

TRANSPORTATION ANALYSIS

Introduction

The objective of a well-planned transportation system is to develop safe, convenient, and reliable infrastructure for personal and freight mobility in and around the townships. Based on the worker flow data in Chapter 5, both townships are net exporters of labor in that; the number of workers who leave the townships to work exceeds those that come into the townships to work.

With major industrial and commercial areas in nearby Lehigh and Montgomery counties, living in Hereford and Washington townships provides ample choices for employment. By 2014, most residents have a commute of between 10 minutes to a half hour. Most Hereford Township residents commute to the southeast, primarily to East Greenville, Pennsburg and Red Hill. Most Washington Township residents commute to the south to the Boyertown/Gilbertsville area. Low transit use is likely due to the lack of any transit services provided in the township; however, transit services are provided within nearby municipalities in Boyertown and in the aforementioned Montgomery county boroughs.

Percentage of Residents - Commute to Work in Miles - 2014				
Municipality	Less than 10	11-24 mi.	25-50	50+
Hereford Township	33.8	39.4	16.3	10.5
Washington Township	31.7	42.2	15.3	10.8

U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program

Direction Residents Commute to Work -2014		
Direction	Hereford	Washington
North	11%	8%
Northeast	12%	10%
East	7%	9%
Southeast	26%	20%
South	13%	21%
Southwest	11%	14%
West	14%	14%
Northwest	6%	3%

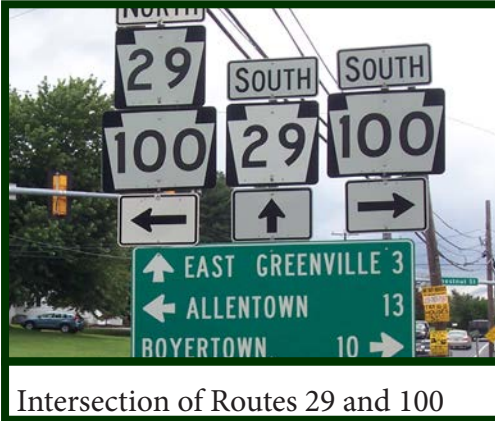
U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program

Hereford and Washington townships strive to maintain and improve their overall transportation system to meet these objectives. The area is well connected to Berks and Montgomery counties, enabling local and regional access for businesses and neighborhoods. Similar to other rural Berks County communities, motor vehicle use is presently the primary form of circulation and transportation within the townships. There are almost 105 miles of public roadways in the Hereford/Washington planning area and 63% are owned and maintained by the townships.

Road Ownership by Municipality			
Type	Hereford	Washington	Combined
Local	30.1	33.0	63.1
State	21.4	13.1	34.5
Private	3.0	4.0	7.0
TOTAL	54.5	50.1	104.6

Source: PennDOT

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Intersection of Routes 29 and 100

Routes 100 and 29 are the principal state road corridors in the area. These and other major traffic routes (Old Route 100, Seisholtzville, Kutztown and Hoffmansville roads) in the townships are shown on the maps following this chapter. In general, the state owned roadways serve a regional role and provide mobility to travel quickly between the townships and neighboring municipalities. The local network primarily serves shorter local trips and provides access to destinations in the townships and Bally and Bechtelsville boroughs.

In addition to experiencing population growth discussed in Chapter 5, the demographic and socioeconomic characteristics of the population in Hereford and Washington townships have changed significantly and will continue to change in the future. These demographic changes contain challenges for the provision of transportation facilities and services. For example, as the area's population ages, especially in Hereford Township, it becomes more important to provide transportation options

and services geared to their needs with more emphasis on safety improvements tailored to elderly drivers.

It is also important to remember that there is a direct correlation between land use and transportation needs especially as it pertains to the Route 100 corridor. Understanding that both townships have a substantial amount of open land along Route 100, access management to these parcels, should they be developed in the future, will always be an important feature of any development plan. The traffic carrying capacity of Route 100 should always be a primary transportation focus of both townships, not solely PennDOT.

The highest priorities of this plan will be to preserve and maintain the existing transportation system with a primary focus on maintaining and improving our existing roads and bridges and to preserve the through carrying capacity of Route 100 through access management strategies and legislation.

Transportation Planning Context

A key aspect of transportation planning is effective coordination between the different government agencies responsible for maintaining the various parts of the transportation infrastructure. In addition to Hereford and Washington townships, these include the Reading Area Transportation Study (RATS), the Pennsylvania Department of Transportation (PennDOT), Berks County, and neighboring communities. As part of the process of preparing this transportation chapter, the RATS FFY 2017-2040 Long Range Transportation Plan (LRTP) was reviewed and considered. This section of the plan will focus on the local transportation infrastructure. Details on the PennDOT owned infrastructure are found in the RATS Transportation Improvement Program (TIP) and the LRTP.

RATS is the regional transportation planning organization for the Reading, Pennsylvania metropolitan area. Working with PennDOT and the Federal Highway Administration (FHWA), RATS facilitates and is responsible for prioritizing approximately \$80 million annually to advance transportation improvement projects throughout the county. PennDOT, South Central Transportation Authority (SCTA), and the 73 municipalities in the County are responsible for project implementation.

Capital Improvement Plans

Capital Improvement Plans (CIP) outline a schedule of public service expenditures over a certain period of years. The CIP does not address all of the capital expenditures for the Township, but provides for large, physical improvements that are permanent, including the basic facilities, services and installations needed for the functioning of the community. These include utilities, municipal facilities and other miscellaneous projects.

Roads

As shown on the maps accompanying this chapter, the townships have over 63 miles of roads and streets to maintain. The streets and roads owned by the townships are part of the Pennsylvania State Liquid Fuels Programs that provides state payments to the municipalities for road maintenance and reconstruction based

on population and miles of roads meeting PennDOT specifications. However, the Liquid Fuels funds comprise only a small part of the municipal maintenance budgets and do not cover the cost of long-term maintenance and reconstruction.

Shown below is a comparison of the liquid fuels allocations in 2006 and 2016. The amount of money allocated to each municipality increased and overall, LFF increased 53%. Streets and roads owned and maintained by both municipalities are in good condition. Both townships will focus on continued maintenance, including resurfacing, and monitor the need to correct specific drainage problems and add shoulders based on available funding. Paving projects are scheduled annually based on street/road condition and available funding.

Liquid Fuels Allocations by Municipality 2006 & 2016						
2006			2016			% Increase
Municipality	Miles	Allocation	Municipality	Miles	Allocation	
Hereford	30.08	\$98,670.43	Hereford	30.08	\$144,576	46.5%
Washington	32.56	\$105,842.75	Washington	33.04	\$167,884	58.6%
TOTAL	62.64	\$204,513.18	TOTAL	63.12	\$312,460	52.8%

Source: PennDOT Bureau of Municipal Services MLF Allocations Report, 2006 & 2016

Figures 17 and 18 show the federal functional classifications assigned to roads in the area. The functional classification of a roadway 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 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. Examples of roads of this type in the area include Routes 100 and 29, Kutztown Road and Hoffmansville Road.

Collectors provide a lower level of service at a slower speed. They provide service for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors are classified as major collectors and minor collectors. These roads provide access to individual properties and serve short distance, low speed trips. Examples include Old Route 100, Huff’s Church Road and Forgedale Road.

Average Annual Daily Traffic (AADT) is the total number of vehicles traveling on a road on an average day. Annual average daily traffic (AADT) volumes provide an overview of the traffic flow in the townships for planning purposes. An important point to remember is that AADT does not reflect daily and seasonal traffic volumes that can far exceed AADT. The proportionate increase in daily and seasonal counts can be significant. PennDOT conducts traffic counts on state roads, and the counts provide the means to assess the overall traffic conditions in the area. Figures 17 and 18 illustrate 2014 AADT on area roadways. The heaviest traveled roads are the arterials in the area, namely Route 100.

Roadway surfaces in the area 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 the highway – the lower the IRI, the smoother the ride. Since PennDOT uses IRI in its pavement condition performance measures, Figures 19 and 20 show the condition of pavement on state roads in the area.

Bridges

Overall, the bridges in Hereford and Washington townships are in good shape. In 2014, there are 30 bridges in the area, with the majority owned by PennDOT. All bridges are open. These bridges are those that require inspections – state bridges longer than eight feet and local bridges longer than 20 feet. Figures 19 and 20 show the approximate location of bridges in the area.

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Bridges in Hereford Township												
Owner	Facility	Location	Suff. Rate	Year Built	Year Recon.	Length	Deck Width	Deck Area	ADT Total	Status	SD	FO
Hereford Township	Camp Mensch Mill	South Of Huffs Church	70	1970	*	40	38	1,536	100	OPEN	*	*
Hereford Township	Airport Road (Rush's)	South Of Huffs Church	90	1979	*	25	32	795	120	OPEN	*	*
Hereford Township	Kriebel Road	1/2 Mile S. Of Hereford	73	1928	*	55	20	1,089	100	OPEN	*	FO
Berks County	Airport Road	3 Mi. Nw Of Bally	97	1975	*	49	40	1,960	204	OPEN	*	*
PADOT	SR 100(LR 284)	Village Of Clayton	94	1951	1990	32	41	1,312	12,698	OPEN	*	*
PADOT	SR 100(LR 284)	Hereford	94	1951	1990	47	41	1,927	12,368	OPEN	*	--
PADOT	SR 1010(LR 06119)	Village Of Harlem	83	1943	*	15	47	698	2,891	OPEN	*	--
PADOT	SR 1010(LR 06119)	Seisholtzville Road	94	1960	*	58	38	2,175	2,891	OPEN	*	--
PADOT	SR 1022 (LR 06140)	Huff Church	95	1962	*	39	44	1,697	2,572	OPEN	*	--
PADOT	SR 1022 (LR 06140)	Huffs Church Road	65	1934	*	10	0	190	2,047	OPEN	*	FO
PADOT	SR 1022 (LR 06140)	Huff Ch.Rd.@Capt.Wolfe Rd	64	1934	*	19	26	490	2,047	OPEN	*	FO
PADOT	SR 1022(APPL. 1)	Tollgate Road	66	1909	*	34	26	867	1,864	OPEN	*	FO
PADOT	SR 1047(LR 06014)	Dale Road	97	1985	*	9	0	207	506	OPEN	*	*
PADOT	SR 1022 (APPL.1)	Weigner's Bridge	93	2013	*	105	29	3,045	1,864	OPEN	*	*

Source: PennDOT

Bridges in Washington Township												
Owner	Facility	Location	Suff. Rate	Year Built	Year Recon.	Length	Deck Area	ADT Total	Status	SD	FO	
Washington Township	Heydt's School House Road	Near Bechtelsville	93	2005	*	32	954	275	OPEN	*	*	
Washington Township	Heydt's School House Road	Near Bechtelsville	97	1987	*	24	847	100	OPEN	*	*	
Berks County	County Line Road (Burkey's)	1 Mi. S. Of Bally	26	1919	1956	68	1,244	1,415	POSTED	SD	*	
PADOT	Pa 100 (LR 284)	North Side Of Bally	72	1951	*	15	618	13,156	OPEN	*	*	
PADOT	SR 1030 (LR 06095)	Forgedale Road	83	1960	*	19	675	538	OPEN	*	*	
PADOT	SR 1030 (LR 06095)	Forgedale Road	91	1965	*	75	2,513	538	OPEN	*	*	
PADOT	SR 1030 (LR 06095)	Forgedale Road, Barto	53	1927	2013	60	1,218	538	OPEN	SD	*	
PADOT	SR 1047 (LR 06014)	Dale Rd. & Crow Hill Rd.	65	1920	*	45	900	506	OPEN	*	FO	
PADOT	SR 2032(LR 06098)	Hill Church Road	68	1924	*	34	704	549	OPEN	*	FO	
PADOT	SR 2032(LR 06098)	Hill Church Rd. Bechtelsville	81	1916	*	19	323	549	OPEN	*	FO	
PADOT	SR 2032 (LR06098Sp)	Bechtelsville, E.Chestnut	72	1941	1964	25	763	1,165	POSTED	*	*	
PADOT	SR 2044 (LR 06195)	Mill St. Bechtelsville	100	1965	2014	61	2,044	515	OPEN	*	*	
PADOT	SR 2069 (LR 284)	Village Of Eshbach	64	1908	1969	19	428	2,053	OPEN	*	FO	
PADOT	SR 2069(LR 284)	Barto Bridge	48	1908	*	82	1,599	1,363	OPEN	SD	*	
PADOT	SR 2069 (LR 284)	Old Route 100	65	1915	*	12	264	1,363	OPEN	*	FO	
PADOT	Pa 100 (LR 06026)	0.4 Mi.N. Of Passmore	94	2014	*	120	4,968	14,609	OPEN	*	*	

Source: PennDOT

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 be posted for other load-capacity restrictions including speed and number of vehicles permitted on the bridge. There are two (2) load-posted bridges in the area. Burkey's Bridge, owned by Berks County and located on County Line Road in Washington Township, is scheduled for replacement in 2018.

Structurally deficient bridges are characterized by deteriorated conditions of the major components of a bridge. This may include cracked concrete, the bridge deck, the support structure, or the entire bridge itself. A "structurally deficient" (SD) designation does not imply that a bridge is unsafe. However, such bridges typically require significant repair to remain in service and would eventually require major rehabilitation or replacement to address the underlying deficiency. There are four (4) such bridges in the area.

A functionally obsolete bridge does not meet current design standards. Examples include a bridge that is too

narrow, has inadequate under-clearances, has insufficient load-carrying capacity, is poorly aligned with the roadway, or can no longer adequately service today’s traffic. Functionally obsolete does not mean the bridge is unsafe or necessarily structurally deficient. It means that the bridge is showing its age and should be upgraded or replaced to improve its function. The area has 11 such bridges.

Congested Corridors

RATS developed a Congestion Management Process (CMP) in May 2016 that included an examination of the 38 most congested corridors in the County. These corridors were ranked using both a Travel Time Index (TTI) and the Average Annual Daily Trips (AADT) in that corridor. The TTI is the ratio of the peak-period travel time to the free flow travel time. This congested speed data, from purchased GPS information, shows peak period travel (7-9 a.m. and 4-6 p.m.) speeds as a function of free-flow (non-congested) speeds. By plotting segments with TTI greater than 1.20 (speeds 20 percent slower than free-flow averages), congested segments can be easily plotted. Please note that these rankings are not a definitive account of congestion along the network or a representation of prioritizing one corridor over another for improvements. Rather, it is an introduction to useful data and highlights the bottlenecks and most congested segments in Hereford and Washington townships. Figures 21 and 22 show Routes 100 and 29 are congested corridors. The rankings shown on the maps represent where the corridor is ranked countywide.

Most Congested Corridors Ranked by Travel Time and Daily Traffic in Hereford/Washington Townships				
County Rank	Area Rank	Corridor	Peak TTI	Max AADT
21	1	PA Route 100 (Hereford Bally Area)	1.60	18,002
36	2	PA Route 29 (Hereford Township)	1.18	8,326

Source: RATS Congestion Management Process, 2016

Safety

Maintaining a safe transportation system is essential to sustaining and enhancing the quality of life for Berks County residents. Deaths and injuries resulting from traffic crashes are a public health concern and impact local communities with medical costs, lost wages, insurance costs, taxes, police, fire, and emergency medical services, legal and court costs, and property damage.

As part of its safety program, PennDOT collects traffic crash data for the entire state and reports data at the state, county, and municipal level. For the purposes of this plan, county crash data for Berks County was analyzed. Motor vehicle crashes generally involve multiple contributing factors that may be related to drivers, the roadway, or the vehicle(s) involved, thus making transportation safety a multidisciplinary concern.

Analyzing crash trends allows PennDOT, RATS and the townships to focus on setting goals to improve upon those trends by programming safety improvements to the road system itself or encouraging greater emphasis on education and enforcement.

Berks County has a significant amount of crashes – ranking sixth in the state in the number of overall crashes and fifth in the number of fatal crashes between 2009 and 2014. During the same span, there were 663 crashes in the two townships. Between 2009 and 2014, crashes declined 10% in the area. Six (6) of those crashes were fatal.

Total Number of Crashes in Hereford and Washington Townships										
MUNICIPALITY	2009	2010	2011	2012	2013	2014	2015	Total	% of Total	% Increase
Hereford	52	33	42	62	52	39	56	336	50.7%	7.7%
Washington	55	47	52	43	48	42	40	327	49.3%	-27.3%
TOTAL	107	80	94	105	100	81	96	663		-10.3%

Source: PennDOT, Pennsylvania Crash Facts and Statistics, 2009-2015

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Fatal Crashes in Hereford and Washington Townships								
MUNICIPALITY	2009	2010	2011	2012	2013	2014	2015	Total
Hereford	0	0	0	0	2	0	0	2
Washington	0	0	0	1	1	1	1	4
TOTAL	0	0	0	1	3	1	1	6

Source: PennDOT, Pennsylvania Crash Facts and Statistics, 2009-2015

Driving Behaviors

Unsafe driving behavior plays a significant role in crashes in Berks County. Aggressive driving and speeding are major factors, with distracted driving and tailgating as increasingly present contributors to crashes since 2009. We are more distracted and more prone to speeding than we were in the 1990s or 2000s. Of note, crashes because of distracted driving in Berks County began to rise with the mass adoption of smartphones in the early-mid 2000s.

Distracted Driving Behaviors that Contributed to Crashes in Hereford/Washington								
MUNICIPALITY	2009	2010	2011	2012	2013	2014	2015	Total
Hereford	3	4	5	9	1	3	5	30
Washington	6	5	8	4	9	5	1	38
TOTAL	9	9	13	13	10	8	6	68

Source: PennDOT, Pennsylvania Crash Facts and Statistics, 2009-2015

Aggressive Driving Behaviors that Contributed to Crashes in Hereford/Washington								
MUNICIPALITY	2009	2010	2011	2012	2013	2014	2015	Total
Hereford	29	14	24	38	30	19	28	182
Washington	31	27	29	29	27	21	20	184
TOTAL	60	41	53	67	57	40	48	366

Source: PennDOT, Pennsylvania Crash Facts and Statistics, 2009-2015

Non-Motorized Travel

Anytime you do not use your car, the bus or other motorized transport, you become a “non-motorized” traveler. Walking and biking are important parts of the county’s overall transportation system as they are two of the most basic and affordable forms of transportation available. Given the rural nature of the townships and the fact that nearly all goods and services are located several miles away in nearby communities, walking to places of work, shopping or entertainment is not realistic for the majority of residents in the two townships. It is simply much easier to drive.

Sidewalks in Hereford and Washington townships are mostly limited to subdivisions in Washington Township. Sidewalks provide a safe means for residents of these neighborhoods to access nearby attractions such as schools, parks, and adjacent subdivisions and for recreation. The key going forward will be considering internal connectivity and accessibility in all new subdivisions, along with consideration of connecting future development around these subdivisions to the existing sidewalk network. Going forward, new subdivisions, especially ones served by public sewer and water utilities, should have sidewalks on one side of all streets when within two (2) miles of a school, or 0.5 miles of a greenway, park or shopping area, or when there is an existing sidewalk network adjacent to the proposed development.

Trails

Presently, there are no planned or designated trails through either Hereford or Washington Township.

Freight

Figures 25 and 26 show the companies in the townships that generate freight and the annual sales in dollars, of that freight. While the bridges and local roads in the townships are important in the movement of freight, some are strategically more important than others, namely Routes 29 and 100. The state roads carry substantial amounts of freight from the local generators and connect Hereford and Washington townships with the Berks and Montgomery county markets. In the future, conflicts of present and future freight activities (e.g., truck trips, noise pollution), and community/residential activities (e.g., schools, residential neighborhoods) may be eased in the planning process by understanding and potentially segregating these activities through land use designation. For example, planning for the siting or truck routes between two freight generators, for truck trips, may be influenced by the presence of existing neighborhoods.

Filling vacant and/or undeveloped sites within or around either township's existing industrially zoned areas should be considered a high priority since these locations have a major beneficial factor behind them – location and a presence of existing industrial uses. Greenfield or previously undeveloped land should only be developed for freight intensive uses if located adjacent to or in close proximity to roads and bridges that can handle the truck traffic generated.

The townships do not have much railroad infrastructure or rail-served customers utilizing rail service. A small section of the East Penn Railroad Perkiomen Line crosses the northeastern portion of Hereford Township and a small section of the Colebrookdale Railroad Line is in the southern part of Washington Township. However, even though small, the townships should actively contribute to the decision-making process with local/state government and land owners to preserve these rail lines for continued and future railroad use and rail served companies and customers. Abandonment of railroad branch lines can result in additional localized truck traffic on township roads.

Airports/Mass Transit

The Comprehensive Plan provides no specific policies in regards to these parts of the county transportation network. Instead, it adopts the RATS FFY 2017-2040 Long Range Transportation Plan in regards to these modes as reference. The townships are not served, nor expected to be served in the future by the Berks Area Regional Transit Authority (BARTA)/South Central Regional Transit Association (SCTA). There is one small privately owned air field located in the southwest corner of Hereford Township. This airfield is registered with the Federal Aviation Administration and is formally known as PA 35 Area 52 Airport. This airfield is legally operational and approved for private take-off and landing as well as emergency landing of other aircraft as needed. The Butter Valley Golf Port, although not located in the planning region, it is adjacent to Washington Township in Montgomery County. This small, privately owned airport does have an impact on the planning area in that a portion of Washington Township falls within the airport hazard area for the airport and the Township has enacted airport hazard zoning regulations.

Future Planning Considerations

The importance of two state roads, Route 29 and Route 100, to the infrastructural, cultural, and economic life of both Hereford and Washington Townships cannot be overstated.

State Route 100 links both townships to the Lehigh Valley in the north, and the Schuylkill Valley in the South. State Route 29 links Route 100, and Hereford Township with the Perkiomen Valley to the east, and with the Emmaus/Cedar Crest/I-78 corridor to the north.

These two State roads, each limited to one lane in each direction—be it north to south, or east to west—profoundly limit the maximum vehicular traffic, and thereby the carrying capacity of the entire two-township road network.

Vehicular traffic originating in both Hereford and Washington Townships is restricted by the directionality of State Route 100 and Route 29. Both of these roads are primarily north-south routes and both of these roads direct vehicular traffic south into Chester County, and north into Lehigh County. Neither route 29 nor

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route 100 offer easy access for commuters wishing to travel east, west, southeast, or southwest – directions of travel that collectively include the destinations of 58% of Hereford Township’s commuters and 57% of Washington Township’s commuters. As primarily north-south roads, both State Route 29 and State Route 100 offer challenges to many of the two township’s commuters – particularly to those who wish to travel to the Philadelphia and Reading areas. Future planning should take into account the difficulties encountered by area residents as they try to travel “across the grain” of the area’s major roadways.

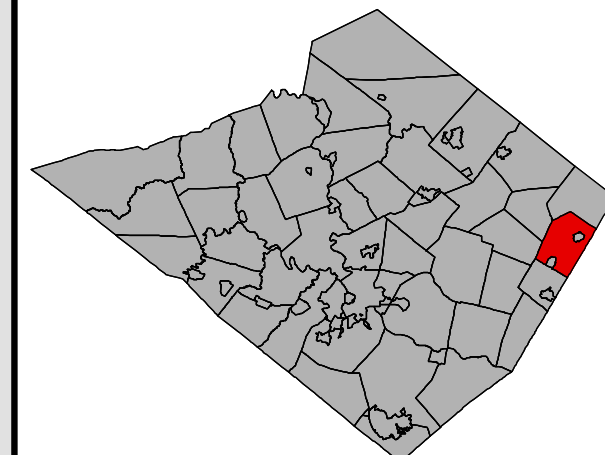
No developmental plan, and no large developmental subdivision, can ignore the realities defined by Hereford and Washington townships’ absolute dependence on these two state roads.

Nor can any regional plan speculate or gamble, on the unlikely expansion of either of these state routes within any foreseeable future.














Other than drainage, bridge, shoulder-work, and signage up-grades; the State of Pennsylvania is highly unlikely to re-build either State Route 29, or State Route 100 into a four (4) lane road. Such a project would require the massive exercise of eminent domain in both Hereford and Washington Townships, as well as a similar exercise within the boroughs of Bally, Bechtelsville (and also within East Greenville and Pennsburg in Montgomery County).

Responsible planning suggests that both Hereford and Washington Townships limit and carefully tailor growth so as not to exceed the finite carrying capacity of either Route 29, or Route 100. And such planning must take into account the quality of life of those residents of both townships, and of nearby boroughs, who live directly along both of these roads.

Road Classifications and Average Daily Traffic Washington Township



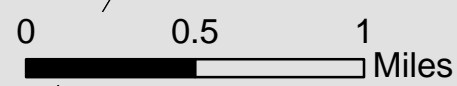
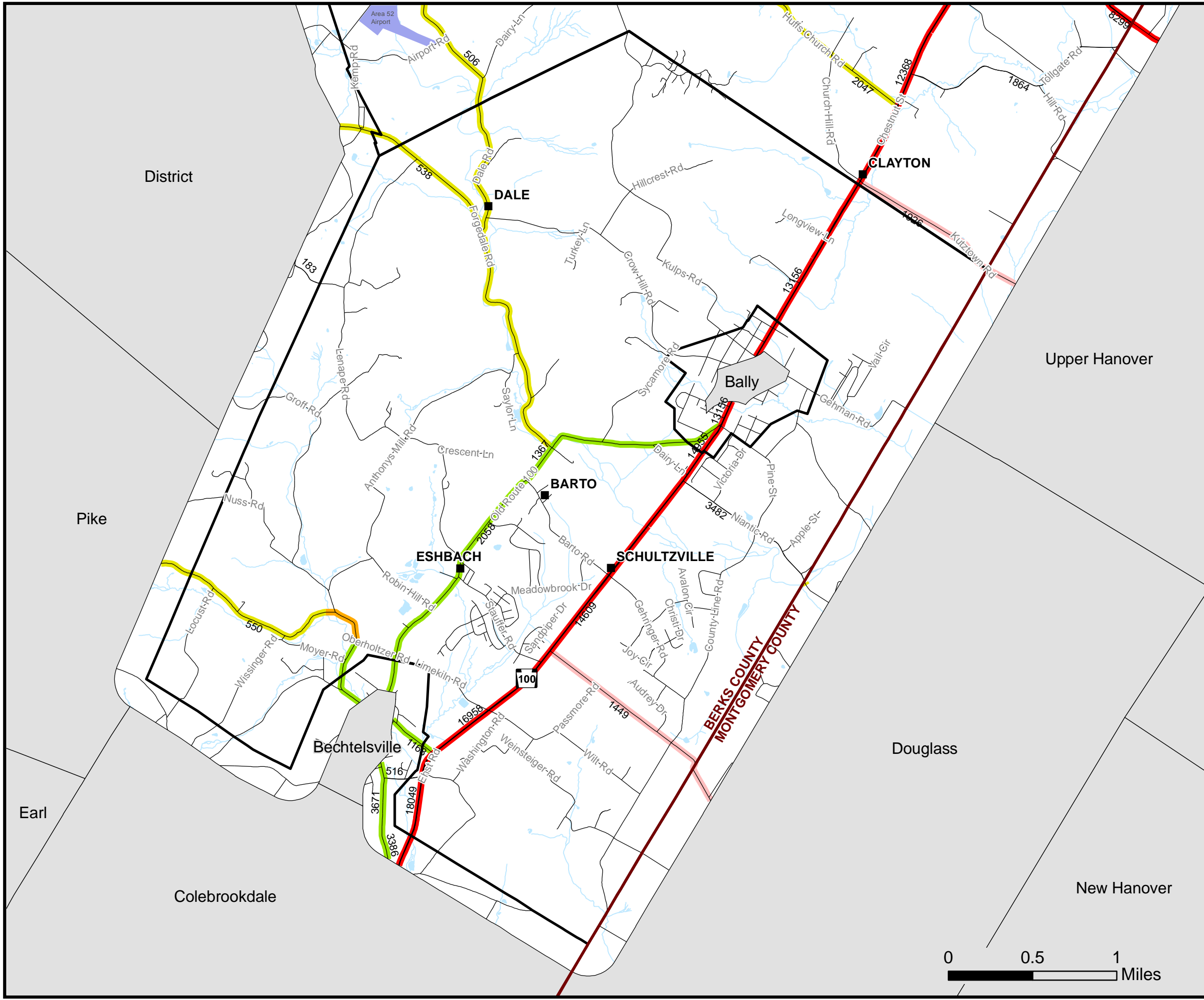
Legend

-  Principal Arterials
-  Minor Arterials
-  Rural Major Collectors
-  Rural Minor Collectors
-  Urban Collectors
-  -2056- Traffic Volume
-  Villages
-  Roads
-  Railroads- Active
-  Airport
-  Streams and Water Bodies
-  Municipal Boundaries
-  County Boundaries

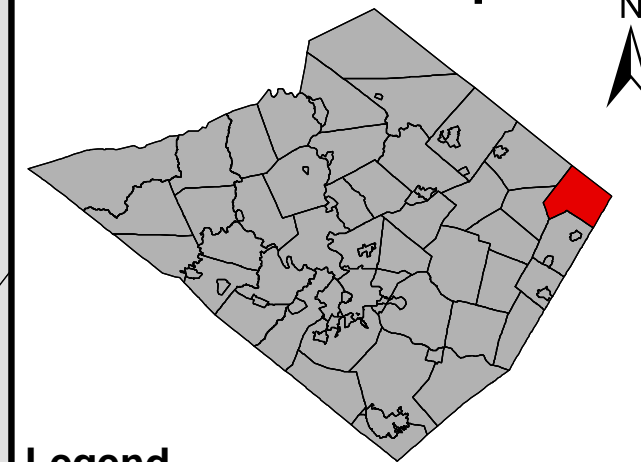
Source data: Berks County Planning Commission GIS, Berks County GIS/IS, Berks County Mapping, Berks DES, PennDOT

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Bridges and Pavement Condition Hereford Township

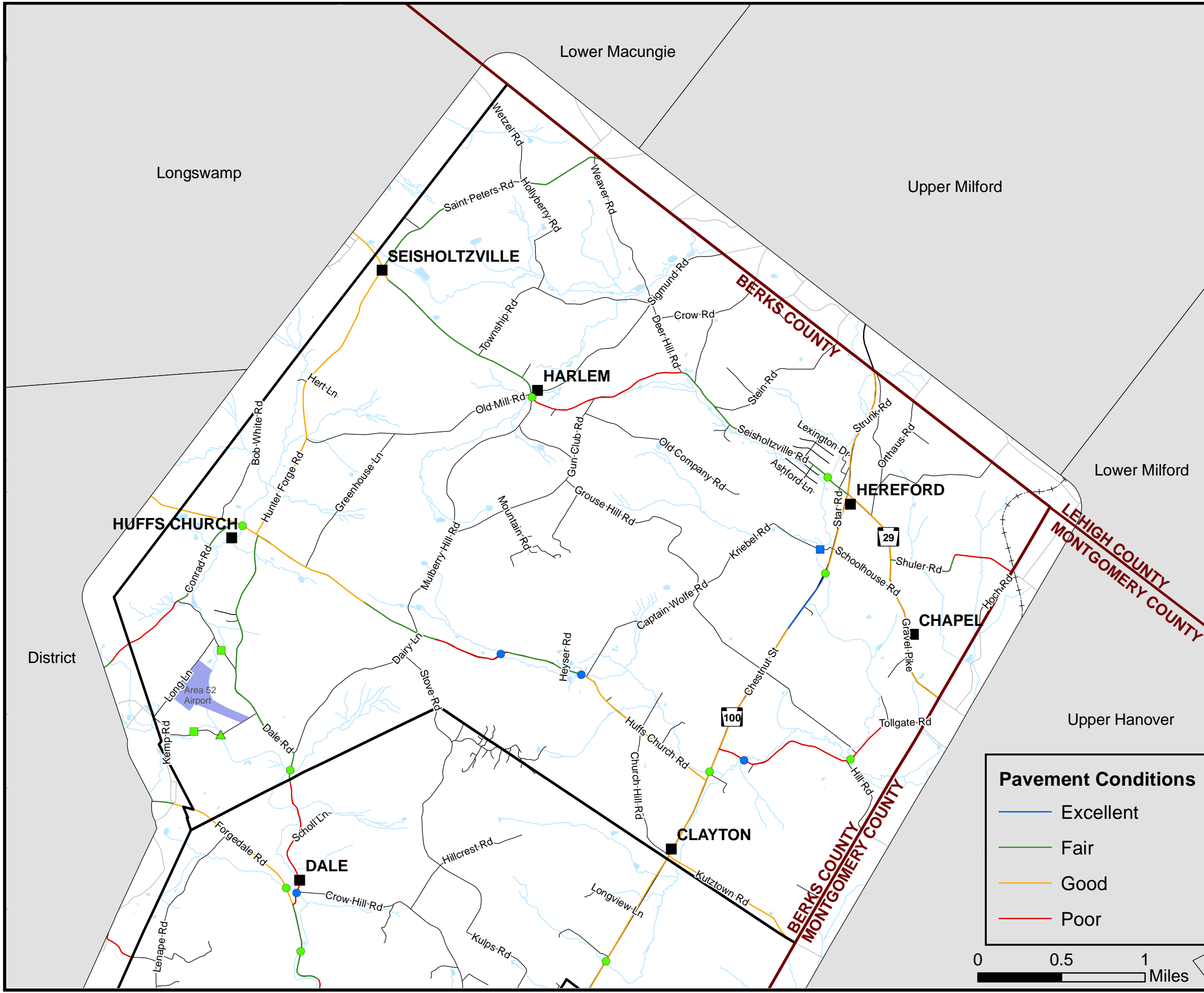
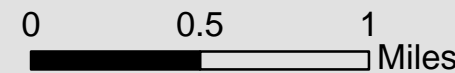


Legend

- State Bridges
- △ County Bridges
- Municipal Bridges
- Posted Bridges
- Red: Closed Bridges
- Orange: Structurally Deficient Bridges
- Blue: Functionally Obsolete Bridges
- Green: No Restrictions
- Villages
- Roads
- Railroads- Active
- Airport
- Streams and Water Bodies
- Municipal Boundaries
- County Boundaries

Pavement Conditions

- Excellent
- Fair
- Good
- Poor



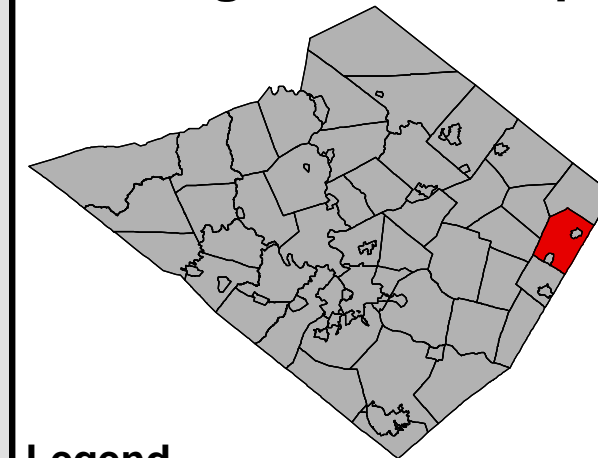
Source data: Berks County Planning Commission GIS, Berks County GIS/IS, Berks County Mapping, Berks DES, PennDOT

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Bridges and Pavement Condition Washington Township



Legend

- State Bridges
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- Municipal Boundaries
- County Boundaries

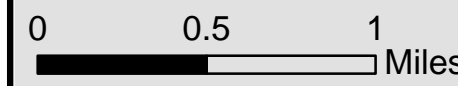
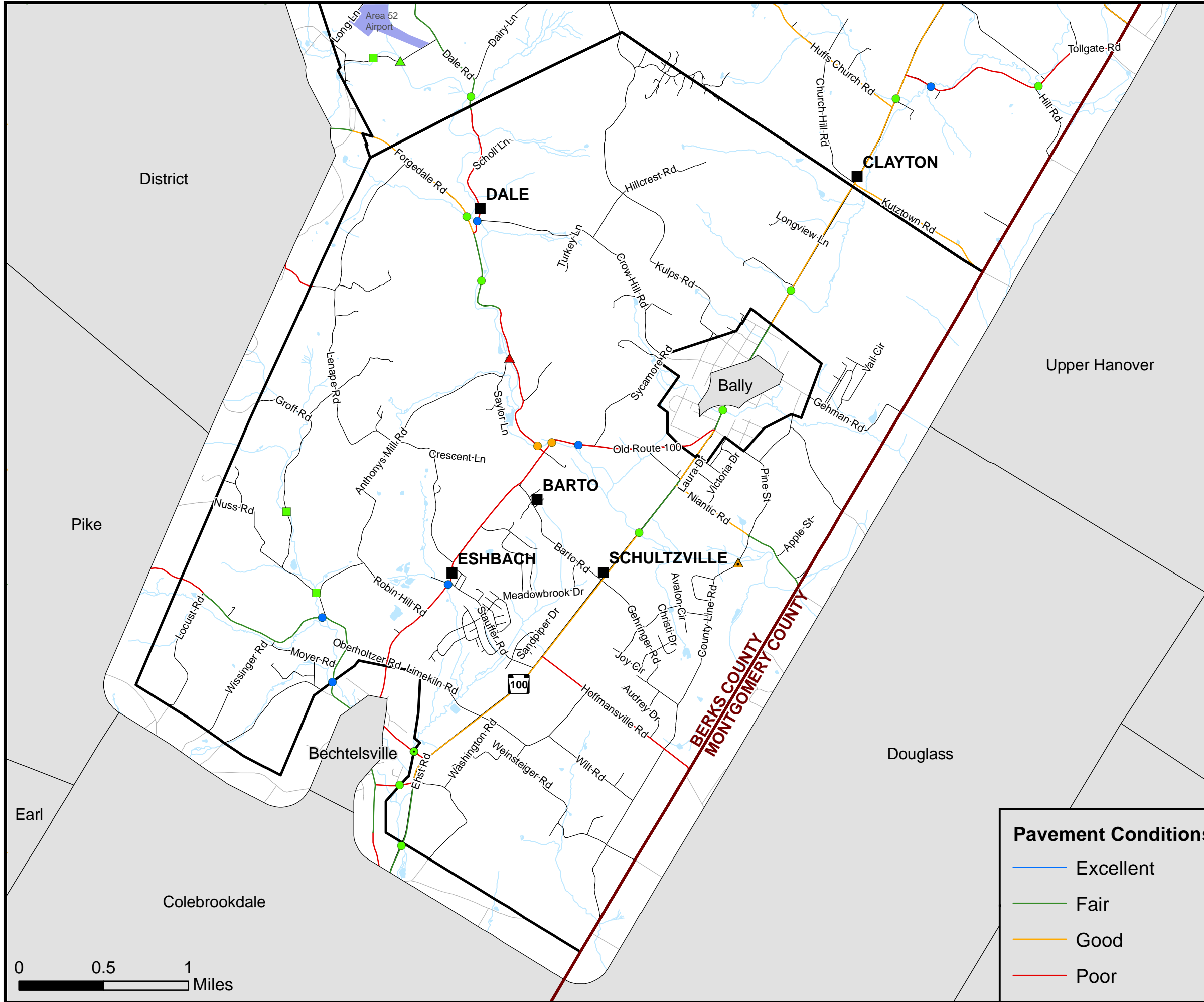
Pavement Conditions

- Excellent
- Fair
- Good
- Poor

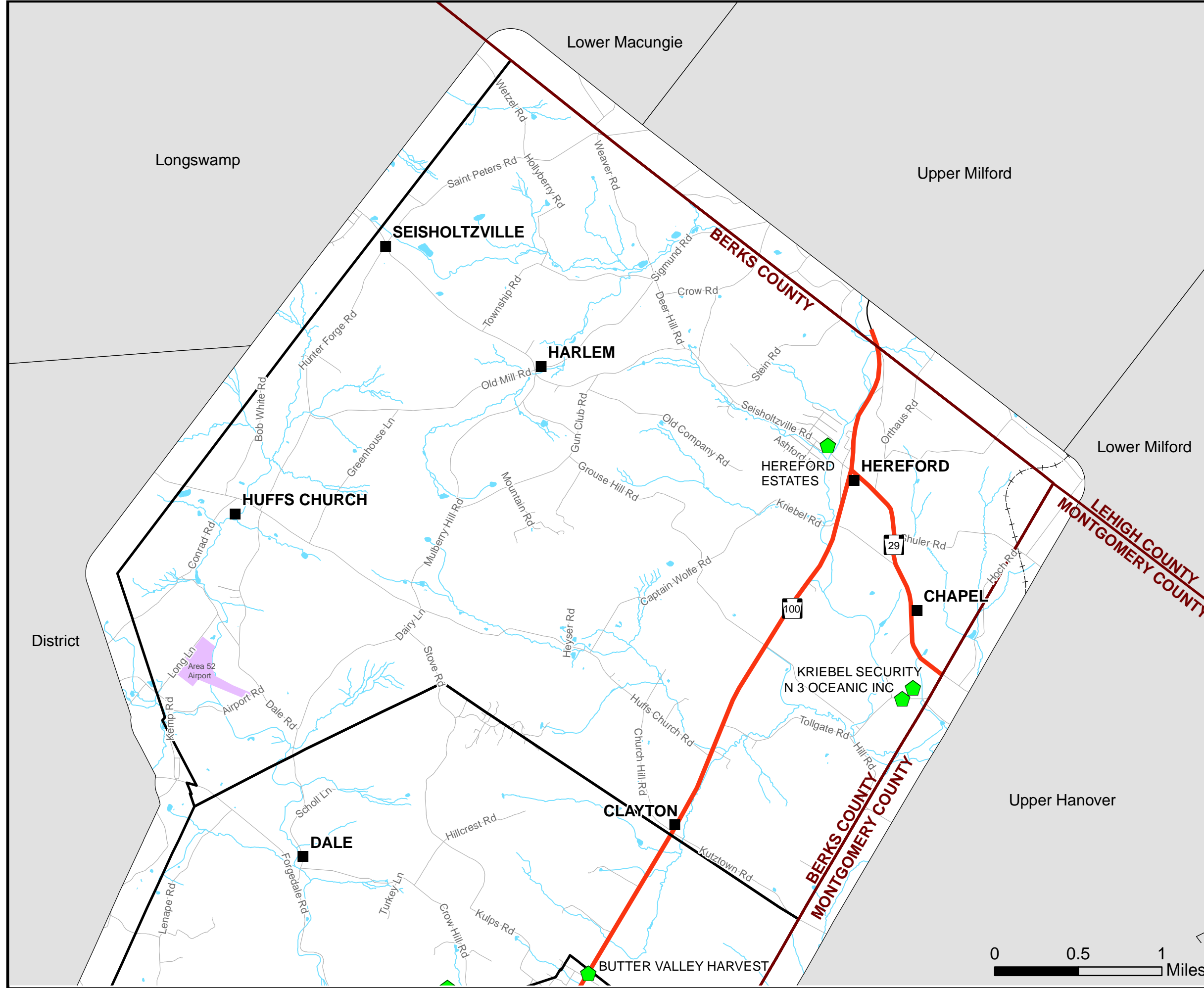
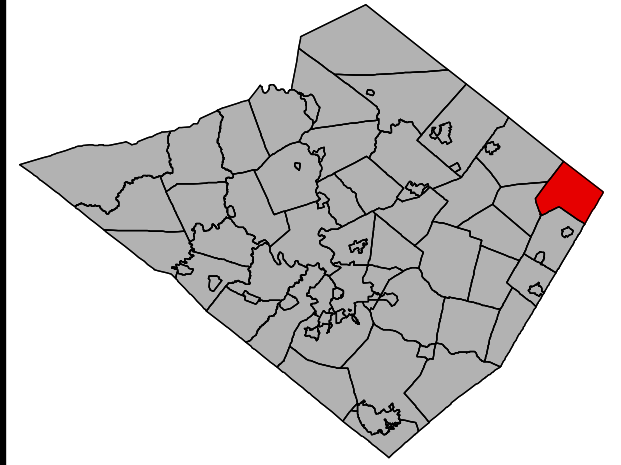
Source data: Berks County Planning Commission GIS, Berks County GIS/IS, Berks County Mapping, Berks DES, PennDOT

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




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Congested Corridors Hereford Township

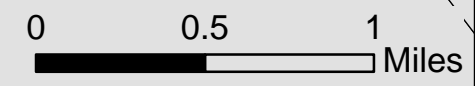


Legend

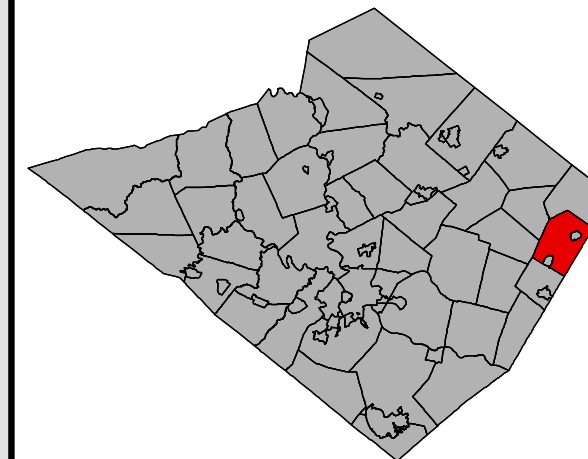
-  Freight Generators
-  Congested Management Corridors
-  Villages
-  Roads
-  Railroads- Active
-  Airport
-  Streams and Water Bodies
-  Municipal Boundaries
-  County Boundaries

Source data: Berks County Planning Commission GIS, Berks County GIS/IS, Berks County Mapping, Berks DES, PennDOT, Berks County Congestion Management Process Plan 2016
Published by the Berks County Planning Commission










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Congested Corridors Washington Township



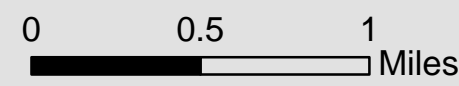
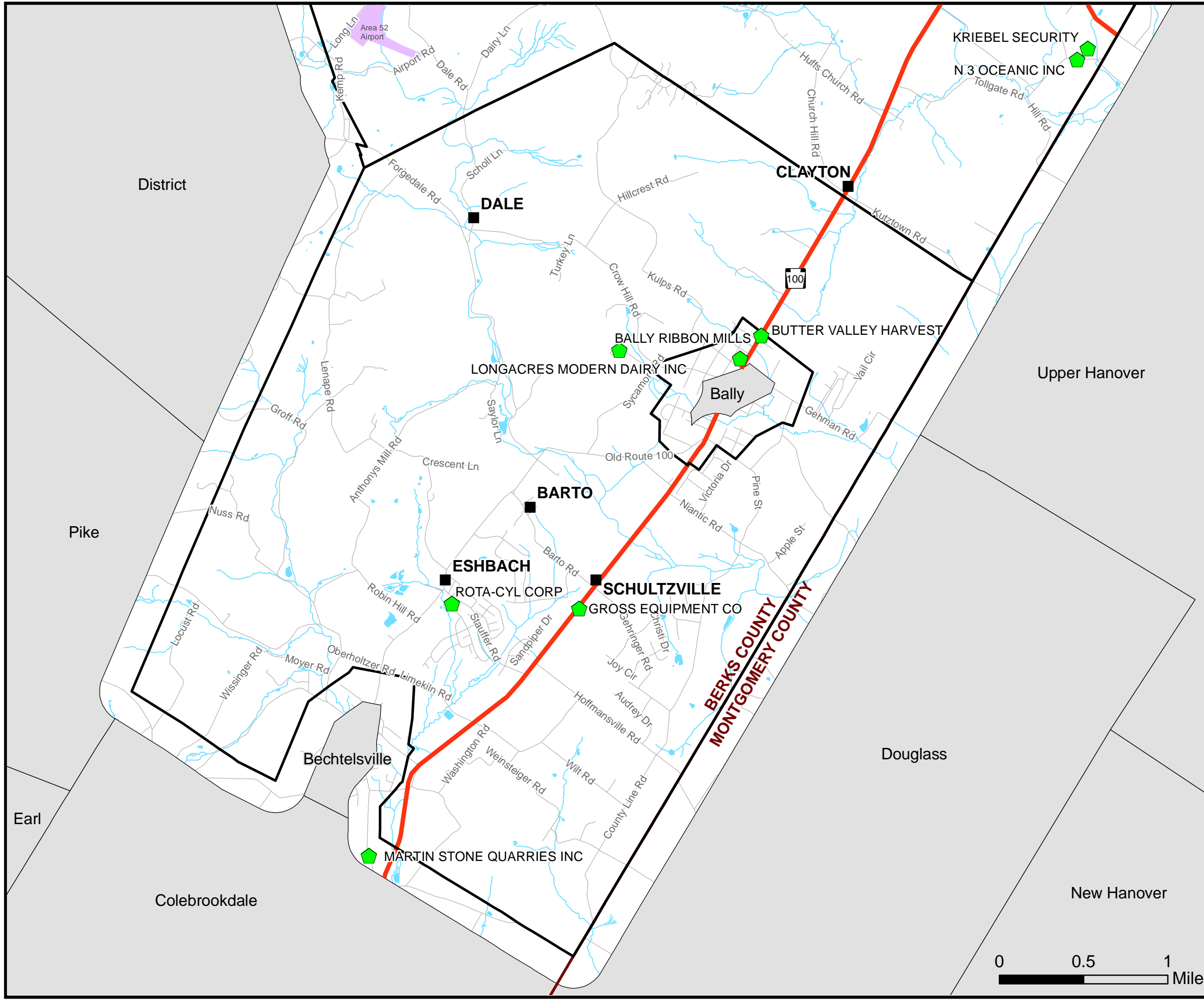
Legend

-  Freight Generators
-  Congestion Management Corridors
-  Villages
-  Roads
-  Railroads- Active
-  Airport
-  Streams and Water Bodies
-  Municipal Boundaries
-  County Boundaries

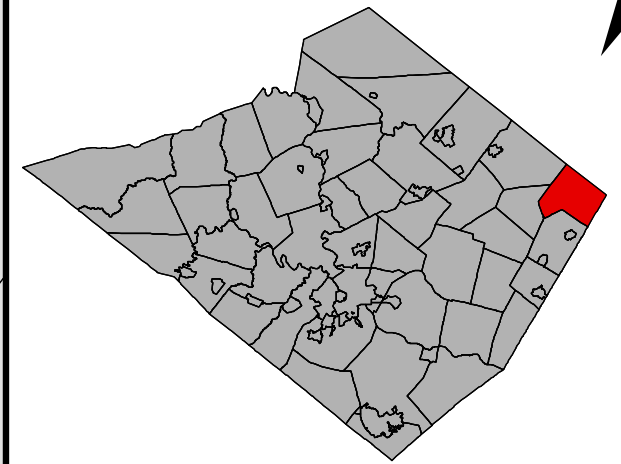
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




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Roadway Deficiencies Hereford Township



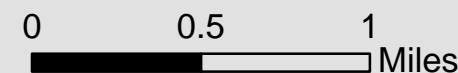
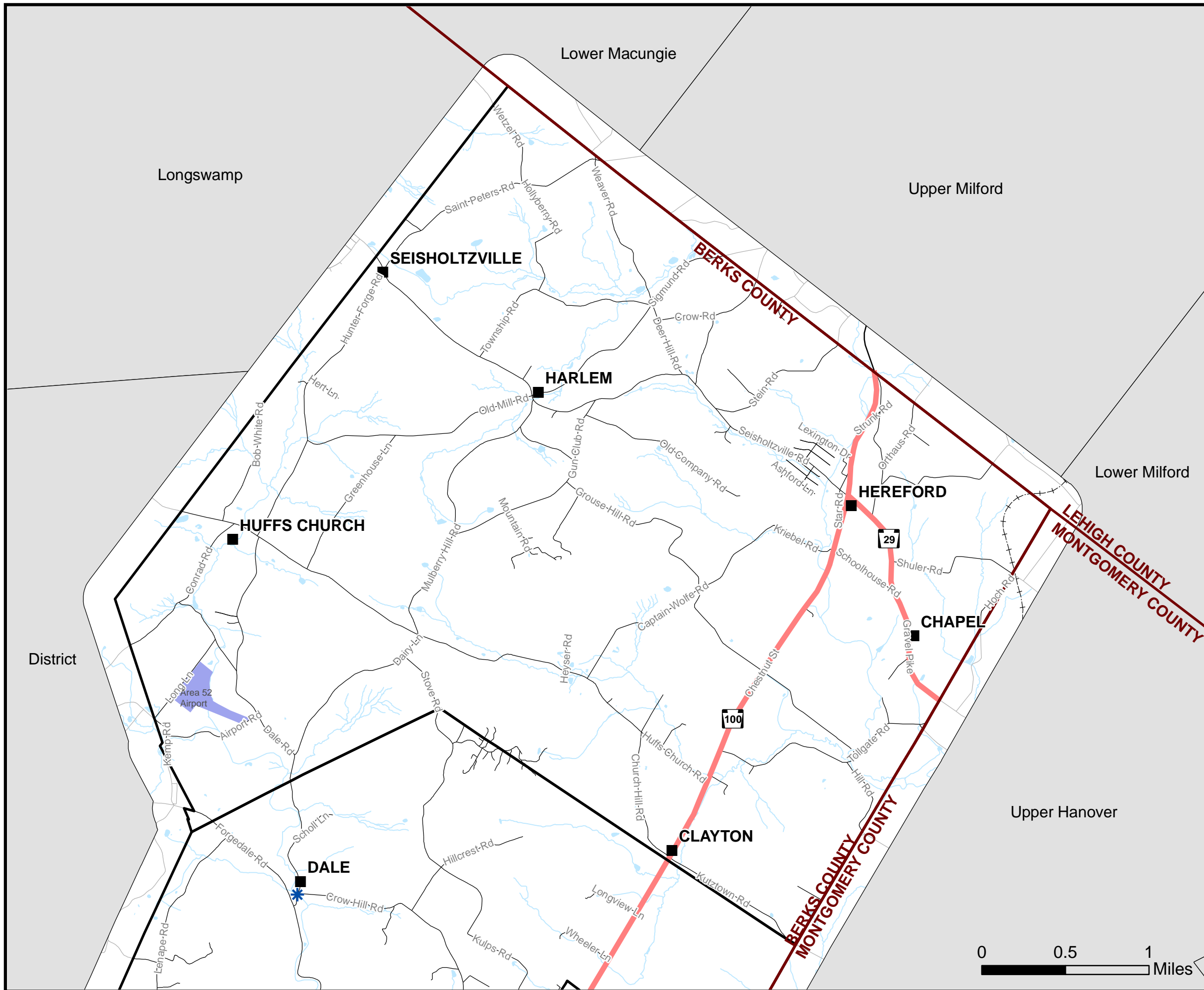
Legend

-  PennDOT TIP Highway Improvement
-  PennDOT TIP Bridge Improvement
-  County Owned Structurally Deficient Bridges
-  State Owned Structurally Deficient Bridges
-  State Owned Functionally Obsolete Bridges
-  Villages
-  Roads
-  Railroads- Active
-  Airport
-  Streams and Water Bodies
-  Municipal Boundaries
-  County Boundaries

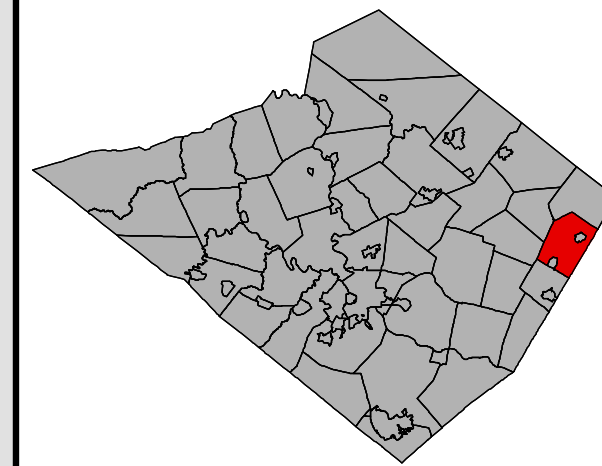
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Roadway Deficiencies Washington Township



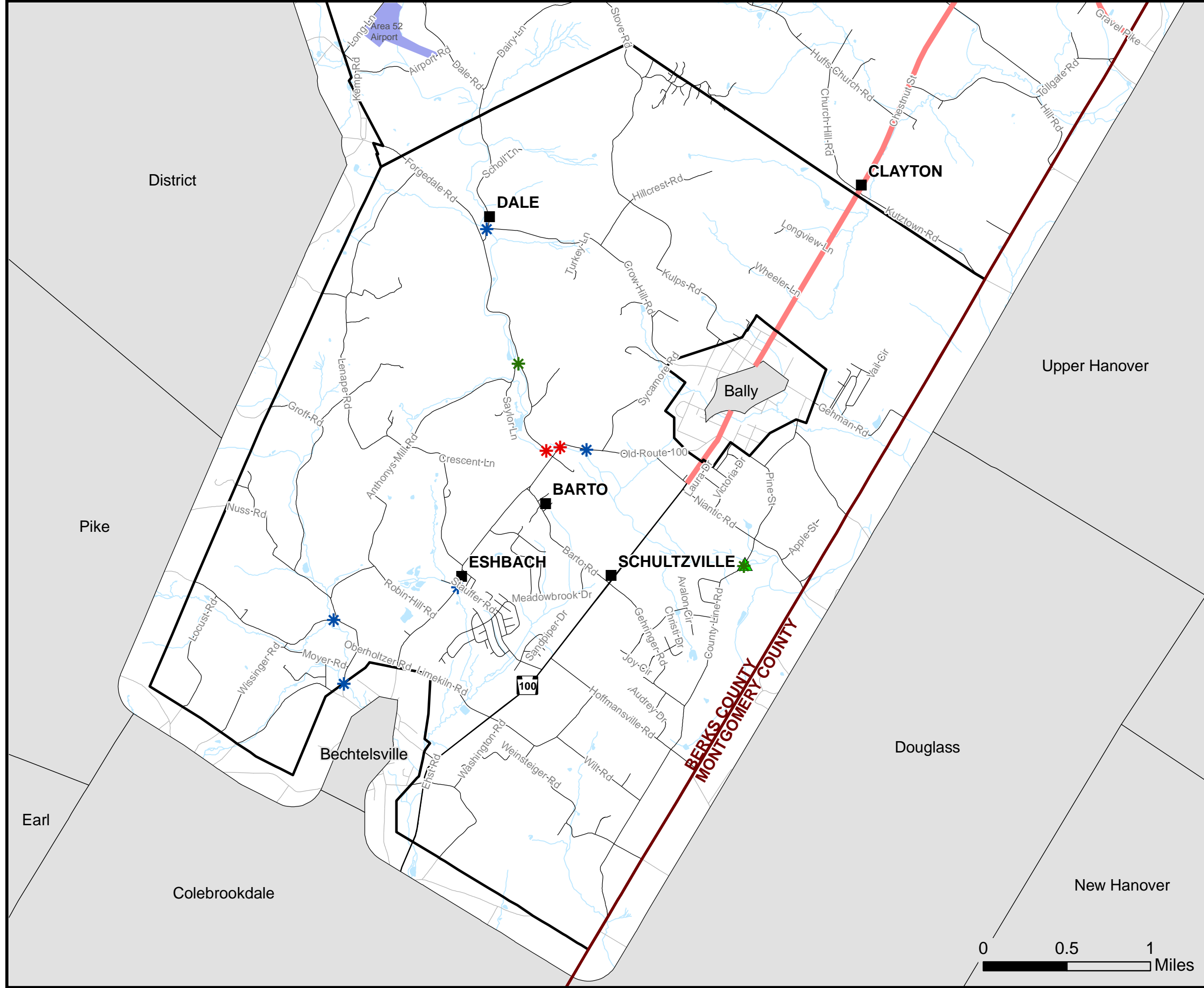
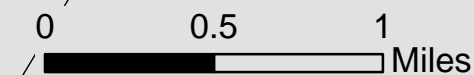
Legend

-  PennDOT TIP Highway Improvement
-  PennDOT TIP Bridge Improvement
-  County Owned Structurally Deficient Bridges
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District

CLAYTON

DALE

Upper Hanover

Bally

BARTO

ESHBACH

SCHULTZVILLE

Bechtelsville

Douglass

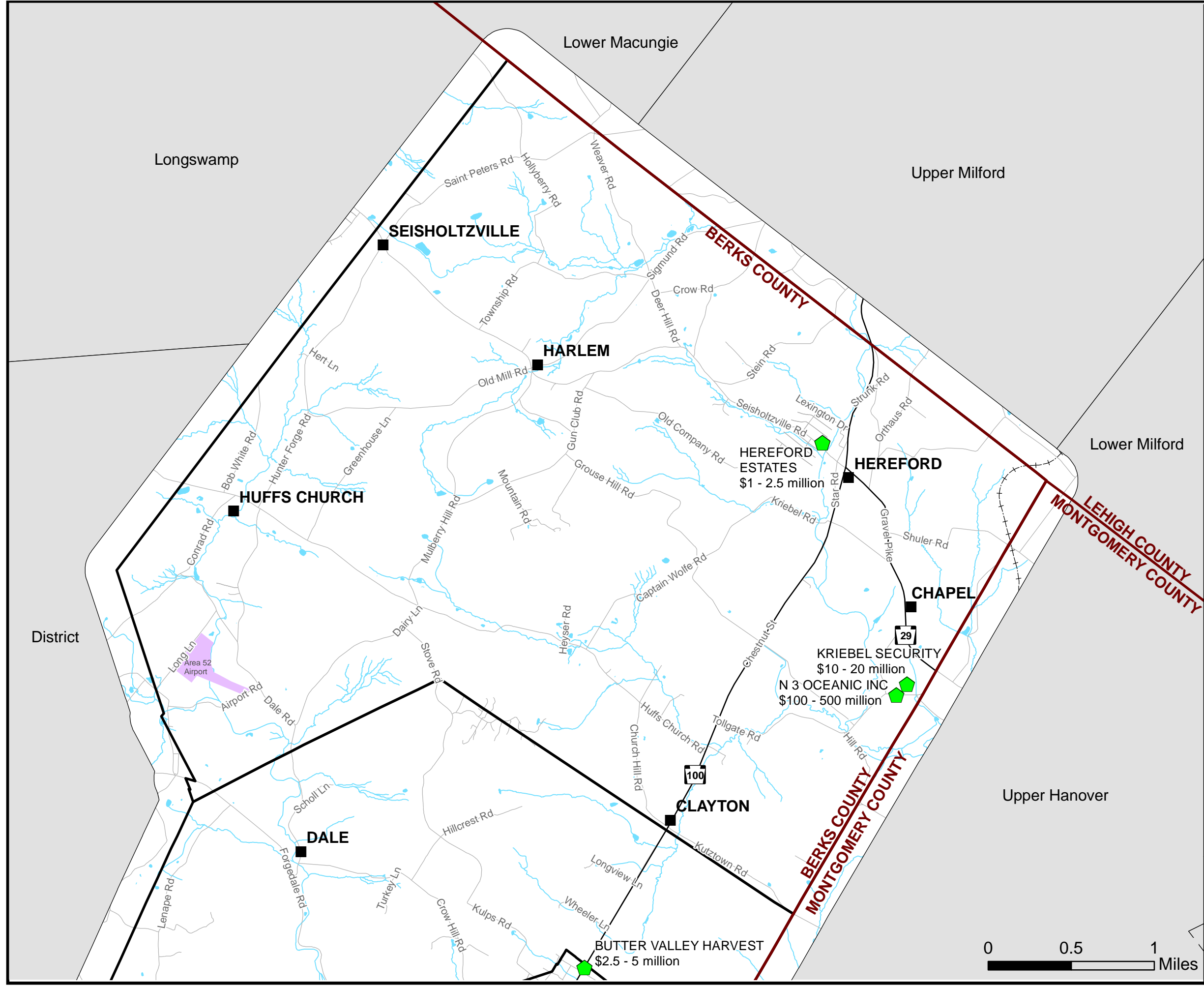
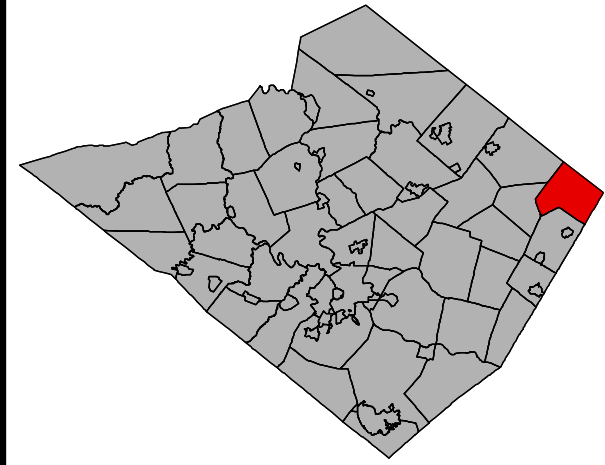
New Hanover

Earl








Colebrookdale

BERKS COUNTY
MONTGOMERY COUNTY

Freight Generators Hereford Township

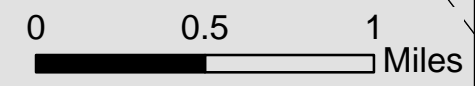


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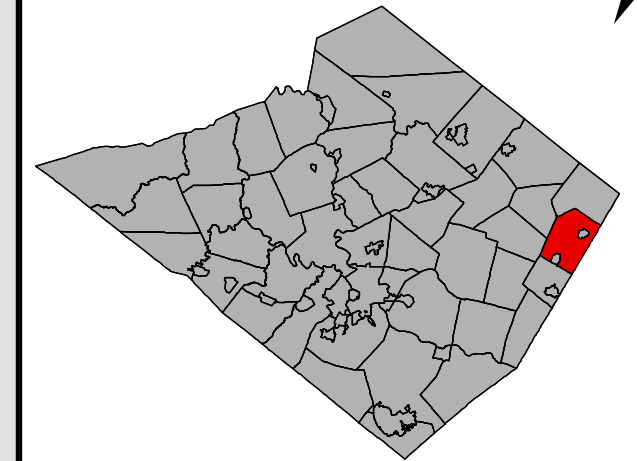
-  Freight Generators
-  Villages
-  Roads
-  Railroads- Active
-  Streams and Water Bodies
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



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Freight Generators Washington Township



Legend

-  Freight Generators
-  Villages
-  Roads
-  Railroads- Active
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