

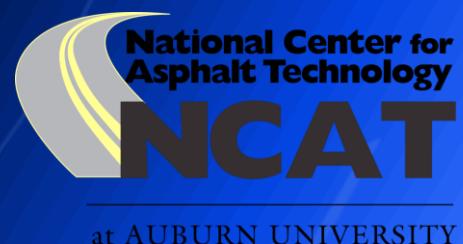
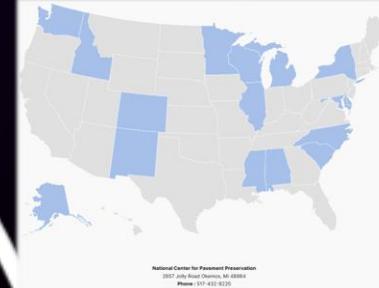
PG III PROJECT NOMINATION



NMDOT

PAVEMENT BUREAU

NM 219



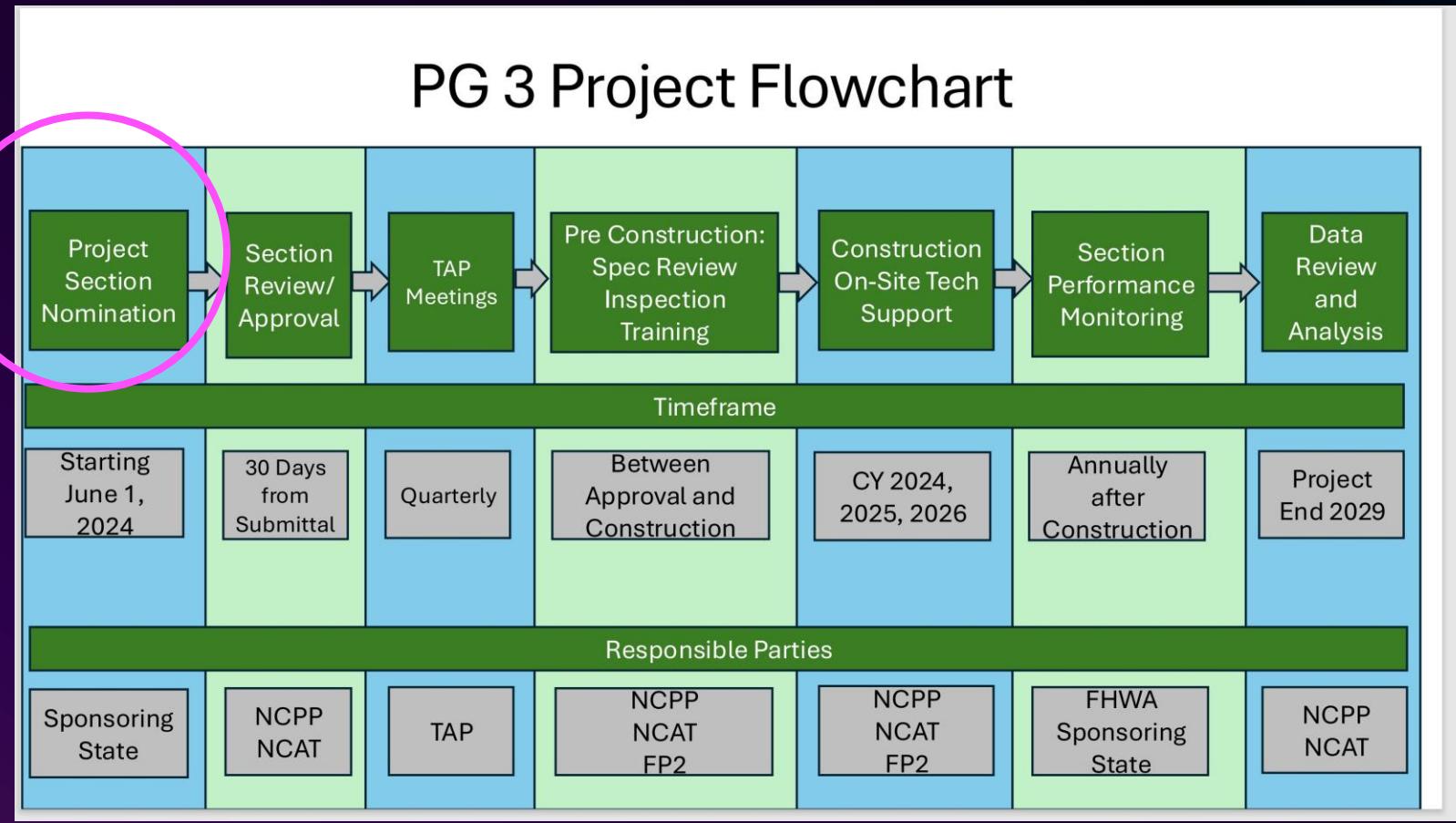
TRANSPORTATION POOLED FUND TPF 5(522)

NATIONAL PARTNERSHIP TO IMPROVE THE QUALITY
OF PAVEMENT PRESERVATION TREATMENT
CONSTRUCTION & DATA COLLECTION PRACTICES (PG
PHASE III)

New Mexico DOT is a Partner in TPF 5(522)

Project Selection Nomination

Following PG III Flowchart



Project Selection Nomination Background

- NM is divided into 6 Districts.

- D4 is located NE of NM, rural and has 2 major Interstates (I-25 and I-40).
- Maintenance section in each district is led by Assistant District Engineer (ADE) for Maintenance.
- D4 does Chip Seal activities internally, other treatments done by contractors such as Hot in Place Recycling.
- Pavement Bureau reached out to D4 ADE Gabriel Lucero and discuss PG III project nomination
- NM 219 is nominated for Chip Seal treatment with RAP using PG III Guidance.

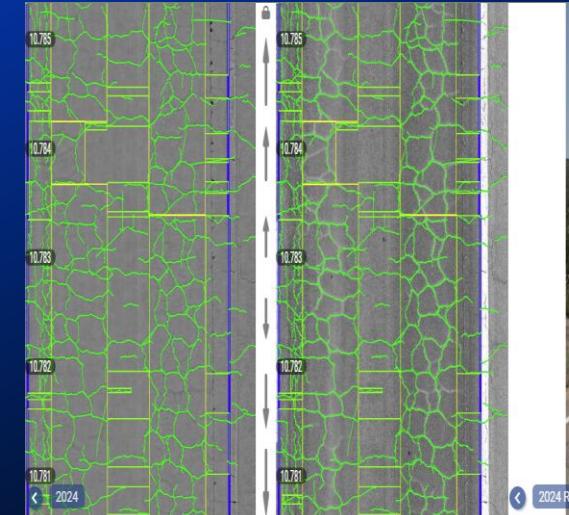


NM 219 - D4

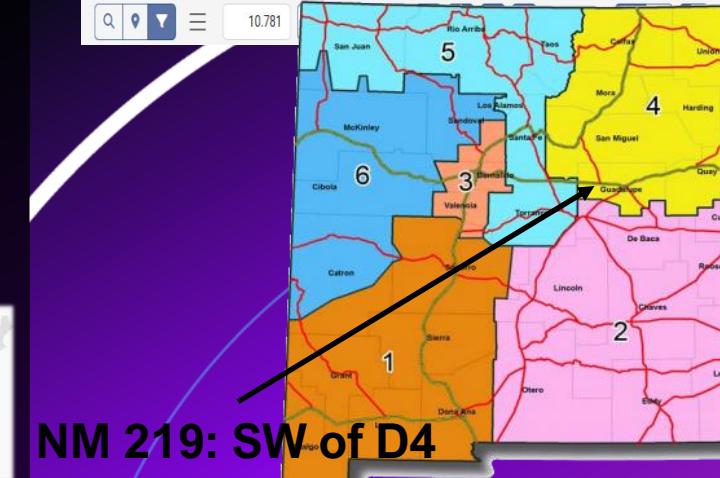
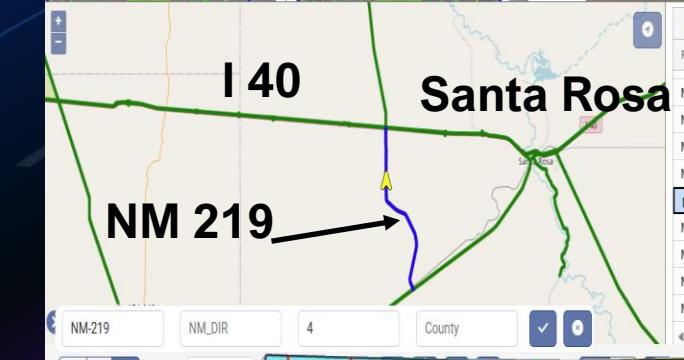
NMDOT: Pavement Design Bureau
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Project General Information

- New Mexico, Guadalupe County
- General Traffic Route (Major Collector)
- Project Length (around 15 miles)
- BOP MM 0.0 - EOP 15.0
- NM 219
- <https://maps.app.goo.gl/iW6bd2ctzzThpkad8>
- Direction of travel North - South Undivided
- 2 Lanes NB & SB
- Facility Undivided
- District 4



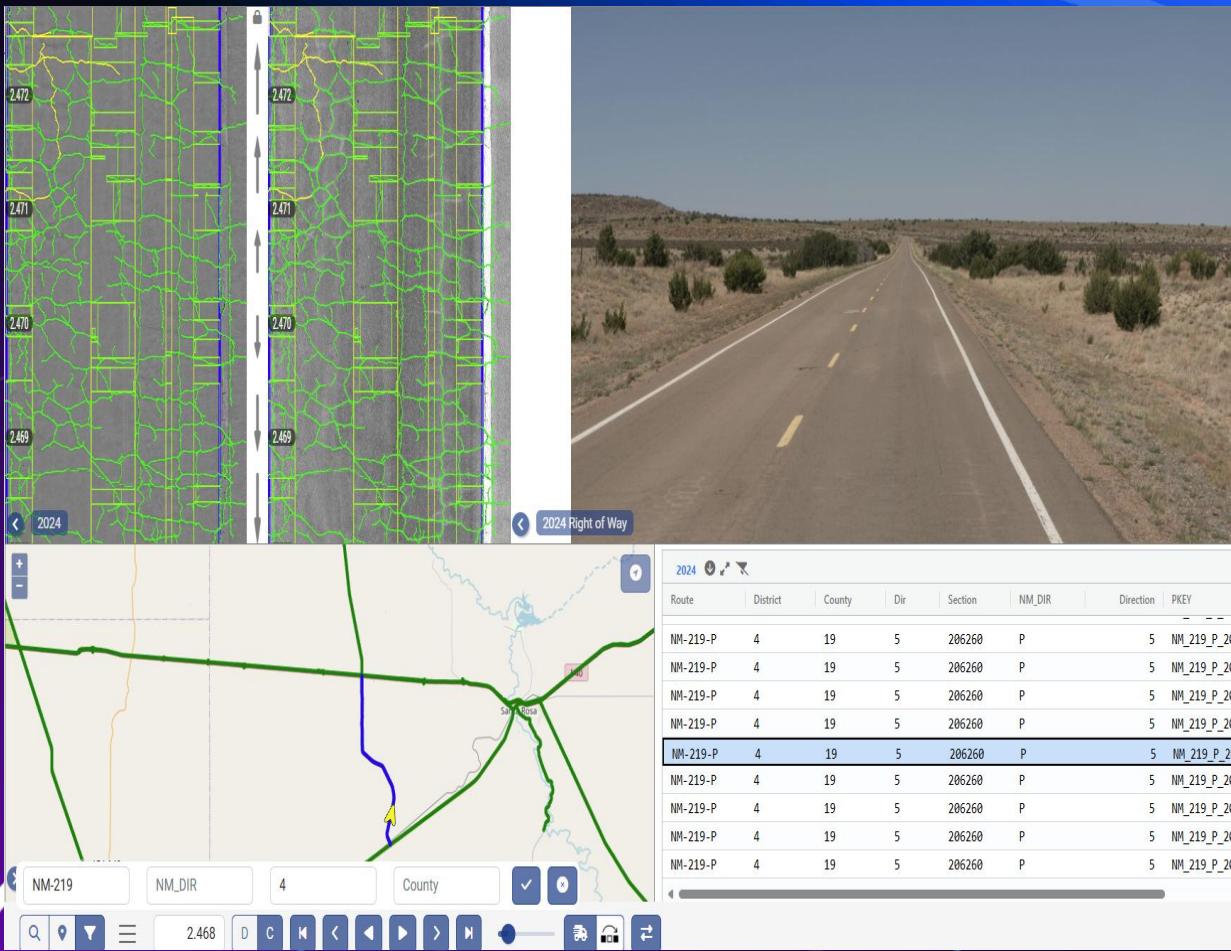
Map Viewer Location





Project History

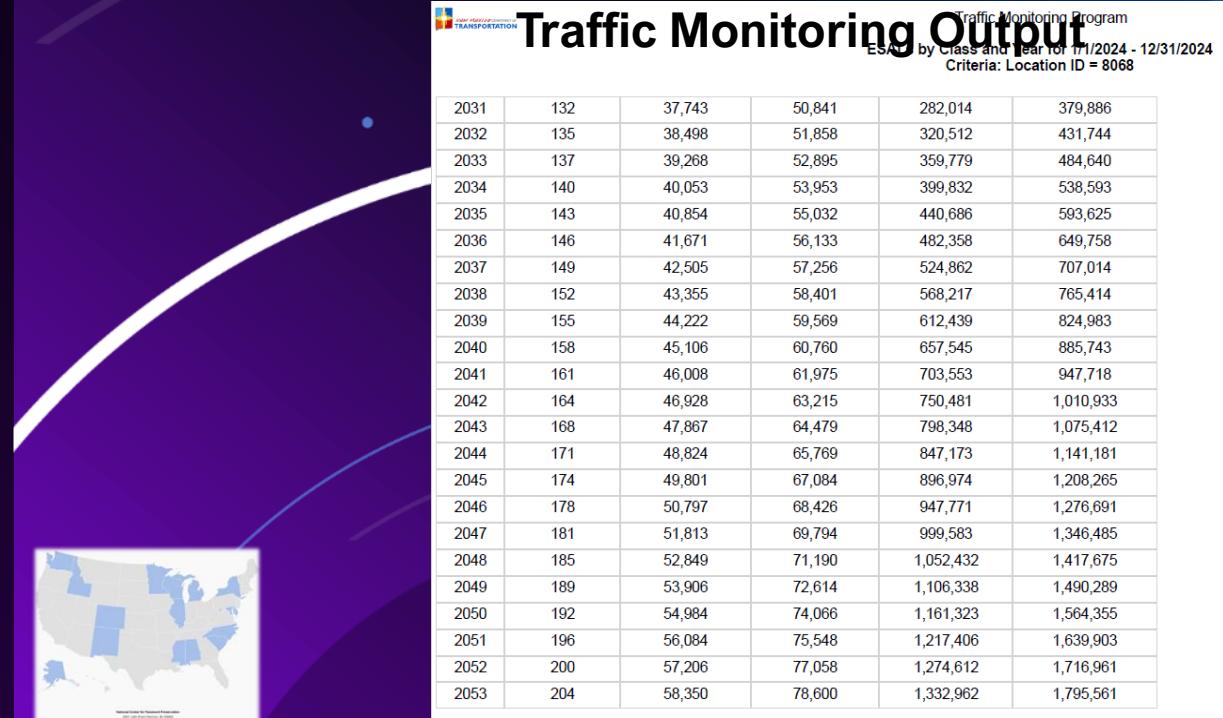
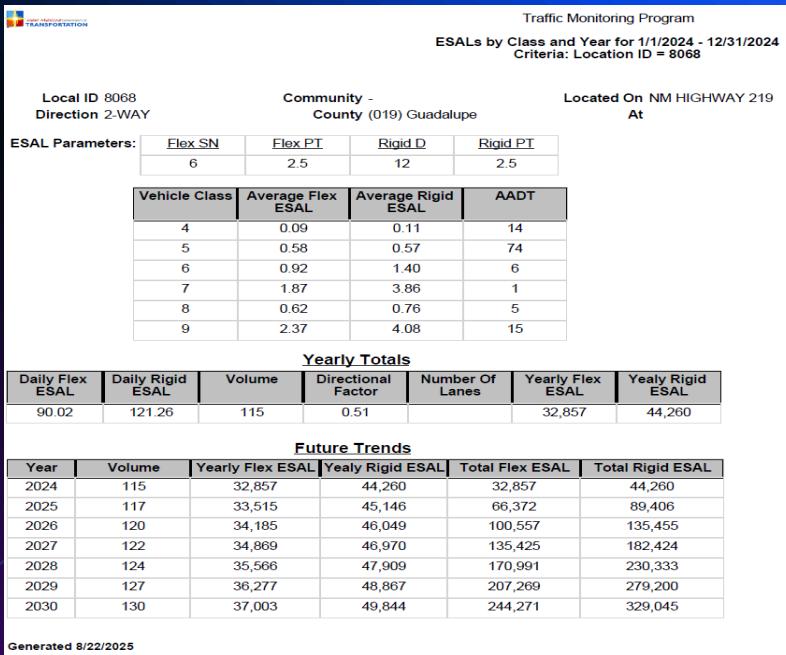
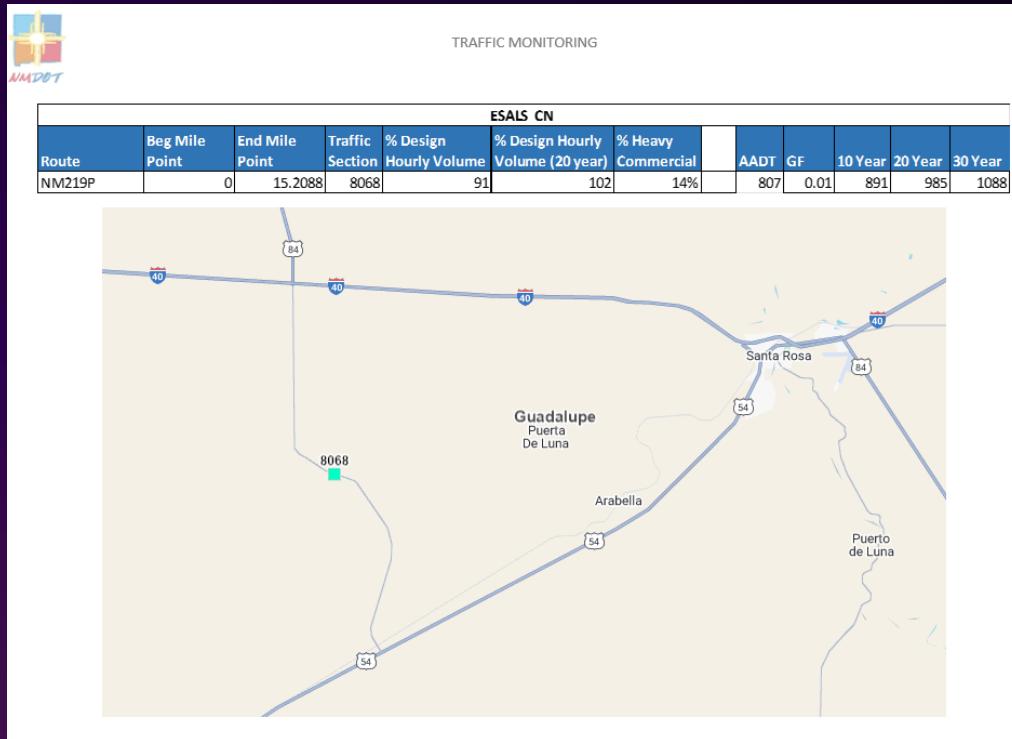
- There are references to a state road with the number 219 established in the early 1950s that was removed from maps within a few years and reappeared in 1988. State Road 219 (NM 219) is 15.213-mile-long constructed in 1994.
- 2011 - MP 0.0 - 14.895 Mirco Surfacing / slurry seal lane miles 29.8
- 2017 - MP 0.0 - 15.208 Blade Patch





Current Traffic

- Approximate AADT range is (805 per day) 500-2,000.
- 14% heavy trucks
- Annual 18-kip ESALs is 32,857
- Existing Surface - Dense-graded asphalt / surface treatment





Current Conditions

- HPMS Cracking % = 18.85 Fair
- Rutting Measure = 0.27 Fair
- IRI (International Roughness Index) = 119.58 Fair
- Overall Condition (OCI) = 36.01 Poor
- Pavement Condition Rating (PCR) = 45.02

Yr	Route Num	Legnum	Length	LenUnit	IRI	IRI90	AvgRough	Cond	Crack	Crack90	CrackPct	CrackPct90	OCIndex	PCI	Condition
2024	NM29	0.0000	0.0	0.0	2000	P	96	41,000	1000	3,000	24,408	24,408	94.952	82,1742	Good
2024	NM29	0.0000	0.0	0.0	2000	P	97	45,000	2400	6,000	49,952	53,6740	Average IRI	119.58	Fair
2024	NM29	0.2000	0.0	0.0	2000	P	98	49,000	2300	6,7000	48,864	53,6740	Overall Condition Index	36.01	Poor
2024	NM29	0.3000	0.0	0.0	2000	P	99	50,000	2300	13,000	50,250	53,6740	Rutting Measure	0.27	Good
2024	NM29	0.3000	0.4000	0.0	2000	P	100	51,000	2200	17,000	51,706	51,706	HPMS Cracking Percent	18.85	Fair
2024	NM29	0.4000	0.5000	0.0	2000	P	101	55,000	1600	2,6000	61,706	61,706	Pavement Condition Rat	45.02	Poor
2024	NM29	0.5000	0.6000	0.0	2000	P	102	56,000	1400	1,000	65,4470	65,4470			
2024	NM29	0.6000	0.7000	0.0	2000	P	103	58,000	1400	2,500	61,742	61,742			
2024	NM29	0.7000	0.8000	0.0	2000	P	104	56,000	1500	15,000	61,742	61,742			
2024	NM29	0.8000	0.9000	0.0	2000	P	105	54,000	1500	6,000	61,742	61,742			
2024	NM29	0.9000	1.0000	0.0	2000	P	106	54,000	1500	11,000	56,814	56,814			
2024	NM29	1.0000	1.0000	0.0	2000	P	107	49,000	1300	3,000	55,435	55,435			
2024	NM29	1.2000	1.2000	0.0	2000	P	108	52,000	1500	2,300	53,798	53,798			
2024	NM29	1.3000	1.3000	0.0	2000	P	109	50,000	1700	4,400	53,3024	53,3024			
2024	NM29	1.4000	1.5000	0.0	2000	P	110	50,000	1700	2,600	51,9833	51,9833			
2024	NM29	1.5000	1.6000	0.0	2000	P	111	39,000	2300	13,000	48,932	48,932			
2024	NM29	1.6000	1.7000	0.0	2000	P	112	42,000	2700	15,300	43,6553	43,6553			
2024	NM29	1.7000	1.8000	0.0	2000	P	113	47,000	2400	8,000	55,156	55,156			
2024	NM29	1.8000	1.9000	0.0	2000	P	114	45,000	3000	15,500	52,3105	52,3105			
2024	NM29	1.9000	2.0000	0.0	2000	P	115	19,000	2600	34,7000	25,2381	25,2381			
2024	NM29	2.0000	2.1000	0.0	2000	P	116	47,000	1900	4,000	64,006	64,006			
2024	NM29	2.1000	2.2000	0.0	2000	P	117	54,000	1400	13,000	56,950	56,950			
2024	NM29	2.2000	2.3000	0.0	2000	P	118	55,000	3000	22,800	43,9232	43,9232			
2024	NM29	2.3000	2.4000	0.0	2000	P	119	4,000	3000	38,2000	22,548	22,548			
2024	NM29	2.4000	2.5000	0.0	2000	P	120	6,000	2700	41,0000	16,9232	16,9232			
2024	NM29	2.5000	2.6000	0.0	2000	P	121	45,000	1900	11,000	51,9232	51,9232			
2024	NM29	2.6000	2.7000	0.0	2000	P	122	52,000	1600	3,000	51,7241	51,7241			
2024	NM29	2.7000	2.8000	0.0	2000	P	123	50,000	1700	5,800	57,955	57,955			
2024	NM29	2.8000	2.9000	0.0	2000	P	124	43,000	2200	7,200	52,2378	52,2378			
2024	NM29	2.9000	3.0000	0.0	2000	P	125	50,000	2200	7,800	58,9234	58,9234			
2024	NM29	3.0000	3.1000	0.0	2000	P	126	33,000	2200	23,6000	42,5014	42,5014			
2024	NM29	3.1000	3.2000	0.0	2000	P	127	23,000	2400	31,0000	34,705	34,705			
2024	NM29	3.2000	3.3000	0.0	2000	P	128	35,000	1600	23,3000	45,005	45,005			
2024	NM29	3.3000	3.4000	0.0	2000	P	129	38,000	2300	20,200	42,932	42,932			
2024	NM29	3.4000	35000	0.0	2000	P	130	50,000	1300	7,5000	57,955	57,955			
2024	NM29	3.5000	3.6000	0.0	2000	P	131	51,000	1300	7,000	51,8035	51,8035			
2024	NM29	3.6000	3.7000	0.0	2000	P	132	53,000	1500	3,000	52,9234	52,9234			
2024	NM29	3.7000	3.8000	0.0	2000	P	133	52,000	1400	5,1000	60,4951	60,4951			
2024	NM29	3.8000	3.9000	0.0	2000	P	134	48,000	1700	12,7000	56,8833	56,8833			
2024	NM29	3.9000	40000	0.0	2000	P	135	51,000	2800	9,3000	55,5595	55,5595			
2024	NM29	4.0000	41000	0.0	2000	P	136	56,000	2100	6,5000	62,2590	62,2590			
2024	NM29	4.1000	42000	0.0	2000	P	137	55,000	2000	3,8000	59,7831	59,7831			
2024	NM29	4.2000	43000	0.0	2000	P	138	53,000	1400	8,3000	59,9833	59,9833			
2024	NM29	4.3000	44000	0.0	2000	P	139	47,000	2300	15,0000	55,4580	55,4580			
2024	NM29	4.4000	45000	0.0	2000	P	140	50,000	2300	38,8000	21,5489	21,5489			
2024	NM29	4.5000	46000	0.0	2000	P	141	52,000	12000	4,1000	38,8000	38,8000			
2024	NM29	4.6000	47000	0.0	2000	P	142	46,000	2800	15,4000	54,7051	54,7051			
2024	NM29	4.7000	48000	0.0	2000	P	143	57,000	2400	13,000	63,7242	63,7242			
2024	NM29	4.8000	49000	0.0	2000	P	144	43,000	2100	9,5000	55,9832	55,9832			
2024	NM29	4.9000	50000	0.0	2000	P	145	29,000	3500	27,1000	38,8560	38,8560			
2024	NM29	5.0000	51000	0.0	2000	P	146	38,000	1900	22,8000	21,5560	21,5560			

PMS Output

NMDOT Pavement Condition Rating System PCR

TABLE I
Pavement Condition Rating Categories

PCR Range	Condition	Suggested Treatment
86-100	Very Good	Monitor – none to minor preservation, fog seals or other surface coats.
66-85	Good	Major preservation, overlays – to minor rehabilitation, thin mill and inlay.
51-65	Fair	Minor to major rehabilitation – mill and inlay between 2.5 and 5 inches
46-50	At Risk	Minor to major rehabilitation
26-45	Poor	Major rehabilitation 5 inches deep to PPC, FDR
0-25	Very Poor	Reconstruction



Project Flow Chart

- Project Nomination / Review and Approval / TAP Meeting
- Pre Construction: Spec Review & All Training set-up also Post construction data collection requirements.
- Establish Rap Pile selection & establish Test Cell location
- Coordinate District 4 and NCPP Technical Team construction dates for onsite support.
- Date of construction initiates and project moves forward
- Prior to and as construction proceeds material samples are collected to be shipped to NCAT for testing.
- Section Performance Monitoring criteria will follow NCPP protocols post construction.

Questions ???
