

RESOLUTION

MPO POLICY COMMITTEE

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Program include Bridge and Pavement Performance Measurement (PM2) Targets for urbanized areas and;

WHEREAS, the Technical Coordinating Committee (TCC) of the Columbus-Phenix City Transportation Study (MPO) in coordination with the Federal Highway Administration and the Alabama Department of Transportation (ALDOT) has reviewed the requirement to adopt Bridge and Pavement Performance Measurement (PM2) Targets for use in the transportation process as required by 23 CFR 490.105;

WHEREAS, the TCC Committee at its September 13, 2018 meeting recommended that the Columbus-Phenix City Transportation Study (MPO) adopt and support the Statewide Bridge and Pavement Performance Measurement (PM2) Targets approved by the ALDOT:

NOW, THEREFORE, BE IT RESOLVED that the Columbus-Phenix City Transportation Study (MPO) Policy Committee and hereby adopts and supports the Statewide Bridge and Pavement Performance Measurement (PM2) Measures and Targets as approved by the ADLOT.

- **PM2 Measure: % of NHS bridges by deck area classified as in good condition**
 - Percentage of good condition bridge deck area for 2017: 28.4%
 - Explanation of Condition Grade: The condition grade is based on the National Bridge Inventory (NBI) condition ratings for Bridge Deck, Bridge Superstructure, Bridge Substructure, and Culvert.
 - 2-year Performance Target: No less than 27% (2019)
 - 4-year Performance Target: No less than 27% (2021)
- **PM2 Measure: % of NHS bridges by deck area classified as in poor condition**
 - Percentage of poor condition bridge deck area for 2017: 2.0%
 - Explanation of Condition Grade: The condition grade is based on the National Bridge Inventory (NBI) condition ratings for Bridge Deck, Bridge Superstructure, Bridge Substructure, and Culvert.
 - 2-year Performance Target: No greater than 3% (2019)
 - 4-year Performance Target: No greater than 3% (2021)
- **PM2 Measure: % of Interstate pavement in good condition**
 - ALDOT's Internal Pavement Condition Rating Score for 2017: 76.98%
 - Explanation of Pavement Condition: Starting in January of 2018, ALDOT will start collecting the following metrics for pavement; Internal Roughness Index (IRI), rutting, cracking %, and faulting. Once this data has been evaluated, the pavement will be placed in either good, fair, or poor condition.
 - 4-year Performance Target: Greater than 50% (2021)

- **PM2 Measure: % of Interstate pavement in poor condition**
 - ALDOT's Internal Pavement Condition Rating Score for 2017: 8.33%
 - Explanation of Pavement Condition: Starting in January of 2018, ALDOT will start collecting the following metrics for pavement; Internal Roughness Index (IRI), rutting, cracking %, and faulting. Once the data has been evaluated, the pavement will be placed in either good, fair, or poor condition.
 - 4-year Performance Target: Less than 5% (2021)

- **PM2 Measure: % of non-Interstate NHS pavement in good condition**
 - ALDOT's Internal Pavement Condition Rating Score for 2017: 66.23%
 - Explanation of Pavement Condition: Starting in January of 2018, ALDOT will start collecting the following metrics for pavement; Internal Roughness Index (IRI), rutting, cracking %, and faulting. Once the data has been evaluated, the pavement will be placed in either good, fair, or poor condition.
 - 2-year Performance Target: Greater than 40% (2019)
 - 4-year Performance Target: Greater than 40% (2021)

- **PM2 Measure: % of non-Interstate NHS pavement in poor condition**
 - ALDOT's Internal Pavement Condition Rating Score for 2017: 12.57%
 - Explanation of Pavement Condition: Starting in January of 2018, ALDOT will start collecting the following metrics for pavement; Internal Roughness Index (IRI), rutting, cracking %, and faulting. Once this data has been evaluated, the pavement will be placed in either good, fair, or poor condition.
 - 2-year Performance Target: Less than 5% (2019)
 - 4-year Performance Target: Less than 5% (2021)

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Columbus-Phenix City Transportation Study (C-PCTS) Policy Committee, at their meeting held on September 18, 2018.

Recommended by:



TCC Chairman / MPO Director

9-13-18

Date



Mayor Teresa Pike Tomlinson
C-PCTS Policy Committee Chairperson

9-18-18

Date