

# EDC-4 STATE IMPLEMENTATION PLAN

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**EDC Innovation:**            **Pavement Preservation**

**Program Need:** (Why the innovation is being selected?)

Implementation of SHRP2 “Guidelines for the Preservation of High-Traffic-Volume Roadways”

FHWA recognizes the importance and benefits of Pavement Preservation treatments in the pavement life cycle. Key questions to answer when applying Pavement Preservation treatments are “When, Where and How”. The “When” and “Where” pertain to the pavement life cycle and pavement distress condition, respectively, and “How” pertains to skilled construction inspection team and specifications to ensure quality construction.

While NMDOT currently employs various Pavement Preservation treatments to its infrastructure, there is room for improvement in project selection (“When” and “Where”) and quality construction (“How”).

**Implementation Goal:** Indicate the current state of the practice of the tool or innovation in your State as of January 2017 and the implementation stage of where you want to be in two years (Goal). *Check one box in the Baseline Jan 2017 column and one box in the Goal Dec 2018 column.*

| Innovation Implementation Stages  | Jan 2017<br>(Baseline)  | Dec 2018<br>(Goal)                  |
|---|---|-------------------------------------|
| <b>Not Implementing:</b> The State chooses not to implement the innovation. The State is not interested in the innovation.  | <input type="checkbox"/>  | <input type="checkbox"/>            |
| <b>Development Phase:</b> The State is collecting guidance and best practices, building support with partners and stakeholders, taking training, attending Peer-to-Peer workshops, and/or developing a process necessary for implementation of the innovation. The State is interested in pursuing the innovation or seeking additional information on how to implement it. | <input type="checkbox"/>  | <input type="checkbox"/>            |
| <b>Demonstration Phase:</b> The State is testing/piloting the innovation.   | <input type="checkbox"/>  | <input type="checkbox"/>            |
| <b>Assessment Phase:</b> The State is beyond testing/piloting the innovation. The State is assessing the performance and the process for carrying out the innovation and/or making adjustments to prepare for full deployment.  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| <b>Institutionalized:</b> The innovation is adopted by the State’s transportation community and used regularly on projects or within the program where appropriate.   | <input type="checkbox"/>  | <input checked="" type="checkbox"/> |
| <p><b>Description of Current Status of this innovation in your State:</b></p> <p>Currently, NMDOT employs various Pavement Preservation treatments to its infrastructure. Project selection for Pavement Preservation treatments is inconsistent.</p> <p>State funds have historically been used to fund Statewide Pavement Preservation (Maintenance) Agreements.</p>      | <p><b>Description of State Innovation Goal (Benefit Goal):</b></p> <p>NMDOT has an advanced Pavement Management System that could (and should) be utilized to aide in Project Selection (“When” and “Where”).</p> <p>Develop agreement between FHWA and NMDOT to utilize Federal Funds for Pavement Preservation treatment project.</p> |                                     |

**Team Members (tentative and ongoing development):**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Jeff Mann - NMDOT Co-Chair</li> <li>• Luis Melgoza – FHWA-SF Co-Chair</li> <li>• Tisha Lujan (or other) – NMDOT CCRB</li> <li>• Jeremy Rocha – NMDOT SMB</li> <li>• One PDE to be Defined Later</li> <li>• Elias Archuleta</li> </ul> | <ul style="list-style-type: none"> <li>• Rick Padilla – NMDOT, State Maintenance Bureau</li> <li>• Ralph Meeks – Ergon Asphalt</li> <li>• Ken Wiley (or other) – AMEC</li> <li>• 2 More Districts to Be Defined Later</li> <li>• Leo Montoya</li> </ul> |
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**Obstacles:** (What is perceived as hindering the State in meeting the implementation goal?)

- Currently no Directive requiring Pavement Preservation treatments have funding allocation (AD 239, CP 83)
- Currently PMS database used at General Office level for reporting – but not for Project Selection
- Education and Exposure to benefits of Pavement Preservation treatments to Executive, Legislature, District Leadership
- NMDOT does not recognize Life Cycle Cost Analysis in project selection
- Varying Degrees of Skilled Designers, Materials and Construction Inspection Staff
- Specification Expertise – Incorporated into NMDOT Specification Manual
- Currently no agreement between NMDOT and FHWA to utilize Federal Funds on Pavement Preservation Treatments

**Performance Metrics:** (What are the measureable targets to assess your progress?)

- Utilizing more pavement preservation treatments at the District – level
- Utilizing life cycle approach to pavement programmatic decision
- Utilizing a statewide approach to 3R construction (restoration, resurfacing, rehabilitation)
- Integrate PMS db into Project Selection process

| Implementation Plan Activities |  |  |
|--------------------------------|--|--|
| Activity No.                   | Description of Activity  | Target Completion Date   |
| 1                              | Research on How Other States Have Implemented Pavement Preservation Treatments into STIP and Developed Agreement b/t FHWA to utilize Federal Funds | Spring 2017- <b>Complete</b>   |
| 2                              | Educate Districts on PMS Tools, Scenarios, Project Selection   | Summer, Fall 2017 – <b>SW PMS db Meeting July 18, 2017</b><br><b>A NMDOT Pavement Technical Working Committee Established, First Meeting July 18, 2017</b> , Ongoing   |
| 3                              | Coordinate NHI Pavement Preservation Courses   | Fall 2017 – Ongoing<br><u>Update 10-19-17 – Coordinated FHWA EDC IV Pavement Preservation 1.5 Day Workshop Jason Dietz March 13, 14</u>  |
| 4                              | Discussions with FHWA to Develop Agreement to Utilize Federal Funds on Pavement Preservation projects  | Spring 2017 – Winter 2017 –<br><b>Met w FHWA to Discuss Agreement, May 12, 2017;</b><br><b>Met w FHWA (Luis) to discuss PMS db and Develop Process Flow Chart, June 16, 2017; DRAFT Process Flow Chart Provided to Luis July 6, 2017</b> |
| 5                              | PMS – Project Selection Guide (for internal NMDOT)   | Fall 2017 – <b>Process Flow Chart Provided to Luis (FHWA) on July 6, 2017 for Review and Discussion</b><br>Oct 2017 – Process Flow Chart provided to D1, D2, and D3 for Review and Discussion  |

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| 6 | Pavement Preservation / Maintenance Agreement b/t FHWA and NMDOT to Establish Pavement Preservation Definitions and Eligibility | Fall 2017            |
| 7 | Develop Pavement Preservation Project – Pilot Demonstration to include in STIP  | Spring – Summer 2018 |

**Action Items to follow up with after the EDC Summit:**

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