



NMDOT PG III Project



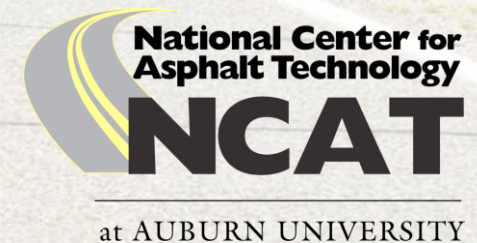
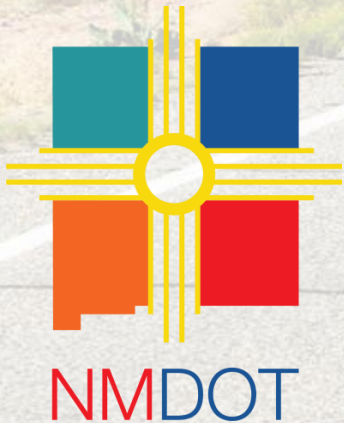
National Partnership to Improve the Quality of Pavement Preservation
Treatment Construction & Data Collection Practices (PG Phase III)
NMDOT is a partner in TPF(522)

NMDOT Pavement Design Bureau

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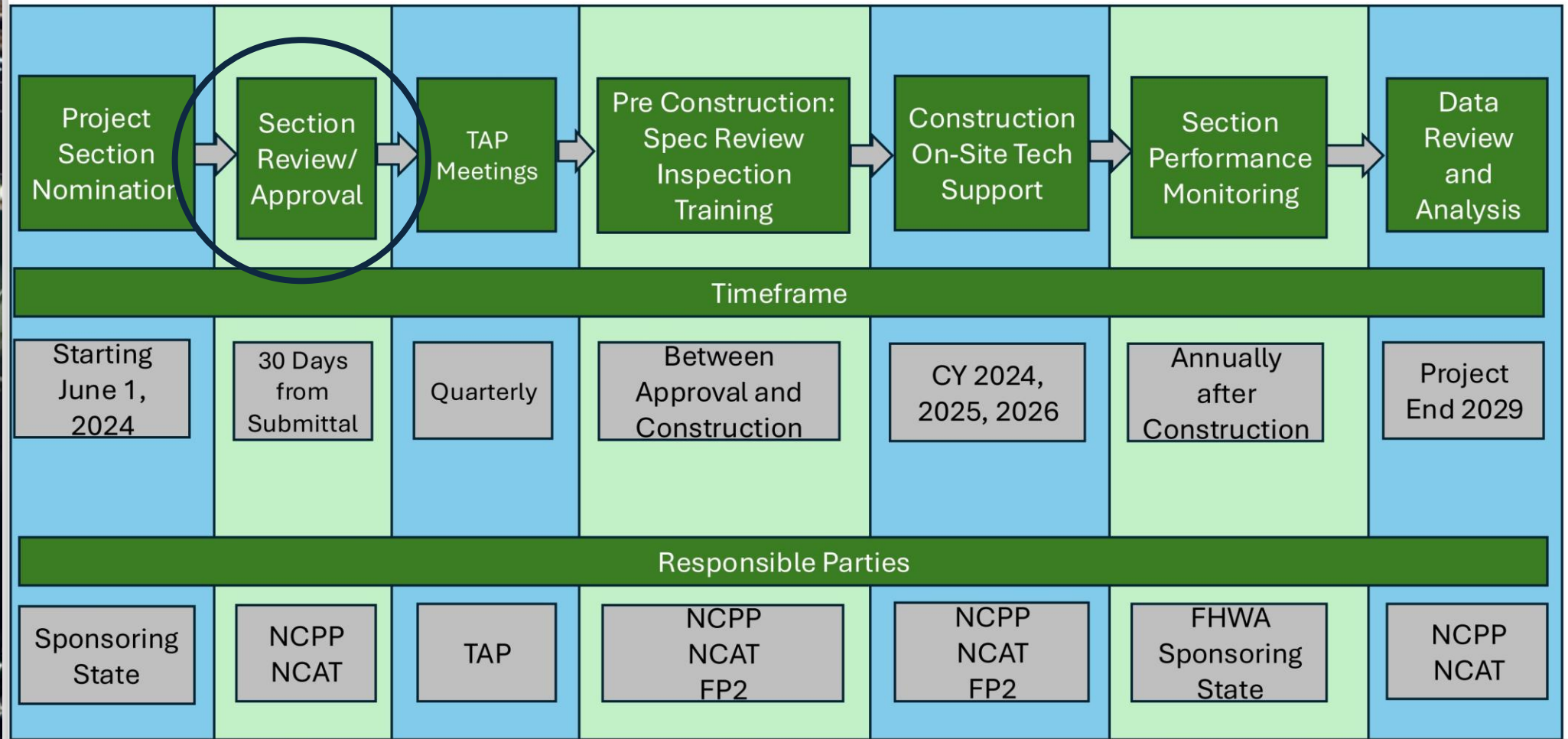
Springfield MA

May 7, 2026





Project Selection/Review Following PG 3 Project Flowchart

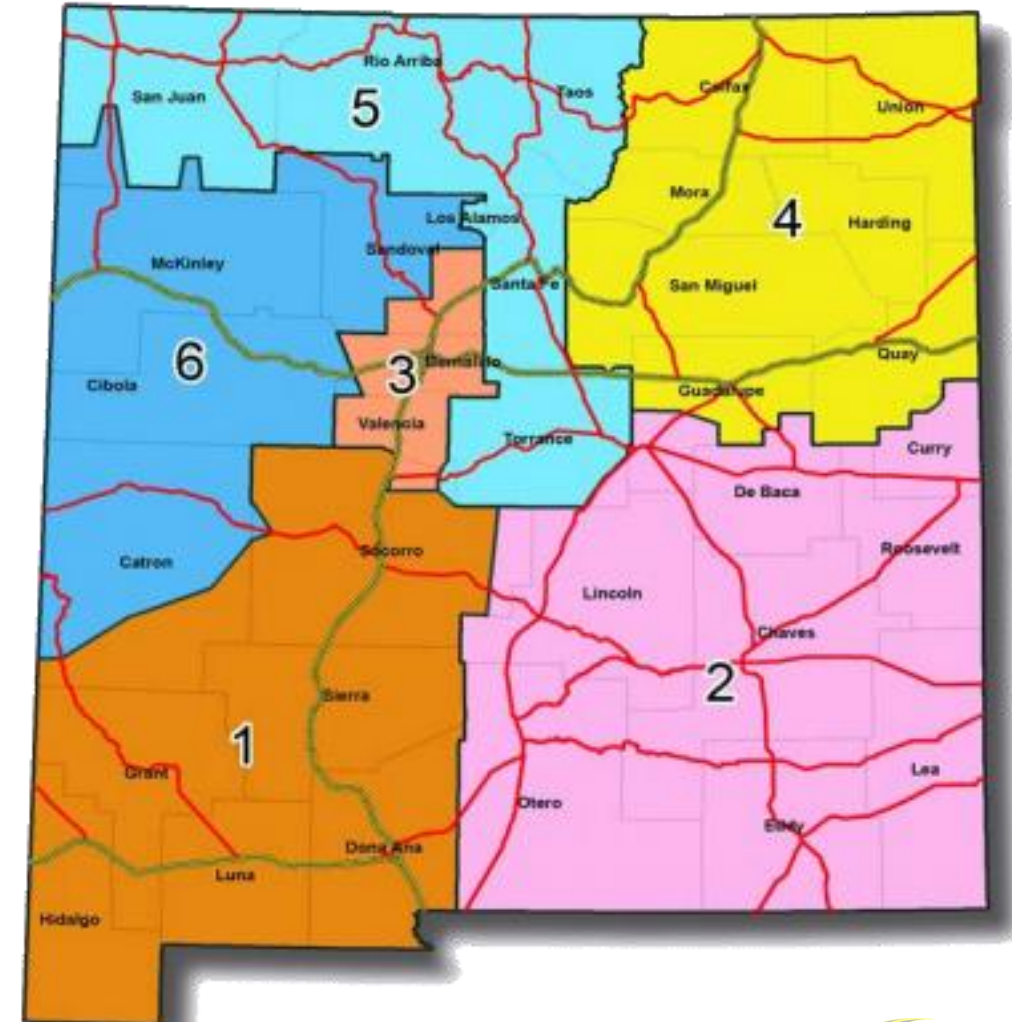


Project Selection Nomination



- 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 6 Districts



Project General Information

- NM 219
- New Mexico, Guadalupe County
- General Traffic Route (Major Collector)
- Project Length (around 15 miles)
- BOP MM 0.0 – EOP 15.0
- <https://maps.app.goo.gl/iW6bd2ctzzThpkad8>
- Direction of travel 2 Lanes North – South
- Facility Undivided
- District 4 - lower region off I-40



Route	District	County	Dir	Section	NM_DIR	Direction	PKY
NM-219-P	4	19	5	206260	P	5	NM_219_P_2024
NM-219-P	4	19	5	206260	P	5	NM_219_P_2024
NM-219-P	4	19	5	206260	P	5	NM_219_P_2024
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NM-219-P	4	19	5	206260	P	5	NM_219_P_2024

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 ESAs 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

TABLE II
 FHWA Guidelines

Pavement Condition	Roughness (IRI)* (inches/mile)	Rutting** (inches)	Cracking Percent *** (%)
Good	<95	<0.20	<5
Fair	95 - 170	0.20 - 0.40	5 - 20
Poor	> 170	> 0.40	> 20

*IRI is a statistic used to estimate the amount of roughness in a measured longitudinal profile measured in inches per mile.

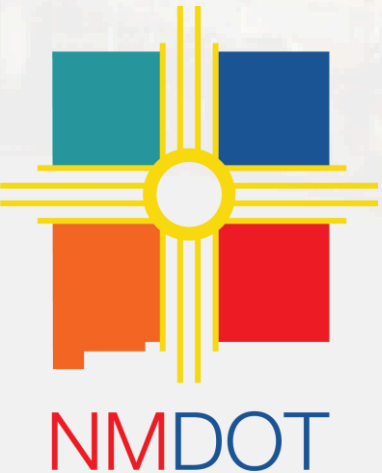
**Rutting is the average rut depth of both wheel paths.

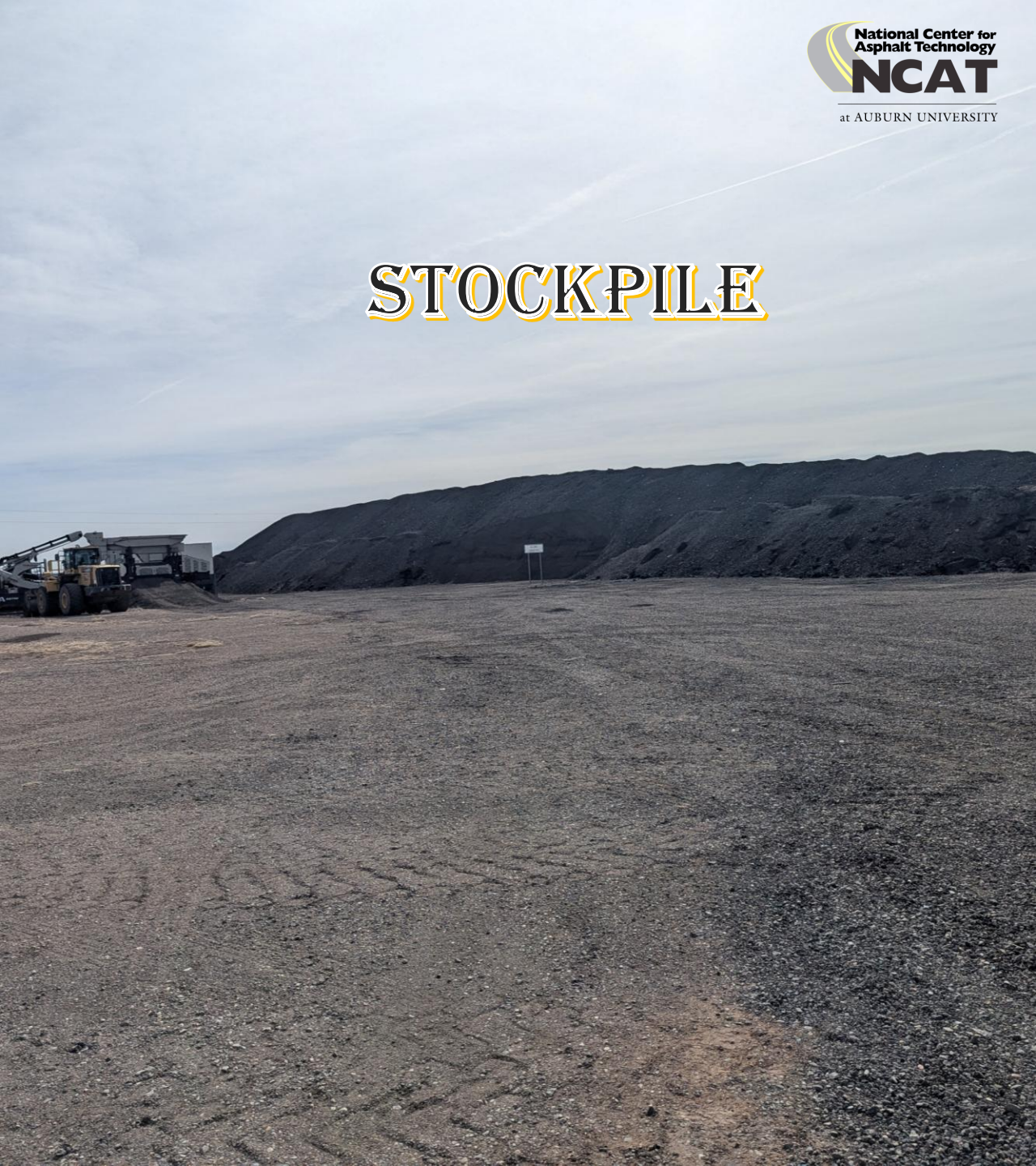
***Cracking percent is the percent area with fatigue type cracking of all severity levels in the wheel paths within the total section area.

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

**SITE VISIT
PHOTOS
2/26/2026**





STOCKPILE

MP 12.0

PROJECT PLAN

- Coordinate coring for four 8” cores.
- Determine what Emulsion will be used.
- Specification Review - NMDOT enteral Maintenance spec or recommended.
- Set locations
 1. Test Cell - one lane one direction
 2. Control Cell - 100Ft - CRP
- Set up Training - which will include the crew and inspectors.





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QUESTIONS??

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