

## MONTGOMERY METRO AREA REPORT CARD

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

	<b>GRADE</b>	<b>COMMENT</b>
<b>Roads</b>	<b>F</b>	<i>In 2006 (the latest year for which data is available), 18 percent of major roads in the Montgomery metro area were rated in poor condition and an additional 27 percent were in mediocre condition. Substandard road conditions cost the average Montgomery motorist \$376 in extra vehicle operating costs each year. This report contains a list of the most deteriorated sections of roadway in the Montgomery area.</i>
<b>Bridges</b>	<b>C</b>	<i>Four percent of the region's 263 bridges are rated as structurally deficient and 22 percent are rated functionally obsolete. This report contains a list of the most deficient bridges in the Montgomery area.</i>
<b>Congestion</b>	<b>C+</b>	<i>By 2030, traffic delays caused by congestion in Montgomery are expected to double. TRIP has provided a list of the most congested sections of roadway in the Montgomery region.</i>
<b>Safety</b>	<b>F</b>	<i>In 2006, the Montgomery area had a traffic fatality rate of 18.4 fatalities per 100,000 population. From 2002 to 2006, an average of 41 traffic fatalities occurred each year in the Montgomery 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>
<b>Funding</b>	<b>F</b>	<i>Needed regional highway projects, including improvements to I-65, I-85 and US-82, can not move forward without additional transportation 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 but currently unfunded projects in the Montgomery area.</i>

## **ROAD CONDITIONS**

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

- Eighteen percent of Montgomery’s major roads are rated in poor condition, and an additional 27 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 Montgomery motorist \$376 annually in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear.
- Thirty-four percent of Montgomery’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 Montgomery area in immediate need of repair or replacement, for which repairs are not scheduled through the end of 2008.

	<b>Route Name</b>	<b>From</b>	<b>To</b>	<b>Length in Miles</b>	<b>Average Daily Traffic</b>
<b>1</b>	<b>SR-14</b>	<b>M.P. 157.5</b>	<b>M.P. 159.4</b>	<b>1.9</b>	<b>25,530</b>
<b>2</b>	<b>I-65</b>	<b>M.P. 172.9</b>	<b>M.P. 175.3</b>	<b>2.4</b>	<b>69,040</b>
<b>3</b>	<b>I-85</b>	<b>M.P. 2.8</b>	<b>M.P. 3.40</b>	<b>0.6</b>	<b>110,270</b>
<b>4</b>	<b>I-85</b>	<b>M.P. 4.48</b>	<b>M.P. 5.15</b>	<b>0.7</b>	<b>101,430</b>
<b>5</b>	<b>I-85</b>	<b>M.P. 8.49</b>	<b>M.P. 9.15</b>	<b>0.7</b>	<b>76,770</b>

**Source: Alabama Department of Transportation**

## **BRIDGE CONDITIONS**

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

- Four percent of bridges in the Montgomery area are rated as structurally deficient, showing significant deterioration to decks and other major components.
- Twenty-two percent of bridges in the Montgomery 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 Montgomery area that carry at least 5,000 vehicles per day:

	<b>Route</b>	<b>Route or feature intersected</b>	<b>Average Daily Traffic</b>	<b>Year Built</b>
<b>1</b>	<b>I-65</b>	<b>Railroad</b>	<b>34,005</b>	<b>1967</b>
<b>2</b>	<b>US-31</b>	<b>Catoma Creek</b>	<b>7,160</b>	<b>1955</b>
<b>3</b>	<b>US-80</b>	<b>Oliver Creek</b>	<b>17,175</b>	<b>1913</b>
<b>4</b>	<b>I-65 Ramp</b>	<b>W. Jeff Davis Avenue</b>	<b>7,543</b>	<b>1972</b>

Source: Alabama Department of Transportation.

## **CONGESTION**

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

- A report by the Reason Foundation found that, by 2030, the amount of travel delay caused by congestion in Montgomery is expected to 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:

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

- The following are the sections of major roadways in the Montgomery metro area that have the greatest level of traffic congestion, based on level of service rating:

	Route	From	To	Length (Mi.)	LOS	Average Daily Traffic	Lanes
<b>1</b>	I-65	Edgemont Avenue	Clayton Street	2.11	E	72570	4
<b>2</b>	I-65	SR-143	SR-152 (North Blvd)	2.74	E	59850	6

Source: Alabama Department of Transportation

## **SAFETY**

**Improving safety features on Montgomery’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 Montgomery area had a traffic fatality rate of 18.4 fatalities per 100,000 population. From 2002 to 2006 there were an average of 41 traffic fatalities in the Montgomery 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 following is a list of significant, needed highway projects in the Montgomery area that are not funded through 2011.

Type of facility	Route	Length (mi.)	Reason for project	Project description
Highway	I-65	0.06	Congestion Relief	I-65 interchange improvements at Clay St. and Bell St.
Highway	I-85	4	Capacity	Add lanes on I-85 from 1.5 mi. E of SR-271 to outer loop interchange
Highway	SR-14	1.8	Congestion Relief	SR-14 relocation from US-31 to W. of McQueen Smith Rd.
Highway	US-231	1.5	Capacity	Additional lanes SR-9 (US-231) from Redland Rd to near Blue Ridge Rd. & Wetumpka Welcome Center
New Highway	SR-108 (MGM outer loop)	6.1	Congestion Relief	SR-108 (MGM outer loop) from W of SR-9 (US-331) to W of Woodley Rd., includes interchange @ US-331
Highway	I-65	6.4	Capacity	I-65 from SR-143 to SR-14 (outside roadway and widening)
Highway	SR-110	6.3	Congestion Relief	Relocation SR-110 from Pike Rd. to S of Cecil
Bridge	I-65 over Pintala Creek	1.6	Safety	Widening bridges at Pintala Creek Relief
Highway	US-82	2.4	Capacity	US-82 from. 3 mi. W of SR-206 E to SR-206
Bridge	US-231 over Tallapoosa River	1	Capacity	US-231 N widen SB Tallapoosa River bridge and NB relief bridge

**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).*