



State Report

New Mexico Department of Transportation

Contract Maintenance Price Agreements...
A Success and a Challenge

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- NMDOT maintains approx. 31,000 lane miles of roadway
 - 4,500 Interstate
 - 8,500 US Routes
 - 15,800 State Routes
 - 2,200 Other
- Stagnant funding
- Need to maintain infrastructure

Contract Maintenance Price Agreements

- Success:
 - Ability to have a variety of maintenance activities available and under contract
 - Can address a need without having to develop a full blown project

Contract Maintenance Price Agreements

- Challenge:
 - FHWA has approved some PA's for federal funding
 - CFR Requirements same as construction project
 - Contract contains "federal language"
 - PA's are in place for one year, but no simple method contract modifications
 - Rebids or Addendum can take 3-6 months
 - Personnel that manage PA work are not always familiar with federal requirements which can cause errors or exclusions
 - Jeopardize federal funds

Contract Maintenance Price Agreements

- Challenge:
 - CFR Requirement for a PSE (Plan, Spec & Estimate) meeting
 - PA's don't typically have plans developed
 - PA itself references standard state specs or has own spec requirements
 - PA has predetermined prices that were bid on for contract
 - Some PA processes and products are not typically done in construction (for example: Micro-surfacing, Chip Seals, etc.)
 - No standard spec for product and testing requirements
 - District labs may not have equipment or personnel trained for testing

Questions?

