

Transportation Partnership

*Keeping Businesses and Communities
Safe, Connected and Vibrant*

October 21, 2019

Presented by:

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Gail A. Landis, C.P.M.

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GREATER READING CHAMBER ALLIANCE

Transportation + Infrastructure Collaboration

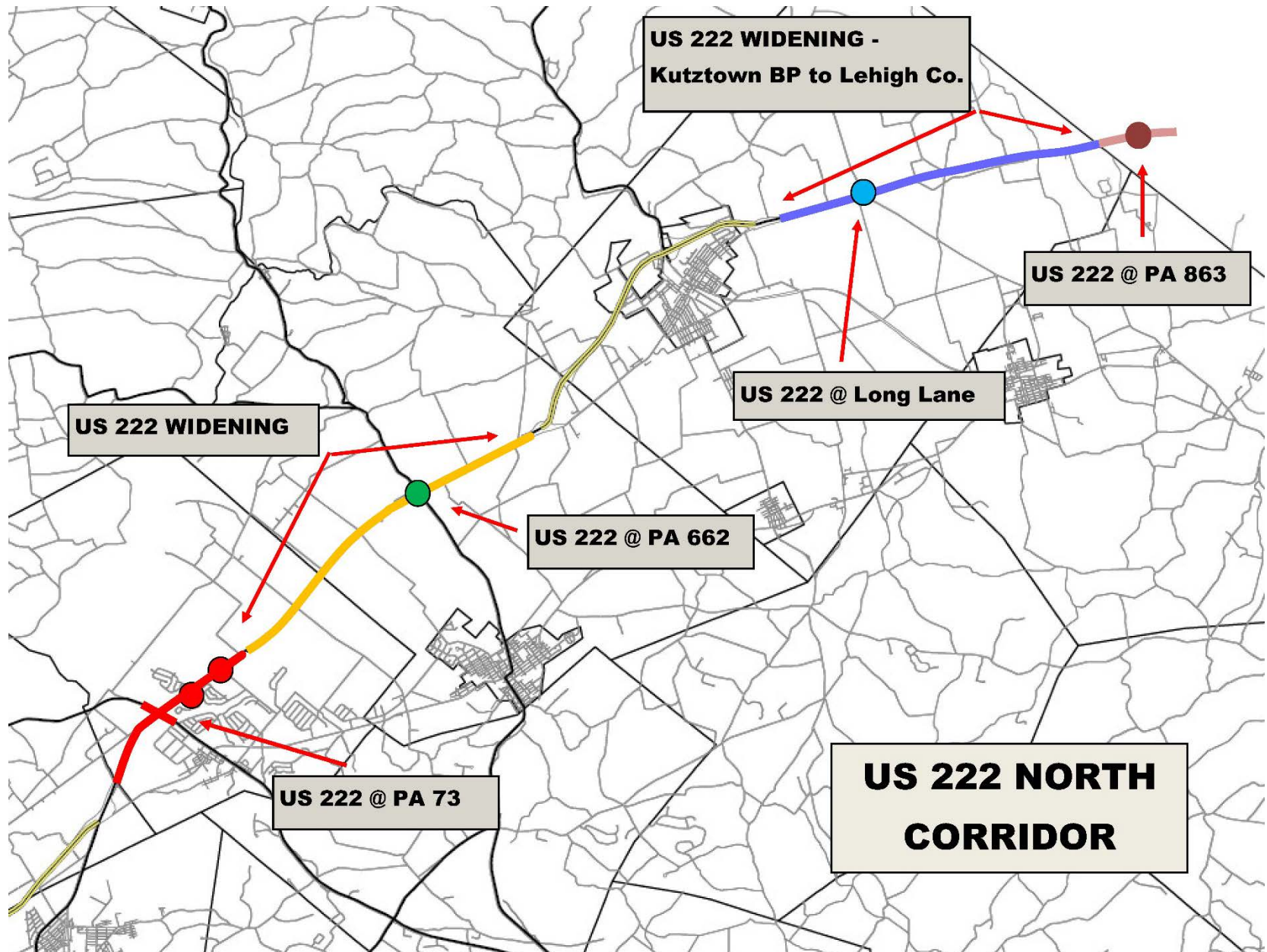
- Greater Reading Chamber Alliance's (previously Greater Reading Chamber) engaged Transportation Committee
- Committee included Berks County Planning Commission (MPO) + PennDOT
- Pro-Business Policy Agenda advocating for modern, safe, efficient and reliable infrastructure
- 222N #1 Priority Road Project Strategy - lessons learned

SPEAK WITH ONE VOICE



GREATER READING CHAMBER ALLIANCE

222 North Project



Greater Reading Chamber Alliance and Berks County Commissioners

Reading Bridges (and West Shore Bypass) Work Group

Identify priorities and concerns of all stakeholders

Develop and provide solutions and opportunities

Inform and educate members and community

Meet with PennDOT – Speak with ONE VOICE

Previously www.readingbridges.net

New Site <https://greaterreading.org/infrastructure-about/>



GREATER READING CHAMBER ALLIANCE

Berks County: Vital Community Connections

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Schuylkill Ave Bridge

Buttonwood St Bridge

Reading

Penn St Bridge

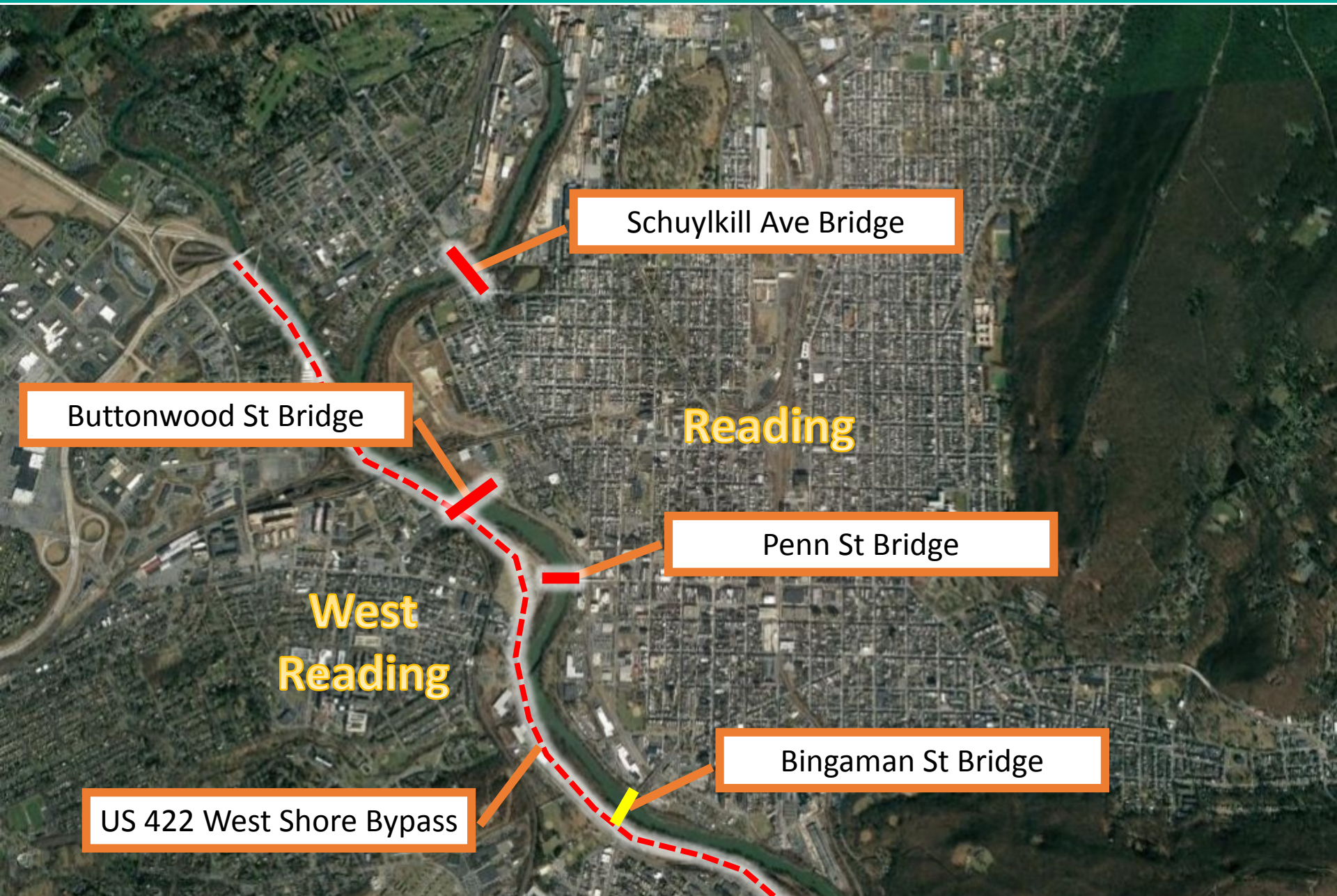
West
Reading

Bingaman St Bridge

US 422 West Shore Bypass

Vital Connections: Planned Construction

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Schuylkill Ave Bridge

Buttonwood St Bridge

Reading

Penn St Bridge

West
Reading

Bingaman St Bridge

US 422 West Shore Bypass

Vital Connections: Planned Construction

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Reading bridge work

Schuylkill Avenue Bridge

Duration: Spring 2014 - Spring 2016

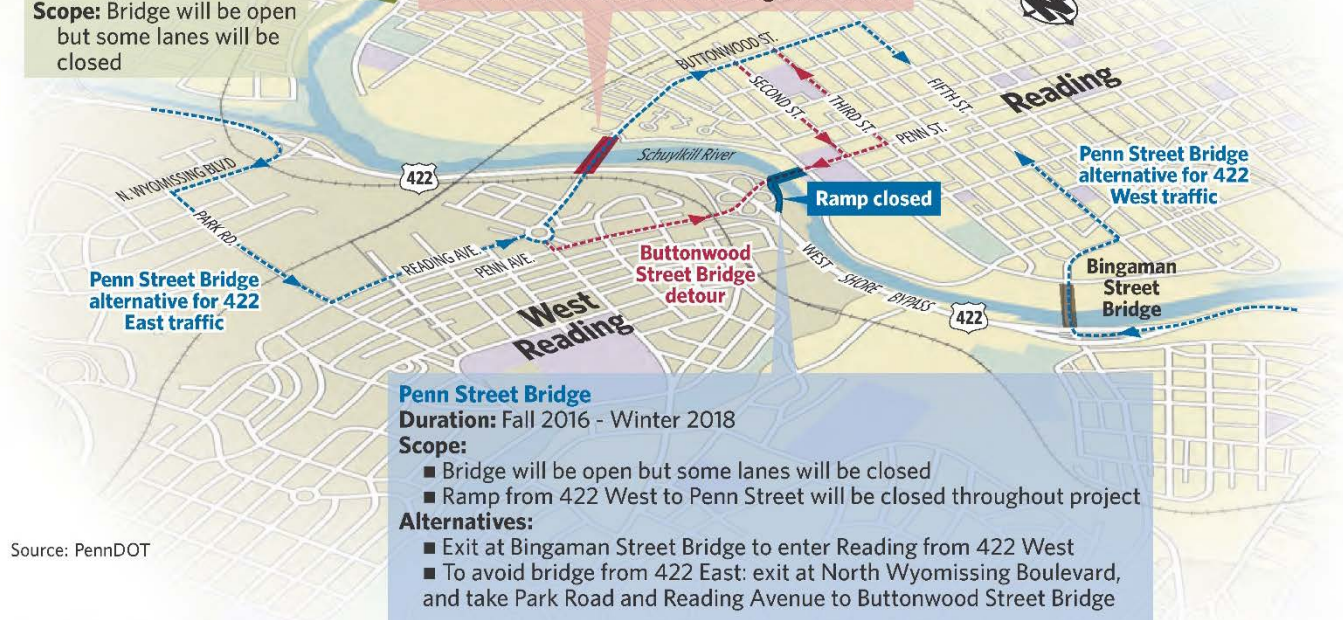
Scope: Bridge will be open but some lanes will be closed

Buttonwood Street Bridge

Duration: Fall 2014 - Fall 2016

Scope: Bridge will be closed throughout project

Alternative: Use Penn Street Bridge as a detour



Source: PennDOT

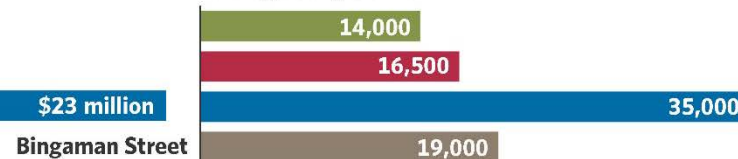
Repair timeline



Projected costs



Average daily traffic



Greater Reading Chamber Alliance [GRCA] (co-chair) Berks County Commissioners (co-chair)

County of Berks Planning/MPO
PennDOT
City of Reading
Township of Cumru
Borough of Wyomissing
Borough of West Reading
18th Wonder Committee
Met-Ed/First Energy
BARTA/SCTA
Downtown Revitalization
Berks Nature
Schuylkill River Greenway
BAMBA
Berks Alliance

Local Businesses
Education Institutions
Berks Arts Council
Emergency Responders
Commuter Services of PA
PA Americana
Abilities in Motion
Media outlets



GREATER READING CHAMBER ALLIANCE

Priority Bridge Projects + 422 West Shore Bypass + 222 North + Passenger Rail reconstruction are key to our economic vibrancy and connecting our communities.

- Businesses & Community Vibrancy
- Local Municipalities Comprehensive Plans
- Pedestrian, Bike & Trail Access, Safety & Connectivity
- Utilities & Infrastructure Alignment
- Arts & Entertainment Access
- Emergency Responders Requirements
- Education Institutions . . . Others



Buttonwood Street Bridge Rehabilitation

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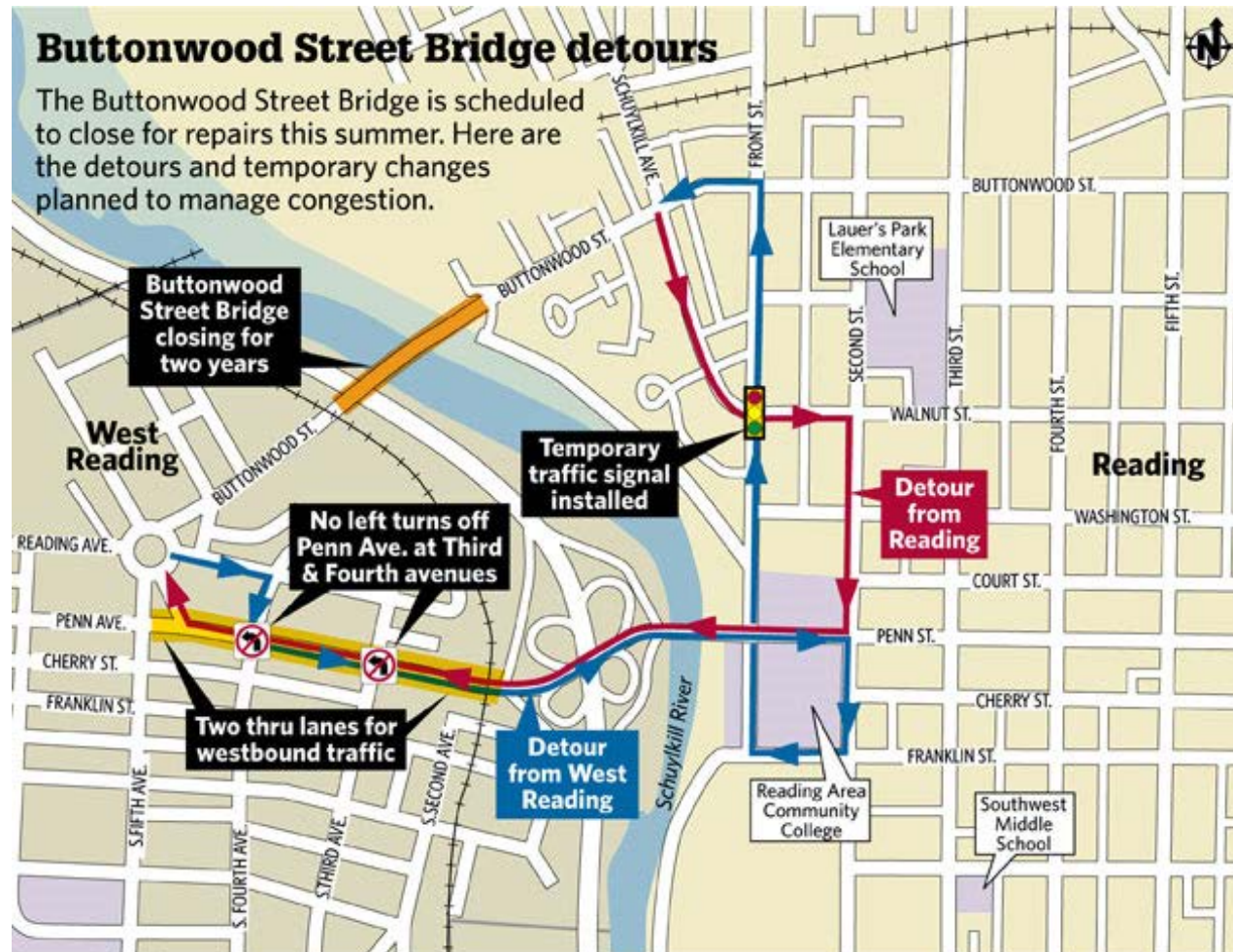


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Buttonwood Street Bridge Rehabilitation

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Complete closure for 2 years



Source: Berks County

READING EAGLE: BOB SCHNEIDER (GRAPHIC); LIAM MIGDAIL-SMITH (REPORTING)

- Work Group meetings
- Website (readingbridges.net)
- Media: Newspaper & Local TV
- Major employer outreach
- Penn Ave/Penn St Business owner meetings
- Commute alternatives
 - BARTA Shuttle
- County/Contractor Coordination



Buttonwood Street Bridge Rehabilitation

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- Reopened April 7, 2017

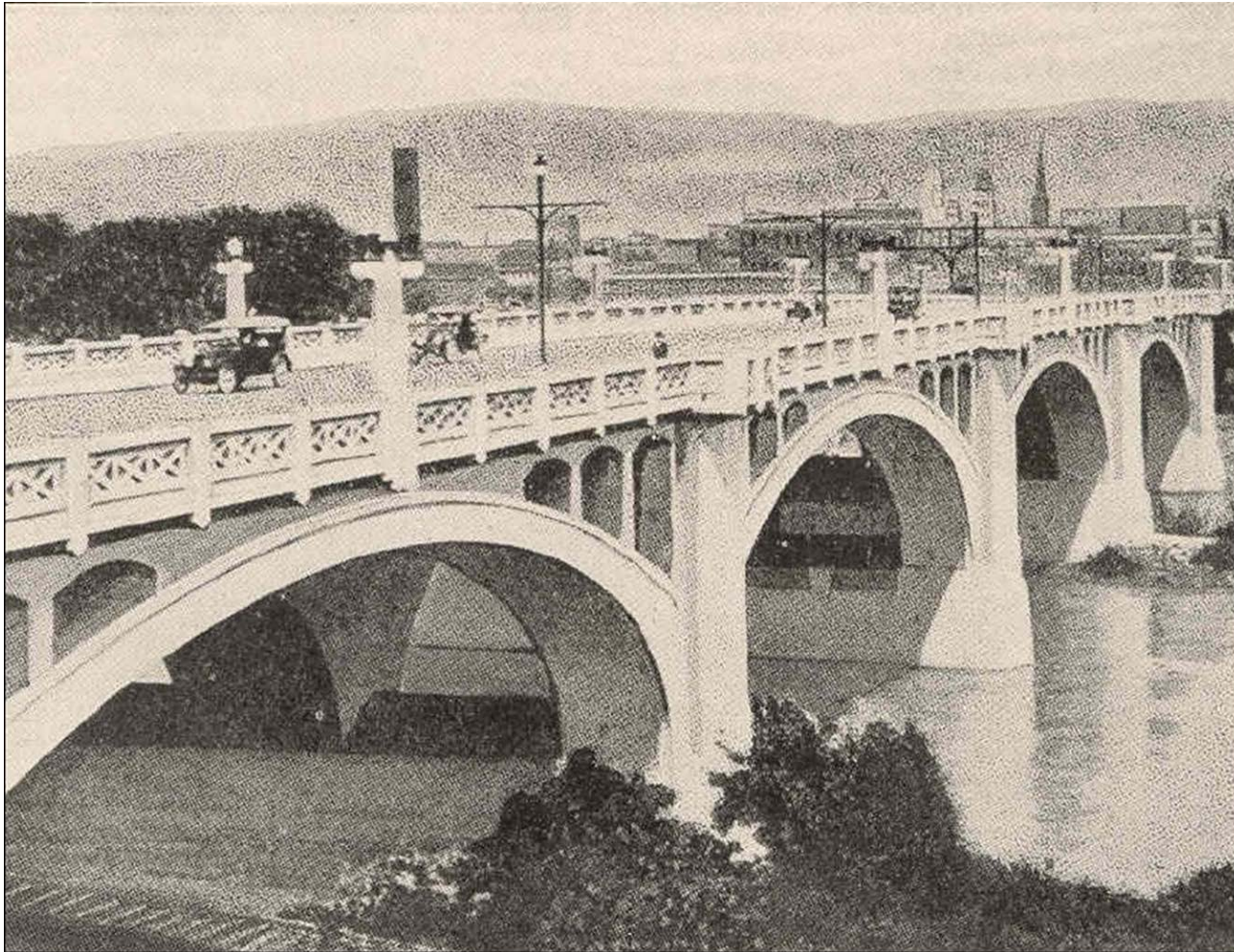


GRCA

GREATER READING CHAMBER ALLIANCE

Penn Street Bridge Rehabilitation

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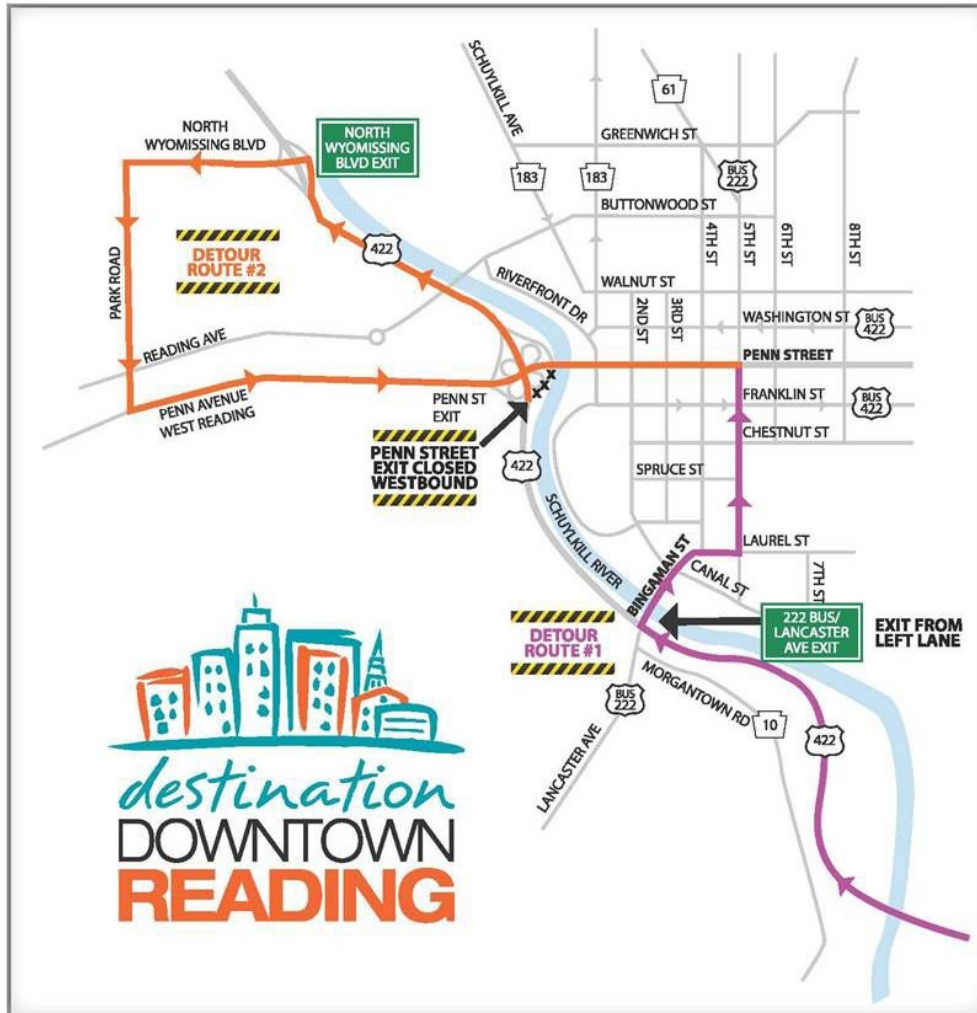
GRCA

GREATER READING CHAMBER ALLIANCE

Penn Street Bridge Rehabilitation

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Closure of US 422 Westbound Ramp & Changing Traffic Patterns for ~2.5 years



Same as Buttonwood Street Outreach +

- Electronic Billboard (partnership with Commuter Services)
- Arts and Entertainment Outreach
 - Detour map/flyer
- Coordination with PennDOT / Contractor
 - Detour Signage
 - Construction Staging/Scheduling



Penn Street Bridge Rehabilitation

Deconstructing the Penn Street Bridge reconstruction project

Improvements are underway, addressing structural issues and community concerns.

By CRAIG SCHAFER
Reading Eagle

The project to repair the Penn Street Bridge, the main gateway to the city, is expected to cost \$42.6 million and last more than three years. PennDOT officials cite water damage as the primary cause of crumbling concrete, clogged drains, rust and weather wear damaging the 104-year-old bridge. The repairs will include replacing floor beams, repaving the roadway and replacing crumbling concrete railings. Work is underway on the north-facing exterior. The span will retain its historic look but include new features and improvements designed to increase safety. Here's a look at the improvements.

Contact Craig Schaffer at 610-371-5100 or craig.schaffer@readingeagle.com

Structural issues and problem areas

Areas identified by PennDOT officials as the cause of structural concerns.



Chamber repair
The structure supporting the Reading side of the roadway retained water. A smaller, historically inaccurate retaining wall has been demolished.



Surface damage
The north-facing exterior is damaged by weather. Construction began on this section to address severe issues.



Drainage problems
Poor drainage has trapped water below the roadway inside the arches, causing pipes to leak, creating cracks, rust, uneven road surfaces and concrete deterioration.



Electrical repair
Water damage has compromised electrical lines on the underside of the bridge.



Superstructure repair
Deteriorating concrete on the bridge's ribs will be repaired, along with replacement of all horizontal floor beams under the roadway.



Parapet replacement
Many of the concrete railings, or parapets, are crumbling and in need of total replacement.



Outlet restoration
Observation platforms, called outlets, once were used for scenic viewing. They were closed in the 1950s.



Pier repair
Piers extending into the Schuylkill River are in need of repair, reinforcement and protections against water damage.



Road repair
Uneven pavement, curbs and frequent potholes are common problems motorists encounter traveling the span.



Architectural restoration
Spandrels, lighting and other historical features that have deteriorated are in need of replacement.



On-ramp issues
The deck and two supports of the Route 422 west on-ramp will be replaced. This ramp is a separate bridge that connects to Penn Street Bridge.



Shotcrete removal
The exterior surface is covered in a thick layer of spray concrete called shotcrete. Drainage problems allow water to freeze and thaw, causing cracks, rust and exterior deterioration.

Construction zone

Commuters will begin seeing lane closures beginning Monday over the quarter-mile construction area.



Changes planned following repairs

Traffic lanes and sidewalks will be reduced in width to accommodate a wider median and new 5-foot shoulder in both lanes. Measurements of the completed roadway are shown with existing measurements listed in black boxes.



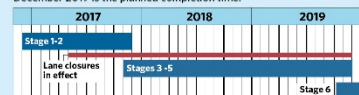
422 West on-ramp repair

Existing crash barriers will be replaced with new historically similar concrete crash balustrades.



Stages of construction

The project is taking place in six stages over three years. December 2019 is the planned completion time.



Stages 1-2 (Dec. 2016-Sept. 2017): Preparations for the first stage of structure rehabilitation (Stage 2). Roadway widening, the closure of the 422 off-ramp and the construction of a temporary 422 on-ramp. A temporary rock causeway and pier shielding will be constructed for access underneath the bridge. Utilities will temporarily relocate existing lines to accommodate construction.

Stages 3-5 (Oct. 2017-Aug. 2019): The bulk of the reconstruction begins on the north, then continues on the south, then middle sections. Reconstruction includes concrete repairs, new concrete decks, sidewalks and balustrades, new drainage systems and decorative lighting. Both 422 west on- and off-ramps will be reconstructed. Utility workers will install new lines and relocate their existing lines.

Stage 6 (Sept. 2019-Dec. 2019): The focus of this stage will be to complete portions of the bridge that could not be completed earlier due to traffic patterns. Traffic will be reduced to one lane in each direction. Permanent traffic barriers, sidewalks, concrete median curbs and concrete deck overlays will be constructed. Removal of the temporary 422 on-ramp will occur following reconstruction.

A new inlet drainage system will be installed.

A new traffic signal and signs will be placed at the Penn and Second streets intersection.

Metal barriers will be installed to protect pedestrians on the sidewalks.

Obelisks once lined the Penn Street Bridge over a century ago. Each pillar held a gas lantern that provided light. Two obelisks will be placed on the Reading side as a historic homage.

Both obelisks will be lit from all sides at night. City government will have the option to change colors remotely.

The electronic message board owned by the city of Reading will be reinstalled.

New electrical lines will power 15 LED teardrop luminaires with decorative welded arms and steel banner arms.

A new 5-foot-wide shoulder will be added for bike traffic and emergency use.

The existing hollow abutment will be repaired and filled with lightweight concrete.

New concrete railings, called reticulated balustrades, will be identical to the previous design.

Restored observation outlets

Ten observation outlets (five on each side) from the original bridge design will be added. Each outlet will measure 7 feet 6 inches wide and 4 feet deep. Pedestrians will be able to stop and view the landscape while crossing the bridge.

The underside of closed spandrel sections will be waterproofed with a smooth protective concrete coating to prevent damage.

New lighting will be added to spans over the river, illuminating the architecture in the evenings.

Stone will reinforce newly restored piers, protecting supports from future erosion and water damage.

Photo Credit: Reading Eagle

Bridge statistics
Built: 1913
Age: 104 years

Penn Street Bridge Rehabilitation

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- Ramp is re-opened and construction to be complete December 2019

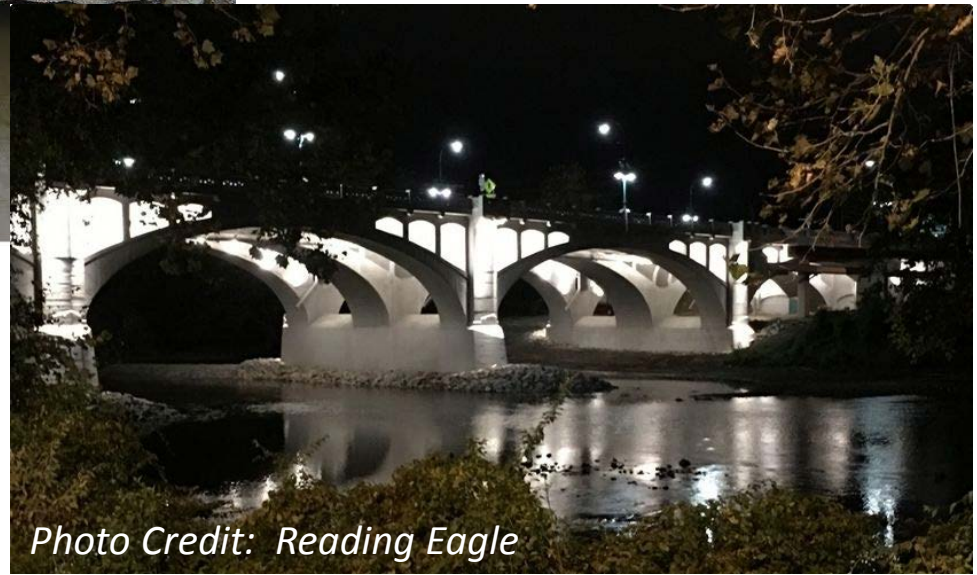
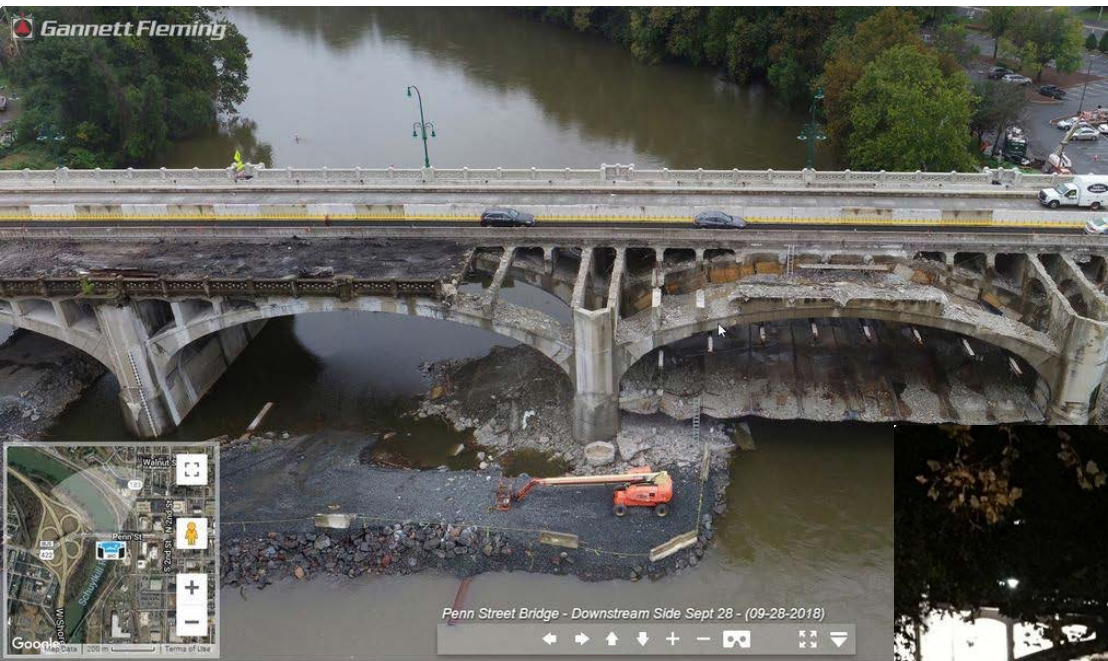


Photo Credit: Reading Eagle

422 West Shore Bypass Reconstruction

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Bring diverse stakeholders together to efficiently and effectively coordinate with PennDOT during the design (and future construction) phases

PennDOT Project Website
422westshorebypass.com



GREATER READING CHAMBER ALLIANCE

422 West Shore Bypass: Priorities Map

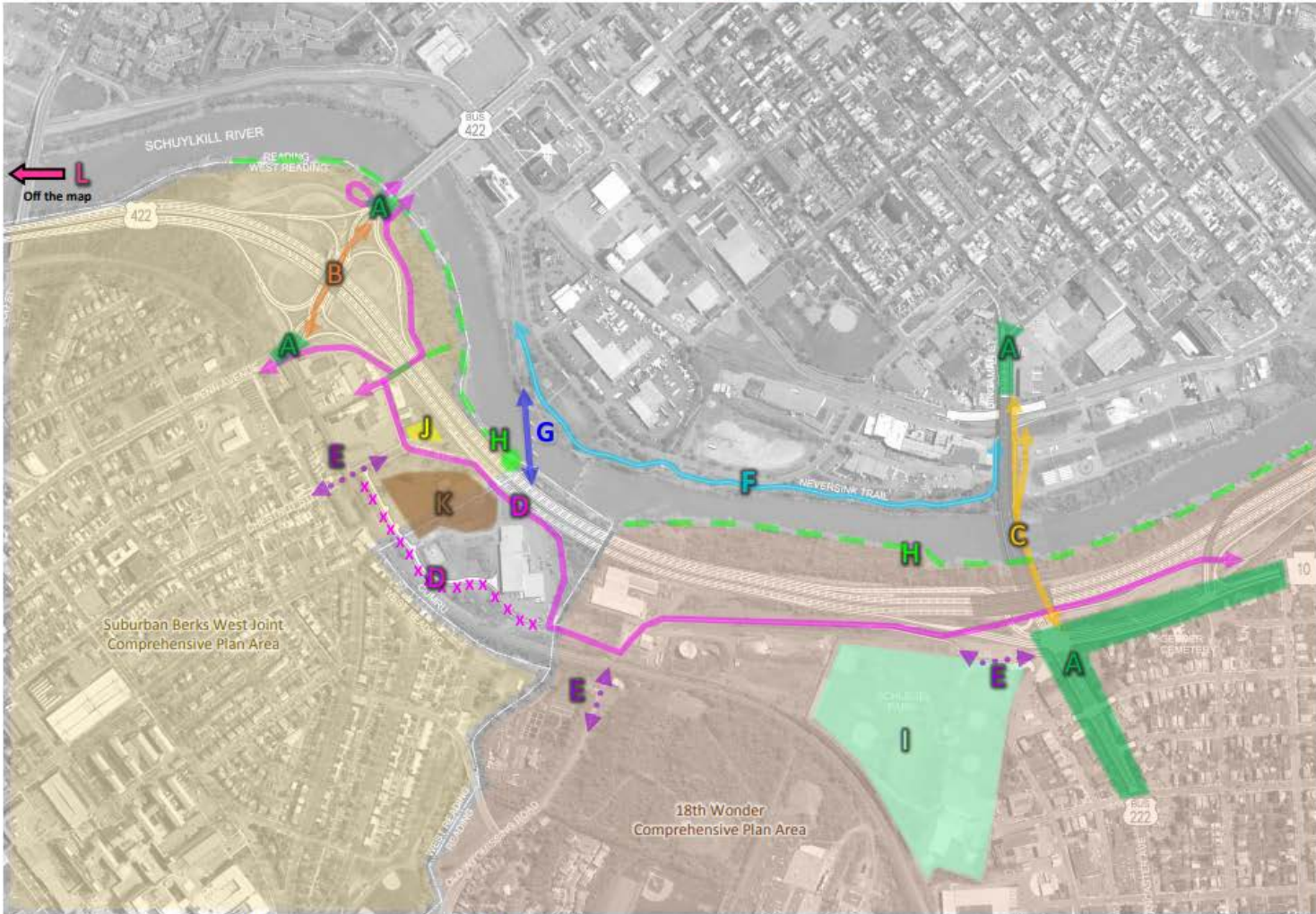
West Shore Bypass Working Group

See readingbridges.net for the full list of Working Group Partners



Map of Priorities—Concerns—Opportunities

The West Shore Bypass Working Group requests PennDOT's attention, consideration, and coordination on the following priority issues related to the preliminary design of the West Shore Bypass reconstruction project.



A	Interchange Areas and Transitions <i>Streetscape, Gateways, Traffic Calming, and BMPs</i>
B	Penn Street/Penn Avenue Divergent Diamond Interchange <i>Bike/Ped Facilities and Connections</i>
C	Bingaman Street Bridge and Lancaster Avenue Interchange <i>Bike/Ped Facilities and Connections</i>
D	West Shore Trail <i>Continuous and Connected</i>
E	West Shore Communities, Trails, and Recreational Facility Connections
F	East Shore Trail <i>Continuous and Connected</i>
G	Retain RACC Trail Bridge and Utility Crossing
H	Access to the Schuylkill River <i>Physical and Visual</i>
I	Schlegel Park Enhancements
J	West Reading Borough Public Works Facility
K	MetEd Substation, Transmission Lines, and Streetlights
L	North Wyomissing Boulevard Interchange <i>Do not preclude a new bridge over the Schuylkill River</i>
See Corresponding Table for additional details and other priority coordination items not depicted on this map.	

422 West Shore Bypass: Priorities

West Shore Bypass

Working Group

See readingbridges.net for the full list of Working Group Partners



A	Interchange Areas and Transitions Streetscape, Gateways, Traffic Calming, and BMPs Incorporate streetscape enhancements, gateways and other traffic calming treatments, landscaping and green stormwater management facilities/BMPs into the design, particularly for transitions between the interchange ramps and street network within project limits, including: <ul style="list-style-type: none"> – Penn Street/Penn Avenue – Lancaster Avenue – Morgantown Road (Route 10) – 4th Street/Laurel Street See 18 th Wonder Comprehensive Plan.
B	Penn Street/Penn Avenue Divergent Diamond Interchange Bike/Ped Facilities and Connections Provide seamless and separate connections for both bicyclists and pedestrians through the Penn Street Divergent Diamond Interchange (DDI) that are safe, attractive, inviting, comfortable, and convenient. Provide additional design details and opportunities for community input regarding the design of the bicycle and pedestrian facilities, including the crosswalk treatments and locations, the median facility, bicycle lanes, and connections to the existing and planned facilities on either side of Penn Street/Penn Avenue. Potential design elements for consideration to make the connection safe and more attractive include pedestrian scale lighting, sitting areas, attractive barriers/fencing (when necessary), and other unique design features to promote the connection between Reading and West Reading. Include direct connections to the West Shore Trail (see D) to provide an alternative route for bicyclists to travel through the interchange area.
C	Bingaman Street Bridge and Lancaster Avenue Interchange Bike/Ped Facilities and Connections Provide bicycle and pedestrian facilities on the Bingaman Street Bridge with direct connections to the Schuylkill River waterfront and trails on both sides of the river. Retain and enhance the bicycle and pedestrian facilities and connections included in the preliminary design for the Bingaman Street Bridge and Lancaster Avenue Interchange.
D	West Shore Trail Provide a continuous and connected trail along the west shore of the Schuylkill River, including a seamless connection from the existing Thun Trail south of Lancaster Avenue to both Penn Street and Penn Avenue. (See map for conceptual trail alignment and revisions to the trail alignment included in the preliminary design. The revised alignment eliminates the need for a sidewalk along the access road to MetEd Substations and R.M. Palmer Company facility.)

E	West Shore Communities, Trails, and Recreational Facility Connections Maintain and enhance connections between the Schuylkill River Trail/Thun Trail and the communities on the west shore of the Schuylkill River. Connections between the Trail and other park and recreation facilities and commercial areas should be provided at Chestnut Street, Old Wyomissing Road, Schlegel Park, and Lancaster Avenue. See <i>Suburban Berks West Joint Comprehensive Plan</i> and 18 th Wonder Comprehensive Plan.
F	East Shore Trail Provide a continuous and connected trail along the east shore of the Schuylkill River between the existing Neversink Trail south of Bingaman Street Bridge and RACC's campus. Retain the trail improvements included in the preliminary design and rebuild and pave the existing trail to provide a consistent 12' multi-use asphalt trail.
G	Retain RACC Trail Bridge and Utility Crossings Consider retention of the existing RACC bridge (or another trail bridge at a similar location) and incorporate this trail connection and crossing into the design.
H	Access to the Schuylkill River Physical and Visual Maintain and enhance visual and physical access to the Schuylkill River, which is a state designated water trail. <ul style="list-style-type: none"> – Consider view sheds to/from the river, particularly with the design of any noise walls or retention walls. – Maintain access to the existing fishing pier on 1st Avenue. – Maintain access from the Franklin Street tunnel, under the Penn Street Bridge, to the north side of the Penn Street interchange ramps, particularly for future recreational purposes. – Do not preclude future access to the river on the east shore.
I	Schlegel Park Enhancements Coordinate with the City of Reading and 18 th Wonder regarding potential impacts, mitigation, and enhancements to Schlegel Park. Enhance and maintain access to the park, particularly from the Oakbrook and Millmont neighborhoods and especially for bicyclists and pedestrians. See 18 th Wonder Comprehensive Plan.
J	West Reading Borough Public Works Facility Coordinate with West Reading regarding any potential impacts to the Borough's Public Works facility located at 1st Avenue and Chestnut Street.

Table of Priorities—Concerns—Opportunities

The West Shore Bypass Working Group requests PennDOT's attention, consideration, and coordination on the following priority issues related to the preliminary design of the West Shore Bypass reconstruction project. See corresponding map for additional details.

K	MetEd Substation, Transmission Lines, and Streetlights Coordinate with MetEd regarding the potential impacts to the substations and transmission lines, as well as the future ownership and design of street lights, along the West Shore Bypass.
L	North Wyomissing Boulevard Interchange Consider and do not preclude a potential new bridge over the Schuylkill River at the North Wyomissing Blvd interchange to connect Wyomissing and Reading.

Priorities—Concerns—Opportunities Not Included on the Map

- Share the alternatives evaluation for the various interchange designs (specifically at Penn Street/Penn Avenue and Lancaster Avenue) with the community. Share information regarding the environmental clearance documents and Section 4(f) resources and process with the community.
- Coordinate with the West Shore Bypass Working Group regarding design details for the bicycle and pedestrian facilities, trail connections, streetscape enhancements, and waterfront access.
- Coordinate with the West Shore Bypass Working Group and support local efforts to pursue technical and financial resources from other state agencies (i.e. DCED, DCNR, DEP, etc.) to better integrate the West Shore Bypass with the communities on both sides of the Schuylkill River.
- Coordinate with Emergency Services throughout the design phase regarding potential EMS access to the Bypass, closures, and detours. In particular, the potential closure of the Bingaman Street Bridge is a significant concern because the City of Reading's fire, EMS, and police personnel and equipment may be isolated and emergency response times may be impacted.
- Coordinate with the municipalities and Greater Reading Chamber Alliance regarding potential closures and detours, signage for detours, signage for trail facilities, and permanent signage after the project is complete.
- Coordinate with municipalities regarding any project elements that would require the municipality to assume responsibility and/or provide funding for infrastructure or ongoing maintenance, such as streetlights.
- Coordinate with SCTA/BARTA regarding the design of bus stops within the project limits, particularly stops on Lancaster Avenue and Penn Avenue.
- Consider and coordinate with the efforts of the Reading and West Reading Main Street Programs.

Recently Completed and Relevant Plans

- [18th Wonder Comprehensive Plan \(Draft—November 2017\)](#)
- [Suburban Berks West Joint Comprehensive Plan \(Draft—April 2018\)](#)

Business & Community Priorities

- Modern, Safe and Efficient Transportation and Infrastructure System
- Communication: Economic & Community Vibrancy (during construction)
- Regional Connectivity
- Workforce Mobility



Trail/Connectivity Values

- Connectors to Schuylkill River Trail & Feeder Trails
- Access to Riverfront both the East & West Shore
- Sustainable, Aesthetically Pleasing Storm Water Best Management Practices
- Develop a Seamless, No Conflict Pathway for Bicycle and Pedestrians



Municipal Priorities

- Access to the Waterfront
- Connectivity between the Business District, Trails & Park System
- Maintenance Responsibility
- Impact the Project will have on Municipal Public Work Facilities
- Align Municipal Comprehensive Plans

Additionally:

- Utility Infrastructure Alignment
- Positioning Street Lighting (maintenance/safety/aesthetics)
- Appropriate Signage



Recognition: Governor's Award

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The Governor's Center for Local Government Services recognizes the following award recipients for their successes in undertaking innovative projects and initiatives relating to:

BUILDING COMMUNITY PARTNERSHIPS Hempfield Township Westmoreland County	INNOVATIVE PLANNING/ SOUND USE PRACTICES Middletown Township Delaware County
RESPONDING TO ADVERSITY Bartlett Park Allegheny County	INTERGOVERNMENTAL COOPERATION Turtle Creek Valley COG Allegheny County
PROMOTING COMMUNITY/ ECONOMIC REVITALIZATION Lancaster City Lancaster County	INFORMATION TECHNOLOGY Harris, Lawrence, Belfry, and Venango County
INNOVATIVE COMMUNITY/ GOVERNMENT INITIATIVES The Reading Bridges Workshop Berks County	HEALTH AND WELLNESS INITIATIVES Bethlehem City, Easton City, and Northampton County
FISCAL ACCOUNTABILITY AND BEST MANAGEMENT PRACTICES Milnes Borough Northumberland County	

Read more about the recipients of the 2019 Governor's Awards for Local Government Excellence at dced.pa.gov/gawards.

LOCAL GOVERNMENT LEADERS

The following individuals were selected by partner organizations of the Governor's Center for Local Government Services for exemplary service and dedication to local government in PA.

PA STATE ASSOCIATION OF TOWNSHIP SUPERVISORS (PSATS) Mr. Edward Benishien, Supervisor North Lebanon Township, Lebanon County	PA STATE ASSOCIATION OF BOROUGH COMMISSIONERS (PSAB) Thomas H. Ottewill, Mayor Turkington Borough, Butler County
PA STATE ASSOCIATION OF TOWNSHIP COMMISSIONERS (PSATC) Michael Higgins, Commissioner Acton Township, Delaware County	PA MUNICIPAL LEAGUE (PML) Nori Pfeiffer, Mayor City of Allentown, Lehigh County
COUNTY COMMISSIONERS ASSOCIATION OF PA (CCAP) Flora Leone, Erie County Councilmember Erie County	PA ASSOCIATION OF COUNCILS OF GOVERNMENTS (PACOG) L. Steven Huff, Supervisor Warriors Mark Township, Montgomery County
PA CHAPTER OF AMERICAN PLANNING ASSOCIATION (PA APA) Dr. Stanford Lambrecht, AICP Pennsylvania Rural and Planning Education Institute State College, Centre County	PA MUNICIPAL AUTHORITIES ASSOCIATION (PMAA) Dustin J. Bachler East Cocalico Township, Lancaster County
	Matthew A. Cramer Adams Township, Butler County

- What worked?
- What would we do different?
- What's next?



readingbridges.net



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