



## THE STATE OF GREATER AKRON'S ROAD AND BRIDGE INFRASTRUCTURE

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### Summary Findings

- Based on ODOT pavement condition rating, 49.5% of the region's major roads are in "good" condition; 38.4% are in "acceptable" condition; 12.1% are in "poor" condition.
- Greater Akron's roads are in better condition than those in Northeast Ohio's other metropolitan areas; and are in slightly worse condition than those in Ohio's other metropolitan areas.
- \$84 million in federal, state, and local funds have been programmed in the AMATS Transportation Improvement Program for resurfacing projects over the next four years.
- Our region contains 984 roadway bridges: 71 of these bridges are classified as "structurally deficient", meaning that they will require significant investment to be brought back to a state of good repair.
- Of these 71 bridges, 11 are in the process of being repaired or replaced, at a cost of \$71 million.
- 67 of our region's bridges have received an ODOT general appraisal rating of "Poor" or worse.
- The percentage of structurally deficient bridges (7.2%) in our region is lower than the national average (12%).
- The average bridge in our region is 49 years old.

### Policy Conclusions

- Overall, our roads and bridges are in a reasonably good state of repair, but **keeping** them that way will be an ongoing and costly proposition, which will consume a large proportion of our region's limited transportation funds.
- Significantly **improving** our bridge and pavement conditions is likely to require nearly all of our region's currently available federal and state highway dollars.
- In order to significantly improve bridge and pavement conditions, AMATS, ODOT, and local governments will need to make a concerted and coordinated effort to have road and bridge maintenance, rather than congestion relief, be the top transportation priority in our region.
- With an average age of 49, our bridges, especially, are likely to require a larger and larger share of our limited transportation funds in the coming years, simply to maintain the maintenance status quo.
- Given that our region is declining in population and that Ohio ranks 45<sup>th</sup> in population growth; and given that vehicle miles traveled and transportation revenues remain stagnant, we should avoid building additional highway capacity, and instead, "fix-it-first" .

**See our report, *The State of Our Region's Transportation Infrastructure* for additional details:**

<http://www.amatsplanning.org/wp-content/uploads/2013/12/State-of-Regional-Infrastructure-Report-3rd-Draft.pdf>