7,456,243	7,642,444	6,404,952	7,905,375	7,654,150	197,907	2.65%
Other State/Federal	139,208	136,456	115,953	136,456	16,203	-123,005	-88.36%
Turnpike	205,971	208,230	166,906	144,808	183,348	-22,623	-10.98%
Total	9,368,480	9,549,688	7,934,155	9,812,942	9,558,578	190,098	2.03%

Source: PennDOT, Pennsylvania Highway Statistics, 2018-2022

The DVMT, broken out by functional classification, shows a large decrease in use of the 2,411.3 miles of local roads through Berks County from 2018-2022.

CHANGE IN DVMT BY ROAD CLASS IN BERKS COUNTY FROM 2018-2022							
	2018	2019	2020	2021	2022	2018-2022 # CHANGE	2018-2022 % Change
Local	1,273,564	1,271,429	1,039,823	1,327,886	1,307,074	33,507	2.63%
Minor Collector	203,597	210,764	196,167	223,363	225,571	21,974	10.79%
Major Collector	1,016,021	1,024,488	840,931	1,045,917	1,025,152	9,131	0.90%
Minor Arterial	1,670,774	1,672,969	1,413,606	1,695,536	1,669,323	-1,451	-0.01%
Principal Arterial	1,740,522	1,734,500	1,435,689	1,804,699	1,836,037	95,515	5.49%
Interstate	1,831,612	1,908,946	1,577,070	1,885,969	1,796,737	-34,875	-1.90%
Other Freeway/Expressway	1,632,390	1,726,592	1,430,869	1,829,572	1,698,685	66,295	4.06%
Total	9,368,480	9,549,688	7,934,155	9,812,942	9,558,579	190,099	2.03%

Source: PennDOT, Pennsylvania Highway Statistics, 2018-2022

Pavement Data

The data reported for pavement conditions is shown below. Differences in the data retrieval dates and the variations between the reported data for MAP-21, PennDOT, and this report can be seen below. The complete PennDOT Annual Report Pavements will be included in the appendix of this report.

MAP-21 Reported Road Groups (2)

- NHS
 - NHS – Interstate
 - NHS – Non-Interstate

PennDOT Reported Road Groups (4)

- NHS
 - NHS – Interstate
 - State-Owned
 - NHS – Non-Interstate
 - State-Owned
- Non-NHS
 - Non-NHS > 2,000 ADT
 - State-Owned
 - Non-NHS < 2,000 ADT
 - State-Owned

RATS Reported Road Groups (7)

- NHS
 - NHS – Interstate
 - State-Owned
 - NHS – Non-Interstate
 - State-Owned
 - LFA
- Non-NHS
 - Non-NHS > 2,000 ADT
 - State-Owned
 - LFA
 - Non-NHS < 2,000 ADT
 - State-Owned
 - LFA

NHS Pavement Performance Measures

MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in Pennsylvania, regardless of ownership.

Map-21 pavement performance measures required for FHWA reporting include four distress components which translate to good, fair, or poor condition scores. Three conditions apply to each pavement type. A pavement 10th mile section is considered in good condition if all three distress components are rated as good. A pavement 10th mile section is considered in poor condition if two or more of its three distress components are rated poor.

Roadway surfaces in Berks County are mostly comprised of paved surface roadways. Of the paved surface roadways, pavements are either asphalt or concrete. PennDOT assesses pavement surface conditions using a variety of metrics that include International Roughness Index (IRI). IRI measures pavement roughness in terms of the number of inches per mile that a laser, mounted in a specialized van, jumps as it is driven along a highway – the lower IRI, the smoother the ride.

MAP-21 PAVEMENT CONDITIONS AND THRESHOLDS

RATING	GOOD	FAIR	POOR
IRI (inches/mile)	<95	95-170	>170
Cracking Percentage	<5	CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15

Source: Reading Performance Measures Annual Report – Pavements 2018-2022

FHWA requires that no more than 5% of a state's NHS Interstate lane-miles be in poor condition but has not established a minimum condition for NHS non-Interstate roadways. PennDOT is required to establish these targets for the NHS Non-Interstate roadways. Starting in 2021 the Map-21 Pavement Performance was captured using Total PA Lane Miles. The years prior to this were based on Total PA Miles. The tables below show the Pavement Conditions and targets for 2018 through 2022 using percentages rather than mileage due to this difference in collection type.

MAP-21 PAVEMENT PERFORMANCE MEASURE – PAVEMENT IN GOOD CONDITION BY BUSINESS PLAN NETWORK								
Business Plan Network	2018 Good %	2019 Good %	2020 Good %	2021 Good %	2022 Good %	2023 Good % Target	2024 Good % Target	2025 Good % Target
Interstate	45.24%	57.56%	62.39%	59.73%	50.31%	69%	67%	65%
NHS, Non-Interstate	25.54%	30.99%	35.72%	31.31%	31.10%	31%	30%	29%
Total NHS	31.57%	39.61%	43.60%	39.94%	36.13%	n/a	n/a	n/a

Source: Reading Performance Measures Annual Report – Pavements 2018-2022

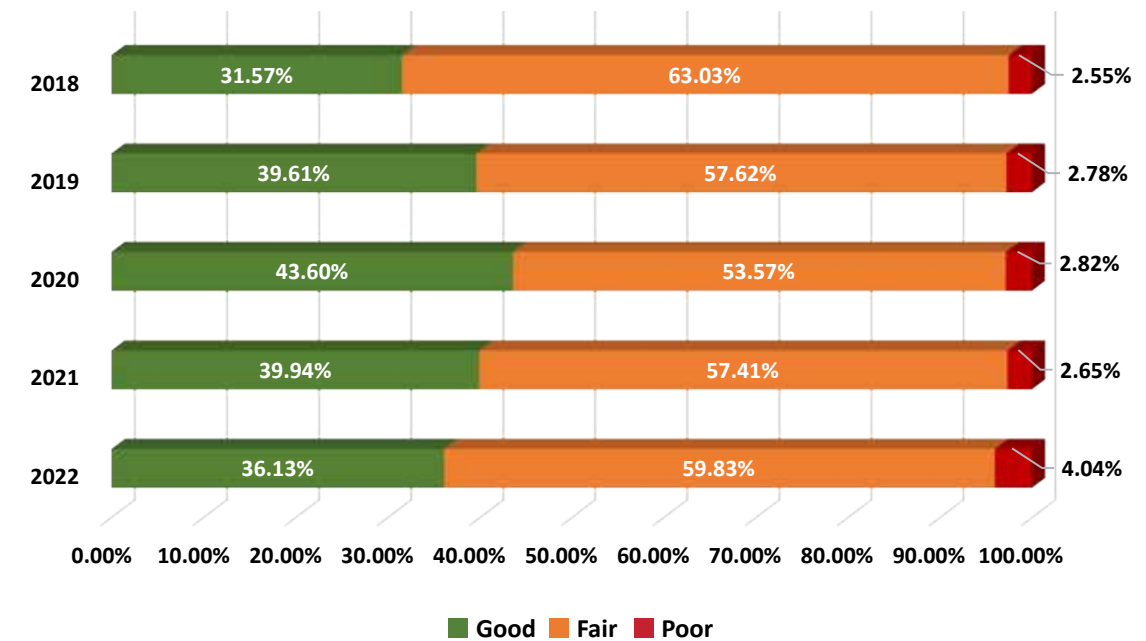
MAP-21 PAVEMENT PERFORMANCE MEASURE – PAVEMENT IN POOR CONDITION BY BUSINESS PLAN NETWORK									
Business Plan Network	2018 Poor %	2019 Poor %	2020 Poor %	2021 Poor %	2022 Poor %	2022 Poor % Target	2023 Poor % Target	2024 Poor % Target	2025 Poor % Target
Interstate	0.17%	0.23%	0.30%	0.14%	0.29%	n/a	2%	2%	2%
NHS, Non-Interstate	3.63%	4.00%	3.90%	3.75%	5.38%	6%	6%	6%	6.5%
TOTAL NHS	2.55%	2.78%	2.82%	2.65%	4.04%	N/A	N/A	N/A	N/A

Source: Reading Performance Measures Annual Report – Pavements 2018-2022

Analyzing the two tables above, Good Condition Lane Miles on the NHS have varied over the years, however the NHS, Non-Interstate has already met targets through 2025, as long as Good Condition % is maintained on this system. The Good Condition % on the Interstate is much higher than NHS Non-Interstate, however, needs to increase greatly to meet the performance measure target set for 2024. Poor Condition Lane Miles on the NHS have remained low, consistently meeting performance measure targets and on track to continue this trend.

To view the pavement condition changes on the NHS system over the years, the following chart has been created including fair condition.

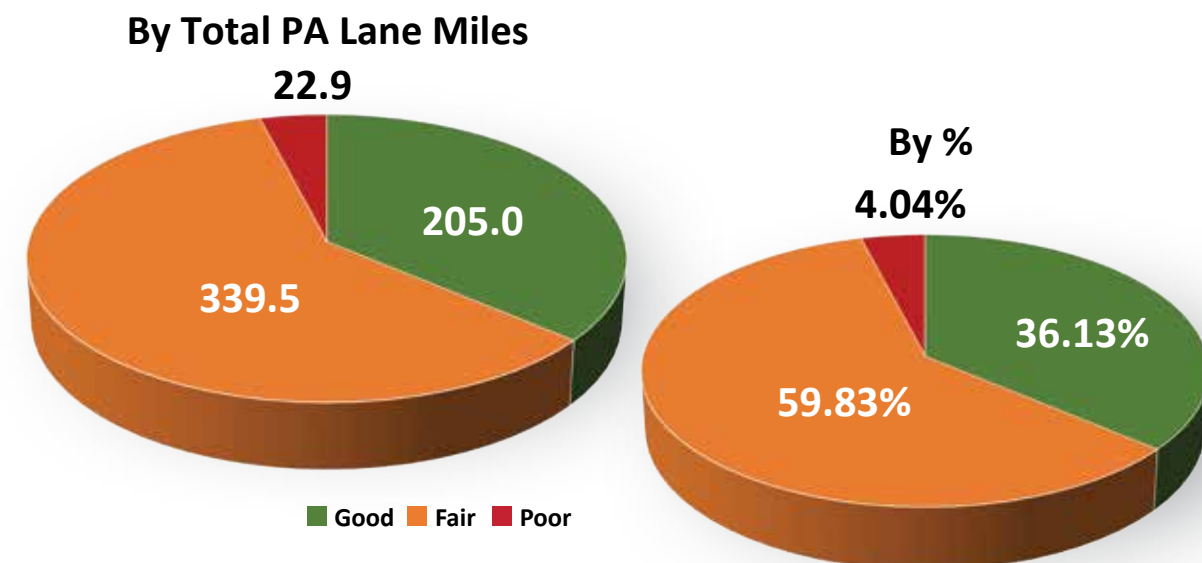
Total NHS Pavement Conditions for 2018-2022 Based on MAP-21 Pavement Performance Measures



Source: Reading Performance Measures Annual Report – Pavements 2018-2022

The pavement performance is shown in the following pie charts for 2022.

MAP-21 NHS PAVEMENT PERFORMANCE 2022





This picture shows improvements made to the roadway surface of SR 222 in Maidencreek and Ontelaunee Townships, reducing the Lane Miles of Poor IRI on the NHS.

BERKS COUNTY PAVEMENT CONDITION SCORECARD BASED ON MAP-21 PAVEMENT PERFORMANCE MEASURES (Based on Total PA Lane Miles)

INDICATOR	DESCRIPTION	TREND	TREND
Interstate Pavement in Good Condition	In 2022, 50.31% of Interstate Pavement was in Good Condition. This value has ranged from 45.24% to 62.39% over the last 5 years, however, needs to improve significantly to meet 2023-2025 Targets, which range from 65% to 69%.	DECLINING 	
Interstate Pavement in Poor Condition	In 2022, 0.29% of Interstate Pavement was in Poor Condition. This value has ranged from 0.14% to 0.30% over the last 5 years and is on track to remain well below the upcoming 2% Targets	STEADY 	
Non-Interstate NHS Pavement in Good Condition	In 2022, 31.10% of Non-Interstate, NHS Pavement was in Good Condition. This value has improved from 25.54% in 2018, however, will need to remain at the current level to continue meeting the 2022-2025 Targets which range from 29%-31%.	IMPROVING 	
Non-Interstate NHS Pavement in Poor Condition	In 2022, 5.38% of Non-Interstate, NHS Pavement was in Poor Condition. This value has ranged from 3.63% to 5.38% over the last 5 years, and meets the 2022-2025 Targets, which range from 6% to 6.5%. However, with this percentage creeping towards these Targets, consideration should be given to keep this figure below these Targets..	DECLINING 	

NHS, State, and Local Pavement Smoothness (IRI) Summaries

PennDOT analyzes this same information based on PennDOT Segment Miles as opposed to Total PA Lane Miles. The IRI Ranking Categories also range from Excellent to Poor as opposed to Good to Poor, these categories are shown in the table below.

IRI CATEGORIES	INTERSTATE	NHS NON-INTERSTATE	NON-NHS ≥ 2,000 ADT	NON-NHS < 2,000 ADT
≤ 70	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
71-75	GOOD	EXCELLENT	EXCELLENT	EXCELLENT
76-100	GOOD	GOOD	GOOD	EXCELLENT
101-120	FAIR	GOOD	GOOD	GOOD
121-150	FAIR	FAIR	GOOD	GOOD
151-170	POOR	FAIR	FAIR	GOOD
171-195	POOR	POOR	FAIR	FAIR
196-220	POOR	POOR	POOR	FAIR
>220	POOR	POOR	POOR	POOR

Source: PennDOT Roadway Management and Testing

In addition to the Interstate and NHS Non-Interstate, data is gathered for Non-NHS ≥ 2,000 ADT and Non-NHS < 2,000 ADT. To separate these categories further, RATS will break out the NHS-Non-Interstate, Non-NHS ≥ 2,000 ADT, and Non-NHS < 2,000 ADT by State-Owned and LFA segment miles as shown in the table below.

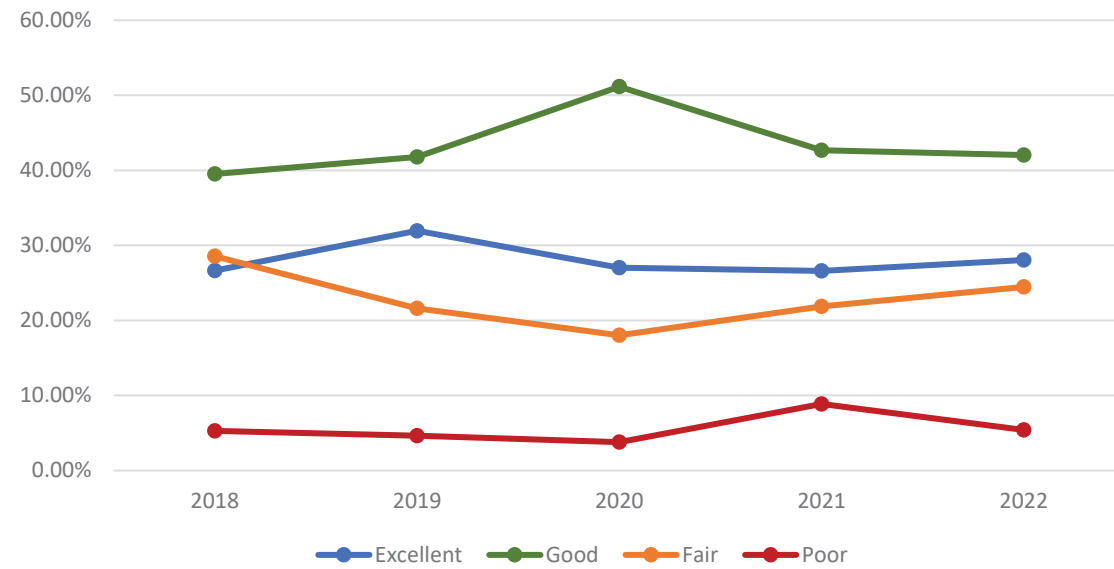
2022 Pavement IRI Summary by Business Plan Network

BUSINESS PLAN NETWORK	EXCELLENT		GOOD		FAIR		POOR		TOTAL Tested Seg Mi
	Seg Mi	%	Seg Mi	%	Seg Mi	%	Seg Mi	%	
Interstate	21.3	28.05%	32.0	42.06%	18.6	24.47%	4.1	5.42%	76.0
TOTAL NHS NON-INTERSTATE	29.4	14.36%	88.1	43.01%	55.7	27.20%	31.6	15.43%	204.9
State-Owned	2.0	6.99%	13.0	45.45%	6.6	23.08%	7.0	24.48%	28.6
LFA	17.8	14.70%	52.8	43.60%	36.8	30.39%	13.7	11.31%	121.1
TOTAL NON-NHS ≥ 2,000 ADT	59.5	16.54%	180.1	50.09%	79.6	22.16%	40.3	11.21%	359.4
State-Owned	34.6	12.49%	135.3	48.84%	69.3	25.02%	37.8	13.65%	277.0
LFA	24.9	28.59%	45.6	52.35%	11.1	12.74%	5.5	6.31%	87.1
TOTAL NON-NHS < 2,000 ADT	25.8	7.76%	124.3	37.43%	127.2	38.31%	54.8	16.50%	332.0
State-Owned	25.7	7.93%	121.9	37.60%	123.7	38.16%	52.9	16.32%	324.2
LFA	0.0	0.00%	4.6	33.09%	4.2	30.22%	5.1	36.69%	13.9

Source: Reading Performance Measures Annual Report – Pavements 2018-2022, PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 12/31/2022, State-Owned and LFA data date: 1/1/2023

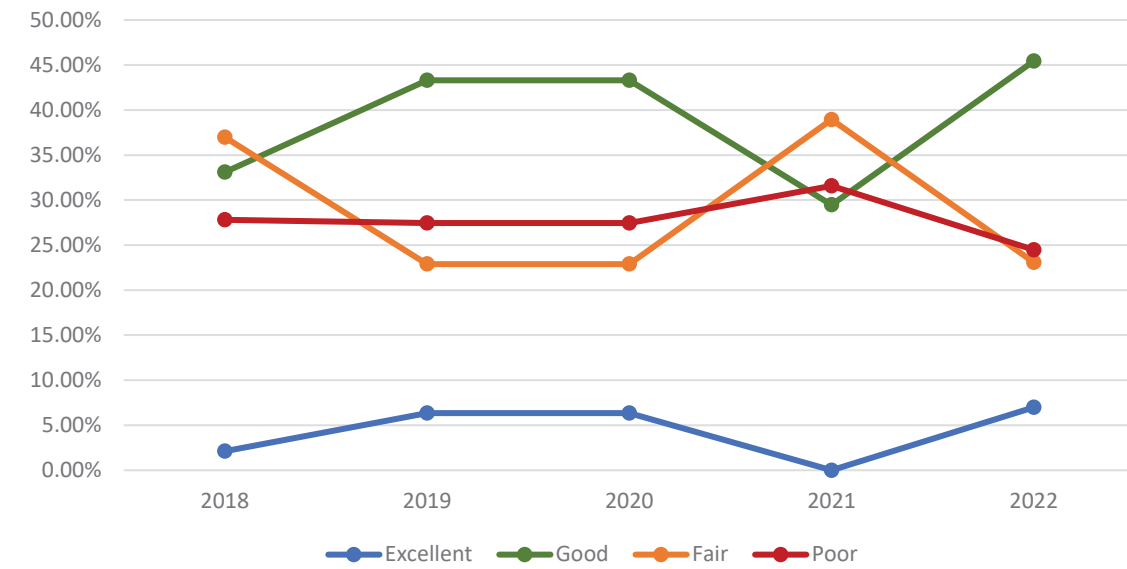
The following charts show IRI trends from 2018-2022 on all levels of the Business Plan Network.

Interstate IRI Trends 2018-2022



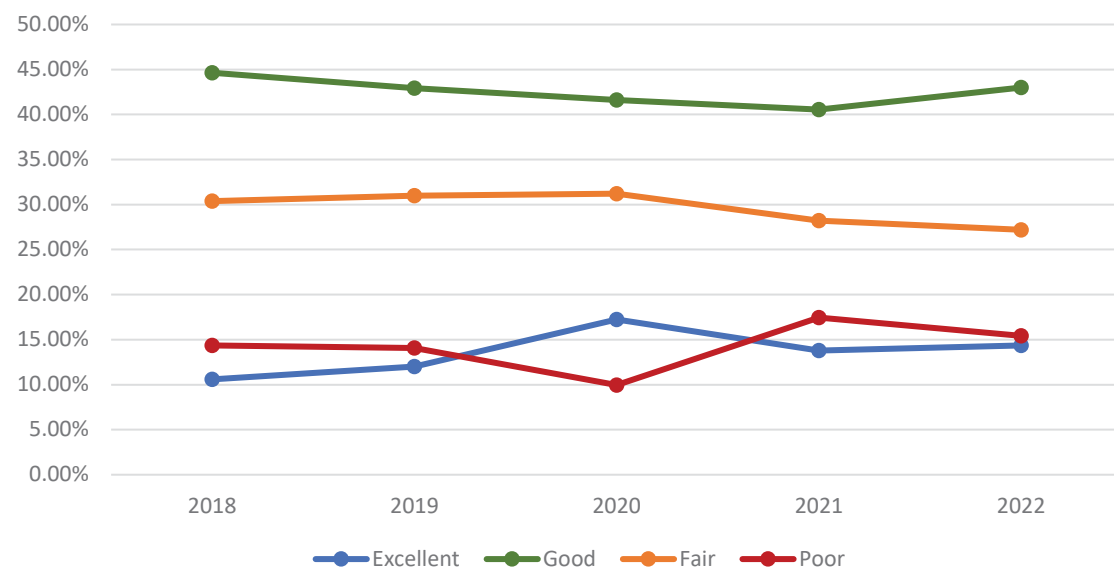
Source: Reading Performance Measures Annual Reports – Pavements 2018-2022

NHS Non-Interstate State-Owned IRI Trends 2018-2022



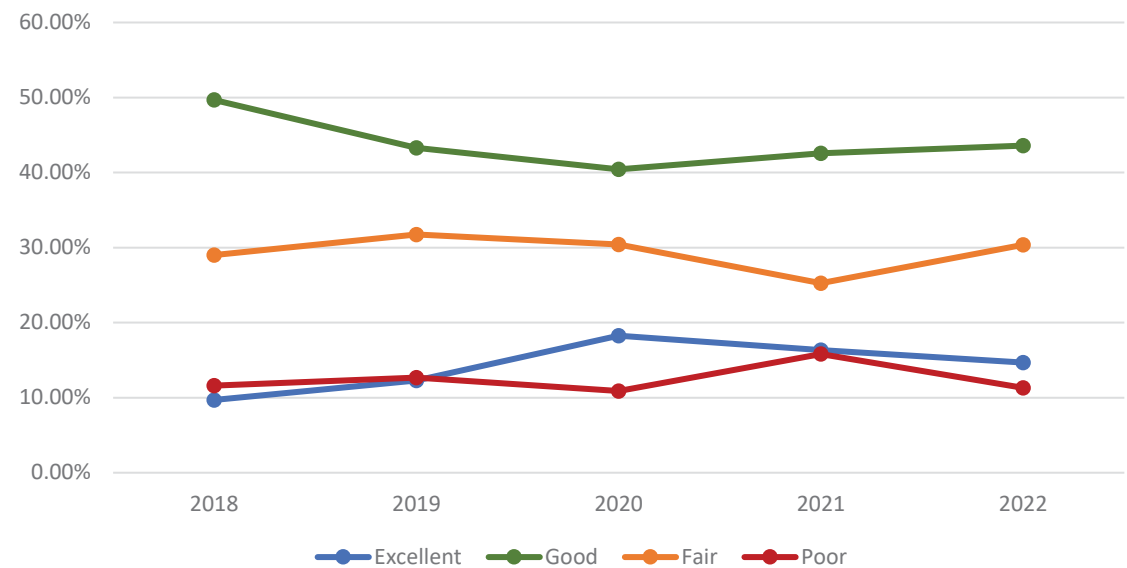
Source: Reading Performance Measures Annual Reports – Pavements 2018-2021 and PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 11/19/2018, 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023

Total NHS Non-Interstate IRI Trends 2018-2022



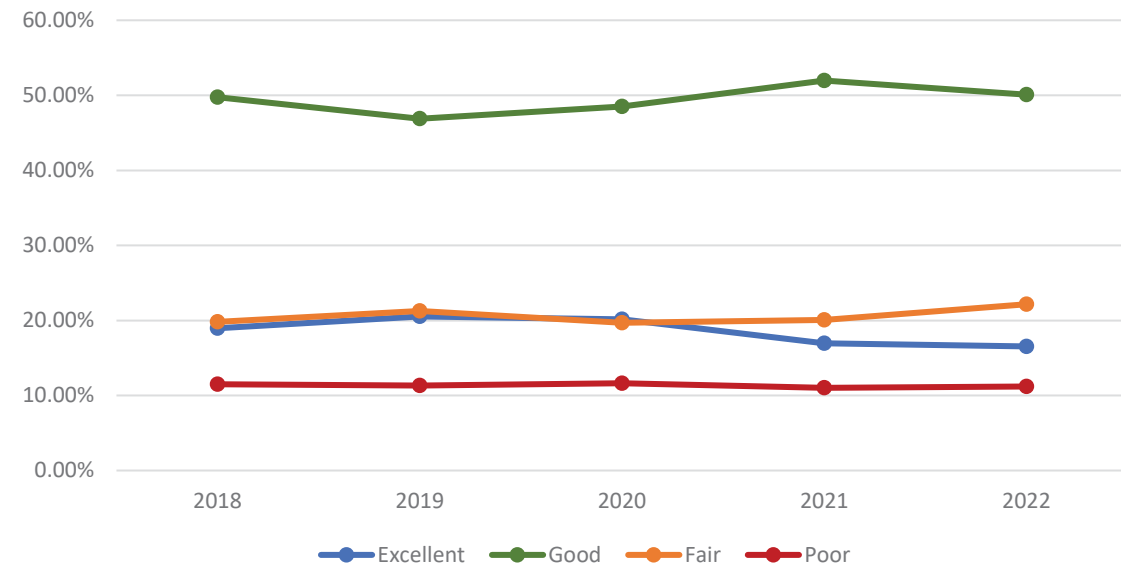
Source: Reading Performance Measures Annual Reports – Pavements 2018-2022

NHS Non-Interstate LFA IRI Trends 2018-2022



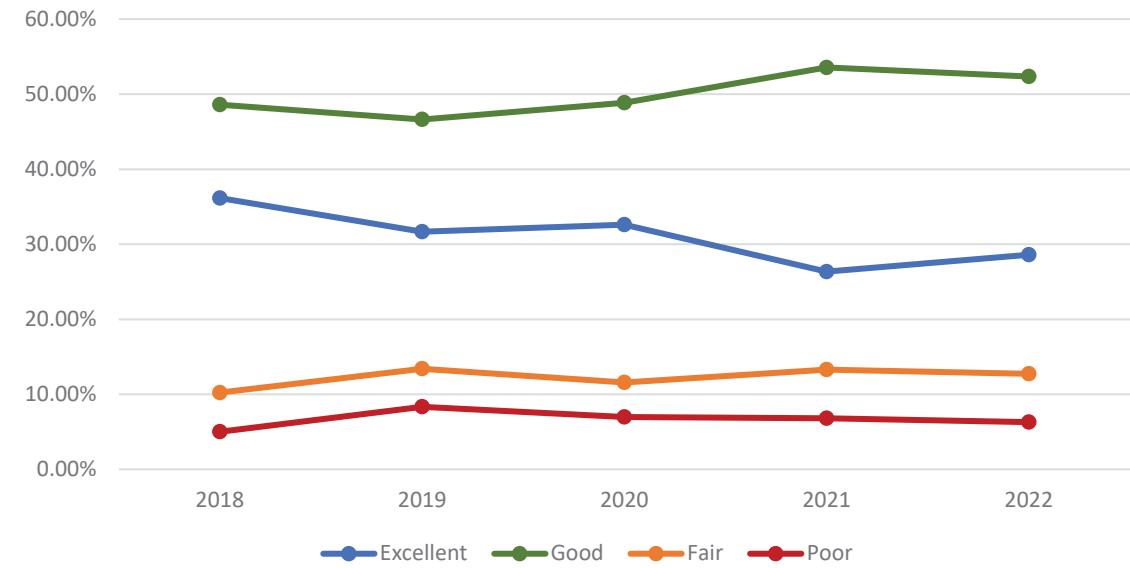
Source: Reading Performance Measures Annual Reports – Pavements 2018-2022 and PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 11/19/2018, 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023

Total Non-NHS \geq 2,000 ADT IRI Trends 2018-2022



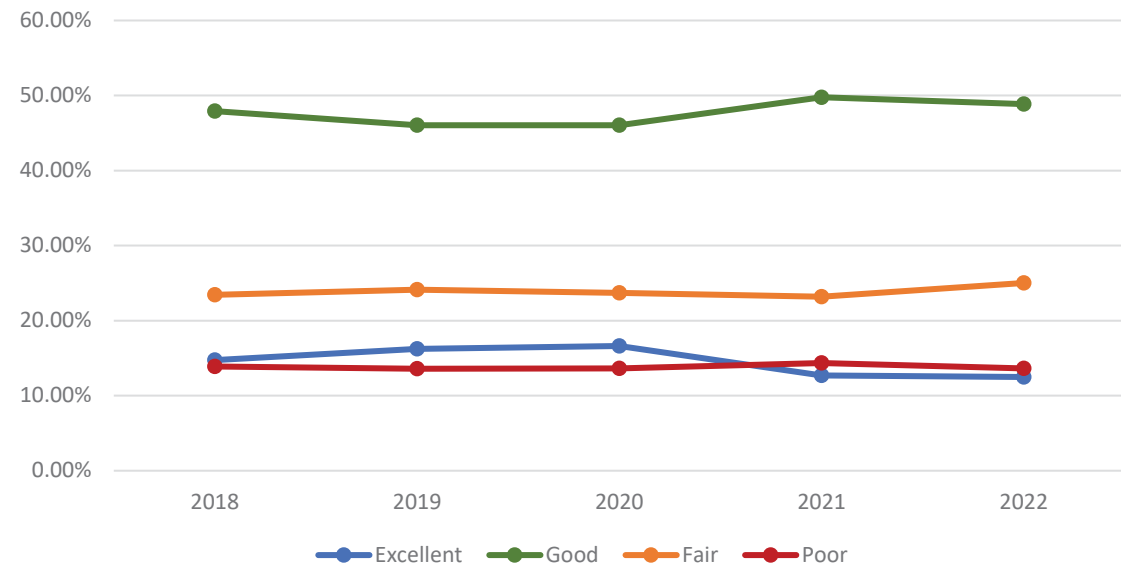
Source: Reading Performance Measures Annual Reports – Pavements 2018-2022

Non-NHS \geq 2,000 ADT LFA IRI Trends 2018-2022



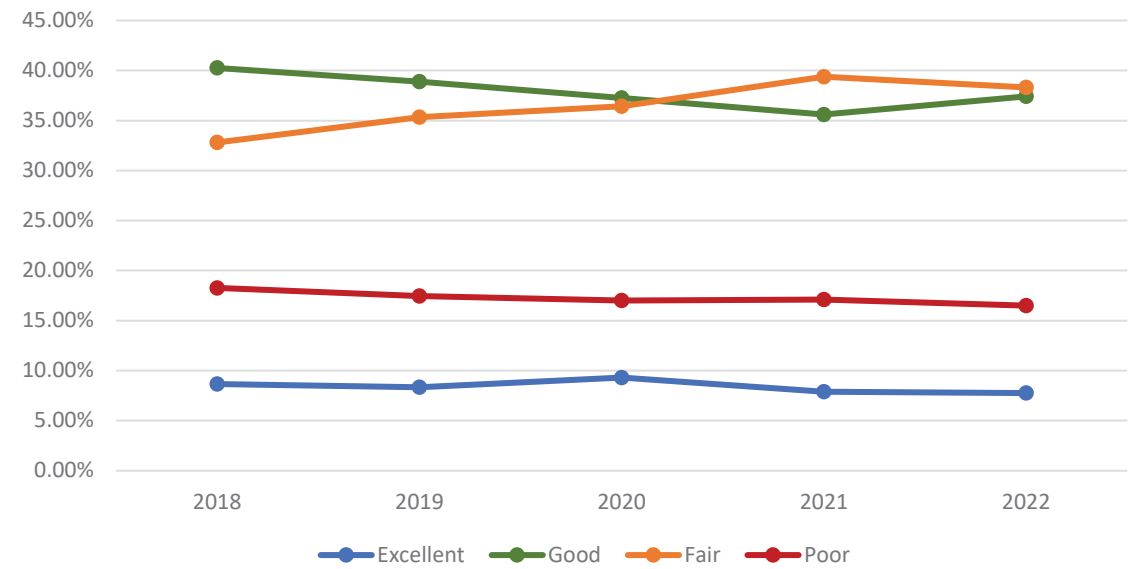
Source: Reading Performance Measures Annual Reports – Pavements 2018-2022 and PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 11/19/2018, 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023

Non-NHS \geq 2,000 ADT State-Owned IRI Trends 2018-2022



Source: Reading Performance Measures Annual Reports – Pavements 2018-2022 and PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 11/19/2018, 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023

Total Non-NHS $<$ 2,000 ADT IRI Trends 2018-2022



Source: Reading Performance Measures Annual Reports – Pavements 2018-2022

SECTION 3

BRIDGES

Bridge Background and Data

The Schuylkill River, two lakes and countless streams provide ample recreational and commercial activities, but create a transportation challenge to move people and freight safely and efficiently over them in Berks County. In 2022, there are 877 bridges in Berks County, with the majority owned by PennDOT. These bridges are those that require inspections – state bridges longer than 8 feet and local bridges longer than 20 feet. Berks County is responsible for 54 of the 236 local bridges. The change in total number of bridges is in part due to PennDOT efforts to improve the classification of bridges.

BRIDGE NUMBERS IN BERKS COUNTY FROM 2018-2022

BRIDGE TYPE	2018	2019	2020	2021	2022	# CHANGE	% CHANGE
State ≥ 8'; Interstate/Ramps	64	64	65	64	60	-4	-6.25%
State ≥ 8'; NHS (non-Interstate)	150	150	150	151	150	0	0.00%
State ≥ 8'; non-NHS > 2000 ADT	234	252	239	236	237	3	1.28%
State ≥ 8'; non-NHS < 2000 ADT	189	181	191	194	194	5	2.65%
Local ≥ 20'	240	236	236	236	236	-4	-1.67%
TOTAL BRIDGES	877	883	881	881	877	0	0.00%

Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2018-2022

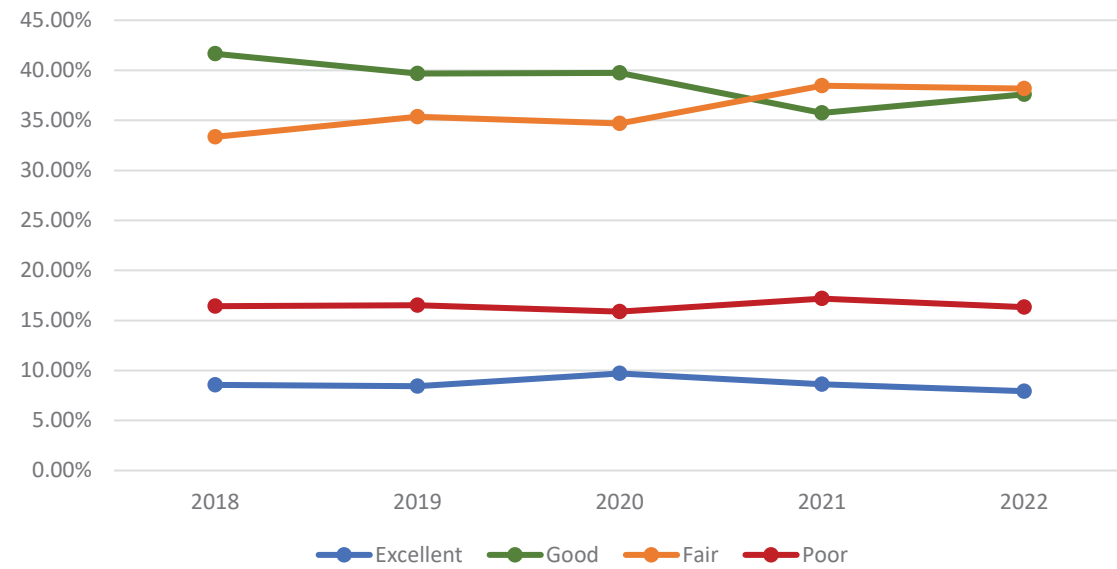
As Berks County bridges continue to age and deteriorate, it is sometimes necessary to close bridges unexpectedly due to problems revealed during routine inspections. Bridges closed to traffic are those structures deemed unsafe to carry any type of traffic. The number of bridges closed to traffic in the county decreased 30.00% since 2018. As of 2022, 7 bridges are closed, with the majority of closed bridges being owned locally.

CLOSED BRIDGES IN BERKS COUNTY FROM 2018-2022

BRIDGE TYPE	2018	2019	2020	2021	2022	# CHANGE	% CHANGE
State ≥ 8'; Interstate/Ramps	0	0	0	0	0	0	0.00%
State ≥ 8'; NHS (non-Interstate)	0	0	0	0	0	0	0.00%
State ≥ 8'; non-NHS > 2000 ADT	0	0	0	0	0	0	0.00%
State ≥ 8'; non-NHS < 2000 ADT	3	3	1	2	1	-2	-66.67%
Local ≥ 20'	7	7	6	6	6	-1	-14.29%
TOTAL CLOSED BRIDGES	10	10	7	8	7	-3	-30.00%

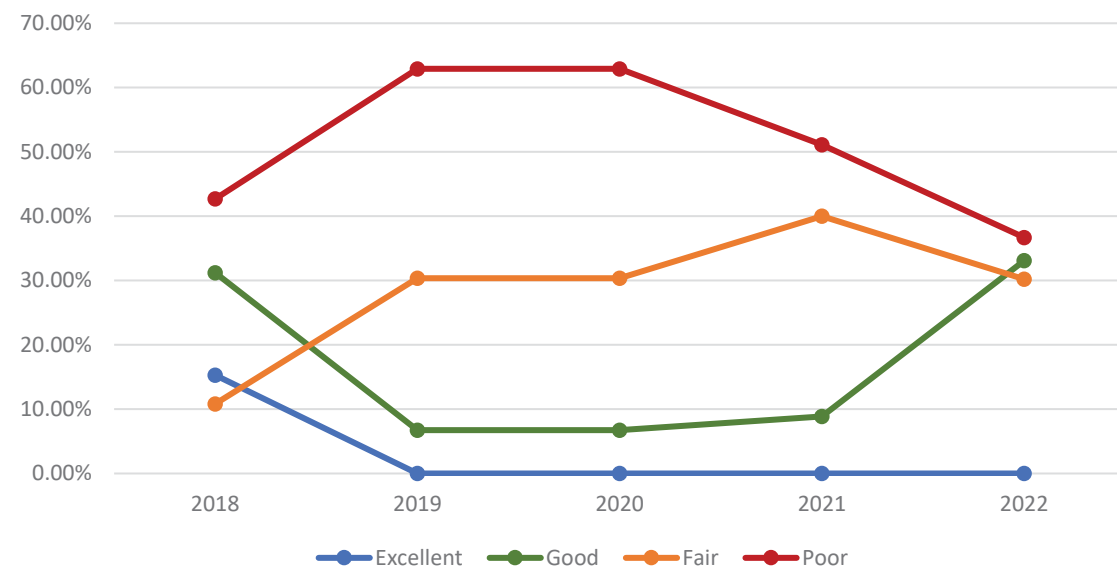
Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2018-2022

Non-NHS < 2,000 ADT State-Owned IRI Trends 2018-2022



Source: Reading Performance Measures Annual Reports – Pavements 2018-2022 and PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 11/19/2018, 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023

Non-NHS < 2,000 ADT LFA IRI Trends 2018-2022



Source: Reading Performance Measures Annual Reports – Pavements 2018-2022 and PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 11/19/2018, 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023

Load posting a bridge is required by the National Bridge Inspection Standards when a bridge is not capable of safely carrying a legal load. If a bridge is deemed deficient, officials will post a maximum load for the bridge. Bridges may also be posted for other load capacity restrictions including speed and number of vehicles permitted on the bridge. 67 bridges are posted in Berks County as of 2022, with the majority of those bridges owned locally. The number of posted bridges decreased 16.25% since 2018.

POSTED BRIDGES IN BERKS COUNTY FROM 2018-2022							
BRIDGE TYPE	2018	2019	2020	2021	2022	# CHANGE	% CHANGE
State ≥ 8'; Interstate/Ramps	0	0	2	2	0	0	0.00%
State ≥ 8'; NHS (non-Interstate)	2	2	1	1	1	-1	-50.00%
State ≥ 8'; non-NHS > 2000 ADT	6	6	6	2	2	-4	-66.67%
State ≥ 8'; non-NHS < 2000 ADT	10	9	8	10	8	-2	-20.00%
Local ≥ 20'	62	58	61	60	56	-6	-9.68%
TOTAL POSTED BRIDGES	80	75	78	75	67	-13	-16.25%

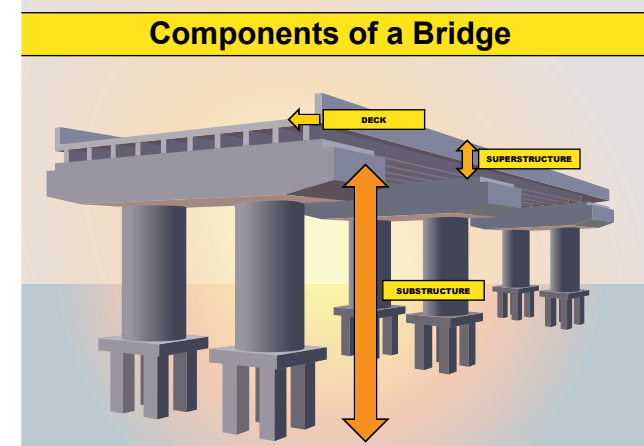
Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2018-2022

Bridge Inspection Overview

Bridges are characterized by the condition of their major components. State-owned bridges 8 feet in length or more and local-owned bridges over 20 feet in length are inspected on a regular, rotating basis. These inspections result in condition ratings for the deck, substructure, and superstructure. If the bridge is a culvert, then the one structural piece is given a condition rating. If any one of these structural parts has a condition rating of 4 or less, that bridge is deemed Poor. Bridges and culverts with a condition rating of 5 for any of the structural parts are considered Fair. Bridges and culverts with a condition rating of 6 or higher are considered Good. Each of these components is rated based on the Federal Highway Administration's Pavement and Bridge Condition Report Performance Measures final rule, which became effective in February 2017.

A Poor designation does not imply that a bridge is unsafe. However, such bridges typically require significant maintenance and repair to remain in service and would eventually require major rehabilitation or replacement to address the underlying deficiency. Some examples of underlying deficiencies can include inadequate under-clearances, insufficient load-carrying capacity, poor alignment with the roadway, or can no longer adequately service today's traffic.

Berks County bridge conditions will be explored in the following sections.



This graphic shows the locations of a bridge substructure, superstructure, and deck, which are all considered in the overall condition rating. The picture above is an example of a frame culvert in Muhlenberg Township. Since this type of bridge is one structural piece, it receives one condition rating.

Bridge Data

The data reported for Bridge conditions is shown below. Differences in the data retrieval dates and the variations between the reported data for MAP-21, PennDOT, and this report can be seen below. The complete PennDOT Annual Report Bridges will be at the end of this report.

MAP-21 Reported Bridge Groups (2)

- NHS
 - NHS – Interstate
 - NHS – Non-Interstate

PennDOT Reported Bridge Groups (5)

- NHS
 - NHS – Interstate/Ramps
 - State-Owned ≥ 8'
 - NHS – Non-Interstate
 - State-Owned ≥ 8'
- Non-NHS
 - Non-NHS ≥ 2,000 ADT
 - State-Owned ≥ 8'
 - Non-NHS < 2,000 ADT
 - State-Owned ≥ 8'
 - Local ≥ 20'
 - County ≥ 20'
 - Township ≥ 20'
 - Borough/City ≥ 20'
 - Railroad ≥ 20'

RATS Reported Bridge Groups (8)

- NHS
 - NHS – Interstate/Ramps
 - State-Owned ≥ 8'
 - NHS – Non-Interstate
 - State-Owned ≥ 8'
- Non-NHS
 - Non-NHS ≥ 2,000 ADT
 - State-Owned ≥ 8'
 - Non-NHS < 2,000 ADT
 - State-Owned ≥ 8'
 - Local ≥ 20'
 - County ≥ 20'
 - Township ≥ 20'
 - Borough/City ≥ 20'
 - Railroad ≥ 20'

NHS Bridge Performance Measures

Both this report and PennDOT’s Annual Report – Bridges measure bridges in Berks County by the percentage of poor deck area, count percentage of poor bridges, and count percentage of good bridges. Map-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge and applies to all Interstate and NHS Non-Interstate bridges 20’ or greater. The complete PennDOT Annual Report – Bridges will be at the end of this section. FHWA requires that no more than 10% of a State’s total NHS Bridge Deck Area be in Poor Condition.

Map-21 performance measures apply to all Interstate and NHS Non-Interstate bridges in Pennsylvania regardless of ownership. Therefore, PA Turnpike and local-owned bridges are included in the totals on the table below.

MAP-21 BRIDGE PERFORMANCE MEASURE – PERCENTAGE OF POOR CONDITION DECK AREA (BASED ON ALL NHS BRIDGES GREATER THAN OR EQUAL TO 20’ IN LENGTH)									
Business Plan Network	2018 Poor Deck Area %	2019 Poor Deck Area %	2019 Target	2020 Poor Deck Area %	2021 Poor Deck Area %	2021 Target	2022 Poor Deck Area %	2023 Target	2025 Target
Interstate	34.66%	33.27%	n/a	32.64%	33.27%	n/a	31.58%	n/a	n/a
NHS, Non-Interstate	15.05%	14.91%	n/a	7.28%	7.23%	n/a	7.27%	n/a	n/a
Total NHS	19.33%	18.91%	18.00%	12.96%	12.93%	16.00%	12.49%	14.00%	13.00%

Source: Reading Performance Measures Annual Report – Bridges 2018-2022

MAP-21 BRIDGE PERFORMANCE MEASURE – PERCENTAGE OF POOR CONDITION BRIDGES (BASED ON ALL NHS BRIDGES GREATER THAN OR EQUAL TO 20’ IN LENGTH)							
Business Plan Network	2018 Poor Count %	2019 Poor Count %	2020 Poor Count %	2021 Poor Count %	2022 Poor Count %	2023 Target	2025 Target
Interstate	11.90%	9.52%	9.30%	9.52%	2.63%	n/a	n/a
NHS, Non-Interstate	6.67%	5.83%	4.17%	4.13%	4.17%	n/a	n/a
Total NHS	8.02%	6.79%	5.52%	5.52%	3.80%	7.50%	7.50%

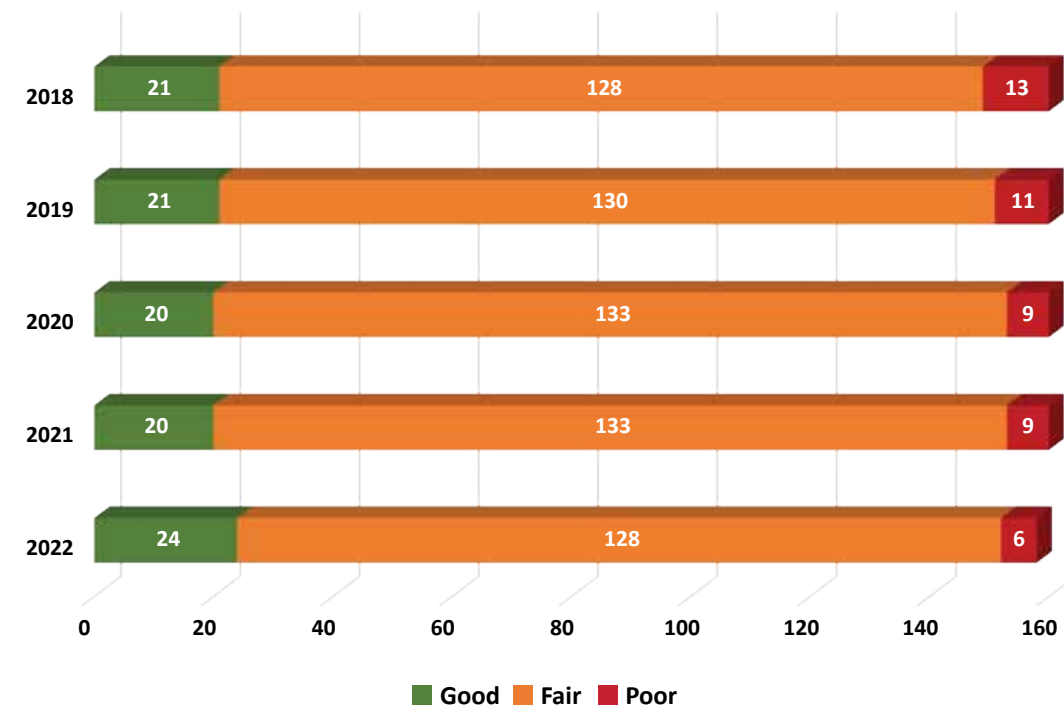
Source: Reading Performance Measures Annual Report – Bridges 2018-2022

MAP-21 BRIDGE PERFORMANCE MEASURE – PERCENTAGE OF GOOD CONDITION BRIDGES (BASED ON ALL NHS BRIDGES GREATER THAN OR EQUAL TO 20’ IN LENGTH)							
Business Plan Network	2018 Good Count %	2019 Good Count %	2020 Good Count %	2021 Good Count %	2022 Good Count %	2023 Target	2025 Target
Interstate	11.90%	11.90%	11.63%	11.90%	18.42%	n/a	n/a
NHS, Non-Interstate	13.33%	13.33%	12.50%	12.40%	14.17%	n/a	n/a
Total NHS	12.96%	12.96%	12.27%	12.27%	15.19%	28.00%	28.00%

Source: Reading Performance Measures Annual Report – Bridges 2018-2022

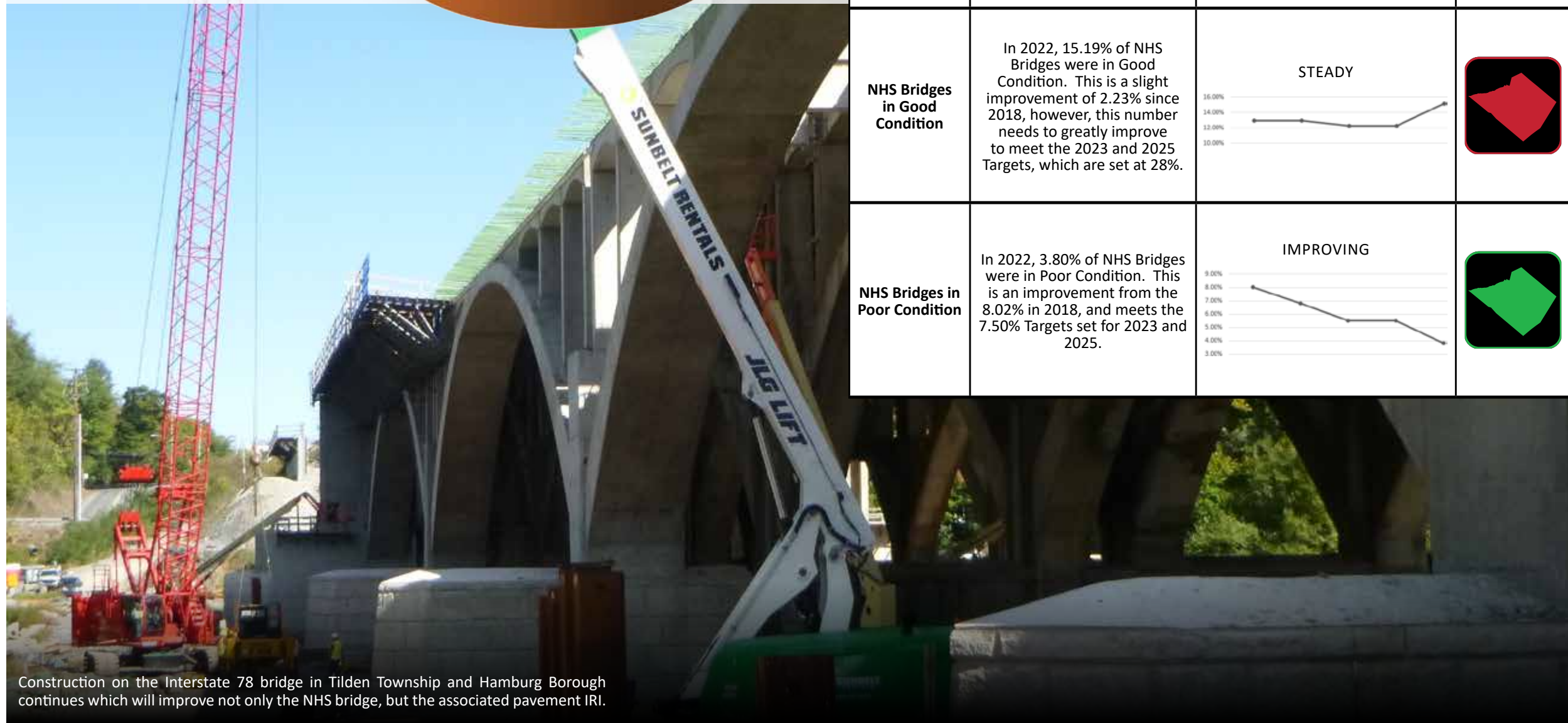
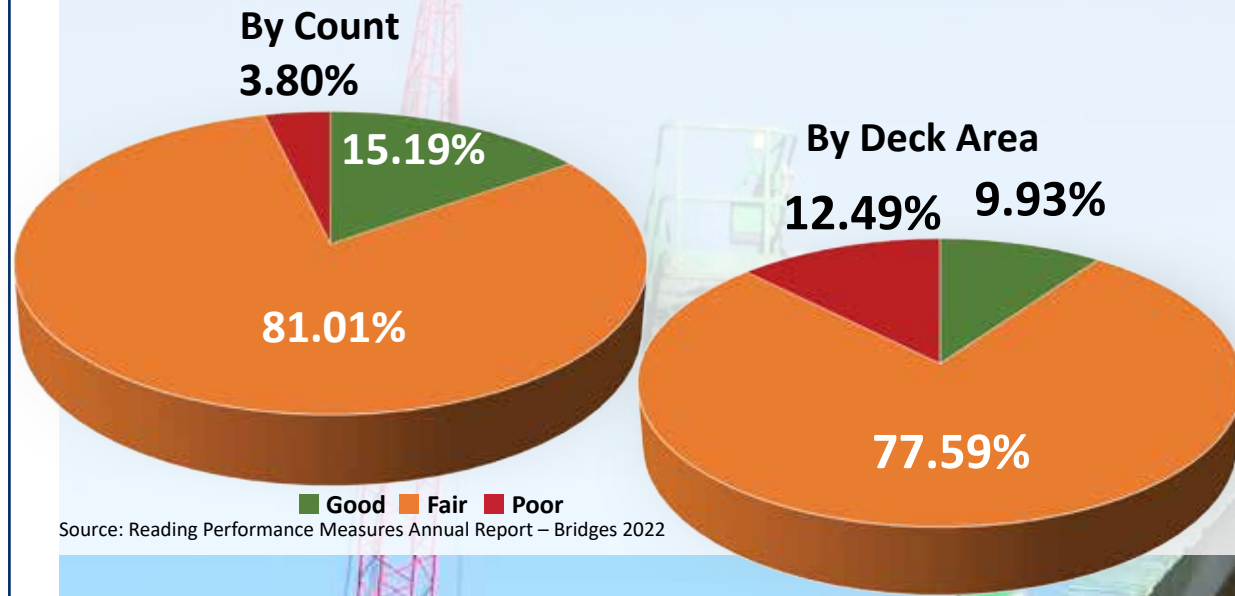
To further analyze the NHS bridge conditions, the following stacked bar chart shows the number of Good, Fair, and Poor bridges over the last 5 years for all NHS bridges greater than or equal to 20’ in length. Good Condition NHS bridges increased from 21 to 24, Fair Condition NHS bridges remained the same at 128, and Poor Condition NHS bridges decreased from 13 to 6.

NHS Bridges Greater than or Equal to 20' in Length Conditions for 2018-2022



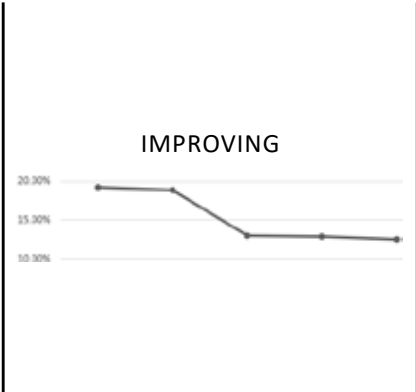

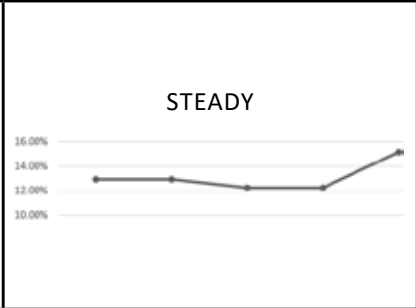

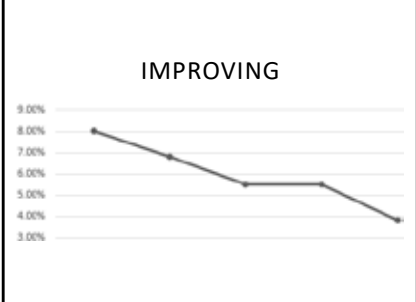

Source: Reading Performance Measures Annual Report – Bridges 2018-2022

MAP-21 BRIDGE PERFORMANCE 2022
 (BASED ON ALL NHS BRIDGES GREATER THAN OR EQUAL TO 20' IN LENGTH)



Construction on the Interstate 78 bridge in Tilden Township and Hamburg Borough continues which will improve not only the NHS bridge, but the associated pavement IRI.

BERKS COUNTY BRIDGE CONDITION SCORECARD BASED ON MAP-21 BRIDGE PERFORMANCE MEASURES (BASED ON TOTAL PA LANE MILES)

INDICATOR	DESCRIPTION	TREND	TREND
NHS Bridge Deck Area in Poor Condition	In 2022, 12.49% of the NHS Bridge Deck Area was in Poor Condition. This value has improved by 6.84% over the last 5 years, and is on track to meet the set Targets through 2025, however, just meets the 13.00% 2025 Target and therefore should continue improving to stay on track to meet this Target and to meet the overall statewide 10.00% Target set by FHWA.	IMPROVING 	
NHS Bridges in Good Condition	In 2022, 15.19% of NHS Bridges were in Good Condition. This is a slight improvement of 2.23% since 2018, however, this number needs to greatly improve to meet the 2023 and 2025 Targets, which are set at 28%.	STEADY 	
NHS Bridges in Poor Condition	In 2022, 3.80% of NHS Bridges were in Poor Condition. This is an improvement from the 8.02% in 2018, and meets the 7.50% Targets set for 2023 and 2025.	IMPROVING 	

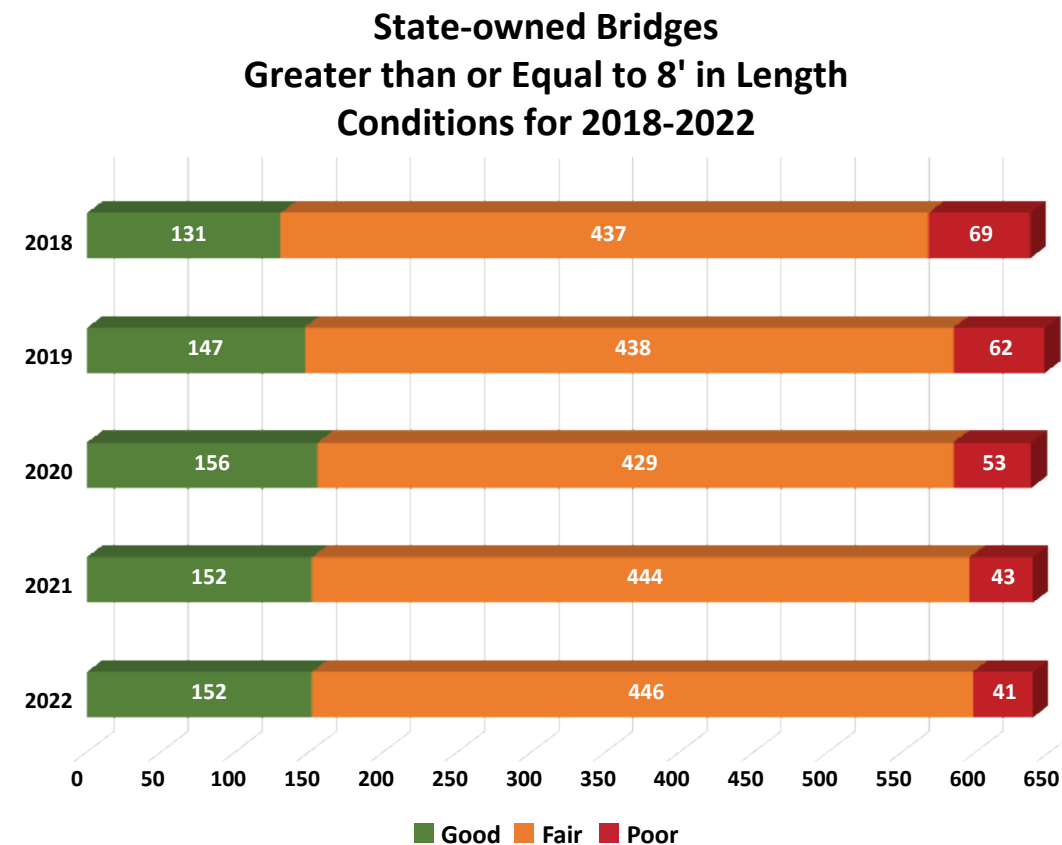
State-owned Bridge Conditions

Beyond the condition ratings gathered and analyzed for the MAP-21 Performance Measures, PennDOT reports on the state-owned bridges 8 feet in length or more and local-owned bridges over 20 feet in length. The following charts look at the conditions for state-owned bridges greater than or equal to 8 feet in length.

STATE-OWNED POOR BRIDGES ≥ 8' BY DECK AREA					
Business Plan Network	2018 Poor Deck Area %	2019 Poor Deck Area %	2020 Poor Deck Area %	2021 Poor Deck Area %	2022 Poor Deck Area %
State ≥ 8'; Interstate/Ramps	37.19%	35.73%	34.50%	35.21%	33.48%
State ≥ 8'; NHS (non-Interstate)	14.86%	14.72%	7.22%	7.16%	7.20%
State ≥ 8'; non-NHS ≥ 2000 ADT	10.29%	6.23%	5.79%	4.36%	3.11%
State ≥ 8'; non-NHS < 2000 ADT	15.93%	12.21%	9.70%	7.89%	8.48%
Total State Bridges ≥ 8'	16.81%	14.97%	10.80%	10.24%	9.71%

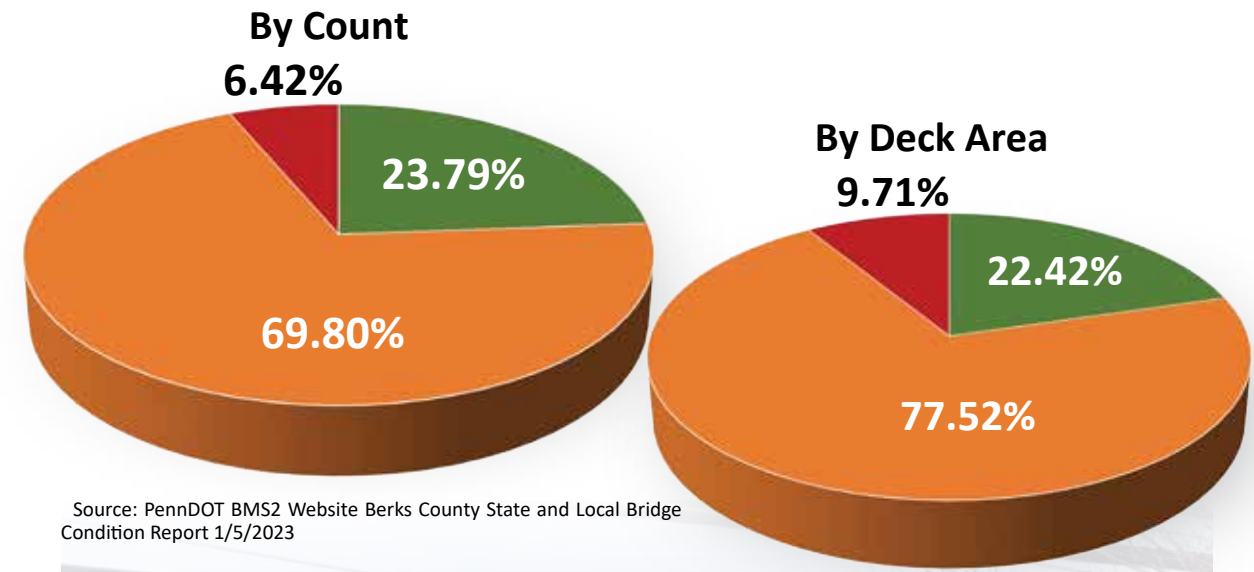
Source: Reading Performance Measures Annual Report – Bridges 2018-2022

To further analyze the State-owned bridge conditions, the chart below shows the number of Good, Fair, and Poor bridges over the last 5 years for all State-owned bridges greater than or equal to 8' in length.

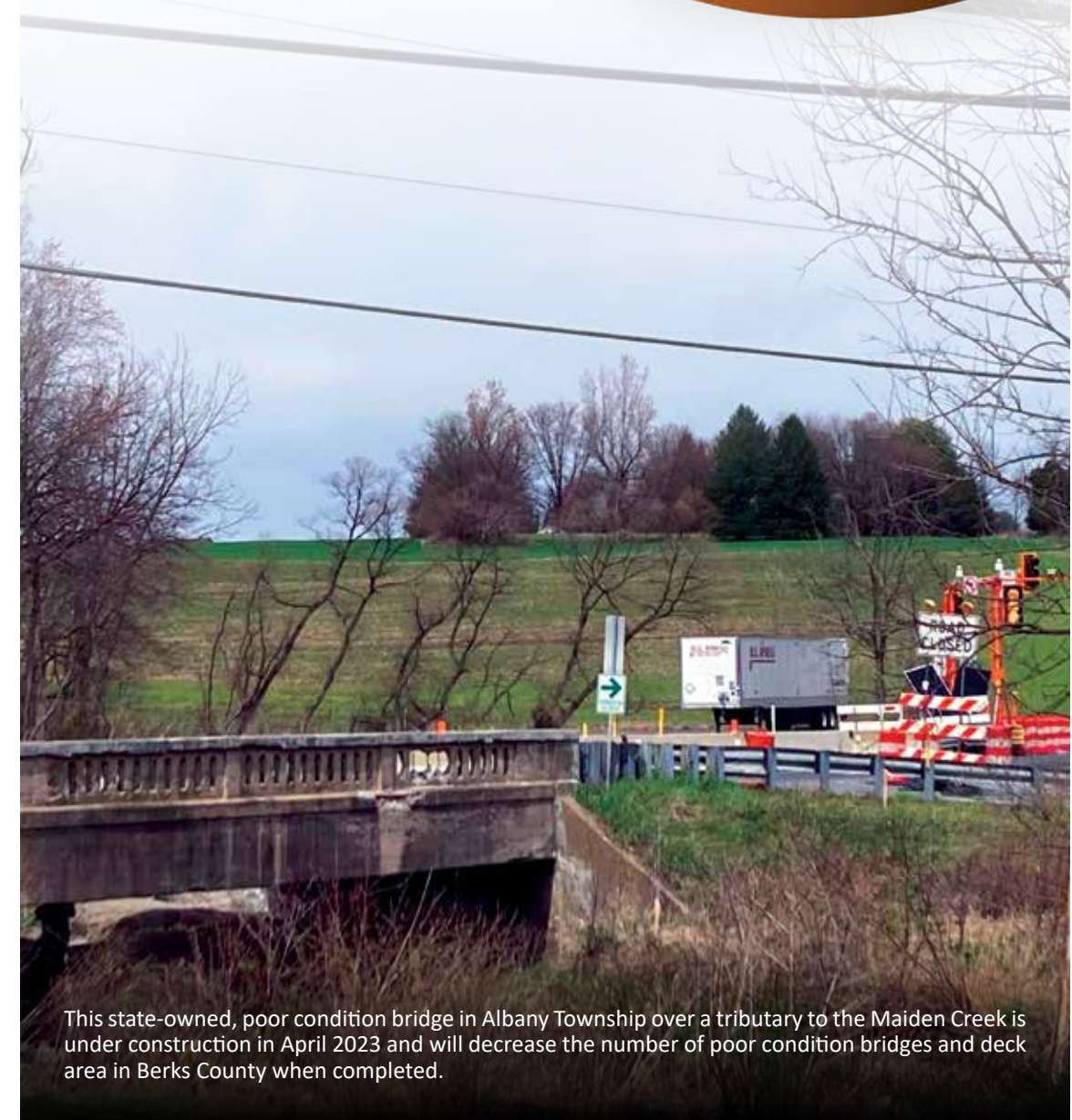


Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 11/19/2018, 2/06/2020, 8/26/2020, 12/08/2022, 1/5/2023

2022 ≥ 8' STATE-OWNED BRIDGE CONDITIONS



Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/5/2023



This state-owned, poor condition bridge in Albany Township over a tributary to the Maiden Creek is under construction in April 2023 and will decrease the number of poor condition bridges and deck area in Berks County when completed.

Local-owned Bridge Conditions

Local-owned bridges consist of county, township, borough/city, and railroad owned bridges.

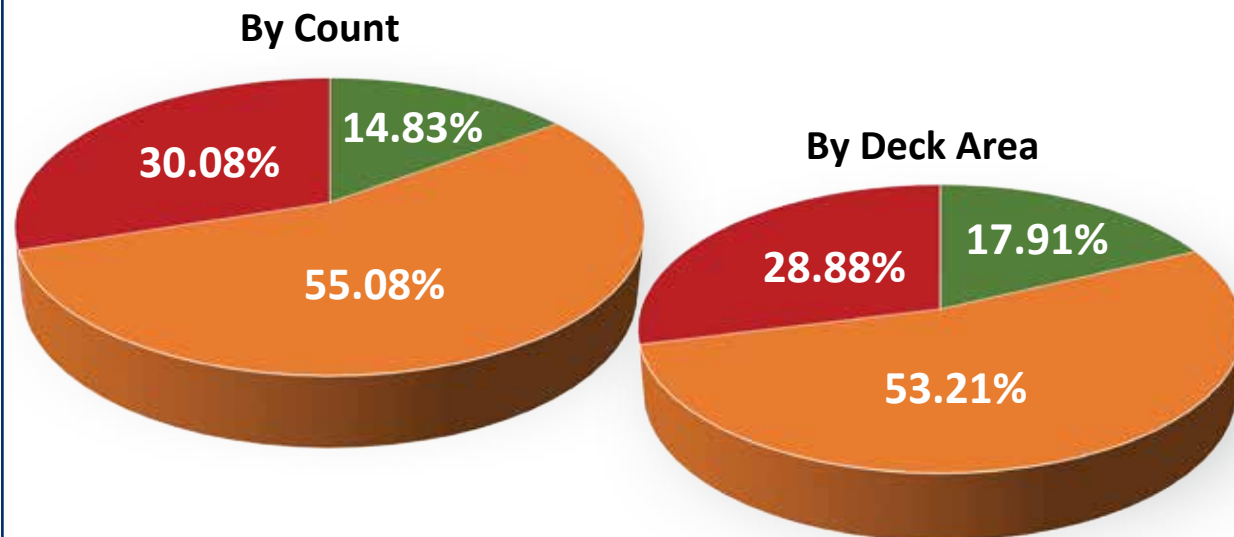
2022 LOCAL-OWNED BRIDGES \geq 20' CONDITIONS BY COUNT BY BUSINESS PLAN NETWORK							
BUSINESS PLAN NETWORK	GOOD		FAIR		POOR		TOTAL #
	#	%	#	%	#	%	
Local \geq 20'	35	14.83%	130	55.08%	71	30.08%	236
County	14	25.93%	22	40.74%	18	33.33%	54
Township	18	11.46%	95	60.51%	44	28.03%	157
Borough/City	2	9.09%	13	59.09%	7	31.82%	22
Railroad	1	33.33%	0	0.00%	2	66.66%	3

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/5/2023

2022 LOCAL-OWNED BRIDGES \geq 20' CONDITIONS BY DECK AREA BY BUSINESS PLAN NETWORK							
BUSINESS PLAN NETWORK	GOOD		FAIR		POOR		TOTAL Deck Area SF
	Deck Area SF	%	Deck Area SF	%	Deck Area SF	%	
Local \geq 20'	81,572.8	17.91%	242,340.8	53.21%	131,560.2	28.88%	455,473.8
County	44,427.7	25.46%	92,343.6	52.93%	37,696.4	21.61%	174,467.7
Township	31,277.0	15.33%	101,062.2	49.54%	71,658.2	35.13%	203,997.4
Borough/City	3,338.5	4.98%	48,935.0	72.98%	14,782.0	22.04%	67,055.5
Railroad	2,529.6	25.41%	0.0	0.00%	7,423.6	74.59%	9,953.2

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/5/2023

2022 LOCAL-OWNED BRIDGES \geq 20' IN LENGTH



The Glendale Bridge on Winding Road over the Ironstone Creek in Douglass Township is a County owned bridge built in 1906. This bridge project was funded using proceeds from the Act 89 "Fee for Local Use Fund".

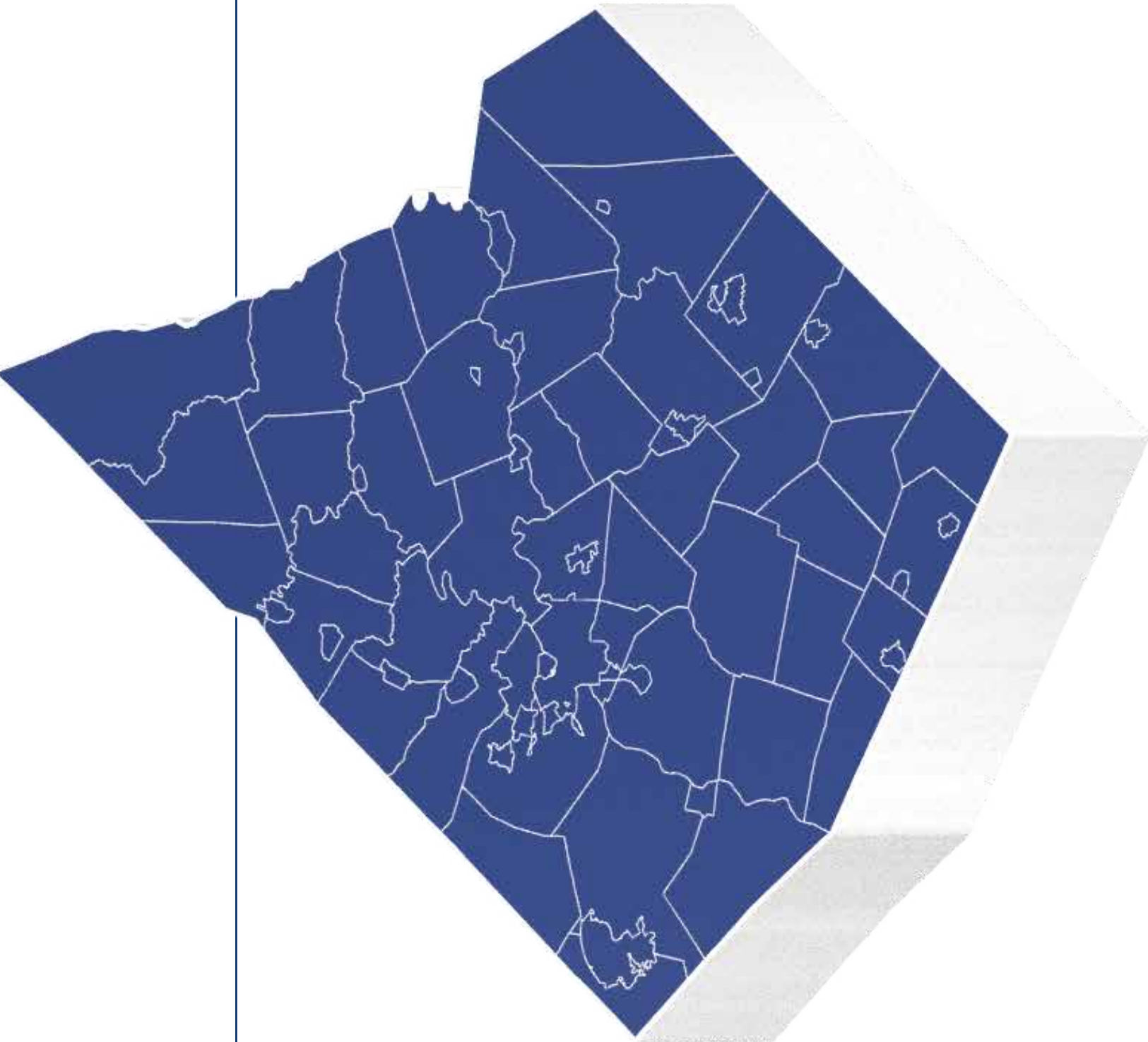


Rehabilitation/replacement finished on this bridge in 2022.

SECTION 4

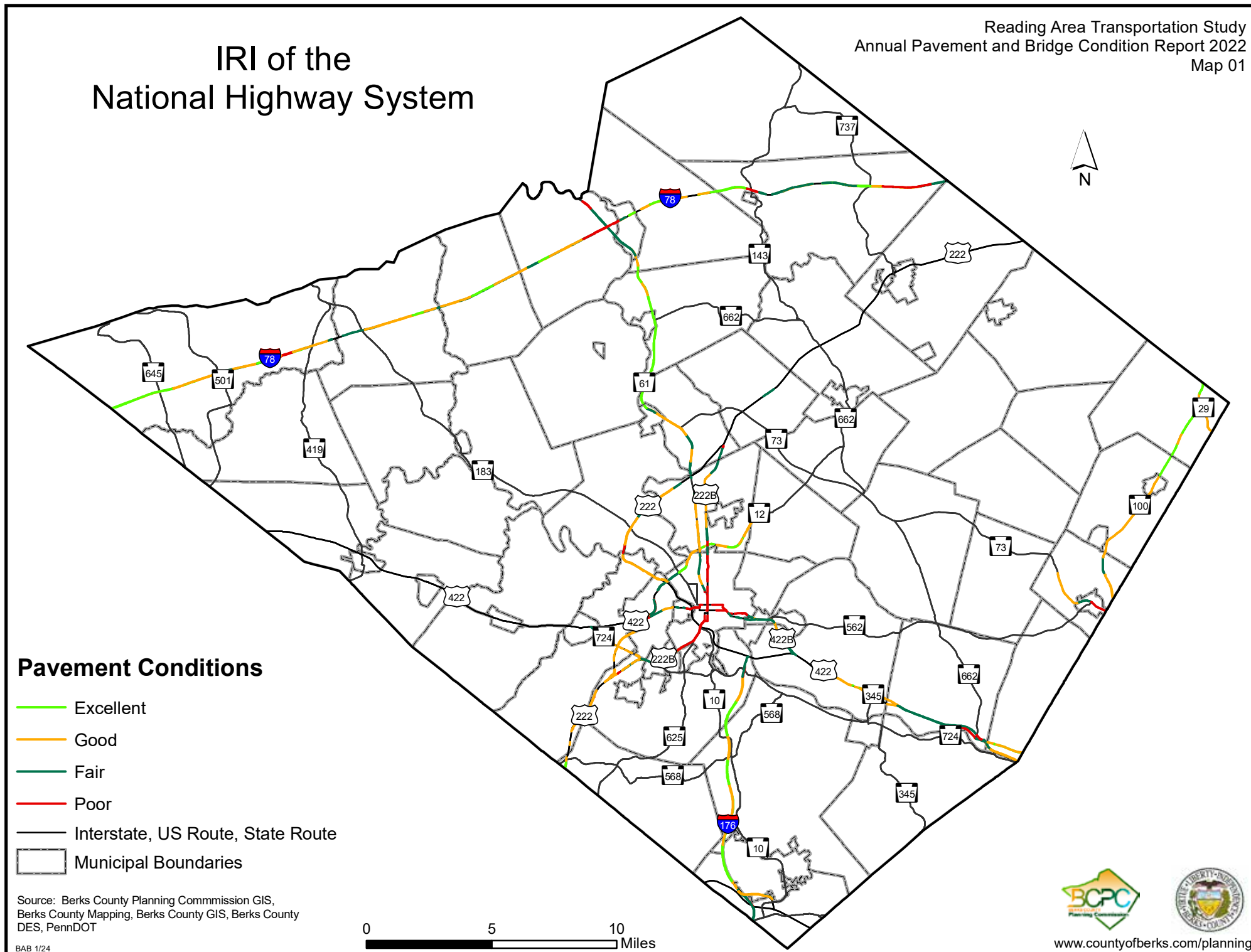
PAVEMENT CONDITION AND BRIDGE CONDITIONS MAPS BY PLANNING REGION

The following series of maps shows pavement and bridge conditions by planning region. The Berks County Planning Commission used this effective approach to display information in a local, easily understandable format in the current Comprehensive Plan.



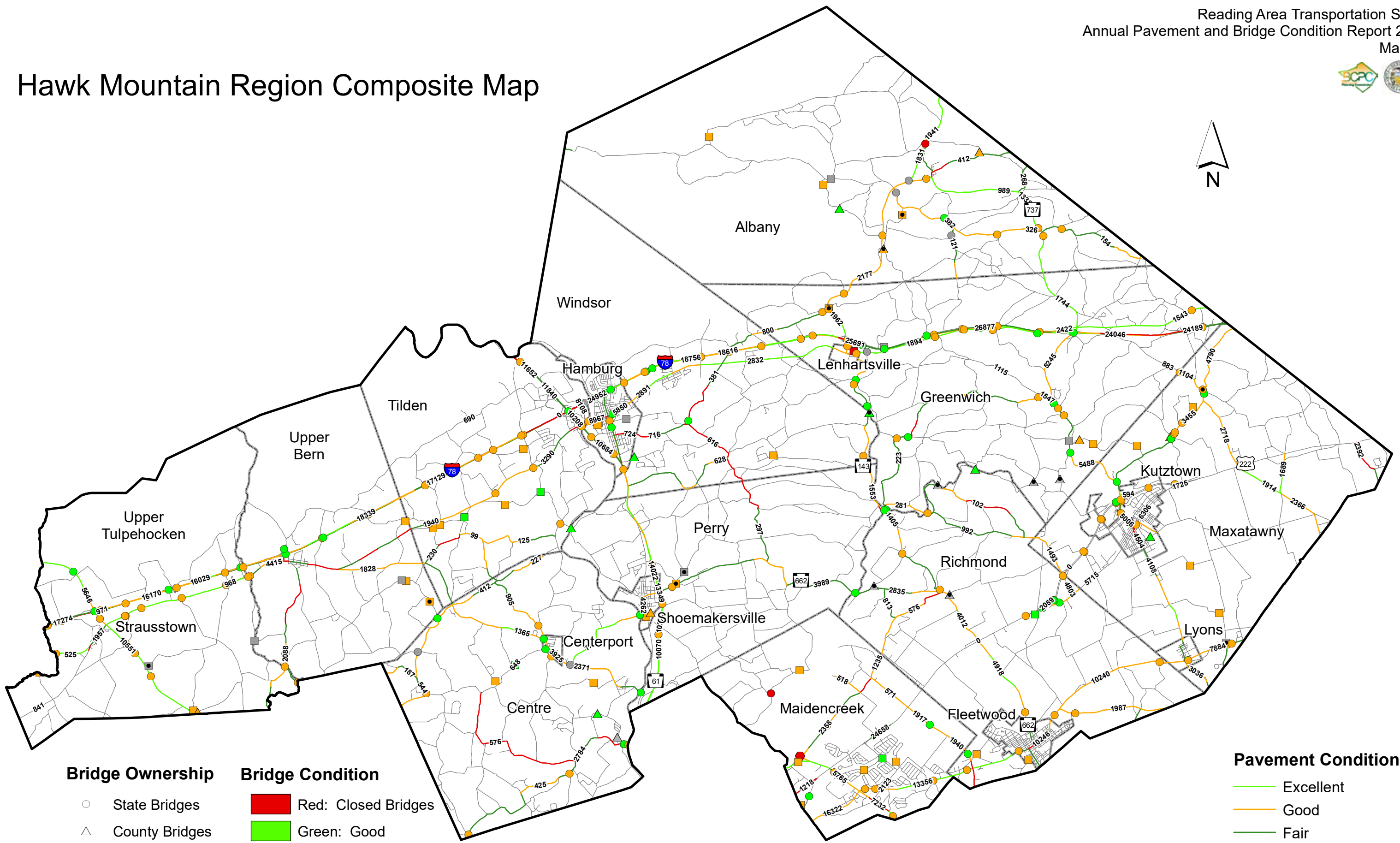
IRI of the National Highway System

Reading Area Transportation Study
Annual Pavement and Bridge Condition Report 2022
Map 01





Hawk Mountain Region Composite Map



Bridge Ownership

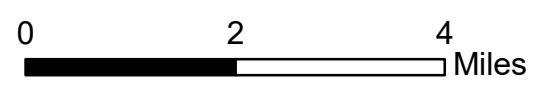
- State Bridges
- △ County Bridges
- Municipal Bridges
- ⬡ Other Bridges
- Posted Bridges

Bridge Condition

- Red: Closed Bridges
- Green: Good
- Orange: Fair
- Gray: Poor

Pavement Conditions

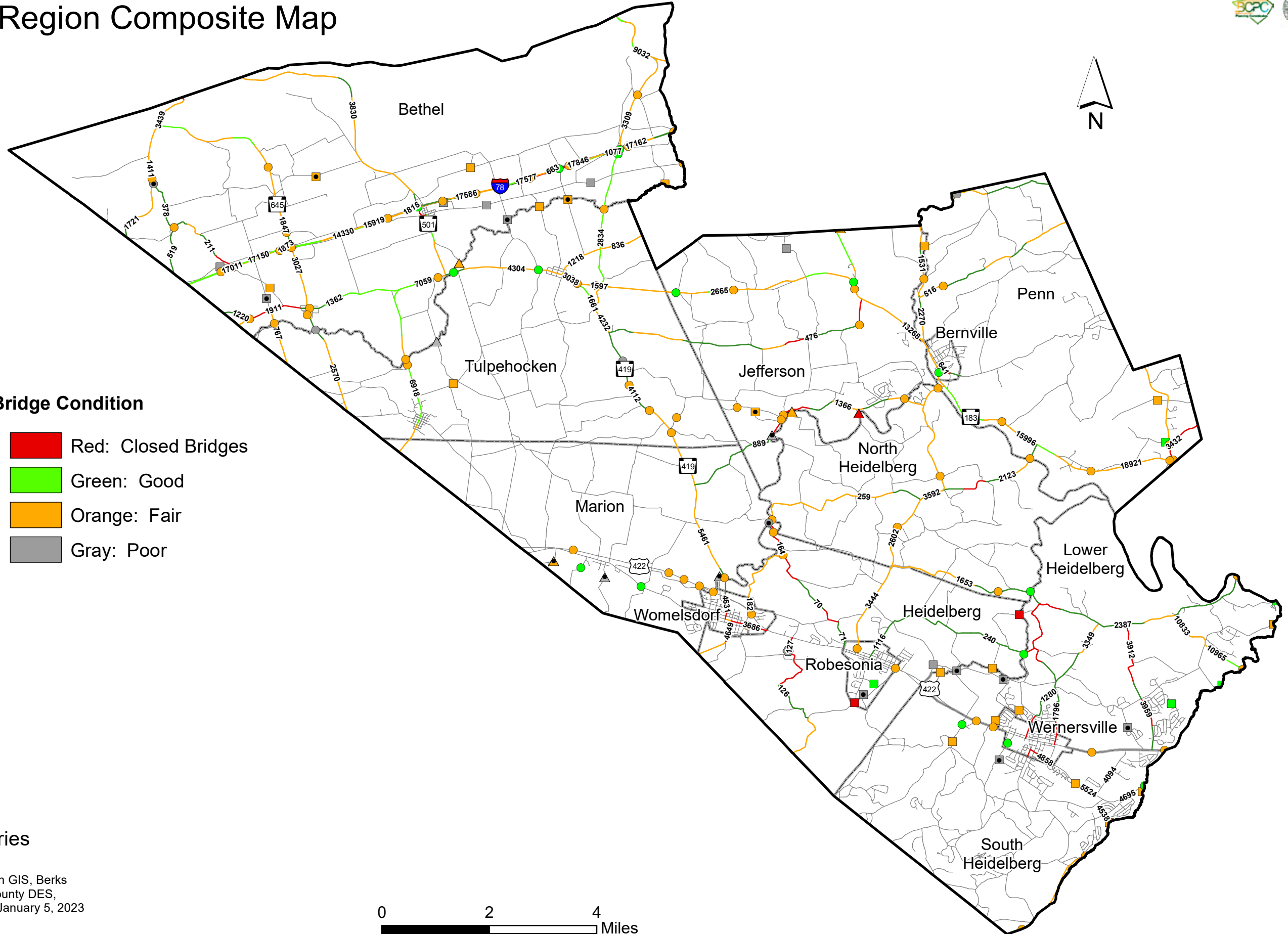
- Excellent
- Good
- Fair
- Poor
- 555— Traffic Volumes
- ▭ Municipal Boundaries



Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 5, 2023, PennDOT January 5, 2023
www.countyofberks.com/planning



Tulpehocken Region Composite Map



Bridge Ownership

- State Bridges
- △ County Bridges
- Municipal Bridges
- ◇ Other Bridges
- Posted Bridges

Bridge Condition

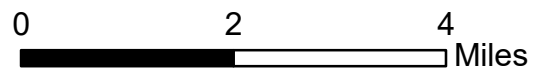
- Red: Closed Bridges
- Green: Good
- Orange: Fair
- Gray: Poor

Pavement Conditions

- Excellent
- Good
- Fair
- Poor
- 555 Traffic Volumes

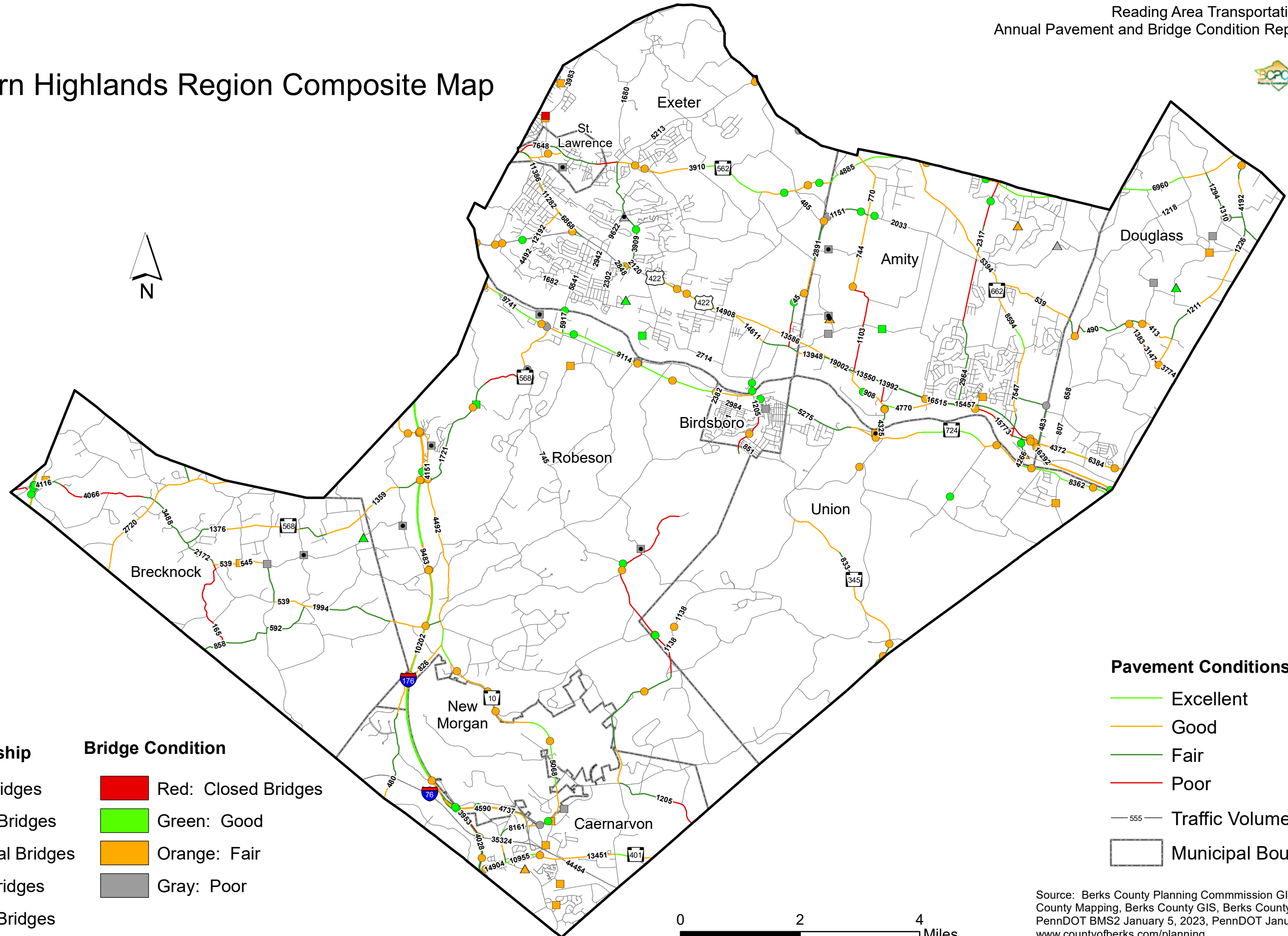
Municipal Boundaries

Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 5, 2023, PennDOT January 5, 2023
www.countyofberks.com/planning





Southern Highlands Region Composite Map



Bridge Ownership

- State Bridges
- △ County Bridges
- Municipal Bridges
- ◇ Other Bridges
- Posted Bridges

Bridge Condition

- Red: Closed Bridges
- Green: Good
- Orange: Fair
- Gray: Poor

Pavement Conditions

- Excellent
- Good
- Fair
- Poor

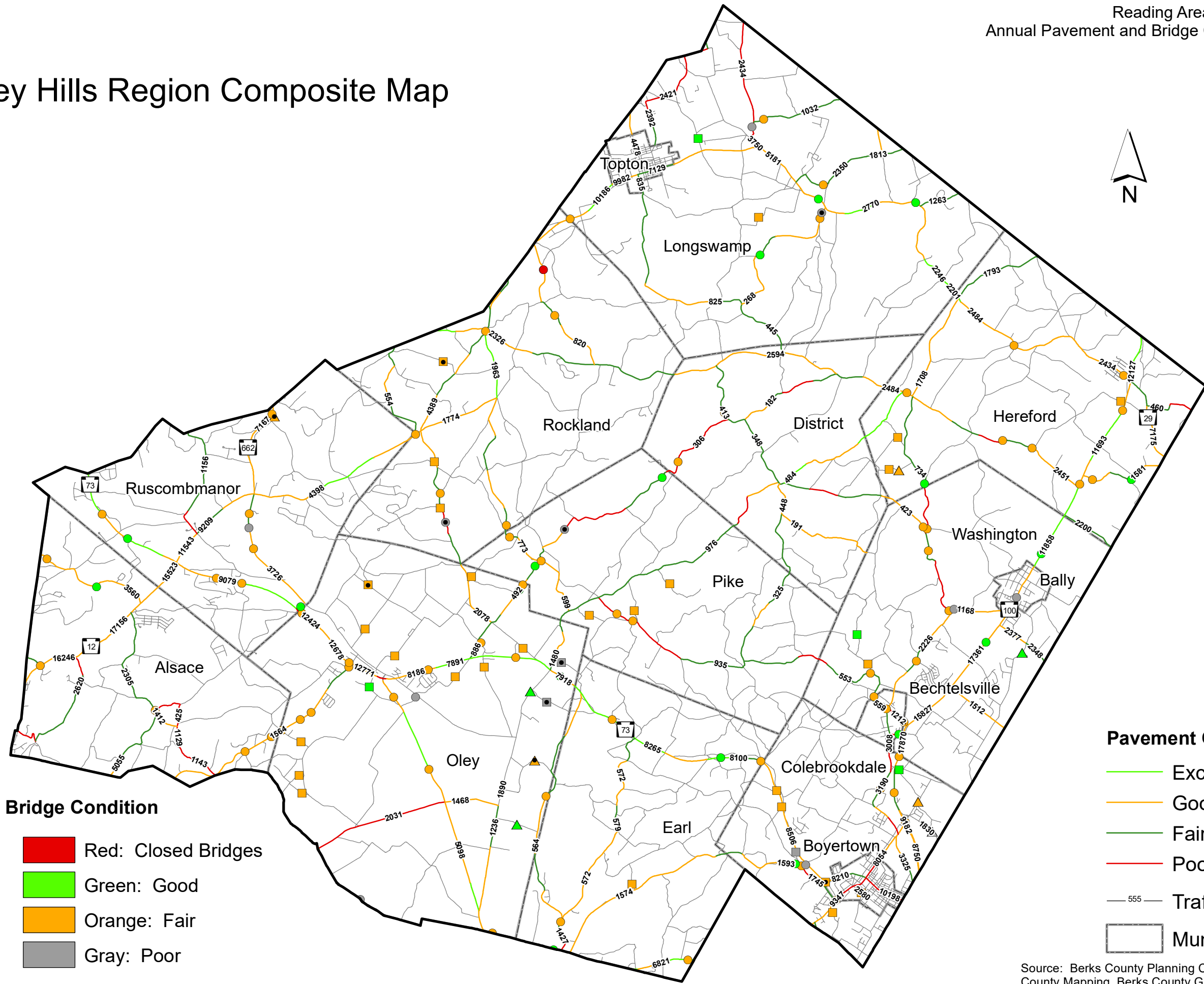
— 555 — Traffic Volumes

▭ Municipal Boundaries

Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 5, 2023, PennDOT January 5, 2023
www.countyofberks.com/planning



Oley Hills Region Composite Map



- Bridge Ownership**
- State Bridges
 - △ County Bridges
 - Municipal Bridges
 - ◇ Other Bridges
 - Posted Bridges

- Bridge Condition**
- Red: Closed Bridges
 - Green: Good
 - Orange: Fair
 - Gray: Poor

- Pavement Conditions**
- Green: Excellent
 - Orange: Good
 - Light Green: Fair
 - Red: Poor
 - 555 Traffic Volumes
 - Municipal Boundaries

Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 5, 2023, PennDOT January 5, 2023
www.countyofberks.com/planning



Metro Region Composite Map



Bridge Ownership

- State Bridges
- △ County Bridges
- Municipal Bridges
- ◇ Other Bridges
- Posted Bridges

Bridge Condition

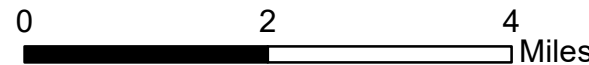
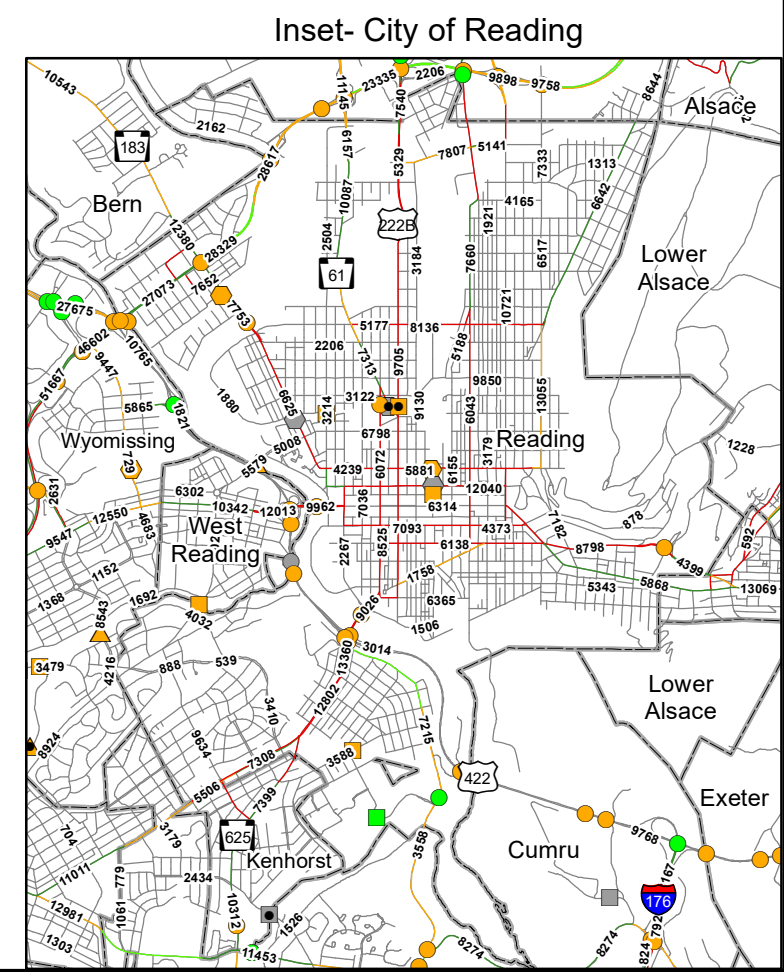
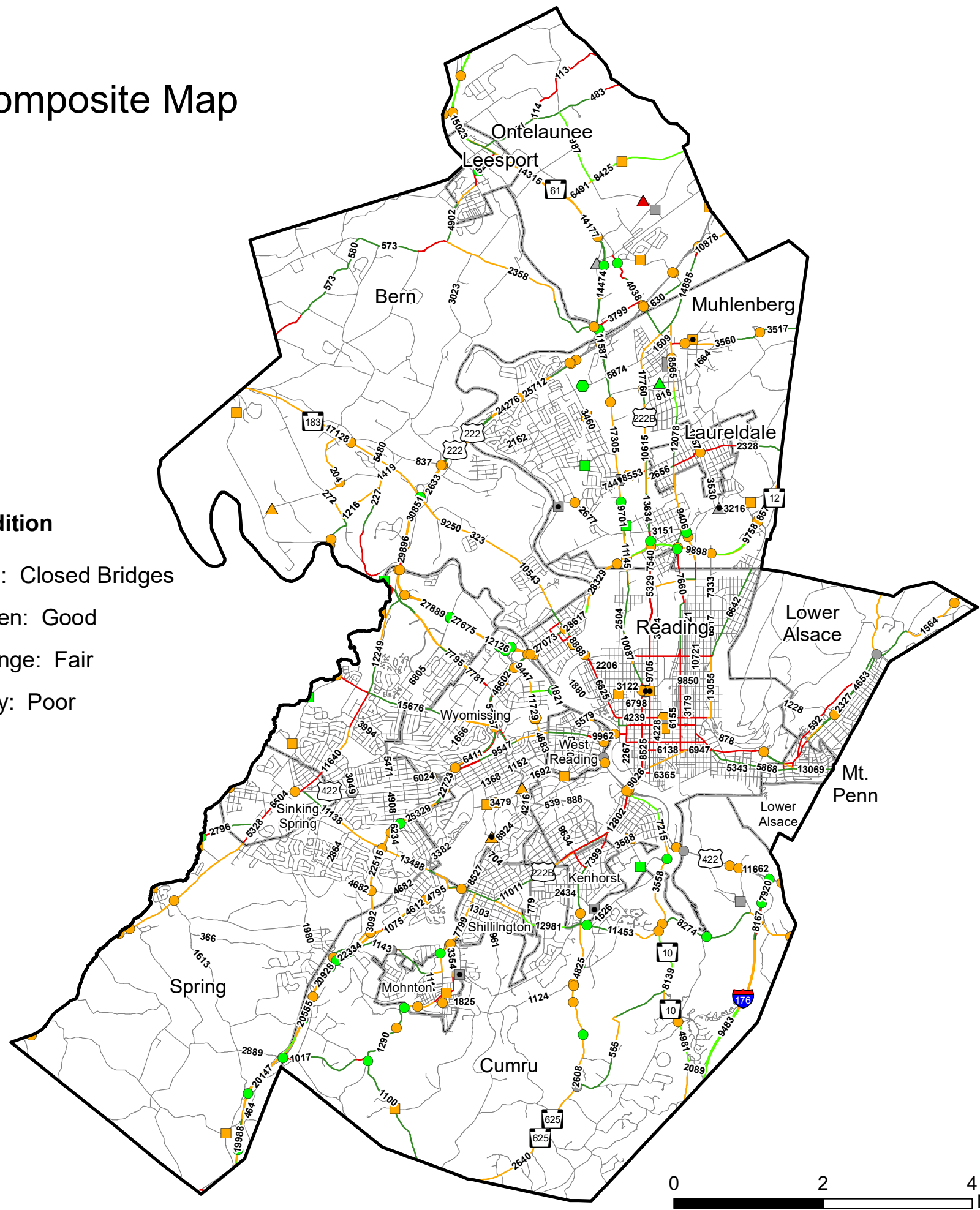
- Red: Closed Bridges
- Green: Good
- Orange: Fair
- Gray: Poor

Pavement Conditions

- Excellent
- Good
- Fair
- Poor

— 555 — Traffic Volumes

▭ Municipal Boundaries



Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 5, 2023, PennDOT January 5, 2023
www.countyofberks.com/planning

SECTION 5

PAVEMENT AND BRIDGE PROJECTS ON FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

Pavement Projects

As noted at the beginning of this document, RATS approves a Transportation Improvement Program (TIP) for the Metropolitan Area encompassing Berks County. The current FFY 2023-2026 TIP programs 131 projects totaling \$303,243,660 for phases over the four years of the program. Of those 131 projects, 105 projects address the highway and bridge system totally \$241,354,231. The following pavement projects on the NHS and other major routes were developed in cooperation between PennDOT and the Reading MPO:

MPMS #	PROJECT	DESCRIPTION AND LOCATION
89215	PA 12 West Resurface – 422 WB Ramps to SR 183	Project involves highway resurfacing of PA 12 (Warren Street Bypass) from US 422 WB ramps in Wyomissing Borough to PA 183 (Schuylkill Avenue) in the City of Reading. This project also involves driveway curb closures, guiderail and barrier upgrades, and pavement restriping to provide lengthened acceleration lanes.
96373	PA 61 Restoration – Phase 1	Project involves highway restoration of PA 61 from approximately 1700 feet south of Cabela’s Drive to the south end of the bridge over the Schuylkill River in Tilden Township.
10328	PA 61 Restoration – Phase 2A	Project involves highway restoration of PA 61 from 4th Street to the bridge over the Schuylkill River and State Street.
10867	PA 61 Restoration – Phase 2B	Project involves highway restoration of PA 61 from Zion’s Church Road in Perry Township through Windsor Township to the 4th Street intersection in Hamburg. The 4th Street intersection will be reconfigured.
110007	222 Warren Street - Wyomissing	Project involves concrete patching and ultra-thin overlay of US 222 from the Spring Township line near the Reading Boulevard overpass to a point between the State Hill Road and Paper Mill Road interchanges. The project also involves similar improvements to the ramps to US 422 Penn Avenue and State Hill Road.

While not specifically included in the Reading MPO TIP, two resurfacing projects to be carried out by PennDOT are included in the current Interstate TIP. These two projects extend along I-78 from the Midway exit in Bethel Township to Shartlesville and from Shartlesville to just west of PA 61.

There are approximately 130 segment miles of poor condition pavement across Berks County as reported in 2022. To further analyze the poor condition pavement within Berks County, a spreadsheet was made of only pavement in poor condition. This data was sorted by business plan network and reviewed against projects that are currently on the Reading MPO TIP and LRTP. Through review of these poor condition pavement segments, it has been determined that 4.78 of the 8.28 poor condition segment miles on the Interstate are planned for improvements. Planned projects address 4.82 of the 20.69 poor condition segment miles on the NHS Non-Interstate. Planned projects address 4.57 of the 43.47 poor condition segment miles on the Non-NHS with an AADT ≥ 2,000. Planned projects address 3.32 of the 57.97 poor condition segment miles on the Non-NHS with an AADT < 2,000. The planned projects address a total of 45 of the 334 poor condition segments across Berks County.

Bridge Projects

Bridge projects appearing on the Reading MPO TIP and LRTP are developed in coordination with PennDOT. The Bridge Asset Management System (BAMS) is reviewed to identify candidate corridors and the required level of improvement. The bridge projects programmed in this TIP will make a major improvement to the MPO's overall bridge conditions.

The Reading MPO works closely with PennDOT to determine the most effective and efficient level of improvements to be implemented. In addition to those structures designated for major rehabilitation or replacement, the FFY 2023-2026 TIP contains four Bridge Preventative Maintenance packages, each containing several bridges, that are intended to provide repairs necessary to keep bridges currently designated as FAIR from becoming POOR. There are also two Bridge Overlay Bundles which look to extend the life of additional bridges by overlaying their decks. There are also two Box Culvert Bundles which address numerous smaller structures carrying highways over watercourses.

The following bridge projects on the NHS and other major routes were developed in cooperation between PennDOT and the Reading MPO :

MPMS #	PROJECT	DESCRIPTION AND LOCATION
109894	SR 61 Bridge Rehabilitation	Project involves the rehabilitation of the PA 61 bridge over the Schuylkill River and SR 4028 (West State Street) in the Borough of Hamburg and Tilden Township.
92070	US 422 (Penn Avenue) over Cacoosing Creek	Project involves the rehabilitation or replacement of US 422 over the Cacoosing Creek in Sinking Spring Borough.
10613	5th Street Bridge over NS RR	Project involves the rehabilitation or replacement of the Fifth Street (US 222-B) bridge over the Norfolk Sothern Railroad in the City of Reading.
93626	5th Street Bridge over PA 12	Project involves the rehabilitation or replacement of the Fifth Street (US 222-B) bridge over PA 12 in Muhlenberg Township.
91995	Centre Avenue over Norfolk Southern RR	Project involves the rehabilitation or replacement of the bridge carrying Centre Avenue (SR2087) over the Norfolk Southern Railroad in the City of Reading
91091	Schuylkill Avenue Bridge SB	Project involves a bridge replacement on Schuylkill Avenue (PA 183) southbound over the Norfolk Southern Railroad in the City of Reading.
91908	North Third Street over Tulpehocken Creek	Project involves the rehabilitation or replacement of the PA 419 (North Third Street) bridge over the Tulpehocken Creek in Marion and Heidelberg Townships.

The TIP also addresses 57 more specific bridge repair or rehabilitation projects on lower order roadways and repairs to a further 15 bridges included as elements of highway improvement projects. Most significantly, the TIP contains the Final Design phase for the proposed improvements to and reconstruction of the US 422 West Shore Bypass Phase 1, to be implemented in the LRTP beginning in FFY 2027. That project alone will replace seven large bridges with over 210,000 square feet of deck area and make repairs to three more with nearly 94,000 square feet of deck area. Subsequent phases of this reconstruction project will also include additional bridge upgrades.

While not specifically included in the Reading MPO TIP, Interstate improvements carried out by PennDOT are currently repairing or replacing bridges as an element of the reconstruction of I-78 from just east of Lenhartsville to the Lehigh County line and a major rehabilitation / widening of the bridge carrying I-78 over the Schuylkill River, Industrial Drive, the Blue Mountain and Northern Railroad, and Port Clinton Avenue is under way. This project also replaced the bridge carrying PA 61 over I-78. One additional project to replace and widen the I-78 bridge over PA 143 and the Maidencreek is included in the current Interstate TIP.

The 71 local-owned and 41 state-owned poor condition bridges, as reported in 2022, come to a total of 112 poor condition bridges across Berks County. To further analyze the poor condition bridges within Berks County, a spreadsheet was made of only bridges in poor condition. This data was sorted by owner and reviewed against projects that are currently on the Reading MPO TIP and LRTP. Through review of these poor condition bridges, it has been determined that 15 of the 71 local-owned, poor condition bridges are planned for improvements that will remove them from being listed as poor condition bridges over the next few years. A majority of the state-owned poor condition bridges, 32 out of 41, will be improved through various repairs and replacements over the next few years. These improvements address 47 of the 112 poor condition bridges across Berks County.

APPENDICES

2022 Performance Measures Annual Report -- Pavements

Reading

2022 MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Lane Miles*)

MAP-21 Pavement Performance Measures	Good		Fair		Poor		Missing (Max 5%)	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Interstate	74.7	50.31%	73.4	49.39%	0.4	0.29%	32.9	18.11%
NHS, Non-Interstate	130.3	31.10%	266.1	63.52%	22.5	5.38%	9.1	2.13%
MAP-21 Pavement Performance Measure Targets	Good				Poor			
	2023 Target	2024 Target	2025 Target	2026 Target	2023 Target	2024 Target	2025 Target	2026 Target
Interstate	57%	66%	64%	61%	2%	2%	2%	2%
NHS, Non-Interstate	31%	27%	25%	22%	7%	8%	8%	9%

* MAP-21 pavement performance measures required for FHWA reporting include four distress components which translate to good, fair, or poor condition scores. See table on reverse of this page for distress and thresholds. Three conditions apply to each pavement type.

- A pavement 10th mile section is considered in good condition if all three distress components are rated as good. A pavement 10th mile section is considered in poor condition if two or more of its three distress components are rated as poor.
- FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor condition. Additionally, state DOTs are required to establish targets.
- FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state's mileage be unreported or missing.
- Conditions are assessed and analyzed for pavement "sections" that cannot exceed 0.10 miles in length, which differs from PennDOT's historic segment level data.
- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in PA, regardless of ownership. Therefore, PA Turnpike and local-owned miles are in Statewide totals, but not in each District's totals. Local-owned miles are included in MPO/RPO totals as appropriate.
- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible, and keeping up on preservation activities to minimize costlier major repairs. Together, these practices extend the life of assets and reduce the cost of maintaining them in the desired state of good repair. This is known as operating the network at the lowest life-cycle cost (LLCC).
- MAP-21 performance measures are not to drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

2022 Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median IRI	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		
Interstate	21.3	28.05%	32.0	42.06%	18.6	24.47%	4.1	5.42%	82	76.0
NHS, Non-Interstate	29.4	14.36%	88.1	43.01%	55.7	27.20%	31.6	15.43%	112	204.9
Non-NHS, > 2000 ADT	59.5	16.54%	180.1	50.09%	79.6	22.16%	40.3	11.21%	130	359.4
Non-NHS, < 2000 ADT	25.8	7.76%	124.3	37.43%	127.2	38.31%	54.8	16.50%	174	332.0
Total - Roadway	136.0	13.99%	424.4	43.65%	281.1	28.91%	130.8	13.45%	140	972.3

2022 Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median OPI
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	
Interstate	0.0	0.00%	50.9	71.83%	19.0	26.80%	1.0	1.37%	88
NHS, Non-Interstate	6.8	3.36%	136.8	67.18%	47.8	23.48%	12.2	5.98%	84
Non-NHS, > 2000 ADT	36.1	10.03%	201.5	56.04%	113.8	31.65%	8.2	2.29%	83
Non-NHS, < 2000 ADT	83.6	25.32%	209.6	63.48%	31.9	9.67%	5.0	1.52%	81
Total - Roadway	126.5	13.12%	598.8	62.10%	212.6	22.04%	26.4	2.74%	83

Total Miles	
PennDOT Seg-Mi	PA Lane Miles
93.3	181.4
210.1	428.1
366.1	
333.7	
1,003.2	

- The IRI and OPI data presented herein is segment level.
- For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2022. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2021 or 2022.
- PennDOT has historically classified Good Interstate IRI as ≤ 100 , and Poor Interstate IRI as > 150 ; for NHS Non-Interstate, Good is ≤ 120 and Poor is > 170 . This practice is maintained in the IRI data presented herein, but differs from the MAP-21 definitions defined in the table on the reverse of this page.

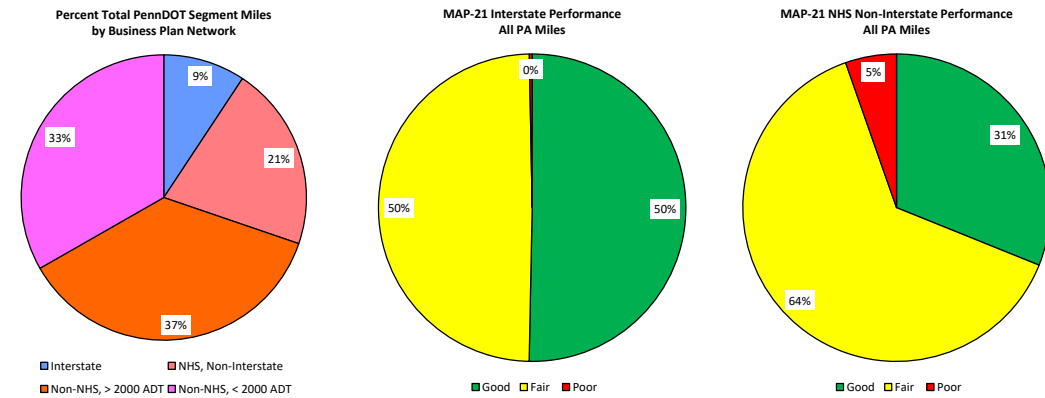
2022 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous			Concrete				
	Seg-Mi	OOC Mi ¹	Seg-Mi	OOC Mi ²	OOC Mi ³	Total	Seg-Mi	OOC Mi ⁴	OOC Mi ⁵	Total
Interstate	76.89	5.15	0.00	0.00	0.00	0.00	16.44	4.48	4.44	8.92
NHS, Non-Interstate	175.37	61.16	0.00	0.00	0.00	0.00	62.16	33.58	30.23	63.81
Non-NHS, > 2000 ADT	201.93	125.25	174.03	21.95	27.69	49.64	2.29	2.24	2.24	4.49
Non-NHS, < 2000 ADT	3.59	0.86	318.19	58.98	61.60	120.58	0.00	0.00	0.00	0.00
Total - Roadway	457.78	192.43	492.22	80.93	89.29	170.22	80.89	40.31	36.91	77.22

- Out-Of-Cycle Categories:
 - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
 - Low Level Bituminous Surface with Age > 7 Years
 - Low Level Bituminous Pavement with Age > 20 Years or no Structural Layers
 - Concrete Pavements with Age > 30 Years
 - Concrete Pavements with Age > 20 Years and No Concrete Pavement Restoration (CPR)
- Total Low Level OOC represents the miles that are OOC for either Category 2 or 3. Segments that are OOC for both categories are not double counted.
- Total Concrete OOC represents the miles that are OOC for either Category 4 or 5. Segments that are OOC for both categories are not double counted.

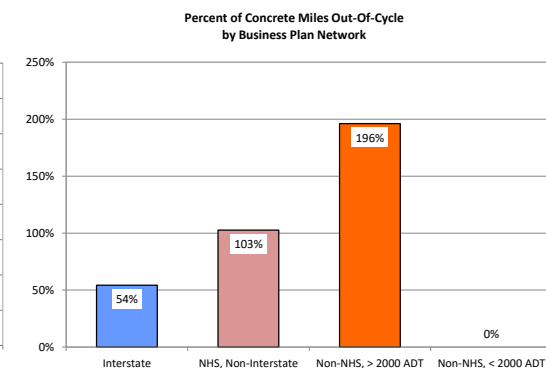
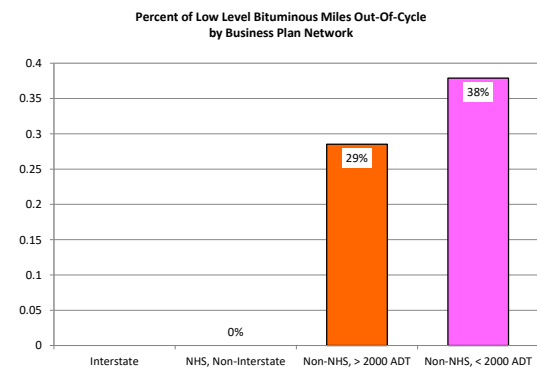
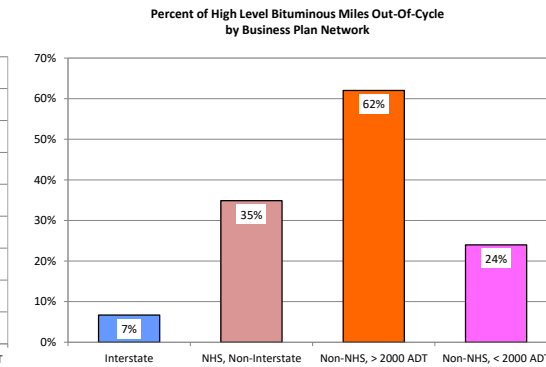
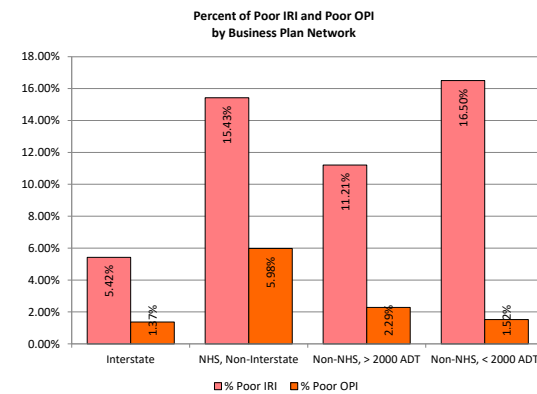
2018-MPO/RPO, 6/16/2023

The IRI miles and Total PennDOT miles include bridge lengths.
 The Total PA miles, used for MAP-21, do not include bridge lengths.
 The Treatment Network miles do not include bridge lengths.



MAP-21 Pavement Conditions and Thresholds

Rating	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Cracking Percentage	<5	CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15



2018-MPO/RPO, 6/16/2023

End of Calendar Year 2022 Performance Measures Annual Report -- Bridges

Reading

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

	Good				Fair				Poor			
	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %
Interstate (Including Ramps)	7	18.42%	0.074	19.02%	30	78.95%	0.193	49.39%	1	2.63%	0.123	31.58%
NHS, Non-Interstate	17	14.17%	0.106	7.44%	98	81.67%	1.220	85.29%	5	4.17%	0.104	7.27%
Total NHS	24	15.19%	0.181	9.93%	128	81.01%	1.413	77.59%	6	3.80%	0.227	12.49%

	Map-21 Goal	End of Year 2022 Value	2021 Target	2023 Target	2025 Target
Total NHS Deck Area Poor %	10.00%	12.49%	16.00%	14.00%	13.00%

	Count	Deck Area (Msf)
Interstate (Including Ramps)	38	0.391
NHS, Non-Interstate	120	1.431
Total NHS	158	1.821

MAP-21 bridge data is assessed and analyzed by National Bridge Inventory Standards (Bridges 20' and greater), which differs from PennDOT's 8' and greater reporting.

MAP-21 performance measures apply to all Interstate and NHS Non-Interstate bridges in PA, regardless of ownership. Therefore, PA Turnpike and local-owned bridges are included in totals.

MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge.

End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)

fair if the minimum condition rating is 6 or 5, and poor if the minimum condition rating is 4 or less.

FHWA requires that no more than 10 percent of a state's total NHS Bridge Deck Area be in poor condition. Additionally, state DOTs are required to establish biennial targets for poor deck area.

FHWA has not established a minimum condition for Interstate only bridges or NHS non-Interstate bridges, but requires the state DOT to establish targets.

FHWA requires that no more than 5 percent of a state's bridge data be unreported or missing.

MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of the asset to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible through keeping up on preservation activities to minimize costlier major repairs, and utilizing a structure for its entire service life. These practices allow the department to operate to lowest life cycle cost (LLCC) on the network level.

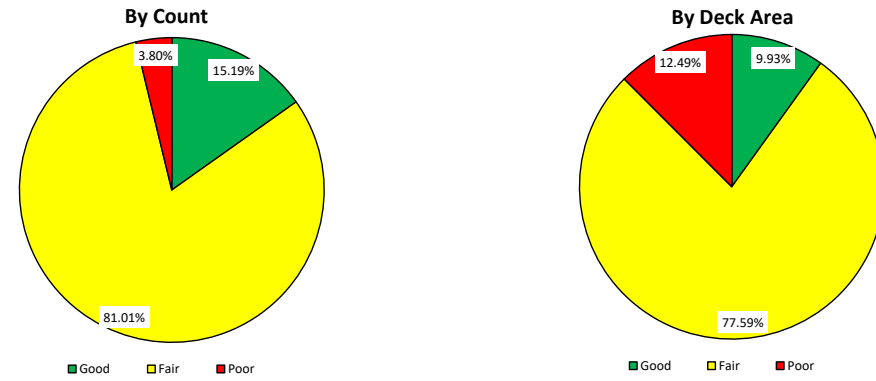
MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State >8'; Interstate/Ramps	60	0.3686	6,144	0	0	1	1.67%	0.1234	33.48%	18
State >8'; NHS (non-Interstate)	150	1.4536	9,691	0	1	6	4.00%	0.1047	7.20%	51
State >8'; non-NHS > 2000 ADT	237	0.7026	2,965	0	2	11	4.64%	0.0218	3.11%	91
State >8'; non-NHS < 2000 ADT	194	0.3833	1,976	1	8	23	11.86%	0.0325	8.48%	79
Total - State Bridges (>8')	641	2.9082	4,537	1	11	41	6.40%	0.2825	9.71%	239
Local >20'	236	0.4555	1,930	6	56	71	30.08%	0.1316	28.88%	75

Reducing Rate of Deterioration through Investment (Non-Replacement) (Based on 8' and greater)

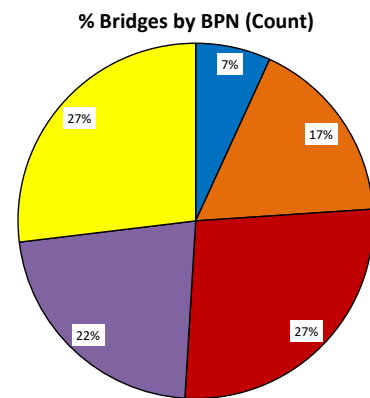
Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million\$)	Preservation (#bridges)
State >8'; Interstate/Ramps	0	3	0.00%	2.94%	\$0.00	0
State >8'; NHS (non-Interstate)	0	0	0.00%	0.00%	\$6.93	13
State >8'; non-NHS > 2000 ADT	0	1	0.16%	0.87%	\$1.55	3
State >8'; non-NHS < 2000 ADT	2	1	0.30%	0.37%	\$2.36	8
Total - State Bridges (>8')	2	5	0.08%	0.63%	\$10.84	24
Local >20'	3	3	1.04%	0.72%	\$0.00	0

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

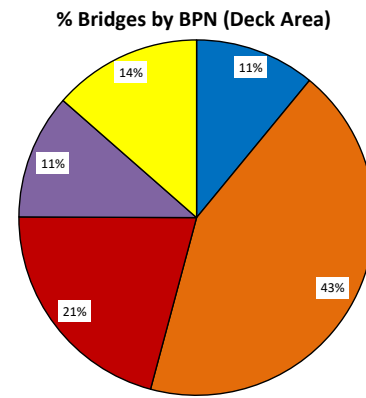


End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)

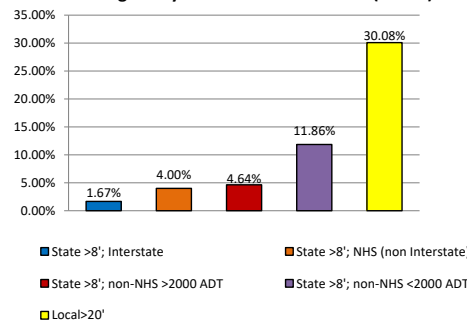
PennDOT Data 8' and Greater By Business Plan Network



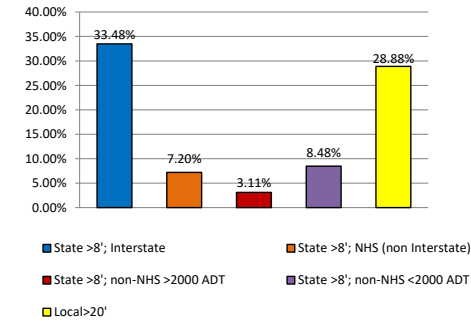
PennDOT Data 8' and Greater By Business Plan Network



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
WILLIAM PENN HW	0078	0154	Interstate	Y	0.5009	17937	nothing	
WILLIAM PENN HW	0078	0155	Interstate	Y	0.5006	17846	nothing	
WILLIAM PENN HW	0078	0184	Interstate	Y	0.5	17274	MPMS 85903	UC
WILLIAM PENN HW	0078	0285	Interstate	Y	0.4996	18339	MPMS 93494	UC & FD
WILLIAM PENN HW	0078	0290	Interstate	Y	0.5006	17129	MPMS 93494	UC & FD
WILLIAM PENN HW	0078	0291	Interstate	Y	0.4996	18339	MPMS 93494	UC
WILLIAM PENN HW	0078	0294	Interstate	Y	0.6542	24952	MPMS 93494	UC
WILLIAM PENN HW	0078	0295	Interstate	Y	0.6513	20604	MPMS 93494	UC
WILLIAM PENN HW	0078	0411	Interstate	Y	0.4947	24189	nothing	
WILLIAM PENN HW	0078	0415	Interstate	Y	0.5017	24189	nothing	
WILLIAM PENN HW	0078	0421	Interstate	Y	0.4973	24189	nothing	
WILLIAM PENN HW	0078	0425	Interstate	Y	0.511	24189	nothing	
WILLIAM PENN HW	0078	0150	Interstate	Y	0.4998	17577	nothing	
WILLIAM PENN HW	0078	0354	Interstate	Y	0.4996	26877	MPMS 97274	ID
WILLIAM PENN HW	0078	0355	Interstate	Y	0.4985	25691	MPMS 97274	ID
MORGANTOWN EX	0176	0104	Interstate	Y	0.4739	7920	MPMS 114184	UC
FOURTH ST	0061	0011	NHS Non-Interstate	N	0.0498	5116	nothing	
SR 0061 SH	0061	0390	NHS Non-Interstate	Y	0.564	11652	MPMS 96373	ID
SR 0061 SH	0061	0391	NHS Non-Interstate	Y	0.5652	11840	MPMS 96373	ID
PHILADELPHIA AV	0073	0430	NHS Non-Interstate	Y	0.6888	10198	nothing	
SECOND ST	0183	0011	NHS Non-Interstate	Y	0.1127	13842	nothing	
WASHINGTON ST	0183	0010	NHS Non-Interstate	Y	0.1006	9264	nothing	
VAN REED RD	0222	0243	NHS Non-Interstate	Y	0.3634	29896	MPMS 110032	UC
WARREN ST	0222	0152	NHS Non-Interstate	Y	0.4631	35322	MPMS 110007, 114354	UC & UC
WARREN ST	0222	0162	NHS Non-Interstate	Y	0.4684	35322	MPMS 110007, 114354	UC & UC
WARREN ST	0222	0172	NHS Non-Interstate	Y	0.4873	46602	MPMS 110008, 110007, 114354, 89215	ID & UC & UC
WARREN ST	0222	0182	NHS Non-Interstate	Y	0.1949	46602	MPMS 110008	ID
BENJAMIN FRANKLIN HW	0422	0630	NHS Non-Interstate	Y	0.1657	15773	nothing	
BENJAMIN FRANKLIN HW	0422	0640	NHS Non-Interstate	Y	0.6229	15773	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
BENJAMIN FRANKLIN HW	0422	0651	NHS Non-Interstate	Y	0.5174	15457	nothing	
FOURTH ST	2003	0011	NHS Non-Interstate	N	0.6451	8525	nothing	
ALLENTOWN PK	2005	0160	NHS Non-Interstate	N	0.1267	7448	nothing	
ALLENTOWN PK	2005	0161	NHS Non-Interstate	N	0.1172	7448	nothing	
BINGAMAN ST	2005	0010	NHS Non-Interstate	N	0.3119	9028	MPMS 114439	FD
BINGAMAN ST	2005	0011	NHS Non-Interstate	N	0.3138	9026	MPMS 114439	FD
FIFTH ST	2005	0020	NHS Non-Interstate	N	0.5273	7518	nothing	
FIFTH ST	2005	0030	NHS Non-Interstate	N	0.5108	12346	nothing	
FIFTH ST	2005	0040	NHS Non-Interstate	N	0.6371	9705	nothing	
FIFTH ST	2005	0050	NHS Non-Interstate	N	0.3799	10657	nothing	
FIFTH ST	2005	0060	NHS Non-Interstate	N	0.6218	5329	nothing	
FIFTH ST	2005	0061	NHS Non-Interstate	N	0.6244	5329	nothing	
FIFTH ST	2005	0070	NHS Non-Interstate	N	0.3616	7540	nothing	
FIFTH ST	2005	0080	NHS Non-Interstate	N	0.2252	12829	nothing	
FIFTH ST	2005	0081	NHS Non-Interstate	N	0.2331	13634	nothing	
LAUREL ST	2005	0012	NHS Non-Interstate	N	0.103	11426	nothing	
FRANKLIN ST	2008	0006	NHS Non-Interstate	Y	0.2063	7093	nothing	
FRANKLIN ST	2008	0010	NHS Non-Interstate	Y	0.414	7093	nothing	
FRANKLIN ST	2008	0020	NHS Non-Interstate	Y	0.4362	4373	nothing	
SECOND ST	2008	0002	NHS Non-Interstate	Y	0.1138	6452	nothing	
WASHINGTON ST	2010	0011	NHS Non-Interstate	Y	0.3634	11497	nothing	
WASHINGTON ST	2010	0021	NHS Non-Interstate	Y	0.4606	12040	nothing	
ELEVENTH ST	2021	0080	NHS Non-Interstate	Y	0.3144	9720	nothing	
ELEVENTH ST	2021	0090	NHS Non-Interstate	Y	0.2116	11171	nothing	
MINERAL SPRINGS RD	2021	0070	NHS Non-Interstate	Y	0.225	4399	nothing	
MINERAL SPRINGS RD	2021	0071	NHS Non-Interstate	Y	0.2314	4399	nothing	
MINERAL SPRINGS RD	2021	0074	NHS Non-Interstate	Y	0.5407	8798	nothing	
CENTRE AV	2087	0010	NHS Non-Interstate	N	0.1489	2160	nothing	
MORGANTOWN EX	2089	0020	NHS Non-Interstate	Y	0.4284	3953	nothing	
COLUMBIA AV	3016	0090	NHS Non-Interstate	N	0.6066	5328	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
OLD LANCASTER PK	3048	0010	NHS Non-Interstate	N	0.0466	604	nothing	
OLD LANCASTER PK	3050	0010	NHS Non-Interstate	N	0.0566	1324	nothing	
LANCASTER AV	3222	0020	NHS Non-Interstate	Y	0.185	9407	nothing	
LANCASTER AV	3222	0081	NHS Non-Interstate	Y	0.3013	5506	nothing	
LANCASTER AV	3222	0091	NHS Non-Interstate	Y	0.4252	7308	nothing	
LANCASTER AV	3222	0100	NHS Non-Interstate	Y	0.6409	12802	nothing	
LANCASTER AV	3222	0101	NHS Non-Interstate	Y	0.6424	13360	nothing	
PENN AV	3422	0010	NHS Non-Interstate	Y	0.4384	4774	nothing	
PENN AV	3422	0011	NHS Non-Interstate	Y	0.428	4774	nothing	
PENN AV	3422	0050	NHS Non-Interstate	Y	0.5419	9962	MPMS 114439	FD
PENN AV	3422	0051	NHS Non-Interstate	Y	0.5411	12013	MPMS 114439	FD
HIGH ST	4031	0420	NHS Non-Interstate	Y	0.333	5362	NOT IN BERKS	
BLANDON RD	0073	0184	Non-NHS AADT > 2000	N	0.1252	4540	nothing	
MAIN ST	0073	0090	Non-NHS AADT > 2000	N	0.4951	7232	nothing	
MEMORIAL HW	0073	0214	Non-NHS AADT > 2000	Y	0.1021	6386	nothing	
BERNVILLE RD	0183	0072	Non-NHS AADT > 2000	Y	0.1068	5272	nothing	
SCHUYLKILL AV	0183	0025	Non-NHS AADT > 2000	N	0.3871	6625	MPMS 70274	
SCHUYLKILL AV	0183	0027	Non-NHS AADT > 2000	N	0.4536	6625	MPMS 91091	
SCHUYLKILL AV	0183	0030	Non-NHS AADT > 2000	N	0.3642	7753	nothing	
SCHUYLKILL AV	0183	0031	Non-NHS AADT > 2000	N	0.3614	8868	nothing	
SR 0183 SH	0183	0010	Non-NHS AADT > 2000	Y	0.3759	4516	nothing	
SR 0183 SH	0183	0011	Non-NHS AADT > 2000	Y	0.3867	4516	nothing	
NORTH THIRD ST	0419	0042	Non-NHS AADT > 2000	N	0.4116	4631	nothing	
SECOND ST	0419	0022	Non-NHS AADT > 2000	N	0.3958	4649	nothing	
LANCASTER AV	0501	0110	Non-NHS AADT > 2000	Y	0.2261	7059	nothing	
READING AV	0562	0270	Non-NHS AADT > 2000	Y	0.6294	9347	MPMS 117637	
ST LAWRENCE AV	0562	0010	Non-NHS AADT > 2000	Y	0.4862	7648	nothing	
ST LAWRENCE AV	0562	0040	Non-NHS AADT > 2000	Y	0.358	7648	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
ALLEGHENYVILLE RD	0568	0020	Non-NHS AADT > 2000	N	0.5038	4066	nothing	
ALLEGHENYVILLE RD	0568	0030	Non-NHS AADT > 2000	N	0.4689	4066	nothing	
ALLEGHENYVILLE RD	0568	0040	Non-NHS AADT > 2000	N	0.472	4066	nothing	
NEW HOLLAND RD	0625	0170	Non-NHS AADT > 2000	N	0.2962	7399	nothing	
GERRY WOLFE RD	0645	0010	Non-NHS AADT > 2000	N	0.4727	3439	nothing	
CHURCH LN	0662	0011	Non-NHS AADT > 2000	Y	0.1352	2794	nothing	
MAIN ST	0662	0290	Non-NHS AADT > 2000	Y	0.1178	5727	nothing	
WALL ST	1003	0030	Non-NHS AADT > 2000	N	0.5324	5297	nothing	
LEESPORT AV	1004	0010	Non-NHS AADT > 2000	N	0.3839	4038	nothing	
MT LAUREL AV	1004	0060	Non-NHS AADT > 2000	N	0.3475	3560	nothing	
MAIDENCREEK RD	1005	0050	Non-NHS AADT > 2000	N	0.3831	2358	nothing	
FORGEDALE RD	1021	0040	Non-NHS AADT > 2000	N	0.4438	2078	nothing	
NOBLE ST	1021	0190	Non-NHS AADT > 2000	N	0.4754	4504	nothing	
HUFFS CHURCH RD	1022	0240	Non-NHS AADT > 2000	N	0.4591	2451	nothing	
MAIN ST	1029	0160	Non-NHS AADT > 2000	N	0.1831	10258	nothing	
OLD TOPTON RD	1031	0020	Non-NHS AADT > 2000	N	0.4055	2392	nothing	
OLD TOPTON RD	1031	0030	Non-NHS AADT > 2000	N	0.7004	2421	nothing	
OLD TOPTON RD	1031	0040	Non-NHS AADT > 2000	N	0.6042	2421	nothing	
OLD TOPTON RD	1031	0060	Non-NHS AADT > 2000	N	0.7032	2392	nothing	
CHESTNUT ST	1035	0010	Non-NHS AADT > 2000	N	0.4794	3750	nothing	
VALLEY RD	1035	0020	Non-NHS AADT > 2000	N	0.46	2434	nothing	
VALLEY RD	1035	0030	Non-NHS AADT > 2000	N	0.5411	2434	nothing	
VALLEY RD	1035	0040	Non-NHS AADT > 2000	N	0.743	2434	nothing	
FOURTH ST	2003	0021	Non-NHS AADT > 2000	N	0.5199	6072	nothing	
CHESTNUT ST	2004	0020	Non-NHS AADT > 2000	Y	0.3464	6947	nothing	
CHESTNUT ST	2006	0011	Non-NHS AADT > 2000	Y	0.5989	6138	nothing	
KUTZTOWN RD	2007	0070	Non-NHS AADT > 2000	N	0.3049	7660	nothing	
KUTZTOWN RD	2007	0080	Non-NHS AADT > 2000	N	0.4519	7660	nothing	
NORTH NINTH ST	2007	0020	Non-NHS AADT > 2000	N	0.4305	6295	nothing	
NORTH NINTH ST	2007	0030	Non-NHS AADT > 2000	N	0.3051	6043	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
NORTH NINTH ST	2007	0040	Non-NHS AADT > 2000	N	0.3873	6043	nothing	
SOUTH NINTH ST	2007	0010	Non-NHS AADT > 2000	N	0.2566	5906	nothing	
HAMPDEN BL	2009	0041	Non-NHS AADT > 2000	N	0.0358	3233	nothing	
WALNUT ST	2009	0010	Non-NHS AADT > 2000	N	0.1557	13055	nothing	
ELEVENTH ST	2011	0024	Non-NHS AADT > 2000	N	0.2432	21469	nothing	
WALNUT ST	2012	0010	Non-NHS AADT > 2000	N	0.4104	4239	nothing	
WALNUT ST	2012	0020	Non-NHS AADT > 2000	N	0.618	5881	nothing	
SPRING ST	2014	0010	Non-NHS AADT > 2000	N	0.2708	5177	nothing	
SPRING ST	2014	0020	Non-NHS AADT > 2000	N	0.3866	8136	nothing	
SPRING ST	2014	0030	Non-NHS AADT > 2000	N	0.4375	4008	nothing	
BELLEVUE AV	2016	0020	Non-NHS AADT > 2000	N	0.3922	8553	MPMS 10527	ID
ELIZABETH AV	2016	0042	Non-NHS AADT > 2000	N	0.336	3320	nothing	
ELIZABETH AV	2016	0050	Non-NHS AADT > 2000	N	0.5229	2328	nothing	
ELIZABETH AV	2016	0060	Non-NHS AADT > 2000	N	0.2934	2328	nothing	
OLEY TURNPIKE RD	2020	0010	Non-NHS AADT > 2000	N	0.4443	2031	nothing	
OLEY TURNPIKE RD	2020	0020	Non-NHS AADT > 2000	N	0.397	2031	nothing	
OLEY TURNPIKE RD	2020	0030	Non-NHS AADT > 2000	N	0.4765	2031	nothing	
OLEY TURNPIKE RD	2020	0040	Non-NHS AADT > 2000	N	0.4627	2031	nothing	
OLEY TURNPIKE RD	2020	0050	Non-NHS AADT > 2000	N	0.5083	2031	MPMS 105963	ID
CARSONIA AV	2023	0020	Non-NHS AADT > 2000	Y	0.265	4653	nothing	
CARSONIA AV	2023	0050	Non-NHS AADT > 2000	Y	0.107	4653	nothing	
TWENTYTHIRD ST	2023	0010	Non-NHS AADT > 2000	Y	0.168	4610	nothing	
MONOCACY CREEK RD	2025	0312	Non-NHS AADT > 2000	N	0.0602	4770	nothing	
MCKNIGHTS GAP RD	2027	0010	Non-NHS AADT > 2000	N	0.4773	2620	nothing	
SKYLINE DR	2027	0050	Non-NHS AADT > 2000	N	0.3108	2620	MPMS 79467	ID
MANATAWNY DR	2036	0022	Non-NHS AADT > 2000	N	0.4453	3147	MPMS 117975	FD
DANIEL BOONE RD	2041	0010	Non-NHS AADT > 2000	N	0.4229	2927	nothing	
OLD AIRPORT RD	2049	0040	Non-NHS AADT > 2000	N	0.4775	2964	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
OLD AIRPORT RD	2049	0050	Non-NHS AADT > 2000	N	0.5697	2964	nothing	
OLD AIRPORT RD	2049	0070	Non-NHS AADT > 2000	N	0.4894	2317	nothing	
OLD AIRPORT RD	2049	0080	Non-NHS AADT > 2000	N	0.2706	2317	nothing	
DENGLER ST	2050	0010	Non-NHS AADT > 2000	N	0.1284	7463	nothing	
NORTH READING AV	2067	0010	Non-NHS AADT > 2000	N	0.3396	8054	nothing	
READING AV	2069	0030	Non-NHS AADT > 2000	N	0.3314	3190	nothing	
READING AV	2069	0060	Non-NHS AADT > 2000	N	0.3267	3190	nothing	
TWENTYSECOND ST	2073	0011	Non-NHS AADT > 2000	N	0.0822	3851	nothing	
EIGHTH ST	2075	0011	Non-NHS AADT > 2000	N	0.0869	3919	nothing	
ELEVENTH ST	2085	0010	Non-NHS AADT > 2000	N	0.115	3302	nothing	
HIGH ST	3002	0010	Non-NHS AADT > 2000	N	0.6924	3686	nothing	
OLD CHURCH RD	3006	0020	Non-NHS AADT > 2000	N	0.5152	2123	nothing	
BROWNSVILLE RD	3008	0060	Non-NHS AADT > 2000	N	0.4214	2387	nothing	
WYOMISSING RD	3009	0090	Non-NHS AADT > 2000	N	0.4786	3354	nothing	
MOUNTAIN HOME RD	3012	0052	Non-NHS AADT > 2000	N	0.2814	2796	nothing	
PAPER MILL RD	3021	0010	Non-NHS AADT > 2000	N	0.1892	7795	nothing	
PAPER MILL RD	3021	0011	Non-NHS AADT > 2000	N	0.1892	7781	nothing	
STATE HILL RD	3023	0010	Non-NHS AADT > 2000	N	0.2585	10051	MPMS 117620/117603	ID & ID
STATE HILL RD	3023	0060	Non-NHS AADT > 2000	N	0.475	10965	nothing	
GREEN VALLEY RD	3025	0020	Non-NHS AADT > 2000	N	0.5445	3959	nothing	
GREEN VALLEY RD	3025	0040	Non-NHS AADT > 2000	N	0.4394	3912	nothing	
GREEN VALLEY RD	3025	0050	Non-NHS AADT > 2000	N	0.7146	3912	nothing	
KENHORST BL	3030	0010	Non-NHS AADT > 2000	N	0.2758	4255	nothing	
LACKAWANNA ST	3032	0010	Non-NHS AADT > 2000	N	0.2767	8904	MPMS 89215	UC
BUTLER ST	3034	0010	Non-NHS AADT > 2000	N	0.2184	7652	nothing	
OLD FRITZTOWN RD	3046	0010	Non-NHS AADT > 2000	N	0.018	5642	nothing	
PAPERMILL RD	3049	0010	Non-NHS AADT > 2000	N	0.2436	4069	nothing	
MULL AV	3055	0010	Non-NHS AADT > 2000	Y	0.5822	11640	MPMS 87688	ID

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
VAN REED RD	3055	0030	Non-NHS AADT > 2000	Y	0.5301	11640	nothing	
STOUDTS FERRY RD	3067	0010	Non-NHS AADT > 2000	N	0.0369	3467	MPMS 114391	Completed
MOUNTAIN RD	4011	0132	Non-NHS AADT > 2000	N	0.1206	3951	nothing	
MOUNTAIN RD	4011	0140	Non-NHS AADT > 2000	N	0.1714	3951	MPMS 72807	FD
OLD RTE 22	4011	0126	Non-NHS AADT > 2000		0.122	7101	nothing	
WOLF CREEK RD	4011	0100	Non-NHS AADT > 2000	N	0.4828	2088	nothing	
WOLF CREEK RD	4011	0110	Non-NHS AADT > 2000	N	0.4583	2088	nothing	
BELLEMANS CHURCH RD	4017	0120	Non-NHS AADT > 2000	N	0.61	2784	nothing	
BELLEMANS CHURCH RD	4017	0130	Non-NHS AADT > 2000	N	0.2265	2784	nothing	
STATE ST	4028	0110	Non-NHS AADT > 2000	N	0.3384	8967	nothing	
STATE ST	4028	0120	Non-NHS AADT > 2000	N	0.3017	5850	nothing	
WEST STATE ST	4028	0100	Non-NHS AADT > 2000	N	0.5027	8967	nothing	
HULLER LN	4030	0130	Non-NHS AADT > 2000	N	0.6695	3799	nothing	
PLUM CREEK RD	4030	0010	Non-NHS AADT > 2000	N	0.518	3432	nothing	
SOUTH FOURTH ST	4035	0010	Non-NHS AADT > 2000	N	0.0559	3661	MPMS 10867	ID
SOUTH FOURTH ST	4035	0014	Non-NHS AADT > 2000	N	0.0648	4381	MPMS 10867	ID
MAIN ST	0143	0040	Non-NHS AADT < 2000	N	0.6091	1405	nothing	
GREEN HILLS RD	0568	0210	Non-NHS AADT < 2000	N	0.4744	1721	nothing	
GREEN HILLS RD	0568	0220	Non-NHS AADT < 2000	N	0.429	1721	MPMS 79086	
OLD SWEDE RD	0662	0010	Non-NHS AADT < 2000	Y	0.1438	487	nothing	
SNYDER RD	1001	0040	Non-NHS AADT < 2000	N	0.5456	1218	nothing	
KINDT CORNER RD	1003	0064	Non-NHS AADT < 2000	N	0.4233	483	nothing	
WINDSOR CASTLE RD	1003	0170	Non-NHS AADT < 2000	N	0.4686	297	nothing	
WINDSOR CASTLE RD	1003	0180	Non-NHS AADT < 2000	N	0.6314	297	nothing	
WINDSOR CASTLE RD	1003	0190	Non-NHS AADT < 2000	N	0.3527	1397	nothing	
MAIDENCREEK RD	1005	0100	Non-NHS AADT < 2000	N	0.5169	576	nothing	
WINDSOR CASTLE RD	1008	0020	Non-NHS AADT < 2000	N	0.4489	716	nothing	
WINDSOR CASTLE RD	1008	0040	Non-NHS AADT < 2000	N	0.711	616	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
WINDSOR CASTLE RD	1008	0050	Non-NHS AADT< 2000	N	0.4348	616	nothing	
WINDSOR ST	1008	0010	Non-NHS AADT< 2000	N	0.4519	724	nothing	
DUNKELS CHURCH RD	1009	0060	Non-NHS AADT< 2000	N	0.4625	223	nothing	
SHUHLER RD	1010	0480	Non-NHS AADT< 2000	N	0.3989	460	nothing	
WALNUTTOWN RD	1011	0010	Non-NHS AADT< 2000	N	0.4708	1156	nothing	
WALNUTTOWN RD	1011	0050	Non-NHS AADT< 2000	N	0.5483	1156	MPMS 117973	FD
CRYSTAL CAVE RD	1012	0040	Non-NHS AADT< 2000	N	0.3627	102	nothing	
CRYSTAL CAVE RD	1012	0050	Non-NHS AADT< 2000	N	0.6294	102	nothing	
DONAT RD	1015	0080	Non-NHS AADT< 2000	N	0.1089	551	nothing	
KUTZTOWN RD	1015	0060	Non-NHS AADT< 2000	N	0.3422	767	NOT IN BERKS	
KISTLER VALLEY RD	1019	0010	Non-NHS AADT< 2000	N	0.4799	412	nothing	
GREENWICH ST	1021	0201	Non-NHS AADT< 2000	N	0.1318	1026	nothing	
BITTING RD	1026	0160	Non-NHS AADT< 2000	N	0.5498	182	nothing	
LONG LN	1026	0060	Non-NHS AADT< 2000	N	0.46	306	nothing	
LONG LN	1026	0070	Non-NHS AADT< 2000	N	0.7023	306	nothing	
LONG LN	1026	0100	Non-NHS AADT< 2000	N	0.3438	306	nothing	
LONG LN	1026	0110	Non-NHS AADT< 2000	N	0.5006	306	nothing	
LONG LN	1026	0120	Non-NHS AADT< 2000	N	0.6384	306	nothing	
FORGEDALE RD	1030	0210	Non-NHS AADT< 2000	N	0.4767	423	nothing	
FORGEDALE RD	1030	0260	Non-NHS AADT< 2000	N	0.5002	423	nothing	
FORGEDALE RD	1030	0270	Non-NHS AADT< 2000	N	0.447	423	nothing	
OYSTERDALE RD	1030	0180	Non-NHS AADT< 2000	N	0.5074	976	nothing	
DALE RD	1047	0010	Non-NHS AADT< 2000	N	0.4708	734	nothing	
DALE RD	1047	0020	Non-NHS AADT< 2000	N	0.3225	734	nothing	
SADDLE RD	1053	0010	Non-NHS AADT< 2000	N	0.0206	87	nothing	
ELM STREET	1055	0010	Non-NHS AADT< 2000	N	0.046	879	nothing	
SHILOH RD	2013	0054	Non-NHS AADT< 2000	N	0.0301	266	nothing	
FORT ZELLERS RD	2014	0020	Non-NHS AADT< 2000	N	0.2934	394	NOT IN BERKS	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
KAUFFMAN RD	2024	0022	Non-NHS AADT< 2000	N	0.0053	273	nothing	
BASKET RD	2025	0050	Non-NHS AADT< 2000	N	0.4472	425	nothing	
LIMEKILN RD	2025	0100	Non-NHS AADT< 2000	N	0.5123	475	nothing	
LIMEKILN RD	2025	0110	Non-NHS AADT< 2000	N	0.4763	475	nothing	
LIMEKILN RD	2025	0120	Non-NHS AADT< 2000	N	0.4875	470	nothing	
LIMEKILN RD	2025	0130	Non-NHS AADT< 2000	N	0.4205	470	nothing	
LIMEKILN RD	2025	0140	Non-NHS AADT< 2000	N	0.1672	470	nothing	
LIMEKILN RD	2025	0230	Non-NHS AADT< 2000	N	0.4561	744	MPMS 113825	FD
LIMEKILN RD	2025	0240	Non-NHS AADT< 2000	N	0.4212	1103	MPMS 113825	FD
LIMEKILN RD	2025	0250	Non-NHS AADT< 2000	N	0.3288	1103	MPMS 113825	FD
LIMEKILN RD	2025	0260	Non-NHS AADT< 2000	N	0.4765	1103	MPMS 113825	FD
SPIES CHURCH RD	2025	0060	Non-NHS AADT< 2000	N	0.3748	425	nothing	
SPIES CHURCH RD	2025	0070	Non-NHS AADT< 2000	N	0.6373	1129	nothing	
SPIES CHURCH RD	2025	0080	Non-NHS AADT< 2000	N	0.4663	1143	nothing	
WHITE BEAR RD	2031	0080	Non-NHS AADT< 2000	N	0.0136	1435	nothing	
CHESTNUT ST	2032	0130	Non-NHS AADT< 2000	N	0.4362	1212	nothing	
HILL CHURCH RD	2032	0010	Non-NHS AADT< 2000	N	0.6116	935	nothing	
HILL CHURCH RD	2032	0020	Non-NHS AADT< 2000	N	0.6223	935	nothing	
HILL CHURCH RD	2032	0030	Non-NHS AADT< 2000	N	0.4688	935	nothing	
HILL CHURCH RD	2032	0080	Non-NHS AADT< 2000	N	0.5087	553	nothing	
OLD TULPEHOCKEN RD	2043	0010	Non-NHS AADT< 2000	N	0.0212	596	nothing	
MILL ST	2044	0010	Non-NHS AADT< 2000	N	0.2294	829	nothing	
FUNK RD	2045	0010	Non-NHS AADT< 2000	N	0.0871	1478	MPMS 10751	FD
MONOCACY RD	2047	0020	Non-NHS AADT< 2000	N	0.3307	359	nothing	
IRONSTONE DR	2049	0180	Non-NHS AADT< 2000	N	0.3178	1745	nothing	
MANATAWNY RD	2053	0010	Non-NHS AADT< 2000	N	0.2089	1427	nothing	
DOUGLASS DR	2059	0050	Non-NHS AADT< 2000	N	0.2265	1325	nothing	
FRIEDENSBURG RD	2071	0010	Non-NHS AADT< 2000	N	0.3491	592	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
FRIEDENSBURG RD	2071	0020	Non-NHS AADT< 2000	N	0.4422	592	nothing	
FRIEDENSBURG RD	2071	0030	Non-NHS AADT< 2000	N	0.5153	592	nothing	
ELVERSON RD	2082	0012	Non-NHS AADT< 2000	Y	0.5576	1205	nothing	
FURNACE ST	2082	0192	Non-NHS AADT< 2000	Y	0.4231	1205	nothing	
HAYCREEK RD	2082	0082	Non-NHS AADT< 2000	Y	0.7091	1205	nothing	
HAYCREEK RD	2082	0112	Non-NHS AADT< 2000	Y	0.3869	1205	nothing	
HAYCREEK RD	2082	0122	Non-NHS AADT< 2000	Y	0.5858	1205	nothing	
HAYCREEK RD	2082	0132	Non-NHS AADT< 2000	Y	0.5648	1205	nothing	
HAYCREEK RD	2082	0142	Non-NHS AADT< 2000	Y	0.2237	1205	nothing	
HAYCREEK RD	2082	0092	Non-NHS AADT< 2000	Y	0.5655	1205	nothing	
HAYCREEK RD	2082	0102	Non-NHS AADT< 2000	Y	0.4258	1205	nothing	
HAYCREEK RD	2082	0182	Non-NHS AADT< 2000	Y	0.5252	1205	nothing	
SCHLOUCH RD	3001	0010	Non-NHS AADT< 2000	N	0.4708	165	nothing	
SCHLOUCH RD	3001	0020	Non-NHS AADT< 2000	N	0.4665	165	nothing	
SCHLOUCH RD	3001	0030	Non-NHS AADT< 2000	N	0.7119	165	nothing	
CHURCH ST	3010	0080	Non-NHS AADT< 2000	N	0.2466	240	nothing	
HEFFNER RD	3010	0090	Non-NHS AADT< 2000	N	0.393	240	nothing	
LINCOLN DR	3012	0010	Non-NHS AADT< 2000	N	0.3008	1922	nothing	
MOHNS HILL RD	3018	0040	Non-NHS AADT< 2000	N	0.2542	1017	nothing	
VERMONT RD	3018	0070	Non-NHS AADT< 2000	N	0.1955	1017	nothing	
FAIRMONT AV	3020	0010	Non-NHS AADT< 2000	N	0.3858	1143	nothing	
CHURCH RD	3027	0010	Non-NHS AADT< 2000	N	0.4403	1796	nothing	
ELM ST	3029	0010	Non-NHS AADT< 2000	N	0.2949	1280	nothing	
ELM ST	3029	0020	Non-NHS AADT< 2000	N	0.1759	1280	nothing	
FURNACE ST	3029	0004	Non-NHS AADT< 2000	N	0.0123	1537	nothing	
HEFFNER RD	3031	0010	Non-NHS AADT< 2000	N	0.333	240	nothing	
HEFFNER RD	3031	0020	Non-NHS AADT< 2000	N	0.6972	240	nothing	
HILL RD	3035	0050	Non-NHS AADT< 2000	N	0.4672	126	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
HILL RD	3035	0060	Non-NHS AADT< 2000	N	0.4966	126	nothing	
HILL RD	3035	0070	Non-NHS AADT< 2000	N	0.3085	127	nothing	
TULPEHOCKEN FORGE RD	3037	0020	Non-NHS AADT< 2000	N	0.4059	70	nothing	
TULPEHOCKEN FORGE RD	3037	0050	Non-NHS AADT< 2000	N	0.579	70	nothing	
TULPEHOCKEN FORGE RD	3037	0070	Non-NHS AADT< 2000	N	0.5718	164	nothing	
FURLOW RD	3038	0010	Non-NHS AADT< 2000	N	0.3125	483	nothing	
UPPER VAN REED RD	3051	0010	Non-NHS AADT< 2000	N	0.3449	227	nothing	
UPPER VAN REED RD	3051	0020	Non-NHS AADT< 2000	N	0.4477	227	nothing	
FRYSTOWN RD	4002	0020	Non-NHS AADT< 2000	N	0.4563	1911	nothing	
FRYSTOWN RD	4002	0030	Non-NHS AADT< 2000	N	0.5852	1911	nothing	
MECKVILLE RD	4003	0060	Non-NHS AADT< 2000	N	0.4019	211	nothing	
CHRISTMAS VILLAGE RD	4010	0040	Non-NHS AADT< 2000	N	0.4576	889	nothing	
CHRISTMAS VILLAGE RD	4010	0050	Non-NHS AADT< 2000	N	0.5129	1366	nothing	
SUMMER MOUNTAIN RD	4014	0080	Non-NHS AADT< 2000	N	0.6163	476	nothing	
SUMMER MOUNTAIN RD	4014	0110	Non-NHS AADT< 2000	N	0.5011	476	nothing	
BERNE RD	4015	0132	Non-NHS AADT< 2000	N	0.0239	1066	MPMS 114391/110032	Completed
EAST REHRERSBURG RD	4018	0094	Non-NHS AADT< 2000	N	0.1144	1957	MPMS 110082	Completed
HARMONYVILLE RD	4018	0010	Non-NHS AADT< 2000	N	0.7259	180	NOT IN BERKS	
BELLEMANS CHURCH RD	4019	0010	Non-NHS AADT< 2000	N	0.4733	576	nothing	
BELLEMANS CHURCH RD	4019	0020	Non-NHS AADT< 2000	N	0.3589	576	nothing	
BELLEMANS CHURCH RD	4019	0030	Non-NHS AADT< 2000	N	0.6265	576	nothing	
BELLEMANS CHURCH RD	4019	0040	Non-NHS AADT< 2000	N	0.6506	576	nothing	
BELLEMANS CHURCH RD	4019	0050	Non-NHS AADT< 2000	N	0.5553	576	nothing	
BELLEMANS CHURCH RD	4019	0060	Non-NHS AADT< 2000	N	0.615	576	nothing	
MAIN ST	4020	0010	Non-NHS AADT< 2000	N	0.3091	641	nothing	
CENTERPORT RD	4021	0060	Non-NHS AADT< 2000	N	0.1771	644	nothing	
IRISH CREEK RD	4022	0140	Non-NHS AADT< 2000	N	0.1453	899	nothing	
OLD RTE 22	4026	0022	Non-NHS AADT< 2000	N	0.6572	1828	nothing	

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
ST MICHAELS RD	4028	0020	Non-NHS AADT< 2000	N	0.5108	230	nothing	
GRANGE RD	4030	0020	Non-NHS AADT< 2000	N	0.4301	573	nothing	
GRANGE RD	4030	0030	Non-NHS AADT< 2000	N	0.5237	573	nothing	
GRANGE RD	4030	0080	Non-NHS AADT< 2000	N	0.4275	573	nothing	
CIDER MILL RUN RD	4031	0010	Non-NHS AADT< 2000	N	0.5333	114	nothing	
GERNANTS CHURCH RD	4031	0020	Non-NHS AADT< 2000	N	0.3977	113	nothing	
OHLINGER RD	4031	0030	Non-NHS AADT< 2000	N	0.4473	113	nothing	
AIRPORT RD	4039	0010	Non-NHS AADT< 2000	N	0.0229	283	nothing	
WESSNERSVILLE RD	4039	0010	Non-NHS AADT< 2000	N	0.4547	272	NOT IN BERKS	
KISTLER VALLEY RD	4040	0010	Non-NHS AADT< 2000	N	0.4339	412	NOT IN BERKS	
OLD RTE 22	4040	0250	Non-NHS AADT< 2000	N	0.4735	1940	MPMS 110082	Completed
OLD RTE 22	4040	0270	Non-NHS AADT< 2000	N	0.3598	1940	MPMS 110082	Completed
MIDWAY RD	4041	0010	Non-NHS AADT< 2000	N	0.0225	1513	nothing	
KUNKELS MILL RD	4042	0010	Non-NHS AADT< 2000	N	0.4828	84	nothing	
POWER DR	4043	0010	Non-NHS AADT< 2000	N	0.0203	199	nothing	
MONUMENT RD	4044	0010	Non-NHS AADT< 2000	N	0.5417	381	nothing	
MONUMENT RD	4044	0020	Non-NHS AADT< 2000	N	0.5032	381	nothing	
MOUNTAIN RD	4044	0090	Non-NHS AADT< 2000	N	0.1388	800	nothing	
NORTHKILL RD	4045	0010	Non-NHS AADT< 2000	N	0.0203	475	nothing	
MILL RD	4047	0010	Non-NHS AADT< 2000	N	0.0297	160	MPMS 114391	Completed

2022 POOR CONDITION BRIDGES										
STATE/LOCAL	OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	MUNICIPALITY	FEATURE INTERSECTED	LENGTH (FT)	PLANNED PROJECT	PROJECT STATUS	PROJ CLASS
L	BOROUGH	5488	BET. WATER & CINDER STS.	EAST FIRST STREET	Birdsboro	HAY CREEK	56	nothing		
L	BOROUGH	5492	EAST END OF BOROUGH	PINE STREET	Hamburg	KAERCHERS CREEK	24	nothing		
L	BOROUGH	5493	BET PINE AND STATE STS	SECOND STREET	Hamburg	MILL CREEK	26	nothing		
L	BOROUGH	5496	PENN AVENUE	PENN AVENUE	Lenhartsville	MAIDEN CREEK	225	L RTP 110079, CLOSED	PE FFY2026	Removal
L	BOROUGH	5499	WEST OF FURNACE STREET	FREEMAN STREET	Robesonia	FURNACE CREEK	27	nothing		
L	BOROUGH	5500	SOUTH END OF BOROUGH	FURNACE STREET	Robesonia	FURNACE CREEK	33	nothing, CLOSED		
L	BOROUGH	5502	EAST OF US 422 BUS.	PARK VIEW ROAD	Saint Lawrence	ANTIETAM CREEK	56	MPMS 10774	PE FFY2025	BRPL
L	COUNTY	5322	WEIDNER'S MILL BRIDGE	LEVENGOOD ROAD	Amity	MANATAWNY CREEK	103	nothing		
L	COUNTY	5346	DAUBERVILLE BRIDGE	T-547 RAILROAD ROAD	Center	IRISH CREEK	66	nothing		
L	COUNTY	5295	DEYSHERS BRIDGE	SWAMP CREEK ROAD	Colebrookdale	WEST BRANCH SWAMP CREEK	79	County Bridge Rehab	PE 2024	BRST
L	COUNTY	5358	ALTHOUSE MILL BRIDGE	GIBALTAR ROAD	Exeter	ANTIETAM CREEK	74	MPMS 103884	Done 2023	BRPL
L	COUNTY	5366	2 MI. NW OF KUTZ-TOWN	DUTCH MILL ROAD	Greenwich	SACONY CREEK	100	County Bridge Replacement	PE 2025	BRPL
L	COUNTY	5370	1 MI. NW OF KUTZ-TOWN	KUTZ MILL ROAD	Greenwich	SACONY CREEK	94	nothing		
L	COUNTY	5495	SW OF TRAIN DEPOT	PEACH STREET	Kutztown	SACONY CREEK	80	County Bridge MPMS 102959	UC 2023	BRPL
L	COUNTY	5396	2 MI. W OF WOMELSDORF	SCHARFF ROAD	Marion	TULPEHOCKEN CREEK	82	County Bridge Replacement	PE 2025	BRPL
L	COUNTY	5397	1 MI N OF WOMELSDORF	CANAL ROAD SPRING	Marion	TULPEHOCKEN CREEK	68	nothing		
L	COUNTY	5304	BERNHARTS	VALLEY ROAD	Muhlenberg	BERNHARTS CREEK	21	County Bridge Under Construction	UC 2023	BRPL
L	COUNTY	5374	3 MI. SW OF BERNVILLE	KRICKS MILL ROAD	North Heidelberg	TULPEHOCKEN CREEK	77	nothing		
L	COUNTY	5375	2 MI. SW OF BERNVILLE	T-507 GRANDVIEW ROAD	North Heidelberg	TULPEHOCKEN CREEK	76	County Bridge Removal, CLOSED	PE 2024	Removal
L	COUNTY	5423	NE OF BERKLEY	BOWERS ROAD	Ontelaunee	MAIDEN CREEK	202	nothing, CLOSED		
L	COUNTY	5425	500 FT WEST RTE 61	BERKLEY ROAD	Ontelaunee	WILLOW CREEK	60	County Bridge Repair	2024	BRST
L	COUNTY	5364	HEFFNERS BRIDGE	GARMAN ROAD	Richmond	SACONY CREEK	81	Tentative County Bridge Removal	PE 2025	Removal
L	COUNTY	5439	MOSELEM FURNACE BRIDGE	FORGE HILL ROAD	Richmond	MOSELEM CREEK	46	nothing		
L	COUNTY	5441	MOSELEM SPRINGS BRIDGE	EAGLE ROAD 2687E1	Richmond	MOSELEM CREEK	52	County Bridge Replacement	PE 2024	BRPL
L	COUNTY	5326	1 MI. N OF MT. AETNA	BORDNER ROAD	Tulpehocken	LITTLE SWATARA CREEK	65	nothing		
L	RAILROAD	5392	WEST OF MAIDEN CREEK	CALCIUM ROAD	Maidencreek	NORFOLK SOUTHERN (0342)	38	nothing, CLOSED		
L	RAILROAD	5456	SPRINGMONT	DWIGHT STREET	Spring	LEBANON VAL. BR. NORFOLK	137	MPMS 10727	PE 2024	BRPL
L	TOWNSHIP	5315	1.4 MI WEST OF PA 143	HAWK MTN. ROAD	Albany	TRIB TO PINE CREEK	37	nothing		
L	TOWNSHIP	5317	MONOCACY HILL BRIDGE	MONOCACY HILL RD	Amity	MONOCACY CREEK	68	nothing		
L	TOWNSHIP	5318	NORTH OF MONOCACY HILL RD	VALLEY ROAD	Amity	SPRING CREEK	71	nothing		

2022 POOR CONDITION BRIDGES										
STATE/LOCAL	OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	MUNICIPALITY	FEATURE INTERSECTED	LENGTH (FT)	PLANNED PROJECT	PROJECT STATUS	PROJ CLASS
L	TOWNSHIP	5320	DANIEL BOONE HOMESTEAD	BROWNS MILL ROAD	Amity	MONOCACY CREEK	53	nothing		
L	TOWNSHIP	5332	W.OF FRYSTOWN	LITTLE MTN. ROAD	Bethel	TRIB. TO CROSSKILL CREEK	38	nothing		
L	TOWNSHIP	5333	1 MILE EAST OF BETHEL	OLD ROUTE 22	Bethel	MILL CREEK	34	nothing		
L	TOWNSHIP	5334	3 MILES EAST OF BETHEL	OLD RTE. 22	Bethel	STONE CREEK	38	nothing		
L	TOWNSHIP	5335	N OF I-78, S OF MECKVILLE	MYER DRIVE	Bethel	CROSSKILL CREEK	36	nothing		
L	TOWNSHIP	5336	EAST OF BETHEL, N. OF T721	LEGION DR	Bethel	TRIB TO LITTLE SWATARA	22	nothing		
L	TOWNSHIP	5339	KRAMER ROAD INTERSECTION	MAPLE GROVE ROAD	Brecknock	ALLEGHENY CREEK	24	nothing		
L	TOWNSHIP	5340	NEAR HARTZ STORE ROAD	GEBHART SCHOOL RD	Brecknock	ALLEGHENY CREEK	33	nothing		
L	TOWNSHIP	41464	SOUTH OF JOANNA	THOUSAND OAK BLVD	Caernarvon	CONESTOGA CREEK	61	nothing		
L	TOWNSHIP	5299	IRONSTONE DRIVE	Ironstone Drive	Colebrookdale	IRONSTONE CREEK	32	nothing		
L	TOWNSHIP	5308	NW OF PA 724/I-176 INTER.	POPLAR NECK ROAD	Cumru	SCHUYLKILL RIVER	550	nothing		
L	TOWNSHIP	5309	MOHNTON/ PENNWYN	WERNER STREET	Cumru	WYOMISSING CREEK	39	nothing		
L	TOWNSHIP	5349	DOUGLASS PARK/ RR TRESTLE	GRISTMILL ROAD	Douglass	IRONSTONE CREEK	51	nothing		
L	TOWNSHIP	5351	0.3 MI. SO OF SR 2042	WINDING ROAD	Douglass	IRONSTONE CREEK	31	nothing		
L	TOWNSHIP	5371	100 FT. NORTH OF RT.78	SADDLE ROAD	Greenwich	TRIB. TO MAIDEN CREEK	28	nothing		
L	TOWNSHIP	47955	AT RTE. 737 INTERSECTION	GUN CLUB ROAD	Greenwich	TRIB. TO MILL CREEK	26	nothing		
L	TOWNSHIP	5372	EAST OF ROBESONIA	BIG SPRING ROAD	Heidelberg	FURNACE CREEK	51	nothing		
L	TOWNSHIP	5382	WEST OF BROWNSVILLE	HEIDELBERG	Heidelberg	SPRING CREEK	32	nothing, CLOSED		
L	TOWNSHIP	5388	WEST OF HEIDELBERG ROAD	WOOLTOWN RD	Heidelberg	SPRING CREEK	45	nothing		
L	TOWNSHIP	47960	WEST OF RTE. 183	DERR ROAD	Jefferson	TRIB LITTLE NORTHKILL CK	31	nothing		
L	TOWNSHIP	5310	KENHORST/GRILL	HIGH BOULEVARD	Kenhorst & Cumru	ANGELICA CREEK	55	MPMS 110088	PE 2025	BRST
L	TOWNSHIP	5384	NORTH OF SR.422	GAUL ROAD	Lower Heidelberg	LITTLE CACOOSING CREEK	40	Township Project	UC	BRPL
L	TOWNSHIP	5387	EAST OF HEIDELBERG ROAD	WOOLTOWN RD	Lower Heidelberg	HOSPITAL CREEK	49	nothing		
L	TOWNSHIP	5398	VILLAGE OF BOWERS	BOWERS ROAD	Maxatawny	SACONY CREEK	35	nothing		
L	TOWNSHIP	5505	8TH AVE AND COLUMBIA AVE.	8TH AVENUE	Muhlenberg	LAUREL RUN CREEK	44	nothing		
L	TOWNSHIP	5506	8TH AVE AND SHALTER AVE.	8TH AVENUE	Muhlenberg	SHALTER AVENUE FLOODWAY	47	nothing		
L	TOWNSHIP	47971	OUT. TO SCHUYLKILL RIVER	RIVER ROAD	Muhlenberg	LAUREL RUN	24	nothing		
L	TOWNSHIP	5417	SOUTH OF PLEASANTVILLE	TOLL HOUSE ROAD	Oley	OYSTERVILLE CREEK	38	nothing		
L	TOWNSHIP	5418	PLEASANTVILLE	YODER ROAD	Oley	OYSTERVILLE CREEK	50	nothing		
L	TOWNSHIP	5422	NE OF BERKLEY	BOWERS ROAD	Ontelaunee	NORFOLK SO. (LINE 0342)	28	nothing		

2022 POOR CONDITION BRIDGES										
STATE/LOCAL	OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	MUNICIPALITY	FEATURE INTERSECTED	LENGTH (FT)	PLANNED PROJECT	PROJECT STATUS	PROJ CLASS
L	TOWNSHIP	47827	INTERSECT OF ALLENDALE RD	DREIBELBIS MILL RD	Perry	TRIB TO PIGEON CREEK	24	nothing		
L	TOWNSHIP	5443	WEST OF I-176	GUNHART ROAD	Robeson	ALLEGHENY CREEK	45	nothing		
L	TOWNSHIP	5445	WEST OF RT. 82	ROCK HOLLOW RD	Robeson	HAY CREEK	48	nothing		
L	TOWNSHIP	5446	NW OF GIBRALTAR	OLD RIVER ROAD	Robeson	ALLEGHENY CREEK	56	nothing		
L	TOWNSHIP	5447	SCHUYLKILL ROAD	SCHUYLKILL ROAD	Robeson	INDIAN CORN CREEK	43	nothing		
L	TOWNSHIP	5448	200 FT. E. OF ROUTE 10	SETON ROAD	Robeson	ALLEGHENY CREEK	59	nothing		
L	TOWNSHIP	5454	S.W.OF WERNERSVILLE	WALTERS AVE.	South Heidelberg	MANOR CREEK	27	nothing		
L	TOWNSHIP	5330	SHIKELLAMY BRIDGE	AIRPORT RD	Tulpehocken	LITTLE SWATARA CREEK	55	nothing		
L	TOWNSHIP	5472	AT U.TULP.TWP. LINE	FEICK RD.	Upper Bern	NORTHKILL CREEK	48	nothing		
L	TOWNSHIP	47958	EAST OF SHARTLESVILLE	SKYLINE DRIVE	Upper Bern	LESHER RUN	28	nothing		
L	TOWNSHIP	5476	600 FT E OF SR 183	SPRING ROAD	Upper Tulpehocken	LITTLE NORTHKILL CREEK	29	nothing		
S	RAILROAD	5180	HILL ROAD	SR 3035(LR 06147)	Heidelberg	NORFOLK SOUTHERN RR	134	nothing		
S	RAILROAD	5052	BELLEVUE AVE.	SR 2016 (LR 06114)	Muhlenberg	Reading/BM/ Northern RR	131	MPMS 10527	ID	BRPL
S	RAILROAD	4741	SCHUYLKILL AVE SB ONE-WAY	SR 183 (LR 310)	Reading	NORFOLK/ SOUTHERN RR	78	MPMS 91091	UC	BRPL
S	RAILROAD	5040	7TH & WASHINGTON ST.	WASHING. ST(06233)	Reading	NORFOLK/ SOUTHERN RR	64	nothing		
S	RAILROAD	5137	CENTRE AVE	SR2087 (LR 160)	Reading	NORFOLK SOUTHERN RR	54	MPMS 91995	PE 2023	BRPL
S	STATE	4722	@ PA.737 & PA. 143 INT.	PA 143 (LR 285)	Albany	UNNAMED TRIB MAIDEN CRK	44	MPMS 114378 or 110032	UC	PRVMT or BRPL
S	STATE	4981	DONAT RD .	SR 1015 (LR 06196)	Albany	STONE RUN	39	MPMS 85643	ID	BRPL
S	STATE	4984	STONE RUN VALLEY ROAD	SR 1018 (LR06132SP)	Albany	MAIDEN CREEK	81	MPMS 85648	ID	BRPL
S	STATE	5105	WEAVERTOWN ROAD	SR 2041 (APPL.954)	Amity	MONOCACY CREEK	66	MPMS 10753	UC	BRPL
S	STATE	5122	TOWNSHIPLINE & TOLLGATE RDS	SR 2057 (LR 06204)	Amity & Douglass	LEAF CREEK	23	MPMS 92043	UC	BRPL
S	STATE	4706	MAIN & 4TH. ST(BALLY)	SR 100 (LR 284)	Bally	TRIB.TO PERKIOMEN CREEK	13	MPMS 92009 or MPMS 114392	FD	BRST
S	STATE	5227	2 MILES NORTH OF US 22	SR 4005 (LR 06161)	Bethel	MECK CREEK	29	MPMS 117725	FD	BRPL
S	STATE	4902	CAMP SWATARA ROAD	SR 645 (LR 06004)	Bethel & Tulpehocken	LITTLE SWATARA CREEK	200	MPMS 85670	ID	BRPL
S	STATE	4566	MORGANTOWN & QUARRY RDS.	PA 10 (LR 06090)	Caernarvon	TRIB. TO CONESTOGA CREEK	54	MPMS 10943	ID	BRST
S	STATE	5248	4 M. SW OF BERNE	SR 4015 (LR 06193)	Center	TRIB. TO IRISH CREEK	13	MPMS 10702	ID	BRPL
S	STATE	5268	CENTERPORT	SR 4026 (LR 06031)	Center	TRIB TO IRISH CREEK	8	nothing		
S	STATE	5112	GABLESVILLE(FUNK RD.)	SR 2045(LR 06053)	Colebrookdale	TRIB TO IRONSTONE CREEK	23	MPMS 10751	FD	BRPL
S	STATE	5139	FREEMANSVILLE ROAD	SR 3003 (LR 06078)	Cumru	ANGELICA CREEK	20	MPMS 79079	UC	BRPL
S	STATE	5160	0.4 MI.W.OF MOHNTON	SR 3020(LR 06076)	Cumru	TR. WYOMISSING CREEK	9	nothing		

2022 POOR CONDITION BRIDGES										
STATE/LOCAL	OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	MUNICIPALITY	FEATURE INTERSECTED	LENGTH (FT)	PLANNED PROJECT	PROJECT STATUS	PROJ CLASS
S	STATE	4852	CITY LINE,READING BYPASS	SR 422(LR 793)	Cumru & Reading	SCHUYLKILL RIVER	700	MPMS 114439	FD	
S	STATE	4776	READING BYPASS	SR 422 (LR793)	Cumru & West Reading	THUN RECREATIONAL TRAIL	753	MPMS 114439	FD	BRST
S	STATE	5109	GRESHVILLE ROAD	SR 2042(LR 06104)	Douglass	TRIB.TO IRONSTONE CREEK	13	nothing		
S	STATE	41182	OLD 22 - E OF LENHARTSVIL	OLD RTE 22	Greenwich	MAIDEN CREEK TRIBUTARY	58	MPMS 117726	FD	BRPL
S	STATE	4603	HAMBURG BOROUGH	PA 61(LR 160)	Hamburg	KAERCHERS CK	25	MPMS 10328	ID	BRPL
S	STATE	4661	HAMBURG	I-78 (LR 285)	Hamburg & Tilden	READING/NORTHERN RR T571	1802	MPMS 93494	UC	BRPL
S	STATE	5011	CENTENNIAL RD	SR 1025(LR 06120)	Longswamp	TRIB.TO LITTLE LEHIGH CK	9	MPMS 115991 or MPMS 114392	FD	BRPL or BRST
S	STATE	5026	VALLEY ROAD	SR 1035(LR 06041)	Longswamp	TOAD CREEK	11	MPMS 85650 or MPMS 110011	ID	BRPL or BRST
S	STATE	5062	STONY CREEK MILLS	LR 197 & APPL 5722	Lower Alsace	ANTIETAM CREEK	33	MPMS 91932 or MPMS 109826	UC or ID	BRPL or BRST
S	STATE	4944	LK.ONTELAUNEE W.SHORE DR.	1003/06216/T-960	Maidencreek	LAKE ONTELAUNEE	403	nothing, CLOSED		
S	STATE	5184	CHARMING FORGE	SR 3037(LR 06029)	Marion	MILL RACE	37	MPMS 94290	ID	BRST
S	STATE	5071	KAUFFMAN RD.@ BERTLET MIL	SR 2024 (LR 06086)	Oley	LITTLE MANATAWNY CREEK	28	nothing		
S	STATE	5265	3 MI.S. OF SHARTLESVILLE	SR 4024(LR 06178)	Penn	TRIB.TO NORTHKILL CREEK	10	nothing		
S	STATE	5016	LONG LANE	SR 1026(LR 664)	Pike	W.BRANCH OF PINE CREEK	17	MPMS 94287 or MPMS 110011	ID	BRPL or BRST
S	STATE	4893	GREEN HILLS ROAD	SR 568(LR 06084)	Robeson	ALLEGHENY CREEK	54	MPMS 79086	Done 2023	BRPL
S	STATE	4927	MAIN STREET, GIBRALTAR	PA 724 (LR 147)	Robeson	ALLEGHENY CREEK	73	MPMS 10700	ID	BRST
S	STATE	4988	ROCKLAND BRIDGE	SR 1021(LR 06191)	Rockland	BIEBER CREEK	51	MPMS 10746	UC	BRPL
S	STATE	5020	SMOKETOWN ROAD	SR 1029 (LR 06158)	Rockland	LITTLE SACONY CREEK	38	MPMS 116478, CLOSED	ID	BRPL
S	STATE	4911	0.5 MI.S.OF PRICETOWN	SR 662(APPL 7202)	Ruscombanor	FURNACE CREEK	13	MPMS 114378	UC	PRVMT
S	STATE	4818	2.5 MI.SO OF REHRERSBURG	PA 419(LR 382)	Tulpehocken	MILL CREEK	11	MPMS 92079	ID	BRPL
S	STATE	5130	BARTO BRIDGE	SR 2069(LR 284)	Washington	BR. OF PERKIOMEN CREEK	82	110032 or 114378	UC	BPRS or PRVMT
S	STATE	5072	LIMEKILN RD.N.OF 562	SR 2025(LR 06027)		W.BR.OF LIMEKILN CREEK	21	nothing		

BRST=Bridge Restoration UC=Under Construction
 BRPL=Bridge Replacement FD=Future Development
 PRVMT=Preventative Maintenance ID=In Development
 BPRS=Bridge Preservation

Reading Area Transportation Study September, 2023

Coordinating Committee

PennDOT District 5-0	Mr. Chris Kufro, Acting District Executive (Chairman) Ms. Jennifer Ruth, Planning & Program Manager*
PennDOT Central Office	Mr. Mark Tobin, Division Chief, Center for Program Development and Management. Mr. James Mosca, Transportation Planning Manager*
Berks County Commissioners	Mr. Michael Rivera, Commissioner
Berks County Planning Commission	Mr. Thomas McKeon, Board Member (Vice Chairman) Mr. Alan Piper, Transportation Planner III (MPO Secretary)*
City of Reading	Ms. Donna Reed, Council Member Mr. O. Chris Miller, Council Member*
Berks County Boroughs	Mr. Brian Hoffa, Borough Council Member (Sinking Spring Borough)
Berks County 1st Class Townships	Mr. Samuel Kalbach, Township Commissioner (Cumru Township)
Berks County 2nd Class Townships	Mr. Michael Kocher, Township Supervisor (Spring Township)
South Central Transit Authority / Berks Area Regional Transportation Authority	Mr. Greg Downing, Executive Director Mr. Keith Boatman, Assoc. Director of Capital Projects/Planning
Reading Regional Airport Authority	Mr. Kevin Barnhardt, Board Member

Technical Committee

PennDOT District 5-0	Mr. Scott Vottero, District Executive for Design (Chairman) Mr. Michael Donchez, Transportation Planning Specialist*
PennDOT Central Office	Mr. David Alas, Trans. Planning Specialist Supervisor (Vice Chairman) Ms. Nyomi Evans, Trans. Planning Specialist Trainee*
Berks County Planning Commission	Mr. Alan Piper, Transportation Planner III (MPO Secretary) Ms. Amanda Timochenko, Transportation Planner II*
Berks County Planning Commission	Mr. Michael Golembiewski, Transportation Modeler Ms. Amanda Timochenko, Transportation Planner II*
City of Reading	Mr. Kyle Zeiber, Department of Public Works
City of Reading	Mr. Timothy Krall, Department of Public Works
South Central Transit Authority / Area Regional Transportation Authority	Mr. Keith Boatman, Assoc. Director of Capital Projects/Planning Berks Ms. Lauri Ahlskog, Manager of Transit Planning & Compliance*

* denotes alternate



READING AREA TRANSPORTATION STUDY

**ANNUAL
PAVEMENT
AND BRIDGE
CONDITION
REPORT
2018-2022**
