

The background of the cover is a photograph of a multi-arched bridge, likely made of stone or concrete, with a street lamp on the right side. The image is overlaid with a dark teal color and a white curved graphic element that frames the text.

READING AREA TRANSPORTATION STUDY

**ANNUAL
PAVEMENT
AND BRIDGE
CONDITION
REPORT
2019-2023**

DRAFT JANUARY 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	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%

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 2019-2023.



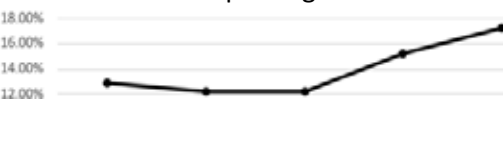



Berks County Pavement Condition Scorecard Based on Map-21 Pavement Performance Measures

(Based on Total PA Lane Miles)

Indicator	Description	Trend	Future Outlook												
Interstate Pavement in Good Condition	<p>In 2023, 46.64% of Interstate Pavement was in Good Condition. This value is at the lowest it has been over the last 5 years and needs to improve significantly to meet 2024-2027 targets. Repaving projects on Interstate 78 taking place in 2024 will help improve pavement condition and ultimately the future outlook when completed.</p>	<p style="text-align: center;">Declining</p> <table border="1" style="display: none;"> <caption>Interstate Pavement in Good Condition - Trend Data</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2019</td><td>57.5%</td></tr> <tr><td>2020</td><td>62.5%</td></tr> <tr><td>2021</td><td>60.0%</td></tr> <tr><td>2022</td><td>50.0%</td></tr> <tr><td>2023</td><td>46.6%</td></tr> </tbody> </table>	Year	Percentage	2019	57.5%	2020	62.5%	2021	60.0%	2022	50.0%	2023	46.6%	
Year	Percentage														
2019	57.5%														
2020	62.5%														
2021	60.0%														
2022	50.0%														
2023	46.6%														
Interstate Pavement in Poor Condition	<p>In 2023, 0.25% 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 1% and 2% Targets.</p>	<p style="text-align: center;">Steady</p> <table border="1" style="display: none;"> <caption>Interstate Pavement in Poor Condition - Trend Data</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2019</td><td>0.23%</td></tr> <tr><td>2020</td><td>0.30%</td></tr> <tr><td>2021</td><td>0.14%</td></tr> <tr><td>2022</td><td>0.29%</td></tr> <tr><td>2023</td><td>0.25%</td></tr> </tbody> </table>	Year	Percentage	2019	0.23%	2020	0.30%	2021	0.14%	2022	0.29%	2023	0.25%	
Year	Percentage														
2019	0.23%														
2020	0.30%														
2021	0.14%														
2022	0.29%														
2023	0.25%														
Non-Interstate NHS Pavement in Good Condition	<p>In 2023, 30.83% 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 half a percent. There is currently no concern to meet targets through 2027.</p>	<p style="text-align: center;">Steady</p> <table border="1" style="display: none;"> <caption>Non-Interstate NHS Pavement in Good Condition - Trend Data</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2019</td><td>31.0%</td></tr> <tr><td>2020</td><td>35.7%</td></tr> <tr><td>2021</td><td>31.2%</td></tr> <tr><td>2022</td><td>31.0%</td></tr> <tr><td>2023</td><td>30.8%</td></tr> </tbody> </table>	Year	Percentage	2019	31.0%	2020	35.7%	2021	31.2%	2022	31.0%	2023	30.8%	
Year	Percentage														
2019	31.0%														
2020	35.7%														
2021	31.2%														
2022	31.0%														
2023	30.8%														
Non-Interstate NHS Pavement in Poor Condition	<p>In 2023, 5.07% 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 2024-2027 targets, which are set at 7%. The value in 2022 was the highest amount over these 5 years, however slight improvement was made over the last year.</p>	<p style="text-align: center;">Steady</p> <table border="1" style="display: none;"> <caption>Non-Interstate NHS Pavement in Poor Condition - Trend Data</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2019</td><td>4.0%</td></tr> <tr><td>2020</td><td>3.9%</td></tr> <tr><td>2021</td><td>3.8%</td></tr> <tr><td>2022</td><td>5.4%</td></tr> <tr><td>2023</td><td>5.1%</td></tr> </tbody> </table>	Year	Percentage	2019	4.0%	2020	3.9%	2021	3.8%	2022	5.4%	2023	5.1%	
Year	Percentage														
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2020	3.9%														
2021	3.8%														
2022	5.4%														
2023	5.1%														

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

(Based on Total PA Lane Miles)

Indicator	Description	Trend	Future Outlook												
<p>NHS Bridge Deck Area in Poor Condition</p>	<p>In 2023, 12.28% of the NHS Bridge Deck Area was in Poor Condition. This value has improved by 0.68% over the last 4 years however, just meets the 13.00% 2025 Target and therefore should continue improving to meet this target and to meet the overall statewide 10.00% target set by FHWA.</p>	<p style="text-align: center;">Steady</p>  <table border="1" style="display: none;"> <caption>NHS Bridge Deck Area in Poor Condition (2019-2023)</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>18.5%</td> </tr> <tr> <td>2020</td> <td>13.0%</td> </tr> <tr> <td>2021</td> <td>12.8%</td> </tr> <tr> <td>2022</td> <td>12.5%</td> </tr> <tr> <td>2023</td> <td>12.3%</td> </tr> </tbody> </table>	Year	Percentage	2019	18.5%	2020	13.0%	2021	12.8%	2022	12.5%	2023	12.3%	
Year	Percentage														
2019	18.5%														
2020	13.0%														
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2022	12.5%														
2023	12.3%														
<p>NHS Bridges in Good Condition</p>	<p>In 2023, 17.28% of NHS Bridges were in Good Condition. This is an improvement of 4.32% since 2019, however, this number does not meet the 2023 target and needs to greatly improve to meet the 2025 target, which is set at 28%.</p>	<p style="text-align: center;">Improving</p>  <table border="1" style="display: none;"> <caption>NHS Bridges in Good Condition (2019-2023)</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>12.5%</td> </tr> <tr> <td>2020</td> <td>12.2%</td> </tr> <tr> <td>2021</td> <td>12.1%</td> </tr> <tr> <td>2022</td> <td>15.2%</td> </tr> <tr> <td>2023</td> <td>17.3%</td> </tr> </tbody> </table>	Year	Percentage	2019	12.5%	2020	12.2%	2021	12.1%	2022	15.2%	2023	17.3%	
Year	Percentage														
2019	12.5%														
2020	12.2%														
2021	12.1%														
2022	15.2%														
2023	17.3%														
<p>NHS Bridges in Poor Condition</p>	<p>In 2023, 3.70% of NHS Bridges were in Poor Condition. This is a 3.09% improvement from 2019 and meets the 7.50% targets set for 2023 and 2025.</p>	<p style="text-align: center;">Improving</p>  <table border="1" style="display: none;"> <caption>NHS Bridges in Poor Condition (2019-2023)</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>6.5%</td> </tr> <tr> <td>2020</td> <td>5.5%</td> </tr> <tr> <td>2021</td> <td>5.5%</td> </tr> <tr> <td>2022</td> <td>3.8%</td> </tr> <tr> <td>2023</td> <td>3.7%</td> </tr> </tbody> </table>	Year	Percentage	2019	6.5%	2020	5.5%	2021	5.5%	2022	3.8%	2023	3.7%	
Year	Percentage														
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2023	3.7%														

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

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

2023 Pavement IRI Summary by Business Plan Network									
Business Plan Network	Excellent		Good		Fair		Poor		Total
	Seg-Mi	%	Seg Mi	%	Seg Mi	%	Seg Mi	%	Tested Seg Mi
Interstate	27.5	30.07%	33.5	36.65%	23.6	25.80%	6.8	7.49%	91.3
Total NHS Non-Interstate	28.1	13.71%	90.6	44.25%	56.5	27.58%	29.6	14.45%	204.8
• State-Owned	2.6	9.15%	10.2	35.92%	8.9	31.34%	6.7	23.59%	28.4
• LFA	25.4	13.83%	81.1	44.15%	50.3	27.38%	26.9	14.64%	183.7
Total Non-NHS $\geq 2,000$ ADT	59.8	15.58%	196.4	51.16%	80.8	21.06%	46.9	12.21%	383.9
• State-Owned	37.9	12.87%	140.8	47.83%	71.1	24.15%	44.6	15.15%	294.4
• LFA	22.2	24.94%	48.7	54.72%	11.6	13.03%	6.5	7.30%	89.0
Total Non-NHS $< 2,000$ ADT	19.0	6.11%	105.9	34.08%	126.7	40.78%	59.1	19.03%	310.7
• State-Owned	22.6	7.23%	106.1	33.94%	124.7	39.89%	59.2	18.94%	312.6
• LFA	0.0	0.00%	4.6	33.09%	4.3	30.94%	5.0	35.97%	13.9
Total – Roadway	134.3	13.56%	426.3	43.04%	287.6	29.03%	142.4	14.38%	990.6

Source: Reading Performance Measures Annual Report – Pavements 2019-2023, PennDOT’s Roadway Management System (RMS) Road Segments RMSSEG: 12/31/2023, State-Owned and LFA data date: 1/1/2024

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

2023 Bridge Conditions Summary by Count by Owner							
Business Plan Network	Good		Fair		Poor		Total
	#	%	#	%	#	%	#
Interstate	11	26.19%	30	71.43%	1	2.38%	42
NHS Non-Interstate	17	14.17%	98	81.67%	5	4.17%	120
State Owned $\geq 8'$	157	24.76%	442	69.72%	35	5.52%	634
Local $\geq 20'$	36	15.25%	130	55.08%	70	29.66%	236
• County	15	27.78%	22	40.74%	17	31.48%	54
• Township	18	11.46%	95	60.51%	44	28.03%	157
• Borough/City	2	9.09%	13	59.09%	7	31.82%	22
• Railroad	1	33.33%	0	0.00%	2	66.66%	3

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/4/2024

The 2023 pavement and bridge conditions have been mapped throughout each of the 5 planning regions identified in Berks County. Pavement and bridge projects on the current Transportation Improvement Program (TIP) are also identified. A full list of poor condition pavement segments and bridges with TIP projects identified is also included at the end of this report. Through the multiple facets of identification and analysis completed, this report will ultimately help guide investment decisions to keep Berks County’s roads and bridges in good order by determining potential projects for inclusion in the Reading Area Transportation Study Transportation Improvement Program and Long Range Transportation Plan.

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

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

The following tables look at the 3,317.30 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 2023		
AGENCY	LINEAR MILES	%
Local	2,407.24	72.57%
PennDOT	873.61	26.33%
Other State/Federal	31.71	0.96%
Turnpike	4.74	0.14%
Total	3,317.30	100.00%

Source: PennDOT, Pennsylvania Highway Statistics, 2023 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 185.2 miles of roads on the NHS and two intermodal connectors with a majority of these miles being Interstate 78, Interstate 176, and routes 12, 61, 222, and 422. The Berks County NHS experienced a DVMT of 5,474,840 in 2023.

NATIONAL HIGHWAY SYSTEM (NHS) IN BERKS COUNTY 2023	
AGENCY	LINEAR MILES
Local	0.5
PennDOT	180.0
Turnpike	4.7
Total	185.2

Source: PennDOT, Pennsylvania Highway Statistics, 2023 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 2023, the federal aid system represented 734.9 linear miles, or 22.15% of all roadways in Berks County.

FEDERAL AID SYSTEM IN BERKS COUNTY 2023

AGENCY	LINEAR MILES
Local	140.4
PennDOT	594.5
Total	734.9

Source: PennDOT, Pennsylvania Highway Statistics, 2023

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 72.84% of all roads. These roads provide access to individual properties and serve short distance, low speed trips.

ROADS BY FUNCTIONAL CLASS IN BERKS COUNTY 2023

ROAD CLASS	MILES	%
Local	2,416.3	72.84%
Minor Collector	161.4	4.87%
Major Collector	353.8	10.67%
Minor Arterial	202.3	6.10%
Principal Arterial	95.2	2.87%
Interstate	51.4	1.55%
Other Freeway/Expressway	36.8	1.11%
Total	3,317.2	100.00%

Source: PennDOT, Pennsylvania Highway Statistics, 2023

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

The following table shows DVMT for Berks County roads by the agency that owns them from 2019 through 2023. In 2023, the county's roadways accommodated over 9.5 million miles of daily travel, the majority of which is on PennDOT owned roads. The total DVMT for Berks County increased from 2019 to 2023 by 0.22%.

CHANGE IN DVMT BY AGENCY IN BERKS COUNTY FROM 2019-2023

AGENCY	2019	2020	2021	2022	2023	2019-2023 # CHANGE	2019-2023 % CHANGE
Local	1,562,558	1,264,344	1,626,303	1,704,877	1,506,007	-56,551	-3.62%
PennDOT	7,642,444	6,404,952	7,905,375	7,654,150	7,862,851	220,407	2.88%
Other State/ Federal	136,456	115,953	136,456	16,203	11,535	-124,921	-91.55%
Turnpike	208,230	166,906	144,808	183,348	190,315	-17,915	-8.60%
Total	9,549,688	7,934,155	9,812,942	9,588,578	9,570,708	21,020	0.22%

Source: PennDOT, Pennsylvania Highway Statistics, 2019-2023

The DVMT, broken out by functional classification, shows a decrease in use of local roads and the interstate through Berks County from 2019-2023.

CHANGE IN DVMT BY ROAD CLASS IN BERKS COUNTY FROM 2019-2023

ROAD CLASS	2019	2020	2021	2022	2023	2019-2023 # CHANGE	2019-2023 % CHANGE
Local	1,271,429	1,039,823	1,327,886	1,307,074	1,076,916	-194,513	-15.30%
Minor Collector	210,764	196,167	223,363	225,571	237,636	26,872	12.75%
Major Collector	1,024,488	840,931	1,045,917	1,025,152	1,088,058	63,570	6.21%
Minor Arterial	1,672,969	1,413,606	1,695,536	1,669,323	1,702,402	29,433	1.76%
Principal Arterial	1,734,500	1,435,689	1,804,699	1,836,037	1,927,463	192,963	11.12%
Interstate	1,908,946	1,577,070	1,885,969	1,796,737	1,747,965	-160,981	-8.43%
Other Freeway/ Expressway	1,726,592	1,430,869	1,829,572	1,698,685	1,790,268	63,676	3.69%
Total	9,549,688	7,934,155	9,812,942	9,558,579	9,570,708	21,020	0.22%

Source: PennDOT, Pennsylvania Highway Statistics, 2019-2023

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 2019-2023

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 2019 through 2023 using percentages rather than mileage due to this difference in collection type.

MAP-21 PAVEMENT PERFORMANCE MEASURE – PAVEMENT IN GOOD CONDITION BY BUSINESS PLAN NETWORK									
Business Plan Network	2019 Good %	2020 Good %	2021 Good %	2022 Good %	2023 Good %	2024 Good % Target	2025 Good % Target	2026 Good % Target	2027 Good % Target
Interstate	57.56%	62.39%	59.73%	50.31%	46.64%	59%	55%	50%	46%
NHS, Non-Interstate	30.99%	35.72%	31.31%	31.10%	30.83%	28%	25%	16%	15%
Total NHS	39.61%	43.60%	39.94%	36.13%	35.58%	n/a	n/a	n/a	n/a

Source: Reading Performance Measures Annual Report – Pavements 2019-2023

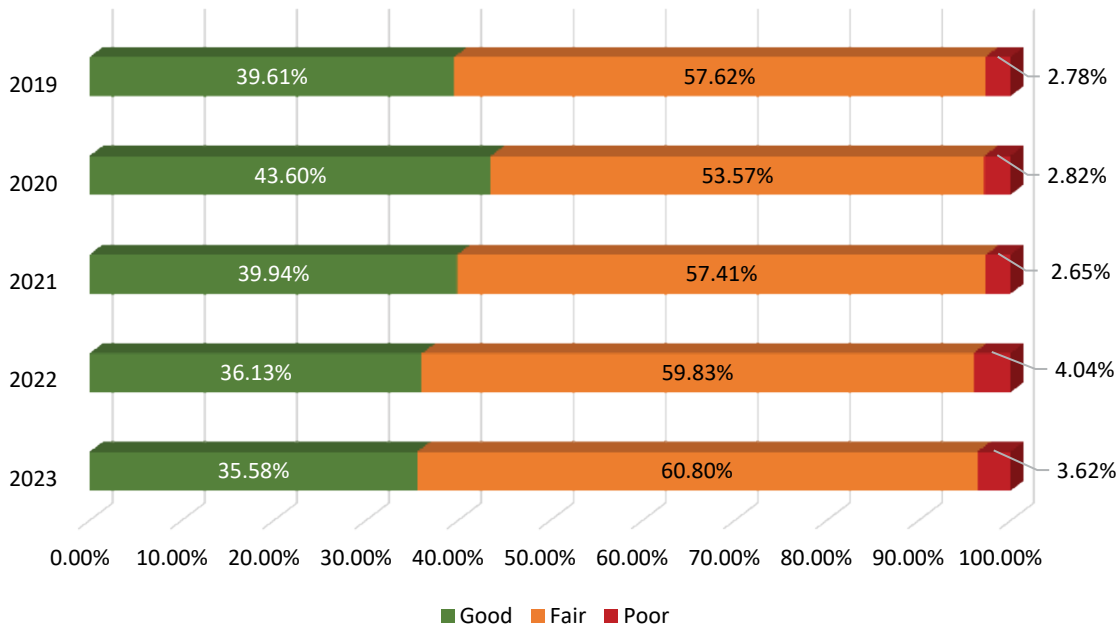
MAP-21 PAVEMENT PERFORMANCE MEASURE – PAVEMENT IN POOR CONDITION BY BUSINESS PLAN NETWORK									
Business Plan Network	2019 Poor %	2020 Poor %	2021 Poor %	2022 Poor %	2023 Poor %	2024 Poor % Target	2025 Poor % Target	2026 Poor % Target	2027 Poor % Target
Interstate	0.23%	0.30%	0.14%	0.29%	0.25%	1%	1%	2%	1%
NHS, Non-Interstate	4.00%	3.90%	3.75%	5.38%	5.07%	7%	7%	7%	7%
Total NHS	2.78%	2.82%	2.65%	4.04%	3.62%	n/a	n/a	n/a	n/a

Source: Reading Performance Measures Annual Report – Pavements 2019-2023

Analyzing the two tables above, Good Condition Lane Miles on the NHS have varied over the years, however the NHS, Non-Interstate has already met targets through 2027, as long as Good Condition % is maintained on this system. The Good Condition % on the Interstate is much higher than NHS Non-Interstate, however, needs to increase greatly to meet the performance measure targets set through 2026. Poor Condition Lane Miles on the NHS have remained low, consistently meeting performance measure targets and on track to continue this trend.

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

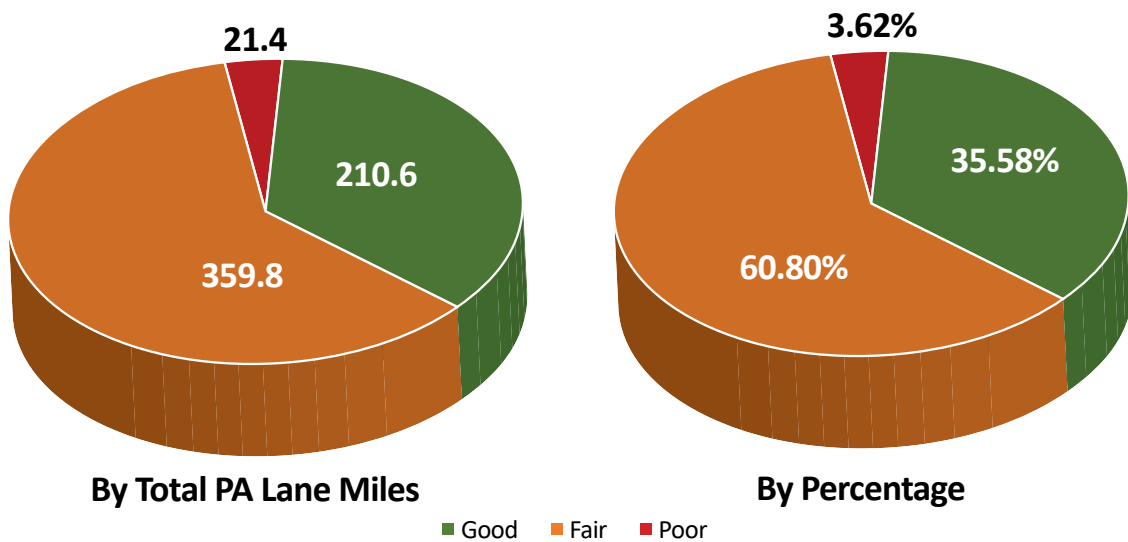
Total NHS Pavement Conditions for 2019-2023 Based on MAP-21 Pavement Performance Measures



Source: Reading Performance Measures Annual Report – Pavements 2019-2023

The pavement performance is shown in the following pie charts for 2023.

MAP-21 NHS PAVEMENT PERFORMANCE 2023



Source: Reading Performance Measures Annual Report – Pavements 2023



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

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

(Based on Total PA Lane Miles)

INDICATOR	DESCRIPTION	TREND	FUTURE OUTLOOK												
Interstate Pavement in Good Condition	In 2023, 46.64% of Interstate Pavement was in Good Condition. This value is at the lowest it has been over the last 5 years and needs to improve significantly to meet 2024-2027 targets. Repaving projects on Interstate 78 taking place in 2024 will help improve pavement condition and ultimately the future outlook when completed.	<p style="text-align: center;">Interstate Pavement in Good Condition Declining</p> <table border="1"> <caption>Interstate Pavement in Good Condition (2019-2023)</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2019</td><td>58.00%</td></tr> <tr><td>2020</td><td>62.00%</td></tr> <tr><td>2021</td><td>58.00%</td></tr> <tr><td>2022</td><td>50.00%</td></tr> <tr><td>2023</td><td>46.64%</td></tr> </tbody> </table>	Year	Percentage	2019	58.00%	2020	62.00%	2021	58.00%	2022	50.00%	2023	46.64%	
Year	Percentage														
2019	58.00%														
2020	62.00%														
2021	58.00%														
2022	50.00%														
2023	46.64%														
Interstate Pavement in Poor Condition	In 2023, 0.25% 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 1% and 2% Targets.	<p style="text-align: center;">Interstate Pavement in Poor Condition Steady</p> <table border="1"> <caption>Interstate Pavement in Poor Condition (2019-2023)</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2019</td><td>0.25%</td></tr> <tr><td>2020</td><td>0.30%</td></tr> <tr><td>2021</td><td>0.14%</td></tr> <tr><td>2022</td><td>0.28%</td></tr> <tr><td>2023</td><td>0.25%</td></tr> </tbody> </table>	Year	Percentage	2019	0.25%	2020	0.30%	2021	0.14%	2022	0.28%	2023	0.25%	
Year	Percentage														
2019	0.25%														
2020	0.30%														
2021	0.14%														
2022	0.28%														
2023	0.25%														
Non-Interstate NHS Pavement in Good Condition	In 2023, 30.83% 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 half a percent. There is currently no concern to meet targets through 2027.	<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 (2019-2023)</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2019</td><td>30.83%</td></tr> <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> </tbody> </table>	Year	Percentage	2019	30.83%	2020	35.72%	2021	31.00%	2022	31.00%	2023	30.83%	
Year	Percentage														
2019	30.83%														
2020	35.72%														
2021	31.00%														
2022	31.00%														
2023	30.83%														
Non-Interstate NHS Pavement in Poor Condition	In 2023, 5.07% 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 2024-2027 targets, which are set at 7%. The value in 2022 was the highest amount over these 5 years, however slight improvement was made over the last year.	<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 (2019-2023)</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2019</td><td>4.00%</td></tr> <tr><td>2020</td><td>4.00%</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>5.07%</td></tr> </tbody> </table>	Year	Percentage	2019	4.00%	2020	4.00%	2021	3.75%	2022	5.38%	2023	5.07%	
Year	Percentage														
2019	4.00%														
2020	4.00%														
2021	3.75%														
2022	5.38%														
2023	5.07%														

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

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

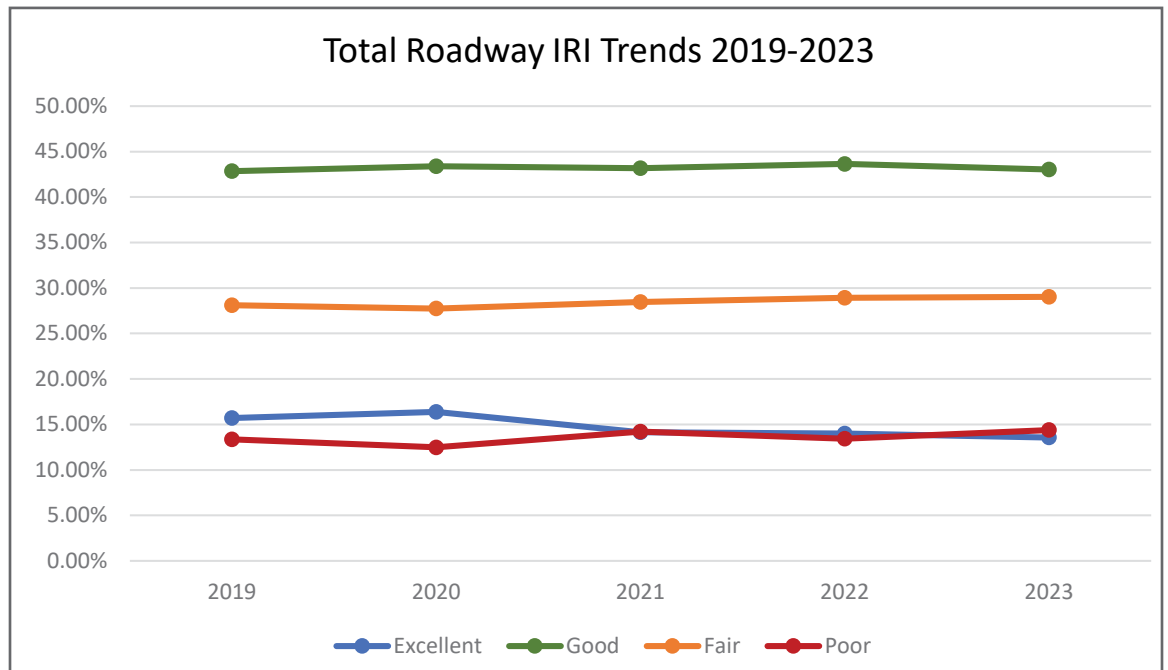
IRI CATEGORIES	INTERSTATE	NHS NON-INTERSTATE	NON-NHS ≥ 2,000 ADT	NON-NHS < 2,000 ADT
< 70	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
71-75	GOOD	EXCELLENT	EXCELLENT	EXCELLENT
76-100		GOOD	EXCELLENT	EXCELLENT
101-120	FAIR	GOOD	GOOD	EXCELLENT
121-150		FAIR	GOOD	GOOD
151-170	POOR	FAIR	FAIR	GOOD
171-195		POOR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

Source: PennDOT Roadway Management and Testing

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

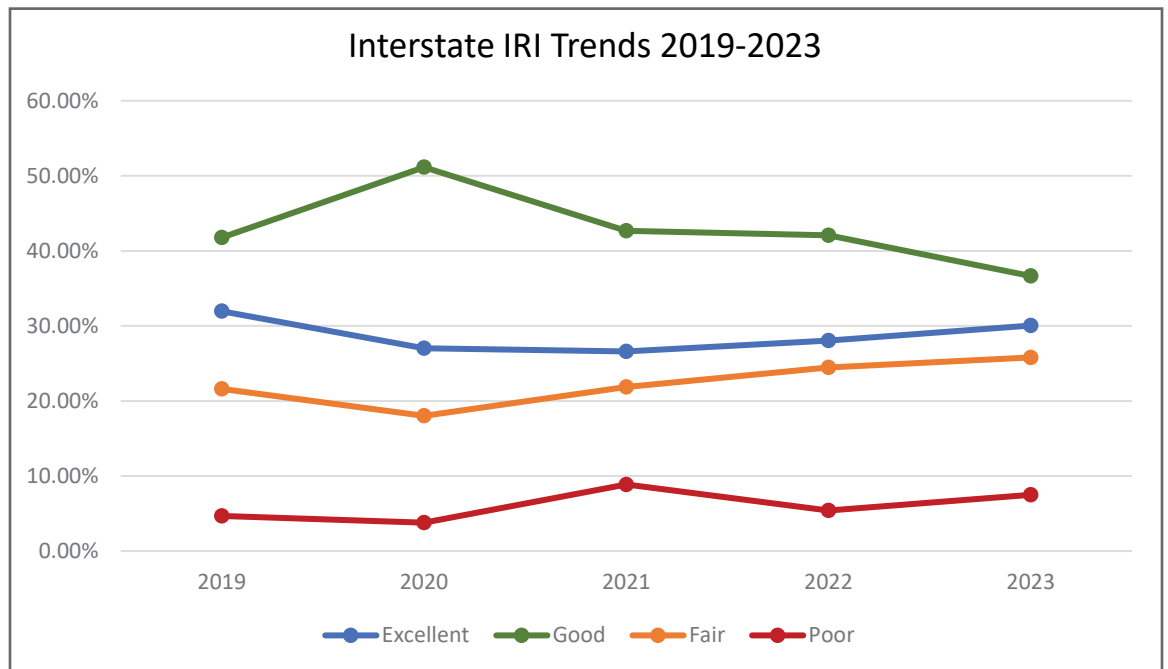
2023 PAVEMENT IRI SUMMARY BY BUSINESS PLAN NETWORK									
BUSINESS PLAN NETWORK	EXCELLENT		GOOD		FAIR		POOR		TOTAL Tested Seg Mi
	Seg Mi	%	Seg Mi	%	Seg Mi	%	Seg Mi	%	
INTERSTATE	27.5	30.07%	33.5	36.65%	23.6	25.80%	6.8	7.49%	91.3
TOTAL NHS NON-INTERSTATE	28.1	13.71%	90.6	44.25%	56.5	27.58%	29.6	14.45%	204.8
State-Owned	2.6	9.15%	10.2	35.92%	8.9	31.34%	6.7	23.59%	28.4
LFA	25.4	13.83%	81.1	44.15%	50.3	27.38%	26.9	14.64%	183.7
TOTAL NON-NHS ≥ 2,000 ADT	59.8	15.58%	196.4	51.16%	80.8	21.06%	46.9	12.21%	383.9
State-Owned	37.9	12.87%	140.8	47.83%	71.1	24.15%	44.6	15.15%	294.4
LFA	22.2	24.94%	48.7	54.72%	11.6	13.03%	6.5	7.30%	89.0
TOTAL NON-NHS < 2,000 ADT	19.0	6.11%	105.9	34.08%	126.7	40.78%	59.1	19.03%	310.7
State-Owned	22.6	7.23%	106.1	33.94%	124.7	39.89%	59.2	18.94%	312.6
LFA	0.0	0.00%	4.6	33.09%	4.3	30.94%	5.0	35.97%	13.9
TOTAL – ROADWAY	134.3	13.56%	426.3	43.04%	287.6	29.03%	142.4	14.38%	990.6

This chart displays the total roadway IRI from 2019-2023.

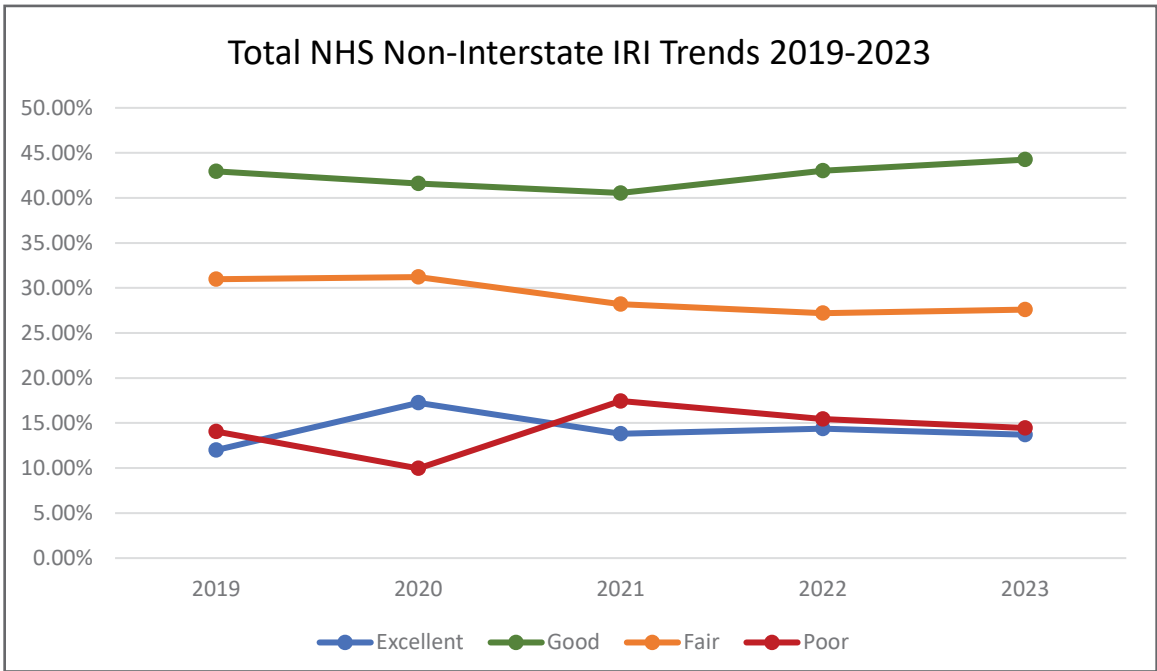


Source: Reading Performance Measures Annual Report – Pavements 2019-2023

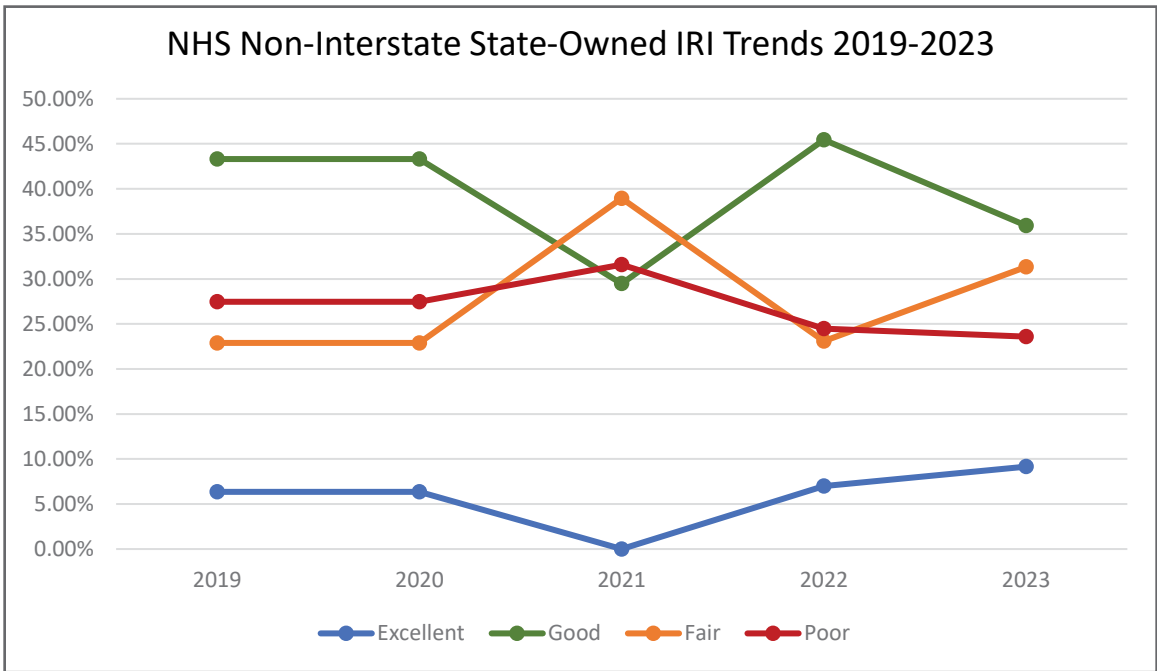
As gathered from the chart above, the total roadway IRI has not changed significantly over the last five years. Larger changes can be observed by looking at the IRI trends from 2019-2023 on all levels of the Business Plan Network as seen in the following charts.



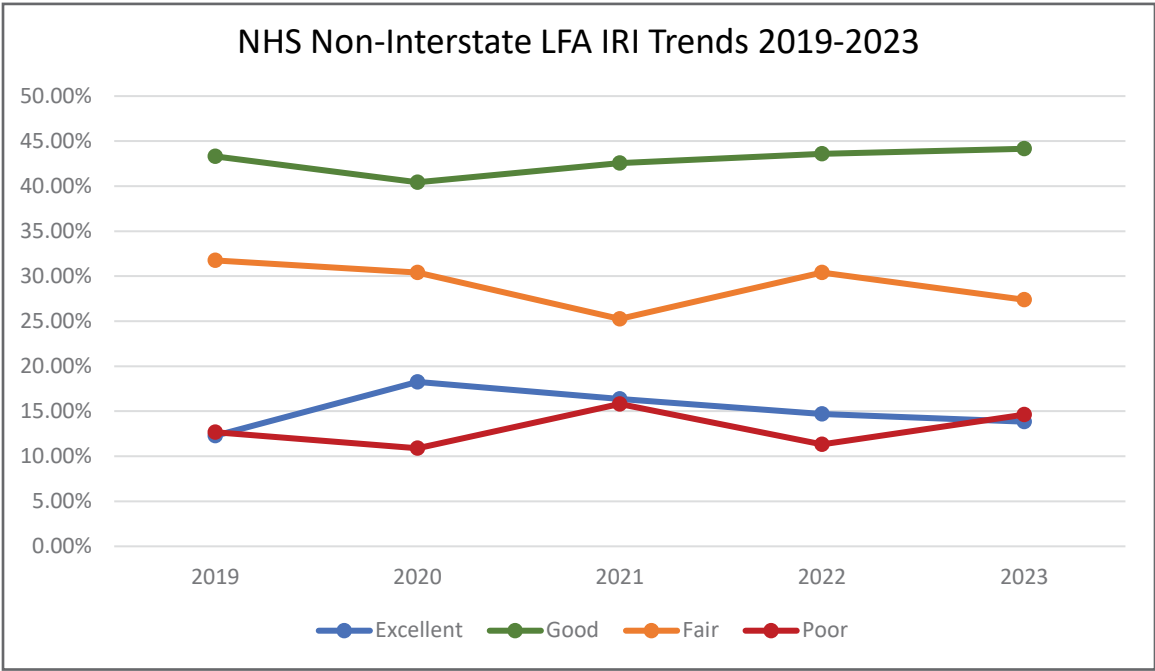
Source: Reading Performance Measures Annual Report – Pavements 2019-2023



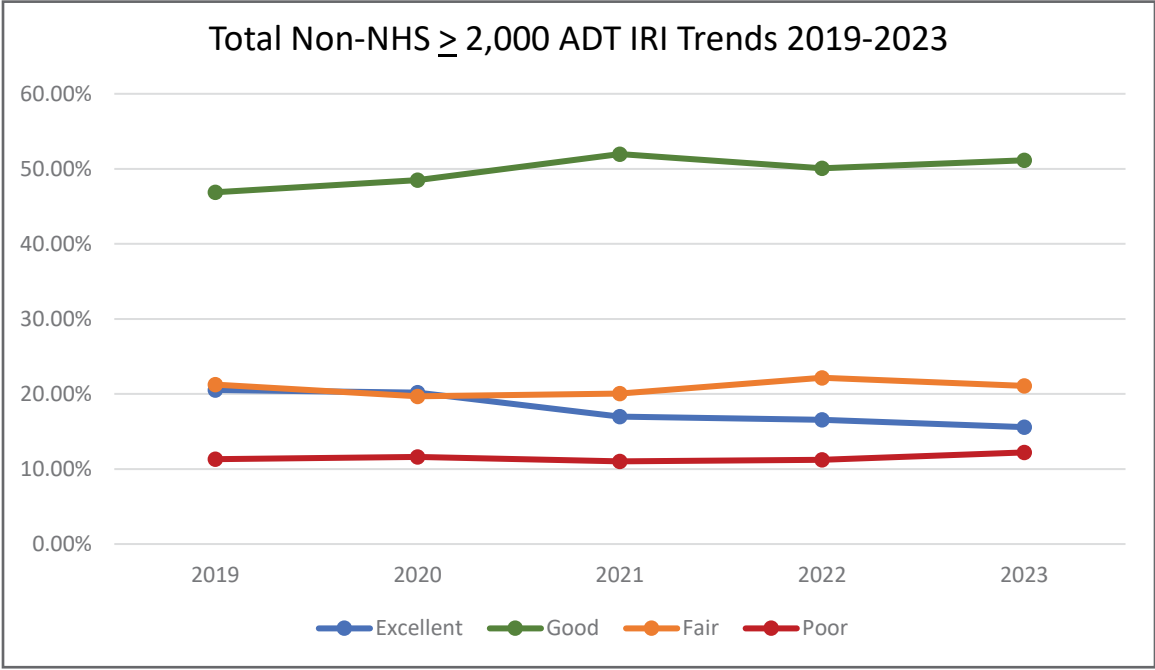
Source: Reading Performance Measures Annual Report – Pavements 2019-2023



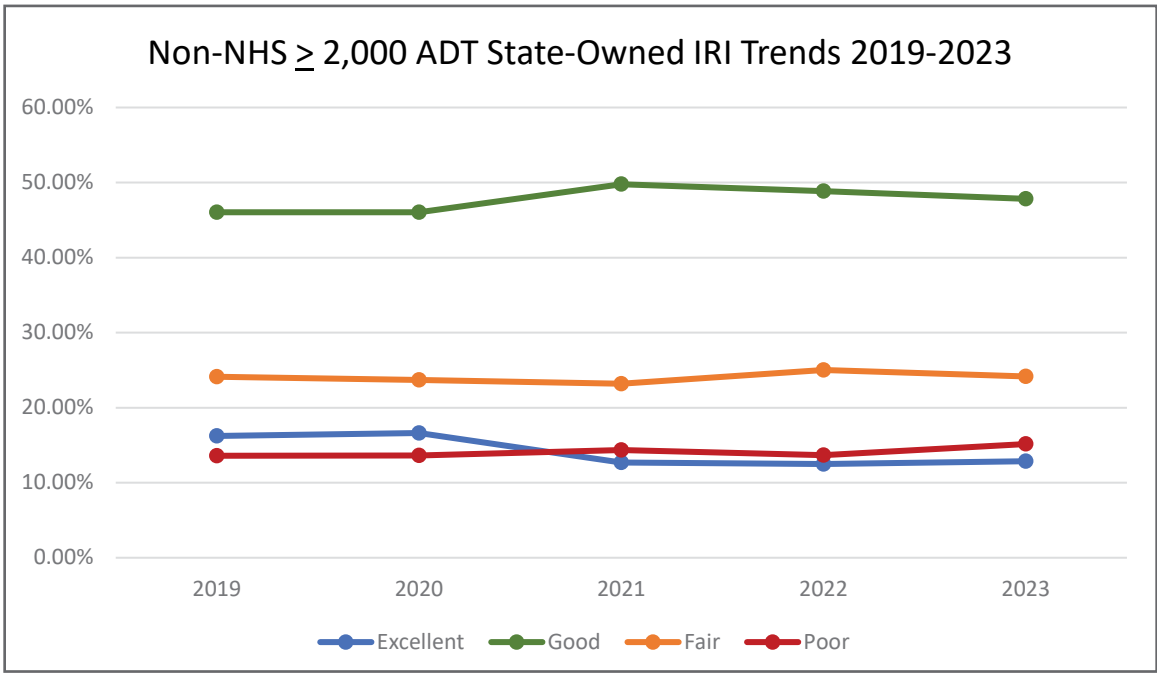
Source: Reading Performance Measures Annual Report – Pavements 2019-2023 and PennDOT's Roadway Management System (RMS) Road Segments RMSSEG: 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024



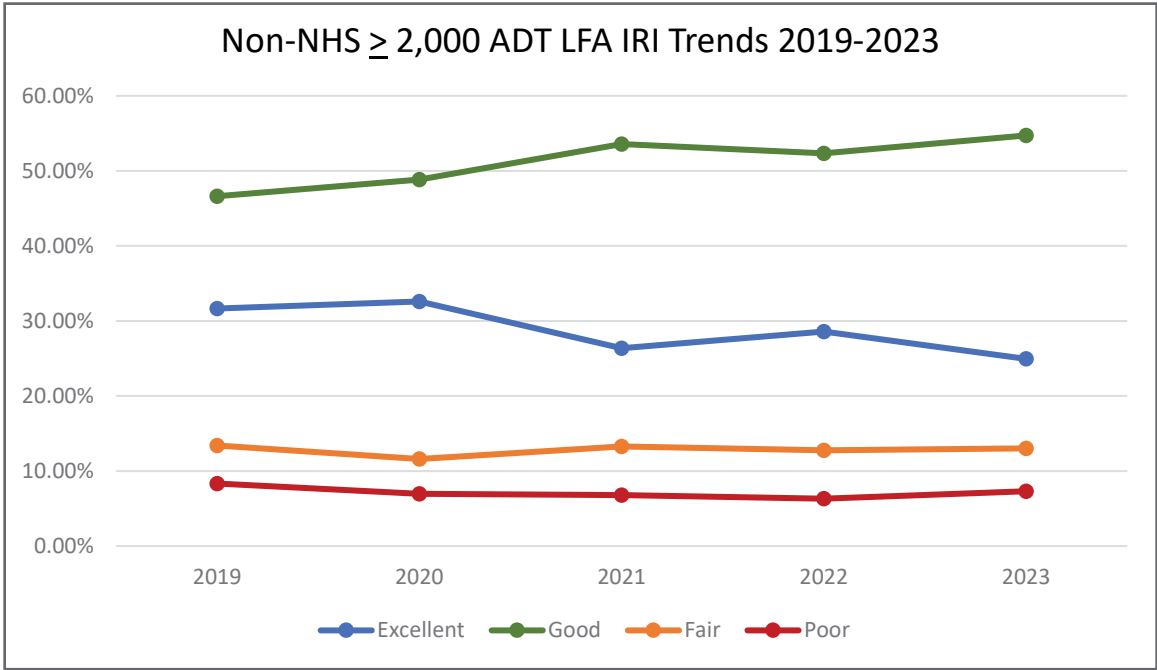
Source: Reading Performance Measures Annual Report – Pavements 2019-2023 and PennDOT’s Roadway Management System (RMS) Road Segments RMSSEG: 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024



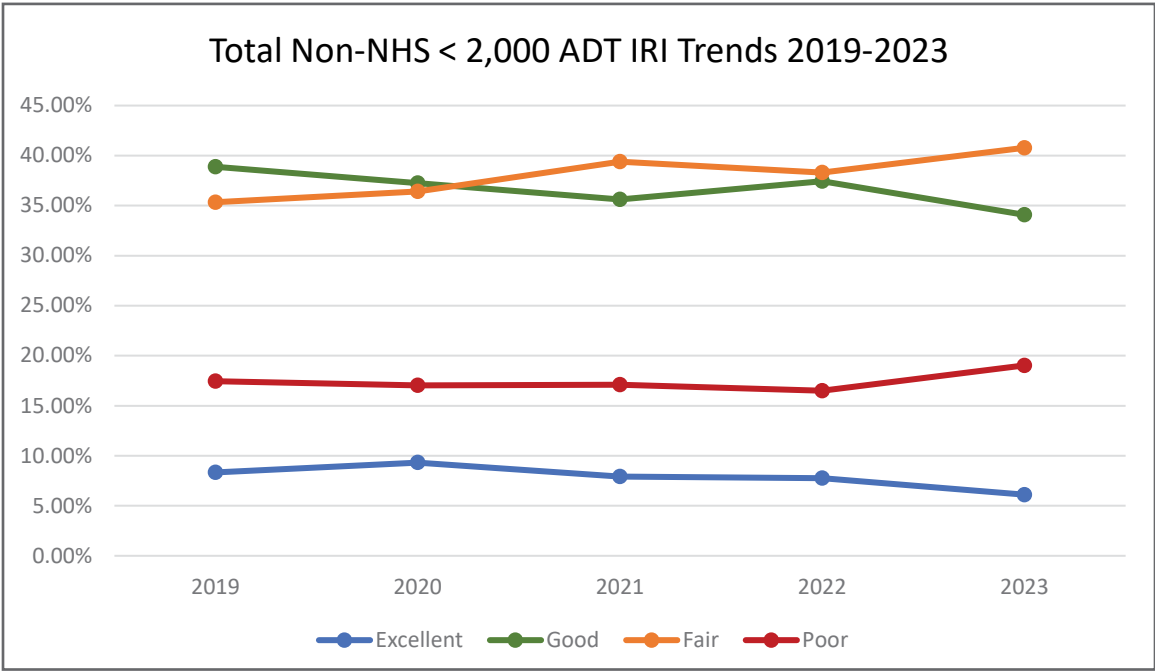
Source: Reading Performance Measures Annual Report – Pavements 2019-2023



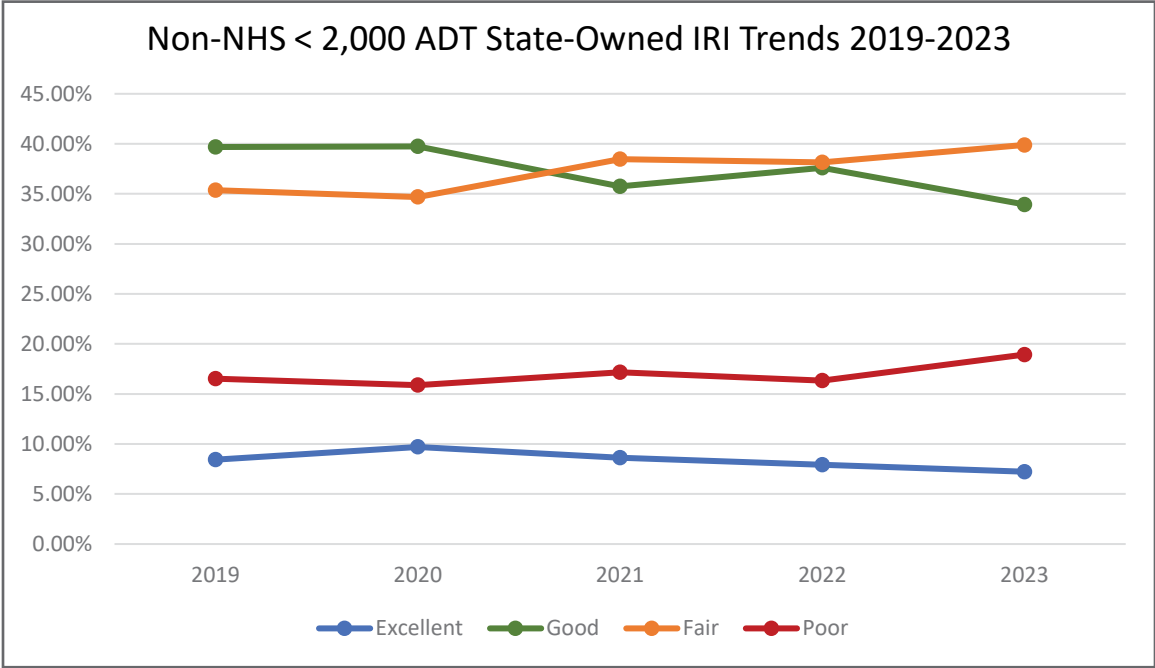
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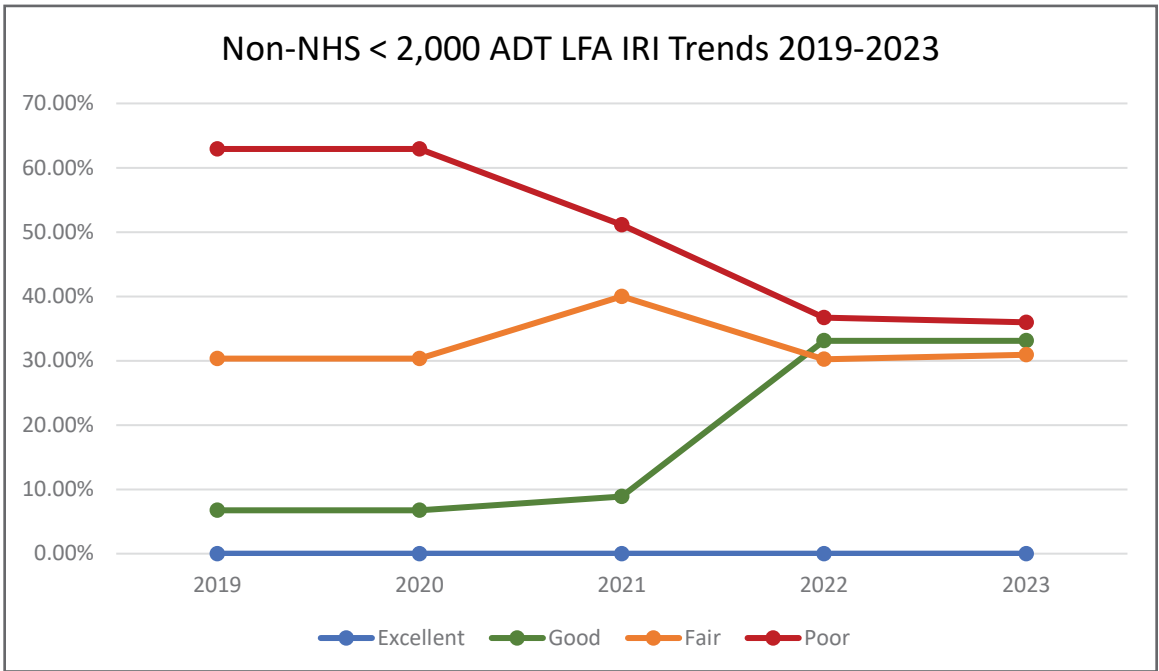
Source: Reading Performance Measures Annual Report – Pavements 2019-2023 and PennDOT’s Roadway Management System (RMS) Road Segments RMSSEG: 2/6/2020, 9/22/2020, 8/10/2022, 1/1/2023, 1/1/2024



Source: Reading Performance Measures Annual Report – Pavements 2019-2023



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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 2023, there are 879 bridges in Berks County, with the majority owned by PennDOT. These bridges are those that require inspections – state bridges longer than 8 feet and local bridges longer than 20 feet. Berks County is responsible for 54 of the 236 local bridges. The change in total number of bridges is in part due to PennDOT efforts to improve the classification of bridges.

BRIDGE NUMBERS IN BERKS COUNTY FROM 2019-2023							
BRIDGE TYPE	2019	2020	2021	2022	2023	# CHANGE	% CHANGE
State ≥ 8'; Interstate/Ramps	64	65	64	60	64	0	0.00%
State ≥ 8'; NHS (non-Interstate)	150	150	151	150	150	0	0.00%
State ≥ 8'; non-NHS ≥ 2000 ADT	252	239	236	237	246	-6	-2.38%
State ≥ 8'; non-NHS < 2000 ADT	181	191	194	194	183	2	1.10%
Local ≥ 20'	236	236	236	236	236	0	0.00%
TOTAL BRIDGES	883	881	881	877	879	-4	-0.45%

Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2019-2023

As Berks County bridges continue to age and deteriorate, it is sometimes necessary to close bridges unexpectedly due to problems revealed during routine inspections. Bridges closed to traffic are those structures deemed unsafe to carry any type of traffic. The number of bridges closed to traffic in the county decreased 20.00% since 2019. As of 2023, 8 bridges are closed, with the majority of closed bridges being owned locally.

CLOSED BRIDGES IN BERKS COUNTY FROM 2019-2023							
BRIDGE TYPE	2019	2020	2021	2022	2023	# CHANGE	% CHANGE
State ≥ 8'; Interstate/Ramps	0	0	0	0	0	0	0.00%
State ≥ 8'; NHS (non-Interstate)	0	0	0	0	0	0	0.00%
State ≥ 8'; non-NHS ≥ 2000 ADT	0	0	0	0	0	0	0.00%
State ≥ 8'; non-NHS < 2000 ADT	3	1	2	1	1	-2	-66.67%
Local ≥ 20'	7	6	6	6	7	0	0.00%
TOTAL CLOSED BRIDGES	10	7	8	7	8	-2	-20.00%

Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2019-2023

Load posting a bridge is required by the National Bridge Inspection Standards when a bridge is not capable of safely carrying a legal load. If a bridge is deemed deficient, officials will post a maximum load for the bridge. Bridges may also be posted for other load capacity restrictions including speed and number of vehicles permitted on the bridge. 65 bridges are posted in Berks County as of 2023, with the majority of those bridges owned locally. The number of posted bridges decreased 13.33% since 2019.

POSTED BRIDGES IN BERKS COUNTY FROM 2019-2023							
BRIDGE TYPE	2019	2020	2021	2022	2023	# CHANGE	% CHANGE
State ≥ 8'; Interstate/Ramps	0	2	2	0	0	0	0.00%
State ≥ 8'; NHS (non-Interstate)	2	1	1	1	1	-1	-50.00%
State ≥ 8'; non-NHS ≥ 2000 ADT	6	6	2	2	2	-4	-66.67%
State ≥ 8'; non-NHS < 2000 ADT	9	8	10	8	7	-2	-22.22%
Local ≥ 20'	58	61	60	56	55	-3	-5.17%
TOTAL BRIDGES	75	78	75	67	65	-10	-13.33%

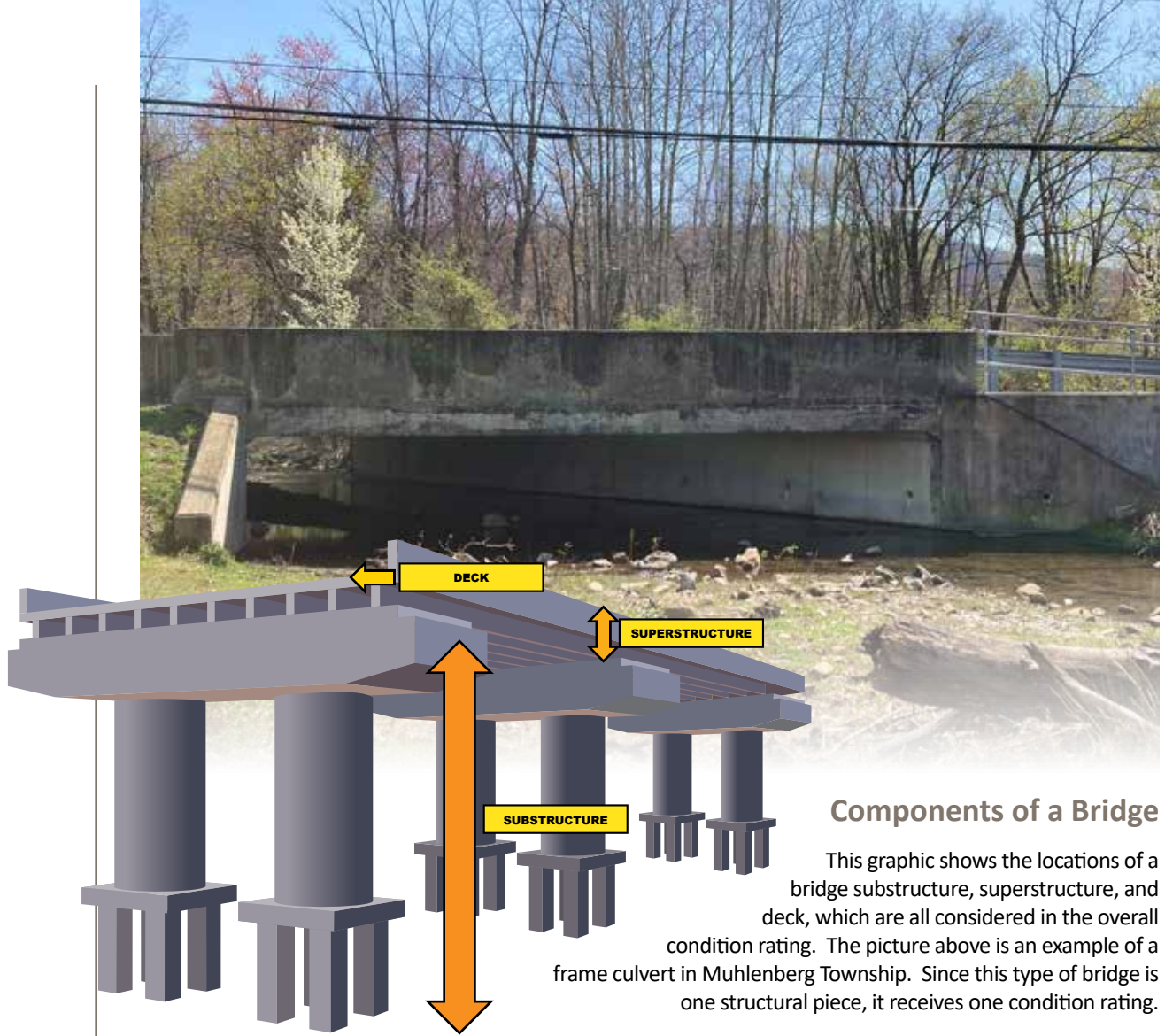
Source: PennDOT Performance Measures Annual Reports, Reading MPO, 2019-2023

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 above is an example of a frame culvert in Muhlenberg Township. Since this type of bridge is one structural piece, it receives one condition rating.

Bridge Data

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

MAP-21 Reported Bridge Groups (2)

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

PennDOT Reported Bridge Groups (5)

- NHS
 - NHS – Interstate/Ramps
 - State-Owned ≥ 8'
 - NHS – Non-Interstate
 - State-Owned ≥ 8'
- Non-NHS
 - Non-NHS ≥ 2,000 ADT
 - State-Owned ≥ 8'
 - Non-NHS < 2,000 ADT
 - State-Owned ≥ 8'
 - Local ≥ 20'

RATS Reported Bridge Groups (8)

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

NHS Bridge Performance Measures

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

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

MAP-21 BRIDGE PERFORMANCE MEASURE – PERCENTAGE OF POOR CONDITION DECK AREA (Based on All NHS Bridges Greater Than or Equal to 20’ in Length)								
Business Plan Network	2019 Poor Deck Area %	2020 Poor Deck Area %	2021 Poor Deck Area %	2021 Target	2022 Poor Deck Area %	2023 Poor Deck Area %	2023 Target	2025 Target
Interstate	33.27%	32.64%	33.27%	n/a	31.58%	29.30%	n/a	n/a
NHS, Non-Interstate	14.91%	7.28%	7.23%	n/a	7.27%	7.27%	n/a	n/a
Total NHS	18.91%	12.96%	12.93%	16.00%	12.49%	12.28%	14.00%	13.00%

Source: Reading Performance Measures Annual Report – Bridges 2019-2023

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	2019 Poor Count %	2020 Poor Count %	2021 Poor Count %	2022 Poor Count %	2023 Poor Count %	2023 Target	2025 Target
Interstate	9.52%	9.30%	9.52%	2.63%	2.38%	n/a	n/a
NHS, Non-Interstate	5.83%	4.17%	4.13%	4.17%	4.17%	n/a	n/a
Total NHS	6.79%	5.52%	5.52%	3.80%	3.70%	7.50%	7.50%

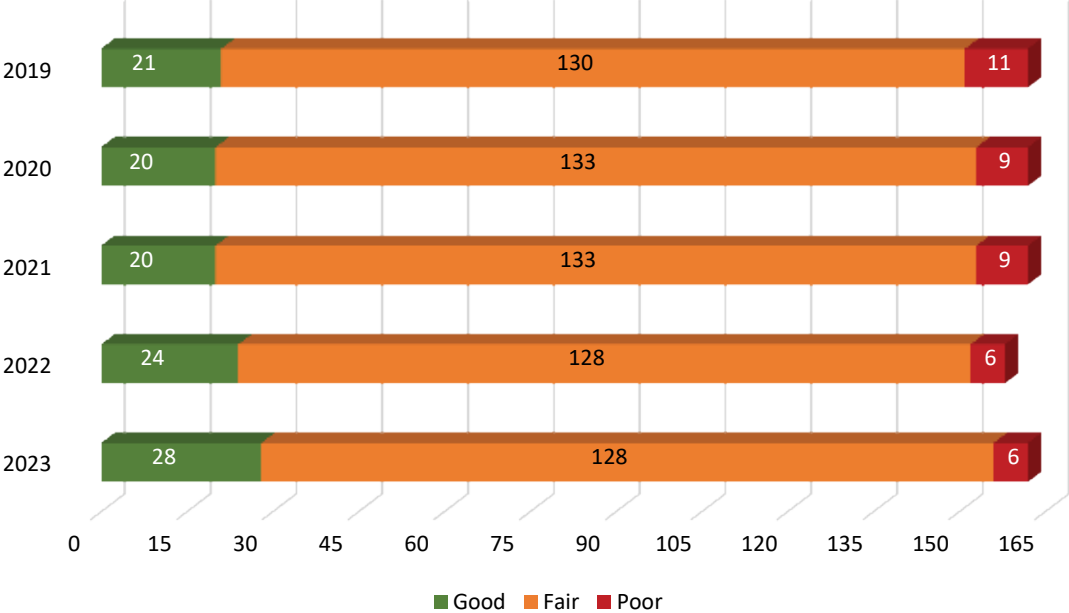
Source: Reading Performance Measures Annual Report – Bridges 2019-2023

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	2019 Good Count %	2020 Good Count %	2021 Good Count %	2022 Good Count %	2023 Good Count %	2023 Target	2025 Target
Interstate	11.90%	11.63%	11.90%	18.42%	26.19%	n/a	n/a
NHS, Non-Interstate	13.33%	12.50%	12.40%	14.17%	14.17%	n/a	n/a
Total NHS	12.96%	12.27%	12.27%	15.19%	17.28%	28.00%	28.00%

Source: Reading Performance Measures Annual Report – Bridges 2019-2023

To further analyze the NHS bridge conditions, the following stacked bar chart shows the number of Good, Fair, and Poor bridges over the last 5 years for all NHS bridges greater than or equal to 20' in length. Good Condition NHS bridges increased from 21 to 28, Fair Condition NHS bridges decreased from 130 to 128, and Poor Condition NHS bridges decreased from 11 to 6.

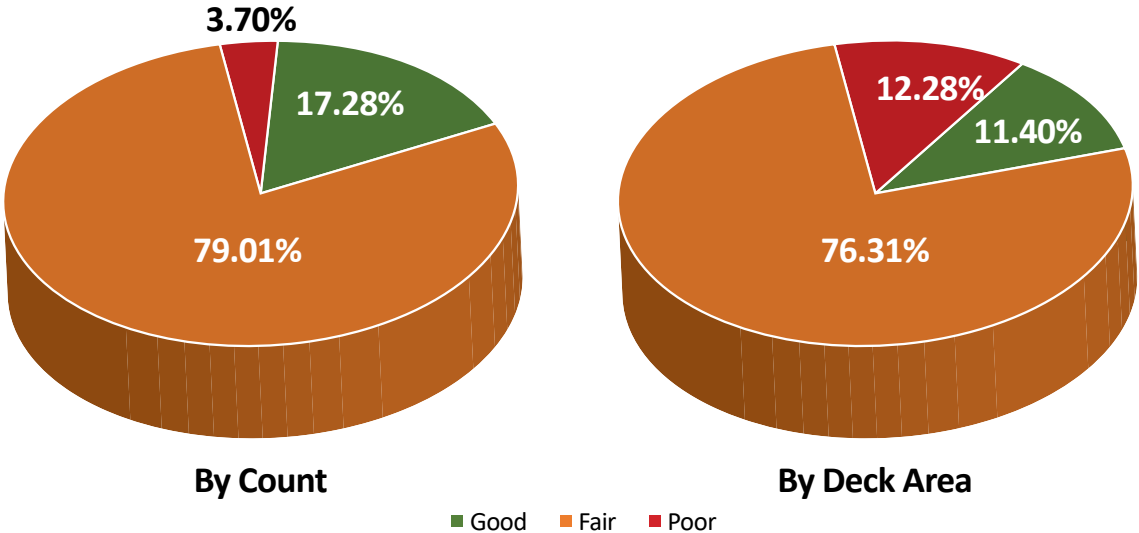
NHS Bridges Greater than or Equal to 20' in Length Conditions for 2019-2023



Source: Reading Performance Measures Annual Report – Bridges 2019-2023

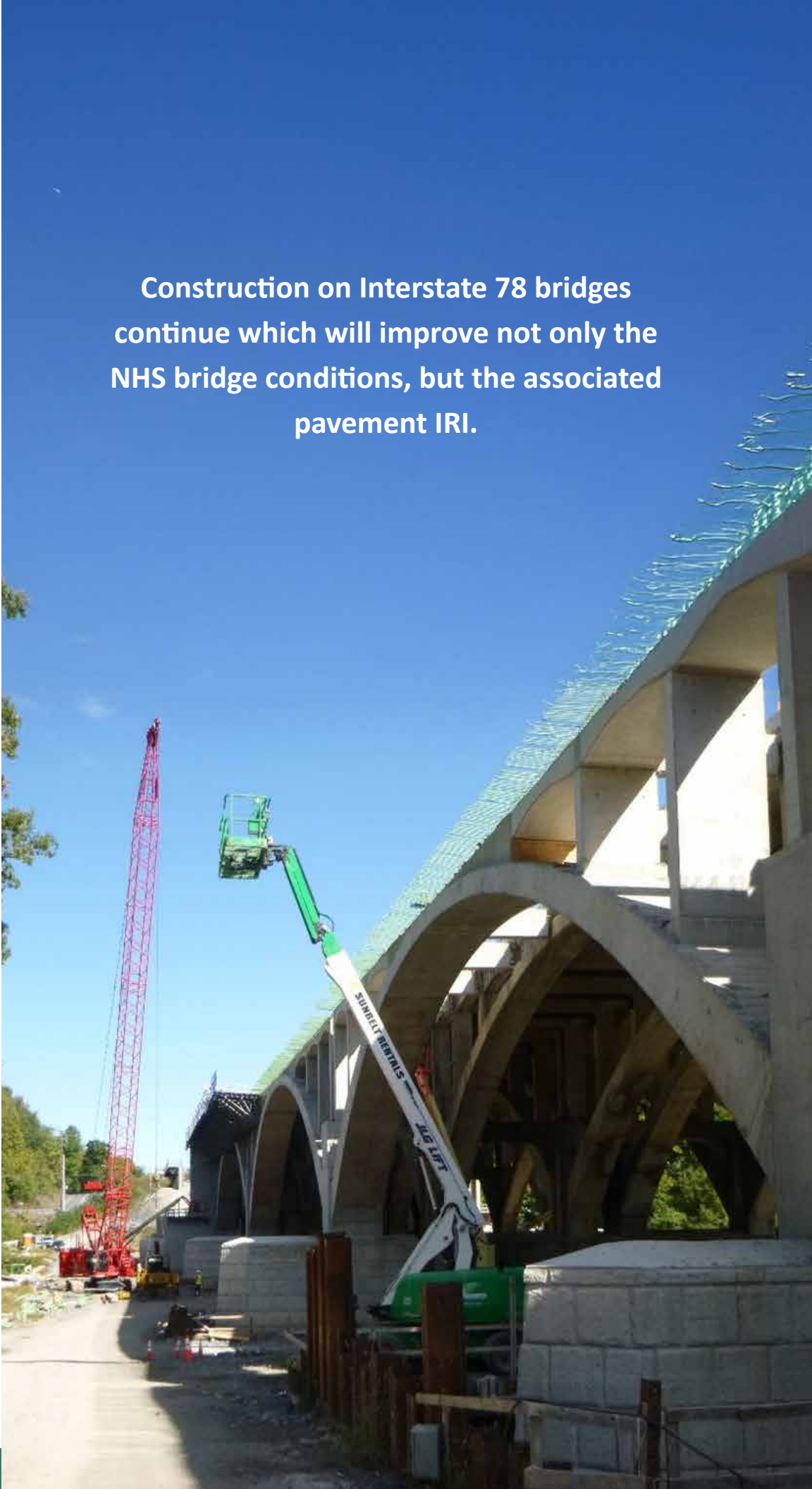
MAP-21 BRIDGE PERFORMANCE 2023

(Based on all NHS Bridges Greater than or Equal to 20' in Length)



Source: Reading Performance Measures Annual Report – Bridges 2023

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 2023, 12.28% of the NHS Bridge Deck Area was in Poor Condition. This value has improved by 0.68% over the last 4 years however, just meets the 13.00% 2025 Target and therefore should continue improving to meet this target and to meet the overall statewide 10.00% target set by FHWA.	<p style="text-align: center;">NHS Bridge Deck Area in Poor Condition Steady</p>	
NHS Bridges in Good Condition	In 2023, 17.28% of NHS Bridges were in Good Condition. This is an improvement of 4.32% since 2019, however, this number does not meet the 2023 target and 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 2023, 3.70% of NHS Bridges were in Poor Condition. This is a 3.09% improvement from 2019 and meets the 7.50% targets set for 2023 and 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.

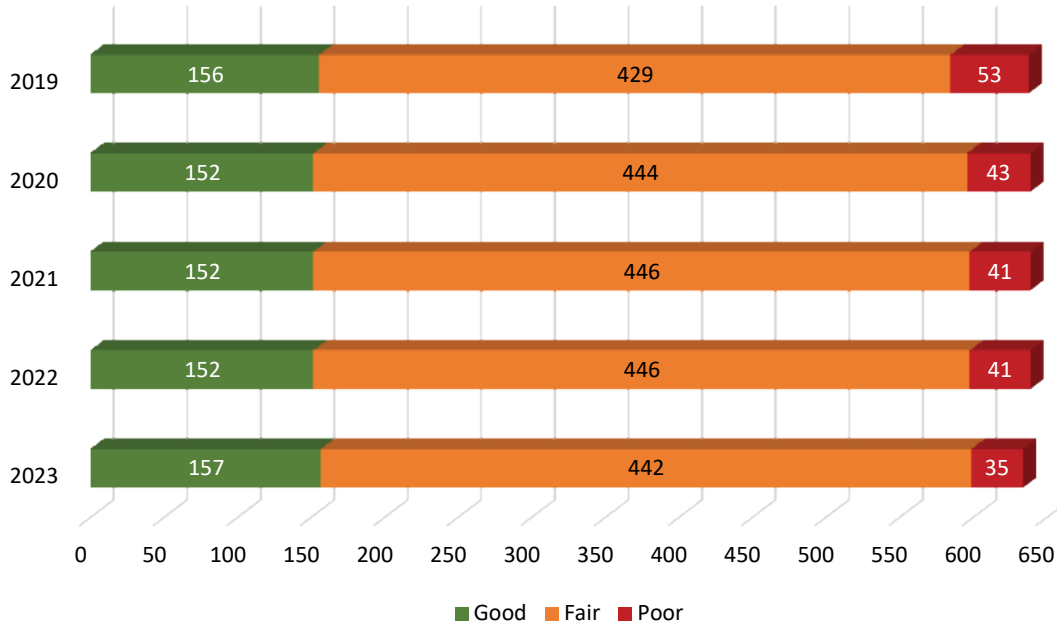
STATE-OWNED POOR BRIDGES ≥ 8' BY DECK AREA

BUSINESS PLAN NETWORK	2019 POOR DECK AREA %	2020 POOR DECK AREA %	2021 POOR DECK AREA %	2022 POOR DECK AREA %	2023 POOR DECK AREA %
State ≥ 8'; Interstate/Ramps	35.73%	34.50%	35.21%	33.48%	30.93%
State ≥ 8'; NHS (non-Interstate)	14.72%	7.22%	7.16%	7.20%	7.20%
State ≥ 8'; non-NHS ≥ 2000 ADT	6.23%	5.79%	4.36%	3.11%	3.46%
State ≥ 8'; non-NHS < 2000 ADT	12.21%	9.70%	7.89%	8.48%	7.24%
TOTAL STATE BRIDGES ≥ 8'	14.97%	10.80%	10.24%	9.71%	9.51%

Source: Reading Performance Measures Annual Report – Bridges 2019-2023

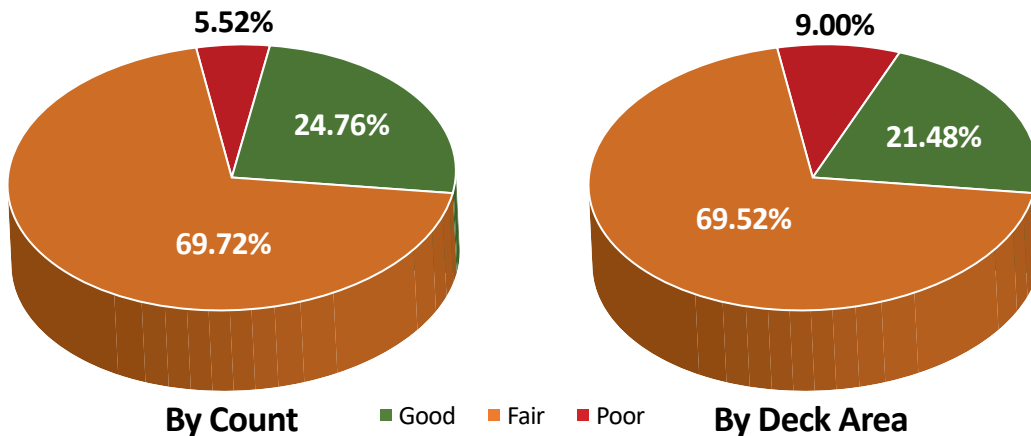
To further analyze the State-owned bridge conditions, the chart below shows the number of Good, Fair, and Poor bridges over the last 5 years for all State-owned bridges greater than or equal to 8' in length.

State-owned Bridges Greater than or Equal to 8' in Length Conditions for 2019-2023



Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 2/06/2020, 8/26/2020, 12/08/2022, 1/5/2023, 1/4/2024

2023 ≥ 8' STATE-OWNED BRIDGE CONDITIONS



Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/4/2024



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

Local-owned Bridge Conditions

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

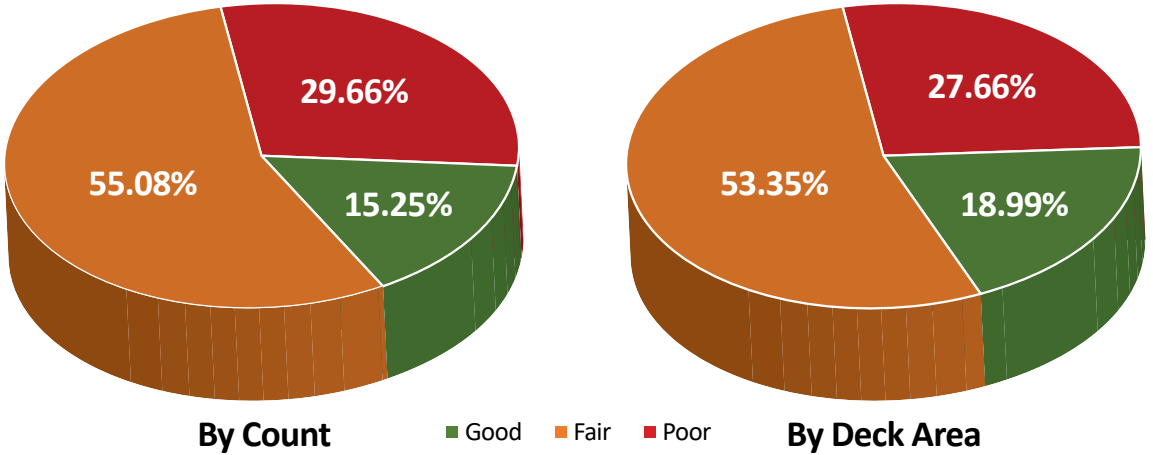
2023 LOCAL-OWNED BRIDGES ≥ 20' CONDITIONS BY COUNT BY BUSINESS PLAN NETWORK							
BUSINESS PLAN NETWORK	GOOD		FAIR		POOR		TOTAL #
	#	%	#	%	#	%	
Local ≥ 20'	36	15.25%	130	55.08%	70	29.66%	236
County	15	27.78%	22	40.74%	17	31.48%	54
Township	18	11.46%	95	60.51%	44	28.03%	157
Borough/City	2	9.09%	13	59.09%	7	31.82%	22
Railroad	1	33.33%	0	0.00%	2	66.66%	3

Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report 1/4/2024

2023 LOCAL-OWNED BRIDGES ≥ 20' CONDITIONS BY DECK AREA BY BUSINESS PLAN NETWORK							
BUSINESS PLAN NETWORK	GOOD		FAIR		POOR		TOTAL Deck Area SF
	Deck Area SF	%	Deck Area SF	%	Deck Area SF	%	
Local ≥ 20'	86,854.0	18.99%	244,039.8	53.35%	126,545.9	27.66%	457,439.7
County	48,127.7	27.52%	92,343.6	52.80%	34,410.8	19.68%	174,882.1
Township	32,858.2	15.98%	102,761.2	49.99%	69,959.2	34.03%	205,578.6
Borough/City	3,338.5	4.98%	48,935.0	73.01%	14,752.3	22.01%	67,025.8
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 1/4/2024

2023 LOCAL-OWNED BRIDGES ≥ 20' IN LENGTH



Source: PennDOT BMS2 Website Berks County State and Local Bridge Condition Report: 1/4/2024



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" (\$5 Registration Fee).

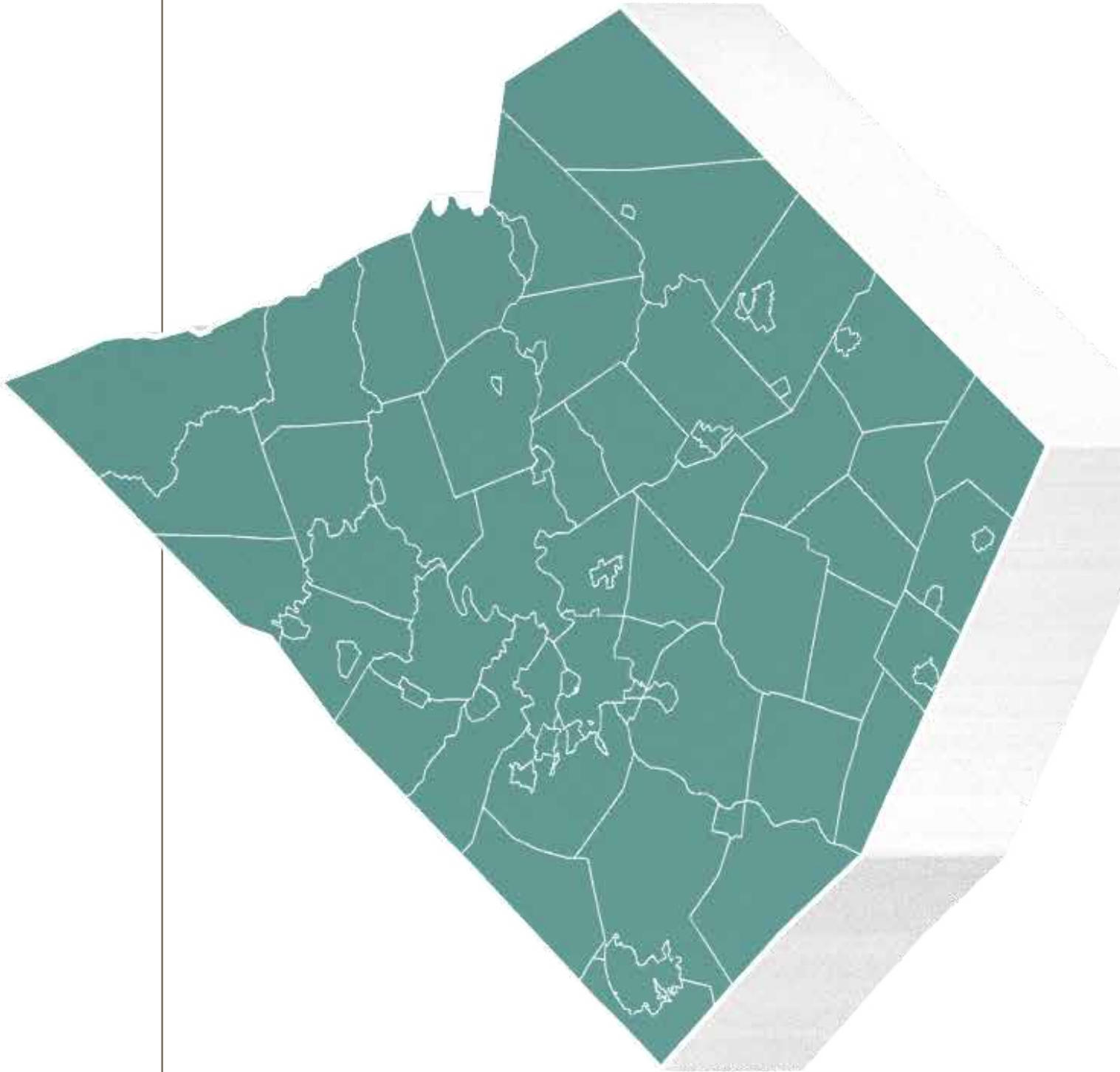


Rehabilitation/replacement finished on this bridge in 2022.

SECTION 4

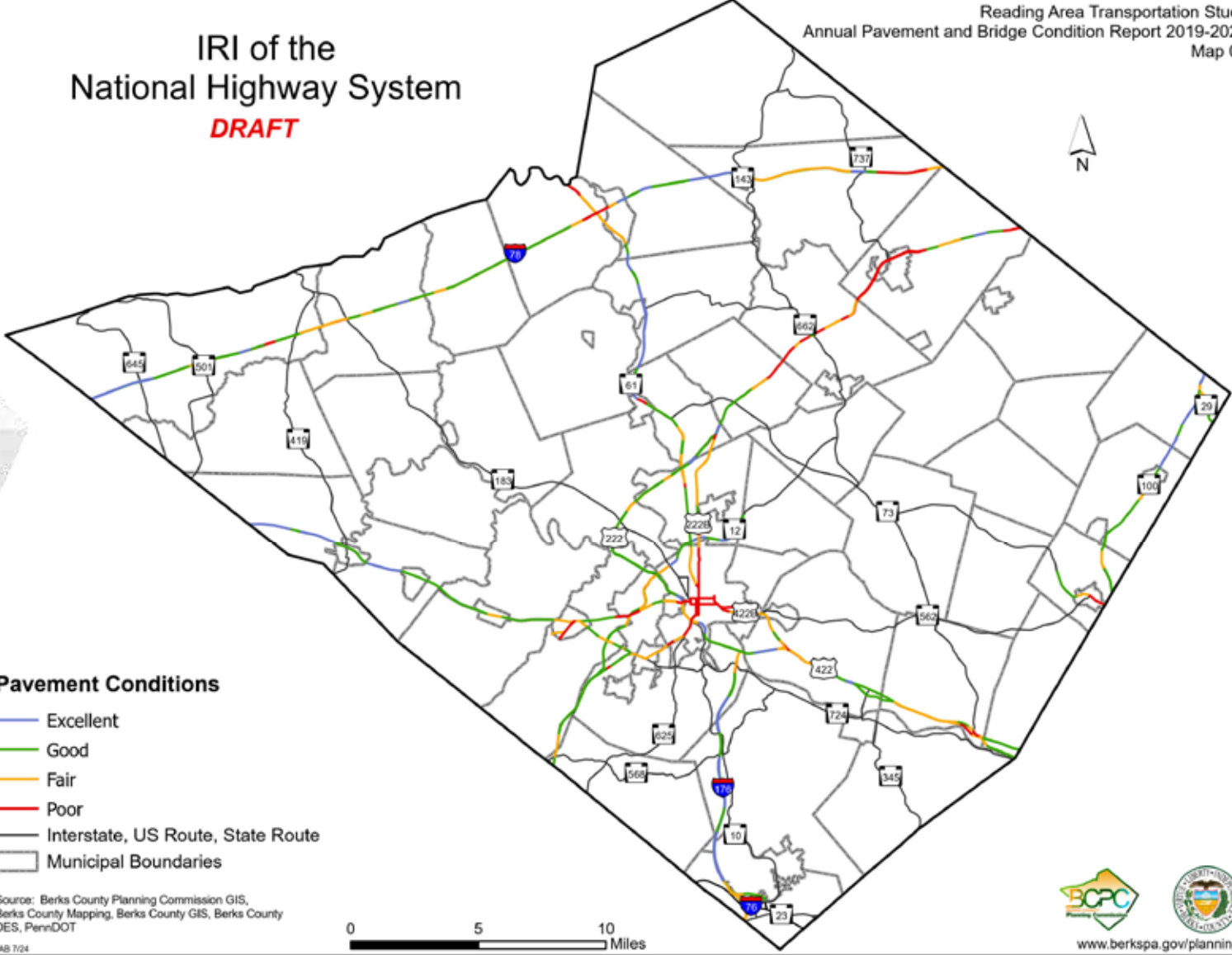
COMPOSITE PAVEMENT AND BRIDGE CONDITION MAPS BY PLANNING REGION

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.



IRI of the National Highway System

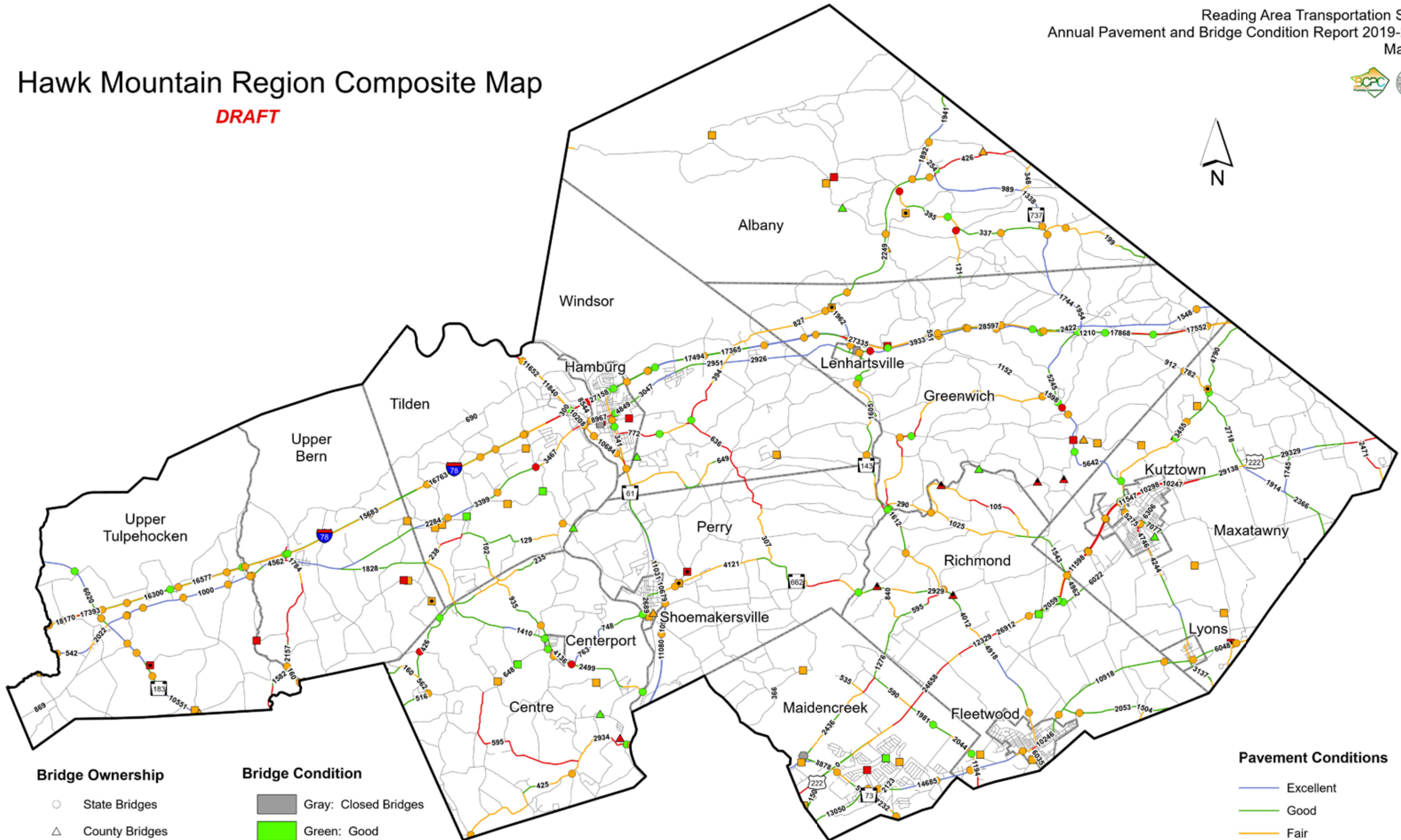
DRAFT





Hawk Mountain Region Composite Map

DRAFT



Bridge Ownership

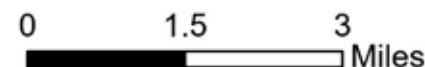
- State Bridges
- △ County Bridges
- Municipal Bridges
- Other Bridges
- Posted Bridges

Bridge Condition

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

Pavement Conditions

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



Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 1, 2024, PennDOT www.berkspa.gov/planning



Tulpehocken Region Composite Map

DRAFT



Bridge Ownership

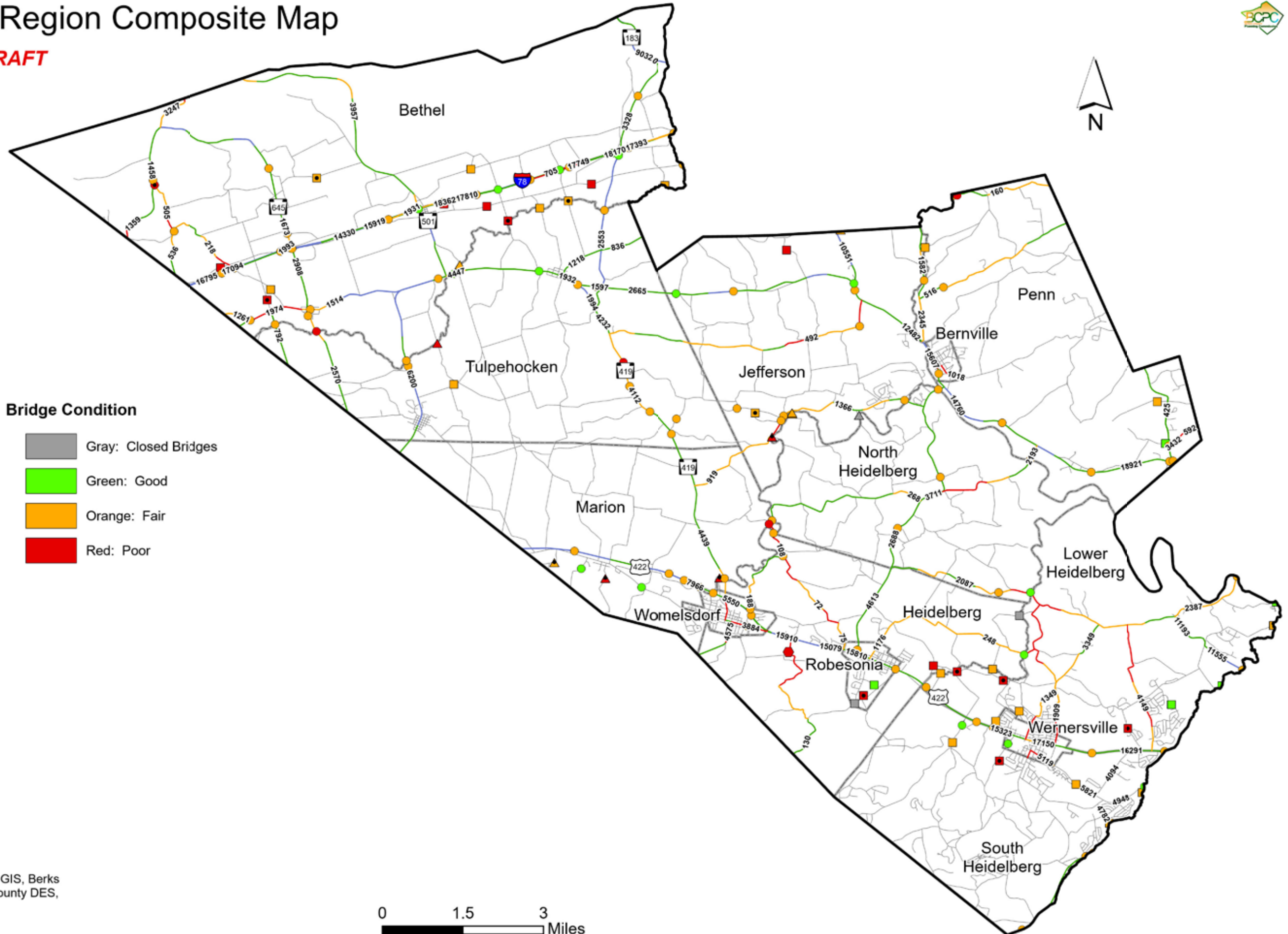
- State Bridges
- △ County Bridges
- Municipal Bridges
- Other Bridges
- Posted Bridges

Bridge Condition

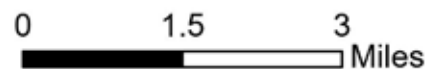
- Gray: Closed Bridges
- Green: Good
- Orange: Fair
- Red: Poor

Pavement Conditions

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



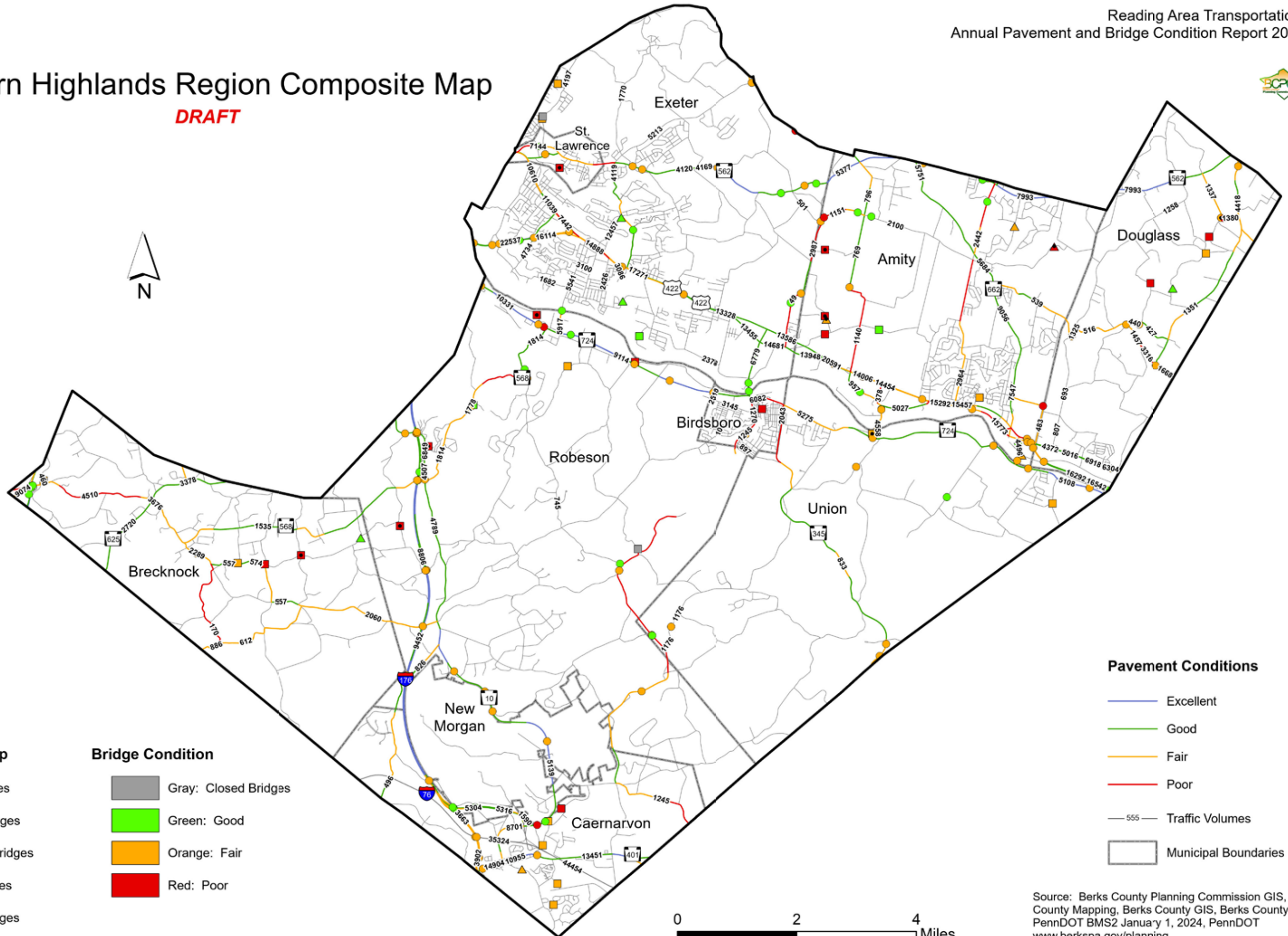
Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 1, 2024, PennDOT www.berkspa.gov/planning





Southern Highlands Region Composite Map

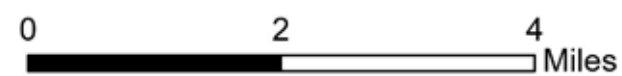
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- Bridge Ownership**
- State Bridges
 - △ County Bridges
 - Municipal Bridges
 - Other Bridges
 - Posted Bridges

- 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
 - Box: Municipal Boundaries



Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT BMS2 January 1, 2024, PennDOT www.berkspa.gov/planning



Metro Region Composite Map

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Bridge Ownership

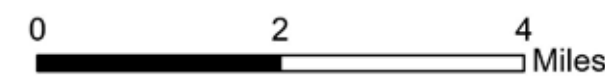
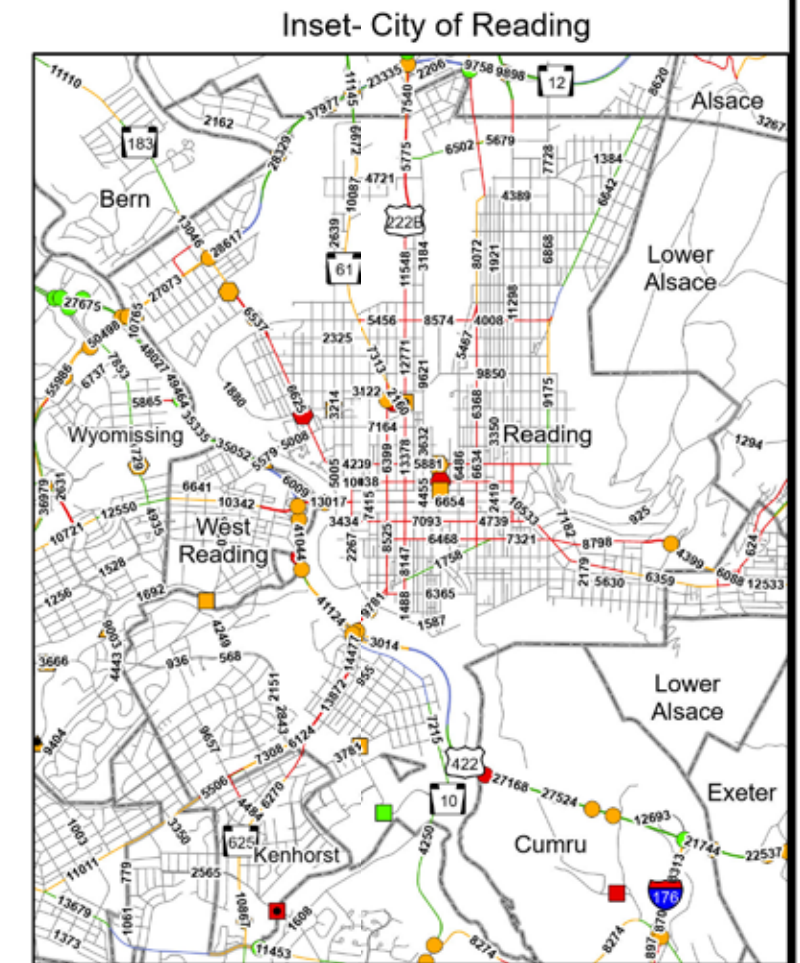
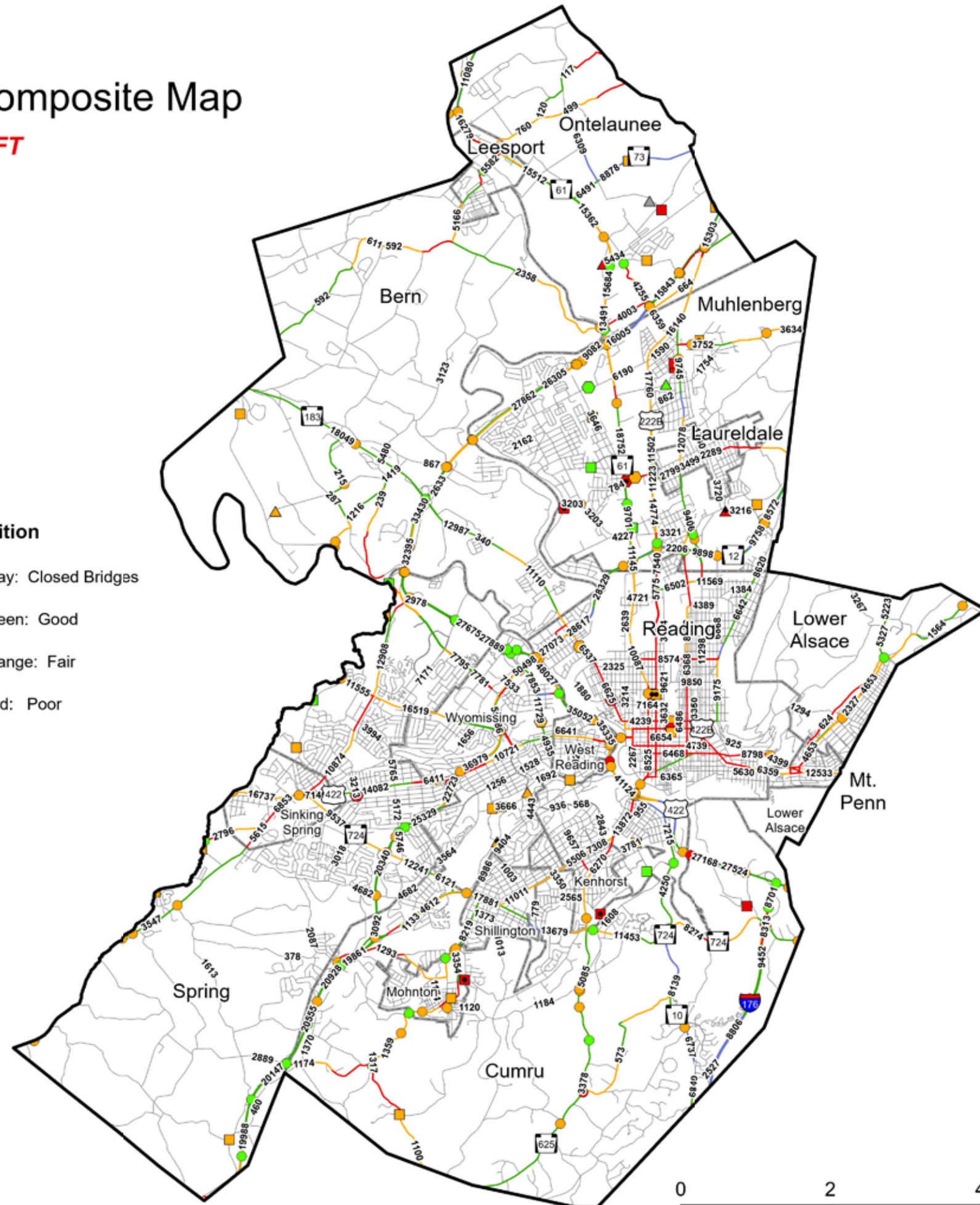
- State Bridges
- △ County Bridges
- Municipal Bridges
- Other Bridges
- Posted Bridges

Bridge Condition

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

Pavement Conditions

- Blue line: Excellent
- Green line: Good
- Yellow 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 1, 2024, 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 150 segment miles of poor condition pavement across Berks County as reported in 2023. 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 5.31 of the 7.78 poor condition segment miles on the Interstate are planned for improvements. Planned projects address 7.35 of the 32.97 poor condition segment miles on the NHS Non-Interstate. Planned projects address 3.52 of the 49.58 poor condition segment miles on the Non-NHS with an AADT > 2,000. Planned projects address 3.48 of the 60.48 poor condition segment miles on the Non-NHS with an AADT < 2,000. The planned projects address a total of 48 of the 372 poor condition segments across Berks County.

Bridge Projects

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

The Reading MPO works closely with PennDOT to determine the most effective and efficient level of improvements to be implemented. In addition to those structures designated for major rehabilitation or replacement, the FFY 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 conducting a major rehabilitation / widening of the bridge carrying I-78 over the Schuylkill River, Industrial Drive, the Blue Mountain and Northern Railroad, and Port Clinton Avenue 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 will begin construction in 2024.

The 70 local-owned and 40 state-owned poor condition bridges, as reported in 2023, come to a total of 110 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 13 of the 70 local-owned, poor condition bridges are planned for improvements that will remove them from being listed as poor condition bridges over the next few years. A majority of the state-owned poor condition bridges, 30 out of 40, will be improved through various repairs and replacements over the next few years. These improvements address 43 of the 110 poor condition bridges across Berks County.

APPENDICES

2023 Performance Measures Annual Report -- Pavements

Reading

2023 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	83.1	46.64%	94.7	53.11%	0.4	0.25%	3.0	1.66%
NHS, Non-Interstate	127.5	30.83%	265.1	64.10%	21.0	5.07%	15.1	3.52%
MAP-21 Pavement Performance Measure Targets	Good				Poor			
	2024 Target	2025 Target	2026 Target	2027 Target	2024 Target	2025 Target	2026 Target	2027 Target
Interstate	59%	55%	50%	46%	1%	1%	2%	1%
NHS, Non-Interstate	28%	25%	16%	15%	7%	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.

2023 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	27.5	30.07%	33.5	36.65%	23.6	25.80%	6.8	7.49%	85	91.3
NHS, Non-Interstate	28.1	13.71%	90.6	44.25%	56.5	27.58%	29.6	14.45%	111	204.8
Non-NHS, ≥ 2000 ADT	59.8	15.58%	196.4	51.16%	80.8	21.06%	46.9	12.21%	131	383.9
Non-NHS, < 2000 ADT	19.0	6.11%	105.9	34.08%	126.7	40.78%	59.1	19.03%	180	310.7
Total - Roadway	134.3	13.56%	426.3	43.04%	287.6	29.03%	142.4	14.38%	140	990.7

2023 Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median OPI	Total Miles	
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		PennDOT Seg-Mi	PA Lane Miles
Interstate	4.6	6.40%	43.7	60.22%	21.7	29.95%	2.5	3.43%	88	93.3	181.2
NHS, Non-Interstate	7.3	3.63%	117.8	58.59%	59.0	29.34%	17.0	8.44%	83	210.1	428.7
Non-NHS, ≥ 2000 ADT	39.6	10.35%	201.3	52.56%	131.6	34.35%	10.5	2.74%	83	387.5	
Non-NHS, < 2000 ADT	76.3	24.55%	200.8	64.66%	29.6	9.53%	3.9	1.26%	81	312.3	
Total - Roadway	127.8	13.21%	563.6	58.28%	241.9	25.01%	33.9	3.50%	82	1,003.3	

- 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 2023. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2022 or 2023.
- 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.

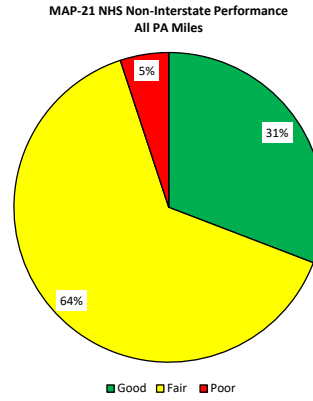
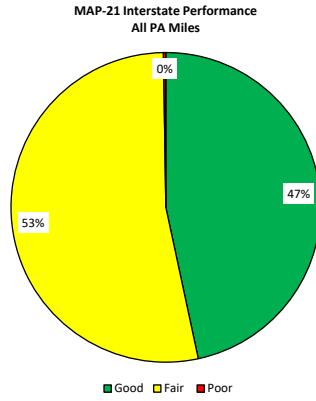
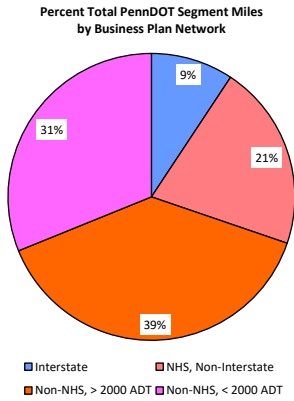
2023 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous				Concrete			
	Seg-Mi	OOCC Mi ¹	Seg-Mi	OOCC Mi ²	OOCC Mi ³	Total	Seg-Mi	OOCC Mi ⁴	OOCC Mi ⁵	Total
Interstate	78.88	5.55	0.00	0.00	0.00	0.00	14.45	2.41	2.36	4.77
NHS, Non-Interstate	175.37	54.70	0.00	0.00	0.00	0.00	62.16	33.58	30.23	63.81
Non-NHS, ≥ 2000 ADT	202.37	123.99	183.18	8.63	30.68	39.31	2.29	2.24	2.24	4.49
Non-NHS, < 2000 ADT	3.15	1.05	309.04	16.40	61.07	77.48	0.00	0.00	0.00	0.00
Total - Roadway	459.78	185.29	492.22	25.04	91.75	116.79	78.90	38.23	34.84	73.07

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

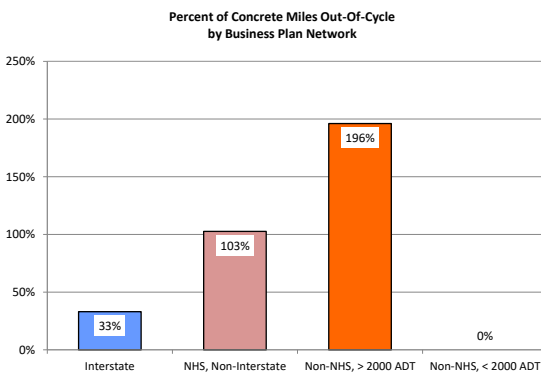
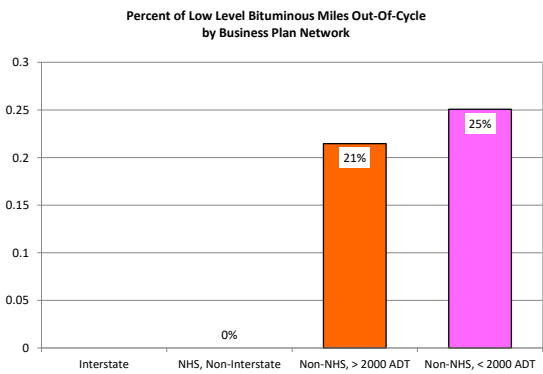
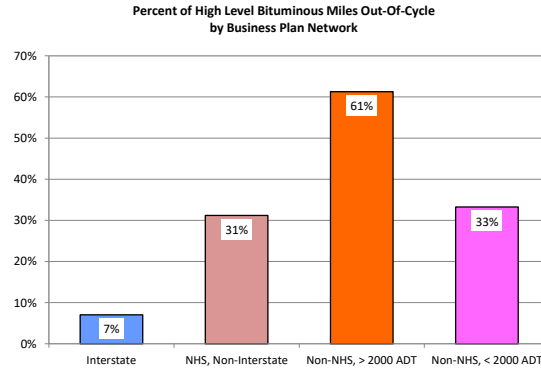
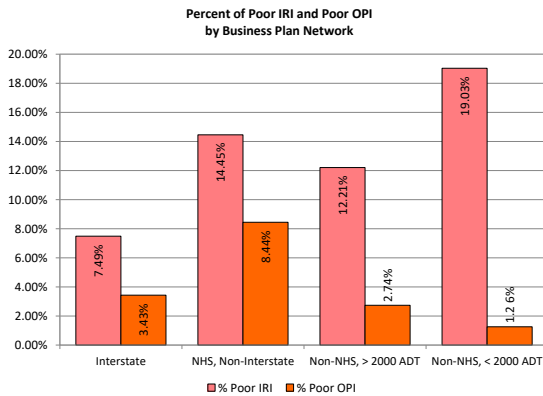
2018-MPO/RPO, 6/25/2024

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



MAP-21 Pavement Conditions and Thresholds

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



2018-MPO/RPO, 6/25/2024

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%	0.106	7.44%	98	81.67%	1.220	85.29%	5	4.17%	0.104	7.27%
Total NHS	28	17.28%	0.211	11.40%	128	79.01%	1.413	76.31%	6	3.70%	0.227	12.28%

Total NHS Deck Area Poor %	Map-21 Goal	End of Year 2023 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.

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

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

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

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

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

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

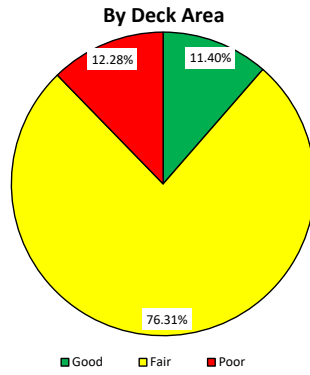
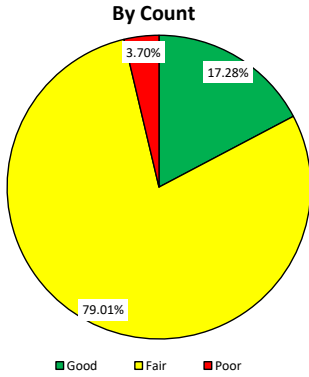
· MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State ≥8'; Interstate/Ramps	64	0.3991	6,235	0	0	1	1.56%	0.1234	30.93%	17
State ≥8'; NHS (non-Interstate)	150	1.4540	9,693	0	1	6	4.00%	0.1047	7.20%	46
State ≥8'; non-NHS > 2000 ADT	246	0.7264	2,953	0	2	14	5.69%	0.0251	3.46%	94
State ≥8'; non-NHS < 2000 ADT	183	0.3574	1,953	1	7	19	10.38%	0.0259	7.24%	71
Total - State Bridges (≥8')	643	2.9368	4,567	1	10	40	6.22%	0.2791	9.51%	228
Local ≥20'	236	0.4574	1,938	7	55	71	30.08%	0.1290	28.21%	73

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

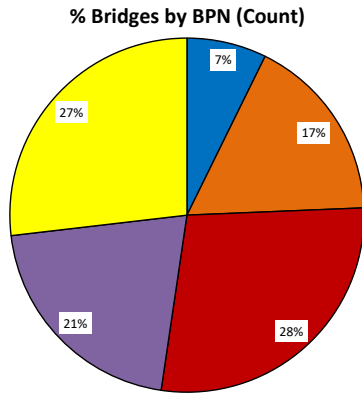
Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million\$)	Preservation (#bridges)
State ≥8'; Interstate/Ramps	0	0	0.00%	0.00%	\$0.51	1
State ≥8'; NHS (non-Interstate)	0	0	0.00%	0.00%	\$16.84	4
State ≥8'; non-NHS > 2000 ADT	3	1	0.00%	0.19%	\$1.91	4
State ≥8'; non-NHS < 2000 ADT	0	3	0.00%	1.16%	\$0.54	1
Total - State Bridges (≥8')	3	4	0.00%	0.19%	\$19.80	10
Local ≥20'	1	1	0.17%	0.72%	\$0.00	0

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

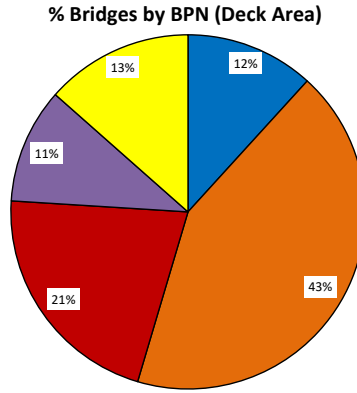


End of Calendar Year 2023 Status of Bridges in Region (Based on 8' and greater)

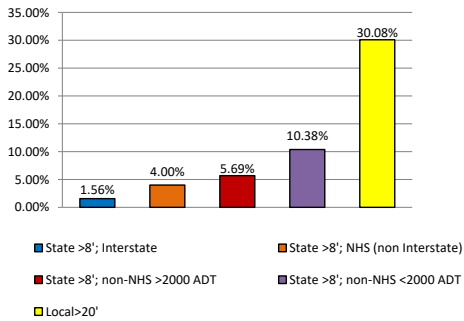
PennDOT Data 8' and Greater By Business Plan Network



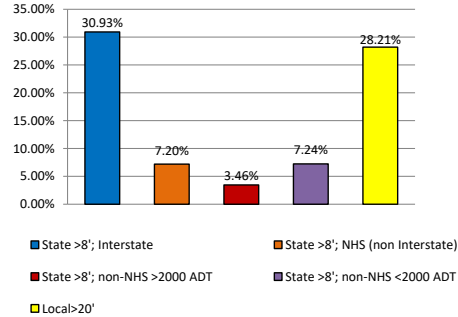
PennDOT Data 8' and Greater By Business Plan Network



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
WILLIAM PENN HW	0078	0154	Interstate	Y	0.5009	18646	MPMS 120121	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0155	Interstate	Y	0.5006	17749	MPMS 120121	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0184	Interstate	Y	0.5	18170	MPMS 85903	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0290	Interstate	Y	0.5006	16763	MPMS 93494	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0291	Interstate	Y	0.4996	15683	MPMS 93494	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0294	Interstate	Y	0.6542	27158	MPMS 93494	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0295	Interstate	Y	0.6513	22425	MPMS 93494	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0411	Interstate	Y	0.4947	17868	none	n/a
WILLIAM PENN HW	0078	0415	Interstate	Y	0.5017	17868	none	n/a
WILLIAM PENN HW	0078	0421	Interstate	Y	0.4973	17868	none	n/a
WILLIAM PENN HW	0078	0425	Interstate	Y	0.511	17868	none	n/a
WILLIAM PENN HW	0078	0150	Interstate	Y	0.4998	18362	MPMS 120121	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0354	Interstate	Y	0.4996	28597	MPMS 97274	UNDER CONSTRUCTION
WILLIAM PENN HW	0078	0355	Interstate	Y	0.4985	27335	MPMS 97274	UNDER CONSTRUCTION
MORGANTOWN EX	0176	0104	Interstate	Y	0.4739	8313	none	n/a
FOURTH ST	0061	0011	NHS Non-Interstate	N	0.0498	5544	none	n/a
POTTSVILLE PK	0061	0110	NHS Non-Interstate	Y	0.1551	18752	none	n/a
CENTRE AV	0061	0201	NHS Non-Interstate	Y	0.4013	16279	MPMS 117622	FUTURE DEVELOPMENT
SR 0061 SH	0061	0390	NHS Non-Interstate	Y	0.564	11652	MPMS 96373	IN DEVELOPMENT
SR 0061 SH	0061	0391	NHS Non-Interstate	Y	0.5652	11840	MPMS 96373	IN DEVELOPMENT
PHILADELPHIA AV	0073	0430	NHS Non-Interstate	Y	0.6888	10198	none	n/a
WASHINGTON ST	0183	0010	NHS Non-Interstate	Y	0.1006	10038	none	n/a
SECOND ST	0183	0011	NHS Non-Interstate	Y	0.1127	14999	none	n/a
WARREN ST	0222	0182	NHS Non-Interstate	Y	0.1949	50498	MPMS 110008	IN DEVELOPMENT
VAN REED RD	0222	0243	NHS Non-Interstate	Y	0.3634	32395	none	n/a
VAN REED RD	0222	0362	NHS Non-Interstate	Y	0.5203	16005	MPMS 110009	COMPLETED 2023
ALLENTOWN PK	0222	0450	NHS Non-Interstate	Y	0.5195	24658	MPMS 61972	IN DEVELOPMENT
ALLENTOWN PK	0222	0460	NHS Non-Interstate	Y	0.5462	24658	MPMS 61972	IN DEVELOPMENT
KUTZTOWN RD	0222	0464	NHS Non-Interstate	Y	0.6434	24658	MPMS 61972	IN DEVELOPMENT
KUTZTOWN RD	0222	0480	NHS Non-Interstate	Y	0.4464	24658	MPMS 61972	IN DEVELOPMENT
KUTZTOWN RD	0222	0490	NHS Non-Interstate	Y	0.4572	26912	MPMS 61972	IN DEVELOPMENT
KUTZTOWN BP	0222	0521	NHS Non-Interstate	Y	0.3339	13456	none	n/a
KUTZTOWN BP	0222	0530	NHS Non-Interstate	Y	0.717	11547	none	n/a
KUTZTOWN BP	0222	0541	NHS Non-Interstate	Y	0.3587	11598	none	n/a
KUTZTOWN BP	0222	0550	NHS Non-Interstate	Y	0.6506	11547	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
KUTZTOWN BP	0222	0551	NHS Non-Interstate	Y	0.5343	11598	none	n/a
KUTZTOWN BP	0222	0560	NHS Non-Interstate	Y	0.3833	11547	none	n/a
KUTZTOWN BP	0222	0561	NHS Non-Interstate	Y	0.5059	11598	none	n/a
KUTZTOWN BP	0222	0570	NHS Non-Interstate	Y	0.4544	11547	none	n/a
KUTZTOWN BP	0222	0571	NHS Non-Interstate	Y	0.4661	11598	none	n/a
KUTZTOWN BP	0222	0580	NHS Non-Interstate	Y	0.3856	11547	none	n/a
KUTZTOWN BP	0222	0581	NHS Non-Interstate	Y	0.4299	11598	none	n/a
KUTZTOWN BP	0222	0590	NHS Non-Interstate	Y	0.5409	10247	none	n/a
KUTZTOWN BP	0222	0591	NHS Non-Interstate	Y	0.4898	10298	none	n/a
KUTZTOWN BP	0222	0600	NHS Non-Interstate	Y	0.3663	10247	none	n/a
KUTZTOWN BP	0222	0601	NHS Non-Interstate	Y	0.3953	10298	none	n/a
KUTZTOWN BP	0222	0610	NHS Non-Interstate	Y	0.4551	14570	none	n/a
KUTZTOWN BP	0222	0611	NHS Non-Interstate	Y	0.4307	10298	none	n/a
KUTZTOWN RD	0222	0680	NHS Non-Interstate	Y	0.6877	29329	none	n/a
PENN AV	0422	0320	NHS Non-Interstate	Y	0.5905	12295	none	n/a
PENN AV	0422	0321	NHS Non-Interstate	Y	0.5955	12742	none	n/a
BENJAMIN FRANKLIN HW	0422	0490	NHS Non-Interstate	Y	0.4883	14888	none	n/a
BENJAMIN FRANKLIN HW	0422	0640	NHS Non-Interstate	Y	0.6229	15773	none	n/a
BENJAMIN FRANKLIN HW	0422	0651	NHS Non-Interstate	Y	0.5174	15457	none	n/a
FOURTH ST	2003	0011	NHS Non-Interstate	N	0.6451	8525	none	n/a
BINGAMAN ST	2005	0010	NHS Non-Interstate	N	0.3119	9783	MPMS 114439	IN DEVELOPMENT
BINGAMAN ST	2005	0011	NHS Non-Interstate	N	0.3138	9781	MPMS 114439	IN DEVELOPMENT
LAUREL ST	2005	0012	NHS Non-Interstate	N	0.103	9151	none	n/a
FIFTH ST	2005	0020	NHS Non-Interstate	N	0.5273	8147	none	n/a
FIFTH ST	2005	0030	NHS Non-Interstate	N	0.5108	13378	none	n/a
FIFTH ST	2005	0040	NHS Non-Interstate	N	0.6371	12771	MPMS 10613	IN DEVELOPMENT
FIFTH ST	2005	0050	NHS Non-Interstate	N	0.3799	11548	none	n/a
FIFTH ST	2005	0060	NHS Non-Interstate	N	0.6218	5775	none	n/a
FIFTH ST	2005	0061	NHS Non-Interstate	N	0.6244	5775	none	n/a
FIFTH ST	2005	0070	NHS Non-Interstate	N	0.3616	7540	none	n/a
FIFTH ST	2005	0080	NHS Non-Interstate	N	0.2252	13902	none	n/a
ALLETOWN PK	2005	0160	NHS Non-Interstate	N	0.1267	8071	none	n/a
ALLETOWN PK	2005	0161	NHS Non-Interstate	N	0.1172	8071	none	n/a
SECOND ST	2008	0002	NHS Non-Interstate	Y	0.1138	6452	none	n/a
FRANKLIN ST	2008	0006	NHS Non-Interstate	Y	0.2063	7093	none	n/a
FRANKLIN ST	2008	0010	NHS Non-Interstate	Y	0.414	7093	none	n/a
FRANKLIN ST	2008	0020	NHS Non-Interstate	Y	0.4362	4739	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
WASHINGTON ST	2010	0011	NHS Non-Interstate	Y	0.3634	12458	none	n/a
WASHINGTON ST	2010	0021	NHS Non-Interstate	Y	0.4606	12040	none	n/a
BUSINESS 0422	2021	0010	NHS Non-Interstate	Y	0.5532	7442	none	n/a
HOWARD BL	2021	0054	NHS Non-Interstate	Y	0.1629	6088	none	n/a
MINERAL SPRINGS RD	2021	0070	NHS Non-Interstate	Y	0.225	4399	none	n/a
MINERAL SPRINGS RD	2021	0071	NHS Non-Interstate	Y	0.2314	4399	none	n/a
MINERAL SPRINGS RD	2021	0074	NHS Non-Interstate	Y	0.5407	8798	none	n/a
ELEVENTH ST	2021	0080	NHS Non-Interstate	Y	0.3144	10533	none	n/a
ELEVENTH ST	2021	0090	NHS Non-Interstate	Y	0.2116	11171	none	n/a
PERKIOMEN AV	2054	0010	NHS Non-Interstate	Y	0.4716	6359	none	n/a
PERKIOMEN AV	2054	0030	NHS Non-Interstate	Y	0.146	9314	none	n/a
CENTRE AV	2087	0010	NHS Non-Interstate	N	0.1489	2160	MPMS 91995	IN DEVELOPMENT
COLUMBIA AV	3016	0090	NHS Non-Interstate	N	0.6066	5615	none	n/a
COLUMBIA AV	3016	0100	NHS Non-Interstate	N	0.3036	6853	none	n/a
OLD LANCASTER PK	3048	0010	NHS Non-Interstate	N	0.0466	604	none	n/a
OLD LANCASTER PK	3050	0010	NHS Non-Interstate	N	0.0566	1324	none	n/a
LANCASTER AV	3222	0020	NHS Non-Interstate	Y	0.185	9407	none	n/a
LANCASTER AV	3222	0081	NHS Non-Interstate	Y	0.3013	5506	none	n/a
LANCASTER AV	3222	0100	NHS Non-Interstate	Y	0.6409	13872	none	n/a
LANCASTER AV	3222	0101	NHS Non-Interstate	Y	0.6424	14477	none	n/a
PENN AV	3422	0010	NHS Non-Interstate	Y	0.4384	5361	none	n/a
PENN AV	3422	0011	NHS Non-Interstate	Y	0.428	5361	none	n/a
PENN AV	3422	0050	NHS Non-Interstate	Y	0.5419	10795	MPMS 114439	IN DEVELOPMENT
PENN AV	3422	0051	NHS Non-Interstate	Y	0.5411	13017	MPMS 114439	IN DEVELOPMENT
BLANDON RD	0073	0184	Non-NHS AADT > 2000	N	0.1252	4784	none	n/a
MEMORIAL HW	0073	0214	Non-NHS AADT > 2000	Y	0.1021	6730	none	n/a
SCHUYLKILL AV	0183	0025	Non-NHS AADT > 2000	N	0.3871	6625	MPMS 91091	UNDER CONSTRUCTION
SCHUYLKILL AV	0183	0027	Non-NHS AADT > 2000	N	0.4536	6625	none	n/a
SCHUYLKILL AV	0183	0030	Non-NHS AADT > 2000	N	0.3642	6537	none	n/a
SCHUYLKILL AV	0183	0031	Non-NHS AADT > 2000	N	0.3614	8222	none	n/a
BERNVILLE RD	0183	0072	Non-NHS AADT > 2000	Y	0.1068	5556	none	n/a
CHESTNUT ST	0345	0100	Non-NHS AADT > 2000	N	0.539	2043	none	n/a
CHESTNUT ST	0345	0110	Non-NHS AADT > 2000	N	0.4634	2043	none	n/a
EAST MAIN ST	0345	0120	Non-NHS AADT > 2000	N	0.5682	6082	none	n/a
SECOND ST	0419	0022	Non-NHS AADT > 2000	N	0.3958	4575	none	n/a
NORTH THIRD ST	0419	0042	Non-NHS AADT > 2000	N	0.4116	4631	none	n/a
LANCASTER AV	0501	0110	Non-NHS AADT > 2000	Y	0.2261	6200	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
ST LAWRENCE AV	0562	0010	Non-NHS AADT > 2000	Y	0.4862	7144	none	n/a
ST LAWRENCE AV	0562	0040	Non-NHS AADT > 2000	Y	0.358	7144	none	n/a
READING AV	0562	0270	Non-NHS AADT > 2000	Y	0.6294	9347	none	n/a
ALLEGHENYVILLE RD	0568	0020	Non-NHS AADT > 2000	N	0.5038	4510	none	n/a
ALLEGHENYVILLE RD	0568	0030	Non-NHS AADT > 2000	N	0.4689	4510	none	n/a
ALLEGHENYVILLE RD	0568	0040	Non-NHS AADT > 2000	N	0.472	4510	none	n/a
NEW HOLLAND RD	0625	0170	Non-NHS AADT > 2000	N	0.2962	6270	none	n/a
CHURCH LN	0662	0011	Non-NHS AADT > 2000	Y	0.1352	2532	none	n/a
MAIN ST	0662	0290	Non-NHS AADT > 2000	Y	0.1178	6035	none	n/a
MOSELEM SPRINGS RD	0662	0420	Non-NHS AADT > 2000	Y	0.6669	4121	none	n/a
PHILADELPHIA AV	0724	0142	Non-NHS AADT > 2000	N	0.4574	8274	none	n/a
WALL ST	1003	0030	Non-NHS AADT > 2000	N	0.5324	5582	none	n/a
LEESPORT AV	1004	0010	Non-NHS AADT > 2000	N	0.3839	4255	none	n/a
MT LAUREL AV	1004	0060	Non-NHS AADT > 2000	N	0.3475	3752	none	n/a
MAIDENCREEK RD	1005	0050	Non-NHS AADT > 2000	N	0.3831	2436	MPMS 109222	IN DEVELOPMENT
FORGEDALE RD	1021	0040	Non-NHS AADT > 2000	N	0.4438	2078	MPMS 10746	UNDER CONSTRUCTION
NOBLE ST	1021	0190	Non-NHS AADT > 2000	N	0.4754	4746	none	n/a
HUFFS CHURCH RD	1022	0230	Non-NHS AADT > 2000	N	0.4905	2413	none	n/a
HUFFS CHURCH RD	1022	0240	Non-NHS AADT > 2000	N	0.4591	2413	none	n/a
MAIN ST	1029	0160	Non-NHS AADT > 2000	N	0.1831	7077	none	n/a
OLD TOPTON RD	1031	0020	Non-NHS AADT > 2000	N	0.4055	2471	none	n/a
OLD TOPTON RD	1031	0030	Non-NHS AADT > 2000	N	0.7004	2551	none	n/a
OLD TOPTON RD	1031	0040	Non-NHS AADT > 2000	N	0.6042	2551	none	n/a
OLD TOPTON RD	1031	0060	Non-NHS AADT > 2000	N	0.7032	2471	none	n/a
KUTZTOWN RD	1034	0010	Non-NHS AADT > 2000	N	0.4835	2346	none	n/a
CHESTNUT ST	1035	0010	Non-NHS AADT > 2000	N	0.4794	3952	none	n/a
VALLEY RD	1035	0020	Non-NHS AADT > 2000	N	0.46	2515	none	n/a
VALLEY RD	1035	0030	Non-NHS AADT > 2000	N	0.5411	2515	none	n/a
VALLEY RD	1035	0040	Non-NHS AADT > 2000	N	0.743	2515	none	n/a
FOURTH ST	2003	0021	Non-NHS AADT > 2000	N	0.5199	6399	none	n/a
CHESTNUT ST	2004	0020	Non-NHS AADT > 2000	Y	0.3464	7321	none	n/a
CHESTNUT ST	2006	0011	Non-NHS AADT > 2000	Y	0.5989	6468	none	n/a
SOUTH NINTH ST	2007	0010	Non-NHS AADT > 2000	N	0.2566	6224	none	n/a
NORTH NINTH ST	2007	0020	Non-NHS AADT > 2000	N	0.4305	6634	none	n/a
NORTH NINTH ST	2007	0030	Non-NHS AADT > 2000	N	0.3051	6368	none	n/a
NORTH NINTH ST	2007	0040	Non-NHS AADT > 2000	N	0.3873	6368	none	n/a
KUTZTOWN RD	2007	0070	Non-NHS AADT > 2000	N	0.3049	8072	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
KUTZTOWN RD	2007	0080	Non-NHS AADT > 2000	N	0.4519	8072	none	n/a
WALNUT ST	2009	0010	Non-NHS AADT > 2000	N	0.1557	9175	none	n/a
HAMPDEN BL	2009	0041	Non-NHS AADT > 2000	N	0.0358	3407	none	n/a
ELEVENTH ST	2011	0024	Non-NHS AADT > 2000	N	0.2432	16013	none	n/a
WALNUT ST	2012	0010	Non-NHS AADT > 2000	N	0.4104	4239	none	n/a
WALNUT ST	2012	0020	Non-NHS AADT > 2000	N	0.618	5881	none	n/a
SPRING ST	2014	0010	Non-NHS AADT > 2000	N	0.2708	5456	none	n/a
SPRING ST	2014	0020	Non-NHS AADT > 2000	N	0.3866	8574	none	n/a
SPRING ST	2014	0030	Non-NHS AADT > 2000	N	0.4375	4008	none	n/a
BELLEVUE AV	2016	0020	Non-NHS AADT > 2000	N	0.3922	9013	none	n/a
ELIZABETH AV	2016	0042	Non-NHS AADT > 2000	N	0.336	3499	none	n/a
ELIZABETH AV	2016	0050	Non-NHS AADT > 2000	N	0.5229	2289	none	n/a
ELIZABETH AV	2016	0060	Non-NHS AADT > 2000	N	0.2934	2289	none	n/a
OLEY TURNPIKE RD	2020	0010	Non-NHS AADT > 2000	N	0.4443	2098	none	n/a
OLEY TURNPIKE RD	2020	0020	Non-NHS AADT > 2000	N	0.397	2098	none	n/a
OLEY TURNPIKE RD	2020	0030	Non-NHS AADT > 2000	N	0.4765	2098	none	n/a
OLEY TURNPIKE RD	2020	0040	Non-NHS AADT > 2000	N	0.4627	2098	none	n/a
OLEY TURNPIKE RD	2020	0050	Non-NHS AADT > 2000	N	0.5083	2098	MPMS 105963	IN DEVELOPMENT
TWENTYTHIRD ST	2023	0010	Non-NHS AADT > 2000	Y	0.168	4610	none	n/a
CARSONIA AV	2023	0020	Non-NHS AADT > 2000	Y	0.265	4653	none	n/a
CARSONIA AV	2023	0050	Non-NHS AADT > 2000	Y	0.107	4653	none	n/a
ANTIETAM RD	2025	0040	Non-NHS AADT > 2000	N	0.6235	5223	none	n/a
MONOCACY CREEK RD	2025	0312	Non-NHS AADT > 2000	N	0.0602	5027	none	n/a
MCKNIGHTS GAP RD	2027	0010	Non-NHS AADT > 2000	N	0.4773	2761	none	n/a
SKYLINE DR	2027	0050	Non-NHS AADT > 2000	N	0.3108	2707	MPMS 79467	IN DEVELOPMENT
CHURCH HILL RD	2029	0020	Non-NHS AADT > 2000	N	0.4269	2305	none	n/a
MANATAWNY DR	2036	0022	Non-NHS AADT > 2000	N	0.4453	3316	none	n/a
DANIEL BOONE RD	2041	0010	Non-NHS AADT > 2000	N	0.4229	3084	none	n/a
DANIEL BOONE RD	2041	0020	Non-NHS AADT > 2000	N	0.5703	2987	none	n/a
DANIEL BOONE RD	2041	0040	Non-NHS AADT > 2000	N	0.6852	2987	none	n/a
OLD AIRPORT RD	2049	0040	Non-NHS AADT > 2000	N	0.4775	2964	none	n/a
OLD AIRPORT RD	2049	0050	Non-NHS AADT > 2000	N	0.5697	2964	none	n/a
OLD AIRPORT RD	2049	0070	Non-NHS AADT > 2000	N	0.4894	2442	none	n/a
OLD AIRPORT RD	2049	0080	Non-NHS AADT > 2000	N	0.2706	2442	none	n/a
DENGLER ST	2050	0010	Non-NHS AADT > 2000	N	0.1284	3064	none	n/a
NORTH READING AV	2067	0010	Non-NHS AADT > 2000	N	0.3396	8696	none	n/a
MONTGOMERY AV	2069	0010	Non-NHS AADT > 2000	N	0.4653	2792	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
READING AV	2069	0060	Non-NHS AADT > 2000	N	0.3267	2961	none	n/a
TWENTYSECOND ST	2073	0011	Non-NHS AADT > 2000	N	0.0822	3277	none	n/a
EIGHTH ST	2075	0011	Non-NHS AADT > 2000	N	0.0869	6474	none	n/a
ELEVENTH ST	2085	0010	Non-NHS AADT > 2000	N	0.115	2652	none	n/a
HIGH ST	3002	0010	Non-NHS AADT > 2000	N	0.6924	3884	none	n/a
OLD CHURCH RD	3006	0010	Non-NHS AADT > 2000	N	0.4108	2193	none	n/a
OLD CHURCH RD	3006	0020	Non-NHS AADT > 2000	N	0.5152	2193	none	n/a
BROWNSVILLE RD	3008	0050	Non-NHS AADT > 2000	N	0.6616	2087	none	n/a
BROWNSVILLE RD	3008	0060	Non-NHS AADT > 2000	N	0.4214	2387	none	n/a
WYOMISSING RD	3009	0090	Non-NHS AADT > 2000	N	0.4786	3354	none	n/a
LINCOLN DR	3012	0010	Non-NHS AADT > 2000	N	0.3008	2025	none	n/a
MOUNTAIN HOME RD	3012	0052	Non-NHS AADT > 2000	N	0.2814	2796	none	n/a
NORTH WYOMISSING BL	3019	0030	Non-NHS AADT > 2000	N	0.129	11729	none	n/a
PAPER MILL RD	3021	0010	Non-NHS AADT > 2000	N	0.1892	7795	none	n/a
PAPER MILL RD	3021	0011	Non-NHS AADT > 2000	N	0.1892	7781	none	n/a
STATE HILL RD	3023	0010	Non-NHS AADT > 2000	N	0.2585	10051	MPMS 117620	IN DEVELOPMENT
STATE HILL RD	3023	0011	Non-NHS AADT > 2000	N	0.2508	8967	MPMS 117620	IN DEVELOPMENT
STATE HILL RD	3023	0060	Non-NHS AADT > 2000	N	0.475	11555	none	n/a
GREEN VALLEY RD	3025	0020	Non-NHS AADT > 2000	N	0.5445	4149	none	n/a
GREEN VALLEY RD	3025	0040	Non-NHS AADT > 2000	N	0.4394	4149	none	n/a
GREEN VALLEY RD	3025	0050	Non-NHS AADT > 2000	N	0.7146	4149	none	n/a
KENHORST BL	3030	0010	Non-NHS AADT > 2000	N	0.2758	4484	none	n/a
LACKAWANNA ST	3032	0010	Non-NHS AADT > 2000	N	0.2767	8904	MPMS 89215	COMPLETED 2024
OLD FRITZTOWN RD	3046	0010	Non-NHS AADT > 2000	N	0.018	5642	none	n/a
PAPERMILL RD	3049	0010	Non-NHS AADT > 2000	N	0.2436	4288	none	n/a
MULL AV	3055	0010	Non-NHS AADT > 2000	Y	0.5822	10874	MPMS 87688	IN DEVELOPMENT
VAN REED RD	3055	0030	Non-NHS AADT > 2000	Y	0.5301	10874	none	n/a
SPRING RIDGE DR	3055	0070	Non-NHS AADT > 2000	Y	0.322	12908	none	n/a
STOUDTS FERRY RD	3067	0010	Non-NHS AADT > 2000	N	0.0369	3905	none	n/a
WOLF CREEK RD	4011	0090	Non-NHS AADT > 2000	N	0.3975	2157	none	n/a
WOLF CREEK RD	4011	0100	Non-NHS AADT > 2000	N	0.4828	2157	none	n/a
WOLF CREEK RD	4011	0110	Non-NHS AADT > 2000	N	0.4583	2157	none	n/a
MOUNTAIN RD	4011	0132	Non-NHS AADT > 2000	N	0.1206	3439	none	n/a
MOUNTAIN RD	4011	0140	Non-NHS AADT > 2000	N	0.1714	3439	none	n/a
OLD RTE 22	4011	0126	Non-NHS AADT > 2000		0.122	7101	none	n/a
BELLEMANS CHURCH RD	4017	0120	Non-NHS AADT > 2000	N	0.61	2934	none	n/a
BELLEMANS CHURCH RD	4017	0130	Non-NHS AADT > 2000	N	0.2265	2934	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
WEST STATE ST	4028	0100	Non-NHS AADT > 2000	N	0.5027	8967	none	n/a
STATE ST	4028	0110	Non-NHS AADT > 2000	N	0.3384	8967	none	n/a
STATE ST	4028	0120	Non-NHS AADT > 2000	N	0.3017	4849	none	n/a
HULLER LN	4030	0130	Non-NHS AADT > 2000	N	0.6695	4003	none	n/a
SOUTH FOURTH ST	4035	0010	Non-NHS AADT > 2000	N	0.0559	3858	MPMS 10867	IN DEVELOPMENT
SOUTH FOURTH ST	4035	0014	Non-NHS AADT > 2000	N	0.0648	4617	MPMS 10867	IN DEVELOPMENT
MAIN ST	0143	0040	Non-NHS AADT < 2000	N	0.6091	1612	none	n/a
GREEN HILLS RD	0568	0210	Non-NHS AADT < 2000	N	0.4744	1778	none	n/a
GREEN HILLS RD	0568	0220	Non-NHS AADT < 2000	N	0.429	1778	none	n/a
SNYDER RD	1001	0040	Non-NHS AADT < 2000	N	0.5456	1218	none	n/a
KINDT CORNER RD	1003	0064	Non-NHS AADT < 2000	N	0.4233	499	none	n/a
WINDSOR CASTLE RD	1003	0170	Non-NHS AADT < 2000	N	0.4686	307	none	n/a
WINDSOR CASTLE RD	1003	0180	Non-NHS AADT < 2000	N	0.6314	307	none	n/a
WINDSOR CASTLE RD	1003	0190	Non-NHS AADT < 2000	N	0.3527	1443	none	n/a
MAIDENCREEK RD	1005	0100	Non-NHS AADT < 2000	N	0.5169	595	none	n/a
WINDSOR ST	1008	0010	Non-NHS AADT < 2000	N	0.4519	772	none	n/a
WINDSOR CASTLE RD	1008	0020	Non-NHS AADT < 2000	N	0.4489	772	none	n/a
WINDSOR CASTLE RD	1008	0040	Non-NHS AADT < 2000	N	0.711	636	none	n/a
WINDSOR CASTLE RD	1008	0050	Non-NHS AADT < 2000	N	0.4348	636	none	n/a
DUNKELS CHURCH RD	1009	0010	Non-NHS AADT < 2000	N	0.3563	230	none	n/a
DUNKELS CHURCH RD	1009	0040	Non-NHS AADT < 2000	N	0.4572	230	none	n/a
DUNKELS CHURCH RD	1009	0050	Non-NHS AADT < 2000	N	0.3119	230	none	n/a
DUNKELS CHURCH RD	1009	0060	Non-NHS AADT < 2000	N	0.4625	230	none	n/a
SHUHLER RD	1010	0480	Non-NHS AADT < 2000	N	0.3989	475	none	n/a
WALNUTTOWN RD	1011	0010	Non-NHS AADT < 2000	N	0.4708	1194	none	n/a
WALNUTTOWN RD	1011	0040	Non-NHS AADT < 2000	N	0.5496	1194	none	n/a
WALNUTTOWN RD	1011	0050	Non-NHS AADT < 2000	N	0.5483	1194	MPMS 117973	FUTURE DEVELOPMENT
CRYSTAL CAVE RD	1012	0040	Non-NHS AADT < 2000	N	0.3627	105	none	n/a
CRYSTAL CAVE RD	1012	0050	Non-NHS AADT < 2000	N	0.6294	105	none	n/a
DONAT RD	1015	0080	Non-NHS AADT < 2000	N	0.1089	551	none	n/a
KISTLER VALLEY RD	1019	0010	Non-NHS AADT < 2000	N	0.4799	426	none	n/a
KISTLER VALLEY RD	1019	0020	Non-NHS AADT < 2000	N	0.6877	426	none	n/a
KISTLER VALLEY RD	1019	0030	Non-NHS AADT < 2000	N	0.632	426	none	n/a
GREENWICH ST	1021	0201	Non-NHS AADT < 2000	N	0.1318	1081	none	n/a
WOODSIDE AV	1024	0160	Non-NHS AADT < 2000	N	0.6489	880	none	n/a
LONG LN	1026	0060	Non-NHS AADT < 2000	N	0.46	316	MPMS 94287 or 110011	IN DEVELOPMENT
LONG LN	1026	0070	Non-NHS AADT < 2000	N	0.7023	316	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
LONG LN	1026	0100	Non-NHS AADT < 2000	N	0.3438	316	none	n/a
LONG LN	1026	0110	Non-NHS AADT < 2000	N	0.5006	316	none	n/a
LONG LN	1026	0120	Non-NHS AADT < 2000	N	0.6384	316	none	n/a
BITTING RD	1026	0160	Non-NHS AADT < 2000	N	0.5498	145	none	n/a
OYSTERDALE RD	1030	0120	Non-NHS AADT < 2000	N	0.3746	1097	none	n/a
OYSTERDALE RD	1030	0130	Non-NHS AADT < 2000	N	0.5795	648	none	n/a
OYSTERDALE RD	1030	0180	Non-NHS AADT < 2000	N	0.5074	648	none	n/a
FORGEDALE RD	1030	0210	Non-NHS AADT < 2000	N	0.4767	437	none	n/a
FORGEDALE RD	1030	0220	Non-NHS AADT < 2000	N	0.7106	437	none	n/a
FORGEDALE RD	1030	0260	Non-NHS AADT < 2000	N	0.5002	437	none	n/a
FORGEDALE RD	1030	0270	Non-NHS AADT < 2000	N	0.447	437	none	n/a
DALE RD	1047	0010	Non-NHS AADT < 2000	N	0.4708	758	none	n/a
DALE RD	1047	0020	Non-NHS AADT < 2000	N	0.3225	758	none	n/a
ST PETERS RD	1047	0110	Non-NHS AADT < 2000	N	0.6386	1793	none	n/a
SADDLE RD	1053	0010	Non-NHS AADT < 2000	N	0.0206	90	none	n/a
ELM STREET	1055	0010	Non-NHS AADT < 2000	N	0.046	926	none	n/a
SHILOH RD	2013	0054	Non-NHS AADT < 2000	N	0.0301	275	none	n/a
KAUFFMAN RD	2024	0022	Non-NHS AADT < 2000	N	0.0053	282	none	n/a
BASKET RD	2025	0050	Non-NHS AADT < 2000	N	0.4472	425	none	n/a
SPIES CHURCH RD	2025	0060	Non-NHS AADT < 2000	N	0.3748	425	none	n/a
SPIES CHURCH RD	2025	0070	Non-NHS AADT < 2000	N	0.6373	1166	none	n/a
SPIES CHURCH RD	2025	0080	Non-NHS AADT < 2000	N	0.4663	1204	none	n/a
LIMEKILN RD	2025	0100	Non-NHS AADT < 2000	N	0.5123	693	none	n/a
LIMEKILN RD	2025	0110	Non-NHS AADT < 2000	N	0.4763	693	none	n/a
LIMEKILN RD	2025	0120	Non-NHS AADT < 2000	N	0.4875	693	none	n/a
LIMEKILN RD	2025	0230	Non-NHS AADT < 2000	N	0.4561	769	MPMS 113825	FUTURE DEVELOPMENT
LIMEKILN RD	2025	0240	Non-NHS AADT < 2000	N	0.4212	1140	MPMS 113825	FUTURE DEVELOPMENT
LIMEKILN RD	2025	0250	Non-NHS AADT < 2000	N	0.3288	1140	MPMS 113825	FUTURE DEVELOPMENT
LIMEKILN RD	2025	0260	Non-NHS AADT < 2000	N	0.4765	1140	MPMS 113825	FUTURE DEVELOPMENT
WHITE BEAR RD	2031	0080	Non-NHS AADT < 2000	N	0.0136	1512	none	n/a
HILL CHURCH RD	2032	0010	Non-NHS AADT < 2000	N	0.6116	966	none	n/a
HILL CHURCH RD	2032	0020	Non-NHS AADT < 2000	N	0.6223	966	none	n/a
HILL CHURCH RD	2032	0030	Non-NHS AADT < 2000	N	0.4688	966	none	n/a
HILL CHURCH RD	2032	0080	Non-NHS AADT < 2000	N	0.5087	496	none	n/a
CHESTNUT ST	2032	0130	Non-NHS AADT < 2000	N	0.4362	1277	none	n/a
WEAVERTOWN RD	2041	0050	Non-NHS AADT < 2000	N	0.4708	1151	MPMS 10753	UNDER CONSTRUCTION
OLD TULPEHOCKEN RD	2043	0010	Non-NHS AADT < 2000	N	0.0212	616	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
MILL ST	2044	0010	Non-NHS AADT < 2000	N	0.2294	874	none	n/a
FUNK RD	2045	0010	Non-NHS AADT < 2000	N	0.0871	1558	MPMS 10751	IN DEVELOPMENT
MONOCACY RD	2047	0020	Non-NHS AADT < 2000	N	0.3307	378	none	n/a
IRONSTONE DR	2049	0180	Non-NHS AADT < 2000	N	0.3178	1839	none	n/a
MANATAWNY RD	2053	0010	Non-NHS AADT < 2000	N	0.2089	1504	none	n/a
DOUGLASS DR	2059	0050	Non-NHS AADT < 2000	N	0.2265	1325	none	n/a
FRIEDENSBURG RD	2071	0010	Non-NHS AADT < 2000	N	0.3491	624	none	n/a
FRIEDENSBURG RD	2071	0020	Non-NHS AADT < 2000	N	0.4422	624	none	n/a
FRIEDENSBURG RD	2071	0030	Non-NHS AADT < 2000	N	0.5153	624	none	n/a
HAYCREEK RD	2082	0082	Non-NHS AADT < 2000	Y	0.7091	1245	none	n/a
HAYCREEK RD	2082	0112	Non-NHS AADT < 2000	Y	0.3869	1245	none	n/a
HAYCREEK RD	2082	0122	Non-NHS AADT < 2000	Y	0.5858	1245	none	n/a
HAYCREEK RD	2082	0132	Non-NHS AADT < 2000	Y	0.5648	1245	none	n/a
HAYCREEK RD	2082	0142	Non-NHS AADT < 2000	Y	0.2237	1245	none	n/a
ELVERSON RD	2082	0012	Non-NHS AADT < 2000	Y	0.5576	1245	none	n/a
HAYCREEK RD	2082	0092	Non-NHS AADT < 2000	Y	0.5655	1245	none	n/a
HAYCREEK RD	2082	0102	Non-NHS AADT < 2000	Y	0.4258	1245	none	n/a
HAYCREEK RD	2082	0182	Non-NHS AADT < 2000	Y	0.5252	1245	none	n/a
FURNACE ST	2082	0192	Non-NHS AADT < 2000	Y	0.4231	1270	none	n/a
SCHLOUCH RD	3001	0010	Non-NHS AADT < 2000	N	0.4708	170	none	n/a
SCHLOUCH RD	3001	0020	Non-NHS AADT < 2000	N	0.4665	170	none	n/a
SCHLOUCH RD	3001	0030	Non-NHS AADT < 2000	N	0.7119	170	none	n/a
WYOMISSING RD	3009	0030	Non-NHS AADT < 2000	N	0.364	1100	none	n/a
WYOMISSING RD	3009	0040	Non-NHS AADT < 2000	N	0.4381	1100	none	n/a
CHURCH ST	3010	0080	Non-NHS AADT < 2000	N	0.2466	248	none	n/a
HEFFNER RD	3010	0090	Non-NHS AADT < 2000	N	0.393	248	none	n/a
MOHNS HILL RD	3018	0040	Non-NHS AADT < 2000	N	0.2542	1174	none	n/a
VERMONT RD	3018	0060	Non-NHS AADT < 2000	N	0.4574	1174	none	n/a
VERMONT RD	3018	0070	Non-NHS AADT < 2000	N	0.1955	1174	none	n/a
OLD LANCASTER PK	3020	0004	Non-NHS AADT < 2000	N	0.3763	1293	none	n/a
OLD LANCASTER PK	3020	0006	Non-NHS AADT < 2000	N	0.3841	1293	none	n/a
FAIRMONT AV	3020	0010	Non-NHS AADT < 2000	N	0.3858	1293	none	n/a
CHURCH RD	3027	0010	Non-NHS AADT < 2000	N	0.4403	1909	none	n/a
FURNACE ST	3029	0004	Non-NHS AADT < 2000	N	0.0123	1620	none	n/a
ELM ST	3029	0010	Non-NHS AADT < 2000	N	0.2949	1349	none	n/a
ELM ST	3029	0020	Non-NHS AADT < 2000	N	0.1759	1349	none	n/a
HEFFNER RD	3031	0010	Non-NHS AADT < 2000	N	0.333	248	none	n/a

POOR PAVEMENT SEGMENTS

STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
HEFFNER RD	3031	0020	Non-NHS AADT < 2000	N	0.6972	248	none	n/a
HILL RD	3035	0050	Non-NHS AADT < 2000	N	0.4672	130	none	n/a
HILL RD	3035	0060	Non-NHS AADT < 2000	N	0.4966	130	none	n/a
HILL RD	3035	0070	Non-NHS AADT < 2000	N	0.3085	134	none	n/a
TULPEHOCKEN FORGE RD	3037	0020	Non-NHS AADT < 2000	N	0.4059	72	none	n/a
TULPEHOCKEN FORGE RD	3037	0050	Non-NHS AADT < 2000	N	0.579	72	none	n/a
TULPEHOCKEN FORGE RD	3037	0070	Non-NHS AADT < 2000	N	0.5718	108	none	n/a
FURLOW RD	3038	0010	Non-NHS AADT < 2000	N	0.3125	488	none	n/a
UPPER VAN REED RD	3051	0010	Non-NHS AADT < 2000	N	0.3449	239	none	n/a
UPPER VAN REED RD	3051	0020	Non-NHS AADT < 2000	N	0.4477	239	none	n/a
FRYSTOWN RD	4002	0020	Non-NHS AADT < 2000	N	0.4563	1974	none	n/a
FRYSTOWN RD	4002	0030	Non-NHS AADT < 2000	N	0.5852	1974	none	n/a
MECKVILLE RD	4003	0060	Non-NHS AADT < 2000	N	0.4019	218	none	n/a
MECKVILLE RD	4005	0010	Non-NHS AADT < 2000	N	0.4598	505	none	n/a
PINEGROVE RD	4007	0010	Non-NHS AADT < 2000	N	0.482	1359	none	n/a
CHRISTMAS VILLAGE RD	4010	0040	Non-NHS AADT < 2000	N	0.4576	919	none	n/a
SHARTLESVILLE RD	4011	0060	Non-NHS AADT < 2000	N	0.4652	1582	none	n/a
SUMMER MOUNTAIN RD	4014	0080	Non-NHS AADT < 2000	N	0.6163	492	none	n/a
SUMMER MOUNTAIN RD	4014	0110	Non-NHS AADT < 2000	N	0.5011	492	none	n/a
BERNE RD	4015	0132	Non-NHS AADT < 2000	N	0.0239	719	MPMS 114391	COMPLETED 2023
BELLEMANS CHURCH RD	4019	0010	Non-NHS AADT < 2000	N	0.4733	595	none	n/a
BELLEMANS CHURCH RD	4019	0020	Non-NHS AADT < 2000	N	0.3589	595	none	n/a
BELLEMANS CHURCH RD	4019	0030	Non-NHS AADT < 2000	N	0.6265	595	none	n/a
BELLEMANS CHURCH RD	4019	0040	Non-NHS AADT < 2000	N	0.6506	595	none	n/a
BELLEMANS CHURCH RD	4019	0050	Non-NHS AADT < 2000	N	0.5553	595	none	n/a
BELLEMANS CHURCH RD	4019	0060	Non-NHS AADT < 2000	N	0.615	595	none	n/a
MAIN ST	4020	0010	Non-NHS AADT < 2000	N	0.3091	641	none	n/a
CENTERPORT RD	4021	0060	Non-NHS AADT < 2000	N	0.1771	679	MPMS 114485	IN DEVELOPMENT
IRISH CREEK RD	4022	0140	Non-NHS AADT < 2000	N	0.1453	947	none	n/a
ST MICHAELS RD	4028	0020	Non-NHS AADT < 2000	N	0.5108	238	none	n/a
GRANGE RD	4030	0020	Non-NHS AADT < 2000	N	0.4301	592	none	n/a
GRANGE RD	4030	0080	Non-NHS AADT < 2000	N	0.4275	592	none	n/a
OHLINGER RD	4031	0030	Non-NHS AADT < 2000	N	0.4473	117	none	n/a
AIRPORT RD	4039	0010	Non-NHS AADT < 2000	N	0.0229	292	none	n/a
MIDWAY RD	4041	0010	Non-NHS AADT < 2000	N	0.0225	1718	none	n/a
POWER DR	4043	0010	Non-NHS AADT < 2000	N	0.0203	206	none	n/a
MOUNTAIN RD	4044	0090	Non-NHS AADT < 2000	N	0.1388	827	none	n/a

POOR PAVEMENT SEGMENTS								
STREET NAME	ROUTE #	SEGMENT #	BUSINESS PLAN NETWORK	FEDERAL AID	LENGTH	CURRENT AADT	PLANNED PROJECT	PROJECT STATUS
MONUMENT RD	4044	0010	Non-NHS AADT < 2000	N	0.5417	394	none	n/a
MONUMENT RD	4044	0020	Non-NHS AADT < 2000	N	0.5032	394	none	n/a
NORTHKILL RD	4045	0010	Non-NHS AADT < 2000	N	0.0203	491	none	n/a
MILL RD	4047	0010	Non-NHS AADT < 2000	N	0.0297	165	MPMS 114391	COMPLETED 2023

2023 POOR CONDITION BRIDGES

OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	FEATURE INTERSECTED	MUNICIPALITY	LENGTH (FT)	DECK AREA (SQ FT)	PLANNED PROJECT	PROJECT STATUS
S-RR	4741	SCHUYLKILL AVE SB ONE-WAY	SR 183 (LR 310)	NORFOLK/SOUTHERN RR	Reading	78	4134	MPMS 91091	UNDER CONSTRUCTION 2023
S-RR	5040	7TH & WASHINGTON ST.	WASHING. ST (06233)	NORFOLK/SOUTHERN RR	Reading	64	2700.8	none	N/A
S-RR	5052	BELLEVUE AVE.	SR 2016 (LR 06114)	Reading/BM/Northern RR	Muhlenberg	131	3340.5	MPMS 10527	IN DEVELOPMENT
S-RR	5137	CENTRE AVE	SR208 (LR 160)	NORFOLK SOUTHERN RR	Reading	54	4320	MPMS 91995	IN DEVELOPMENT
S-RR	5180	HILL ROAD	SR 3035 (LR 06147)	NORFOLK SOUTHERN RR	Heidelberg	134	4087	none	N/A
S	4566	MORGANTOWN & QUARRY RDS.	PA 10 (LR 06090)	TRIB. TO CONESTOGA CREEK	Caernarvon	54	2322	MPMS 10943	UNDER CONSTRUCTION 2024
S	4603	HAMBURG BOROUGH	PA 61 (LR 160)	KAERCHERS CK	Hamburg	25	1790	MPMS 10328	UNDER CONSTRUCTION 2023
S	4661	HAMBURG	I-78 (LR 285)	READING/NORTHERN RR T571	Hamburg, Tilden	1802	123437	MPMS 93494	UNDER CONSTRUCTION
S	4706	MAIN & 4TH.ST(BALLY)	SR 100 (LR 284)	TRIB.TO PERKIOMEN CREEK	Bally	13	702	MPMS 92009	FUTURE DEVELOPMENT
S	4776	READING BYPASS	SR 422 (LR793)	THUN RECREATIONAL TRAIL	Cumru, Reading, West Reading	753	49321.5	MPMS 114439	IN DEVELOPMENT
S	4818	2.5 MI.SO.OF REHRERSBURG	PA 419 (LR 382)	MILL CREEK	Tulpehocken	11	341	MPMS 92079	IN DEVELOPMENT
S	4852	CITY LINE,READING BYPASS	SR 422 (LR 793)	SCHUYLKILL RIVER	Cumru, Reading	700	45850	MPMS 114439	IN DEVELOPMENT
S	4902	CAMP SWATARA ROAD	SR 645(LR 06004)	LITTLE SWATARA CREEK	Bethel, Tulpehocken	200	5160	MPMS 85670	IN DEVELOPMENT
S	4911	0.5 MI.S.OF PRICETOWN	SR 662 (APPL 7202)	FURNACE CREEK	Ruscombsmanor	13	591.5	MPMS 114378	UNDER CONSTRUCTION 2023
S	4927	MAIN STREET, GIBRALTAR	PA 724 (LR 147)	ALLEGHENY CREEK	Robeson	73	2993	MPMS 10700	IN DEVELOPMENT
S	4937	@ WESSNER RD.T-777	SR 0737 (LR 06134)	TRIB.MILL CREEK	Greenwich	46	1150	MPMS 114485	IN DEVELOPMENT
S	4944	LK.ONTELAUNEE W.SHORE DR.	1003/06216/T-960	LAKE ONTELAUNEE	Maidencreek	403	9752.6	none	*BRIDGE CLOSED
S	4981	DONAT RD .	SR 1015 (LR 06196)	STONEY RUN	Albany	39	702	MPMS 85643	IN DEVELOPMENT
S	4984	STONY RUN VALLEY ROAD	SR 1018 (LR06132SP)	MAIDEN CREEK	Albany	81	1968.3	MPMS 85648	UNDER CONSTRUCTION 2024
S	69461	ROCKLAND BRIDGE	SR 1021 (LR 06191)	BIEBER CREEK	Rockland	51	1122	MPMS 10746	COMPLETED 2024
S	5000	HUFFS CHURCH ROAD	SR 1022 (LR 06140)	BR.PERKIOMEN CREEK	Hereford	10	202	MPMS 114459	FUTURE DEVELOPMENT
S	5011	CENTENNIAL RD	SR 1025 (LR 06120)	TRIB.TO LITTLE LEHIGH CK	Longswamp	9	180	MPMS 114392	FUTURE DEVELOPMENT
S	5016	LONG LANE	SR 1026 (LR 664)	W.BRANCH OF PINE CREEK	Pike	17	377.4	MPMS 94287	IN DEVELOPMENT
S	5020	SMOKETOWN ROAD	SR 1029 (LR 06158)	LITTLE SACONY CREEK	Rockland	38	965.2	MPMS 116478	IN DEVELOPMENT
S	5026	VALLEY ROAD	SR 1035 (LR 06041)	TOAD CREEK	Longswamp	11	220	MPMS 85650	IN DEVELOPMENT
S	5071	KAUFFMAN RD.@ BERTLET MIL	SR 2024 (LR 06086)	LITTLE MANATAWNY CREEK	Oley	28	616	none	n/a

2023 POOR CONDITION BRIDGES

OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	FEATURE INTERSECTED	MUNICIPALITY	LENGTH (FT)	DECK AREA (SQ FT)	PLANNED PROJECT	PROJECT STATUS
S	5072	LIMEKILN RD.N.OF 562	SR 2025 (LR 06027)	W.BR.OF LIMEKILN CREEK	Oley, Exeter	21	623.7	none	n/a
S	5105	WEAVERTOWN ROAD	SR 2041 (APPL.954)	MONOCACY CREEK	Amity	66	1452	MPMS 10753	UNDER CONSTRUCTION 2024
S	5109	GRESHVILLE ROAD	SR 2042 (LR 06104)	TRIB.TO IRONSTONE CREEK	Douglass	13	286	none	n/a
S	5112	GABLESVILLE(FUNK RD.)	SR 2045 (LR 06053)	TRIB TO IRONSTONE CREEK	Colebrookdale	23	388.7	MPMS 10751	IN DEVELOPMENT
S	5122	TOWNSHIPLINE&TOLLGATE RDS	SR 2057 (LR 06204)	LEAF CREEK	Amity	23	464.6	MPMS 92043	UNDER CONSTRUCTION 2024
S	5130	BARTO BRIDGE	SR 2069 (LR 284)	BR. OF PERKIOMEN CREEK	Washington	82	1599	none	n/a
S	69591	FREEMANSVILLE ROAD	SR 3003 (LR 06078)	ANGELICA CREEK	Cumru	20	364	MPMS 79079	COMPLETED 2024
S	5184	CHARMING FORGE	SR 303 (LR 06029)	MILL RACE	Marion	37	925	MPMS 94290	IN DEVELOPMENT
S	5227	2 MILES NORTH OF US 22	SR 4005 (LR 06161)	MECK CREEK	Bethel	29	582.9	MPMS 117725	IN DEVELOPMENT
S	5248	4 M. SW OF BERNE	SR 4015 (LR 06193)	TRIB. TO IRISH CREEK	Center	13	234	MPMS 10702	IN DEVELOPMENT
S	5265	3 MI.S. OF SHARTLESVILLE	SR 4024 (LR 06178)	TRIB.TO NORTHKILL CREEK	Penn	10	310	none	n/a
S	5268	CENTERPORT	SR 4026 (LR 06031)	TRIB TO IRISH CREEK	Center	8	209.6	none	n/a
S	5273	HEX HWY.NEAR PINE ROAD	SR 4028 (LR06032SP)	TRIB.TO MILL CREEK	Tilden	25	867.5	none	n/a
S	41182	OLD 22 - E OF LENHARTSVIL	OLD RTE 22	MAIDEN CREEK TRIBUTARY	Greenwich	58	2494	MPMS 117726	UNDER DEVELOPMENT
L-T	5299	IRONSTONE DRIVE	Ironstone Drive	IRONSTONE CREEK	Colebrookdale	32	844.8	none	n/a
L-T	5308	NW OF PA 724/I-176 INTER.	POPLAR NECK ROAD	SCHUYLKILL RIVER	Cumru	550	15290	none	n/a
L-T	5309	MOHNTON/PENNWYN	WERNER STREET	WYOMISSING CREEK	Cumru	39	2067	none	n/a
L-T	5310	KENHORST/GRILL	HIGH BLVD	ANGELICA CREEK	Kenhorst	55	3080	MPMS 110088	FUTURE DEVELOPMENT
L-T	5315	1.4 MI WEST OF PA 143	HAWK MTN. ROAD	TRIB TO PINE CREEK	Albany	37	999	none	n/a
L-T	5318	NORTH OF MONOCACY HILL RD	VALLEY ROAD	SPRING CREEK	Amity	71	2946.5	none	n/a
L-T	5320	DANIEL BOONE HOMESTEAD	BROWNS MILL ROAD	MONOCACY CREEK	Amity	53	1998.1	none	n/a
L-T	5330	SHIKELLAMY BRIDGE	AIRPORT RD	LITTLE SWATARA CREEK	Tulpehocken	55	2090	none	n/a
L-T	5332	W.OF FRYSTOWN	LITTLE MTN. ROAD	TRIB. TO CROSSKILL CREEK	Bethel	38	798	none	n/a
L-T	5333	1 MILE EAST OF BETHEL	OLD ROUTE 22	MILL CREEK	Bethel	34	887.4	none	n/a
L-T	5334	3 MILES EAST OF BETHEL	OLD RTE. 22	STONE CREEK	Bethel	38	988	none	n/a
L-T	5335	N OF I-78, S OF MECKVILLE	MYER DRIVE	CROSSKILL CREEK	Bethel	36	950.4	none	n/a

2023 POOR CONDITION BRIDGES

OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	FEATURE INTERSECTED	MUNICIPALITY	LENGTH (FT)	DECK AREA (SQ FT)	PLANNED PROJECT	PROJECT STATUS
L-T	5336	EAST OF BETHEL,N.OF T721	LEGION DR	TRIB TO LITTLE SWATARA	Bethel	22	605	none	n/a
L-T	5339	KRAMER ROAD INTERSECTION	MAPLE GROVE ROAD	ALLEGHENY CREEK	Brecknock	24	907.2	none	n/a
L-T	5340	NEAR HARTZ STORE RD	GEBHART SCHOOL RD	ALLEGHENY CREEK	Brecknock	33	1039.5	none	n/a
L-T	5349	DOUGLASS PARK/RR TRESTLE	GRISTMILL ROAD	IRONSTONE CREEK	Douglass	51	816	none	n/a
L-T	5351	0.3 MI. SO.OF SR 2042	WINDING ROAD	IRONSTONE CREEK	Douglass	31	886.6	none	n/a
L-T	5371	100 FT. NORTH OF RT.78	SADDLE ROAD	TRIB. TO MAIDEN CREEK	Greenwich	28	1531.6	none	n/a
L-T	5372	EAST OF ROBESONIA	BIG SPRING ROAD	FURNACE CREEK	Heidelberg	51	1856.4	none	n/a
L-T	5382	WEST OF BROWNSVILLE	HEIDELBERG	SPRING CREEK	Heidelberg	32	678.4	none	*BRIDGE CLOSED
L-T	5384	NORTH OF SR.422	GAUL ROAD	LITTLE CACOOSING CREEK	Lower Heidelberg	40	1840	none	n/a
L-T	5387	EAST OF HEIDELBERG RD	WOOLTOWN RD	HOSPITAL CREEK	Lower Heidelberg	49	1543.5	none	n/a
L-T	5388	WEST OF HEIDELBERG ROAD	WOOLTOWN RD	SPRING CREEK	Heidelberg	45	1597.5	none	n/a
L-T	5398	VILLAGE OF BOWERS	BOWERS ROAD	SACONY CREEK	Maxatawny	35	707	none	n/a
L-T	5417	SOUTH OF PLEASANTVILLE	TOLL HOUSE ROAD	OYSTERVILLE CREEK	Oley	38	760	none	n/a
L-T	5418	PLEASANTVILLE	YODER ROAD	OYSTERVILLE CREEK	Oley	50	815	none	n/a
L-T	5422	NE OF BERKLEY	BOWERS ROAD	NORFOLK SO. (LINE 0342)	Ontelaunee	28	792.4	none	n/a
L-T	5443	WEST OF I-176	GUNHART ROAD	ALLEGHENY CREEK	Robeson	45	1125	none	n/a
L-T	5445	WEST OF RT. 82	ROCK HOLLOW RD	HAY CREEK	Robeson	48	1368	n/a	IN DEVELOPMENT (TOWNSHIP)
L-T	5446	NW OF GIBRALTAR	OLD RIVER ROAD	ALLEGHENY CREEK	Robeson	56	1344	n/a	FUTURE DEVELOPMENT
L-T	5447	SCHUYLKILL ROAD	SCHUYLKILL ROAD	INDIAN CORN CREEK	Robeson	43	1075	none	n/a
L-T	5448	200 FT. E. OF ROUTE 10	SETON ROAD	ALLEGHENY CREEK	Robeson	59	2460.3	none	n/a
L-T	5454	S.W.OF WERNERSVILLE	WALTERS AVE.	MANOR CREEK	South Heidelberg	27	540	n/a	IN DEVELOPMENT (TOWNSHIP)
L-T	5472	AT U.TULP.TWP.LINE	FEICK RD.	NORTHKILL CREEK	Upper Bern	48	1632	none	n/a
L-T	5476	600 FT E OF SR 183	SPRING ROAD	LITTLE NORTHKILL CREEK	Upper Tulpehocken	29	638	none	n/a
L-T	5505	8TH AVE AND COLUMBIA AVE.	8TH AVENUE	LAUREL RUN CREEK	Muhlenberg	44	1936	none	n/a
L-T	5506	8TH AVE AND SHALTER AVE.	8TH AVENUE	SHALTER AVENUE FLOODWAY	Muhlenberg	47	2068	none	n/a
L-T	41464	SOUTH OF JOANNA	THOUSAND OAK BLVD	CONESTOGA CREEK	Caernarvon	61	1933.7	none	n/a
L-T	47827	INTERSECT OF ALLENDALE RD	DREIBELBIS MILL RD	TRIB TO PIGEON CREEK	Perry	24	583.2	none	n/a

2023 POOR CONDITION BRIDGES

OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	FEATURE INTERSECTED	MUNICIPALITY	LENGTH (FT)	DECK AREA (SQ FT)	PLANNED PROJECT	PROJECT STATUS
L-T	47955	AT RTE. 737 INTERSECTION	GUN CLUB ROAD	TRIB. TO MILL CREEK	Greenwich	26	676	none	n/a
L-T	47958	EAST OF SHARTLESVILLE	SKYLINE DRIVE	LESHER RUN	Upper Bern	28	904.4	none	n/a
L-T	47960	WEST OF RTE. 183	DERR ROAD	TRIB LITTLE NORTHKILL CK	Jefferson	31	1001.3	none	n/a
L-T	47970	EAST OF MAIDEN CREEK	CORNERSTONE DRIVE	TRIB. TO WILLOW CREEK	Maidencreek	29	783	none	n/a
L-T	47971	OUT. TO SCHUYLKILL RIVER	RIVER ROAD	LAUREL RUN	Muhlenberg	24	576	none	n/a
L-RR	5392	WEST OF MAIDEN CREEK	CALCIUM ROAD	NORFOLK SOUTHERN (0342)	Maidencreek	38	710.6	none	*BRIDGE CLOSED
L-RR	5456	SPRINGMONT	DWIGHT STREET	LEBANON VAL. BR. NORFOLK	Spring	137	6713	MPMS 10727	IN DEVELOPMENT
L-C	5295	DEYSHERS BRIDGE	SWAMP CREEK ROAD	WEST BRANCH SWAMP CREEK	Colebrookdale	79	3262.7	n/a	IN DEVELOPMENT
L-C	5304	BERNHARTS	SPRING VALLEY ROAD	BERNHARTS CREEK	Muhlenberg	21	882	MPMS 103891	UNDER CONSTRUCTION 2024
L-C	5322	WEIDNER'S MILL BRIDGE	LEVENGOOD ROAD	MANATAWNY CREEK	Amity	103	3326.9	n/a	IN DEVELOPMENT
L-C	5326	1 MI. NO. OF MT. AETNA	BORDNER ROAD	LITTLE SWATARA CREEK	Tulpehocken	65	1339	none	n/a
L-C	5346	DAUBERVILLE BRIDGE	T-547 RAILROAD RD.	IRISH CREEK	Center	66	2257.2	none	n/a
L-C	5364	HEFFNERS BRIDGE	GARMAN ROAD	SACONY CREEK	Richmond	81	1441.8	none	n/a
L-C	5366	2 MI. NW OF KUTZTOWN	DUTCH MILL RD	SACONY CREEK	Greenwich	100	2250	none	n/a
L-C	5370	1 MI. NW OF KUTZTOWN	KUTZ MILL ROAD	SACONY CREEK	Greenwich	94	1457	none	n/a
L-C	5374	3 MI.S.W.OF BERNVILLE	KRICKS MILL RD	TULPEHOCKEN CREEK	North Heidelberg	77	1339.8	none	n/a
L-C	5375	2 MI.S.W.OF BERNVILLE	T-507 GRANDVIEW RD	TULPEHOCKEN CREEK	North Heidelberg	76	1071.6	none	*BRIDGE CLOSED
L-C	5396	2 MI.W.OF WOMELSDORF	SCHARFF ROAD	TULPEHOCKEN CREEK	Marion	82	1886	none	n/a
L-C	5397	1 MI N.OF WOMELSDORF	CANAL ROAD	TULPEHOCKEN CREEK	Marion	68	1632	none	n/a
L-C	5423	NE OF BERKLEY	BOWERS ROAD	MAIDEN CREEK	Ontelaunee	202	3716.8	none	*BRIDGE CLOSED
L-C	5425	500 FT WEST RTE 61	BERKLEY RD.	WILLOW CREEK	Ontelaunee	60	2820	n/a	UNDER CONSTRUCTION 2024
L-C	5439	MOSELEM FURNACE BRIDGE	FORGE HILL ROAD	MOSELEM CREEK	Richmond	46	1288	none	n/a
L-C	5441	MOSELEM SPRINGS BRIDGE	EAGLE ROAD 2687E1	MOSELEM CREEK	Richmond	52	936	n/a	IN DEVELOPMENT
L-C	5495	SW OF TRAIN DEPOT	PEACH STREET	SACONY CREEK	Kutztown	80	3504	MPMS 102959	COMPLETED 2024

2023 POOR CONDITION BRIDGES

OWNER	BR KEY	LOCATION/STRUCTURE NAME	FEATURE CARRIED	FEATURE INTERSECTED	MUNICIPALITY	LENGTH (FT)	DECK AREA (SQ FT)	PLANNED PROJECT	PROJECT STATUS
L-B	5488	BET. WATER & CINDER STS.	EAST FIRST STREET	HAY CREEK	Birdsboro	56	2240	none	n/a
L-B	5492	EAST END OF BOROUGH	PINE STREET	KAERCHERS CREEK	Hamburg	24	804	none	n/a
L-B	5493	BET PINE AND STATE STS	SECOND STREET	MILL CREEK	Hamburg	26	416	none	n/a
L-B	5496	PENN AVENUE	PENN AVENUE	MAIDEN CREEK	Lenhartsville	225	8437.5	MPMS 110079	FUTURE DEVELOPMENT -REMOVAL
L-B	5499	WEST OF FURNACE STREET	FREEMAN STREET	FURNACE CREEK	Robesonia	27	594	none	n/a
L-B	5500	SOUTH END OF BOROUGH	FURNACE STREET	FURNACE CREEK	Robesonia	33	580.8	none	*BRIDGE CLOSED
L-B	5502	EAST OF US 422 BUS.	PARK VIEW ROAD	ANTIETAM CREEK	Saint Lawrence	56	1680	MPMS 10774	FUTURE DEVELOPMENT

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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