

Transportation Asset Management Funding Requirements

Transportation Infrastructure Revenue Subcommittee

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State of Good Repair (SOGR)

Bridges

- The NMDOT defines the State of Good Repair for bridges to be at or above a condition rating (CR) of 6, and the goal is to maintain at least 75% of the bridges on a statewide basis at or above a CR of 6.

Pavements

- The NMDOT defines a State of Good Repair on Interstate pavements to be an Overall Condition Index (OCI) greater than or equal to a 70 and the goal is to maintain at least 65% of our **Interstate** Pavements at an OCI at or above 70.
- The NMDOT defines a State of Good Repair on **US routes** to be an OCI greater than or equal to a 55 and the goal is to maintain at least 40% of our US Routes at an OCI at or above 55.
- The NMDOT defines a State of Good Repair on **NM routes** to be an OCI greater than or equal to a 50 and the goal is to maintain at least 40% of our NM Routes at an OCI at or above 50.

State of Good Repair Bridge Costs

- Average Condition Rating (CR) ≥ 7 After 10 Years
 - NHS: \$45,202,000/Year for Next 10 Years
 - Non-NHS: \$36,749,000/Year for Next 10 Years

Bridge Needs = \$0 or All BCR's Have Been Worked on

- NHS: \$50,316,142/Year for Next 10 Years
- Non-NHS: \$40,093,320/Year for Next 10 Years

TAMP determined average spending on bridges was approximately \$60 million per year

Funding Gap for Bridges

**All Bridges with avg
condition of 7 or better**

Need \$82 million

Budget \$60 million

Gap \$22 Million per year

**All Bridges including Culverts
worked on**

Need \$90.4 million

Budget \$60 million

**Gap \$30.4 Million per
year**

These amounts do not include construction of new bridges or replacement of bridges on Interchanges for capacity or operational improvements.

Pavements - Interstate

State of Good Repair Cost

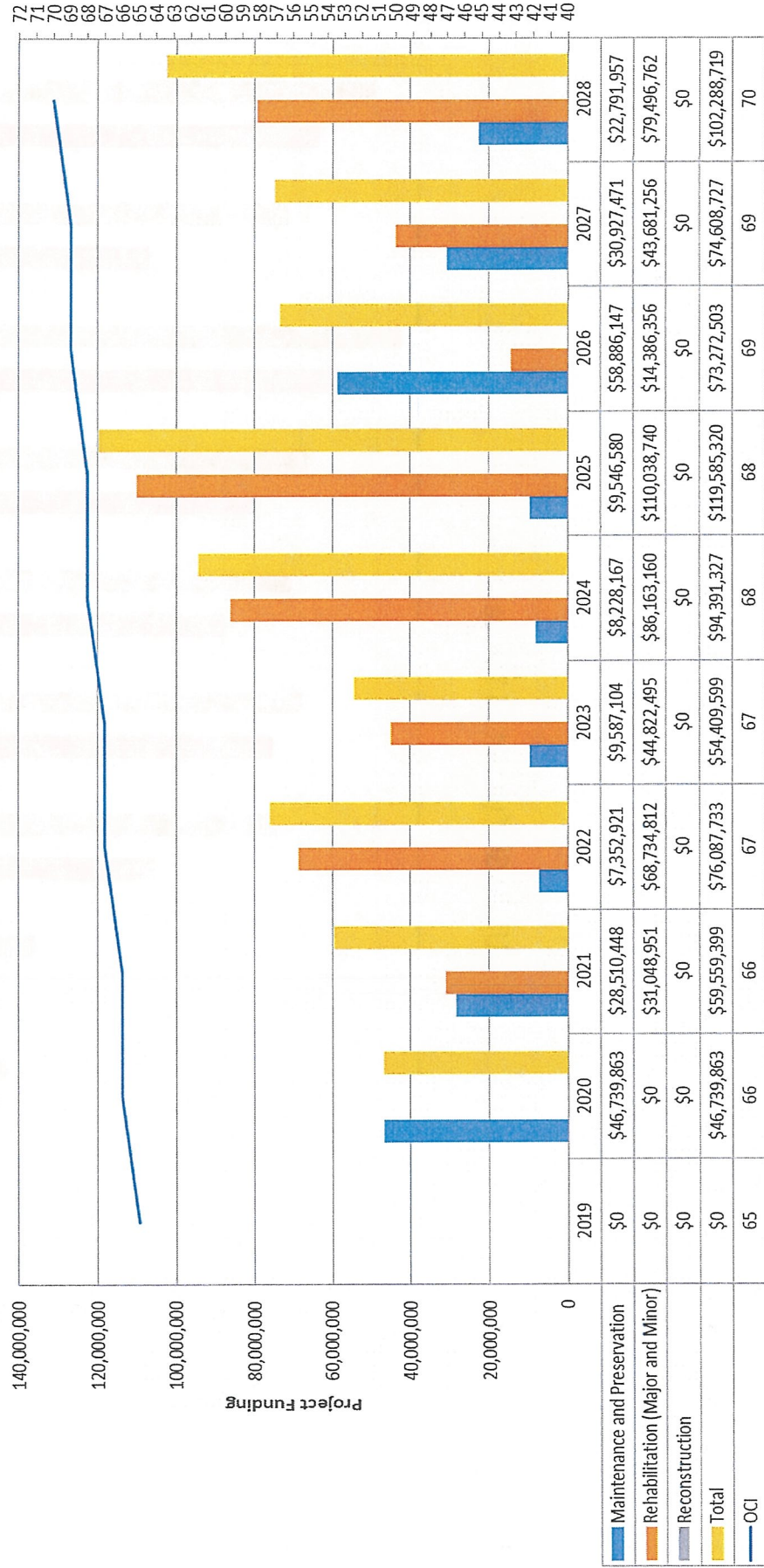
Interstate SOGR 70 - 10 Years				
Year	Pavement Funding	Future OCI	Future PCR	
2019	\$27,232,990	66		68
2020	\$54,807,048	67		69
2021	\$81,614,438	68		70
2022	\$77,040,123	69		71
2023	\$82,794,832	70		72
2024	\$71,958,905	70		72
2025	\$102,223,710	70		72
2026	\$58,586,021	70		72
2027	\$75,638,361	70		72
2028	\$70,367,063	70		72
Sum	\$702,263,491			
Weighted Average	\$70,226,349			

The weighted average cost per year is just for pavement and to deliver a complete project would increase the cost by 30-50%.

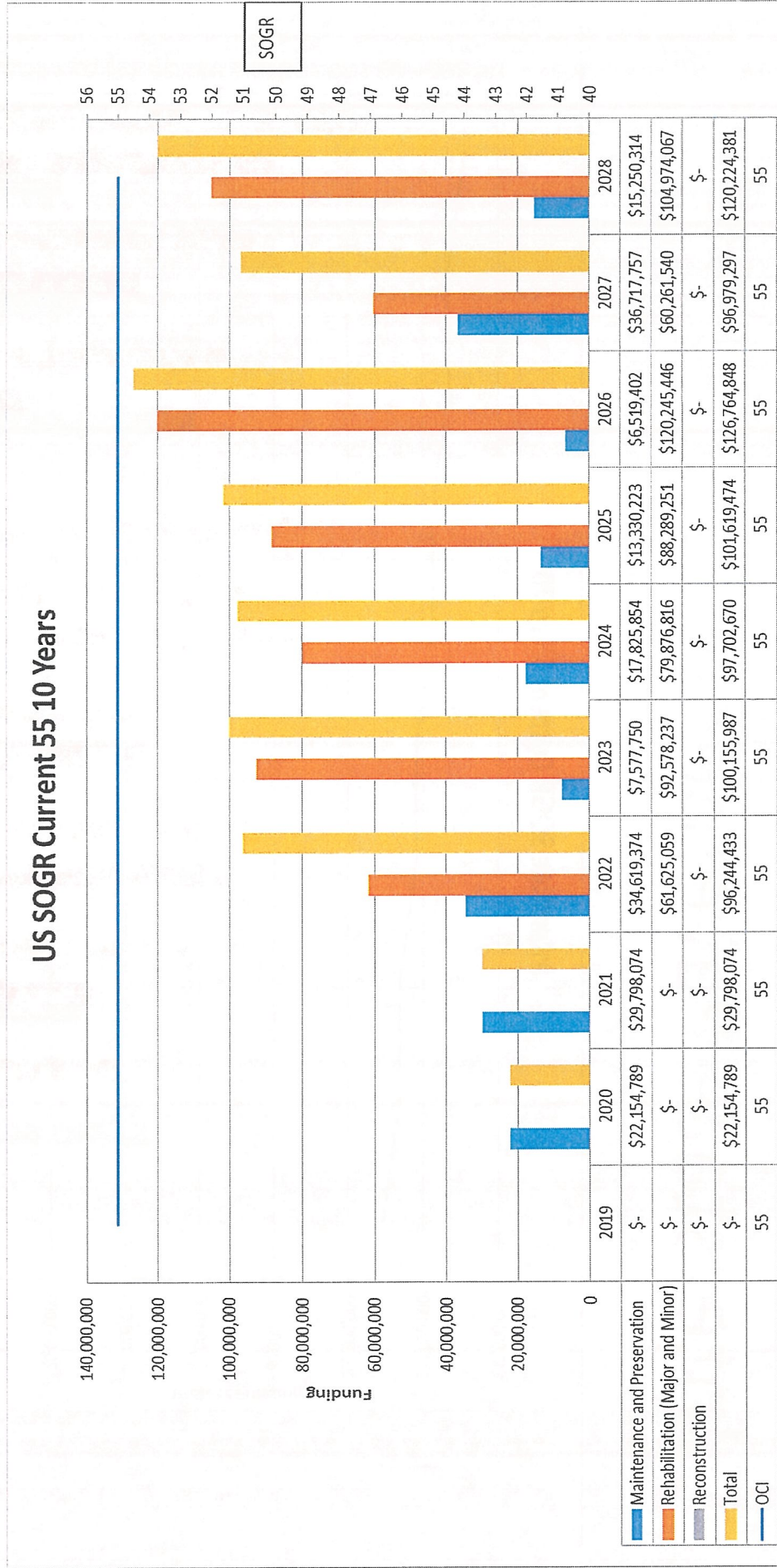
TAMP determined spending on interstate pavement projects was approximately \$62 million per year, non-interstate NHS was \$68 million

Interstate Pavements

Interstate SOGR Current 65 to 70

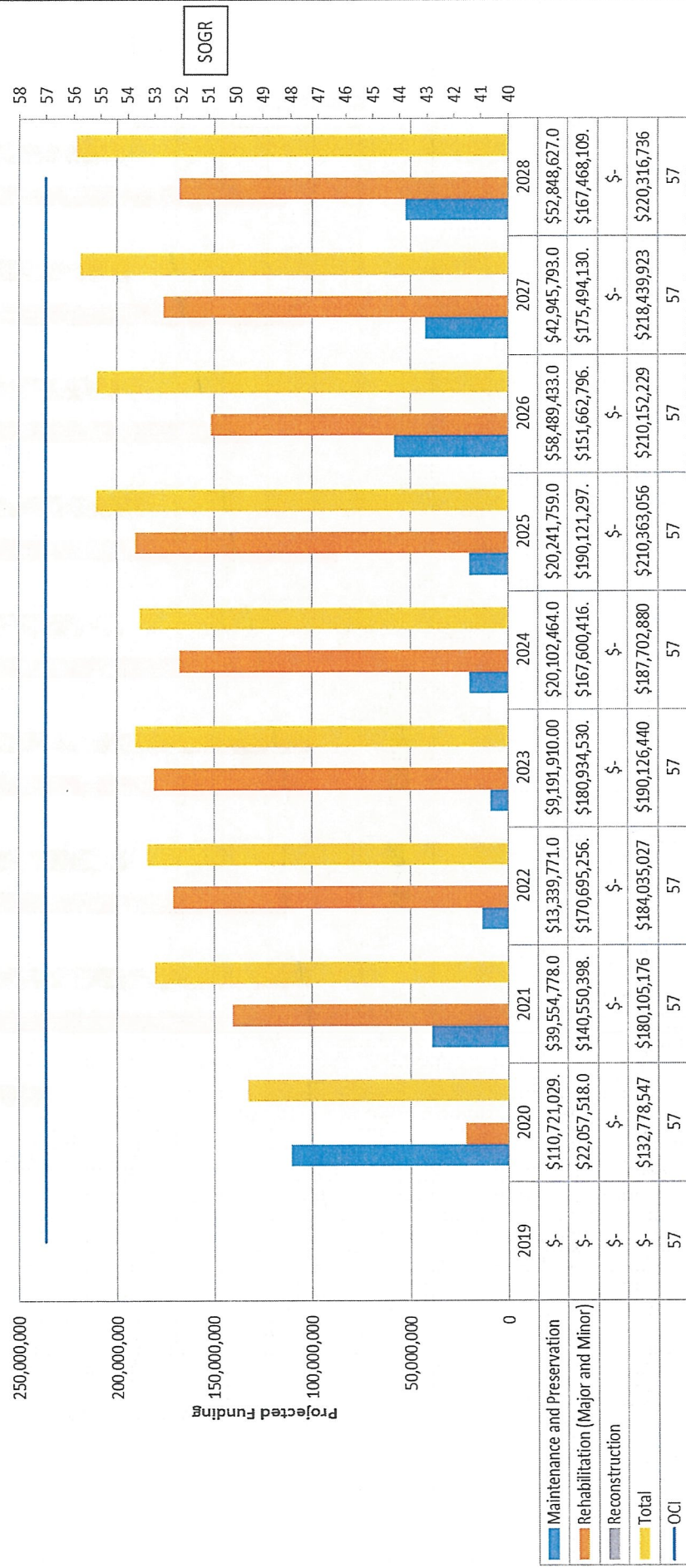


Pavement Needs US Routes (average need \$79M)



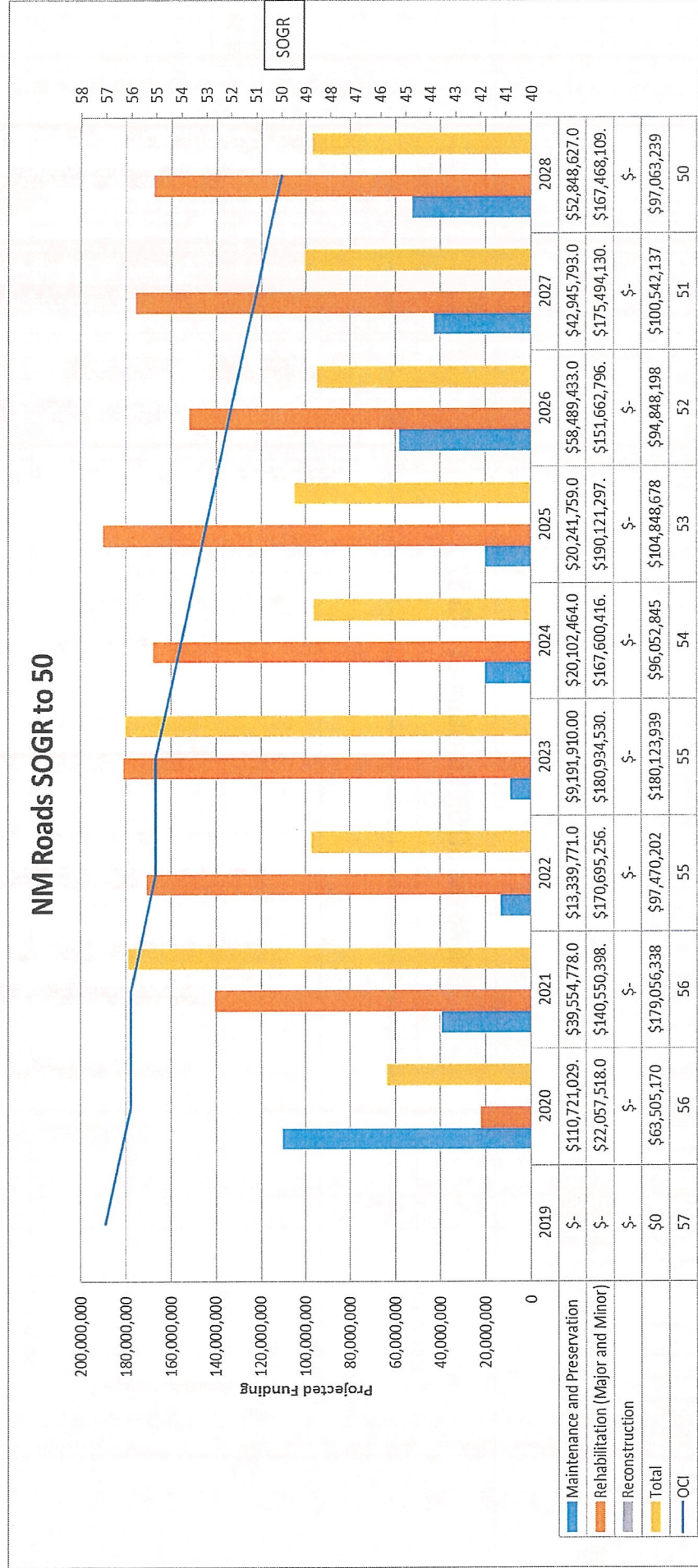
Pavement Needs NM Routes (maintain current condition - average need \$174M)

NM Roads SOGR Constant at OCI 57

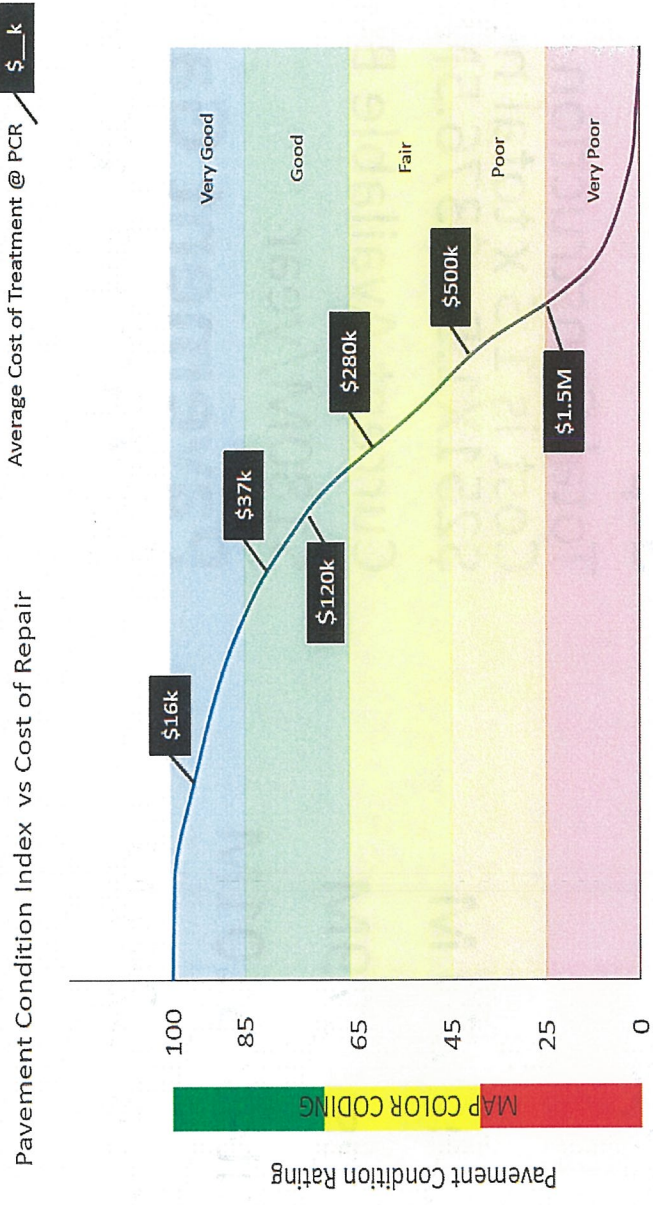


Pavement Needs

NM Routes (meet SOGR of 50 - average need
 \$101M/yr for next 10 yrs)



Pavement Condition Rating (PCR)



PCR Range	Condition	Suggested Treatment
100-86	Very Good	Monitor – Minor preservation: monitor, fog seals, surface coats, chip seal
85-66	Good	Major preservation: thin hot in-place recycling, thin mill and inlay
65-51	Fair	Minor – Major preservation: mill and inlay between, hot in-place recycling 2.5-4"
50-46	At Risk	Minor – Major rehabilitation
45-26	Poor	Major rehabilitation – 5 inches deep to PPC, FDR
25-0	Very Poor	Reconstruction

Time in Service, Traffic Loads, etc

Funding Gap for Pavements avg per year over next 10 years

Meet NMDOT Defined State of Good Repair

Needs

Interstate: \$70 M

US Routes: \$79M

NM Routes: \$101M

Total Need: \$251M

Gap

Total Construction Project
Cost is 1.5 x total need or
\$251X1.5= \$376.5M

Current Available Budget:
\$180M/year

**Pavement Gap=
\$196.5M/year**

Amounts for needs = only cost of pavement based on data in
Pavement Management System database, and based on experience,
these costs increase by an average of 1.5 to account for all project bid
costs including signing, striping, guardrail, traffic control.

Funding Gaps

Pavements and Bridges

avg per year over next 10 years

NEED

Bridge: \$90.4M

Pavement: \$376.5M

Total: \$466.9M/year

Gap

Available Budget: \$240M

Gap=
\$226.9M/year

Amounts for the gap = only for pavement and bridge; NMDOT has not determined annual need for signing, striping, guardrail and ITS improvements based on an asset management approach. The data is based on existing pavement and bridges currently maintained by NMDOT.

Questions?

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