



READING AREA TRANSPORTATION STUDY

**ANNUAL
PAVEMENT
AND BRIDGE
CONDITION
REPORT
2020-2024**

DRAFT 2025



READING AREA TRANSPORTATION STUDY C/O BERKS COUNTY PLANNING COMMISSION

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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	2024 Berks Contribution Actual	2025 4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	Statewide	68.8%	69.0%	61.07%	65.0%
Percentage of Pavements of the Interstate System in Poor Condition	Statewide	0.4%	2.0%	0.30%	2.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	Statewide	37.2%	31.0%	32.07%	29.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	Statewide	1.5%	6.0%	4.78%	6.5%
Percentage of NHS Bridges Classified as in Good Condition	Statewide	27.5%	28.0%	17.28%	28.0%
Percentage of NHS Bridges Classified as in Poor Condition	Statewide	4.4%	7.5%	3.70%	7.5%

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 2020-2024.

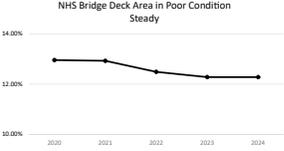
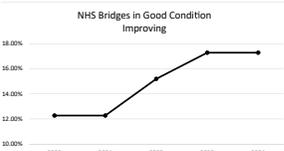
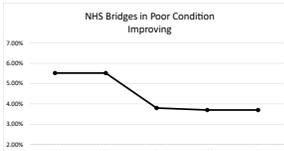
BERKS COUNTY PAVEMENT CONDITION SCORECARD BASED ON MAP-21 PAVEMENT PERFORMANCE MEASURES

(Based on Total PA Lane Miles)

INDICATOR	DESCRIPTION	TREND	FUTURE OUTLOOK												
Interstate Pavement in Good Condition	<p>In 2024, 61.07% of Interstate Pavement was in Good Condition. This value meets and significantly exceeds 2025-2028 targets. Many repaving projects on Interstate 78 took place in 2024 helping to improve pavement condition and the future outlook for interstate condition in Berks County.</p>	<p style="text-align: center;">Interstate Pavement in Good Condition Improving</p> <table border="1"> <caption>Interstate Pavement in Good Condition Data</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2020</td><td>62.00%</td></tr> <tr><td>2021</td><td>60.00%</td></tr> <tr><td>2022</td><td>50.00%</td></tr> <tr><td>2023</td><td>48.00%</td></tr> <tr><td>2024</td><td>61.07%</td></tr> </tbody> </table>	Year	Percentage	2020	62.00%	2021	60.00%	2022	50.00%	2023	48.00%	2024	61.07%	
Year	Percentage														
2020	62.00%														
2021	60.00%														
2022	50.00%														
2023	48.00%														
2024	61.07%														
Interstate Pavement in Poor Condition	<p>In 2024, 0.30% of Interstate Pavement was in Poor Condition. This value has ranged from 0.14% to 0.30%, representing a 0.16% difference over the last 5 years. This indicator is on track to remain well below the upcoming 2% Targets.</p>	<p style="text-align: center;">Interstate Pavement in Poor Condition Steady</p> <table border="1"> <caption>Interstate Pavement in Poor Condition Data</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2020</td><td>0.28%</td></tr> <tr><td>2021</td><td>0.14%</td></tr> <tr><td>2022</td><td>0.30%</td></tr> <tr><td>2023</td><td>0.28%</td></tr> <tr><td>2024</td><td>0.30%</td></tr> </tbody> </table>	Year	Percentage	2020	0.28%	2021	0.14%	2022	0.30%	2023	0.28%	2024	0.30%	
Year	Percentage														
2020	0.28%														
2021	0.14%														
2022	0.30%														
2023	0.28%														
2024	0.30%														
Non-Interstate NHS Pavement in Good Condition	<p>In 2024, 32.07% of Non-Interstate, NHS Pavement was in Good Condition. This value has ranged from 30.83% to 35.72% over the last 5 years, with 35.72% being an outlier in a range that without this figure from 2020 would only show a difference of less than one percent. Targets for 2025 and 2026 are just below the current percentage making this the pavement performance measure target of most concern.</p>	<p style="text-align: center;">Non-Interstate NHS Pavement in Good Condition Steady</p> <table border="1"> <caption>Non-Interstate NHS Pavement in Good Condition Data</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2020</td><td>35.72%</td></tr> <tr><td>2021</td><td>31.00%</td></tr> <tr><td>2022</td><td>31.00%</td></tr> <tr><td>2023</td><td>30.83%</td></tr> <tr><td>2024</td><td>32.07%</td></tr> </tbody> </table>	Year	Percentage	2020	35.72%	2021	31.00%	2022	31.00%	2023	30.83%	2024	32.07%	
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2021	31.00%														
2022	31.00%														
2023	30.83%														
2024	32.07%														
Non-Interstate NHS Pavement in Poor Condition	<p>In 2024, 4.78% of Non-Interstate, NHS Pavement was in Poor Condition. This value has ranged from 3.75% to 5.38% over the last 5 years, and meets the 2025-2028 targets, which are set at 8% and 7%. The value in 2022 was the highest over these 5 years, however slight improvement was made over the last two years.</p>	<p style="text-align: center;">Non-Interstate NHS Pavement in Poor Condition Steady</p> <table border="1"> <caption>Non-Interstate NHS Pavement in Poor Condition Data</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2020</td><td>3.75%</td></tr> <tr><td>2021</td><td>3.75%</td></tr> <tr><td>2022</td><td>5.38%</td></tr> <tr><td>2023</td><td>5.00%</td></tr> <tr><td>2024</td><td>4.78%</td></tr> </tbody> </table>	Year	Percentage	2020	3.75%	2021	3.75%	2022	5.38%	2023	5.00%	2024	4.78%	
Year	Percentage														
2020	3.75%														
2021	3.75%														
2022	5.38%														
2023	5.00%														
2024	4.78%														

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	<p>In 2024, 12.28% of the NHS Bridge Deck Area was in Poor Condition. This value has improved by 0.68% over the last 5 years and just meets the 13.00% 2025 Target. The final completion to the improvements on the Interstate 78 bridge will greatly reduce this number so that this target should be met next reporting year.</p>	 <table border="1"> <caption>NHS Bridge Deck Area in Poor Condition Steady</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>12.96%</td> </tr> <tr> <td>2021</td> <td>12.89%</td> </tr> <tr> <td>2022</td> <td>12.72%</td> </tr> <tr> <td>2023</td> <td>12.54%</td> </tr> <tr> <td>2024</td> <td>12.28%</td> </tr> </tbody> </table>	Year	Percentage	2020	12.96%	2021	12.89%	2022	12.72%	2023	12.54%	2024	12.28%	
Year	Percentage														
2020	12.96%														
2021	12.89%														
2022	12.72%														
2023	12.54%														
2024	12.28%														
NHS Bridges in Good Condition	<p>In 2024, 17.28% of NHS Bridges were in Good Condition. This is an improvement of 5.01% since 2020, however, this number needs to greatly improve to meet the 2025 target, which is set at 28%.</p>	 <table border="1"> <caption>NHS Bridges in Good Condition Improving</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>12.27%</td> </tr> <tr> <td>2021</td> <td>12.27%</td> </tr> <tr> <td>2022</td> <td>15.28%</td> </tr> <tr> <td>2023</td> <td>17.28%</td> </tr> <tr> <td>2024</td> <td>17.28%</td> </tr> </tbody> </table>	Year	Percentage	2020	12.27%	2021	12.27%	2022	15.28%	2023	17.28%	2024	17.28%	
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2020	12.27%														
2021	12.27%														
2022	15.28%														
2023	17.28%														
2024	17.28%														
NHS Bridges in Poor Condition	<p>In 2024, 3.70% of NHS Bridges were in Poor Condition. This is a 1.82% improvement from 2020 and meets the 7.50% targets set for 2025.</p>	 <table border="1"> <caption>NHS Bridges in Poor Condition Improving</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>5.52%</td> </tr> <tr> <td>2021</td> <td>5.52%</td> </tr> <tr> <td>2022</td> <td>3.70%</td> </tr> <tr> <td>2023</td> <td>3.70%</td> </tr> <tr> <td>2024</td> <td>3.70%</td> </tr> </tbody> </table>	Year	Percentage	2020	5.52%	2021	5.52%	2022	3.70%	2023	3.70%	2024	3.70%	
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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. Pavement and bridge projects on the current Transportation Improvement Program (TIP) are also identified in this report to help guide future investment decisions and 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. The following tables display how many poor condition transportation assets are addressed by projects on the current TIP.

2024 POOR PAVEMENT ADDRESSED BY PROJECTS

BUSINESS PLAN NETWORK	# OF SEGMENT MILES TESTED	POOR CONDITION SEGMENT MILES	# OF POOR CONDITION SEGMENT MILES ADDRESSED BY PROJECTS	# OF POOR CONDITION SEGMENT MILES REMAINING TO BE ADDRESSED
INTERSTATE	93.2	6.74	4.94	1.80
TOTAL NHS NON-INTERSTATE	210.0	29.49	13.44	16.05
• State-Owned	• 28.4	• 4.31	• 3.27	• 1.04
• LFA	• 181.6	• 25.19	• 10.17	• 15.02
TOTAL NON-NHS ≥ 2,000 ADT	377.3	47.29	7.66	39.63
• State-Owned	• 288.9	• 43.50	• 6.20	• 37.30
• LFA	• 88.4	• 3.79	• 1.46	• 2.33
TOTAL NON-NHS < 2,000 ADT	321.9	57.48	3.11	54.37
• State-Owned	• 308.1	• 52.51	• 2.16	• 50.35
• LFA	• 13.8	• 4.97	• 0.95	• 4.02
TOTAL – ROADWAY	1,002.4	140.9	29.15	111.85

Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 1/3/2025

2024 POOR CONDITION BRIDGES ADDRESSED BY PROJECTS

BUSINESS PLAN NETWORK	TOTAL # OF INSPECTED BRIDGES	# OF POOR CONDITION BRIDGES	# OF POOR CONDITION BRIDGES TO BE ADDRESSED BY PROJECTS	# OF POOR CONDITION BRIDGES REMAINING TO BE ADDRESSED BY PROJECTS
STATE-OWNED ≥ 8'	644	43	29	14
LOCAL-OWNED ≥ 20'	234	71	15	56
• County	• 51	• 16	• 6	• 10
• Township	• 158	• 47	• 6	• 41
• Borough/City	• 22	• 6	• 2	• 4
• Railroad	• 3	• 2	• 1	• 1
TOTAL – BRIDGES	878	114	44	70

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/3/2025

This report goes further to provide a background of the transportation assets within Berks County, explores their condition over the years of 2020-2024, as well as that relationship to PM-2 Performance Measures and current projects on the TIP. The 2024 pavement and bridge conditions have been mapped throughout each of the 5 planning regions identified in Berks County and a full list of poor condition pavement segments and bridges with TIP projects identified is also included at the end of 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 \$91.5 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 2025-2028, locally adopted May 16, 2024) was approved by FHWA/FTA on September 27, 2024. The TIP lists 112 projects totaling \$365,803,185 for highway, bridge, and transit projects over the four-year period from 2025 to 2028.

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 for 2020 and 2021, 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. 51.9 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 3,292.54 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 2024		
AGENCY	LINEAR MILES	%
Local	2,413.18	73.29%
PennDOT	872.60	26.50%
Other State/Federal	2.02	0.01%
Turnpike	4.74	0.14%
Total	3,292.54	100.00%

Source: PennDOT, Pennsylvania Highway Statistics, 2024 Highway Data

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 184.4 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 5,229,932 in 2024.

NATIONAL HIGHWAY SYSTEM (NHS) IN BERKS COUNTY 2024	
AGENCY	LINEAR MILES
Local	0.5
PennDOT	179.2
Turnpike	4.7
Total	184.4

Source: PennDOT, Pennsylvania Highway Statistics, 2024 Highway Data

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 2024, the federal aid system represented 733.5 linear miles, or 22.28% of all roadways in Berks County.

FEDERAL AID SYSTEM IN BERKS COUNTY 2024

AGENCY	LINEAR MILES
Local	140.0
PennDOT	593.5
Total	733.5

Source: PennDOT, Pennsylvania Highway Statistics, 2024

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 72.55% of all roads. These roads provide access to individual properties and serve short distance, low speed trips.

ROADS BY FUNCTIONAL CLASS IN BERKS COUNTY 2024

ROAD CLASS	MILES	%
Local	2,388.8	72.55%
Minor Collector	163.3	4.96%
Major Collector	355.7	10.80%
Minor Arterial	202.2	6.14%
Principal Arterial	94.0	2.85%
Interstate	51.9	1.58%
Other Freeway/Expressway	36.8	1.12%
Total	3,292.7	100.00%

Source: PennDOT, Pennsylvania Highway Statistics, 2024

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 COVID-19 pandemic decreased travel demand across the state and in Berks County in 2020, which should be kept in mind when viewing the two DVMT tables below. The 2020 Daily Vehicle Miles Traveled decreased to just under 8 million miles of travel daily from a DVMT of 9.55 million in 2019, as less drivers traveled the roads due to the COVID-19 pandemic. This accounted for a 16.9% decrease in total DVMT for the year of 2020 compared to 2019. The DVMT on Berks County roads are still not equal to pre pandemic rates, with a deficit of nearly 500,000 daily vehicle miles traveled.

The following table shows DVMT for Berks County roads by the agency that owns them from 2020 through 2024. In 2024, the county's roadways accommodated over 9 million miles of daily travel, the majority of which is on PennDOT owned roads. The total DVMT for Berks County increased from 2020 to 2024 by 13.80%.

CHANGE IN DVMT BY AGENCY IN BERKS COUNTY FROM 2020-2024

AGENCY	2020	2021	2022	2023	2024	2020-2024 # CHANGE	2020-2024 % CHANGE
Local	1,264,344	1,626,303	1,704,877	1,506,007	1,388,118	123,774	9.79%
PennDOT	6,404,952	7,905,375	7,654,150	7,862,851	7,456,892	1,051,940	16.42%
Other State/ Federal	115,953	136,456	16,203	11,535	606	-115,347	-99.48%
Turnpike	166,906	144,808	183,348	190,315	183,348	16,442	9.85%
Total	7,934,155	9,812,942	9,588,578	9,570,708	9,028,964	1,094,809	13.80%

Source: PennDOT, Pennsylvania Highway Statistics, 2020-2024

The DVMT, broken out by functional classification, shows a decrease in use of local roads, all other road classes increased in DVMT between 2020 and 2024 in Berks County. However, it should be noted that compared to the 2023 numbers, the only increase was in DVMT of the Interstate.

CHANGE IN DVMT BY ROAD CLASS IN BERKS COUNTY FROM 2020-2024

ROAD CLASS	2020	2021	2022	2023	2024	2020-2024 # CHANGE	2020-2024 % CHANGE
Local	1,039,823	1,327,886	1,307,074	1,076,916	980,398	-59,425	-5.71%
Minor Collector	196,167	223,363	225,571	237,636	229,873	33,706	17.18%
Major Collector	840,931	1,045,917	1,025,152	1,088,058	1,001,527	160,596	19.10%
Minor Arterial	1,413,606	1,695,536	1,669,323	1,702,402	1,596,009	182,403	12.90%
Principal Arterial	1,435,689	1,804,699	1,836,037	1,927,463	1,718,987	283,298	19.73%
Interstate	1,577,070	1,885,969	1,796,737	1,747,965	1,767,555	190,485	12.08%
Other Freeway/ Expressway	1,430,869	1,829,572	1,698,685	1,790,268	1,734,615	303,746	21.23%
Total	7,934,155	9,812,942	9,558,579	9,570,708	9,028,964	1,094,809	13.80%

Source: PennDOT, Pennsylvania Highway Statistics, 2020-2024

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 \geq 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 \geq 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 2020-2024

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 2020 through 2024 using percentages rather than mileage due to this difference in collection type.

MAP-21 PAVEMENT PERFORMANCE MEASURE – PAVEMENT IN GOOD CONDITION									
Business Plan Network	2020 Good %	2021 Good %	2022 Good %	2023 Good %	2024 Good %	2025 Good % Target	2026 Good % Target	2027 Good % Target	2028 Good % Target
Interstate	62.39%	59.73%	50.31%	46.64%	61.07%	49%	45%	42%	39%
NHS, Non-Interstate	35.72%	31.31%	31.10%	30.83%	32.07%	31%	30%	22%	16%
Total NHS	43.60%	39.94%	36.13%	35.58%	41.09%	n/a	n/a	n/a	n/a

Source: Reading Performance Measures Annual Report – Pavements 2020-2024

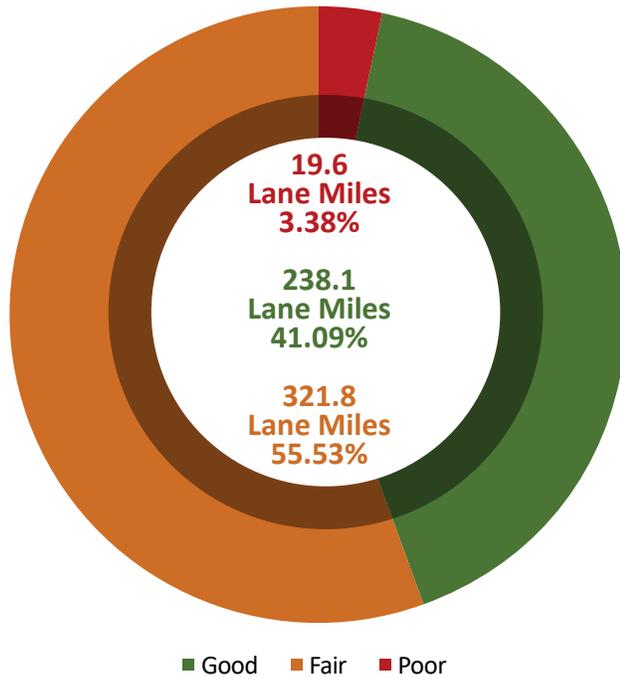
MAP-21 PAVEMENT PERFORMANCE MEASURE – PAVEMENT IN POOR CONDITION									
Business Plan Network	2020 Poor %	2021 Poor %	2022 Poor %	2023 Poor %	2024 Poor %	2025 Poor % Target	2026 Poor % Target	2027 Poor % Target	2028 Poor % Target
Interstate	0.30%	0.14%	0.29%	0.25%	0.30%	2%	2%	2%	2%
NHS, Non-Interstate	3.90%	3.75%	5.38%	5.07%	4.78%	8%	7%	7%	7%
Total NHS	2.82%	2.65%	4.04%	3.62%	3.38%	n/a	n/a	n/a	n/a

Source: Reading Performance Measures Annual Report – Pavements 2020-2024

Analyzing the two tables above, Good Condition Lane Miles on the NHS were on the decline, however following resurfacing efforts in 2023 have improved overall. The total NHS Network has already met targets through 2028, as long as good conditions are maintained on this system. Poor Condition Lane Miles on the NHS have remained low, consistently meeting performance measure targets and remain on track to continue this trend.

The pavement performance is shown in the following pie charts for 2024.

MAP-21 NHS PAVEMENT PERFORMANCE 2024 By Total PA Lane Miles and By Percentage



Source: Reading Performance Measures Annual Report – Pavements 2024

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 2020-2024 Based on MAP-21 Pavement Performance Measures



Source: Reading Performance Measures Annual Report – Pavements 2020-2024

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 2024, 61.07% of Interstate Pavement was in Good Condition. This value meets and significantly exceeds 2025-2028 targets. Many repaving projects on Interstate 78 took place in 2024 helping to improve pavement condition and the future outlook for interstate condition in Berks County.	<p style="text-align: center;">Interstate Pavement in Good Condition Improving</p> <table border="1"> <tr><th>Year</th><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td></tr> <tr><th>Percentage</th><td>58.00%</td><td>57.00%</td><td>50.00%</td><td>47.00%</td><td>61.07%</td></tr> </table>	Year	2020	2021	2022	2023	2024	Percentage	58.00%	57.00%	50.00%	47.00%	61.07%	
Year	2020	2021	2022	2023	2024										
Percentage	58.00%	57.00%	50.00%	47.00%	61.07%										
Interstate Pavement in Poor Condition	In 2024, 0.30% of Interstate Pavement was in Poor Condition. This value has ranged from 0.14% to 0.30%, representing a 0.16% difference over the last 5 years. This indicator is on track to remain well below the upcoming 2% Targets.	<p style="text-align: center;">Interstate Pavement in Poor Condition Steady</p> <table border="1"> <tr><th>Year</th><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td></tr> <tr><th>Percentage</th><td>0.28%</td><td>0.14%</td><td>0.28%</td><td>0.22%</td><td>0.30%</td></tr> </table>	Year	2020	2021	2022	2023	2024	Percentage	0.28%	0.14%	0.28%	0.22%	0.30%	
Year	2020	2021	2022	2023	2024										
Percentage	0.28%	0.14%	0.28%	0.22%	0.30%										
Non-Interstate NHS Pavement in Good Condition	In 2024, 32.07% of Non-Interstate, NHS Pavement was in Good Condition. This value has ranged from 30.83% to 35.72% over the last 5 years, with 35.72% being an outlier in a range that without this figure from 2020 would only show a difference of less than one percent. Targets for 2025 and 2026 are just below the current percentage making this the pavement performance measure target of most concern.	<p style="text-align: center;">Non-Interstate NHS Pavement in Good Condition Steady</p> <table border="1"> <tr><th>Year</th><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td></tr> <tr><th>Percentage</th><td>35.72%</td><td>31.00%</td><td>31.00%</td><td>30.83%</td><td>32.07%</td></tr> </table>	Year	2020	2021	2022	2023	2024	Percentage	35.72%	31.00%	31.00%	30.83%	32.07%	
Year	2020	2021	2022	2023	2024										
Percentage	35.72%	31.00%	31.00%	30.83%	32.07%										
Non-Interstate NHS Pavement in Poor Condition	In 2024, 4.78% of Non-Interstate, NHS Pavement was in Poor Condition. This value has ranged from 3.75% to 5.38% over the last 5 years, and meets the 2025-2028 targets, which are set at 8% and 7%. The value in 2022 was the highest over these 5 years, however slight improvement was made over the last two years.	<p style="text-align: center;">Non-Interstate NHS Pavement in Poor Condition Steady</p> <table border="1"> <tr><th>Year</th><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td></tr> <tr><th>Percentage</th><td>3.75%</td><td>3.75%</td><td>5.38%</td><td>5.00%</td><td>4.78%</td></tr> </table>	Year	2020	2021	2022	2023	2024	Percentage	3.75%	3.75%	5.38%	5.00%	4.78%	
Year	2020	2021	2022	2023	2024										
Percentage	3.75%	3.75%	5.38%	5.00%	4.78%										

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

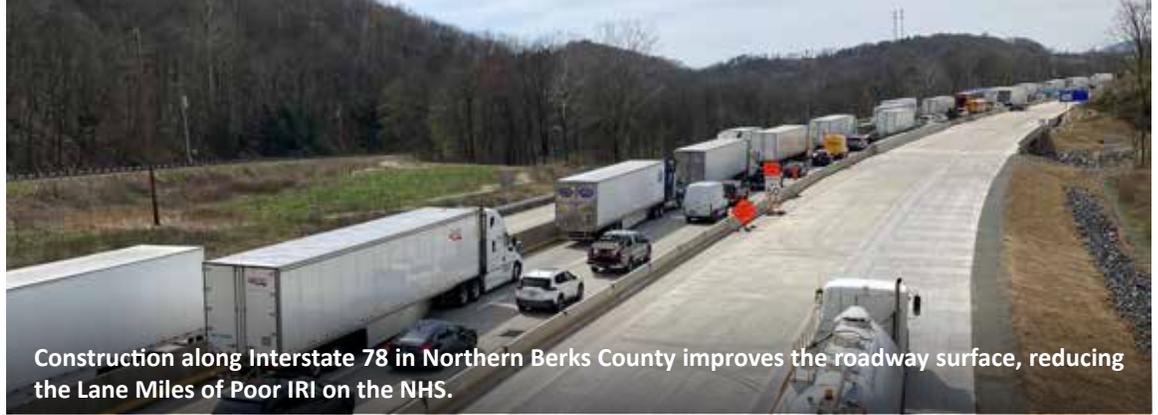
PennDOT analyzes this same information based on PennDOT Segment Miles as opposed to Total PA Lane Miles. The IRI Ranking Categories also range from Excellent to Poor as opposed to Good to Poor, these categories are shown in the table below.

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

Source: PennDOT Roadway Management and Testing

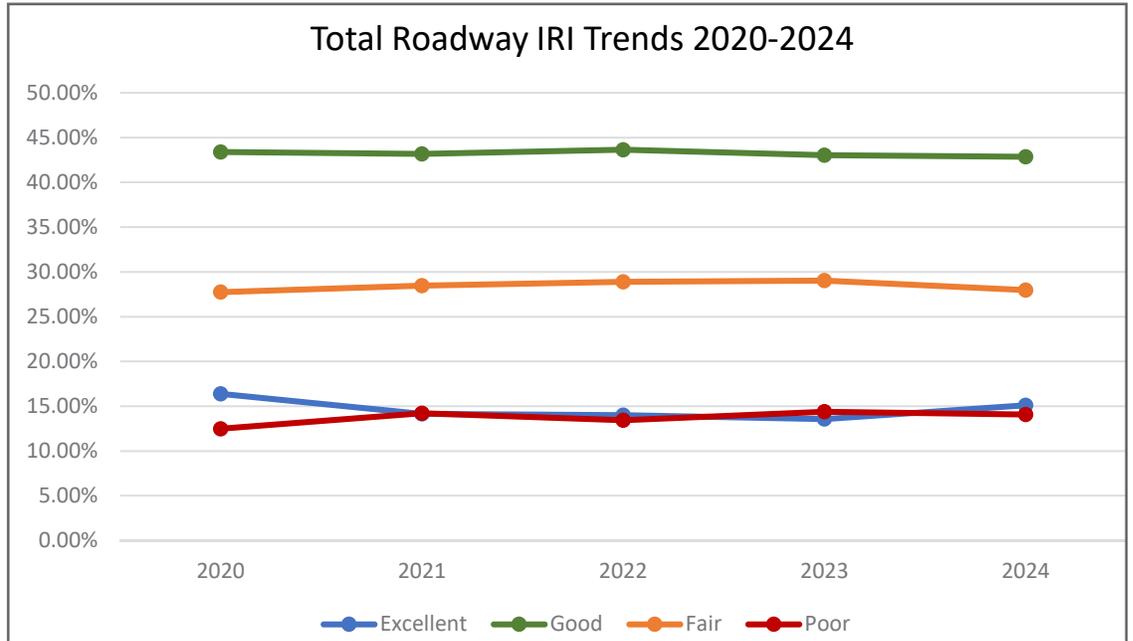
In addition to the Interstate and NHS Non-Interstate, data is gathered for Non-NHS ≥ 2,000 ADT and Non-NHS < 2,000 ADT. To separate these categories further, RATS will break out the NHS-Non-Interstate, Non-NHS ≥ 2,000 ADT, and Non-NHS < 2,000 ADT by State-Owned and LFA segment miles as shown in the table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

2024 PAVEMENT IRI SUMMARY									
BUSINESS PLAN NETWORK	EXCELLENT		GOOD		FAIR		POOR		TOTAL Tested Seg Mi
	Seg Mi	%	Seg Mi	%	Seg Mi	%	Seg Mi	%	
INTERSTATE	43.6	46.78%	27.8	29.83%	15.1	16.20 %	6.7	7.19%	93.2
TOTAL NHS NON-INTERSTATE	27.4	13.05%	96.9	46.14%	56.2	26.76%	29.5	14.05%	210.0
State-Owned	1.6	5.63%	10.2	35.92%	12.3	43.31%	4.3	15.14%	28.4
LFA	25.8	14.21%	86.7	47.74%	43.9	24.17 %	25.2	13.88%	181.6
TOTAL NON-NHS ≥ 2,000 ADT	54.7	14.50%	192.6	51.05%	82.8	21.95%	47.2	12.51%	377.3
State-Owned	37.9	13.12%	137.1	47.46%	70.5	24.40%	43.4	15.02%	288.9
LFA	16.8	19.00%	55.5	62.78%	12.3	13.91%	3.8	4.30%	88.4
TOTAL NON-NHS < 2,000 ADT	25.7	7.98%	112.3	34.89 %	126.4	39.27%	57.5	17.86%	321.9
State-Owned	25.7	8.34%	107.7	34.96%	122.2	39.66%	52.5	17.04%	308.1
LFA	0.0	0.00%	4.6	33.33%	4.2	30.43%	5.0	36.23%	13.8
TOTAL – ROADWAY	151.4	15.10%	429.6	42.86 %	280.5	27.98%	140.9	14.06%	1,002.4



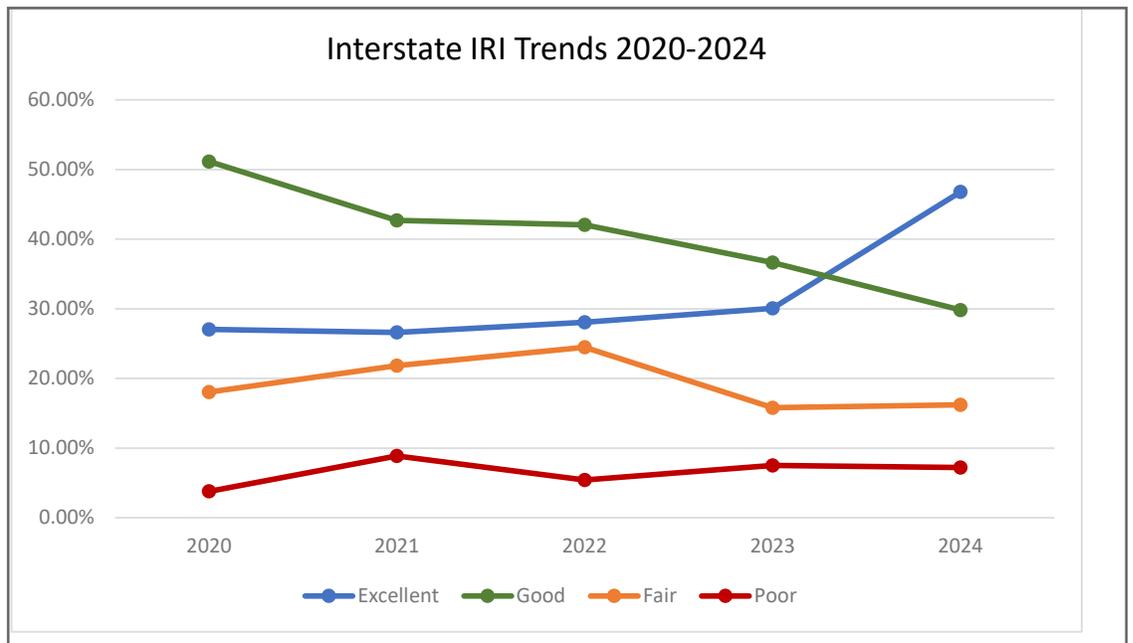
Construction along Interstate 78 in Northern Berks County improves the roadway surface, reducing the Lane Miles of Poor IRI on the NHS.

The following charts display the change in IRI for various Business Plan Networks from 2020-2024.

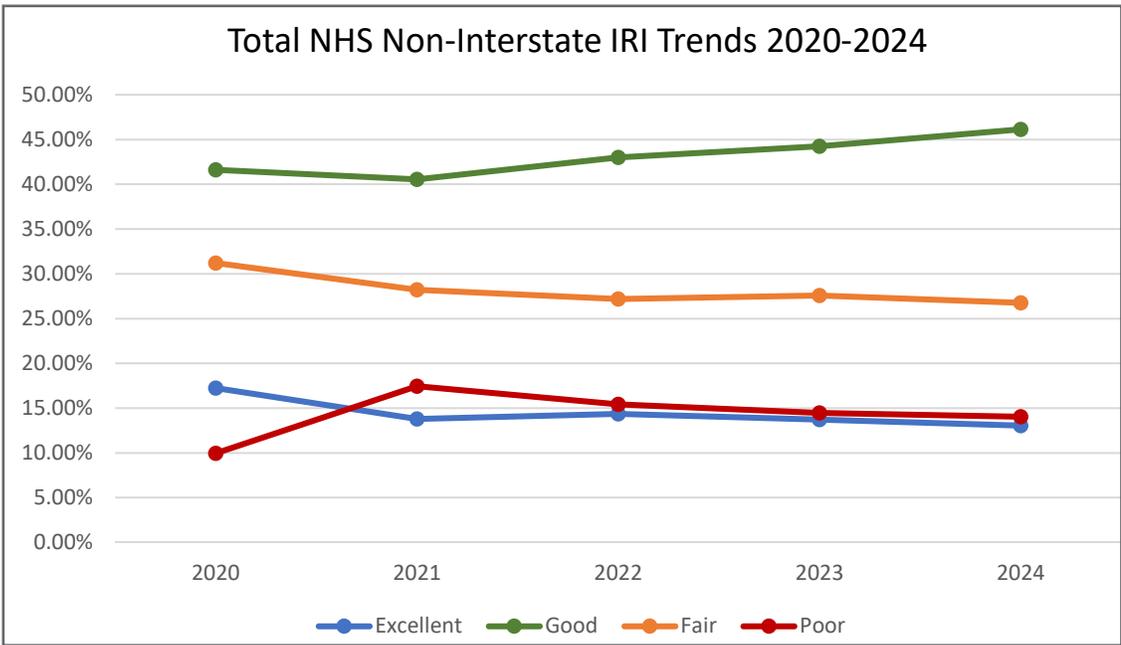


Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025

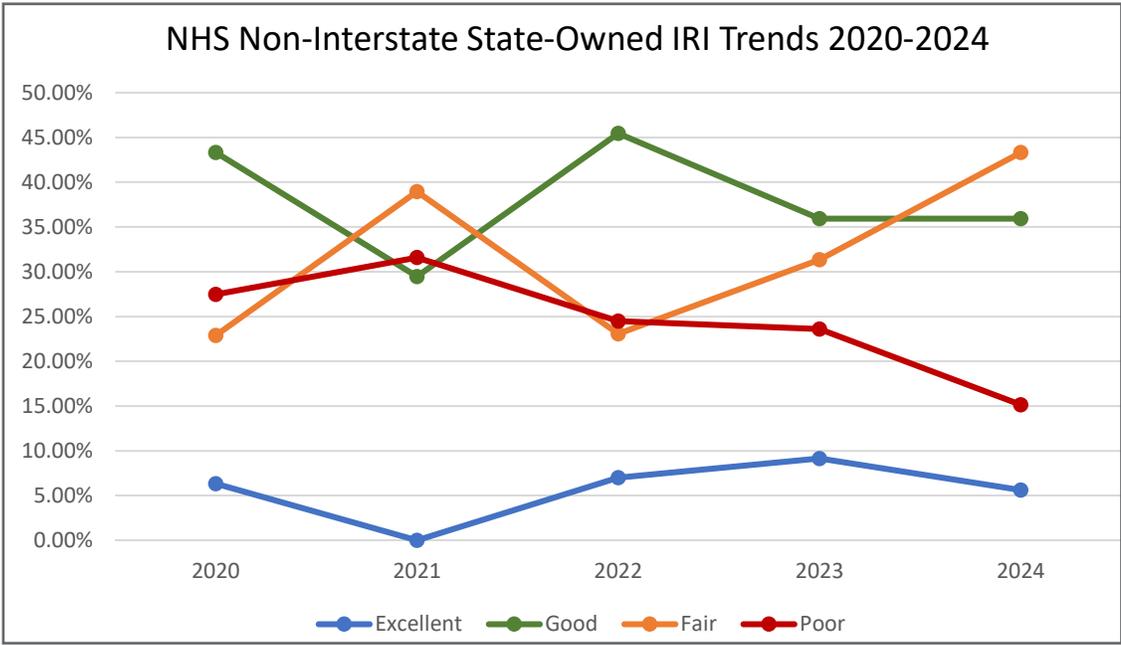
As gathered from the Total Roadway IRI Trends Chart, the total roadway IRI has not changed significantly over the last five years. Larger changes can be observed by looking at the IRI trends from 2020-2024 on all levels of the Business Plan Network as seen in the following charts.



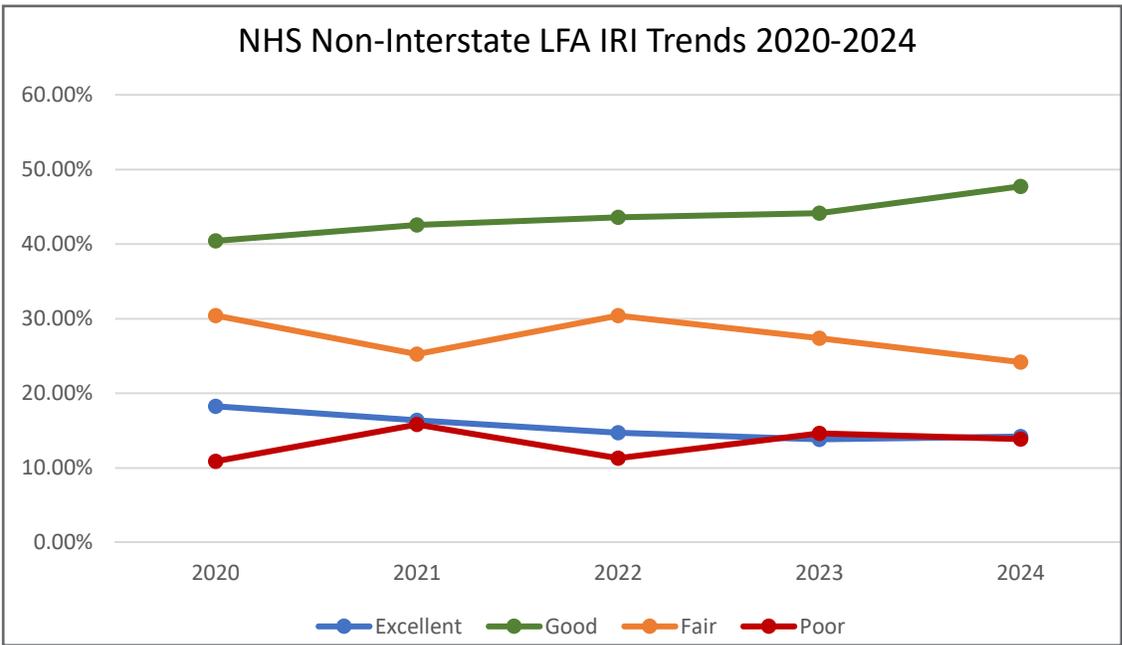
Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



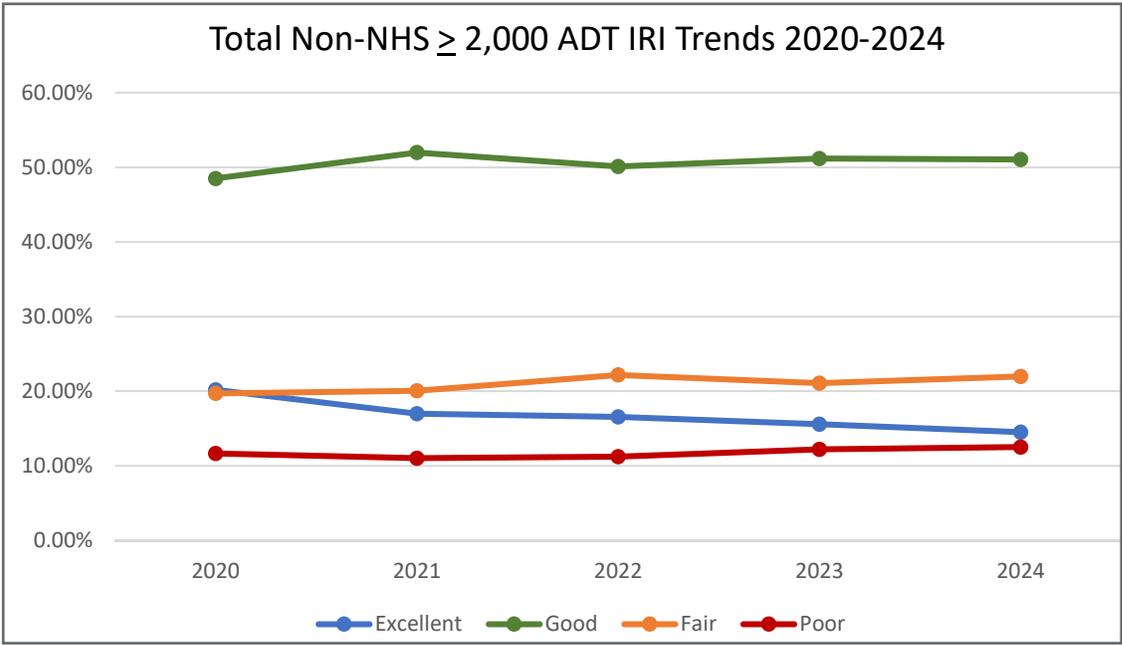
Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



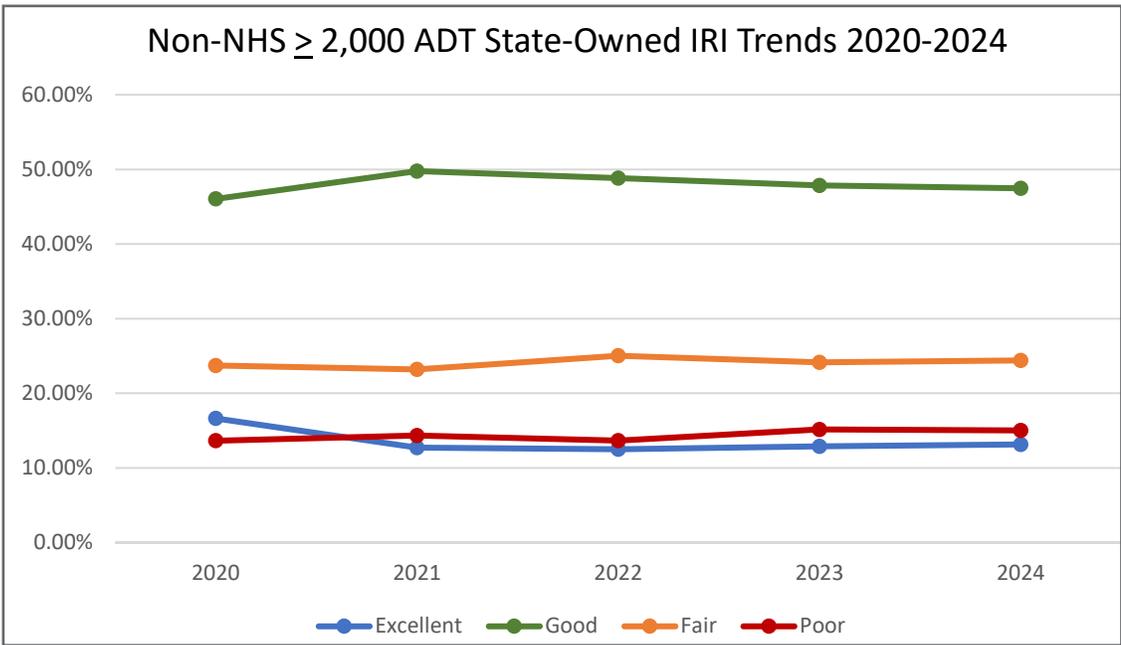
Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



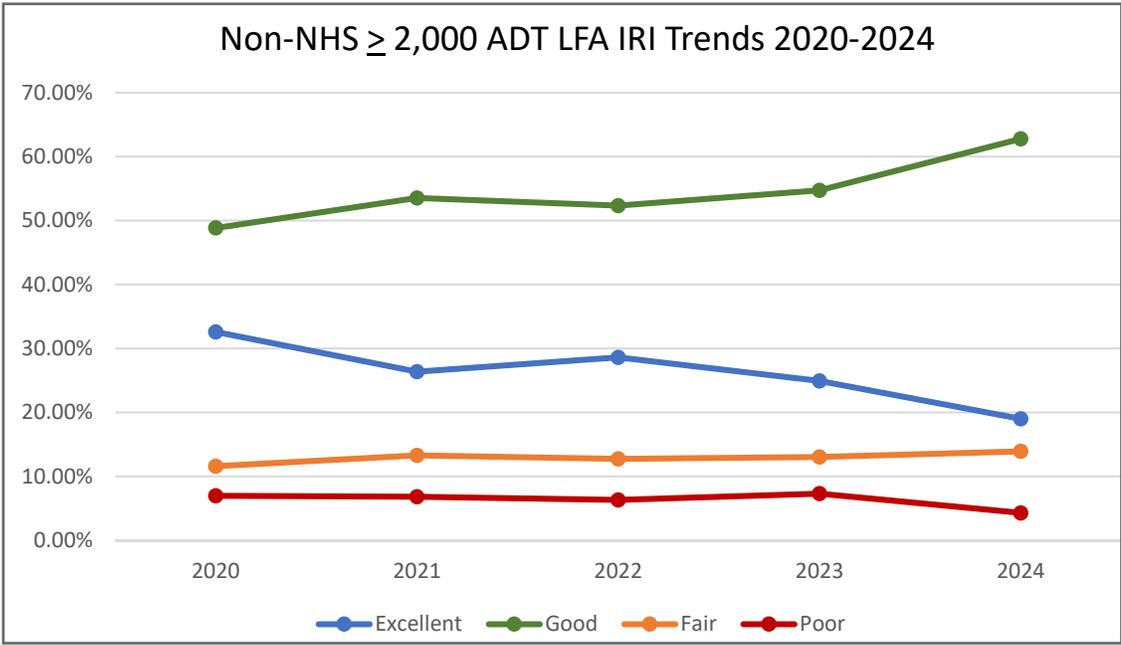
Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



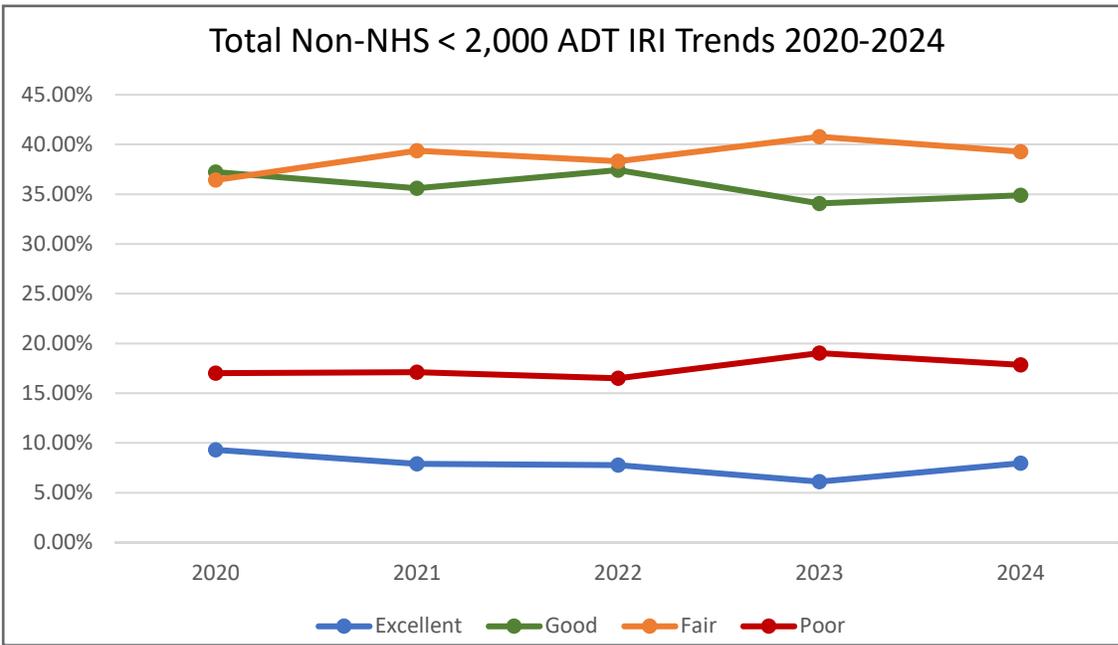
Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



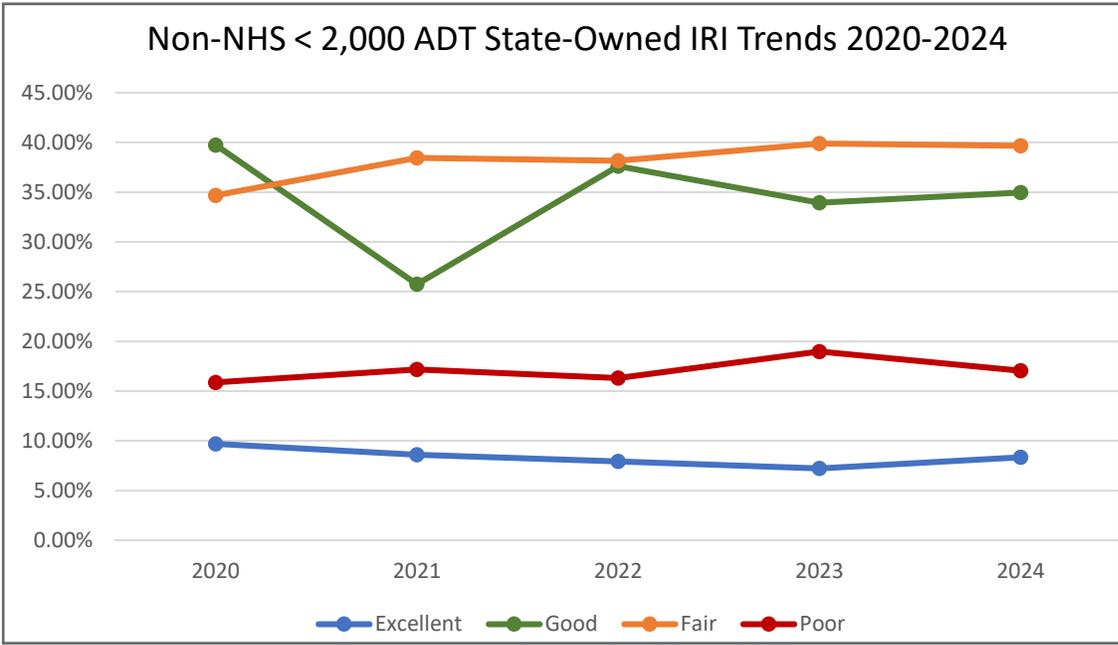
Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



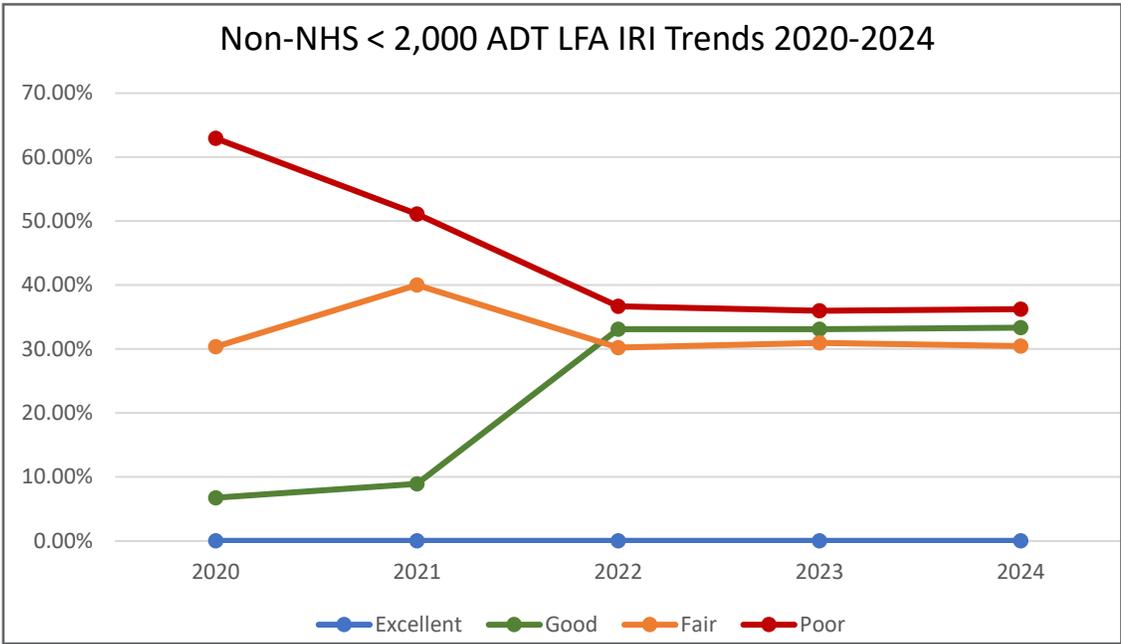
Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025



Source: PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024, 1/3/2025

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 2024, there are 880 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 51 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 2020-2024							
BRIDGE TYPE	2020	2021	2022	2023	2024	# CHANGE	% CHANGE
State ≥ 8'; Interstate/Ramps	65	64	60	64	64	-1	-1.53%
State ≥ 8'; NHS (non-Interstate)	150	151	150	150	150	0	0.00%
State ≥ 8'; non-NHS ≥ 2000 ADT	239	236	237	246	243	4	1.67%
State ≥ 8'; non-NHS < 2000 ADT	191	194	194	183	187	-4	-2.09%
Local ≥ 20'	236	236	236	236	236	0	0.00%
TOTAL BRIDGES	881	881	877	879	880	-1	-0.11%

Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2020-2024

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 has seen the largest increase since 2020. As of 2024, 11 bridges are closed, with the majority of closed bridges being owned locally.

CLOSED BRIDGES IN BERKS COUNTY FROM 2020-2024							
BRIDGE TYPE	2020	2021	2022	2023	2024	# 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	1	2	1	1	3	2	200.00%
Local ≥ 20'	6	6	6	7	8	2	33.33%
TOTAL CLOSED BRIDGES	7	8	7	8	11	4	57.14%

Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2020-2024

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. Sixty-two (62) bridges are posted in Berks County as of 2024, with the majority of those bridges owned locally. The number of posted bridges continues to decrease, seeing 16 less posted bridges across the county in 2024 compared to 2020.

POSTED BRIDGES IN BERKS COUNTY FROM 2020-2024							
BRIDGE TYPE	2020	2021	2022	2023	2024	# CHANGE	% CHANGE
State ≥ 8'; Interstate/Ramps	2	2	0	0	0	-2	-200.00%
State ≥ 8'; NHS (non-Interstate)	1	1	1	1	1	0	0.00%
State ≥ 8'; non-NHS ≥ 2000 ADT	6	2	2	2	2	-4	-66.67%
State ≥ 8'; non-NHS < 2000 ADT	8	10	8	7	6	-2	-25.00%
Local ≥ 20'	61	60	56	55	53	-8	-13.11%
TOTAL BRIDGES	78	75	67	65	62	-16	-20.51%

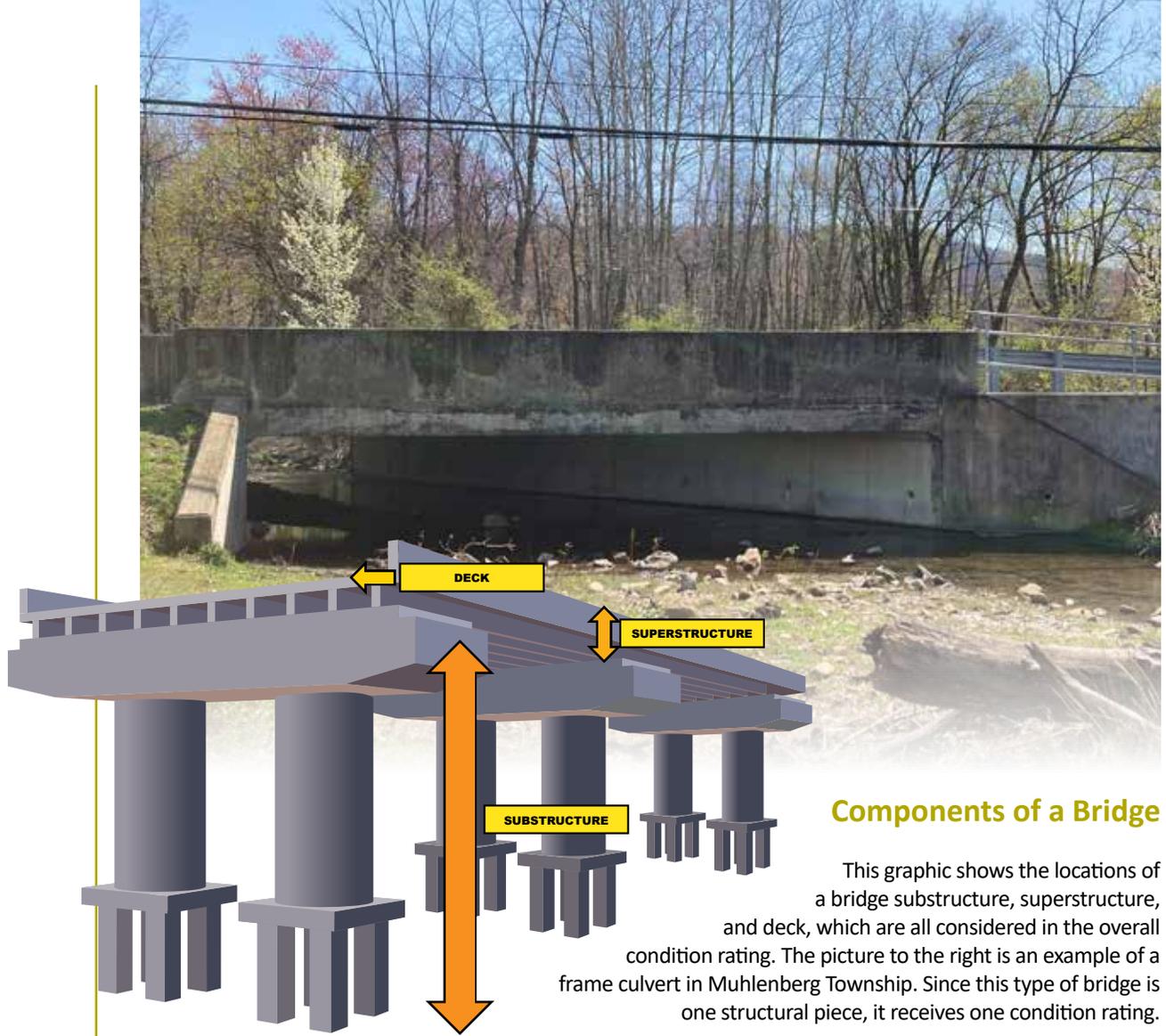
Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2020-2024

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.

The condition of bridges in Berks County will be explored in the following sections.



Components of a Bridge

This graphic shows the locations of a bridge substructure, superstructure, and deck, which are all considered in the overall condition rating. The picture to the right 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 $\geq 8'$
 - NHS – Non-Interstate
 - State-Owned $\geq 8'$
- Non-NHS
 - Non-NHS $\geq 2,000$ ADT
 - State-Owned $\geq 8'$
 - Non-NHS $< 2,000$ ADT
 - State-Owned $\geq 8'$
 - Local $\geq 20'$

RATS Reported Bridge Groups (8)

- NHS
 - NHS – Interstate/Ramps
 - State-Owned $\geq 8'$
 - NHS – Non-Interstate
 - State-Owned $\geq 8'$
 - LFA
- Non-NHS
 - Non-NHS $\geq 2,000$ ADT
 - State-Owned $\geq 8'$
 - Non-NHS $< 2,000$ ADT
 - State-Owned $\geq 8'$
 - Non-NHS $< 2,000$ ADT
 - County $\geq 20'$
 - Township $\geq 20'$
 - Borough/City $\geq 20'$
 - Railroad $\geq 20'$

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.

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. FHWA requires that no more than 10% of a State’s total NHS Bridge Deck Area be in Poor Condition.

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	2020 Poor Deck Area %	2021 Poor Deck Area %	2022 Poor Deck Area %	2023 Poor Deck Area %	2024 Poor Deck Area %	2021 Target	2023 Target	2025 Target
Interstate	32.64%	33.27%	31.58%	29.30%	29.30%	n/a	n/a	n/a
NHS, Non-Interstate	7.28%	7.23%	7.27%	7.27%	7.27%	n/a	n/a	n/a
Total NHS	12.96%	12.93%	12.49%	12.28%	12.28%	16.00%	14.00%	13.00%

Source: Reading Performance Measures Annual Report – Bridges 2020-2024

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	2020 Poor Count %	2021 Poor Count %	2022 Poor Count %	2023 Poor Count %	2024 Poor Count %	2023 Target	2025 Target
Interstate	9.30%	9.52%	2.63%	2.38%	2.38%	n/a	n/a
NHS, Non-Interstate	4.17%	4.13%	4.17%	4.17%	4.17%	n/a	n/a
Total NHS	5.52%	5.52%	3.80%	3.70%	3.70%	7.50%	7.50%

Source: Reading Performance Measures Annual Report – Bridges 2020-2024

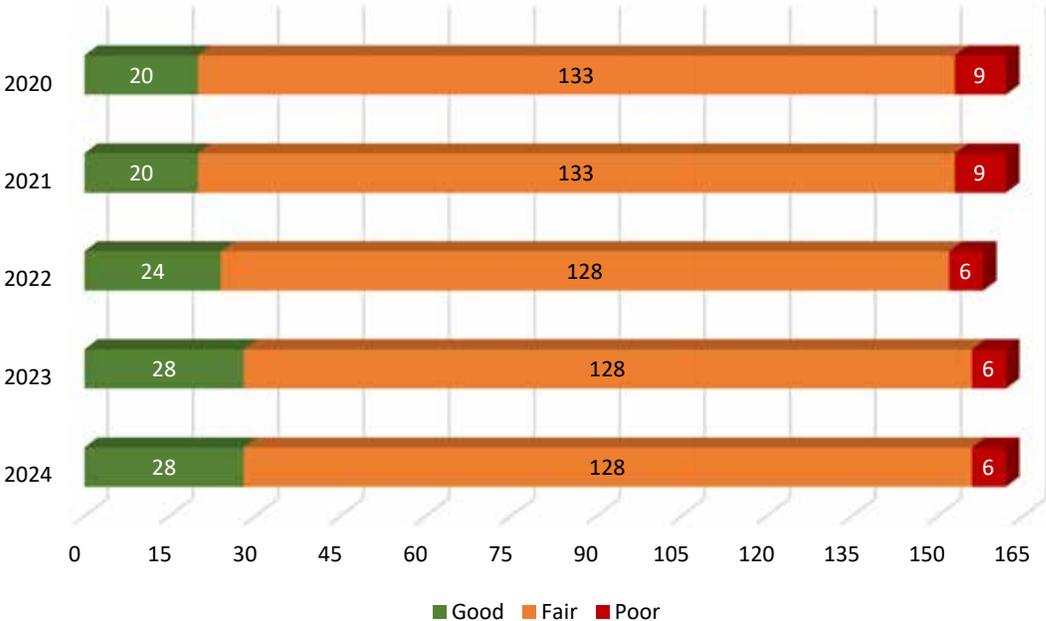
MAP-21 BRIDGE PERFORMANCE MEASURE – PERCENTAGE OF GOOD CONDITION BRIDGES (Based on All NHS Bridges Greater Than or Equal to 20’ in Length)							
Business Plan Network	2020 Good Count %	2021 Good Count %	2022 Good Count %	2023 Good Count %	2024 Good Count %	2023 Target	2025 Target
Interstate	11.63%	11.90%	18.42%	26.19%	26.19%	n/a	n/a
NHS, Non-Interstate	12.50%	12.40%	14.17%	14.17%	14.17%	n/a	n/a
Total NHS	12.27%	12.27%	15.19%	17.28%	17.28%	28.00%	28.00%

Source: Reading Performance Measures Annual Report – Bridges 2020-2024

The numbers have stayed the same over the past year as bridge projects on the NHS System were being conducted and in final stages between 2023 and 2024. Of note, the project on Interstate 78 included a bridge with 119,327 square feet of deck area. This project is currently in final stages and should be updated as Good Condition for the 2025 report. This improvement would drastically change the percentage of Poor Condition Deck Area on the interstate from 29.30% to 0.00%. In turn this would decrease the percentage for the Bridge Deck Area in Poor Condition Performance Measure from 12.28% to 7.27%. This decrease would improve the likelihood of meeting the 13.00% target for 2025.

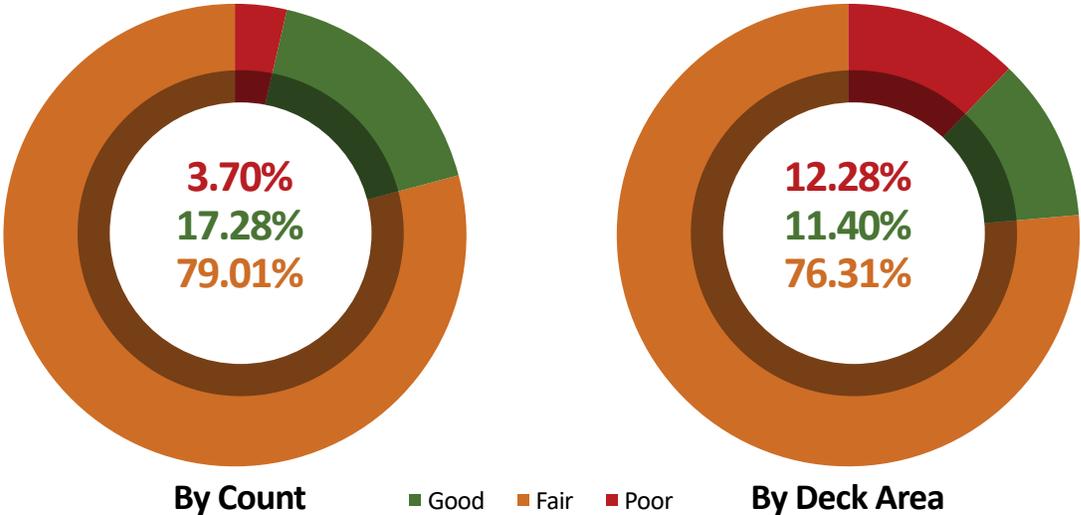
To further analyze the NHS bridge conditions, the following stacked bar chart shows the number of Good, Fair, and Poor bridges over the last 5 years for all NHS bridges greater than or equal to 20' in length. Over the past five (5) years, Good Condition NHS bridges increased by eight (8), decreasing Fair and Poor Condition bridges on the NHS by eight (8).

NHS Bridges Greater than or Equal to 20' in Length Conditions for 2020-2024



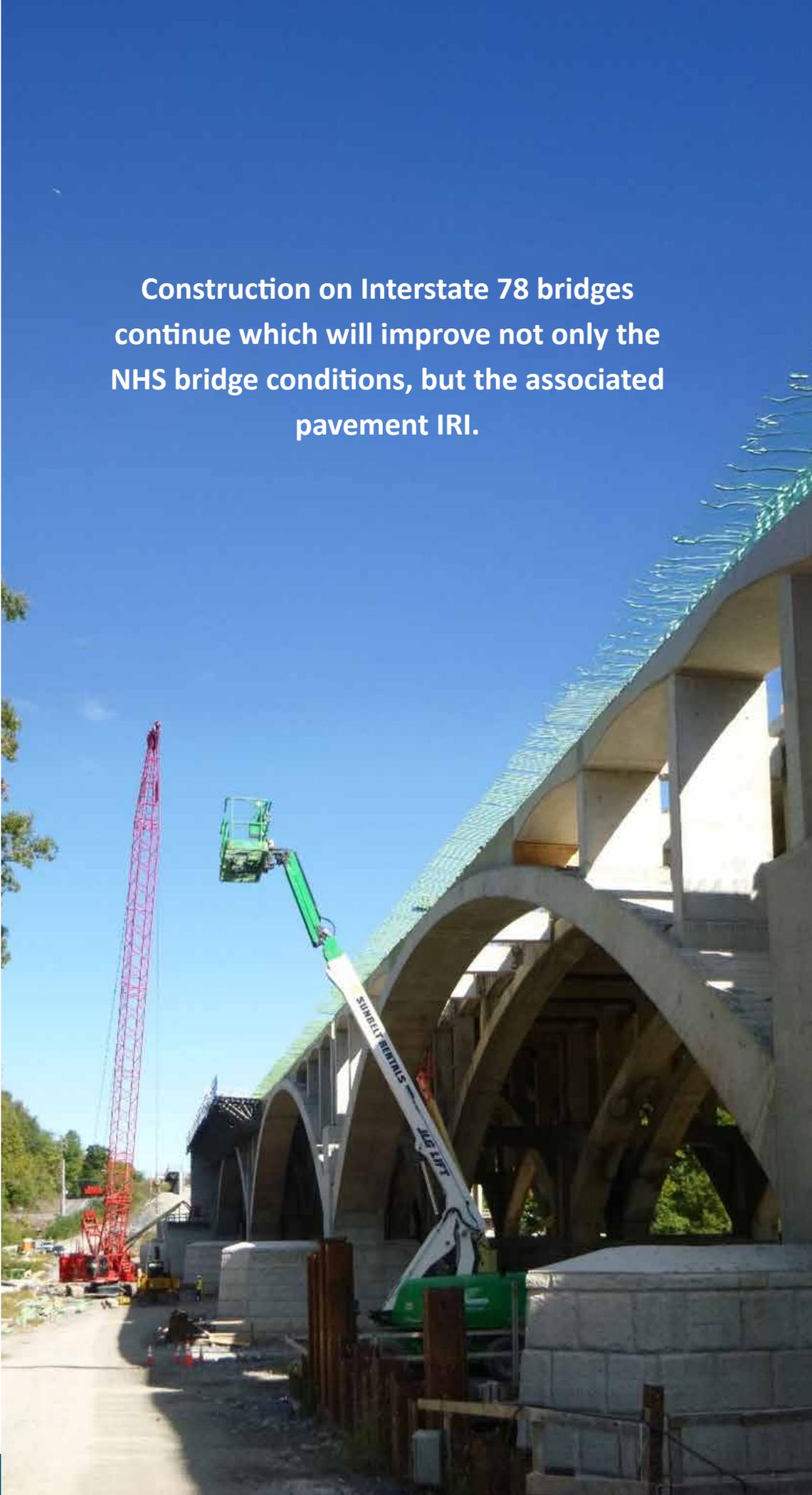
Source: Reading Performance Measures Annual Report – Bridges 2020-2024

MAP-21 BRIDGE PERFORMANCE 2024 (Based on all NHS Bridges Greater than or Equal to 20' in Length)



Source: Reading Performance Measures Annual Report – Bridges 2024

Construction on Interstate 78 bridges continue which will improve not only the NHS bridge conditions, 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	FUTURE OUTLOOK
NHS Bridge Deck Area in Poor Condition	In 2024, 12.28% of the NHS Bridge Deck Area was in Poor Condition. This value has improved by 0.68% over the last 5 years and just meets the 13.00% 2025 Target. The final completion to the improvements on the Interstate 78 bridge will greatly reduce this number so that this target should be met next reporting year.	<p style="text-align: center;">NHS Bridge Deck Area in Poor Condition Steady</p>	
NHS Bridges in Good Condition	In 2024, 17.28% of NHS Bridges were in Good Condition. This is an improvement of 5.01% since 2020, however, this number needs to greatly improve to meet the 2025 target, which is set at 28%.	<p style="text-align: center;">NHS Bridges in Good Condition Improving</p>	
NHS Bridges in Poor Condition	In 2024, 3.70% of NHS Bridges were in Poor Condition. This is a 1.82% improvement from 2020 and meets the 7.50% targets set for 2025.	<p style="text-align: center;">NHS Bridges in Poor Condition Improving</p>	

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 20 feet in length or more. The following charts look at the conditions for state-owned bridges greater than or equal to 8 feet in length.

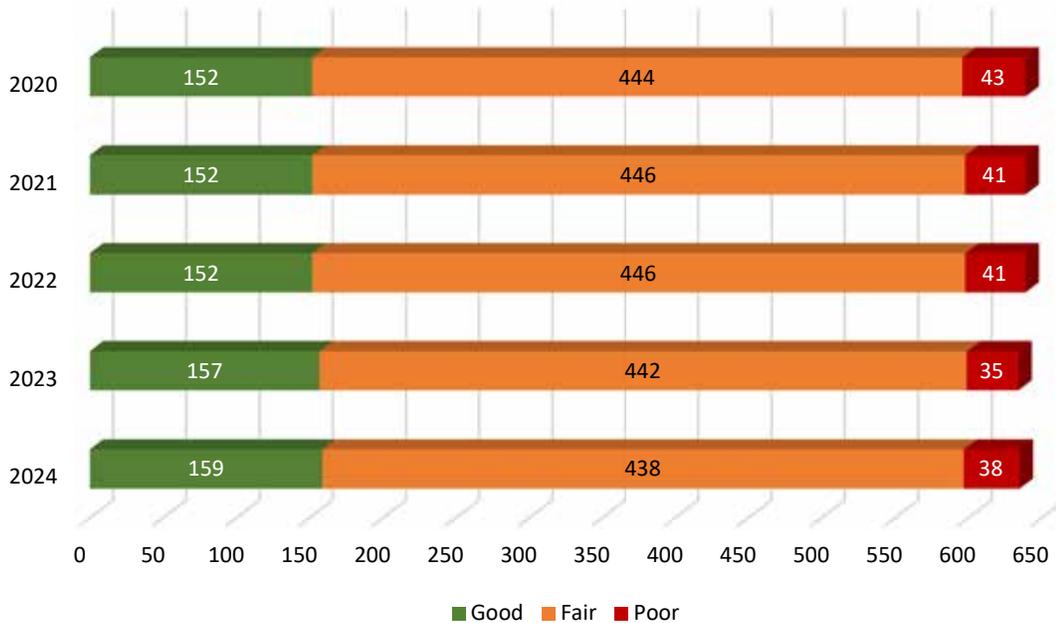
STATE-OWNED POOR BRIDGES ≥ 8' BY DECK AREA

BUSINESS PLAN NETWORK	2020 POOR DECK AREA %	2021 POOR DECK AREA %	2022 POOR DECK AREA %	2023 POOR DECK AREA %	2024 POOR DECK AREA %
State ≥ 8'; Interstate/Ramps	34.50%	35.21%	33.48%	30.93%	30.93%
State ≥ 8'; NHS (non-Interstate)	7.22%	7.16%	7.20%	7.20%	7.20%
State ≥ 8'; non-NHS ≥ 2000 ADT	5.79%	4.36%	3.11%	3.46%	3.84%
State ≥ 8'; non-NHS < 2000 ADT	9.70%	7.89%	8.48%	7.24%	8.00%
TOTAL STATE BRIDGES ≥ 8'	10.80%	10.24%	9.71%	9.51%	9.68%

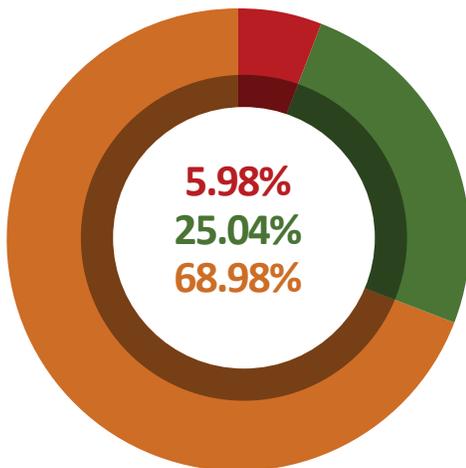
Source: Reading Performance Measures Annual Report – Bridges 2020-2024

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

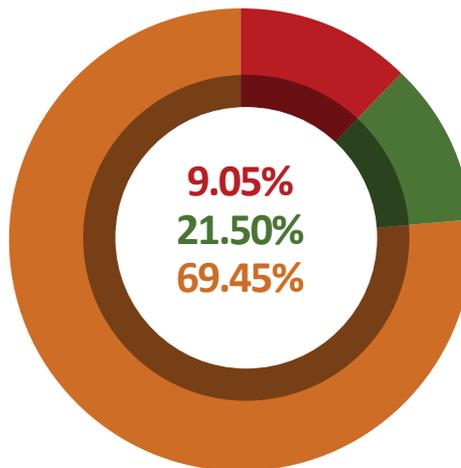
State-owned Bridges Greater than or Equal to 8' in Length Conditions for 2020-2024



Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 8/26/2020, 12/08/2022, 1/5/2023, 1/4/2024, 1/3/2025

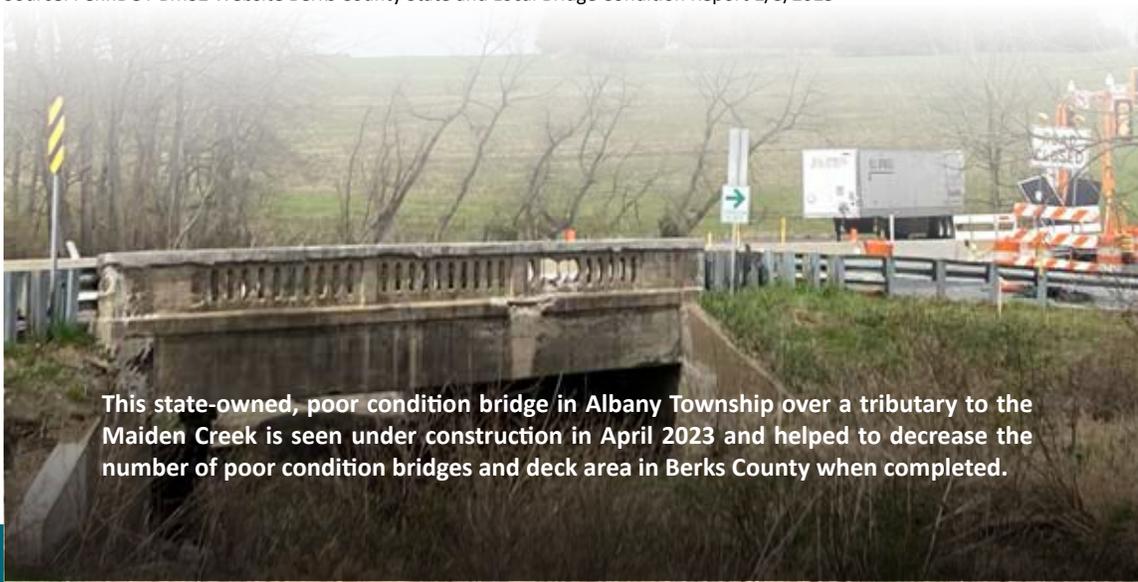


By Count



By Deck Area

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/3/2025



This state-owned, poor condition bridge in Albany Township over a tributary to the Maiden Creek is seen under construction in April 2023 and helped to 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.

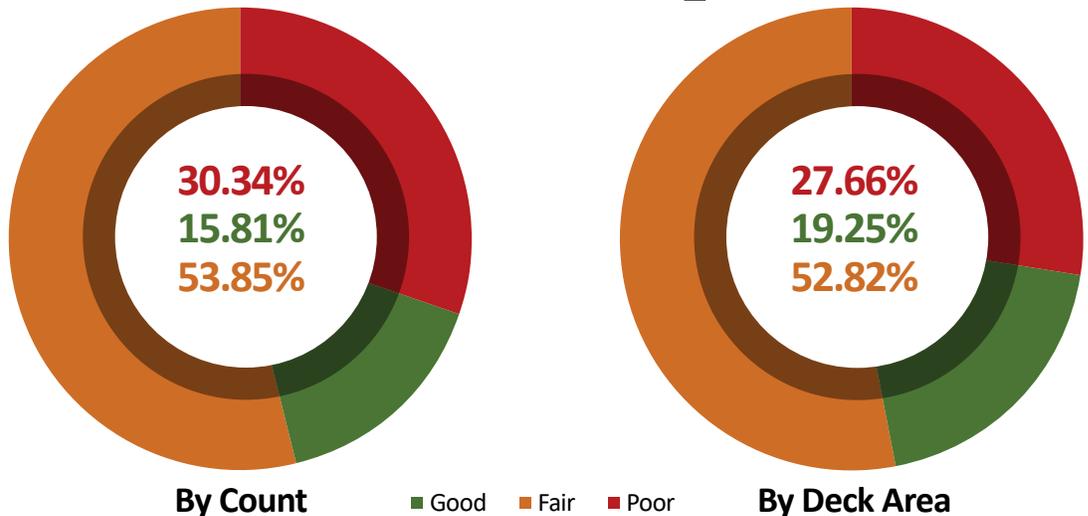
2024 LOCAL-OWNED BRIDGES ≥ 20' CONDITIONS BY COUNT							
BUSINESS PLAN NETWORK	GOOD		FAIR		POOR		TOTAL
	#	%	#	%	#	%	#
Local ≥ 20'	37	15.81%	126	53.85%	71	30.34%	234
County	14	27.45%	21	41.18%	16	31.37%	51
Township	20	12.66%	91	57.59%	47	29.75%	158
Borough/City	2	9.09%	14	63.63%	6	27.27%	22
Railroad	1	33.33%	0	0.00%	2	66.66%	3

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/3/2025

2024 LOCAL-OWNED BRIDGES ≥ 20' CONDITIONS BY DECK AREA							
BUSINESS PLAN NETWORK	GOOD		FAIR		POOR		TOTAL
	Deck Area SF	%	Deck Area SF	%	Deck Area SF	%	Deck Area SF
Local ≥ 20'	88,402.3	19.52%	239,219.8	52.82%	125,270.9	27.66%	452,893.0
County	44,427.7	26.64%	89,899.6	53.90%	32,468.8	19.47%	166,796.1
Township	38,106.5	18.23%	98,005.2	46.90%	72,866.2	34.87%	208,977.9
Borough/City	3,338.5	4.97%	51,315.0	76.40%	12,512.3	18.63%	67,165.8
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 1/3/2025

2024 LOCAL-OWNED BRIDGES ≥ 20' IN LENGTH



Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report: 1/3/2025



The Glendale Bridge on Winding Road over the Ironstone Creek in Douglass Township is a County owned bridge that was built in 1905. Posted and in Poor Condition, plans were made to replace this bridge.



Construction was funded using proceeds from the Act 89 "Fee for Local Use Fund".

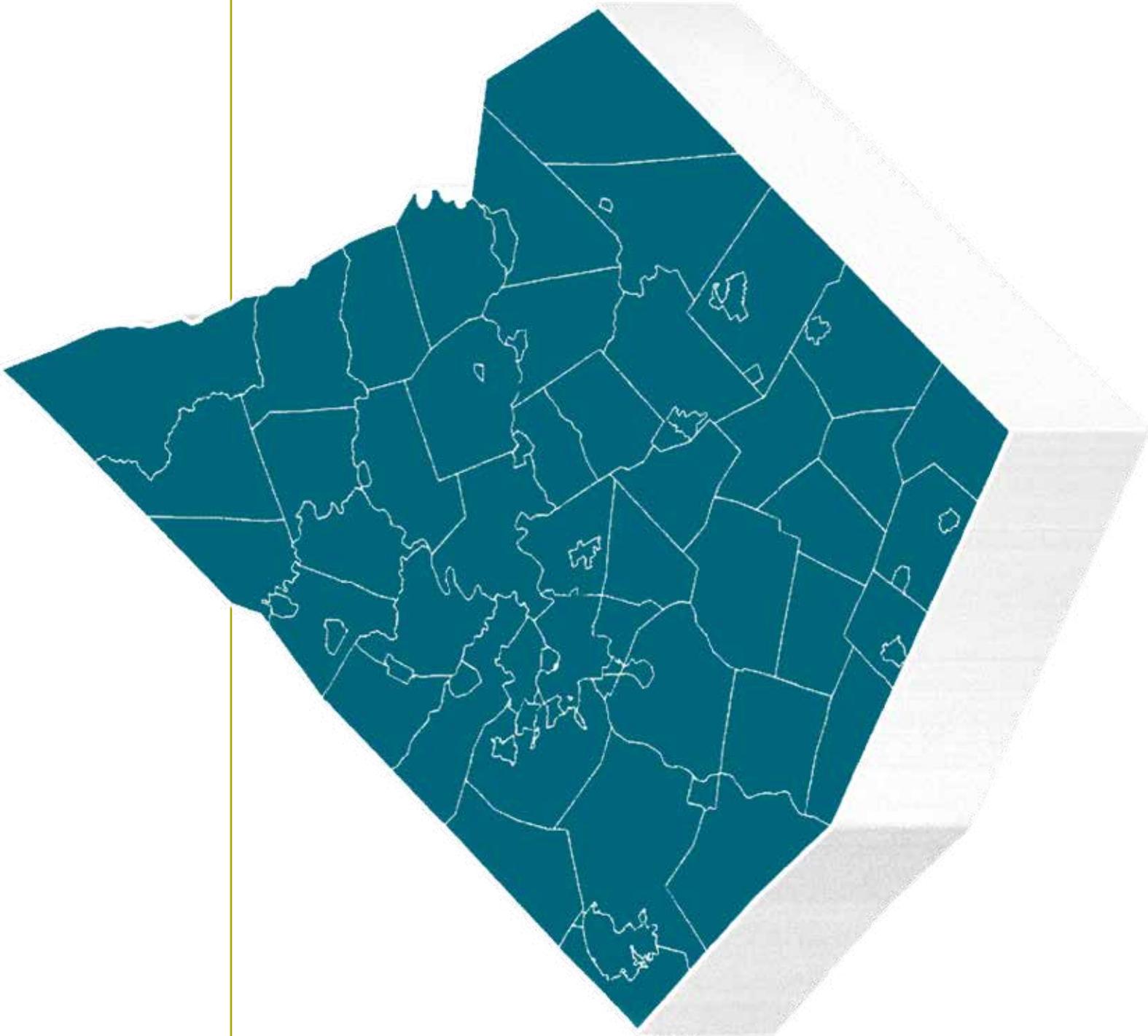


Rehabilitation/replacement finished on this bridge in 2022. This project was funded using proceeds from the Act 89 "Fee for Local Use Fund" (\$5 Registration Fee)

SECTION 4

COMPOSITE PAVEMENT AND BRIDGE CONDITION MAPS BY PLANNING REGION

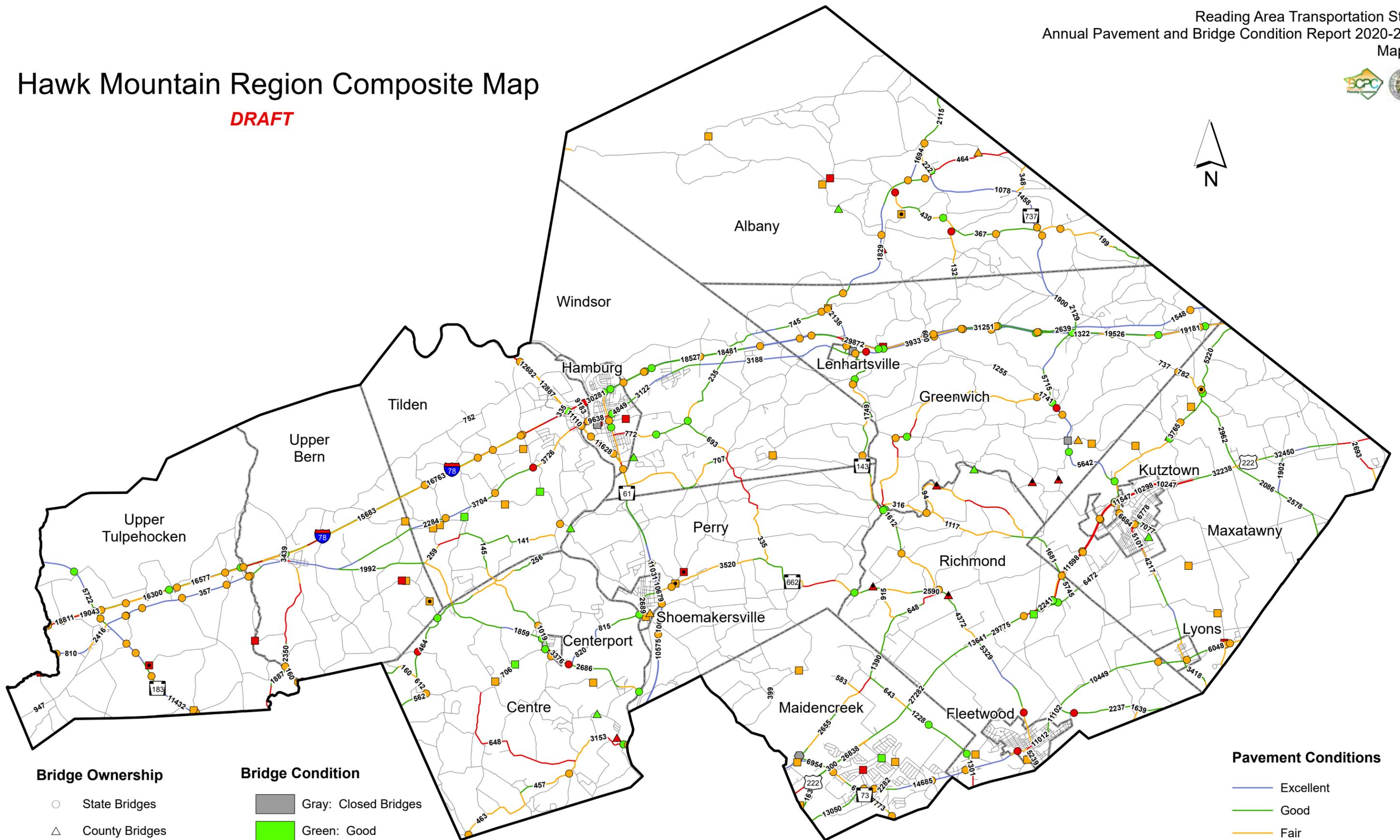
The following series of maps shows pavement and bridge conditions by planning region. The Berks County Planning Commission uses this effective approach to display information in a local, easily understandable format in the current Comprehensive Plan.





Hawk Mountain Region Composite Map

DRAFT



Bridge Ownership

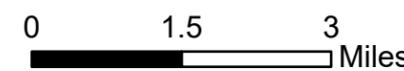
- State Bridges
- △ County Bridges
- Municipal Bridges
- ⬡ Other Bridges
- Posted Bridges

Bridge Condition

- Gray: Closed Bridges
- Green: Good
- Orange: Fair
- Red: 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 16, 2025, PennDOT www.berkspa.gov/planning



Tulpehocken Region Composite Map

DRAFT



Bridge Ownership

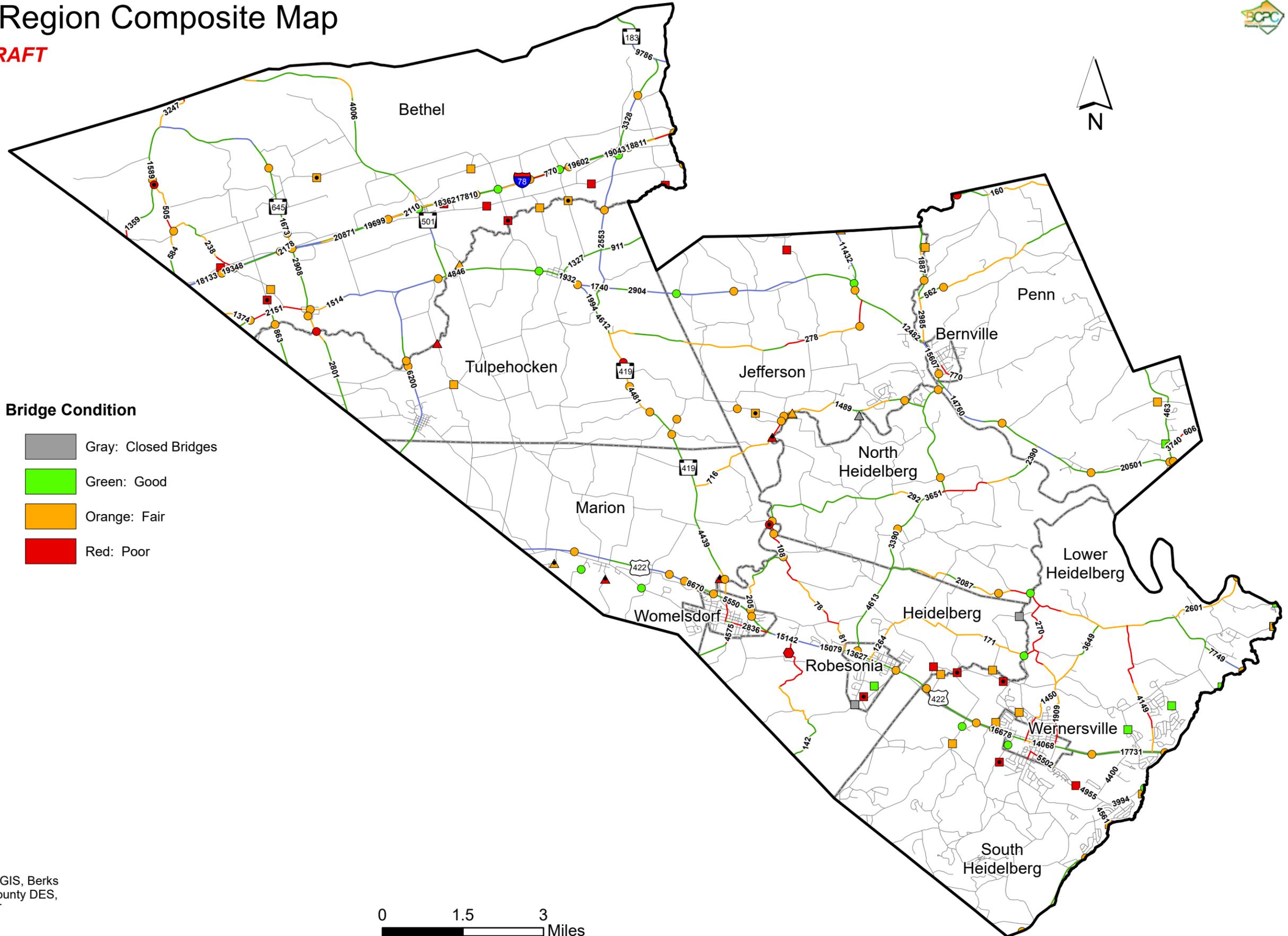
- State Bridges
- △ County Bridges
- Municipal Bridges
- ⬡ Other Bridges
- Posted Bridges

Bridge Condition

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

Pavement Conditions

- Blue line: Excellent
- Green line: Good
- Orange line: Fair
- Red line: Poor
- 555: Traffic Volumes
- Gray outline: Municipal Boundaries

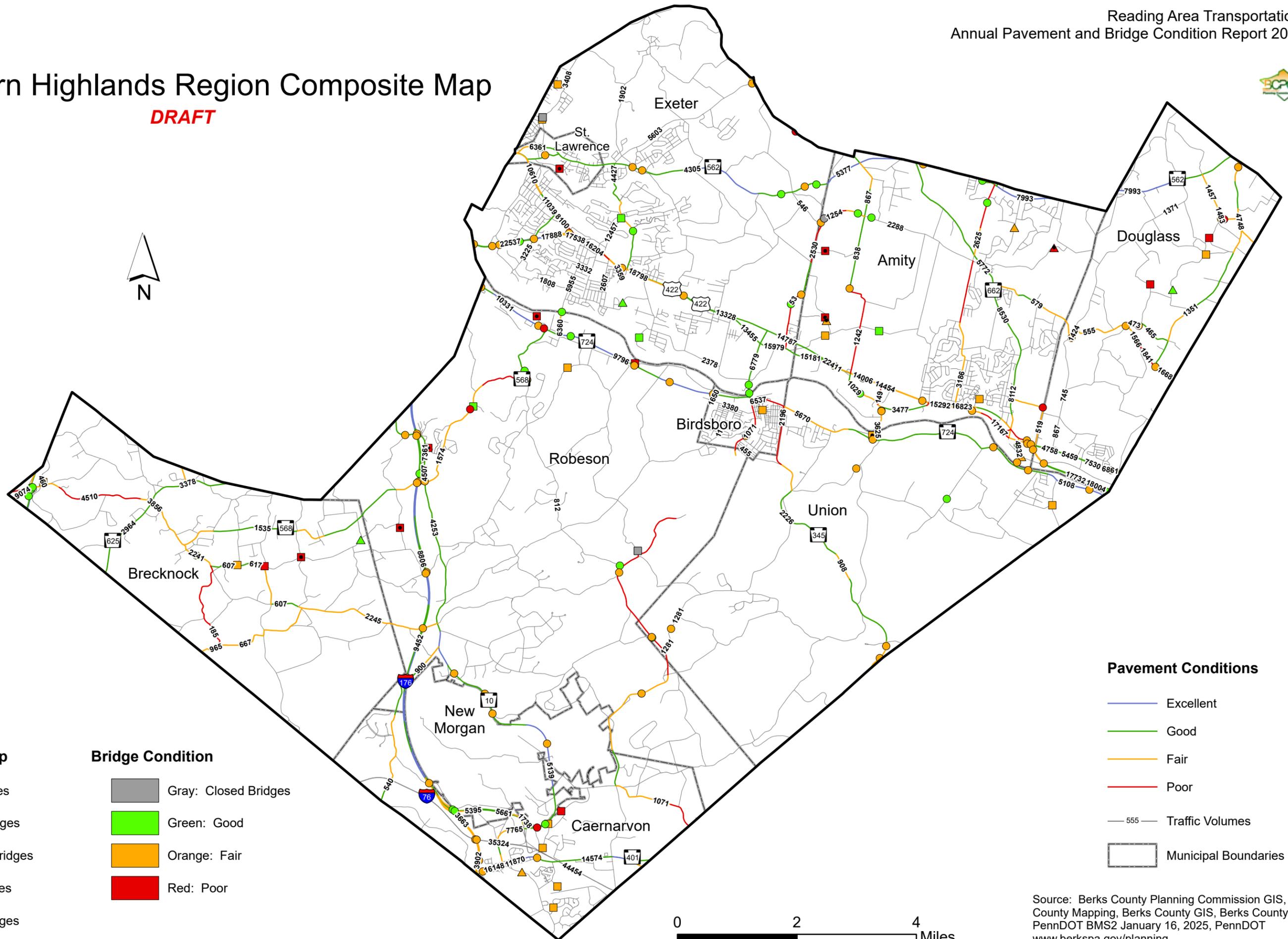


Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 16, 2025, PennDOT www.berkspa.gov/planning



Southern Highlands Region Composite Map

DRAFT



Bridge Ownership

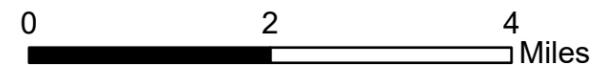
- State Bridges
- △ County Bridges
- Municipal Bridges
- ⬡ Other Bridges
- Posted Bridges

Bridge Condition

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

Pavement Conditions

- Blue line: Excellent
- Green line: Good
- Orange line: Fair
- Red line: Poor
- 555: Traffic Volumes
- Black outline: Municipal Boundaries

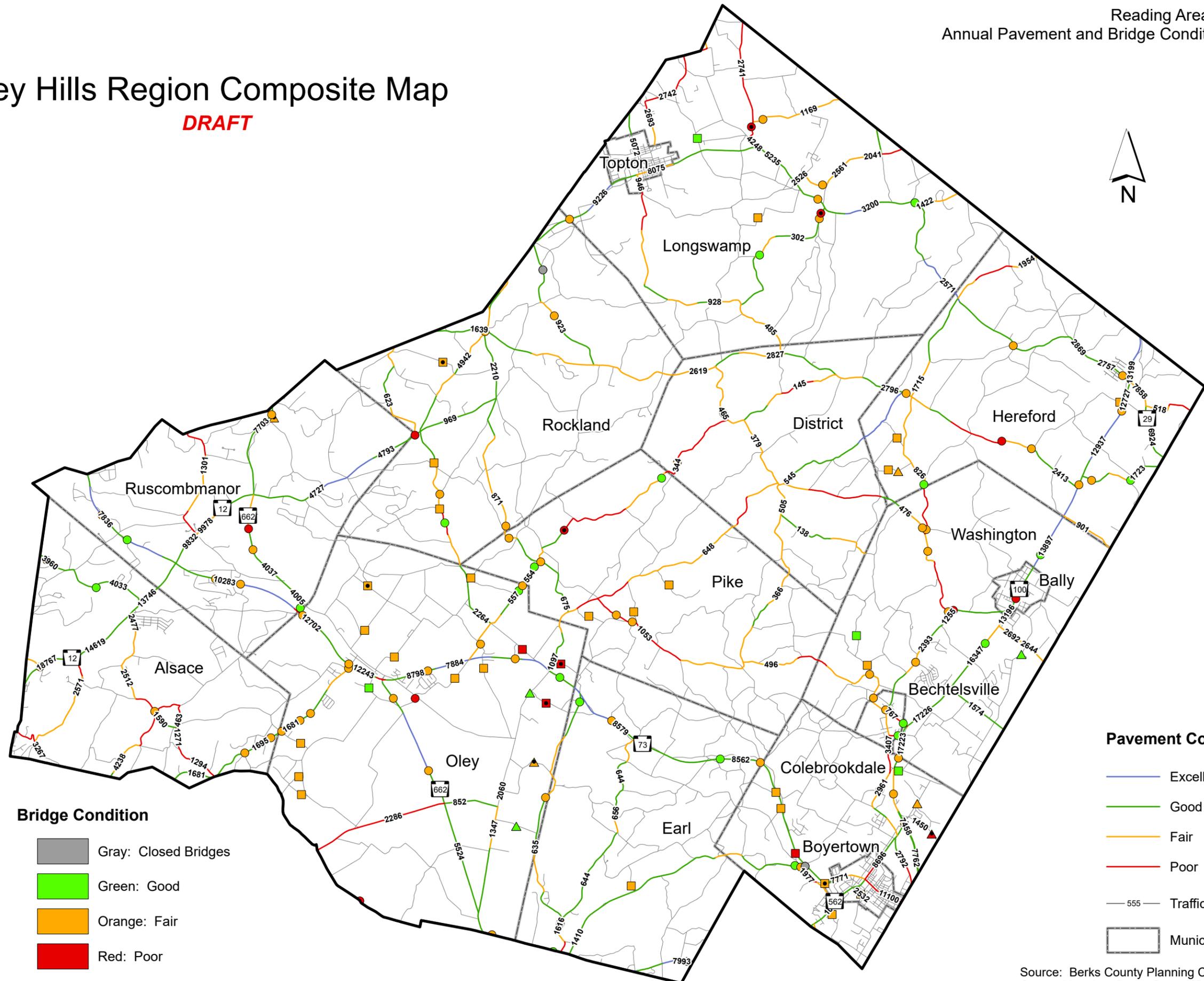


Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 16, 2025, PennDOT www.berkspa.gov/planning



Oley Hills Region Composite Map

DRAFT



Bridge Ownership

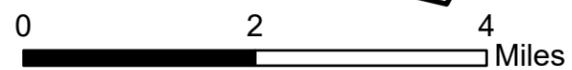
- State Bridges
- △ County Bridges
- Municipal Bridges
- ⬡ Other Bridges
- Posted Bridges

Bridge Condition

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

Pavement Conditions

- Blue line: Excellent
- Green line: Good
- Orange line: Fair
- Red line: Poor
- Thin gray line: Traffic Volumes
- Thick black line: Municipal Boundaries



Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 16, 2025, PennDOT www.berkspa.gov/planning



Metro Region Composite Map

DRAFT



Bridge Ownership

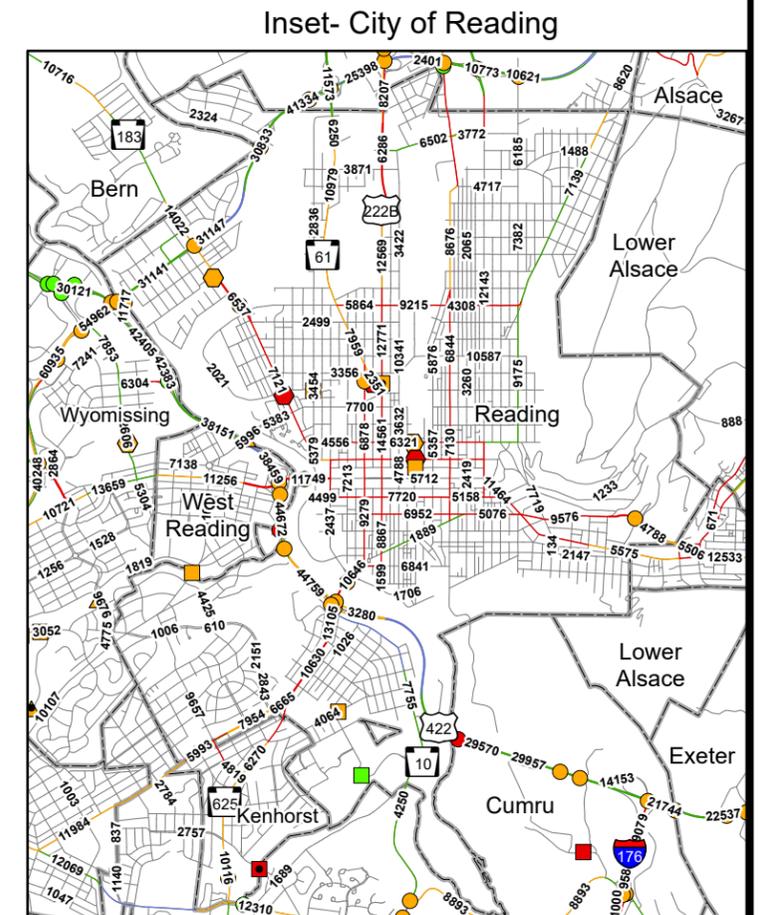
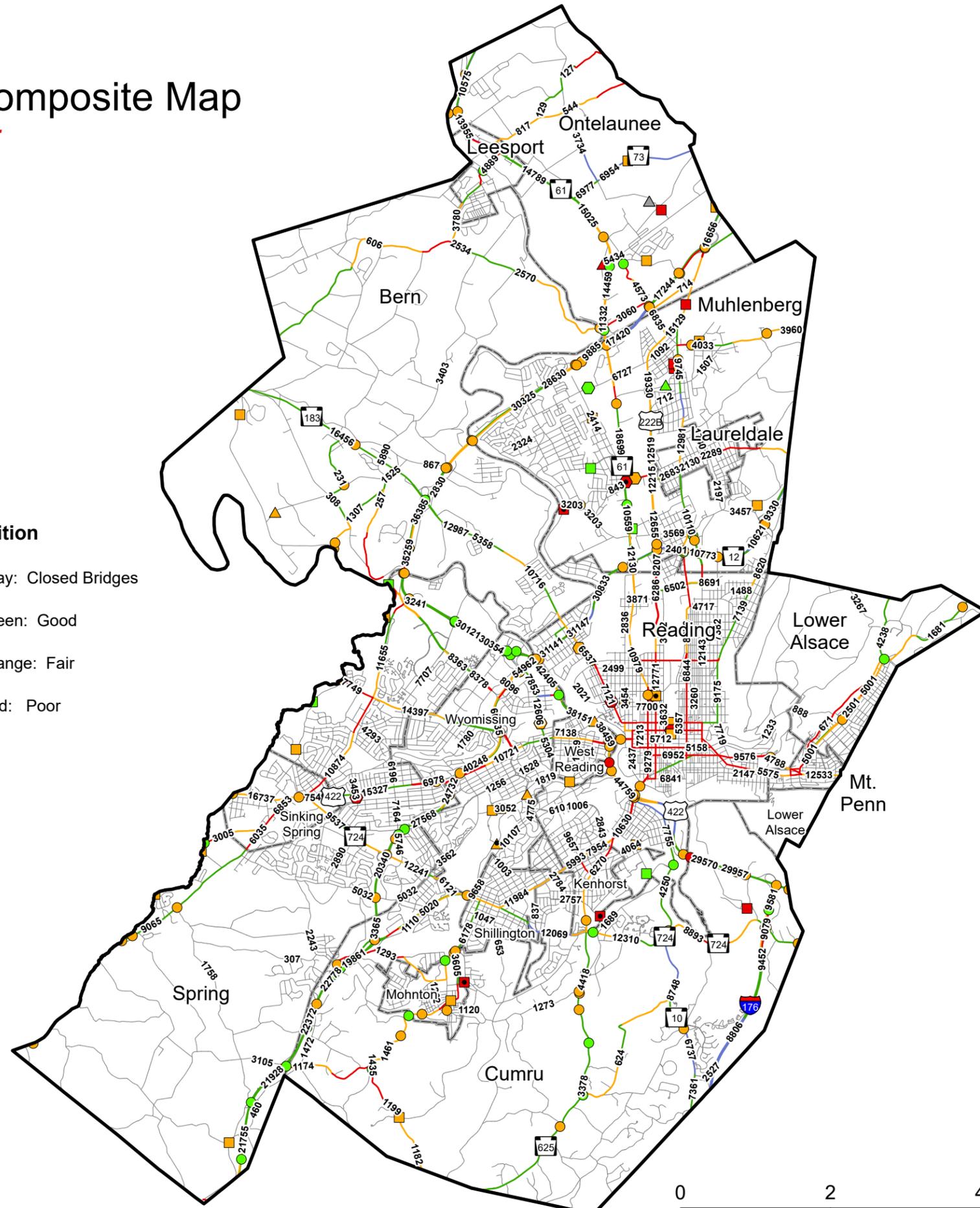
- State Bridges
- △ County Bridges
- Municipal Bridges
- ◇ Other Bridges
- Posted Bridges

Bridge Condition

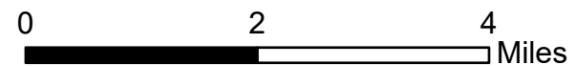
- Gray: Closed Bridges
- Green: Good
- Orange: Fair
- Red: Poor

Pavement Conditions

- Blue line: Excellent
- Green line: Good
- Orange line: Fair
- Red line: Poor
- 555: Traffic Volumes
- Black outline: Municipal Boundaries



Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 16, 2025, PennDOT www.berkspa.gov/planning



SECTION 5

PAVEMENT AND BRIDGE PROJECTS ON FFY 2025-2028 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 2025-2028 TIP programs 112 projects totaling \$365,803,185 for phases over the four years of the program. Of those 112 projects, 95 projects address the highway and bridge system total \$284,194,806. 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
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.
121039	Berks High Volume Ralumac Microsurfacing	Project involves Ralumac microsurfacing on high volume roads in various locations throughout Berks County.

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 Shartlesville to just west of PA 61. The second involves isolated concrete patching of failed slabs on I-78 and I-176 in Berks County.

There are approximately 140 segment miles of poor condition pavement across Berks County as reported in 2024. 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 4.94 of the 6.74 poor condition segment miles on the Interstate are planned for improvements. Planned projects address 13.44 of the 29.49 poor condition segment miles on the NHS Non-Interstate. Planned projects address 7.66 of the 39.63 poor condition segment miles on the Non-NHS with an AADT ≥ 2,000. Planned projects address 3.11 of the 57.48 poor condition segment miles on the Non-NHS with an AADT < 2,000. The planned projects address a total of 29.15 of the 140.9 poor condition segments across Berks County.

2024 POOR PAVEMENT ADDRESSED BY PROJECTS				
BUSINESS PLAN NETWORK	# OF SEGMENT MILES TESTED	POOR CONDITION SEGMENT MILES	# OF POOR CONDITION SEGMENT MILES ADDRESSED BY PROJECTS	# OF POOR CONDITION SEGMENT MILES REMAINING TO BE ADDRESSED
INTERSTATE	93.2	6.74	4.94	1.80
TOTAL NHS NON-INTERSTATE	210.0	29.49	13.44	16.05
• State-Owned	• 28.4	• 4.31	• 3.27	• 1.04
• LFA	• 181.6	• 25.19	• 10.17	• 15.02
TOTAL NON-NHS ≥ 2,000 ADT	377.3	47.29	7.66	39.63
• State-Owned	• 288.9	• 43.50	• 6.20	• 37.30
• LFA	• 88.4	• 3.79	• 1.46	• 2.33
TOTAL NON-NHS < 2,000 ADT	321.9	57.48	3.11	54.37
• State-Owned	• 308.1	• 52.51	• 2.16	• 50.35
• LFA	• 13.8	• 4.97	• 0.95	• 4.02
TOTAL – ROADWAY	1,002.4	140.9	29.15	111.85

Source: PennDOT’s Roadway Management System (RMS) Road Segments RMSSEG: 1/3/2025

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 2025-2028 TIP contains three 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 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.
91995	Centre Avenue over Norfolk Southern RR	Project involves the rehabilitation or replacement of the bridge carrying Centre Avenue (SR 2087) 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 40 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 and initial year of construction phases for the proposed improvements to and reconstruction of the US 422 West Shore Bypass Phase 1, to be implemented 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 finalizing 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 in Hamburg and Tilden Township. 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 Maiden creek is included in a state-wide P-3 project and began construction in 2025.

The 71 local-owned and 43 state-owned poor condition bridges, as reported in 2024, come to a total of 108 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. This represents 38,515.5 square feet of improvements to the 125,270.9 square feet of bridge deck area on poor condition, local-owned bridges. This leaves 56 local-owned, poor condition bridges represented by 86,755.4 square feet of deck area to be addressed.

A majority of the state-owned poor condition bridges, 29 out of 43, will be improved through various repairs and replacements over the next few years. This represents 253,888.8 square feet of improvements to the 280,506.9 square feet of bridge deck area on poor condition, state-owned bridges. This leaves 14 state-owned poor condition bridges represented by 26,618.1 square feet of deck area to be addressed, which is remarkably only 9.49% of poor condition, state-owned bridge deck area.

2024 POOR CONDITION BRIDGES ADDRESSED BY PROJECTS

BUSINESS PLAN NETWORK	TOTAL # OF INSPECTED BRIDGES	# OF POOR CONDITION BRIDGES	# OF POOR CONDITION BRIDGES TO BE ADDRESSED BY PROJECTS	# OF POOR CONDITION BRIDGES REMAINING TO BE ADDRESSED BY PROJECTS
STATE-OWNED ≥ 8'	644	43	29	14
LOCAL-OWNED ≥ 20'	234	71	15	56
• County	• 51	• 16	• 6	• 10
• Township	• 158	• 47	• 6	• 41
• Borough/City	• 22	• 6	• 2	• 4
• Railroad	• 3	• 2	• 1	• 1
TOTAL – BRIDGES	878	114	44	70

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/3/2025

2024 POOR CONDITION BRIDGE DECK AREA ADDRESSED BY PROJECTS

BUSINESS PLAN NETWORK	TOTAL # OF INSPECTED BRIDGES	# OF POOR CONDITION BRIDGES	BRIDGE DECK AREA IN SF ADDRESSED BY PROJECTS	POOR CONDITION BRIDGE DECK AREA IN SF REMAINING TO BE ADDRESSED BY PROJECTS
STATE-OWNED ≥ 8'	2,935,860.8	280,506.9	253,888.8	26,618.1
LOCAL-OWNED ≥ 20'	452,893.0	125,270.9	38,515.5	86,755.4
• County	• 166,796.1	• 32,468.8	• 12,757.0	• 19,711.8
• Township	• 208,997.9	• 72,866.2	• 8,928.0	• 63,938.2
• Borough/City	• 67,165.8	• 12,512.3	• 10,117.5	• 2,394.8
• Railroad	• 9,953.2	• 7,423.6	• 6,713.0	• 710.6
TOTAL – BRIDGES	3,388,753.8	405,777.8	292,404.3	113,373.5

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/3/2025

APPENDICES

2024 Performance Measures Annual Report -- Pavements

Reading

2024 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	110.0	61.07%	69.6	38.63%	0.5	0.30%	1.6	0.88%
NHS, Non-Interstate	128.1	32.07%	252.2	63.15%	19.1	4.78%	13.1	3.17%
MAP-21 Pavement Performance Measure Targets	Good				Poor			
	2025 Target	2026 Target	2027 Target	2028 Target	2025 Target	2026 Target	2027 Target	2028 Target
Interstate	49%	45%	42%	39%	2%	2%	2%	2%
NHS, Non-Interstate	31%	30%	22%	16%	8%	7%	7%	7%

* 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.

2024 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	43.6	47.27%	27.5	29.78%	15.1	16.36%	6.1	6.59%	72	92.3
NHS, Non-Interstate	22.3	11.16%	95.1	47.68%	55.8	27.98%	26.3	13.18%	111	199.6
Non-NHS, ≥ 2000 ADT	54.7	14.60%	192.5	51.41%	82.5	22.03%	44.8	11.97%	134	374.4
Non-NHS, < 2000 ADT	25.7	8.03%	111.6	34.83%	126.2	39.36%	57.0	17.78%	178	320.5
Total - Roadway	146.3	14.82%	426.7	43.24%	279.6	28.33%	134.2	13.60%	140	986.7

2024 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	17.2	22.31%	26.0	33.86%	26.9	34.98%	6.8	8.86%	86
NHS, Non-Interstate	4.6	2.34%	107.7	54.64%	62.7	31.80%	22.1	11.21%	82
Non-NHS, ≥ 2000 ADT	46.3	12.40%	150.9	40.46%	156.5	41.95%	19.4	5.19%	81
Non-NHS, < 2000 ADT	82.6	25.80%	197.1	61.59%	35.1	10.98%	5.2	1.63%	80
Total - Roadway	150.6	15.57%	481.8	49.82%	281.2	29.08%	53.5	5.53%	81

Total Miles

PennDOT Seg-Mi	PA Lane Miles
93.3	181.7
210.1	412.5
377.6	
322.2	
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 2024. For the Non-NHS Business Plan Networks, the IRI and OPI data for recent year captured, either 2023 or 2024.
- 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.

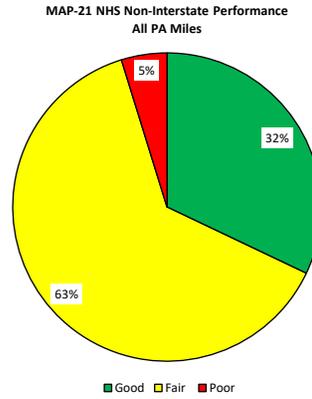
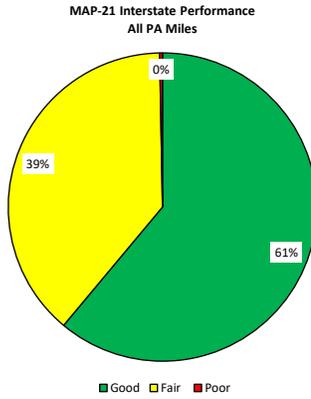
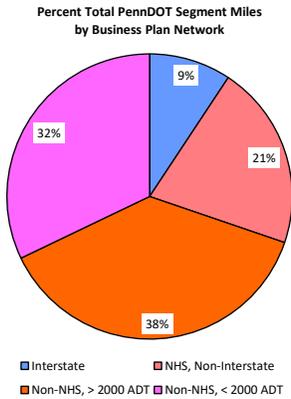
2024 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

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	80.86	16.46	0.00	0.00	0.00	0.00	12.42	0.34	0.29	0.64
NHS, Non-Interstate	177.14	43.79	0.00	0.00	0.00	0.00	62.05	33.46	22.75	56.21
Non-NHS, ≥ 2000 ADT	202.17	119.01	173.78	25.17	34.31	59.48	2.29	2.24	2.24	4.49
Non-NHS, < 2000 ADT	3.82	1.14	318.38	39.96	87.87	127.83	0.00	0.00	0.00	0.00
Total - Roadway	463.99	180.40	492.16	65.13	122.18	187.31	76.76	36.05	25.28	61.33

- Out-Of-Cycle Categories:
 - 1 - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
 - 2 - Low Level Bituminous Surface with Age > 7 Years
 - 3 - Low Level Bituminous Pavement with Age > 20 Years or no Structural Layers
 - 4 - Concrete Pavements with Age > 30 Years
 - 5 - 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.

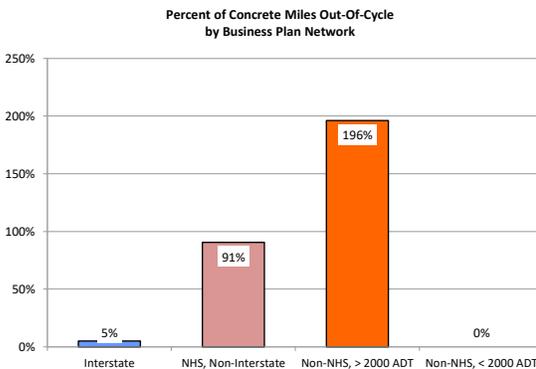
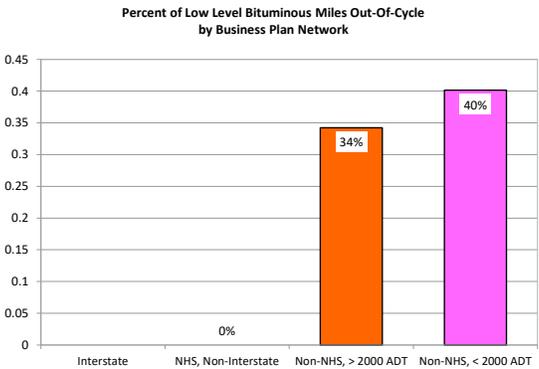
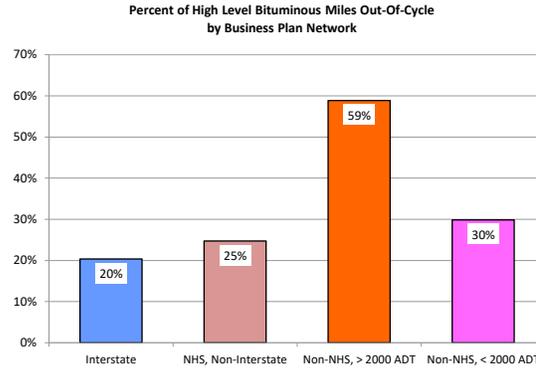
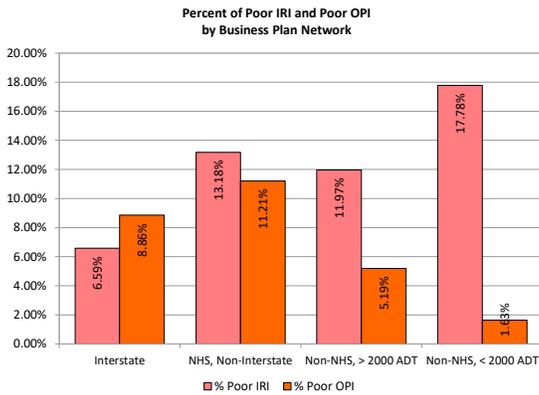
2024-MPO/RPO, 7/22/2025

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



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

	MAP-21 Bridge Performance Measure											
	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)	11	26.19%	0.105	24.87%	30	71.43%	0.193	45.83%	1	2.38%	0.123	29.30%
NHS, Non-Interstate	17	14.17%	0.107	7.47%	98	81.67%	1.220	85.27%	5	4.17%	0.104	7.27%
Total NHS	28	17.28%	0.212	11.42%	128	79.01%	1.413	76.30%	6	3.70%	0.227	12.28%

Total NHS Deck Area Poor %	Map-21 Goal	End of Year 2024 Value	2021 Target	2023 Target	2025 Target
	10.00%	12.28%	16.00%	14.00%	13.00%

	Count	Deck Area (Msf)
Interstate (Including Ramps)	42	0.421
NHS, Non-Interstate	120	1.431
Total NHS	162	1.852

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.

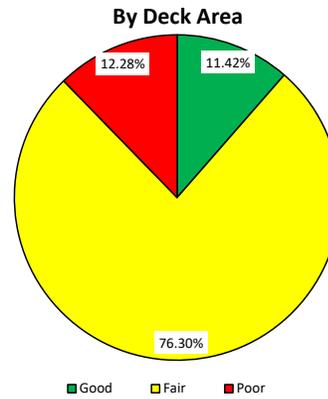
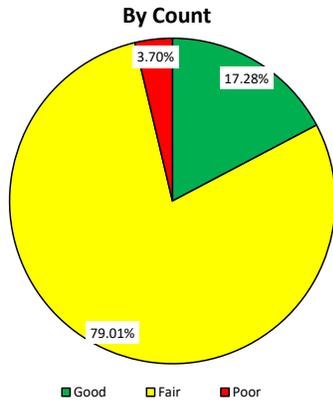
- MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge. A bridge is considered to be in good condition if the minimum condition rating of the deck, superstructure, substructure, or culvert ratings is 9, 8, or 7, fair if the minimum 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	64	0.3991	6,235	0	0	1	1.56%	0.1234	30.93%	17
State >8'; NHS (non-Interstate)	150	1.4542	9,695	0	1	6	4.00%	0.1047	7.20%	48
State >8'; non-NHS > 2000 ADT	243	0.7325	3,014	0	2	16	6.58%	0.0281	3.84%	90
State >8'; non-NHS < 2000 ADT	187	0.3543	1,894	3	6	20	10.70%	0.0283	8.00%	68
Total - State Bridges (>8')	644	2.9400	4,565	3	9	43	6.68%	0.2846	9.68%	223
Local >20'	236	0.4582	1,942	8	53	71	30.08%	0.1253	27.34%	71

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

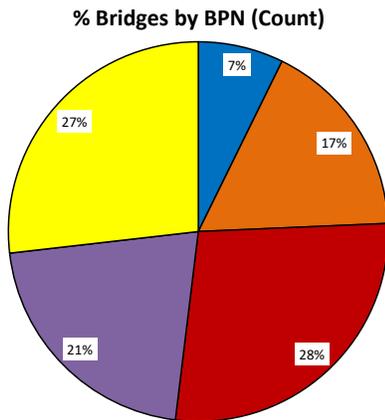
Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million\$)	Preservation (#bridges)
State >8'; Interstate/Ramps	0	0	0.00%	0.00%	\$0.88	7
State >8'; NHS (non-Interstate)	0	0	0.00%	0.00%	\$21.60	5
State >8'; non-NHS > 2000 ADT	3	1	0.39%	0.15%	\$1.08	3
State >8'; non-NHS < 2000 ADT	2	1	0.80%	0.10%	\$0.00	0
Total - State Bridges (>8')	5	2	0.19%	0.05%	\$23.56	15
Local >20'	5	5	1.57%	2.39%	\$0.00	0

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

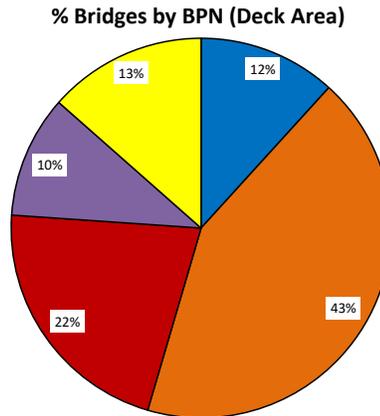


End of Calendar Year 2024 Status of Bridges in Region (Based on 8' and greater)

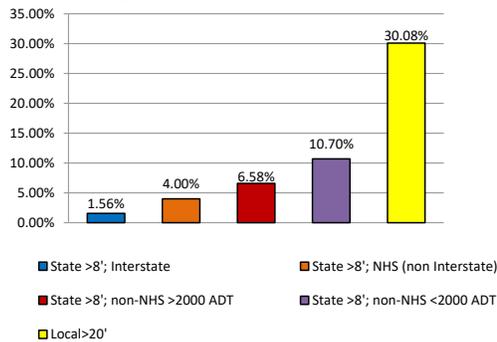
PennDOT Data 8' and Greater By Business Plan Network



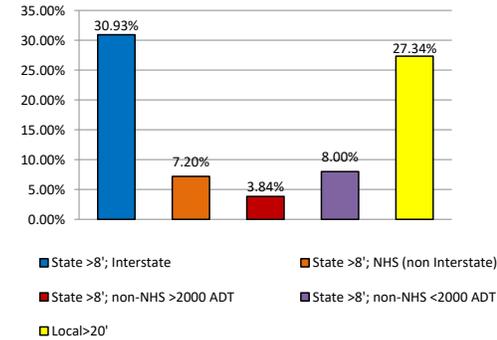
PennDOT Data 8' and Greater By Business Plan Network



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



POOR CONDITION PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUS PLAN NETWORK	FEDERAL AID	SEGMENT MILES	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
WILLIAM PENN HW	0078	150	Interstate	Y	0.4998	18022	120121	Completed
WILLIAM PENN HW	0078	154	Interstate	Y	0.5009	19730	120121	Completed
WILLIAM PENN HW	0078	155	Interstate	Y	0.5006	19602	120121	Completed
WILLIAM PENN HW	0078	234	Interstate	Y	0.4994	16453	72807	Under Construction
WILLIAM PENN HW	0078	240	Interstate	Y	0.5027	16453	72807	Under Construction
WILLIAM PENN HW	0078	244	Interstate	Y	0.4983	16453	72807	Under Construction
WILLIAM PENN HW	0078	250	Interstate	Y	0.5021	16453	72807	Under Construction
WILLIAM PENN HW	0078	260	Interstate	Y	0.4992	16453	none	n/a
WILLIAM PENN HW	0078	294	Interstate	Y	0.6542	29848	none	n/a
WILLIAM PENN HW	0078	295	Interstate	Y	0.6513	24646	none	n/a
WILLIAM PENN HW	0078	354	Interstate	Y	0.4996	30673	97274	Lenhartsville Bridge
WILLIAM PENN HW	0078	355	Interstate	Y	0.4655	29319	97274	Lenhartsville Bridge
MORGANTOWN EX	0176	104	Interstate	Y	0.4653	9079	none	n/a
FOURTH ST	2003	11	NHS Non-Interstate	N	0.6451	9061	101794	Completed
BINGAMAN ST	2005	10	NHS Non-Interstate	N	0.3119	10181	72814	In Development
BINGAMAN ST	2005	11	NHS Non-Interstate	N	0.3138	9383	72814	In Development
LAUREL ST	2005	12	NHS Non-Interstate	N	0.103	8936	none	n/a
FIFTH ST	2005	20	NHS Non-Interstate	N	0.5273	6535	101800	Completed
FIFTH ST	2005	30	NHS Non-Interstate	N	0.5108	10955	101800	Completed
FIFTH ST	2005	70	NHS Non-Interstate	N	0.3616	8014	none	n/a
FIFTH ST	2005	80	NHS Non-Interstate	N	0.2252	12736	none	n/a
ALLENTOWN PK	2005	160	NHS Non-Interstate	N	0.1267	7565	none	n/a
ALLENTOWN PK	2005	161	NHS Non-Interstate	N	0.1172	7565	none	n/a
SECOND ST	2008	2	NHS Non-Interstate	Y	0.1138	6857	none	n/a
FRANKLIN ST	2008	6	NHS Non-Interstate	Y	0.2063	7539	121626	Under Construction
FRANKLIN ST	2008	10	NHS Non-Interstate	Y	0.414	7539	121626	Under Construction
FRANKLIN ST	2008	20	NHS Non-Interstate	Y	0.4362	4183	121626	Under Construction
WASHINGTON ST	2010	11	NHS Non-Interstate	Y	0.3634	13007	121626	Under Construction
WASHINGTON ST	2010	21	NHS Non-Interstate	Y	0.4606	12796	121626	Under Construction
MINERAL SPRINGS RD	2021	70	NHS Non-Interstate	Y	0.225	4675	119753	Under Construction
MINERAL SPRINGS RD	2021	71	NHS Non-Interstate	Y	0.2314	4675	119753	Under Construction
MINERAL SPRINGS RD	2021	74	NHS Non-Interstate	Y	0.5407	9351	119753	Under Construction
ELEVENTH ST	2021	80	NHS Non-Interstate	Y	0.3144	11195	119753	Under Construction
ELEVENTH ST	2021	90	NHS Non-Interstate	Y	0.2116	11873	119753	Under Construction
BEN FRANKLIN HW	2022	10	NHS Non-Interstate	Y	0.1617	5213	none	n/a
BEN FRANKLIN HW	2022	11	NHS Non-Interstate	Y	0.1458	4399	none	n/a
PERKIOMEN AV	2054	30	NHS Non-Interstate	Y	0.146	8012	none	n/a
MORGANTOWN EX	2089	11	NHS Non-Interstate	Y	0.5759	3810	none	n/a
MORGANTOWN EX	2089	20	NHS Non-Interstate	Y	0.4284	3577	none	n/a
COLUMBIA AV	3016	90	NHS Non-Interstate	N	0.6066	5829	121039	Future Development
COLUMBIA AV	3016	100	NHS Non-Interstate	N	0.3036	6619	121039	Future Development
OLD LANCASTER PK	3048	10	NHS Non-Interstate	N	0.0466	642	none	n/a
OLD LANCASTER PK	3050	10	NHS Non-Interstate	N	0.0566	1407	none	n/a
LANCASTER AV	3222	20	NHS Non-Interstate	Y	0.185	9998	121057	Under Construction
LANCASTER AV	3222	81	NHS Non-Interstate	Y	0.3013	5852	119756	Under Construction
LANCASTER AV	3222	100	NHS Non-Interstate	Y	0.6409	10630	119756	Under Construction
LANCASTER AV	3222	101	NHS Non-Interstate	Y	0.6424	13105	119756	Under Construction
PENN AV	3422	10	NHS Non-Interstate	Y	0.4384	5235	none	n/a
PENN AV	3422	11	NHS Non-Interstate	Y	0.428	5235	none	n/a
PENN AV	3422	20	NHS Non-Interstate	Y	0.5608	10469	none	n/a
PENN AV	3422	50	NHS Non-Interstate	Y	0.5419	11473	none	n/a
PENN AV	3422	51	NHS Non-Interstate	Y	0.5411	13835	none	n/a
FOURTH ST	0061	11	NHS Non-Interstate	N	0.0498	5892	121626	Under Construction
POTTSVILLE PK	0061	110	NHS Non-Interstate	Y	0.1551	18699	none	n/a
SR 0061 SH	0061	390	NHS Non-Interstate	Y	0.564	12384	96373	Under Construction
SR 0061 SH	0061	391	NHS Non-Interstate	Y	0.5652	12584	96373	Under Construction
PHILADELPHIA AV	0073	430	NHS Non-Interstate	Y	0.6888	10839	none	n/a
WASHINGTON ST	0183	10	NHS Non-Interstate	Y	0.1006	10668	none	n/a
SECOND ST	0183	11	NHS Non-Interstate	Y	0.1127	15941	none	n/a
VAN REED RD	0222	242	NHS Non-Interstate	Y	0.3729	37471	n/a	Completed 2025
VAN REED RD	0222	243	NHS Non-Interstate	Y	0.3634	36313	n/a	Completed 2025
VAN REED RD	0222	272	NHS Non-Interstate	Y	0.4549	26230	n/a	Completed 2025
VAN REED RD	0222	282	NHS Non-Interstate	Y	0.4864	26230	n/a	Completed 2025
VAN REED RD	0222	362	NHS Non-Interstate	Y	0.5203	17011	110009	Completed 2023
ALLENTOWN PK	0222	440	NHS Non-Interstate	Y	0.1316	26444	none	n/a

ALLETOWN PK	0222	441	NHS Non-Interstate	Y	0.1225	291	none	n/a
KUTZTOWN RD	0222	484	NHS Non-Interstate	Y	0.2093	13222	none	n/a
KUTZTOWN RD	0222	510	NHS Non-Interstate	Y	0.1992	28861	61972	In Development
KUTZTOWN BP	0222	521	NHS Non-Interstate	Y	0.3339	14302	61972	In Development
KUTZTOWN BP	0222	541	NHS Non-Interstate	Y	0.3587	11325	none	n/a
KUTZTOWN BP	0222	550	NHS Non-Interstate	Y	0.6506	11276	none	n/a
KUTZTOWN BP	0222	551	NHS Non-Interstate	Y	0.5343	11325	none	n/a
KUTZTOWN BP	0222	560	NHS Non-Interstate	Y	0.3833	11276	none	n/a
KUTZTOWN BP	0222	561	NHS Non-Interstate	Y	0.5059	11325	none	n/a
KUTZTOWN BP	0222	570	NHS Non-Interstate	Y	0.4544	11276	none	n/a
KUTZTOWN BP	0222	571	NHS Non-Interstate	Y	0.4661	11325	none	n/a
KUTZTOWN BP	0222	580	NHS Non-Interstate	Y	0.3856	11276	none	n/a
KUTZTOWN BP	0222	581	NHS Non-Interstate	Y	0.4299	11325	none	n/a
KUTZTOWN BP	0222	590	NHS Non-Interstate	Y	0.5409	10006	none	n/a
KUTZTOWN BP	0222	591	NHS Non-Interstate	Y	0.4898	10056	none	n/a
KUTZTOWN BP	0222	600	NHS Non-Interstate	Y	0.3663	10006	none	n/a
KUTZTOWN BP	0222	601	NHS Non-Interstate	Y	0.3953	10056	none	n/a
KUTZTOWN BP	0222	610	NHS Non-Interstate	Y	0.4551	15098	none	n/a
KUTZTOWN BP	0222	611	NHS Non-Interstate	Y	0.4307	10056	none	n/a
PENN AV	0422	320	NHS Non-Interstate	Y	0.5905	13068	none	n/a
PENN AV	0422	321	NHS Non-Interstate	Y	0.5955	13542	none	n/a
BENJAMIN FRANKLIN HW	0422	490	NHS Non-Interstate	Y	0.4883	15823	none	n/a
BENJAMIN FRANKLIN HW	0422	491	NHS Non-Interstate	Y	0.4875	18356	none	n/a
BENJAMIN FRANKLIN HW	0422	640	NHS Non-Interstate	Y	0.6229	16764	121057	Under Construction
BENJAMIN FRANKLIN HW	0422	651	NHS Non-Interstate	Y	0.5174	16428	121057	Under Construction
LANCASTER AV	0724	72	NHS Non-Interstate	Y	0.4068	19005	none	n/a
WALL ST	1003	30	Non-NHS AADT \geq 2000	N	0.5324	4889	none	n/a
LEESPORT AV	1004	10	Non-NHS AADT \geq 2000	N	0.3839	4417	none	n/a
LEESPORT AV	1004	20	Non-NHS AADT \geq 2000	N	0.3708	4417	none	n/a
MT LAUREL AV	1004	60	Non-NHS AADT \geq 2000	N	0.3475	3895	none	n/a
MAIDENCREEK RD	1005	50	Non-NHS AADT \geq 2000	N	0.3831	2597	none	n/a
WEIS ST	1010	270	Non-NHS AADT \geq 2000	N	0.2311	7800	none	n/a
HUFFS CHURCH RD	1022	230	Non-NHS AADT \geq 2000	N	0.4905	2360	none	n/a
HUFFS CHURCH RD	1022	240	Non-NHS AADT \geq 2000	N	0.4591	2360	none	n/a
MAIN ST	1029	160	Non-NHS AADT \geq 2000	N	0.1831	6836	none	n/a
OLD TOPTON RD	1031	20	Non-NHS AADT \geq 2000	N	0.4055	2634	none	n/a
OLD TOPTON RD	1031	30	Non-NHS AADT \geq 2000	N	0.6951	2648	none	n/a
OLD TOPTON RD	1031	40	Non-NHS AADT \geq 2000	N	0.6042	2648	none	n/a
OLD TOPTON RD	1031	60	Non-NHS AADT \geq 2000	N	0.7032	2634	none	n/a
CHESTNUT ST	1035	10	Non-NHS AADT \geq 2000	N	0.4856	4103	none	n/a
CHESTNUT ST	2004	20	Non-NHS AADT \geq 2000	Y	0.3464	5076	none	n/a
CHESTNUT ST	2006	11	Non-NHS AADT \geq 2000	Y	0.5989	6715	none	n/a
SOUTH NINTH ST	2007	10	Non-NHS AADT \geq 2000	N	0.2566	6462	none	n/a
NORTH NINTH ST	2007	20	Non-NHS AADT \geq 2000	N	0.4305	6887	none	n/a
NORTH NINTH ST	2007	30	Non-NHS AADT \geq 2000	N	0.3051	6611	none	n/a
NORTH NINTH ST	2007	40	Non-NHS AADT \geq 2000	N	0.3873	6611	none	n/a
KUTZTOWN RD	2007	70	Non-NHS AADT \geq 2000	N	0.3049	8380	none	n/a
KUTZTOWN RD	2007	80	Non-NHS AADT \geq 2000	N	0.4519	8380	none	n/a
HAMPDEN BL	2009	41	Non-NHS AADT \geq 2000	N	0.0358	3537	none	n/a
ELEVENTH ST	2011	24	Non-NHS AADT \geq 2000	N	0.2432	15467	none	n/a
WALNUT ST	2012	10	Non-NHS AADT \geq 2000	N	0.4104	4401	none	n/a
WALNUT ST	2012	20	Non-NHS AADT \geq 2000	N	0.618	6105	none	n/a
SPRING ST	2014	20	Non-NHS AADT \geq 2000	N	0.3866	9283	101809	Completed
SPRING ST	2014	30	Non-NHS AADT \geq 2000	N	0.4375	4161	101809	Completed
BELLEVUE AV	2016	20	Non-NHS AADT \geq 2000	N	0.3922	9357	none	n/a
ELIZABETH AV	2016	42	Non-NHS AADT \geq 2000	N	0.3303	2130	none	n/a
ELIZABETH AV	2016	50	Non-NHS AADT \geq 2000	N	0.5229	2211	none	n/a
ELIZABETH AV	2016	70	Non-NHS AADT \geq 2000	N	0.6589	2211	none	n/a
OLEY TURNPIKE RD	2020	10	Non-NHS AADT \geq 2000	N	0.4443	2236	none	n/a
OLEY TURNPIKE RD	2020	20	Non-NHS AADT \geq 2000	N	0.397	2236	none	n/a
OLEY TURNPIKE RD	2020	30	Non-NHS AADT \geq 2000	N	0.4765	2236	none	n/a
OLEY TURNPIKE RD	2020	40	Non-NHS AADT \geq 2000	N	0.4627	2236	none	n/a
OLEY TURNPIKE RD	2020	50	Non-NHS AADT \geq 2000	N	0.5083	2236	none	n/a
TWENTYTHIRD ST	2023	10	Non-NHS AADT \geq 2000	Y	0.168	4786	none	n/a
ANTIETAM RD	2025	40	Non-NHS AADT \geq 2000	N	0.6235	4238	none	n/a
MONOCACY CREEK RD	2025	312	Non-NHS AADT \geq 2000	N	0.0602	3477	121057	Under Construction
SKYLINE DR	2027	50	Non-NHS AADT \geq 2000	N	0.3108	2571	none	n/a
CHURCH HILL RD	2029	20	Non-NHS AADT \geq 2000	N	0.4269	2457	none	n/a

DANIEL BOONE RD	2041	10	Non-NHS AADT ≥ 2000	N	0.4229	2530	121057	Under Construction
DANIEL BOONE RD	2041	20	Non-NHS AADT ≥ 2000	N	0.5703	2530	none	n/a
DANIEL BOONE RD	2041	40	Non-NHS AADT ≥ 2000	N	0.6852	2530	none	n/a
MAIN ST	2047	10	Non-NHS AADT ≥ 2000	N	0.6297	3625	none	n/a
OLD AIRPORT RD	2049	40	Non-NHS AADT ≥ 2000	N	0.4775	3077	none	n/a
OLD AIRPORT RD	2049	50	Non-NHS AADT ≥ 2000	N	0.5697	3077	none	n/a
OLD AIRPORT RD	2049	70	Non-NHS AADT ≥ 2000	N	0.4894	2535	none	n/a
OLD AIRPORT RD	2049	80	Non-NHS AADT ≥ 2000	N	0.2706	2535	none	n/a
DENGLER ST	2050	10	Non-NHS AADT ≥ 2000	N	0.1284	2960	none	n/a
NORTH READING AV	2067	10	Non-NHS AADT ≥ 2000	N	0.3396	8399	none	n/a
MONTGOMERY AV	2069	10	Non-NHS AADT ≥ 2000	N	0.4653	2697	none	n/a
READING AV	2069	60	Non-NHS AADT ≥ 2000	N	0.3267	2860	none	n/a
TWENTYSECOND ST	2073	11	Non-NHS AADT ≥ 2000	N	0.0822	3165	none	n/a
EIGHTH ST	2075	11	Non-NHS AADT ≥ 2000	N	0.0756	6253	none	n/a
ELEVENTH ST	2085	10	Non-NHS AADT ≥ 2000	N	0.115	2562	none	n/a
HIGH ST	3002	10	Non-NHS AADT ≥ 2000	N	0.6924	2836	122594	In Development
OLD CHURCH RD	3006	10	Non-NHS AADT ≥ 2000	N	0.4108	2337	none	n/a
OLD CHURCH RD	3006	20	Non-NHS AADT ≥ 2000	N	0.5152	2337	none	n/a
BROWNSVILLE RD	3008	50	Non-NHS AADT ≥ 2000	N	0.6616	2041	none	n/a
BROWNSVILLE RD	3008	60	Non-NHS AADT ≥ 2000	N	0.4214	2544	none	n/a
WYOMISSING RD	3009	90	Non-NHS AADT ≥ 2000	N	0.4786	3482	none	n/a
MOUNTAIN HOME RD	3012	52	Non-NHS AADT ≥ 2000	N	0.2814	2903	none	n/a
NORTH WYOMISSING BL	3019	30	Non-NHS AADT ≥ 2000	N	0.129	12176	none	n/a
PAPER MILL RD	3021	11	Non-NHS AADT ≥ 2000	N	0.1892	8078	none	n/a
STATE HILL RD	3023	10	Non-NHS AADT ≥ 2000	N	0.2585	10435	117620	In Development
STATE HILL RD	3023	11	Non-NHS AADT ≥ 2000	N	0.2508	9309	117620	In Development
STATE HILL RD	3023	60	Non-NHS AADT ≥ 2000	N	0.475	7749	none	n/a
GREEN VALLEY RD	3025	20	Non-NHS AADT ≥ 2000	N	0.5445	4008	none	n/a
GREEN VALLEY RD	3025	40	Non-NHS AADT ≥ 2000	N	0.4394	4058	none	n/a
GREEN VALLEY RD	3025	50	Non-NHS AADT ≥ 2000	N	0.7146	4058	none	n/a
KENHORST BL	3030	10	Non-NHS AADT ≥ 2000	N	0.2758	4655	none	n/a
BUTLER ST	3034	10	Non-NHS AADT ≥ 2000	N	0.2184	8371	none	n/a
OLD FRITZTOWN RD	3046	10	Non-NHS AADT ≥ 2000	N	0.018	5857	none	n/a
PAPERMILL RD	3049	10	Non-NHS AADT ≥ 2000	N	0.2436	4452	none	n/a
MULL AV	3055	10	Non-NHS AADT ≥ 2000	Y	0.5822	10503	87688	In Development
VAN REED RD	3055	30	Non-NHS AADT ≥ 2000	Y	0.5301	10503	110860	Under Construction
STOUDTS FERRY RD	3067	10	Non-NHS AADT ≥ 2000	N	0.0369	3772	none	n/a
WOLF CREEK RD	4011	90	Non-NHS AADT ≥ 2000	N	0.3975	2298	none	n/a
WOLF CREEK RD	4011	100	Non-NHS AADT ≥ 2000	N	0.4828	2298	none	n/a
WOLF CREEK RD	4011	110	Non-NHS AADT ≥ 2000	N	0.4583	2298	none	n/a
OLD RTE 22	4011	126	Non-NHS AADT ≥ 2000		0.122	7568	none	n/a
MOUNTAIN RD	4011	132	Non-NHS AADT ≥ 2000	N	0.1206	3363	none	n/a
MOUNTAIN RD	4011	140	Non-NHS AADT ≥ 2000	N	0.1714	3363	none	n/a
BELLEMANS CHURCH RD	4017	120	Non-NHS AADT ≥ 2000	N	0.61	3045	none	n/a
BELLEMANS CHURCH RD	4017	130	Non-NHS AADT ≥ 2000	N	0.2265	3045	none	n/a
EAST REHRERSBURG RD	4018	94	Non-NHS AADT ≥ 2000	N	0.1144	2416	none	n/a
HEX HW	4028	90	Non-NHS AADT ≥ 2000	N	0.3396	3599	none	n/a
WEST STATE ST	4028	100	Non-NHS AADT ≥ 2000	N	0.5027	9309	112685	Completed
STATE ST	4028	110	Non-NHS AADT ≥ 2000	N	0.3384	9309	none	n/a
STATE ST	4028	120	Non-NHS AADT ≥ 2000	N	0.3017	4684	none	n/a
HULLER LN	4030	130	Non-NHS AADT ≥ 2000	N	0.6695	3060	none	n/a
SOUTH FOURTH ST	4035	10	Non-NHS AADT ≥ 2000	N	0.0559	4006	none	n/a
MORGANTOWN RD	0010	20	Non-NHS AADT ≥ 2000	N	0.1801	7765	none	n/a
MAIN ST	0073	90	Non-NHS AADT ≥ 2000	N	0.4951	7508	none	n/a
BLANDON RD	0073	140	Non-NHS AADT ≥ 2000	N	0.4773	9932	88781	Under Construction
BLANDON RD	0073	184	Non-NHS AADT ≥ 2000	N	0.1252	4967	none	n/a
BLANDON RD	0073	185	Non-NHS AADT ≥ 2000	N	0.1284	4967	none	n/a
MEMORIAL HW	0073	214	Non-NHS AADT ≥ 2000	Y	0.1021	6122	none	n/a
MEMORIAL HW	0073	215	Non-NHS AADT ≥ 2000	Y	0.1004	6122	none	n/a
SCHUYLKILL AV	0183	25	Non-NHS AADT ≥ 2000	N	0.3871	6878	none	n/a
SCHUYLKILL AV	0183	27	Non-NHS AADT ≥ 2000	N	0.4536	6878	none	n/a
SCHUYLKILL AV	0183	30	Non-NHS AADT ≥ 2000	N	0.3642	6314	none	n/a
SCHUYLKILL AV	0183	31	Non-NHS AADT ≥ 2000	N	0.3614	7942	none	n/a
BERNVILLE RD	0183	72	Non-NHS AADT ≥ 2000	Y	0.1068	5358	121039	Future Development
BERNVILLE RD	0183	73	Non-NHS AADT ≥ 2000	Y	0.1098	5358	121039	Future Development
CHESTNUT ST	0345	100	Non-NHS AADT ≥ 2000	N	0.539	2121	none	n/a
CHESTNUT ST	0345	110	Non-NHS AADT ≥ 2000	N	0.4634	2121	121039	Future Development
EAST MAIN ST	0345	120	Non-NHS AADT ≥ 2000	N	0.5682	6314	121039	Future Development

SECOND ST	0419	22	Non-NHS AADT ≥ 2000	N	0.3958	4419	122594	In Development
NORTH THIRD ST	0419	42	Non-NHS AADT ≥ 2000	N	0.4116	4807	122594	In Development
NORTH THIRD ST	0419	52	Non-NHS AADT ≥ 2000	N	0.5722	4341	122594	In Development
LANCASTER AV	0501	110	Non-NHS AADT ≥ 2000	Y	0.2261	6039	none	n/a
LANCASTER AV	0501	120	Non-NHS AADT ≥ 2000	N	0.2835	4006	none	n/a
ALLEGHENYVILLE RD	0568	20	Non-NHS AADT ≥ 2000	N	0.5038	4411	none	n/a
ALLEGHENYVILLE RD	0568	30	Non-NHS AADT ≥ 2000	N	0.4689	4411	none	n/a
ALLEGHENYVILLE RD	0568	40	Non-NHS AADT ≥ 2000	N	0.472	4411	none	n/a
ALLEGHENYVILLE RD	0568	50	Non-NHS AADT ≥ 2000	N	0.44	3856	none	n/a
ALLEGHENYVILLE RD	0568	60	Non-NHS AADT ≥ 2000	N	0.6826	3856	none	n/a
NEW HOLLAND RD	0625	170	Non-NHS AADT ≥ 2000	N	0.2962	6056	121039	Under Construction
CHURCH LN	0662	11	Non-NHS AADT ≥ 2000	Y	0.1352	2446	121057	Under Construction
MAIN ST	0662	290	Non-NHS AADT ≥ 2000	Y	0.1178	5239	none	n/a
MOSELEM SPRINGS RD	0662	420	Non-NHS AADT ≥ 2000	Y	0.6669	3520	none	n/a
PHILADELPHIA AV	0724	142	Non-NHS AADT ≥ 2000	N	0.4574	8590	none	n/a
SNYDER RD	1001	40	Non-NHS AADT < 2000	N	0.5201	1264	none	n/a
KINDT CORNER RD	1003	64	Non-NHS AADT < 2000	N	0.4233	532	none	n/a
WINDSOR CASTLE RD	1003	170	Non-NHS AADT < 2000	N	0.4686	328	none	n/a
WINDSOR CASTLE RD	1003	180	Non-NHS AADT < 2000	N	0.6314	328	none	n/a
WINDSOR CASTLE RD	1003	190	Non-NHS AADT < 2000	N	0.3527	1221	none	n/a
MAIDENCREEK RD	1005	100	Non-NHS AADT < 2000	N	0.5169	634	none	n/a
WINDSOR ST	1008	10	Non-NHS AADT < 2000	N	0.4519	746	101805	Completed
DUNKELS CHURCH RD	1009	10	Non-NHS AADT < 2000	N	0.3563	245	none	n/a
DUNKELS CHURCH RD	1009	40	Non-NHS AADT < 2000	N	0.4572	245	none	n/a
DUNKELS CHURCH RD	1009	50	Non-NHS AADT < 2000	N	0.3119	245	none	n/a
DUNKELS CHURCH RD	1009	60	Non-NHS AADT < 2000	N	0.4625	245	none	n/a
WALNUTTOWN RD	1011	10	Non-NHS AADT < 2000	N	0.4708	1272	none	n/a
WALNUTTOWN RD	1011	40	Non-NHS AADT < 2000	N	0.5496	1272	none	n/a
WALNUTTOWN RD	1011	50	Non-NHS AADT < 2000	N	0.5483	1272	none	n/a
CRYSTAL CAVE RD	1012	40	Non-NHS AADT < 2000	N	0.3627	94	none	n/a
CRYSTAL CAVE RD	1012	50	Non-NHS AADT < 2000	N	0.6294	94	none	n/a
DONAT RD	1015	80	Non-NHS AADT < 2000	N	0.1089	587	none	n/a
KISTLER VALLEY RD	1019	10	Non-NHS AADT < 2000	N	0.4799	454	none	n/a
KISTLER VALLEY RD	1019	20	Non-NHS AADT < 2000	N	0.6877	454	none	n/a
KISTLER VALLEY RD	1019	30	Non-NHS AADT < 2000	N	0.632	454	none	n/a
WOODSIDE AV	1024	160	Non-NHS AADT < 2000	N	0.6489	914	none	n/a
LONG LN	1026	70	Non-NHS AADT < 2000	N	0.7081	336	none	n/a
LONG LN	1026	100	Non-NHS AADT < 2000	N	0.3438	336	none	n/a
LONG LN	1026	110	Non-NHS AADT < 2000	N	0.5006	336	none	n/a
LONG LN	1026	120	Non-NHS AADT < 2000	N	0.6384	336	none	n/a
BITTING RD	1026	160	Non-NHS AADT < 2000	N	0.5498	142	none	n/a
OYSTERDALE RD	1030	120	Non-NHS AADT < 2000	N	0.3746	1073	none	n/a
OYSTERDALE RD	1030	130	Non-NHS AADT < 2000	N	0.5795	634	none	n/a
OYSTERDALE RD	1030	180	Non-NHS AADT < 2000	N	0.5074	634	none	n/a
FORGEDALE RD	1030	210	Non-NHS AADT < 2000	N	0.4767	472	none	n/a
FORGEDALE RD	1030	220	Non-NHS AADT < 2000	N	0.7106	472	none	n/a
FORGEDALE RD	1030	260	Non-NHS AADT < 2000	N	0.5002	472	none	n/a
FORGEDALE RD	1030	270	Non-NHS AADT < 2000	N	0.447	472	none	n/a
STEINSVILLE RD	1036	10	Non-NHS AADT < 2000	N	0.0716	281	none	n/a
WESSNERSVILLE RD	1038	10	Non-NHS AADT < 2000	N	0.664	340	none	n/a
DALE RD	1047	10	Non-NHS AADT < 2000	N	0.4708	808	none	n/a
DALE RD	1047	20	Non-NHS AADT < 2000	N	0.3314	808	none	n/a
ST PETERS RD	1047	110	Non-NHS AADT < 2000	N	0.6386	1911	none	n/a
SADDLE RD	1053	10	Non-NHS AADT < 2000	N	0.0206	96	none	n/a
ELM STREET	1055	10	Non-NHS AADT < 2000	N	0.046	961	none	n/a
SHILOH RD	2013	54	Non-NHS AADT < 2000	N	0.0301	293	none	n/a
KAUFFMAN RD	2024	22	Non-NHS AADT < 2000	N	0.0053	300	none	n/a
BASKET RD	2025	50	Non-NHS AADT < 2000	N	0.4472	453	none	n/a
SPIES CHURCH RD	2025	60	Non-NHS AADT < 2000	N	0.3748	453	none	n/a
SPIES CHURCH RD	2025	70	Non-NHS AADT < 2000	N	0.6373	1273	none	n/a
SPIES CHURCH RD	2025	80	Non-NHS AADT < 2000	N	0.4663	1273	none	n/a
LIMEKILN RD	2025	100	Non-NHS AADT < 2000	N	0.5123	669	none	n/a
LIMEKILN RD	2025	110	Non-NHS AADT < 2000	N	0.4763	669	none	n/a
LIMEKILN RD	2025	120	Non-NHS AADT < 2000	N	0.4875	678	none	n/a
LIMEKILN RD	2025	230	Non-NHS AADT < 2000	N	0.4561	820	13825	Future Development
LIMEKILN RD	2025	240	Non-NHS AADT < 2000	N	0.4212	1215	13825	Future Development
LIMEKILN RD	2025	250	Non-NHS AADT < 2000	N	0.3288	1215	13825	Future Development
LIMEKILN RD	2025	260	Non-NHS AADT < 2000	N	0.4765	1215	13825	Future Development

WHITE BEAR RD	2031	80	Non-NHS AADT < 2000	N	0.0136	824	none	n/a
HILL CHURCH RD	2032	10	Non-NHS AADT < 2000	N	0.6116	1030	none	n/a
HILL CHURCH RD	2032	20	Non-NHS AADT < 2000	N	0.6223	1030	none	n/a
HILL CHURCH RD	2032	30	Non-NHS AADT < 2000	N	0.4688	1030	none	n/a
HILL CHURCH RD	2032	80	Non-NHS AADT < 2000	N	0.5087	485	none	n/a
RACE ST	2032	110	Non-NHS AADT < 2000	N	0.5511	479	none	n/a
CHESTNUT ST	2032	130	Non-NHS AADT < 2000	N	0.4362	741	none	n/a
MANATAWNY DR	2036	22	Non-NHS AADT < 2000	N	0.4453	1841	none	n/a
WEAVERTOWN RD	2041	50	Non-NHS AADT < 2000	N	0.4708	1226	none	n/a
OLD TULPEHOCKEN RD	2043	10	Non-NHS AADT < 2000	N	0.0212	656	none	n/a
MILL ST	2044	10	Non-NHS AADT < 2000	N	0.2294	907	none	n/a
FUNK RD	2045	10	Non-NHS AADT < 2000	N	0.0871	1618	none	n/a
MONOCACY RD	2047	20	Non-NHS AADT < 2000	N	0.3307	149	none	n/a
IRONSTONE DR	2049	180	Non-NHS AADT < 2000	N	0.3178	1910	none	n/a
MANATAWNY RD	2053	10	Non-NHS AADT < 2000	N	0.2089	1561	none	n/a
DOUGLASS DR	2059	50	Non-NHS AADT < 2000	N	0.2265	1375	none	n/a
FRIEDENSBURG RD	2071	10	Non-NHS AADT < 2000	N	0.3491	648	none	n/a
FRIEDENSBURG RD	2071	20	Non-NHS AADT < 2000	N	0.4422	648	none	n/a
FRIEDENSBURG RD	2071	30	Non-NHS AADT < 2000	N	0.5153	648	none	n/a
ELVERSON RD	2082	12	Non-NHS AADT < 2000	Y	0.5576	1071	none	n/a
HAYCREEK RD	2082	82	Non-NHS AADT < 2000	Y	0.7091	1071	none	n/a
HAYCREEK RD	2082	92	Non-NHS AADT < 2000	Y	0.5655	1071	none	n/a
HAYCREEK RD	2082	102	Non-NHS AADT < 2000	Y	0.4258	1071	none	n/a
HAYCREEK RD	2082	112	Non-NHS AADT < 2000	Y	0.3869	1071	none	n/a
HAYCREEK RD	2082	122	Non-NHS AADT < 2000	Y	0.5858	1071	none	n/a
HAYCREEK RD	2082	132	Non-NHS AADT < 2000	Y	0.5648	1071	none	n/a
HAYCREEK RD	2082	142	Non-NHS AADT < 2000	Y	0.2237	1071	none	n/a
HAYCREEK RD	2082	182	Non-NHS AADT < 2000	Y	0.5252	1071	121039	Future Development
FURNACE ST	2082	192	Non-NHS AADT < 2000	Y	0.4231	1071	121039	Future Development
SCHLOUCH RD	3001	10	Non-NHS AADT < 2000	N	0.4708	181	none	n/a
SCHLOUCH RD	3001	20	Non-NHS AADT < 2000	N	0.4665	181	none	n/a
SCHLOUCH RD	3001	30	Non-NHS AADT < 2000	N	0.7119	181	none	n/a
WYOMISSING RD	3009	30	Non-NHS AADT < 2000	N	0.364	1173	none	n/a
WYOMISSING RD	3009	40	Non-NHS AADT < 2000	N	0.4381	1173	none	n/a
CHURCH ST	3010	80	Non-NHS AADT < 2000	N	0.2466	171	none	n/a
HEFFNER RD	3010	90	Non-NHS AADT < 2000	N	0.393	171	none	n/a
LINCOLN DR	3012	10	Non-NHS AADT < 2000	N	0.3008	1351	none	n/a
MOHNS HILL RD	3018	40	Non-NHS AADT < 2000	N	0.2542	1134	none	n/a
VERMONT RD	3018	60	Non-NHS AADT < 2000	N	0.4574	1134	none	n/a
VERMONT RD	3018	70	Non-NHS AADT < 2000	N	0.1955	1134	none	n/a
OLD LANCASTER PK	3020	4	Non-NHS AADT < 2000	N	0.3763	1249	none	n/a
OLD LANCASTER PK	3020	6	Non-NHS AADT < 2000	N	0.3841	1249	none	n/a
FAIRMONT AV	3020	10	Non-NHS AADT < 2000	N	0.3858	1249	none	n/a
FURNACE ST	3029	4	Non-NHS AADT < 2000	N	0.0123	1197	none	n/a
ELM ST	3029	10	Non-NHS AADT < 2000	N	0.2949	1401	none	n/a
ELM ST	3029	20	Non-NHS AADT < 2000	N	0.1759	1401	none	n/a
HILL RD	3035	50	Non-NHS AADT < 2000	N	0.4672	139	none	n/a
HILL RD	3035	60	Non-NHS AADT < 2000	N	0.4966	139	none	n/a
HILL RD	3035	70	Non-NHS AADT < 2000	N	0.3085	139	none	n/a
TULPEHOCKEN FORGE RD	3037	20	Non-NHS AADT < 2000	N	0.4059	76	none	n/a
TULPEHOCKEN FORGE RD	3037	30	Non-NHS AADT < 2000	N	0.4884	76	none	n/a
TULPEHOCKEN FORGE RD	3037	50	Non-NHS AADT < 2000	N	0.579	76	none	n/a
TULPEHOCKEN FORGE RD	3037	70	Non-NHS AADT < 2000	N	0.5718	106	none	n/a
FURLOW RD	3038	10	Non-NHS AADT < 2000	N	0.3125	471	none	n/a
UPPER VAN REED RD	3051	10	Non-NHS AADT < 2000	N	0.3449	248	none	n/a
UPPER VAN REED RD	3051	20	Non-NHS AADT < 2000	N	0.4477	248	none	n/a
MECKVILLE RD	4003	60	Non-NHS AADT < 2000	N	0.4019	233	none	n/a
MECKVILLE RD	4005	10	Non-NHS AADT < 2000	N	0.4598	494	none	n/a
PINEGROVE RD	4007	10	Non-NHS AADT < 2000	N	0.482	1329	none	n/a
CHRISTMAS VILLAGE RD	4010	40	Non-NHS AADT < 2000	N	0.4576	716	none	n/a
SHARTLESVILLE RD	4011	60	Non-NHS AADT < 2000	N	0.4652	1887	none	n/a
SUMMER MOUNTAIN RD	4014	80	Non-NHS AADT < 2000	N	0.6163	278	none	n/a
SUMMER MOUNTAIN RD	4014	110	Non-NHS AADT < 2000	N	0.5011	278	none	n/a
BERNE RD	4015	132	Non-NHS AADT < 2000	N	0.0239	703	110032	Completed
BELLEMANS CHURCH RD	4019	10	Non-NHS AADT < 2000	N	0.4733	634	none	n/a
BELLEMANS CHURCH RD	4019	20	Non-NHS AADT < 2000	N	0.3589	634	none	n/a
BELLEMANS CHURCH RD	4019	30	Non-NHS AADT < 2000	N	0.6265	634	none	n/a
BELLEMANS CHURCH RD	4019	40	Non-NHS AADT < 2000	N	0.6506	634	none	n/a

BELLEMANS CHURCH RD	4019	50	Non-NHS AADT < 2000	N	0.5553	634	none	n/a
BELLEMANS CHURCH RD	4019	60	Non-NHS AADT < 2000	N	0.615	634	none	n/a
MAIN ST	4020	10	Non-NHS AADT < 2000	N	0.3091	683	none	n/a
CENTERPORT RD	4021	60	Non-NHS AADT < 2000	N	0.1771	600	none	n/a
IRISH CREEK RD	4022	140	Non-NHS AADT < 2000	N	0.1453	983	none	n/a
ST MICHAELS RD	4028	20	Non-NHS AADT < 2000	N	0.5108	253	none	n/a
GRANGE RD	4030	20	Non-NHS AADT < 2000	N	0.4301	606	none	n/a
GRANGE RD	4030	80	Non-NHS AADT < 2000	N	0.4275	606	none	n/a
OHLINGER RD	4031	30	Non-NHS AADT < 2000	N	0.4473	124	none	n/a
SCHAPPELL RD	4038	20	Non-NHS AADT < 2000	N	0.6294	691	none	n/a
AIRPORT RD	4039	10	Non-NHS AADT < 2000	N	0.0229	466	none	n/a
MIDWAY RD	4041	10	Non-NHS AADT < 2000	N	0.0225	1680	none	n/a
POWER DR	4043	10	Non-NHS AADT < 2000	N	0.0203	219	none	n/a
MOUNTAIN RD	4044	90	Non-NHS AADT < 2000	N	0.1388	745	none	n/a
NORTHKILL RD	4045	10	Non-NHS AADT < 2000	N	0.0203	523	none	n/a
MILL RD	4047	10	Non-NHS AADT < 2000	N	0.0297	176	none	n/a
MAIN ST	0143	40	Non-NHS AADT < 2000	N	0.6091	1577	none	n/a
GREEN HILLS RD	0568	210	Non-NHS AADT < 2000	N	0.4744	1574	none	n/a
GREEN HILLS RD	0568	220	Non-NHS AADT < 2000	N	0.429	1574	none	n/a

2024 POOR CONDITION BRIDGES										
Owner	BR Key	Location/Structure Name	Feature Carried	Feature Intersected	Municipality	Length (FT)	Deck Area (\$F)	Planned Project	Project Status	
L-B/C	5492	EAST END OF BOROUGH	PINE STREET	KAERCHERS CREEK	Hamburg	24	804			
L-B/C	5493	BET PINE AND STATE STS	SECOND STREET	MILL CREEK	Hamburg	26	416			
L-B/C	5496	PENN AVENUE	PENN AVENUE	MAIDEN CREEK	Lenhartsville	225	8437.5	117726	In Development	
L-B/C	5499	WEST OF FURNACE STREET	FREEMAN STREET	FURNACE CREEK	Robesonia	27	594			
L-B/C	5500	SOUTH END OF BOROUGH	FURNACE STREET	FURNACE CREEK	Robesonia	33	580.8			
L-B/C	5502	EAST OF US 422 BUS.	PARK VIEW ROAD	ANTIETAM CREEK	Saint Lawrence	56	1680	10774	Future Development	
L-C	5295	DEYSHERS BRIDGE	SWAMP CREEK ROAD	WEST BRANCH SWAMP CREEK	Colebrookdale	79	3262.7	n/a	In Development by County	
L-C	5312	GREENAWALT BRIDGE	LITTLE RND. TOP RD	MAIDEN CREEK	Albany	104	2444			
L-C	5322	WEIDNER'S MILL BRIDGE	LEVENGOOD ROAD	MANATAWNY CREEK	Amity	103	3326.9	n/a	In Development by County	
L-C	5326	1 MI. NO. OF MT. AETNA	BORDNER ROAD	LITTLE SWATARA CREEK	Tulpehocken	65	1339			
L-C	5346	DAUBERVILLE BRIDGE	T-547 RAILROAD RD.	IRISH CREEK	Center	66	2257.2			
L-C	5366	2 MI. NW OF KUTZTOWN	DUTCH MILL RD	SACONY CREEK	Greenwich	100	2250			
L-C	5364	HEFFNERS BRIDGE	GARMAN ROAD	SACONY CREEK	Richmond	81	1441.8			
L-C	5370	1 MI. NW OF KUTZTOWN	KUTZ MILL ROAD	SACONY CREEK	Greenwich	94	1457			
L-C	5374	3 M.S.W.OF BERNVILLE	KRICKS MILL RD	TULPEHOCKEN CREEK	North Heidelberg	77	1339.8	n/a	Future Development by County	
L-C	5375	2 M.S.W.OF BERNVILLE	T-507 GRANDVIEW RD	TULPEHOCKEN CREEK	North Heidelberg	76	1071.6	n/a	In Development by County	
L-C	5397	1 MI.N.OF WOMELSDORF	CANAL ROAD	TULPEHOCKEN CREEK	Marion	68	1632			
L-C	5396	2 MI.W.OF WOMELSDORF	SCHARFF ROAD	TULPEHOCKEN CREEK	Marion	82	1886			
L-C	5423	NE OF BERKLEY	BOWERS ROAD	MAIDEN CREEK	Ontelaunee	202	3716.8			
L-C	5425	500 FT WEST RTE 61	BERKLEY RD.	WILLOW CREEK	Ontelaunee	60	2820	n/a	Repaired by County in 2024	
L-C	5441	MOSELEM SPRINGS BRIDGE	EAGLE ROAD 2687E1	MOSELEM CREEK	Richmond	52	936	n/a	In Development by County	
L-C	5439	MOSELEM FURNACE BRIDGE	FORGE HILL ROAD	MOSELEM CREEK	Richmond	46	1288			
L-RR	47971	WEST OF MAIDEN CREEK	CALCIUM ROAD	NORFOLK SOUTHERN (0342)	Maidencreek	38	710.6			
L-RR	5308	SPRINGMONT	DWIGHT STREET	LEBANON VAL. BR. NORFOLK	Spring	137	6713	10727	In Development	
L-T	5299	IRONSTONE DRIVE	Ironstone Drive	IRONSTONE CREEK	Colebrookdale	32	844.8			
L-T	5505	8TH AVE AND COLUMBIA AVE.	8TH AVENUE	LAUREL RUN CREEK	Muhlenberg	44	1936			
L-T	5506	8TH AVE AND SHALTER AVE.	8TH AVENUE	SHALTER AVENUE FLOODWAY	Muhlenberg	47	2068			
L-T	47971	MUHLNBERG PARK	RIVER ROAD	LAUREL RUN	Muhlenberg	24	576			
L-T	5308	NW OF PA 724/I-176 INTER.	POPLAR NECK ROAD	SCHUYLKILL RIVER	Cumru	550	15290			
L-T	5309	MOHNTON/PENNWYN	WERNER STREET	WYOMISSING CREEK	Cumru	39	2067			
L-T	5310	KENHORST/GRILL	HIGH BOULEVARD	ANGELICA CREEK	Kenhorst	55	3080	110088	Future Development	
L-T	5315	1.4 MI WEST OF PA 143	HAWK MTN. ROAD	TRIB TO PINE CREEK	Albany	37	999			
L-T	5318	NORTH OF MONOCACY HILL RD	VALLEY ROAD	SPRING CREEK	Amity	71	2946.5			
L-T	5320	DANIEL BOONE HOMESTEAD	BROWNS MILL ROAD	MONOCACY CREEK	Amity	53	1998.1			
L-T	5330	SHIKELLAMY BRIDGE	AIRPORT RD	LITTLE SWATARA CREEK	Tulpehocken	55	2090			
L-T	5332	W.OF FRYSTOWN	LITTLE MTN. ROAD	TRIB. TO CROSSKILL CREEK	Bethel	38	798			
L-T	5333	1 MILE EAST OF BETHEL	OLD ROUTE 22	MILL CREEK	Bethel	34	887.4			
L-T	5334	3 MILES EAST OF BETHEL	OLD RTE. 22	STONE CREEK	Bethel	38	988			
L-T	5335	N OF I-78, S OF MECKVILLE	MYER DRIVE	CROSSKILL CREEK	Bethel	36	950.4			
L-T	5336	EAST OF BETHEL, N.OF T721	LEGION DR	TRIB TO LITTLE SWATARA	Bethel	22	605			
L-T	5339	KRAMER ROAD INTERSECTION	MAPLE GROVE ROAD	ALLEGHENY CREEK	Brecknock	24	907.2			
L-T	5340	NEAR HARTZ STORE ROAD	GEBHART SCHOOL RD	ALLEGHENY CREEK	Brecknock	33	1039.5			
L-T	41464	SOUTH OF JOANNA	THOUSAND OAK BLVD	CONESTOGA CREEK	Caernarvon	61	1933.7			
L-T	5349	DOUGLASS PARK/RR TRESTLE	GRISTMILL ROAD	IRONSTONE CREEK	Douglass	51	816			
L-T	5351	0.3 MI. SO. OF SR 2042	WINDING ROAD	IRONSTONE CREEK	Douglass	31	886.6			
L-T	5360	JCT. HARVEY A.& BUTTERLANE	BUTTER LANE	ANTIETAM CREEK	Exeter	70	1813	n/a	Removed by Municipality	
L-T	47955	AT RTE. 737 INTERSECTION	GUN CLUB ROAD	TRIB. TO MILL CREEK	Greenwich	26	676			
L-T	5371	100 FT. NORTH OF RT.78	SADDLE ROAD	TRIB. TO MAIDEN CREEK	Greenwich	28	1531.6			
L-T	5372	EAST OF ROBESONIA	BIG SPRING ROAD	FURNACE CREEK	Heidelberg	51	1856.4			
L-T	47960	WEST OF RTE. 183	DERR ROAD	TRIB LITTLE NORTHKILL CK	Jefferson	31	1001.3			
L-T	5382	WEST OF BROWNSVILLE	HEIDELBERG	SPRING CREEK	Heidelberg	32	678.4			
L-T	5387	EAST OF HEIDELBERG ROAD	WOOLTOWN RD	HOSPITAL CREEK	Lower Heidelberg	49	1543.5			
L-T	5388	WEST OF HEIDELBERG ROAD	WOOLTOWN RD	SPRING CREEK	Heidelberg	45	1597.5			
L-T	47970	EAST OF MAIDEN CREEK	CORNERSTONE DRIVE	TRIB. TO WILLOW CREEK	Maidencreek	29	783	n/a	Completed by Municipality 2025	
L-T	5398	VILLAGE OF BOWERS	BOWERS ROAD	SACONY CREEK	Maxatawny	35	707			
L-T	5417	SOUTH OF PLEASANTVILLE	TOLL HOUSE ROAD	OYSTERVILLE CREEK	Oley	38	760			
L-T	5418	PLEASANTVILLE	YODER ROAD	OYSTERVILLE CREEK	Oley	50	815			
L-T	5413	N.OF SR 73 AT PLEASANTVIL	HOCH ROAD	MANATAWNY CREEK	Oley	70	1715			
L-T	5422	NE OF BERKLEY	BOWERS ROAD	NORFOLK SO. (LINE 0342)	Ontelaunee	28	792.4			
L-T	47827	INTERSECT OF ALLENDALE RD	DREIBELBIS MILL RD	TRIB TO PIGEON CREEK	Perry	24	583.2			
L-T	5443	WEST OF I-176	GUNHART ROAD	ALLEGHENY CREEK	Robeson	45	1125			
L-T	5445	WEST OF RT. 82	ROCK HOLLOW RD	HAY CREEK	Robeson	48	1368	n/a	Under construction by Municipality	
L-T	5447	SCHUYLKILL ROAD	SCHUYLKILL ROAD	INDIAN CORN CREEK	Robeson	43	1075			
L-T	5446	NW OF GIBALTAR	OLD RIVER ROAD	ALLEGHENY CREEK	Robeson	56	1344	10730	In Development	
L-T	5448	200 FT. E. OF ROUTE 10	SETON ROAD	ALLEGHENY CREEK	Robeson	59	2460.3			
L-T	5454	S.W.OF WERNERSVILLE	WALTERS AVE.	MANOR CREEK	South Heidelberg	27	540	n/a	In Development by Municipality	
L-T	5453	S MI. E. OF WERNERSVILLE	LINCOLN DRIVE	LITTLE CACOOSING CREEK	South Heidelberg	27	745.2			

L-T	5472	AT U.TULP.TWP.LINE	FEICK RD.	NORTHKILL CREEK	Upper Bern	48	1632		
L-T	4795	EAST OF SHARTLESVILLE	SKYLINE DRIVE	LESHER RUN	Upper Bern	28	904.4		
L-T	4401	SW OF STRAUSS TOWN	SWATARA DRIVE	LITTLE SWATARA CREEK	Bethel, Upper Tulpehocken	23	473.8		
L-T	5476	600 FT E OF SR 183	SPRING ROAD	LITTLE NORTHKILL CREEK	Upper Tulpehocken	29	638		
S	4566	MORGANTOWN & QUARRY RDS.	PA 10 (LR 06090)	TRIB. TO CONESTOGA CREEK	Caernarvon	54	2322	10943	Under Construction
S	4603	HAMBURG BOROUGH	PA 61(LR 160)	KAERCHERS CK	Hamburg	25	1790	10328	Under Construction
S	4661	HAMBURG	I-78 (LR 285)	READING/NORTHERN RR T571	Hamburg, Tilden	1742	119327	n/a	Replaced 2025
S	4706	MAIN & 4TH.ST.(BALLY)	SR 100(LR 284)	TRIB.TO PERKIOMEN CREEK	Bally	13	702	92009	Future Development
S	4818	2.5 MI.SO.OF REHRERSBURG	PA 419(LR 382)	MILL CREEK	Tulpehocken	11	341	92079	In Development
S	4776	READING BYPASS	SR 422 (LR793)	THUN RECREATIONAL TRAIL	Cumru, Reading, West Reading	753	49321.5	114439	In Development
S	4852	CITY LINE,READING BYPASS	SR 422(LR 793)	SCHUYLKILL RIVER	Cumru, Reading	700	45850	72814	In Development
S	4892	GREEN HILLS ROAD	SR 568(LR 06084)	ALLEGHENY CREEK	Robeson	69	1759.5	114485	In Development
S	4902	CAMP SWATARA ROAD	SR 645(LR 06004)	LITTLE SWATARA CREEK	Bethel, Tulpehocken	200	5160	85670	Under Construction
S	4911	0.5 MI.S.OF PRICETOWN	SR 662(APPL 7202)	FURNACE CREEK	Ruscombmanor	13	591.5	114378	Under Construction
S	4914	FRANKLIN BRIDGE	SR 662(LR 06124)	WILLOW CREEK	Richmond	31	775		
S	4927	MAIN STREET, GIBRALTAR	PA 724 (LR 147)	ALLEGHENY CREEK	Robeson	73	2993	10700	Under Construction
S	4937	@ WESSNER RD.T-777	SR 0737(LR 06134)	TRIB.MILL CREEK	Greenwich	46	1150	114485	In Development
S	4944	LK.ONTELAUNEE W.SHORE DR.	1003/06216/T-960	LAKE ONTELAUNEE	Maidencreek	403	9752.6		
S	4965	W.MAIN ST.,FLEETWOOD	SR 1010(LR 06117)	WILLOW CREEK	Fleetwood	46	2392		
S	4981	DONAT RD .	SR 1015(LR 06196)	STONE RUN	Albany	39	702	85643	Under Construction
S	4984	STONY RUN VALLEY ROAD	SR 1018(LR06132SP)	MAIDEN CREEK	Albany	81	1968.3		
S	4997	.5 MI.NE OF FLEETWOOD	SR 1022(LR 06140)	TRIB.TO WILLOW CREEK	Richmond	37	954.6		
S	5000	HUFFS CHURCH ROAD	SR 1022 (LR 06140)	BR.PERKIOMEN CREEK	Hereford	10	202	114459	Future Development
S	5011	CENTENNIAL RD	SR 1025(LR 06120)	TRIB.TO LITTLE LEHIGH CK	Longswamp	9	180	115991	Future Development
S	5016	LONG LANE	SR 1026(LR 664)	W.BRANCH OF PINE CREEK	Pike	17	377.4	94287	In Development
S	5020	SMOKETOWN ROAD	SR 1029 (LR 06158)	LITTLE SACONY CREEK	Rockland	38	965.2	116478	In Development
S	5026	VALLEY ROAD	SR 1035(LR 06041)	TOAD CREEK	Longswamp	11	220	85650	Under Construction
S	5071	KAUFFMAN RD.@ BERTLET MIL	SR 2024 (LR 06086)	LITTLE MANATAWNY CREEK	Oley	28	616		
S	5072	LIMEKILN RD.N.OF 562	SR 2025(LR 06027)	W.BR.OF LIMEKILN CREEK	Oley	21	623.7		
S	5085	3 MI.N.OF PRICETOWN	SR 2026 (LR 06113)	BIEBER CREEK	Rockland	43	1075		
S	5105	WEAVERTOWN ROAD	SR 2041(APPL.954)	MONOCACY CREEK	Amity	66	1452	10753	Under Construction
S	5109	GRESHVILLE ROAD	SR 2042(LR 06104)	TRIB.TO IRONSTONE CREEK	Douglass	13	286		
S	5112	GABLESVILLE(FUNK RD.)	SR 2045(LR 06053)	TRIB TO IRONSTONE CREEK	Colebrookdale	23	388.7	10751	In Development
S	5122	TOWNSHIP LINE&TOLLGATE RDS	SR 2057(LR 06204)	LEAF CREEK	Amity	23	464.6	n/a	Under Construction
S	5130	BARTO BRIDGE	SR 2069(LR 284)	BR. OF PERKIOMEN CREEK	Washington	82	1599	114378	Under Construction
S	5184	CHARMING FORGE	SR 3037(LR 06029)	MILL RACE	Marion	37	925	94290	In Development
S	5227	2 MILES NORTH OF US 22	SR 4005(LR 06161)	MECK CREEK	Bethel	29	582.9	117725	In Development
S	5248	4 M. SW OF BERNE	SR 4015 (LR 06193)	TRIB. TO IRISH CREEK	Center	13	234	10702	Under Construction
S	5265	3 M.S. OF SHARTLESVILLE	SR 4024(LR 06178)	TRIB.TO NORTHKILL CREEK	Penn	10	310		
S	5268	CENTERPORT	SR 4026 (LR 06031)	TRIB TO IRISH CREEK	Center	8	209.6		
S	5273	HEX HWY.NEAR PINE ROAD	SR 4028(LR06032SP)	TRIB.TO MILL CREEK	Tilden	25	867.5		
S	41182	OLD 22 - E OF LENHARTSVIL	OLD RTE 22	MAIDEN CREEK TRIBUTARY	Greenwich	58	2494	117726	In Development
S-RR	4741	SCHUYLKILL AVE SB ONE-WAY	SR 183(LR 310)	NORFOLK/SOUTHERN RR	Reading	78	4134	91091	Under Construction
S-RR	5040	7TH & WASHINGTON ST.	WASHING. ST(06233)	NORFOLK/SOUTHERN RR	Reading	64	2700.8		
S-RR	5052	BELLEVUE AVE.	SR 2016 (LR 06114)	Reading/BM/Northern RR	Muhlenberg	131	3340.5	10527	In Development
S-RR	5137	CENTRE AVE	SR2087 (LR 160)	NORFOLK SOUTHERN RR	Reading	54	4320	91995	In Development
S-RR	5180	HILL ROAD	SR 3035(LR 06147)	NORFOLK SOUTHERN RR	Heidelberg	134	4087		

READING AREA TRANSPORTATION STUDY 2024

Reading Area Transportation Study Coordinating Committee

<i>PennDOT District 5-0</i>	<i>Mr. Chris Kufro, Acting District Executive (Chairman)</i> <i>Ms. Jennifer Ruth, Planning & Program Manager*</i>
<i>PennDOT Central Office</i>	<i>Mr. James Mosca, Division Chief, Center for Program Development and Management.</i> <i>Mr. Nick Raio, Trans. Planning Specialist Supervisor *</i>
<i>Berks County Commissioners</i>	<i>Mr. Michael Rivera, Commissioner</i>
<i>Berks County Planning Commission</i>	<i>Mr. Thomas McKeon, Board Member (Vice Chairman)</i> <i>Mr. Alan Piper, Transportation Planner III (MPO Secretary)*</i>
<i>City of Reading</i>	<i>Ms. Donna Reed, Council Member</i> <i>Mr. O. Chris Miller, Council Member*</i>
<i>Berks County Boroughs</i>	<i>Mr. Brian Hoffa, Borough Council Member</i> <i>(Sinking Spring Borough)</i>
<i>Berks County 1st Class Townships</i>	<i>Ms. Lisha Rowe, Township Commissioner</i> <i>(Cumru Township)</i>
<i>Berks County 2nd Class Townships</i>	<i>Mr. Arthur "Ray" Lambert, Township Supervisor</i> <i>(Upper Bern Township)</i>
<i>South Central Transit Authority /</i>	<i>Mr. Greg Downing, Executive Director</i>
<i>Berks Area Regional Transportation Authority</i>	<i>Mr. Keith Boatman, Assoc. Director of Capital Projects/Planning</i>
<i>Reading Regional Airport Authority</i>	<i>Mr. Dante Santoni, Jr., Board Member</i>

Reading Area Transportation Study Technical Committee

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

* Denotes Board Alternate

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READING AREA TRANSPORTATION STUDY

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