

# NMDOT Major Construction Investments

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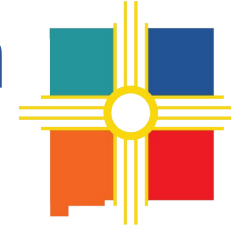
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# STIP (Statewide Transportation Improvement Program)



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**The STIP is a six-year program containing all federally funded & regionally significant projects (23 CFR 450).**

- First four years fiscally constrained, two outer years used for informational/planning purposes. (23 CFR 450)
- Fiscal Constraint – projects demonstrate committed funding (year 1 & 2), reasonably available funding (year 3 & 4), with all project costs and phases programmed
- Updated every 2-4 years & amended quarterly, or as needed, per STIP Procedures Manual (found on NMDOT website)
  - Amendments posted for 30-day public comment on NMDOT website
- STIP also includes Transportation Improvement Plans (TIP)
  - Funded project list for Metropolitan areas with >50K in population (MPOs)

# STIP Requirements



**Projects in STIP must align with goals from long-range and asset management plan. Must assist with meeting specific Performance Measures (PM) and targets.**

- Long-range plan aligns with 7 national planning goals.
- PMs: Safety, System Condition, System Reliability (23 CFR 490)
- Work with MPOs to set targets and ensure projects help meet goals and targets.
- Project selection process varies somewhat by funding source, but must all meet above requirements, and *federal eligibility*.
- DOT Secretary approves projects on behalf of Governor
- FHWA & FTA approve all STIP Adoptions & Amendments

# Connecting the Dots Between Performance and Projects



## Asset Management (TAMP):

- Lidar data collection of pavement conditions annually
- Bridge Inspections done annually for NMDOT and Locals.
- Ensures resources are adequate to keep assets in state of good repair

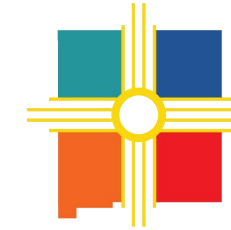
## Safety:

- Analysis of crash data
- Road Safety Audit
- Highway Safety Improvement Program (HSIP)

## Economic Development:

- Added Capacity on both existing and network
- Multi-modal facilities.

# Connecting the Dots Between Performance and Projects



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## CAR Information Form

*Conditions Analysis Report*

**BLUE** - to be completed by the NMDOT Districts

**ORANGE** - to be completed by NMDOT Asset Management

The Conditions Analysis Report (CAR) Information Form allows for a streamlined approach to data collection on potential projects which will then be used for both the state-wide project selection process and level of effort determination for project delivery.

### Project Information

Date	Name	NMDOT District	Select
Project Location	Roadway		
Project Length	Project Type		
Bridge No.	Mileposts	Project County	Select

### Safety

Number of crashes over most-recent 5-year period <sup>^</sup>	
Fatalities <sup>^</sup>	
Total Crashes per Mile	
Total Crashes per Million Miles VMT	

### Conditions

Pavement Condition Rating*	Select
Bridge Condition Rating*	Select
PMS-Recommended Preservation Treatment <sup>±</sup>	Final Preservation Treatment <sup>±</sup>
Bridge Rating; Poor - <4 Fair - 5-6 Good - >7	
Pavement Rating; Poor 0 - 45 Fair 45.01 - 65 Good 65.01 - 100	

### Mobility

AADT*	Number of Lanes*	AADT per Lane <sup>±</sup>	Shoulder Width <sup>^</sup>
Freight AADT*	Percentage of Freight Traffic in total AADT (%) <sup>±</sup>	Sidewalks (Y/N) <sup>±</sup>	Transit Route (Y/N) <sup>^</sup>
		No	No
Functional Classification*	Select	Planning Area (MPO/RTPO) *	Select
Daily VMT <sup>±</sup>		NM Bike Plan Tier <sup>^</sup>	Select

### Physical Deficiencies

# Connecting the Dots Between Performance and Projects



Chief Engineer's office & STIP staff meet with Districts quarterly to review STIP and project selections

- Safety is focus of all projects
- Ensure compliance with SLRP & TAMP (when applicable)

STIP Staff work with Planning Division and Bridge Bureau to program appropriate fund sources based on needs from Districts

- Districts work with MPOs and RTPO on local needs

In general, federal funds can be used on roads functionally classified as major collectors and higher.

# Major Construction District 1



E100321/22-NM 213/404 Interchange Improvement and widening  
Construction Cost: \$126M, Fully Funded  
Letting Date: 10/2025

**1100980- I-25/Nogal Canyon Bridge Replacement**  
**Construction Cost: \$146M, Funding Gap: \$74.5M**  
**USDOT BIP Grant Award: \$71.5M (Obligation Deadline 9/30/26)**  
**Letting Date: 11/2026**

**E100391- Border Connector Highway, New Road Construction**  
**Construction Cost: \$170M, Funding Gap: \$125M**  
**USDOT INFRA Grant Award: \$45M (Obligation Deadline 9/16/25)**  
**Letting Date: 11/2026**

# Major Construction District 2



2104333/34- NM 128 Roadway reconstruction and widening & intersection improvements

Construction Cost: \$100M, Fully Funded

Letting Date: 10/2025

2101352-Downtown Clovis PhII, US 60 Urban Reconstruction

Construction Cost: \$48.6M, Fully Funded

Letting Date: 10/2026

**2104335- NM 128 Roadway reconstruction, widening & intersection improvements**

**Construction Cost: \$45.2M, Funding Gap: \$6.4M**

**USDOT Rural Grant Award: 36.1M (Obligation Deadline 9/30/2027)**

**Letting Date: 12/2027**

**2100291-Downtown Texico Reconstruction**

**Construction Cost: \$91.3M, Funding Gap: \$10M**

**USDOT CRISI Grant Award: \$73.1M (Obligation Deadline 9/30/2028)**

**Letting Date: 12/2028**



# Major Construction District 3



A302380- I-40/Carnuel Bridge Replacement

Construction Cost: \$36.5M, Fully Funded

Letting Date: 10/2026

A301001-NM 500 Rio Bravo Bridge Replacement

Construction Cost: \$133M, As-let Cost

Letting Date: 4/25/25

A301891- I-25/Gibson Blvd. Interchange Reconstruction

Construction Cost: \$150M, Funding Gap: \$150M

Letting Date: 12/2028

# Major Construction District 4



4101691-I-25/US64/87 Interchange Reconstruction S. of Raton

Construction Cost: \$27.3M, Fully Funded

Letting Date: 6/2026

4101900-NM 104 Conchas Bridge Replacement

Construction Cost: \$20M, Fully Funded

Letting Date: 12/2026

# Major Construction District 5



S100730- I-25 Pavement Rehabilitation MP 276 to MP 291  
Construction Cost: \$46.6M, Fully Funded  
Letting Date: 12/2025

**5101175- US 64 Reconstruction Ph IV between Az and Shiprock**  
**Construction Cost: \$49.9M, Fully Funded**  
**USDOT INFRA Grant Award: \$29.48M (Obligation Deadline September 30, 2026)**  
**Letting Date: 3/2026**

5100821-US 64 Reconstruction in front of Shiprock Schools  
Construction Cost: \$34.5M, Fully Funded  
Letting Date: 10/2026

**5101176- US US 64 Reconstruction Ph V between Az and Shiprock**  
**Construction Cost: \$33.8M, Funding Gap: \$33.8M (Part of Grant Corridor)**  
**Letting Date: 3/2027**

S100681- NM 14 (Cerrillos Road) Urban Reconstruction  
Construction Cost: \$48M, Funding Gap: \$48M  
Letting Date: 6/2027

# Major Construction District 6



**6101151- I-40 Corridor Drainage Improvements near Church Rock**  
Construction Cost: \$68.3M, Fully Funded.  
Letting Date: 9/2025

**6100849- I-40/Rio Puerco Bridge Replacement**  
Construction Cost: \$49.2M, Funding Gap: \$12.7M  
USDOT INFRA Grant Award: \$30.44M  
Letting Date: 10/2026

**6101371- Allison Road Corridor Ph A, New Bridge over BNSF**  
Construction Cost: \$56.1M, Funding Gap: \$11.2M  
USDOT CRISI Grant Award: \$44.9M  
Letting Date: 5/2028

# Priority Projects Funding Gaps



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Total Priority Project Costs	\$1,480,300,000.00	
Total Grant Funds	<b>\$330,520,000.00</b>	Funds at risk if project gaps are not met.
Total Other Funds Obligated	\$678,180,000.00	
<b>Total Gap in Priority Projects</b>	<b>\$471,600,000.00</b>	
Gap on Grant-Funded Projects	<b>\$273,600,000.00</b>	

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QUESTIONS????