

Pavement Preservation “When & Where”

http://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/pavement.cfm

<p style="text-align: center;">Innovation Implementation Stage Definitions</p>	<p style="text-align: center;">Prompt Questions for Describing the Implementation Stage</p> <p>The following questions are intended to help you determine your current implementation stage. While it is not mandatory to respond to each question, providing some narrative describing your current status will be helpful to the EDC teams.</p>
<p>Not Implementing: The State is not currently using the innovation (whole life costing) anywhere in the State and is not interested in the innovation.</p>	<p>The State is not implementing because the agency:</p> <ul style="list-style-type: none"> • Does not have the resources to implement the innovation. • Has evaluated the innovation and decided it was not for them. • Does not have the tools necessary to conduct the analysis. • Has not determined how to overcome the challenges.
<p>Development Stage: 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 whole life costing.</p>	<ul style="list-style-type: none"> • Is the agency interested in adopting practices that lower the life cycle cost of preserving pavement conditions? • Does upper management support the application of whole life costing? • Is the agency taking steps to prepare itself to adopt whole life costing? • Has the agency conducted an assessment to determine what business processes, tools, or training will be needed to support whole life costing?
<p>Demonstration Stage: The State is testing/piloting whole life costing.</p>	<ul style="list-style-type: none"> • Where has the innovation been applied? • What supporting business processes or resources were required to ensure the demonstration’s success? • How are impacts being documented? • How much did it cost the State to implement the demonstration? • How long did the demonstration last?
<p>Assessment Stage: The State is beyond testing/piloting whole life costing. The State is assessing the performance and the process for carrying out the impacts and other adjustments needed to prepare for full deployment.</p>	<ul style="list-style-type: none"> • What adjustments are being made for statewide implementation? • Can the State demonstrate the improvements realized from these changes in business processes? • What plans have been made for the full implementation of these concepts?
<p>Institutionalized Stage: Whole-life costing is adopted by the State’s transportation community and used regularly for program development.</p>	<ul style="list-style-type: none"> • How have you demonstrated that whole life costing is fully implemented in the State? • How much did it cost the State to fully implement whole life costing? • How much estimated time and money will it save? • Is the State willing to share its results with other states?

Progress Report Questions (When & Where):

Reporting Period:	Progress Report #2: July – December 2017
1) If there has been NO CHANGE on this innovation during this reporting period and the previous Progress Report is still accurate, select "No Change from Progress Report" and you do not need to complete Questions 2-7.	(Choice) <input checked="" type="checkbox"/> No Change from Progress Report <input type="checkbox"/> Changes indicated in Progress Report Below
2) Division Contact for additional information:	
3) What is the State's current stage of innovation implementation? Review the Innovation Profile Template and select the appropriate implementation stage for this innovation.	(Choice) <input type="checkbox"/> Not Implementing <input type="checkbox"/> Development Stage <input type="checkbox"/> Demonstration Stage <input checked="" type="checkbox"/> Assessment Stage <input type="checkbox"/> Institutionalized
4) Describe the State's accomplishments for this reporting period (both State DOT and local agency accomplishments). Please provide EDC-4 highlights with good "so what" nuggets. -- What would another state be interested in and/or how could leadership use the information I am providing? -- If the State has advanced to the next implementation stage, consider the prompt questions in the chart and explain the advancements made to support your selection. -- Please include benefits as part of your explanation (i.e. time/cost savings, delay/crash reductions, etc.)	<i>Chair has met w project selection decision makers from each District, including Construction, Maintenance and Technical Support engineers to discuss importance of pavement preservation techniques. NMDOT Pavement Management and Design has hosted several Training Sessions with Kercher Engineering (KEI), who developed the Pavement Management System (PMS db), most recently in Nov and Dec 2017.</i> <i>Chair has developed a Pavement Technical Steering committee to discuss pavement engineering concepts to include pavement preservation treatments, pavement management, pavement materials, ect. First Steering Committee meeting was July 18, 2017; second meeting coincided with KEI Dec 12th and 13th meeting. Committee members include District pavement project selection decision makers and those who operate the Pavement Management System.</i> <i>Benefits at this time can be seen through increased use of the PMS db, however additional benefits are still being measured and discussed at this time.</i>
5) Describe any additional assistance needed by your state.	<i>No assistance at this time; NMDOT has scheduled 2 day Pavement Preservation Training workshop w Jason Dietz in March 13 and 14th.</i>
6) Describe any implementation obstacles or lessons learned. Also, indicate if and how your state can provide assistance to others in their implementation of this innovation.	<i>Through discussions with each District on information discovery sessions, we have found that each District has its own process for pavement project selection and pavement treatment type selection. Also, Districts are wary of having Oversight at the General Office level for pavement treatment selection process.</i>
7) The responses have been coordinated with the necessary transportation agencies and Division Office technical resource.	(Choice) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No