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# NMDOT BACKGROUND INFORMATION

1. NMDOT is broken into 6 Districts
2. 5 of the 6 Districts are mainly rural with smaller volume roadways which make them more appropriate for pavement preservation processes
3. NMDOT uses Pavement Management System (PMS) to determine which preservation process/method on use on selected roadway or segment.

# NMDOT Network Inventory

- NMDOT manages a pavement network of over 13,000 centerline miles, or slightly over 28,000 lane miles.
- Thirty nine percent (11,054 lane miles) of the state-maintained lane miles are on the NHS, including 4,182 Interstate lane miles.

<b>FUNCTIONAL CLASSIFICATION</b>	<b>CENTERLINE MILES</b>	<b>LANE MILES</b>
<b>INTERSTATE (NHS)</b>	<b>999</b>	<b>4182</b>
<b>NON-INTERSTATE (NHS)</b>	<b>3050</b>	<b>6872</b>
<b>NHS TOTAL</b>	<b>4049</b>	<b>11054</b>
<b>NON-NHS</b>	<b>9070</b>	<b>17064</b>
<b>ALL NETWORK</b>	<b>13119</b>	<b>28118</b>

# Pavement Condition Data Collection

- Pavement condition data is collected by Automatic Road Analyzer (ARAN) truck using Laser in scanning the pavement while moving at posted speed.
- Pavement condition distresses such as IRI, Cracking, Rutting and Faulting are collected.
- Data is collected in 0.10-mile segments and the condition is rated qualitatively as Good, Fair, Poor.

## Collection Schedule



YEAR	COLLECTION	COLLECTION CYCLE
YEAR 1 START		100% NHS + 50% NON-NHS
YEAR 2		100% NHS + 50% OTHER NON-NHS
YEAR 3		100% NHS + 50% NON-NHS
YEAR 4		100% NHS + 50% OTHER NON-NHS

# NMDOT Pavement Management System (PMS)

## Preservation

- PMS is used to process the condition raw data of 0.10-mile
- 0.10-mile segments are integrated in 2-mile segments and pavement condition rating PCR is estimated combining the individual pavement condition distresses.
- Treatment selection including **Preservation** are selected as shown in the table below.

PCR RANGE	CONDITION	SUGGESTED TREATMENT
100 - 86	VERY GOOD	MONITOR TO MINOR PRESERVATION - FOG SEALS OR OTHER SURFACE COATS
85 - 66	GOOD	MAJOR PRESERVATION TO MINOR REHABILITATION - OVERLAYS TO THIN MIL AND INLAY
65 - 46	FAIR	MINOR TO MAJOR REHABILITATION - MILL AND INLAY BETWEEN 2.5 AND 5 INCHES
45 - 26	POOR	MAJOR REHABILITATION - MILL AND INLAY 5 INCHES DEEP TO PPC, FDR
25 - 0	VERY POOR	RECONSTRUCTION

# NMDOT BACKGROUND INFORMATION

NMDOT uses 3 methods for performing/contracting pavement preservation:

1. Pavement Rehabilitation/Preservation within major projects (Federal Funding)
2. Maintenance projects using existing Price Agreements (State Funding)
3. Internal Forces

## SUMMARY OF MAJOR PROJECTS

- ▶ Pavement Preservation incorporated in major projects using traditional bid/build process
- ▶ Recommendations incorporated into project specifications are based on input from pavement design/asset management section
- ▶ For FY 24, there are currently 18 projects on the State Transportation Improvement Plan (STIP) that include a pavement preservation process
- ▶ Average project size is about \$12,000,000.

# SUMMARY OF CONTRACT MAINTENANCE PROJECTS

- ▶ Preservation Projects contracted using maintenance price agreements
- 1. Cold Mix Asphalt Recycle – \$10,700,000 68 lane miles
- 2. Crack Sealing – \$1,830,000 115 lane miles
- 3. Hot Insitu Recycling – \$12,240,000 284 lane miles
- 4. Hot Insitu Scarification – \$17,800,000 107 lane miles
- 5. Hot Mix Overlay/Inlay – \$38,830,000 363 lane miles
- 6. Nova Chip – \$500,000 21 lane miles
- 7. Total – \$91,400,000 960 lane miles



## SUMMARY OF INTERNAL FORCES PROJECTS

- ▶ NMDOT has invested a substantial amount of funding into purchasing equipment to perform our own pavement preservation process
- ▶ Employees are hired as pavement preservation crews and are trained to perform the processes that NMDOT can complete.
- ▶ These employees are assigned to other maintenance tasks outside of the pavement preservation season.
- ▶ This allows NMDOT to schedule more work without relying on private contractors.
- ▶ Work is limited to more simplistic pavement preservation methods.

# SUMMARY OF INTERNAL FORCES PROJECTS

► Preservation Projects contracted using NMDOT personnel, equipment and materials

1.	Chip Seal –	\$9,350,000	807 lane miles
2.	Fog Seal –	\$3,030,000	1264 lane miles
3.	Asphalt Paving –	\$2,320,000	45 lane miles
4.	Crack Repair –	\$2,970,000	108 lane miles
5.	Total –	\$17,700,000	2225 lane miles