

# EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

## RESOLUTION NO. 2019-05

### Adoption of Alabama Statewide Bridge and Pavement Performance Measurement (PM2) Targets

**WHEREAS**, the Eastern Shore Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

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

**WHEREAS**, MPO staff, in coordination with the Federal Highway Administration, Federal Transit Administration, and the Alabama Department of Transportation has reviewed the requirement to adopt these Bridge and Pavement Performance Measurement (PM2) Targets for use in the transportation process as required by 23 CFR 490.105;

**WHEREAS**, MPO staff recommends the Eastern Shore MPO support and adopt the statewide Bridge and Pavement Performance Measurement (PM2) Targets approved by the Alabama Department of Transportation as follows:

- **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 this 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 this 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)


**NOW, THEREFORE, BE IT RESOLVED** that the Eastern Shore MPO Policy Board concurs with the recommendation of MPO staff and here by adopts and agrees to support the Statewide Bridge and Pavement Performance Measurement (PM2) Measures and Targets as approved by the ALDOT.

The foregoing resolution was adopted and approved on the 24<sup>th</sup> day of October 2018, by the Eastern Shore Metropolitan Planning Organization Policy Board.

  
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T. Christopher Elliott, Chairperson

Date: 10/24/18

ATTEST:

 Date: 10/24/18

My Commission Expires:  
November 29, 2021

