

## RESOLUTION

### MPO POLICY COMMITTEE

**WHEREAS**, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Bridge and Pavement Condition Performance Management Targets for urbanized areas and;

**WHEREAS** the Technical Coordinating Committee of the Columbus-Phenix City Transportation Study (C-PCTS) in coordination with the Federal Highway Administration, Federal Transit Administration, and the Alabama Department of Transportation has reviewed the requirement to adopt Bridge and Pavement Condition Performance Management Targets for use in the transportation process;

**WHEREAS**, the Technical Coordinating Committee at its May 11, 2023, meeting recommended that C-PCTS support the Bridge and Pavement Condition Performance Management Targets approved by the Alabama Department of Transportation as follows:

- **PM 2 Targets - Bridge Level of Service Measures:**

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in <b>Poor condition</b> as a percentage of total NHS bridge deck area	Bridge Conditions are based on the results of inspections on all Bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	≤ 3% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in <b>Good condition</b> as a percentage of total NHS bridge deck area	Bridges rated as "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs rehabilitation to bring the structure back to a condition rated of Good.	≥ 25% (NHS) in Good Condition

- **PM 2 Targets – Pavement Level of Service Measures:**

<b>ASSET</b>	<b>PERFORMANCE MEASURE</b>	<b>DESCRIPTION</b>	<b>TARGET</b>
Interstate NHS	Percent of Interstate NHS pavements in <b>Poor condition</b>	Pavement conditions are measured through field inspections. Pavements in “poor” condition are in need of work due to either the ride quality or due to a structural deficiency.	$\leq$ 5% in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in <b>Good condition</b>	Interstate pavement rated as “good” will be considered for potential preservation treatments to maintain the “good” rating.	$\geq$ 50% in Good Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Poor condition</b>	Non-interstate NHS pavements in “poor” condition are in need of major maintenance. These will be evaluated for potential projects.	$\leq$ 5% in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Good condition</b>	Non-interstate NHS pavements in “good” condition will be evaluated for potential preservation treatments.	$\geq$ 25% in Good Condition

**NOW, THEREFORE, BE IT RESOLVED** that the C-PCTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of C-PCTS that C-PCTS agrees to support the Bridge and Pavement (PM2) Condition Performance Measures as approved by the Alabama Department of Transportation.

### CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Columbus-Phenix City Transportation Study Policy Committee, at their meeting held on May 16, 2023

Recommended by:

  
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 Will Johnson, TCC Chairman/MPO Director

\_\_\_\_\_ May 11, 2023  
 \_\_\_\_\_  
 Date

  
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 Mayor B.H. “Skip” Henderson, III  
 C-PCTS Policy Committee Chairperson

\_\_\_\_\_ May 16, 2023  
 \_\_\_\_\_  
 Date