

Appendix F:

SUMMARY OF PREVIOUS TRANSPORTATION STUDIES

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Study Name:	R6 Norristown Line Extension Study
Date of Release:	February, 2009
Prepared By:	Montgomery County Planning Commission, DVRPC
Purpose:	To identify new rail alternatives and sources of capital and operating funding for commuter rail service.
Area of Focus:	Norfolk Southern Rail Alignment from Norristown-Reading (44 miles)
Timeframe:	2030 demographic horizon, 40 year toll revenue bonding
Synopsis:	<p>The rail alternatives recommended for further analysis included:</p> <ul style="list-style-type: none"> • R6 Extension to Valley Forge (Electric) • Wyomissing to Norristown w/o R6 Extension (Diesel) • Wyomissing to 30th St. Station (Electric) <p>Rail project capital costs ranged from \$27.0M - \$264.5M and annual operating costs ranged from \$1.7M - \$8.9M.</p> <p>Total sources of funds for transportation improvements in the corridor anticipated to be \$563.9M. This 40-year debt capacity forecast had traffic growth calculated at 2% per year for first 20 years only, with 0% growth in remaining 20 years. Assumes initial estimate of \$185M needed for River Crossing Project and Pottstown/Other US 422 Reconstruction/Major Maintenance. Operating and maintenance costs continue to be funded by PennDOT (current arrangement). Up to \$253M anticipated to be available for rail projects at this growth rate. A lower 1% rate of traffic growth in the first 20-years would reduce rail project funding to \$204M.</p> <p>Study recommended two tolling locations to collect \$1.00 each (in westbound direction only), using "open tolling" and license plate photographs to maintain traffic flow. Toll locations to include: (1) Berks-Montgomery County Line and one at (2) East end of I-76 interchange. Traffic Counts provided below:</p> <p>Baseline Average Daily Traffic (ADT) in year one at each tolling location stated as:</p> <ol style="list-style-type: none"> (1) 30,000 ADT without tolls; 24,000 ADT with tolls (20% diversion) (2) 70,000 ADT without tolls; 66,500 ADT with tolls (5% diversion) <p>After 20 years (2% annual growth):</p> <ol style="list-style-type: none"> (1) 44,578 ADT without tolls; 35,663 ADT with tolls (2) 104,016 ADT without tolls; 98,816 ADT with tolls

Study Name:	422 Incident Location
Date of Release:	February, 2008
Prepared By:	PennDOT/DVRPC
Purpose:	Identify detour routings and control points for accident/closures on US 422
Area of Focus:	River Bridge Road (Berks County Line)– US I-76 Interchange
Timeframe:	Present Day
Synopsis:	Incident maps and detour route driving directions for 20 segments of US 422. Eastbound and Westbound detours detailed.

Study Name:	Briefing on Projects in the Schuylkill River Crossing Complex
Date of Release:	January, 2008
Prepared By:	Montgomery County Planning Commission
Purpose:	Identify interim and longer term project design.
Area of Focus:	US 422 Schuylkill River Crossing, PA 23 and PA 363 Interchanges
Timeframe:	2030
Synopsis:	Graphic of final Schuylkill River Crossing projects include: <ol style="list-style-type: none"> 1) Betzwood Bridge Replacement 2) PA 23/US 422 Interchange Modernization & Interim Widening 3) PA 363/US 422 Interchange Improvement Project and US 422 Widening <p>Final bridge crossing profile includes twin bridge with 4-lanes in each direction – no associated costing provided.</p>

Study Name:	PennDOT District 5-0, Regional Operations Plan
Date of Release:	September, 2007
Prepared By:	PennDOT
Purpose:	Identification and prioritization of operationally focused projects for the region.
Area of Focus:	Berks, Carbon, Lehigh, Monroe, Northampton, and Schuylkill Counties
Timeframe:	FY 2007-2010
Synopsis:	Reading Area Transportation Study (RATS) projects for US 422 identified, to include: <ol style="list-style-type: none"> 1) Implement Real-Time Travel Postings on DMS – Pilot project on I-78, potential expansion to US 422 2) Data sharing of cameras and CCTV along US 422

Study Name:	Revisions to Destination 2030
Date of Release:	May, 2007
Prepared By:	DVRPC
Purpose:	Updates to regional plan to assure compliance with SAFETEA-LU
Area of Focus:	DVRPC Planning Region
Timeframe:	2030
Synopsis:	Identified US 422 project as Highway Reconstruction/Rehabilitation Project (\$210M) and Regional Rail R6 Transit New Capacity Project (\$500M)

Study Name:	Reading Area Transportation Study – FFY 2006-2007: Congestion Management Process
Date of Release:	May, 2007
Prepared By:	Berks County Planning Commission
Purpose:	Identify congested locations (represented as volume to capacity ratios) along US 422. The V/C ratio was model generated for afternoon peak (3:00 p.m. to 6:00 p.m.)
Area of Focus:	Berks County portion of US 422
Timeframe:	Spring 2006
Synopsis:	<p>Several bottlenecks and areas requiring improvement were identified. The US 422 and PA 73 intersection was identified as the biggest choke point. Funding options were highlighted to address some issues, including a brief overview of the Congested Corridor Improvement Program (CCIP) which uses detailed studies in selected corridors to define projects for implementation that will alleviate congestion. A recent application of these funds was the 222 Business (N. 5th St.) corridor.</p> <p><u>Other congestion points along US 422 Identified:</u> WB at PA 662, Amity Township - V/C of 1.72 WB at Maplewood Dr., Amity Township – V/C of 1.69 WB at Old Airport Road, Amity Township – V/C of 1.63 EB at W 47th St., Exter Township – V/C of 1.49 WB at PA 82, Exter Township – V/C of 1.45 WB at W 47th St., Exter Township – V/C of 1.37</p> <p>CMP updates were anticipated for 2008.</p>

Study Name:	Route 422, Section 31S Corridor Study – Alternatives Analysis Public Hearing
Date of Release:	October, 2004
Prepared By:	PennDOT
Purpose:	Identification of short, medium and long-term construction projects
Area of Focus:	Following a Comprehensive Needs Analysis along US 422 from I-176 to the Montgomery County Line
Timeframe:	Short-term projects identified as less than 5-years , Medium-term from 5-10 years and Long-term requiring more than 10 years
<u>Synopsis:</u>	<p>Study identified 334 intersections/driveways within 8.5 miles from Business 422 merge to the Amity /Douglass Township line. Project highlights:</p> <p><u>Short-term</u></p> <ul style="list-style-type: none"> • Additional through lanes, turn lanes and acceleration/deceleration lanes • Access management • Improved grading, removal of roadside obstacles and lighting <p><u>Medium-term</u></p> <ul style="list-style-type: none"> • Two additional lanes on Westbound US 422 in split pair areas [extend highway] • Convert existing EB 422 to 2-way local traffic <p><u>Long-term</u></p> <ul style="list-style-type: none"> • New interchanges (SR 82 and Limekiln Rd.) • Conceptual bypass roadway on south, between SR 422 and Schuylkill River

Study Name:	Phoenixville Area Intermodal Transportation Study
Date of Release:	January, 2003
Prepared By:	DVRPC
Purpose:	Comprehensive transportation evaluation addressing regional development and travel in the
Area of Focus:	Five municipalities comprising the Greater Phoenixville Area. PA 29 and US 422 interchange.
Timeframe:	2025
<u>Synopsis:</u>	<p>Analysis of travel time increases along major arterials based upon municipal growth forecasts in employment and housing. Three improvement projects were identified for US 422:</p> <ul style="list-style-type: none"> • At Pawlings Road – Construct new partial interchange (ramps to/from east) • From Lewis Road to US 202 – Widen to three lanes in each direction • At PA 363 – Complete interchange <p>A total of 2% of all study area trips were found to utilize public transit. Considered three train station stops: Perkiomen Junction (Schuylkill Township), Oaks (Upper Providence Township) and Phoenixville.</p>