City of Lovington

214 S. Love St.
PO Box 1268
Lovington, NM 88260

Bus: 575-396-2884
Fax: 575-396-6328
jwilliams@lovington.org

June 11, 2019

Tim Parker
District Engineer
NMDOT
P.O. Box 1457
Roswell, NM 88202-1457

Dear Mr. Parker,

The City of Lovington respectfully requests the support of NMDOT for the micro slurry sealing of approximately 2.67 miles of roadways throughout the City of Lovington. The total estimated cost of this project is $157,082, of which the City is requesting $149,227.90 (95% of total project) in matching funds from the NMDOT.

The City of Lovington owns and maintains over 126 miles of roadways that range from major and minor arterials as well as collectors. In an effort to preserve our roadways throughout the community, the City has invested over $4.5 million in improving our bypass system to the point that the large trucks and equipment are required to utilize either the east or west bypass. In addition, the City has been utilizing a roadway assessment to determine the type of repair or replacement our collector roadways need. Using this tool, the City implemented a micro slurry seal program in FY 2018. Over the previous two fiscal years, the City has spent over $875,760 in local tax dollars to perform these treatments on over 11.75 miles of City owned roadways. This treatment has proven to be effective and has extended the useful life of the treated roads and delayed the need for full depth reconstruction. By extending the life of our roads, it allows for the City to plan for reconstruction of the roadways over a greater period of time.

The project areas for this request includes the planning, design, surface preparation, and application of a micro slurry seal to 14,089 linear feet of the roadways identified on the next page. All improvements will be made to the aforementioned roadways. As per project Questions and Responses released by NMDOT in regards to the Call-for-Projects on May 7, each segment of the roadway within the total project has a PFF and PPF provided in this application.

The City of Lovington has matching funds available for this project and will not apply for a hardship match waiver. Funding for this project will be made possible through our local General Fund. As the project is only a micro seal application, detailed engineering is not necessary. The City is able to proceed with this project as soon as the funding is approved and clearances are obtained. If allowable,

the contractor's services can be utilized through a CES process. In the event that this is not allowable by the NMDOT and the funding source, a simple bid package has already been prepared and can be released and awarded in a relatively short period of time. For all intents and purposes, this project can be completed in less than one month. The City of Lovington further certifies that the proposed work is on locally owned public streets and right of way and is necessary for the public good and convenience and to serve the City of Lovington. This project does not include any federal funds.

Thank you for your review and consideration of our application. Enclosed are the supporting materials requested in the grant announcement. If you require additional information, please contact me at 575-396-2884 or via email at jwilliams@lovington.org.

Sincerely

James R. Williams,
City Manager

RESOLUTION OF THE CITY OF LOVINGTON
LEA COUNTY, NEW MEXICO

RESOLUTION 2019-057

A RESOLUTION OF THE CITY OF LOVINGTON, NEW MEXICO APPROVING APPLICATION FOR NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) FUNDS FOR THE MICRO-SLURRY SEALING OF MUNICIPAL ROADWAYS

WHEREAS, the City of Lovington has numerous roads which are in significant need of repair, but is presently unable to repair all road due to lack of funding; and

WHEREAS, the District Engineer for the New Mexico Department of Transportation anticipates the State Highway Department will be able to assist in the repair of some roads; and

WHEREAS, the City of Lovington desires to apply for $157,082 through THE NMDOT, of which the NMDOT share would be $149,228 and the City share would be $7,854

NOW, THEREFORE, BE IT RESOLVED, that the Governing Body of the City of Lovington that:

1. The City of Lovington has identified the following roadways to be included in the request for funding and have listed them in priority order:
    a. Larch Avenue from 3rd Street to 1st Street
    b. Kingwood Avenue from– 1st Street to Main Street
    c. Polk Avenue from Main Street to Love Street
    d. Tyler Avenue from Main Street to Love Street
    e. Chaves Street from Washington Avenue to Van Buren Avenue
    f. 11th Street from Jefferson Avenue to Jackson Avenue
    g. Avenue E from 5th Street to 9th Street
    h. Avenue F from 5th Street to Main Street
    i. Avenue O from Avenue P to 13th Street
    j. Love Street from Avenue K to Avenue R
2. The City Manager of the City of Lovington is authorized to prepare all the necessary plans and documents required to submit an application for NMDOT funding.
3. The Lovington City Commission pledges $7,854 (5%) in local matching funds for the project.

DONE THIS 13TH DAY OF MAY, 2019.

CITY OF LOVINGTON SEAL LEA COUNTY, N.M.

City of Lovington
New Mexico

David Trujillo, Mayor

ATTEST:

Anna Juarez, City Clerk

Roadway	Start Point	End Point	Width	Linear Feet	Square Yards	Estimated Cost
Larch Avenue	3rd Street	1st Street	30	630	2,100	$ 5,628.00
Kingwood Avenue	1st Street	Main Street	30	630	2,100	$ 5,628.00
Polk Avenue	Main Street	Love Street	30	330	1,100	$ 2,948.00
Tyler Avenue	Main Street	Love Street	30	330	1,100	$ 2,948.00
Chaves Street	Washington Avenue	Van Buren Avenue	36	2,240	8,960	$ 24,012.80
11th Street	Jefferson Avenue	Jackson Avenue	30	1,111	3,703	$ 9,924.93
Jackson Avenue	17th Street	13th Street	Varies	2,577	9,449	$ 25,322.43
Avenue E	5th Street	9th Street	30	720	2,400	$ 6,432.00
Avenue F	5th Street	Main Street	Varies	1,853	6,397	$ 17,143.07
Avenue O	Avenue P	13th Street	36	1,280	5,120	$ 13,721.60
Love Street	Avenue K	Avenue R	36	2,388	9,552	$ 25,599.36

Form No. A-1341
New 02/19
Statewide Planning

New Mexico DEPARTMENT OF TRANSPORTATION

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Mary Ann Burr, SERTPO Program Manager, at (575) 624-6131 or mbsnmedd@plateautel.net

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments – Larch Avenue

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __ PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Larch Avenue

Project Termini: Larch Avenue and 3rd Street to Larch Avenue and 1st Street Beginning Mile point NA
Ending Mile point NA

Total length of proposed project: 630 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

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(Continued on additional page)

PROJECT COSTS:

Column A			Column B
If project is not phased, complete column A only. If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			Total Phases No. (1, 2, 3, I, II, III, etc.): The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost:	$5,628.00		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$281.40	
Total Federal Share	95%	$5,346.60	
	100%		

DISTRICT REVIEW:			
By:	Date: 5-23-19	Recommended: Yes	No
T/LPA REVIEW:			
By:	Date: 5-23-19	Recommended: Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements. (Except tribal entities)
    - Does the LPA have an approved plan on file with the NMDOT?
    - If the LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
    - LPAs with fewer than 50 employees still need an ADA policy. Does the LPA have an ADA policy?
- Does the LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).

- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
    - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brand-specific items on this project? If so, Public Interest Finding/certification is required and should be discussed.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.

- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.
    - Does the T/LPA have the capability to pay all costs up front?
    - Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
    - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
    - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specifications as outlined in the "Specs for Highway and Bridge Construction" unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

treated roads and delayed the need for full depth reconstruction. By extending the life of our roads, it allows for the City to plan for reconstruction of the roadways over a greater period of time. This particular project will improve system reliability as it will increase the drivability of the project roadways in terms of smoothness and decreasing the chance of shutdown in order to facilitate repair. The project will also improve and stabilize our infrastructure condition while at the same time improving safety.

Form No. A-1341
New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

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New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments – Kingwood Avenue

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Kingwood Avenue

Project Termini: Kingwood Avenue and 1st Street to Kingwood Avenue and Main Street
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 630 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

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PROJECT COSTS:

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Project Cost:	$5,628.00		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$281.40	
Total Federal Share	95%	$5,346.60	
	100%		

DISTRICT REVIEW:			
By: [signature]	Date: 5-23-19	Recommended: Yes	No
T/LPA REVIEW:			
By: [signature]	Date: 5-23-19	Recommended: Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements. (Except tribal entities)
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- Does the LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).

- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
    - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brand-specific items on this project? If so, Public Interest Finding/certification is required and should be discussed.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.

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New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

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New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments – Polk Avenue

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Polk Avenue

Project Termini: Polk Avenue and Main Street to Polk Avenue and Love Street
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 330 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

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Project Cost:	$2,948.00		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$140.40	
Total Federal Share	95%	$2,800.60	
	100%		

DISTRICT REVIEW:			
By:	Date: 5-23-19	Recommended: Yes	No
T/LPA REVIEW:			
By: Sharid Webb	Date: 5-23-19	Recommended: Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
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New Mexico DEPARTMENT OF TRANSPORTATION

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments – Tyler Avenue

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Tyler Avenue

Project Termini: Tyler Avenue and Main Street to Tyler Avenue and Love Street
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 330 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
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	100%		

DISTRICT REVIEW:			
By:	Date: 5-23-19	Recommended: Yes	No
T/LPA REVIEW:			
By: Sigurd Webb	Date: 5-23-19	Recommended: Yes	No

5/23/2019 Recommended, Yes

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Topics to discuss during PFF meetings:

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- Does the T/LPA know the Buy America requirements for steel and iron?
    - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specifications as outlined in the "Specs for Highway and Bridge Construction" unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

treated roads and delayed the need for full depth reconstruction. By extending the life of our roads, it allows for the City to plan for reconstruction of the roadways over a greater period of time. This particular project will improve system reliability as it will increase the drivability of the project roadways in terms of smoothness and decreasing the chance of shutdown in order to facilitate repair. The project will also improve and stabilize our infrastructure condition while at the same time improving safety.

Form No. A-1341
New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Mary Ann Burr, SERTPO Program Manager, at (575) 624-6131 or mbsnmedd@plateautel.net

New Mexico DEPARTMENT OF TRANSPORTATION

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments – Chaves Street

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Chaves Street

Project Termini: Chaves Street and Washington Avenue to Chaves Street and Van Buren Avenue
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 2,240 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

The City of Lovington owns and maintains over 126 miles of roadways that range from major and minor arterials as well as collectors. In an effort to preserve our roadways throughout the community, the City has invested over $4.5 million in improving our bypass system to the point that the large trucks and equipment are required to utilize either the east or west bypass. In addition, the City has been utilizing a roadway assessment to determine the type of repair or replacement our collector roadways need. Using this tool, the City implemented a micro slurry seal program in FY 2018. Over the previous two fiscal years, the City has spent over $875,760 in local tax dollars to perform these treatments on over 11.75 miles of City owned roadways. This treatment has proven to be effective and has extended the useful life of the

(Continued on additional page)

PROJECT COSTS:

Column A			Column B
If project is not phased, complete column A only. If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			Total Phases No. (1, 2, 3, I, II, III, etc.): The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost:	$24,012.80		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$1,200.64	
Total Federal Share	95%	$22,812.16	
	100%		

DISTRICT REVIEW:			
By: [signature]	Date: 5-23-19	Recommended: Yes	No
T/LPA REVIEW:			
By: [signature]	Date: 5-23-19	Recommended: Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements. (Except tribal entities)
    - Does the LPA have an approved plan on file with the NMDOT?
    - If the LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
    - LPAs with fewer than 50 employees still need an ADA policy. Does the LPA have an ADA policy?
- Does the LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).

- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
    - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brand-specific items on this project? If so, Public Interest Finding/certification is required and should be discussed.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.

- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.
    - Does the T/LPA have the capability to pay all costs up front?
    - Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
    - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
    - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specifications as outlined in the "Specs for Highway and Bridge Construction" unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

treated roads and delayed the need for full depth reconstruction. By extending the life of our roads, it allows for the City to plan for reconstruction of the roadways over a greater period of time. This particular project will improve system reliability as it will increase the drivability of the project roadways in terms of smoothness and decreasing the chance of shutdown in order to facilitate repair. The project will also improve and stabilize our infrastructure condition while at the same time improving safety.

Form No. A-1341
New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Mary Ann Burr, SERTPO Program Manager, at (575) 624-6131 or mbsnmedd@plateautel.net

New Mexico DEPARTMENT OF TRANSPORTATION

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments – 11th Street

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: 11th Street

Project Termini: 11th Street and Jefferson Avenue to 11th Street and Jackson Avenue
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 1,111 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

The City of Lovington owns and maintains over 126 miles of roadways that range from major and minor arterials as well as collectors. In an effort to preserve our roadways throughout the community, the City has invested over $4.5 million in improving our bypass system to the point that the large trucks and equipment are required to utilize either the east or west bypass. In addition, the City has been utilizing a roadway assessment to determine the type of repair or replacement our collector roadways need. Using this tool, the City implemented a micro slurry seal program in FY 2018. Over the previous two fiscal years, the City has spent over $875,760 in local tax dollars to perform these treatments on over 11.75 miles of City owned roadways. This treatment has proven to be effective and has extended the useful life of the

(Continued on additional page)

PROJECT COSTS:

Column A			Column B
If project is not phased, complete column A only. If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			Total Phases No. (1, 2, 3, I, II, III, etc.): The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost:	$9,924.93		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$496.25	
Total Federal Share	95%	$9,428.68	
	100%		

DISTRICT REVIEW:			
By:	Date: 5-23-19	Recommended: Yes	No
T/LPA REVIEW:			
By: David Webb	Date: 5-23-19	Recommended: Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements. (Except tribal entities)
    - Does the LPA have an approved plan on file with the NMDOT?
    - If the LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
    - LPAs with fewer than 50 employees still need an ADA policy. Does the LPA have an ADA policy?
- Does the LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).

- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
    - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brand-specific items on this project? If so, Public Interest Finding/certification is required and should be discussed.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.

- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.
    - Does the T/LPA have the capability to pay all costs up front?
    - Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
    - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
    - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specifications as outlined in the "Specs for Highway and Bridge Construction" unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

treated roads and delayed the need for full depth reconstruction. By extending the life of our roads, it allows for the City to plan for reconstruction of the roadways over a greater period of time. This particular project will improve system reliability as it will increase the drivability of the project roadways in terms of smoothness and decreasing the chance of shutdown in order to facilitate repair. The project will also improve and stabilize our infrastructure condition while at the same time improving safety.

Form No. A-1341
New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Mary Ann Burr, SERTPO Program Manager, at (575) 624-6131 or mbsnmedd@plateautel.net

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments – Jackson Avenue

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Jackson Avenue

Project Termini: Jackson Avenue and 17th Street to Jackson Avenue and 13th Street
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 2,577 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

The City of Lovington owns and maintains over 126 miles of roadways that range from major and minor arterials as well as collectors. In an effort to preserve our roadways throughout the community, the City has invested over $4.5 million in improving our bypass system to the point that the large trucks and equipment are required to utilize either the east or west bypass. In addition, the City has been utilizing a roadway assessment to determine the type of repair or replacement our collector roadways need. Using this tool, the City implemented a micro slurry seal program in FY 2018. Over the previous two fiscal years, the City has spent over $875,760 in local tax dollars to perform these treatments on over 11.75 miles of City owned roadways. This treatment has proven to be effective and has extended the useful life of the

(Continued on additional page)

PROJECT COSTS:

Column A			Column B
If project is not phased, complete column A only. If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			Total Phases No. (1, 2, 3, I, II, III, etc.): The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost:	$25,322.43		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$1,266.12	
Total Federal Share	95%	$24,056.31	
	100%		

DISTRICT REVIEW:			
By:	Date: 5-23-19	Recommended: Yes	No
T/LPA REVIEW:			
By: Sharon Welch	Date: 5-23-19	Recommended: Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements. (Except tribal entities)
    - Does the LPA have an approved plan on file with the NMDOT?
    - If the LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
    - LPAs with fewer than 50 employees still need an ADA policy. Does the LPA have an ADA policy?
- Does the LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).

- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
    - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brand-specific items on this project? If so, Public Interest Finding/certification is required and should be discussed.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.

- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.
    - Does the T/LPA have the capability to pay all costs up front?
    - Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
    - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
    - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specifications as outlined in the "Specs for Highway and Bridge Construction" unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

treated roads and delayed the need for full depth reconstruction. By extending the life of our roads, it allows for the City to plan for reconstruction of the roadways over a greater period of time. This particular project will improve system reliability as it will increase the drivability of the project roadways in terms of smoothness and decreasing the chance of shutdown in order to facilitate repair. The project will also improve and stabilize our infrastructure condition while at the same time improving safety.

Form No. A-1341
New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

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New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments –Avenue E

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Avenue E

Project Termini: Avenue E and 5th Street to Avenue E and 9th Street
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 720 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

The City of Lovington owns and maintains over 126 miles of roadways that range from major and minor arterials as well as collectors. In an effort to preserve our roadways throughout the community, the City has invested over $4.5 million in improving our bypass system to the point that the large trucks and equipment are required to utilize either the east or west bypass. In addition, the City has been utilizing a roadway assessment to determine the type of repair or replacement our collector roadways need. Using this tool, the City implemented a micro slurry seal program in FY 2018. Over the previous two fiscal years, the City has spent over $875,760 in local tax dollars to perform these treatments on over 11.75 miles of City owned roadways. This treatment has proven to be effective and has extended the useful life of the

(Continued on additional page)

PROJECT COSTS:

Column A			Column B
If project is not phased, complete column A only. If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			Total Phases No. (1, 2, 3, I, II, III, etc.): The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost:	$6,432.00		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$317.10	
Total Federal Share	95%	$6,024.90	
	100%		

DISTRICT REVIEW:				
By: [signature]	Date: 5-23-19	Recommended:	Yes	No
T/LPA REVIEW:				
By: [signature]	Date: 5-23-19	Recommended:	Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements. (Except tribal entities)
  - Does the LPA have an approved plan on file with the NMDOT?
  - If the LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
  - LPAs with fewer than 50 employees still need an ADA policy. Does the LPA have an ADA policy?
- Does the LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).

- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
    - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brand-specific items on this project? If so, Public Interest Finding/certification is required and should be discussed.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.

- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.
    - Does the T/LPA have the capability to pay all costs up front?
    - Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
    - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
    - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specifications as outlined in the "Specs for Highway and Bridge Construction" unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

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Form No. A-1341
New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

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New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments –Avenue F

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Avenue F

Project Termini: Avenue F and 5th Street to Avenue F and Main Street
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 1,853 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

The City of Lovington owns and maintains over 126 miles of roadways that range from major and minor arterials as well as collectors. In an effort to preserve our roadways throughout the community, the City has invested over $4.5 million in improving our bypass system to the point that the large trucks and equipment are required to utilize either the east or west bypass. In addition, the City has been utilizing a roadway assessment to determine the type of repair or replacement our collector roadways need. Using this tool, the City implemented a micro slurry seal program in FY 2018. Over the previous two fiscal years, the City has spent over $875,760 in local tax dollars to perform these treatments on over 11.75 miles of City owned roadways. This treatment has proven to be effective and has extended the useful life of the

(Continued on additional page)

PROJECT COSTS:

Column A			Column B
If project is not phased, complete column A only. If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			Total Phases No. (1, 2, 3, I, II, III, etc.): The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost:	$17,143.07		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$857.15	
Total Federal Share	95%	$16,285.92	
	100%		

DISTRICT REVIEW:				
By:	Date: 5-23-19	Recommended:	Yes	No
T/LPA REVIEW:				
By: Brandy Webb	Date: 5-23-19	Recommended:	Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements. (Except tribal entities)
    - Does the LPA have an approved plan on file with the NMDOT?
    - If the LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
    - LPAs with fewer than 50 employees still need an ADA policy. Does the LPA have an ADA policy?
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- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
    - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
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- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

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Form No. A-1341
New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Mary Ann Burr, SERTPO Program Manager, at (575) 624-6131 or mbsnmedd@plateautel.net

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments –Avenue O

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Avenue O

Project Termini: Avenue O and Avenue P to Avenue O and 13th Street
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 1,280 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

The City of Lovington owns and maintains over 126 miles of roadways that range from major and minor arterials as well as collectors. In an effort to preserve our roadways throughout the community, the City has invested over $4.5 million in improving our bypass system to the point that the large trucks and equipment are required to utilize either the east or west bypass. In addition, the City has been utilizing a roadway assessment to determine the type of repair or replacement our collector roadways need. Using this tool, the City implemented a micro slurry seal program in FY 2018. Over the previous two fiscal years, the City has spent over $875,760 in local tax dollars to perform these treatments on over 11.75 miles of City owned roadways. This treatment has proven to be effective and has extended the useful life of the

(Continued on additional page)

PROJECT COSTS:

Column A			Column B
If project is not phased, complete column A only. If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			Total Phases No. (1, 2, 3, I, II, III, etc.): The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost:	$13,721.60		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$686.08	
Total Federal Share	95%	$13,035.52	
	100%		

DISTRICT REVIEW:			
By:	Date: 5-23-19	Recommended: Yes	No
T/LPA REVIEW:			
By:	Date: 5-23-19	Recommended: Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements. (Except tribal entities)
    - Does the LPA have an approved plan on file with the NMDOT?
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New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

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New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments –Love Street

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Love Street

Project Termini: Love Street and Avenue K to Love Street and Avenue R
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 2,388 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | *Freight Movement & Economic Vitality* | *System Connectivity* | *Infrastructure Condition*
Safety | *Congestion Reduction* | *Environmental Sustainability* | *Reduced Project Delivery Delays*

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

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(Continued on additional page)

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If project is not phased, complete column A only. If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			Total Phases No. (1, 2, 3, I, II, III, etc.): The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost:	$25,599.36		Total Project Cost: $
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	5%	$1,279.97	
Total Federal Share	95%	$24,319.39	
	100%		

DISTRICT REVIEW:				
By:	Date: 5-23-19	Recommended:	Yes	No
T/LPA REVIEW:				
By: Sigrid Webb	Date 5-23-19	Recommended:	Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
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Form No. A-1341
New 02/19
Statewide Planning

SERTPO

T/LPA PROJECT FEASIBILITY FORM (PFF)

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New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

GENERAL INFORMATION

Preparation Date: May 13, 2019

Project Title: Municipal Road Micro-Slurry Treatments –Love Street

Requesting T/LPA: City of Lovington

Governing Body Approval:
YES X NO __PENDING__

Person in Responsible Charge: James R. Williams

Phone: (575) 396-2884

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY *TRANSPORTATION ALTERNATIVE* *BRIDGE* *SAFETY* *OTHER*
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Love Street

Project Termini: Love Street and Avenue K to Love Street and Avenue R
Beginning Mile point NA Ending Mile point NA

Total length of proposed project: 2,388 feet

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING *CONSTRUCTION* *CONSTRUCTION MANAGEMENT& TESTING*

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
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(Continued on additional page)

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DISTRICT REVIEW:				
By:	Date: 5-23-19	Recommended:	Yes	No
T/LPA REVIEW:				
By:	Date: 5-23-19	Recommended:	Yes	No

5/23/2019 Recommended, Yes

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

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Form No. A-1342
New 02/19
Statewide Planning

T/LPA PROJECT PROSPECTUS FORM (PPF)

INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.

1. **Date of Submittal:** May 13, 2019

2. **Is this project phased? No. If phased:** N/A

3. **T/LPA Responsible Charge:** City of Lovington

4. **Project Name:** Municipal Roadway Micro Slurry Sealing

5. **Is the project on the ICIP? Yes. If yes, year and priority #:** Multiple, will attach list

6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, list documents (ICIP/Community/Bike/Ped Plan/etc.): ICIP, Municipal Roadway Assessment

7. **Is a related project in the STIP? No. If yes, year(s):** N/A **Control #:** N/A

8. **Is a related project on the MPO TIP/RTPO RTIPR? No. If yes, which year(s):** N/A
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, ***please include the plan's cover page and the page on which the project is listed for any relevant documents.***

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9. **T/LPA Person in Responsible Charge:** James R. Williams, City Manager

10. **Address:** 214 S. Love St, Lovington, NM 88260 *11.* **County: Lea**

12. **Phone:** 575-396-2884 *13.* **E-mail:** jwilliams@lovington.org

14. **MPO or RTPO: Southeast RTPO** *15.* **NMDOT District #: 2**

Project Description

16. **In the space below, please provide a narrative describing the Project Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

The City of Lovington owns and maintains over 126 miles of roadways that range from major and minor arterials as well as collectors. In an effort to preserve our roadways throughout the community, the City has invested over $4.5 million in improving our bypass system to the point that the large trucks and equipment are required to utilize either the east or west bypass. In addition, the City has been utilizing a roadway assessment to determine the type of repair or replacement our collector roadways need. Using this tool, the City implemented a micro slurry seal program in FY 2018. Over the previous two fiscal years, the City has spent over $875,760 in local tax dollars to perform these treatments on over 11.75 miles of City owned roadways. This treatment has proven to be effective and has extended the useful life of the treated roads and delayed the need for full depth reconstruction. By extending the life of our roads, it allows for

the City to plan for reconstruction of the roadways over a greater period of time. The project areas for this request includes the planning, design, surface preparation, and application of a micro slurry seal to 14,089 linear feet of the roadways identified on the attached page. All improvements will be made to the aforementioned roadways.

17. **Select the main project type: 06 4R Restoration and Rehabilitation**
List additional project types here: N/A

Project Details (fill out where applicable)

18. **Project Scope** (not the same as Purpose and Need)**:** The scope of work for this project includes surface preparation/cleaning, notification to area residents and property owners, materials, labor, traffic control and mobilization. The application of the micro slurry will provide a mixture of dense-graded aggregate (SP-III), asphalt emulsion, water, and mineral fillers. The application will add approximately 3/8" of thickness to the roadway, increase skid resistance, seal cracks, and restore the surface of the road. The treatment will also increase the service life of the roads by over ten years. All work conducted at the various locations will occur within the existing City of Lovington right-of way.

19. **Route # (or Street) Name:** Multiple, see attached *20.* **Length (mi.):** 2.67

21. **Begin mile post/intersection:** See attached*22.* **End mile post/intersect.:** See attached

23. **Attach a map of project area:** Attached

24. **Roadway FHWA Functional Classification(s): Local**

Funding Information

25. **Has a related project received Federal funding previously? No. If yes, which years?** N/A **Which funding program(s)?** N/A

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other (DOT)	
26. Preliminary Engineering*					
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction		$7,854.10		$149,227.90	$157,082
Totals		$7,854.10		$149,227.90	$157,082

* *26*. Preliminary Engineering total includes planning, environmental, and design.

** *29*. Construction management total includes bidding, observation and material testing.

*** Local funds can be used for match and to increase project total.

See Program specific guidance on match ratios. Generally, match ratios for projects are 85.44% Federal, 14.56% Local/State/Tribal.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received ***OR*** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. **Clearances and/or Certifications:** As this project does not have a project number, no clearances have been received. The City does not foresee any issues with obtaining clearances as the roadways are owned by the municipality and no additional right of way or easements will be required. As this project only consists of the micro-slurry seal application, no engineering will be required.

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. **In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets,** i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

This project will improve safety by reducing the deterioration that occurs as a road ages. Deterioration will lead to uneven surfaces and can cause hazards for pedestrians and vehicles.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☒ **Economic Vitality:** The extension of the lifespan of the roads identified in this project will reduce the substantial financial burden on the City by necessitating the need for a full depth reconstruction in the immediate future. Extending the lifespan will spread this need out over several fiscal years. By reducing the chance of a large substantial financial impact that could occur due to several complete reconstruction projects occurring at once, the City can work to ensure that other stabilizing and restorative roadway projects can continue as well.

34. ☒ **Safety for Motorized and Non-motorized Users:** By slowing and eliminating roadway deterioration, the safety of motorized users is improved. In addition, non-motorized users safety is

increased by reducing the likelihood that a vehicle may collide with them when they are attempting to avoid damaged roadway.

35. ☒ **Security for Motorized and Non-motorized Users:** By slowing and eliminating roadway deterioration, the safety of motorized users is improved. In addition, non-motorized users safety is increased by reducing the likelihood that a vehicle may collide with them when they are attempting to avoid damaged roadway.

36. ☒ **Accessibility and Mobility of People and Freight:** This stabilizing technique will keep the roadway open so people and freight may be moved around the community. Reconstruction of the complete roadways listed would disrupt travel greatly and for extended periods of time. Utilizing this method would only require the project roads to be closed for less than 12 hours.

37. ☒ **Environment, Energy Conservation, Quality of Life:** By rehabilitating the roads, the improved surfacing reduces fuel consumption thereby reducing energy consumption and reducing pollution of the environment. The quality of life of our citizens would also be improved by increasing safety, improving community aesthetics, and allowing for funds that are saved to be utilized on other projects that will improve the community and citizens quality of life.

38. ☒ **Integration and Connectivity:** All of the listed roadways within this project are a vital component of the overall transportation system for the City of Lovington. Improvement and stabilization of the roadway surfaces will assure the useful life of the roads will be increased.

39. ☒ **System Management and Operation:** This project will allow for better management of our transportation system through the preservation and extension of the life of it prior to the need for a complete reconstruction.

40. ☒ **System Preservation:** The micro-slurry seal will extend the useful life of our roadways, stop deterioration, and free up funding to be utilized on other roadway improvements.

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO**, **District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation* Act, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. ***- OR -***

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.

Project Limits

The City of Lovington has been diligently working to improve and maintain our local roadways. The local roadway system is composed of approximately 126 miles. In addition to local or collector roadways, the City has been working to upgrade the local bypass to bring it to NMDOT standards so it may be designated as an official truck bypass. The motivation for this investment in our infrastructure is to reduce the amount of heavy vehicle and equipment traffic that uses the "interior" roadways of our community that are not designed to handle the weight of the equipment and subsequently reduces the longevity of the roadways.

The FY 2019-2020 Lovington IPR project will provide micro slurry seal treatments to 14,089 (2.67 miles) lineal feet of roadway. As this project will involve multiple locations throughout the City transportation network, the below chart identifies each roadway and the project limits for each section.

Roadway	Start Point	End Point	Width	Linear Feet	Square Yards
Larch Avenue	3rd Street	1st Street	30	630	2,100
Kingwood Avenue	1st Street	Main Street	30	630	2,100
Polk Avenue	Main Street	Love Street	30	330	1,100
Tyler Avenue	Main Street	Love Street	30	330	1,100
Chaves Street	Washington Avenue	Van Buren Avenue	36	2,240	8,960
11th Street	Jefferson Avenue	Jackson Avenue	30	1,111	3,703
Jackson Avenue	17th Street	13th Street	Varies	2,577	9,449
Avenue E	5th Street	9th Street	30	720	2,400
Avenue F	5th Street	Main Street	Varies	1,853	6,397
Avenue O	Avenue P	13th Street	36	1,280	5,120
Love Street	Avenue K	Avenue R	36	2,388	9,552

For reference, maps of each project area are attached. KMZ files are available upon request.

New Mexico DEPARTMENT OF
TRANSPORTATION

June 11, 2019

James R Williams
City Manager
214 S Love St.
Lovington NM 88260

RE: Various City Streets

Dear Mr. Williams;

This letter is to showing support of the above-mentioned project. This project was presented in a Project Feasibility Review on May 22, 2019. The preliminary scope is Slurry Seal/ Micro surface on various city streets which tie into US 82 in the Town of Lovington.

Sincerely.

Tim Parker P.E. M.S
District 2, DE

Lm

Xc: file

Michelle Lujan Grisham
Governor

Michael R. Sandoval
Cabinet Secretary

Commissioners

Jennifer Sandoval
Commissioner, Vice-Chairman
District 1

Bruce Ellis
Commissioner
District 2

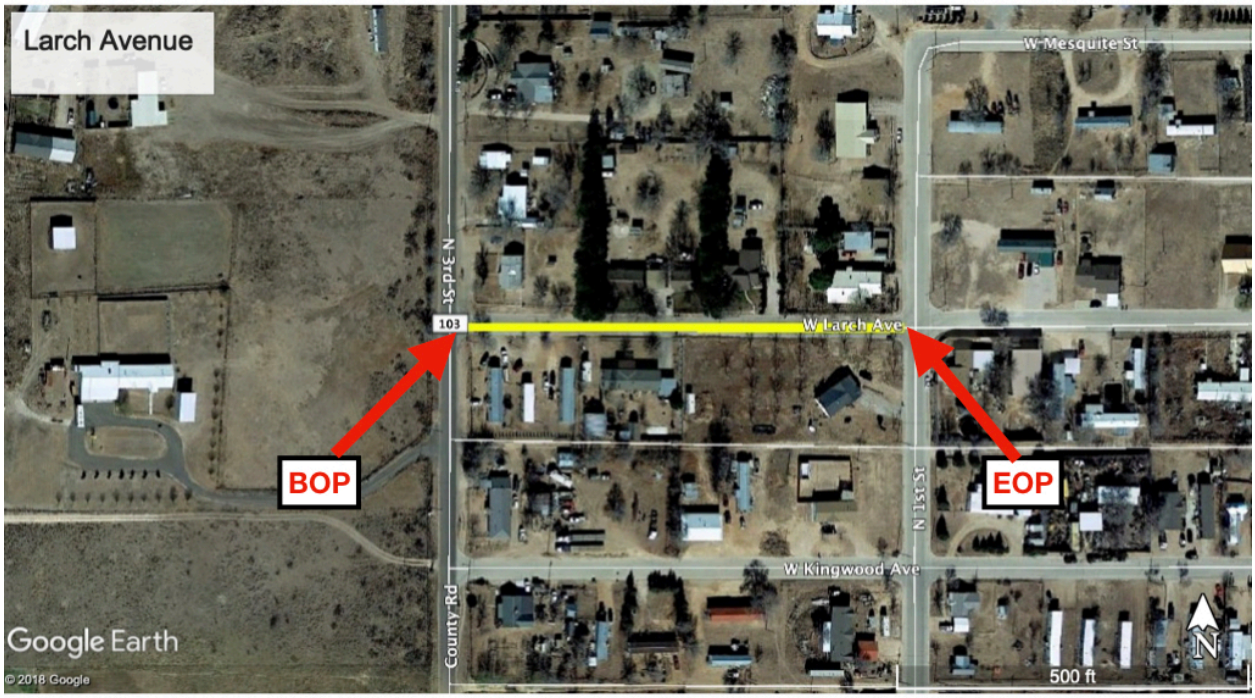
Keith Mortensen
Commissioner
District 3

Walter G. Adams
Commissioner, Chairman
District 4

Vacant
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

Project Limits



Project Limits

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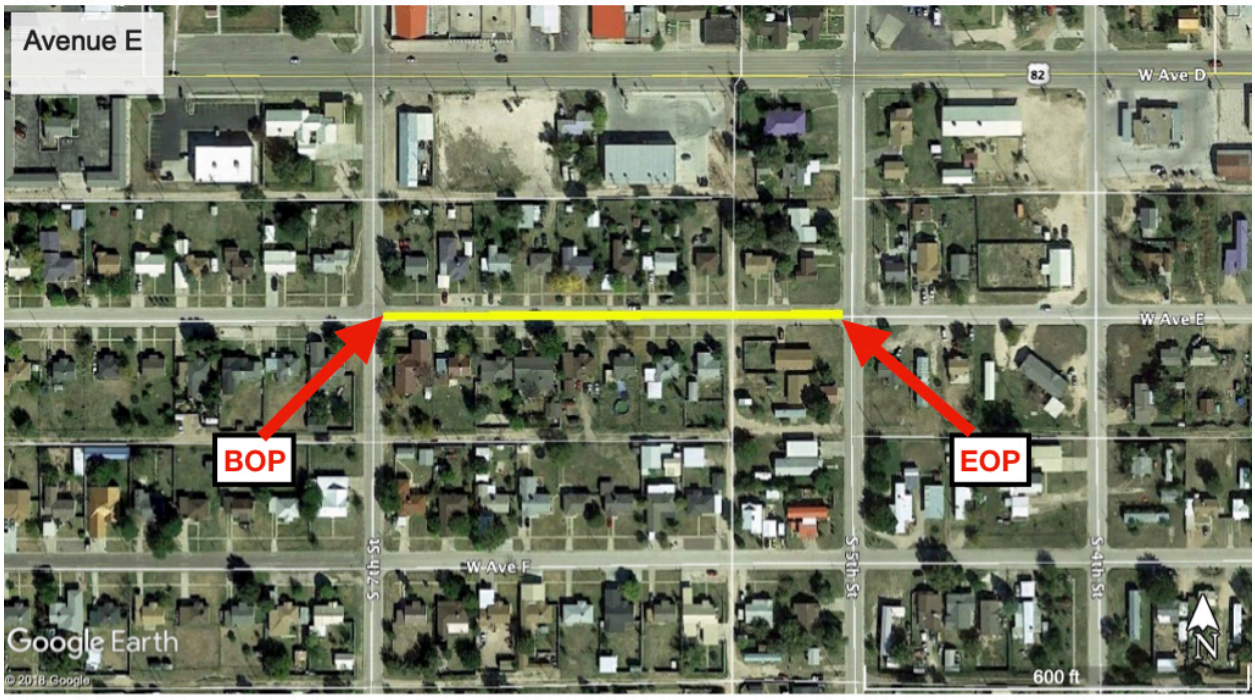

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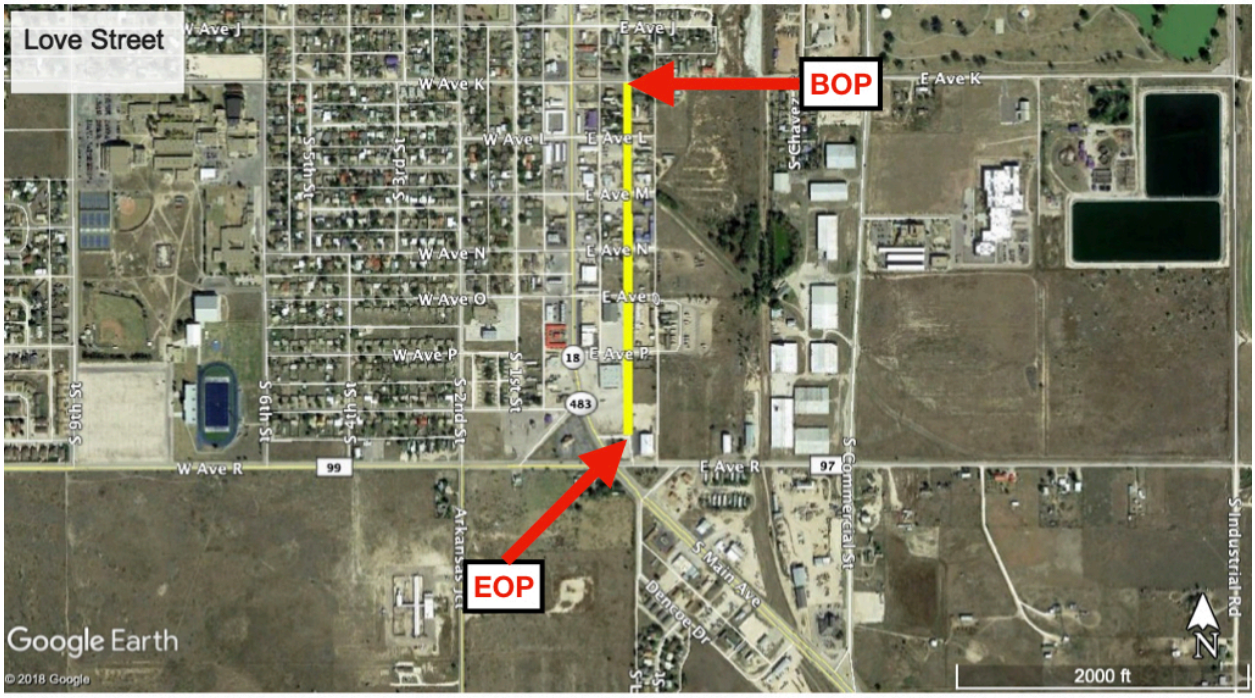

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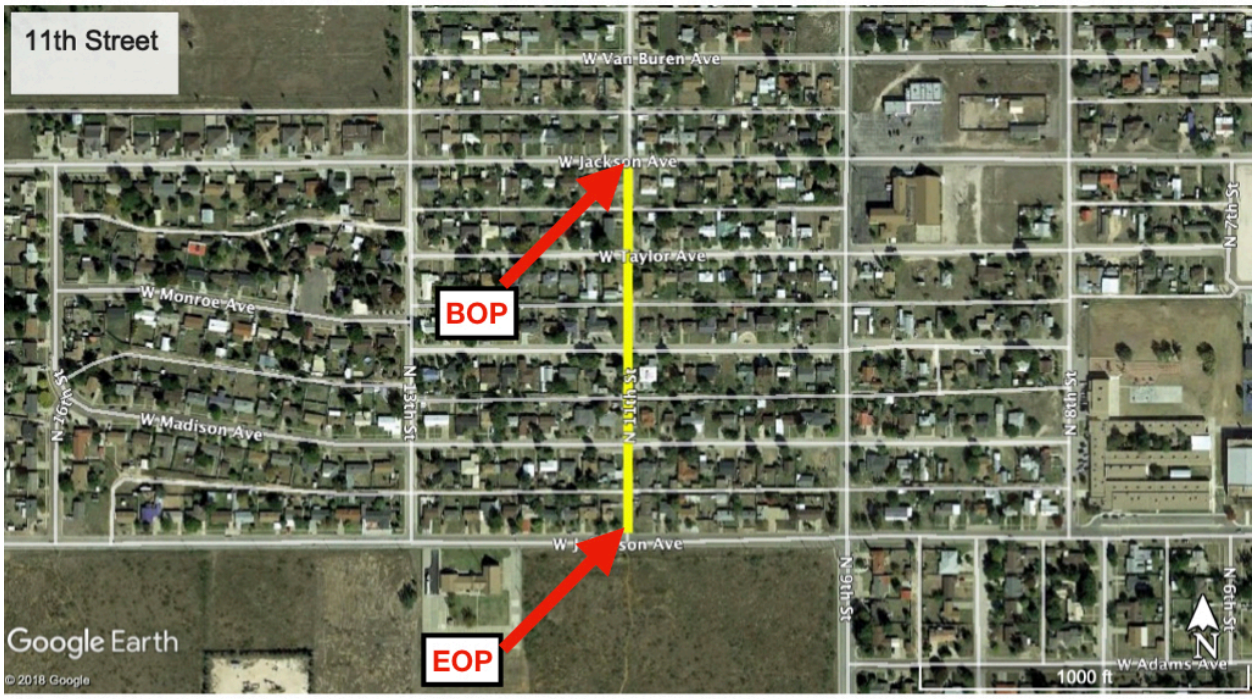

Project Limits

OVERALL PROJECT