

MOBILE METRO AREA REPORT CARD

TRIP has assigned the following grades to the Mobile metro area highway system.

	GRADE	COMMENT
Roads	C	<i>In 2006 (the latest year for which data is available), 12 percent of major roads in the Mobile metro area were rated in poor condition and an additional 11 percent were in mediocre condition. Substandard road conditions cost the average Mobile motorist \$217 in extra vehicle operating costs each year. This report contains a list of the most deteriorated sections of roadway in the Mobile area.</i>
Bridges	C-	<i>Six percent of the region's 235 bridges are rated as structurally deficient and 20 percent are rated functionally obsolete. This report contains a list of the most deficient bridges in the Mobile area. The region is in need of a new Interstate 10 bridge crossing the Mobile River to address traffic congestion, economic development and traffic safety concerns.</i>
Congestion	C+	<i>By 2030, the amount of traffic delays caused by congestion is expected to double in Mobile. TRIP has provided a list of the most congested sections of roadway in the Mobile region.</i>
Safety	F	<i>In 2006, the Mobile area had a traffic fatality rate of 22.2 fatalities per 100,000 population. From 2002 to 2006, an average of 89 traffic fatalities occurred each year in the Mobile area. Roadway safety features such as widened lanes, added or improved medians, improved intersection design, paved shoulders and added rumble strips, where appropriate, can reduce traffic fatalities and serious accidents.</i>
Funding	F	<i>Needed regional highway projects, including improvements to I-10 and I-65, will not go forward without additional funding. According to the Alabama Department of Transportation, the state faces a \$6.9 billion shortfall from 2008 to 2017 in highway transportation funding for needed highway projects. TRIP has provided a list of needed highway projects in the Mobile area that lack funding through 2011.</i>

ROAD CONDITIONS

Pavement conditions on Mobile’s major roads are below desirable standards, with nearly a quarter of major roads in the Mobile metro area in poor or mediocre condition.

- Twelve percent of Mobile’s major roads are rated in poor condition, and an additional 11 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county or municipal governments.
- Roads rated in poor condition often have significant rutting, potholes or other visible signs of deterioration. Roads in poor condition typically need to be resurfaced or reconstructed. Roads rated in mediocre condition show signs of significant wear and may also have some visible pavement distress. Most pavements in mediocre condition can be repaired by resurfacing, but some may need more extensive reconstruction to return them to good condition.
- Driving on roads in need of repair costs each Mobile motorist \$217 annually in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear.
- Sixty-seven percent of Mobile’s major roads are in good condition. A desirable goal for state and local organizations responsible for road maintenance is to keep 75 percent of major roads in good condition.
- The following is a list of sections of deteriorated roadway in the Mobile area in immediate need of repair or replacement, for which repairs are not scheduled through the end of 2008.

	Route Name	From	To	Length in Miles	Average Daily Traffic
1	I-10	M.P. 4.11	M.P. 9.21	5.1	48,220
2	I-10	M.P. 13.25	M.P. 17.69	4.4	65,340
3	I-10	M.P. 26.84	M.P. 27.57	0.7	66,110
4	I-10	M.P. 28.87	M.P. 35.12	6.3	62,280
5	I-65	M.P. 0.0	M.P. 1	1	84,530

Source: Alabama Department of Transportation

BRIDGE CONDITIONS

More than a quarter of bridges in the Mobile area are structurally deficient or functionally obsolete. This includes all state, local and municipal bridges 20 feet and longer.

- Six percent of bridges in the Mobile area are rated as structurally deficient, showing significant deterioration to decks and other major components.

- Twenty percent of bridges in the Mobile area are functionally obsolete. These bridges no longer meet modern design standards for safety features such as lane widths or alignment with connecting roads or are no longer adequate for the volume of traffic being carried.
- Bridge deficiencies have an impact on mobility and safety. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid these bridges. Narrow bridge lanes, inadequate clearances and poorly aligned bridge approaches reduce traffic safety. Redirected trips lengthen travel time, waste fuel and reduce the efficiency of the local economy.
- The following is a list of the most structurally deficient bridges in the Mobile area, carrying at least 5,000 vehicles per day.

	Route	City	Route or feature intersected	Average Daily Traffic	Year Built
1	SR-158	Prichard	Chickasaw Creek	12,300	1967
2	I-10	Mobile	Halls Mill Creek	86,370	1964
3	US-90	Mobile	Tensaw/Spanish River	8,085	1965
4	I-10	Mobile	Southern Drain Canal	74,630	1966
5	US-90	Mobile	Spring Branch	25,120	1950

Source: Alabama Department of Transportation

CONGESTION

Growing travel demand in the Mobile metro area has led to rising levels of traffic congestion.

- A recent report by the Reason Foundation found that by 2030, the amount of delay caused by traffic congestion in Mobile will double unless significant highway improvements are completed.
- A region’s major highways and streets are rated based on their level of service (LOS) using the letter grades A, B, C, D, E or F. Roads rated D, E, or F are considered moderately to severely congested. The following is a definition of each Level of Service designation:

A	Free flow of traffic with operation of individual vehicles largely unaffected by presence of other vehicles
B	Stable flow of traffic with slight decline in freedom to maneuver
C	Stable flow of traffic, but vehicle operation is significantly affected by presence of other vehicles in traffic stream
D	Crowded roadway with some decline in speeds. Large number of vehicles restrict mobility and stable traffic flow
E	Unstable, slow traffic flow with virtually no gaps in traffic stream, subject to traffic flow breakdowns
F	Stop-and-go traffic with low speeds and little or poor maneuverability

- The following is a list of major roadways in the Mobile metro area that have the greatest level of traffic congestion, based on level of service rating:

	Route	From	To	Length	LOS	Average Daily Traffic	Lanes
1	I-10	Carol Plantation Road	SR-193	2.29	E	63,660	4
2	I-10	Mobile Urban Boundary	Tensaw River	3.52	D	59,950	4
3	I-10	Tensaw River	US-98 (Baldwin Co.)	2.8	D	59,340	4
4	SR-193	Rabbit Creek Drive	I-10	2.21	D	24,800	4
5	SR-16	Peterson Lane (Baldwin Co.)	US-90 (Baldwin Co.)	3.36	D	22,840	5
6	SR-16	SR-59 (Baldwin Co.)	Peterson Lane (Baldwin Co.)	2.26	D	22,590	5
7	SR-59	Ellis St. (Baldwin Co.)	Jaycee Rd. (Baldwin Co.)	2.2	D	20,290	5
8	US-98	Malone Road	Oak Drive	4.06	D	17,970	5

Source: Alabama Department of Transportation

SAFETY

Improving safety features on Mobile’s roads and highways would likely result in a decrease in traffic fatalities in the area. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

- In 2006, the Mobile area had a traffic fatality rate of 22.2 fatalities per 100,000 population. From 2002 to 2006 there were an average of 89 traffic fatalities in the Mobile area each year.
- Highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, upgrading roads from two lanes to four lanes and installing better road markings and traffic signals, where appropriate, can reduce traffic fatalities and accidents.
- The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.

FUNDING

Alabama faces a transportation funding shortfall of approximately \$6.9 billion from 2008 to 2017. As a result, needed highway projects will not be able to move forward without additional funding.

- The Alabama Department of Transportation (ALDOT) projects a funding shortfall of \$6.9 billion from 2008 to 2017.

- ALDOT estimates that from 2008 to 2017, approximately \$16.2 billion is needed to allow the state to significantly improve road and bridge conditions, make reasonable roadway safety improvements and address needed traffic congestion relief.
- According to ALDOT estimates, anticipated funding levels from 2008 to 2017 will be only \$9.3 billion. As a result, needed highway improvement and maintenance projects will not be able to move forward without additional transportation funding.
- The Mobile region is in need of a new I-10 crossing of the Mobile River to relieve traffic congestion, enhance regional economic development opportunities and improve traffic safety. Interstate 10 currently crosses the Mobile River through two tunnels that are congested, and also requires motorists traveling eastbound on I-10 to slow to 45 miles per hour when approaching the tunnel under the Mobile River, which compromises traffic safety.
- Several potential alignments for an I-10 bridge crossing the Mobile River are currently being studied by ALDOT, with price tags ranging from \$603 to \$660 million.
- The following is a list of needed highway projects in the Mobile area that are currently unfunded through 2011.

Route	Length (Mi.)	Reason for Project	Project description
I-10		Capacity/Safety	Build a new bridge crossing the Mobile River
I-10	4.5	Capacity	Add lanes to I-10 from CR-39 to Carol Plantation Rd.
I-65	2.2	Capacity	Adding lanes on I-65 from SR-158 to Celeste Rd.
Schillinger Rd.	3.5	Capacity	Add lanes on Schillinger Rd. South from Three Notch Rd. to Cottage Hill Rd.
SR-158	2.0	Capacity	Add lanes on SR-158 from I-65 to SR-13 (US-43)
US-98	3.5	Relocation of US-98	SR-42 (US-98) from 0.5 mi. E of Glennwood Rd to Schillinger's Rd.
SR-193	3.5	Capacity	SR-193 from Laurandine Rd. to Hamilton Blvd, including bridge
US-90	3.4	Capacity	Widening SR-16(US-90) from relocated McDonald Rd. to four lane S of Theodore (0.24 mi S of Swedetown Rd.
Airport Blvd.	2.3	Capacity	Airport Blvd. from Cody Rd. to Regional Airport
US-45	2.1	Capacity	Widen SR-17 (US-45) from Wilson Ave. to I-65
I-65	11.4	Safety	Resurfacing I-65 from 1.1 mi. N of SR-13 (US-43) to 0.2 mi. N of SR-225

Source: Alabama Department of Transportation

Sources of information for this report include the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), the U.S. Census Bureau, the National Highway Traffic Safety Administration (NHTSA), the Reason Foundation and the Alabama Department of Transportation (ALDOT).