



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Transportation Asset Management & Highway Conditions

Transportation Infrastructure Revenue Subcommittee
2021



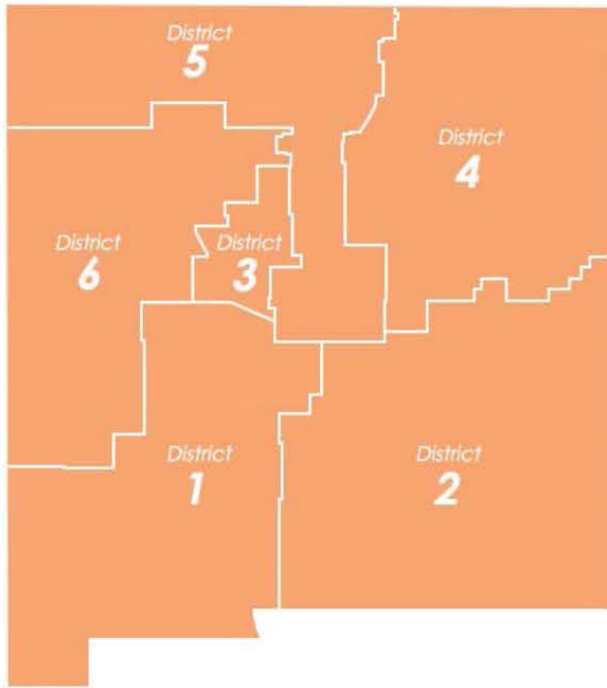
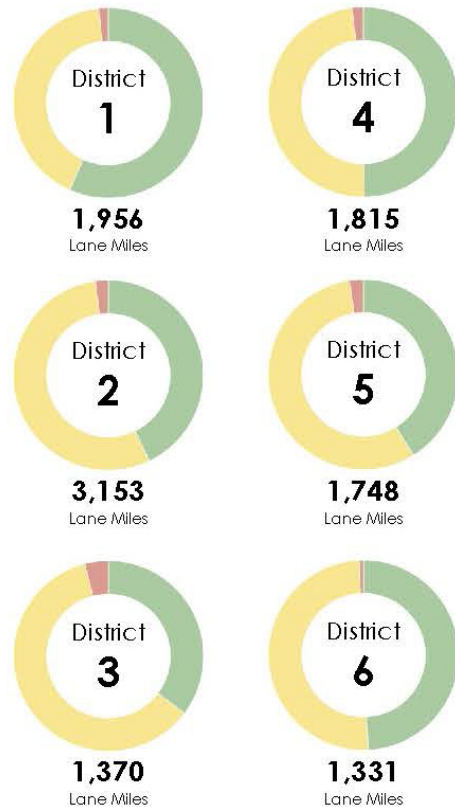
PAVEMENT & BRIDGE ASSETS: NHS

2020 PAVEMENT – 2021 BRIDGE (CONDITION BY DISTRICT)



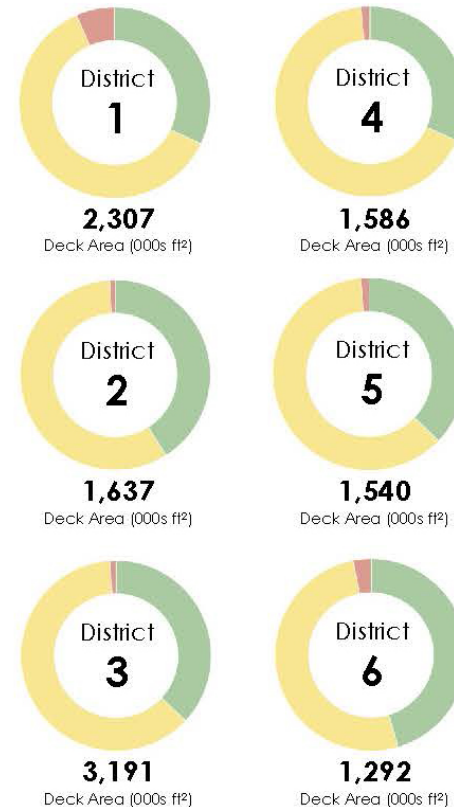
NHS PAVEMENT

Condition and total NMDOT-owned NHS lane miles by district.



NHS BRIDGES

Condition and total NMDOT-owned NHS bridge deck area by district.



Based on NMDOT 2020 Tenth Mile Reporting

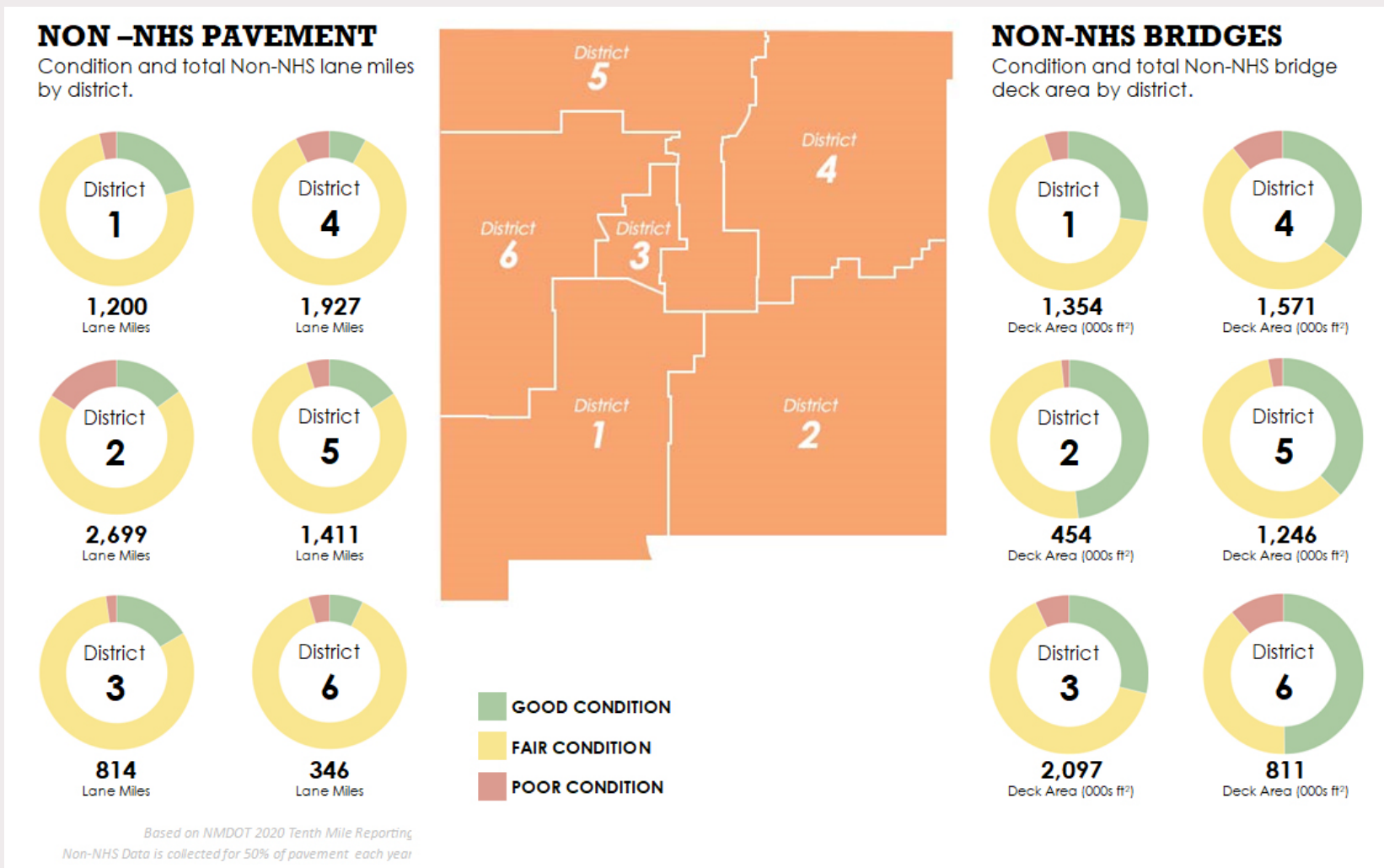
PAVEMENT & BRIDGE ASSETS: NON-NHS

2020 PAVEMENT – 2021 BRIDGE (CONDITION BY DISTRICT)

The Pavement and Bridge Conditions are based on the FHWA measures in 23 CFR 490.

Pavement Condition is based on tenth mile segments.

Non-NHS data is collected for 50% of the pavement each year.



STATE OF GOOD REPAIR (SOGR)

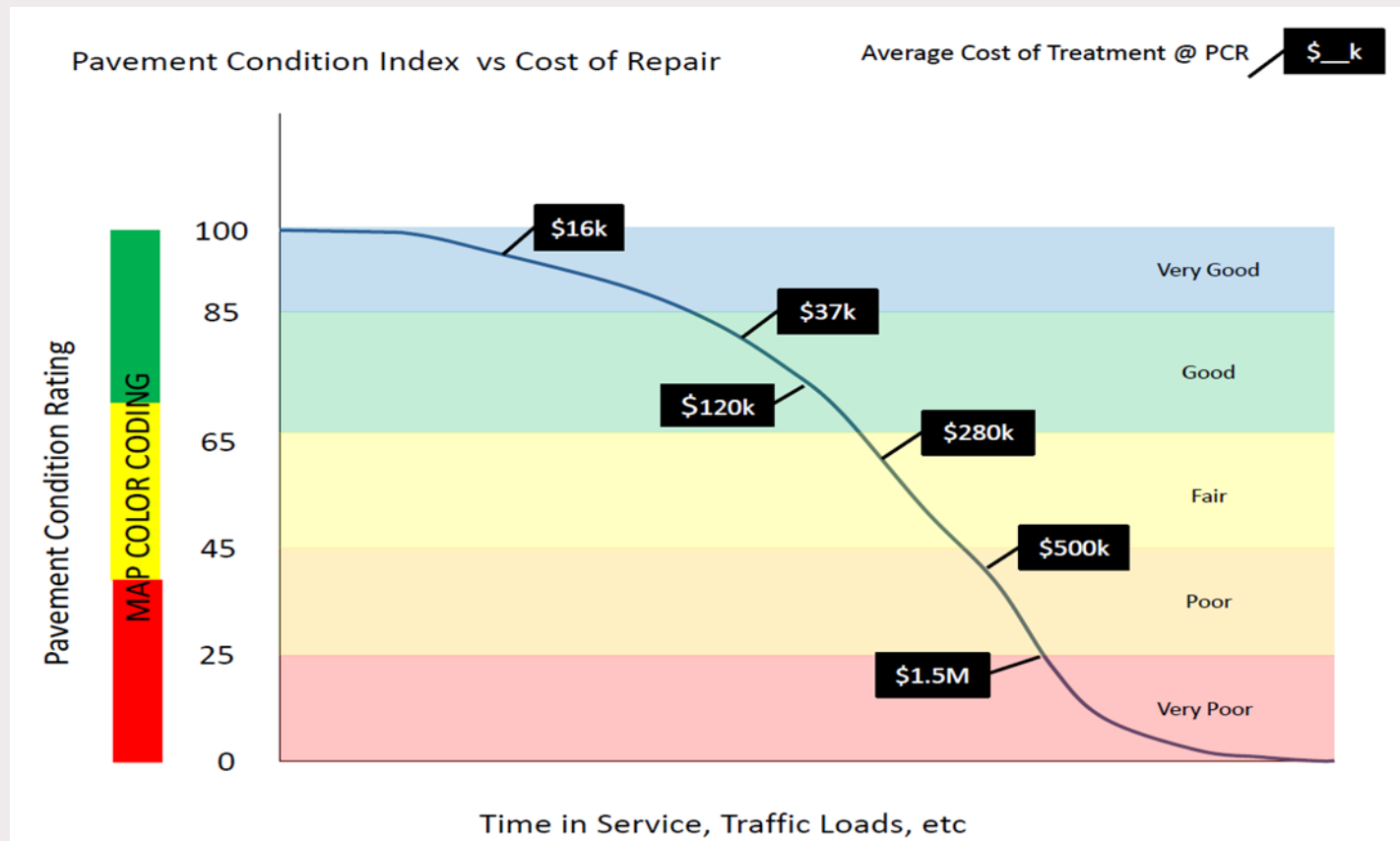
Bridges

	TAMP	NMDOT
Condition Rating (CR)	6	6
% Bridge Deck above CR	75%	75%

Pavements

Interstate		
Overall Condition Index (OCI)	70	70
% Pavement above OCI	65%	65%
Non-Interstate NHS		
Overall Condition Index (OCI)	60	55
% Pavement above OCI	50%	40%
Non-NHS		
Overall Condition Index (OCI)	50	50
% Pavement above OCI	35%	40%

PAVEMENT CONDITION RATING



PCR Range	Condition	Suggested Treatment
100-86	Very Good	Monitor to Minor preservation, fog seals, surface coats, chip seal
85-66	Good	Major preservation, overlays to minor rehabilitation, thin mill, and inlay.
65-46	Fair	Minor to Major rehabilitation – mill and inlay between 2.5 and 5 inches
45-26	Poor	Major rehabilitation 5 inches deep to PPC, FDR
25-0	Very Poor	Reconstruction

Condition Ratings (CR) for Deck, Superstructure, Substructure, and Culvert

CR Value	Condition	Suggested Treatment	
9	Excellent	Do Nothing	GOOD
8	Very Good	Do Nothing	
7	Good	Do Nothing	
6	Satisfactory	Deck - Maint - Deck Overlay, Deck Patching, Replace Bridge Joints Super - Maint - Epoxy Injection, Replace Bearings, Spot Beam Repairs, Repaint Steel Beams Sub - Maint - Repaint Steel Piles, Abutment and Pier Cap Concrete Repair	FAIR
5	Fair	Deck - Maint / Rehab - Deck Overlay, Deck Patching, Replace Bridge Joints Super - Maint / Rehab - Epoxy Injection, Replace Bearings, Spot Beam Repairs, Repaint Steel Beams Sub - Maint / Rehab - Repaint Steel Piles, Abutment and Pier Cap Concrete Repair	
4	Poor	Deck - Rehab / Major Rehab / Repl - Bridge Deck Replacement & New Bridge Railing or Replace Bridge Super - Major Rehab / Repl - Replace Beams or Replace Bridge Sub - Repl - Replace Bridge	POOR
3	Serious	Deck - Rehab / Major Rehab / Repl - Bridge Deck Replacement & New Bridge Railing or Replace Bridge Super - Repl - Replace Bridge Sub - Repl - Replace Bridge	
2	Critical	Repl - Replace Bridge	
1	Imminent Failure	Repl - Replace Bridge	
0	Failed	Repl - Replace Bridge	

Examples:

Deck/Super/Sub Ratings = 4/6/6 - Suggested Treatment = Rehab - Deck Replacement, Super Repair, & Sub Repair

Deck/Super/Sub Ratings = 4/4/6 - Suggested Treatment = Major Rehab - Deck Replacement, Super Replacement, & Sub Repair

Deck/Super/Sub Ratings = 4/4/4 - Suggested Treatment = Repl - Bridge Replacement

Description	Unit Cost (\$/sq.ft.)	% of Repl Cost	Rating After Work			
			Deck	Super	Sub	Culv
Do Nothing	\$ -	0%	N/A	N/A	N/A	N/A
Maint - Repairing Deck, Super, & Sub	\$ 37.08	10%	7	7	7	N/A
Major Rehab - Replacing Deck & Super, Sub Repair	\$ 278.10	75%	9	9	7	N/A
Rehab - Replacing Deck, Super & Sub Repair	\$ 185.40	50%	9	7	7	N/A
Repl - Replacing Bridge	\$ 370.80	100%	9	9	9	N/A
Culv Repl - Replacing Culvert	\$ 556.20	150%	N/A	N/A	N/A	9

TAMP BRIDGE SCENARIOS

These Bridge Scenarios are based on February 2021 inventory.

- Average Deck/Super/Sub Condition Rating (CR) ≥ 6 After 10 Years
 - NHS: \$16,200,000/Year for Next 10 Years
 - Non-NHS: \$12,400,000/Year for Next 10 Years
- Average Deck/Super/Sub Condition Rating (CR) ≥ 7 After 10 Years
 - NHS: \$58,200,000/Year for Next 10 Years
 - Non-NHS: \$37,600,000/Year for Next 10 Years
- Bridge Needs = \$0 or All BCR's Have Been Worked on
 - NHS: \$65,600,000/Year for Next 10 Years
 - Non-NHS: \$44,000,000/Year for Next 10 Years

TRAFFIC MONITORING PROGRAM

- NMDOT relies on accurate and quality traffic data to support its planning, engineering and operation activities
- Traffic Monitoring is responsible for programming, collecting, analyzing and reporting traffic monitoring data
- The Traffic Monitoring Program is responsible for ensuring all traffic counts collected and shared with NMDOT meet our quality standards
- Data is collected using manual counts, portable counters (road tube and radar) and permanent counters (Continuous Count Stations (CCS) and Weigh-in Motion (WIM) stations)