

NMDOT Project Lifecycle

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July 14, 2026

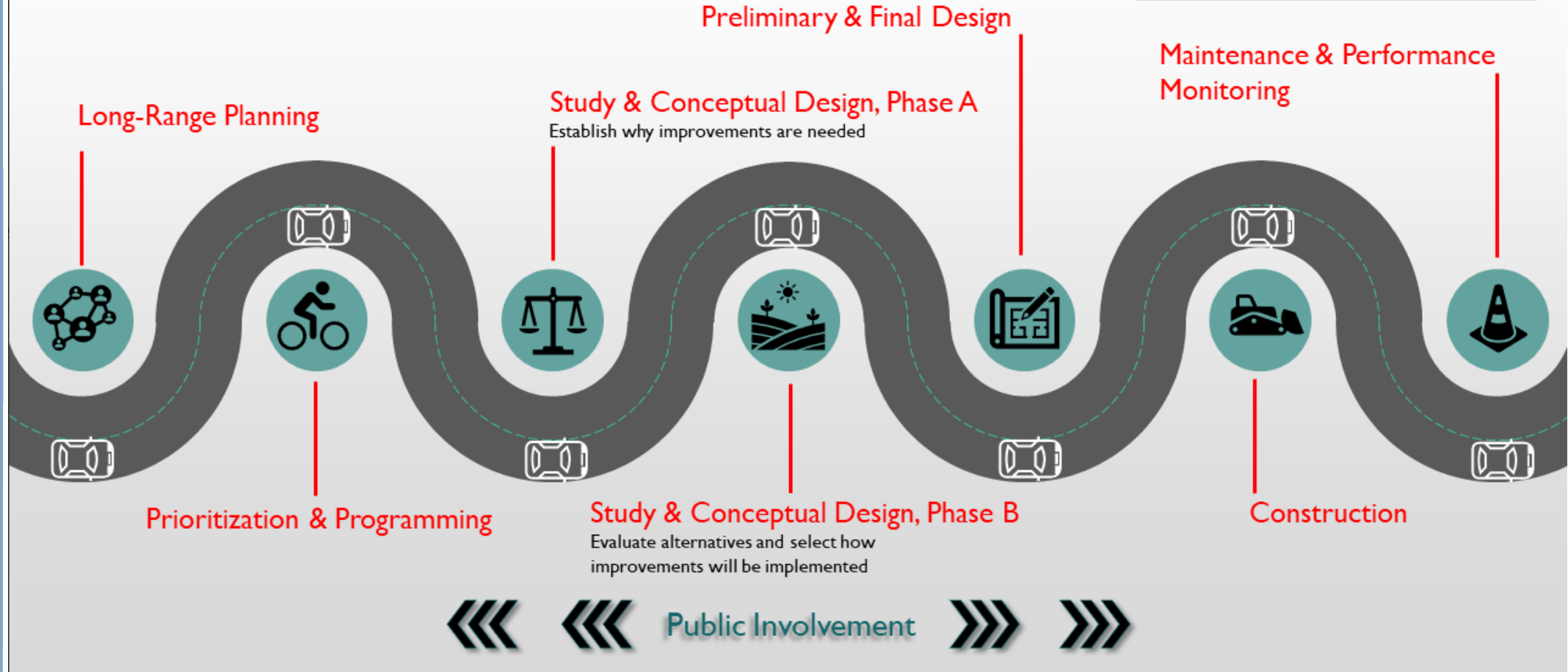


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How to Build a Road Video: https://www.youtube.com/watch?v=UQaH1UN_wK0

PROJECT DEVELOPMENT PROCESS



<https://www.dot.nm.gov/projects/>

General Coordination Team Meetings



Chief Engineer's office & Statewide Transportation Improvement Program (STIP) staff meet with Districts quarterly to review asset needs, safety concerns, and priority corridors

- Ensure compliance with Long-Range & Asset Management Plans
- Discuss where studies are required
- Discuss in-house or consultant lead designs
- Discuss budget



The Request for Proposals (RFP) schedule is set annually by NMDOT and updated as needed.

- Required for all new studies using federal funds

Considerations for project selection

Safety:

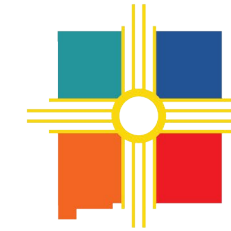
- Analysis of crash data through Network Screening tool
- Road Safety Audit
- Strategic Highway Safety Plan (SHSP) safety countermeasures

Transportation Asset Management Plan (TAMP):

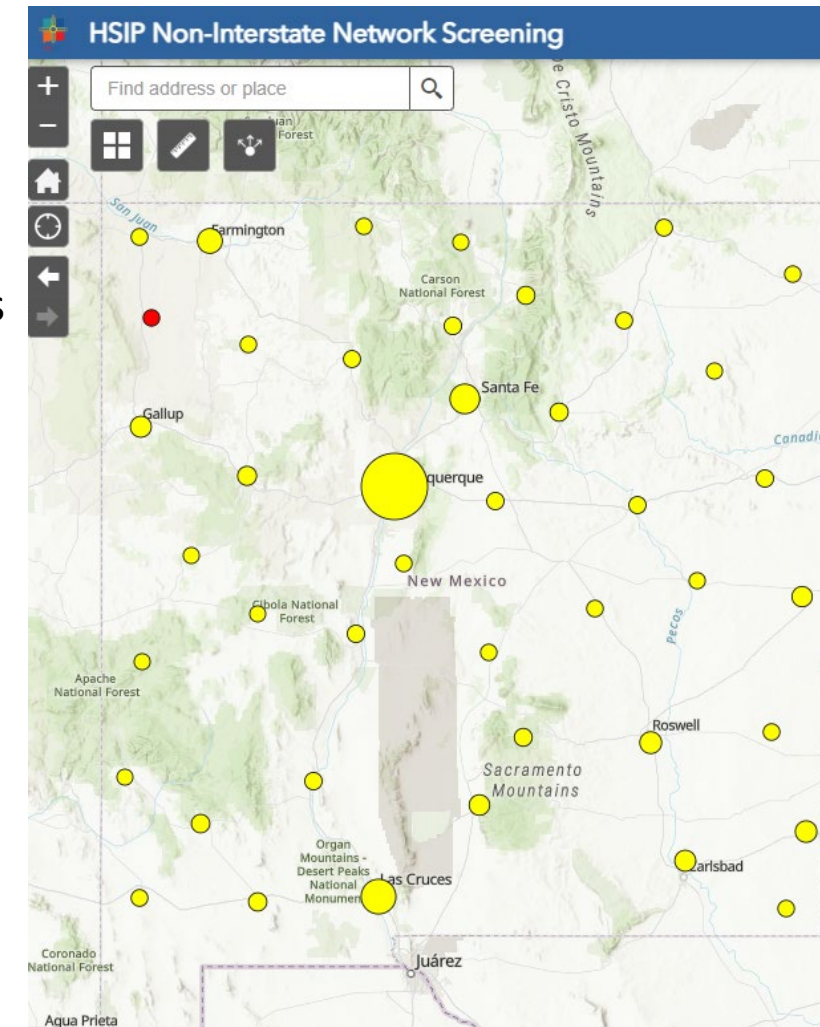
- Pavement & bridge condition data collected annually
- Bridge condition ratings
- Pavement condition ratings
- Funds allocated to meet required Performance Targets

Long Range-Planning:

- Capacity on both existing facilities and through the broader network
- Multi-modal facilities
- Freight movements
- Economic development drivers



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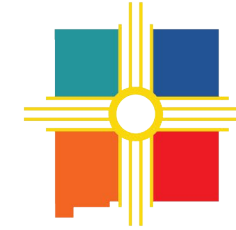
Location Study Procedures

NMDOT's guidebook is used to develop and analyze alternatives for the following types of projects:

- New roadways
- Major changes to existing roadways
- New or upgraded interchanges
- Passing lanes and capacity studies
- Urban corridors with extensive public outreach needs

Used to streamline and guide project development

- Fully complies with federal National Environmental Policy Act (NEPA) and Planning and Environmental Linkages (PEL) requirements
- Provides consistent deliverables, regardless of project development engineer



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Post Office Box 1149
Santa Fe, NM 87504

Location Study Procedures Update 2015



A Guidebook for:
Planning and Environmental Linkages,
Alignment Studies, and Corridor Studies

Phase IA/IB



Evaluates, screens, and refines possible alternatives.

Phase A – Alternative identification and screening

- Establish purpose and need
- Develop a range of potential alternatives
- Create an assessment process to screen and eliminate inferior alternatives
- Develop a robust public involvement plan

Phase B – Detailed evaluation of alternatives

- Refine and evaluate feasible alternatives
- Define alternative footprints, Right-of-Way (ROW) needs, costs, and schedules
- Public input to select preferred alternative

The termini should cover the entire length of corridors that may be planned for construction in the foreseeable future. This approach allows for thorough evaluation of corridor needs and development of a project phasing plan that satisfies independent utility considerations.

Phase IC/ID



Engages the public, completes environmental document and advances preliminary design

Phase C – Environmental documentation & processing

- Prepare the environmental document
- Develop project commitments
- Ensure public input is addressed & incorporated, as appropriate

Phase D – Preliminary Design

- Defines the project location & design concepts
- Define vertical/horizontal alignments, typical section, drainage/structural needs
- Establish parameters for final design
- Complete 30% plan set & cost estimate

While preliminary design occurs after the end of the study phase for a project, often times it may overlap with the environmental clearance for a project.

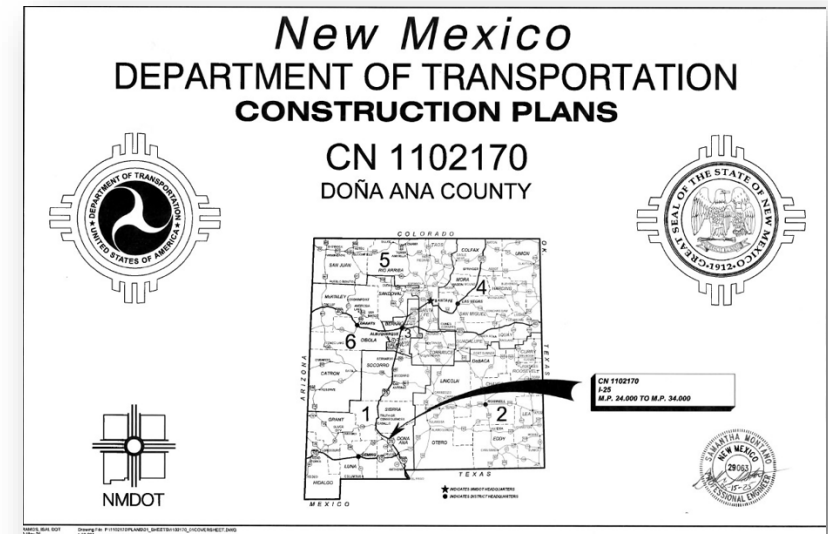
Phase II – Final Design



Progress Project Plan set from 30% to 100% Design

- Conduct pavement investigation and analysis
- Establish Right-of-Way (ROW) needs
- Investigate Utilities and potential impacts
- Analyze and design storm drain structures
- For Bridges: add geotechnical investigation and analysis, drainage coordination, and structural analysis
- Develop Temporary Traffic Control plan
- Identify Intelligent Transportation Systems (ITS) and broadband needs, if applicable
- Assess railroad impacts, if applicable
- Coordinate with stakeholder and property owners
- Establish quantities, details, finalize the cost estimate
- Complete quality checks to ensure design meets applicable standards

Completed with NMDOT Internal staff and/or in conjunction with a consultant



Phase II – Final Design



• NMDOT In-House Design

- NMDOT Project Development Engineer (PDE) and NMDOT team completes the project design
- Construction Plan set is developed by NMDOT Team
- Project Certifications are Completed by NMDOT Team
- Project Estimate completed by NMDOT Team
- Project Coordination, including milestone meetings, stakeholders, property owners is completed by NMDOT team

If needed, supplement tasks may be assigned to consultants through On-Call contracts

• Consultant Lead Design

- Project Design is completed by the consultant with oversight from NMDOT Project Development Engineer (PDE)
- Construction plan set is developed by the consultant in coordination with the NMDOT PDE and NMDOT support team
- Project estimate is completed by consultant
- Project Coordination is completed in conjunction with NMDOT PDE and Consultant
- Project Certification is completed in conjunction with NMDOT PDE and Consultant

18 Project Development Engineers between 3 Regions
and 6 Districts with 134 Active Design projects

Project Development Timelines



Phase IA/B: Typically takes about 12-18 months, including public involvement

Phase IC: Typically takes about 6-8 months, but may take longer depending on the required environmental document

- Programmatic Categorical Exclusion (PCE)/Categorical Exclusion (CE) – lowest level of effort; about 99% of projects are cleared this way
- Environmental Assessment (EA) – higher level of effort, can take 1-2 years
- Environmental Impact Statement (EIS) – highest level of effort, can take 1-5 years

Phase ID: Typically takes 8-12 months, depending on complexity

Phase II, Final Design: Typically takes 6-24 months, depending on complexity and coordination needs

Factors that can add to the Timeline

- ROW impacts add 6 to 12 months; Tribal land impacts may take closer to closer to 15 months
- Railroad impact can add approximately 12 months
- Utility Company coordination can significantly delay projects



Advertisement, Letting, and Award



After Federal Highway Administration (FHWA) authorizes federal funding for a project, NMDOT advertises the project:

- Advertisements generally 4 weeks, 5 for larger or complex projects

Letting/Bid Opening is set for the third Friday of each month

- Contractors use BidExpress to submit bids, and apparent low-bid reports are generated

Bids are reviewed for responsiveness

- Bids may be rejected if they do not meet requirements
- Funding availability must be considered before award
- Projects are typically awarded approximately 2 months after bids open

New Mexico Department of Transportation Apparent Bids for Letting of June 18, 2026

Letting ID: 26061804

Cut-off Time: 11:00:00 AM

Call order: 001 Proposal: 6101550

Counties: Cibola

Bridge Rehabilitation

Bidder	Bidder ID	Total
Engineer's Estimate	00000	\$7,310,922.50
La Calerita Construction, LLC	0000082502	\$11,412,255.70
Hasse Contracting Company, Inc.	5031021	\$12,080,040.00

(3 apparent bids)

Call order: 002 Proposal: 2100747

Counties: Lea

Roadway Rehabilitation

Bidder	Bidder ID	Total
Constructors, Inc.	5003769	\$3,254,983.00
Engineer's Estimate	00000	\$4,764,709.00
Mountain States Constructors, Inc.	5071534	\$5,171,246.00
James Hamilton Construction Co.	1003223	\$5,840,014.00

(4 apparent bids)

CONSTRUCTION



The most public-facing part of the project development.

NMDOT Districts provide oversight and work with contractors to construct the project in accordance with applicable standards, specifications and the contract book.

Construction can take anywhere from four months to multiple years, depending on project size and complexity



Average Annual Budgets



Design Budget

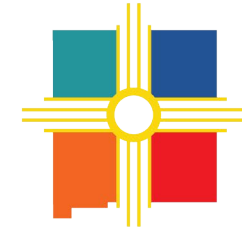
- Average of \$70M/ per state fiscal year in contracts
 - Includes new RFPs, contract amendments and on-calls
 - Also includes Memorandum of Agreement (MOA) with U.S. Geological Survey (USGS) & Department of Cultural Affairs (DCA)

Construction Budget

- Currently \$1.48 billion in active construction projects
- Typical average is approximately \$1.2 billion
- Bond projects are expected to increase this amount annually



QUESTIONS??



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