NMDOT

New Mexico Department of Transportation: Report to Legislative Finance Committee

November 2024

Secretary Ricky Serna and David Quintana, P.E.

DISTRICTS USE DATA TO DRIVE PROJECT SELECTION

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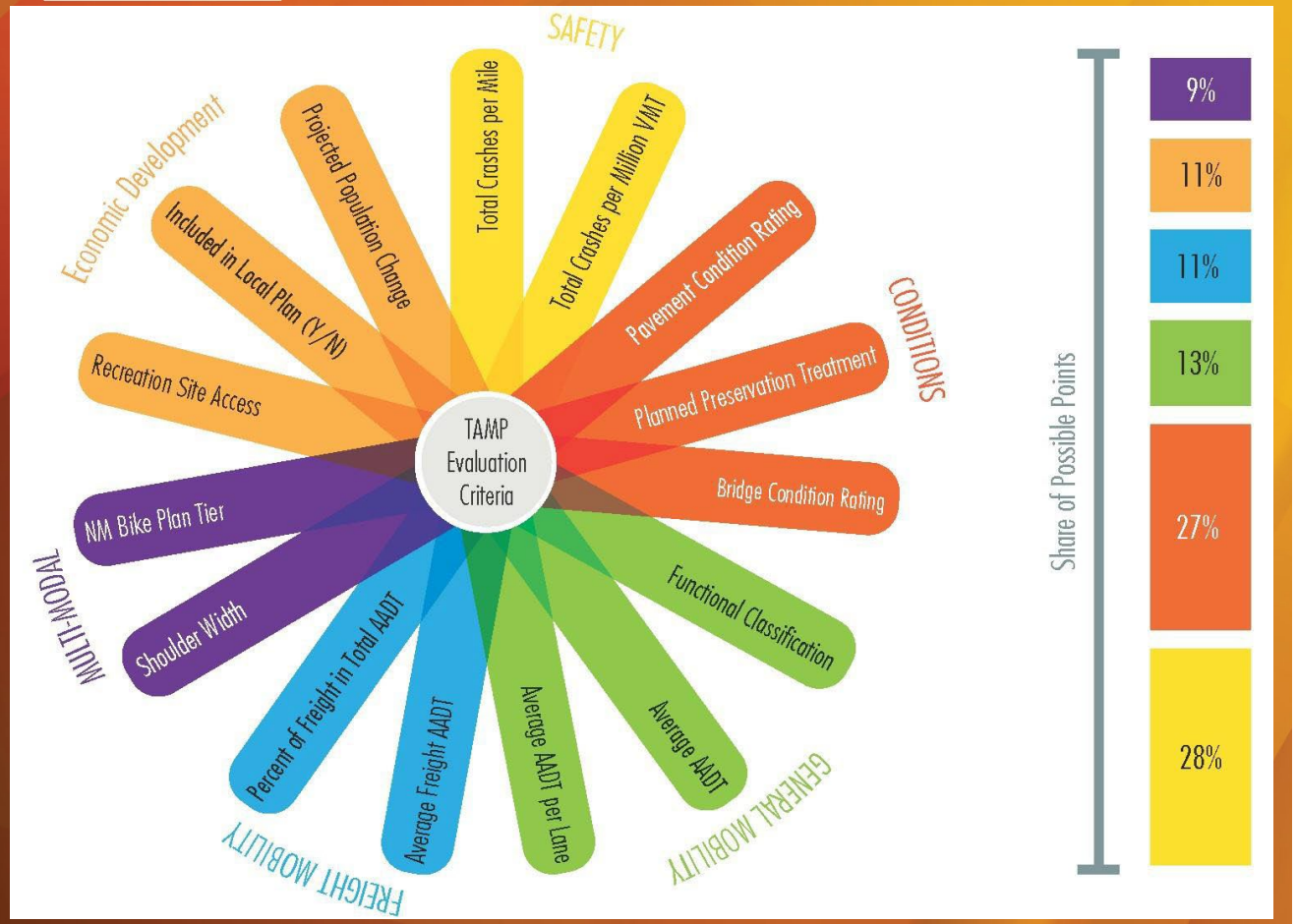
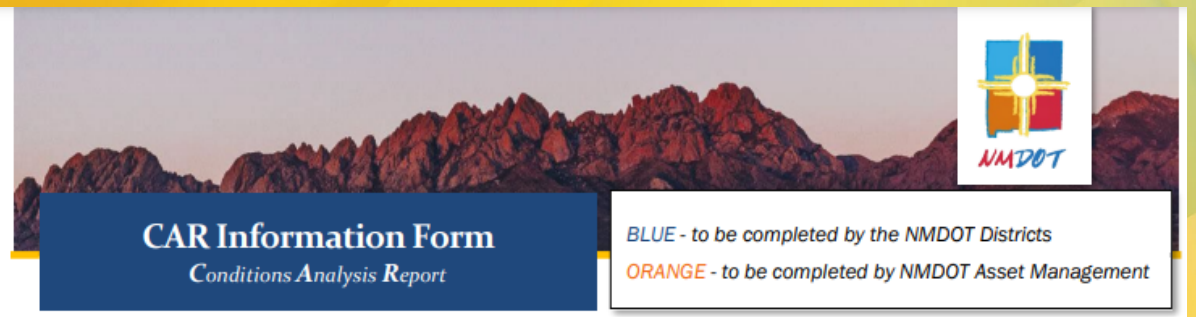


- The Condition Analysis Report (CAR) was developed as part of NMDOT's TAMP Implementation.
- The purpose of the CAR is for data-driven project selection.



CAR Information Form

Conditions Analysis Report

BLUE - to be completed by the NMDOT Districts

ORANGE - to be completed by NMDOT Asset Management

The Conditions Analysis Report (CAR) Information Form allows for a streamlined approach to data collection on potential projects which will then be used for both the state-wide project selection process and level of effort determination for project delivery.

Project Information

Date		Name		NMDOT District	Select
Project Location		Roadway			
Project Length		Project Type			
Bridge No.		Mileposts		Project County	Select

Safety

Number of crashes over most-recent 5-year period^	
Fatalities^	
Total Crashes per Mile	
Total Crashes per Million Miles VMT	

Conditions

Pavement Condition Rating*	Select		
Bridge Condition Rating*	Select		
PMS-Recommended Preservation Treatment [1]		Final Preservation Treatment [1]	

Bridge Rating; Poor - <4 Fair - 5-6 Good - >7

Pavement Rating; Poor 0 - 45 Fair 45.01 - 65 Good 65.01 - 100

Mobility

AADT*		Number of Lanes*		AADT per Lane [1]	
Shoulder Width ^		Freight AADT*		Percentage of Freight Traffic in total AADT (%) [1]	
Sidewalks (Y/N) [1]	No	Transit Route (Y/N) ^	No	Functional Classification*	Select
Planning Area (MPO/RTPO) *	Select	Daily VMT [1]		NM Bike Plan Tier ^	Select

Physical Deficiencies

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BRIDGE

BrM inspection data used to develop a set of bridge priority lists.

Separate lists are developed for bridges on:
Interstates | US Routes | NM State Routes | Local Roads | Scour Critical Locations

Initial prioritization based on:

- NBI Condition Ratings
- Health Index
- Load Ratings

GO bridge staff and District review priority lists.

Bridges already programmed in the STIP are moved to the top.
Prioritization of others is adjusted based on traffic, detour lengths, safety concerns, local input and other factors.
Highest priority bridges are programmed by each District based on available funding.

Priority lists divide into two treatment categories.

Based on condition, inspector recommendation and engineering judgment

Replacement or Major Rehab

- SD due to super/substructure condition: Replacement
- SD due to condition: Major rehab

Minor Rehab or Preventive Maintenance

Other Prioritized bridges

PAVEMENT

GO provides pavement condition info to the district.

Districts monitor pavement conditions via road patrols.

To assist with identification and prioritization of locations for maintenance and rehabilitation

Budget target

Given to district for fiscal year

Stakeholder input

Concerns identified via 3C process

Candidate project locations identified

Scopes built based on analysis of the most cost effective and efficient options

Immediate Repairs

Addressed as they are identified

Districts determine what work can be programmed in the STIP.

Based on project cost estimates and eligible funding sources

Smaller Scale Treatments

Handled via state forces or contractors via existing state price agreement

Large Scale Projects

Assigned for design by District staff or Region Design Center

On the shelf

Un-programmed projects are prepared should additional funds become available

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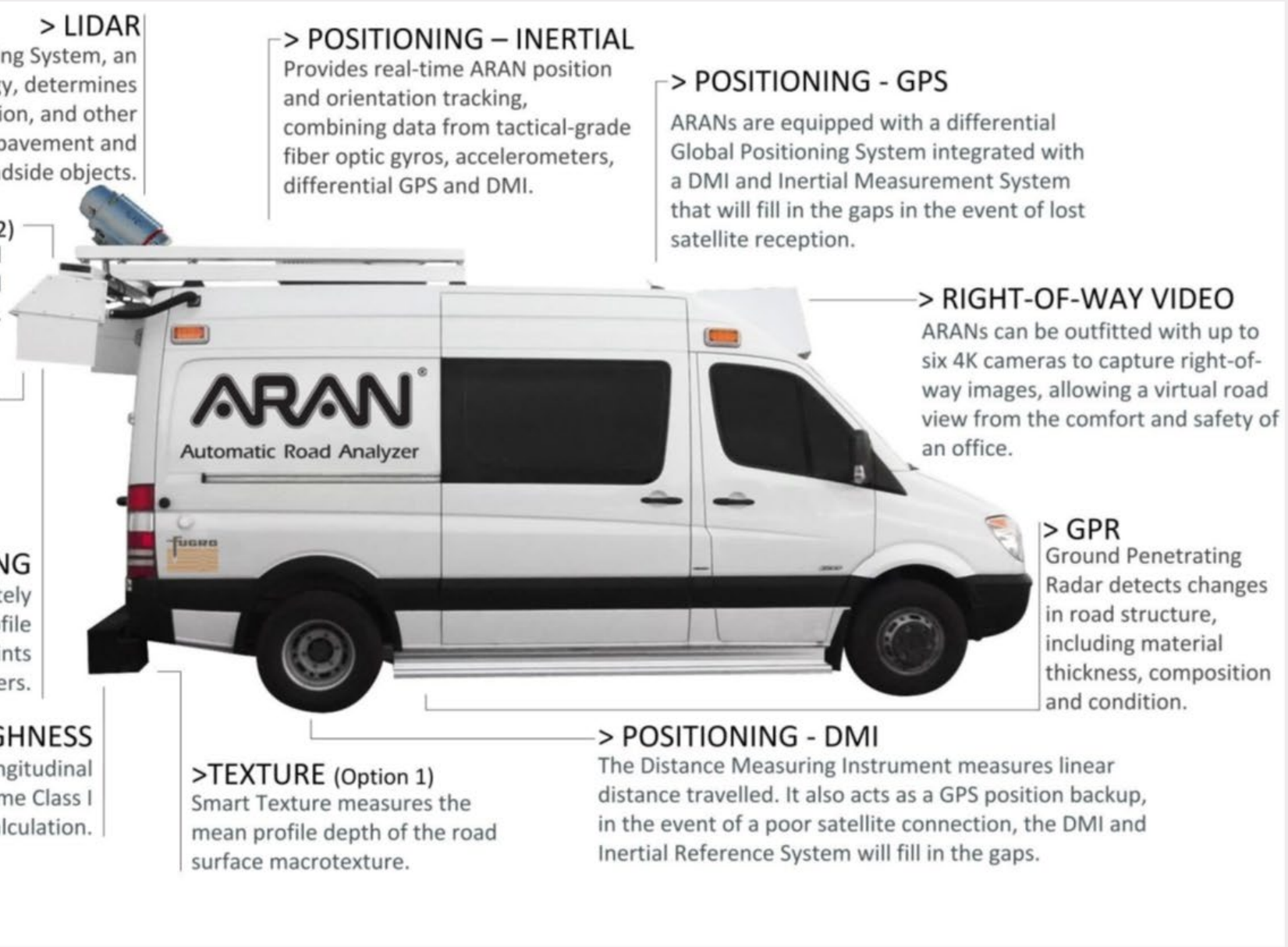
Collecting Road Conditions Data

- 20 data elements through the LiDAR asset collection project
- Road Inventory System (RIS) database collects data for yearly Highway Performance Monitoring System reporting



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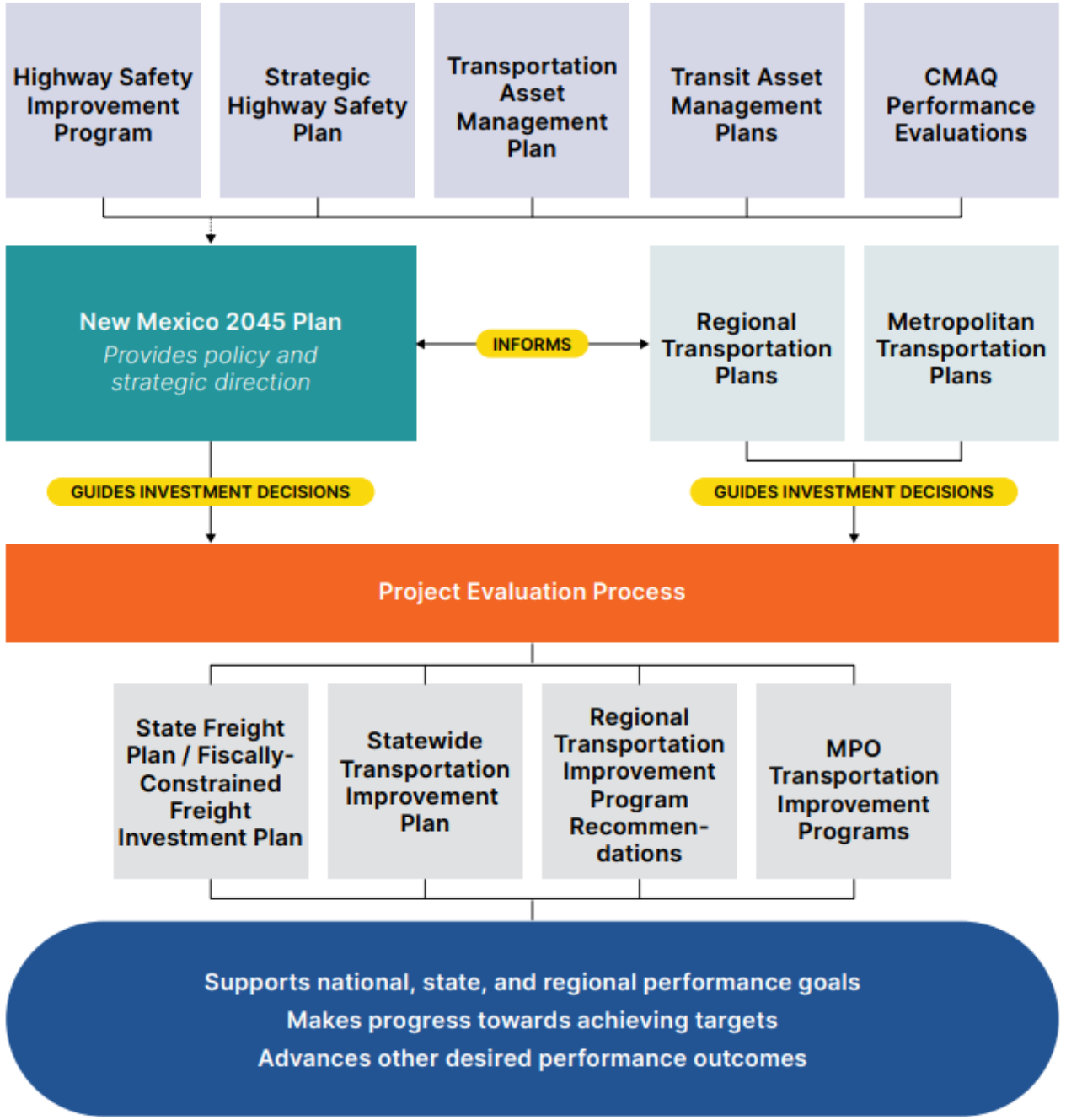
FUNDING CONSIDERATIONS

- ❑ Long Range Plan
- ❑ Factors for the STIP
  - Inner Years
  - Outer Years
- ❑ Decisions to Shift Funds
  - ❑ Fiscally Constrained Large Projects
  - ❑ Design Timelines

Figure 7: **NMDOT Performance-Based Planning and Programming**



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FUNDING CONSIDERATIONS