



Agenda Item Number: 12-12-13.7

**SANDOVAL COUNTY
BOARD OF COUNTY COMMISSIONERS**

Date of Commission

Meeting: December 12, 2013

Division / Elected

Office: Public Works

Staff Contact: Tommy Mora, Jr., Director

Title of Item: Sandoval County Transportation Plan

Action Requested: Discussion and Motion to Adopt Resolution No. 12-12-13.7
Approving the Sandoval County Transportation Plan

Summary:

The purpose of this plan is to identify existing and future conditions of the County transportation system (roadways, bridges, bicycle and pedestrian facilities, transit and rail). This plan sets up a process that helps prioritize and program projects as funding becomes available. Staff recommends Board of County Commission approval.

Attachments:

- Resolution No. 12-12-13.7
- Transportation Plan
(available for review on County website and reception desk)

FISCAL IMPACT

There is no fiscal impact.

STAFF ANALYSIS SUMMARY

County Manager: Recommend Board of County Commission approval. PPR 12/06/2013

**Initiating Elected Official /
Division Director:** Recommend Approval-TMJ 12/5/13

Legal: Approved as to form. Recommend approval.
PFT 12/9/2013

Finance: Recommend Approval- CCH 12/6/13



**SANDOVAL COUNTY
BOARD OF COUNTY COMMISSIONERS**

RESOLUTION NO. 12-12-13.7

TRANSPORTATION PLAN

WHEREAS, the Sandoval County Board of Commissioners met in regular session on the 12th day of December 2013; and

WHEREAS, the purpose of this plan is to identify existing and future conditions of the County transportation system (roadways, bridges, bicycle and pedestrian facilities, transit and rail) and to utilize this information to identify needs and prioritize projects for implementation using the CO-OP funds that are programmed to be used in the rural communities; and

WHEREAS, the Sandoval County staff and Bohannon Huston worked together in the creation of the Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Sandoval County Board of County Commissioners certify that the attached Transportation Plan is an accurate listing of the roads maintained by the County Road Department.

BE IT FURTHER RESOLVED that the roads maintained within Sandoval County are part of this Transportation Plan.

DONE at Bernalillo, County of Sandoval, New Mexico, this 12th day of December 2013.

**BOARD OF COUNTY COMMISSIONERS
OF SANDOVAL COUNTY**

Darryl F. Madalena, Chair

Nora Scherzinger, Vice Chair

Orlando J. Lucero, Member

Don G. Chapman, Member

Glenn Walters, Member

ATTEST:

Eileen Garbagni, County Clerk

APPROVED AS TO FORM:

Patrick F. Trujillo, County Attorney

SANDOVAL COUNTY TRANSPORTATION PLAN

MAY 2013

Prepared For:

Sandoval County Public Works



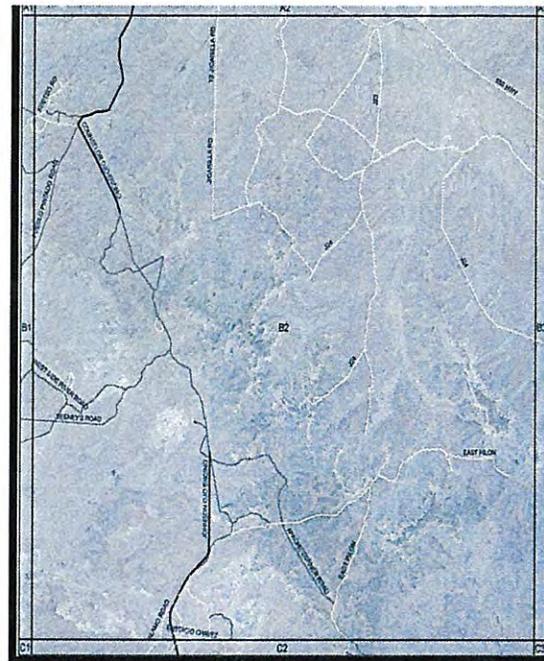
Prepared By:

Bohannon  **Huston**

Engineering

Spatial Data

Advanced Technologies



**SANDOVAL COUNTY
TRANSPORTATION PLAN**

MAY 2013

**PREPARED FOR
SANDOVAL COUNTY PUBLIC WORKS DEPARTMENT**



**PREPARED BY
BOHANNAN HUSTON, INC.
7500 JEFFERSON ST NE
COURTYARD ONE
ALBUQUERQUE, NM 87109**

SANDOVAL COUNTY PUBLIC WORKS RD INVENTORY 2013-14

	Year 2013-2014
SUMMARY	
CUBA	602.65
RIO RANCHO	657.05
BERNALILLO	196.33
JEMEZ	60.12
TOTAL	1516.15

Summary Break down		2013-2014
Area	dist	miles
Algodones	1	3.53
Bernalillo	1	7.30
Bosque	1	2.68
Canon	5	5.41
Corrales	2	27.17
Counselor	5	147.84
Cuba	5	43.80
Jemez	5	7.94
Jemez Pueblo	5	9.28
La Cueva	5	36.47
La Jara	5	16.77
La Luz	1	1.80
La Madera	1	34.31
Marquez	5	6.64
Ojo Encino	5	102.20
Pena Blanca	5	34.03
Placitas	1	67.23
Ponderosa	5	1.02
Regina	5	20.53
Sandia Pueblo	1	11.64
San Luis	5	183.04
Torreón	5	88.47
Rio R 1	4*2	58.71
Rio R 2	2	49.51
Rio R 23	5	93.59
Rio R 24	5	77.29
Rio R 26	5	94.57
Rio R 3	2	33.73
Rio R 4	2	25.84
Rio R 5	2*4	55.28
Rio R 6	2*4	54.03
Rio R 7	4	53.13
Rio R 8	4	34.24
Rio R 9	2	27.13
Total inventory 2013-2014		1516.15

Road Inventory 2012-2013	1516.15
Adjusted inventory for 2013-14	0

TOTAL ADJ INVENTORY 13-14	1516.15
----------------------------------	----------------

NAME	Dist	NUM	MILES	TOT	FROM	TO
ALGODONES						
<u>Avenida Encanto</u>	1 P	100	0.12		<u>AVENIDA TOMAS</u>	<u>DEAD END</u>
<u>Avenida Tomas</u>	1 P	101	0.11		<u>MESA VISTA DR</u>	<u>AVENIDA ENCANTO</u>
<u>Bosque Road</u>	1 G	102	0.62		<u>HWY313</u>	<u>Private Drive</u>
<u>Bowersville Road</u>	1 P	103	0.45		<u>HWY 315</u>	<u>DEAD END</u>
<u>Calle San Jose</u>	1 P	104	0.20		<u>HWY 313</u>	<u>DEAD END</u>
<u>Coronado Road</u>	1 P	105	0.36		<u>FRTGE RD</u>	<u>DEAD END</u>
<u>HWY 474</u>	1 P	106	0.64		<u>HWY313</u>	<u>DEAD END</u>
<u>Los Colonias Road</u>	1 P	107	0.63		<u>HWY 474</u>	<u>HWY 313</u>
<u>Mesa Vista Drive</u>	1 G	108	0.12		<u>Coronado rd</u>	<u>DEAD END</u>
<u>Mesa Vista Drive</u>	1 P	108	0.28		<u>Coronado rd</u>	<u>Avenida Thomas</u>
TOTAL ALGODONES				3.53		

NAME	Dist	NUM	MILES	TOT	FROM	TO
BERNALILLO						
<u>Athena Rd</u>	1 P	110	0.60		<u>Richardson Dr</u>	<u>Dead End</u>
<u>Avenida Justica</u>	1 p	40103	0.03		<u>Montoya rd</u>	<u>Dead End</u>
<u>Bobby Pl</u>	1 P	111	0.12		<u>Hill Road So</u>	<u>Athena</u>
<u>Calle Baack</u>	1 P	117	0.30		<u>Hwy 528</u>	<u>Camino Alto</u>
<u>Calle De Las Lomas</u>	1 P	112	0.36		<u>Hwy 528</u>	<u>Camino Alto</u>
<u>Camino Alto</u>	1 P	133	0.50		<u>Calle La Buena Tierra</u>	<u>Calle De Las Lomas</u>
<u>Carolina Rd</u>	1 P	115	0.57		<u>Athena rd</u>	<u>Richardson dr</u>
<u>Cielo Vista</u>	1 P	70147	0.40		<u>Hwy 528</u>	<u>Camino Alto</u>
<u>Edith Rd</u>	1 P	116	0.30		<u>Hwy 313</u>	<u>Dead End</u>
<u>Gutierrez Rd</u>	1 P	118	0.58		<u>Avenida Bernalillo</u>	<u>Hernandez ave</u>
<u>Hernandez rd</u>	1 P	70148	0.10		<u>South Oak rd</u>	<u>Los Arboles</u>
<u>Llanito Rd</u>	1 P	121	0.40		<u>HWY 313</u>	<u>HWY 313</u>
<u>Los Arboles</u>	1 P	113	0.42		<u>Gutierrez rd</u>	<u>South Hill rd</u>
<u>Lucero Ave</u>	1 P	122	0.20		<u>Hwy 313</u>	<u>Dead End</u>
<u>Melissa Rd</u>	1 P	124	0.14		<u>Athena rd</u>	<u>Dead End</u>
<u>Montoya rd</u>	1 P	1572	0.34		<u>Hwy 528</u>	<u>Avenida Justica</u>
<u>Mountain View Rd</u>	1 P	125	0.20		<u>Richardson Dr</u>	<u>Melissa rd</u>
<u>Oak St</u>	1 P	127	0.40		<u>Avenida Bernalillo</u>	<u>Richardson dr</u>
<u>Old Highway 44</u>	1 P	128	0.60		<u>HWY 313</u>	<u>Santa Anna Dr</u>
<u>Richardson Dr</u>	1 P	129	0.20		<u>South Hill rd</u>	<u>Oak St</u>
<u>South Oak Rd</u>	1 P	131	0.34		<u>Valle rd</u>	<u>Hernandez ave</u>
<u>Swan Loop Rd</u>	1 P	132	0.20		<u>Mountain View</u>	<u>Letita rd</u>
TOTAL BERNALILLO				7.30		

NAME	Dist	NUM	MILES	TOT	FROM	TO
BOSQUE						
<u>Bosque Loop</u>	1 P	137	1.10		<u>Calle Del Bosque</u>	<u>Calle Del Bosque</u>
<u>Calle Alamito</u>	1 P	138	0.12		<u>Bosque Lp</u>	<u>Dead End</u>
<u>Calle Del Bosque</u>	1 p	140	0.90		<u>Calle Laguna</u>	<u>Bosque loop</u>
<u>East Canal Rd</u>	1 P	135	0.17		<u>Bosque Lp</u>	<u>Dead End</u>
<u>Guadalupe rd</u>	1 P	117	0.20		<u>Bosque rd</u>	<u>Bosque loop</u>
<u>West Canal Rd</u>	1 P	136	0.19		<u>Bosque Lp</u>	<u>Dead End</u>
TOTAL BOSQUE				2.68		

NAME	Dist	NUM	MILES	TOT	FROM	TO
CANON						
<u>Camino Corto</u>	5 G	200	0.43		<u>Vista Hermosa</u>	<u>Dead End</u>
<u>Cercado Court</u>	5 G	201	0.32		<u>Vista Hermosa</u>	<u>Dead End</u>
<u>Chimal Road</u>	5 G	202	0.90		<u>HWY 485</u>	<u>Dead End</u>
<u>Culebra Road</u>	5 G	203	0.70		<u>Vista Hermosa</u>	<u>Dead End</u>
<u>Mesita Road</u>	5 G	204	0.20		<u>Vista Hermosa</u>	<u>Dead End</u>
<u>Ojo Road</u>	5 G	205	0.08		<u>Vista Hermosa</u>	<u>Dead End</u>
<u>Piedra Dura Road</u>	5 G	206	0.38		<u>Vista Hermosa</u>	<u>Dead End</u>
<u>Vista Hermosa Dr.</u>	5 G	208	0.60		<u>Culebra rd</u>	<u>Piedra Dura</u>
<u>Vista Hermosa Rd</u>	5 G	207	1.80		<u>Hwy 4</u>	<u>Culebra rd</u>
TOTAL CANYON				5.41		

NAME	Dist	NUM	MILES	TOT	FROM	TO
CORRALES						
<u>Angel Road</u>	<u>2 G</u>	<u>300</u>	<u>1.50</u>		<u>Loma LargaN</u>	<u>Dead End</u>
<u>Cam Vista Hermosa Road Te</u>	<u>2 P</u>	<u>326</u>	<u>1.50</u>		<u>Corrales rd</u>	<u>Dead End</u>
<u>Camino De La Tierra</u>	<u>2 P</u>	<u>303</u>	<u>1.50</u>		<u>Loma Larga North</u>	<u>Dead End</u>
<u>Camino Los Milagros</u>	<u>2 G</u>	<u>319</u>	<u>1.10</u>		<u>Loma Larga North</u>	<u>Dead End</u>
<u>Camino Lucia</u>	<u>2 P</u>	<u>304</u>	<u>1.20</u>		<u>Corrales rd</u>	<u>Cam Lucia</u>
<u>Cherri Lane Road(Sherri)</u>	<u>2 G</u>	<u>306</u>	<u>0.00</u>		<u>Francis Dr</u>	<u>Dead End</u>
<u>Chimaja Road</u>	<u>2 G</u>	<u>305</u>	<u>0.40</u>		<u>Bensics rd</u>	<u>Dead End</u>
<u>Coronado Road</u>	<u>2 P</u>	<u>307</u>	<u>1.00</u>		<u>Corrales rd</u>	<u>Dead End</u>
<u>East canal rd</u>	<u>2 G</u>	<u>310</u>	<u>0.00</u>		<u>West Meadowlark rd</u>	<u>West Ella dr</u>
<u>East Ella</u>	<u>2 P</u>	<u>311</u>	<u>0.50</u>		<u>Corrales Rd</u>	<u>Dead End</u>
<u>East La Entrada Road</u>	<u>2 P</u>	<u>312</u>	<u>0.50</u>		<u>Corrales rd</u>	<u>Dead End</u>
<u>El Camino Arco Iris Road</u>	<u>2 P</u>	<u>302</u>	<u>0.90</u>		<u>Martinez rd</u>	<u>Dead End</u>
<u>Entrada De Martinez Road</u>	<u>2 P</u>	<u>313</u>	<u>0.30</u>		<u>Old Church rd</u>	<u>El Cam Arco Iris rd</u>
<u>Francis Drive</u>	<u>2 P</u>	<u>314</u>	<u>0.08</u>		<u>Entrada rd</u>	<u>East canal rd</u>
<u>Hollywood Road</u>	<u>2 G</u>	<u>316</u>	<u>1.26</u>		<u>LOMA LARGA</u>	<u>DEAD END</u>
<u>Loma Larga Road North to A</u>	<u>2 P</u>	<u>317</u>	<u>4.90</u>		<u>Cam De La Tierra</u>	<u>Meadowlark rd</u>
<u>Loma Larga Road South</u>	<u>2 P</u>	<u>318</u>	<u>0.00</u>			
<u>Mountain Shadows Road</u>	<u>2 P</u>	<u>322</u>	<u>0.99</u>		<u>Entrada rd</u>	<u>Francis dr</u>
<u>Old Church Road</u>	<u>2 P</u>	<u>323</u>	<u>1.20</u>		<u>Corrales rd</u>	<u>West La Entrada</u>
<u>Ranchitos Road</u>	<u>2 P</u>	<u>324</u>	<u>1.00</u>		<u>Coronado rd</u>	<u>East canal rd</u>
<u>Reclining Acres Road</u>	<u>2 P</u>	<u>325</u>	<u>0.60</u>		<u>Loma Larga South</u>	<u>Dead End</u>
<u>Sagebrush rd</u>	<u>2 p</u>	<u>331</u>	<u>1.29</u>		<u>Loma Larga North</u>	<u>Dead End</u>
<u>Sereno rd</u>	<u>2 G</u>	<u>309</u>	<u>0.06</u>		<u>Sereno rd</u>	<u>Chamaja</u>
<u>West Ella Road</u>	<u>2 P</u>	<u>328</u>	<u>1.70</u>		<u>Corrales rd</u>	<u>Loma Larga south</u>
<u>West La Entrada</u>	<u>2 P</u>	<u>330</u>	<u>1.60</u>		<u>Corrales rd</u>	<u>Dead End</u>
<u>West Meadowlark Lane</u>	<u>2 P</u>	<u>320</u>	<u>1.80</u>		<u>Corrales rd</u>	<u>Rio Rancho</u>
<u>West Valverde Road</u>	<u>2 P</u>	<u>327</u>	<u>0.29</u>		<u>Corrales rd</u>	<u>Loma Larga south</u>
TOTAL CORRALES				27.17		

NAME	Dist	NUM	MILES	TOT	FROM	TO
COUNSELOR						
<u>Alamo Lake Road</u>	5 G	400	5.30		<u>Pueblo Pintado rd</u>	<u>Alamo rd</u>
<u>Alamo Road</u>	5 G	401	8.70		<u>Alamo Lake rd</u>	<u>Pueblo Pintado</u>
<u>Apache Corner Road</u>	5 G	402	4.10		<u>Standing Rock rd</u>	<u>Dead End</u>
<u>Arthur Jack Road</u>	5 G	403	1.20		<u>Cornfield rd</u>	<u>Cornfield rd</u>
<u>Beditto Road</u>	5 G	404	1.80		<u>Pueblo Pintado</u>	<u>Keetso rd</u>
<u>Ben Armijillo Road</u>	5 G	405	6.40		<u>Counselor Pipeline</u>	<u>Alamo rd</u>
<u>Betty George Martinez</u>	5 G	406	0.35		<u>Counselor Ojo Encino</u>	<u>Dead End</u>
<u>Chapter House</u>	5 P	90001	0.22		<u>Hwy 550</u>	<u>Chapter house</u>
<u>Cornfield Road</u>	5 G	407	4.90		<u>Lybrook rd</u>	<u>Counselor Ojo Encino</u>
<u>Counselor Ojo Encino rd</u>	5 P	430	6.38		<u>Johnson ojo Encino rd</u>	<u>Hwy 550</u>
<u>Counselor Ojo Encino rd</u>	5 G	430	9.12		<u>Johnson ojo Encino rd</u>	<u>Hwy 550</u>
<u>Counselor pipeline(pipeline 8</u>	5 G	434	3.10		<u>Ben Armijillo</u>	<u>Pueblo pintado</u>
<u>Dry Lake rd</u>	5 G	431	3.30		<u>Ben Armijillo</u>	<u>Alamo rd</u>
<u>Eustacio Chavez Road</u>	5 G	408	11.83		<u>Counselor Ojo Encino</u>	<u>Apache Corner</u>
<u>Irene Atencio Road</u>	5 G	409	2.20		<u>Lybrook rd</u>	<u>Dead End</u>
<u>James Thomas Road</u>	5 G	410	1.20		<u>Counselor Ojo Encino</u>	<u>Dead End</u>
<u>Keetso Road</u>	5 G	411	4.70		<u>Counselor Ojo Encino</u>	<u>Sam Charlie</u>
<u>Kenneth Trujillo Road</u>	5 G	412	0.60		<u>Counselor Ojo Encino</u>	<u>Counselor Ojo Encino</u>
<u>Lybrook Rd AB</u>	5 G	413	2.30		<u>Lybrook rd</u>	<u>Lybrook</u>
Lybrook Rd C	5 G	413	0.40		Lybrook rd	Lybrook
<u>Lybrook Road</u>	5 G	413	9.29		<u>Pipeline rd</u>	<u>County Line</u>
<u>Meter House Road</u>	5 G	414	0.69		<u>Irene Atencio</u>	<u>Windmill rd</u>
<u>Pat Martinez Road</u>	5 G	415	0.50		<u>Counselor Ojo Encino</u>	<u>Counselor Ojo Encino</u>
<u>Pelon rd</u>	5 G	435	5.67		<u>Rafeal Duran's rd</u>	<u>Standing Rock</u>
<u>Pipeline East</u>	5 G	436	1.50		<u>Ben Armijillo</u>	<u>Pipe line 85</u>
<u>Pueblo Pintado Road</u>	5 G	416	13.50		<u>Counselor Ojo Encino</u>	<u>County Line</u>
<u>Rafael Duran's Road</u>	5 G	417	6.10		<u>Counselor Ojo Encino</u>	<u>Standing Rock</u>
<u>Sam Charlie's Road</u>	5 G	418	2.22		<u>Cornfield rd</u>	<u>Windmill rd</u>
<u>Seeney's Road</u>	5 G	419	4.20		<u>Counselor Ojo Encino</u>	<u>Alamo rd</u>
<u>Southside Road</u>	5 G	420	1.60		<u>West Side River</u>	<u>Alamo rd</u>
<u>Standing Rock Road</u>	5 G	421	5.55		<u>Counselor Ojo Encino</u>	<u>Dead End</u>
<u>Stoney's Road</u>	5 G	422	3.25		<u>Lybrook rd</u>	<u>Dead End</u>
<u>Tank Battery Road</u>	5 G	423	3.53		<u>Pueblo Pintado</u>	<u>Dead end</u>
<u>Tire Corral Road</u>	5 G	424	1.00		<u>Counselor Ojo Encino</u>	<u>Keetso rd</u>
<u>West Side River Road</u>	5 G	425	3.15		<u>Alamo Lake rd</u>	<u>Seeney rd</u>
<u>White Church rd</u>	5 g	60402	1.51		<u>Apache Corner</u>	<u>Standing Rock</u>
<u>Wilfred Hanes Road</u>	5 G	426	0.60		<u>Apache Corner</u>	<u>Dead End</u>
<u>Windmill Road</u>	5 G	427	4.00		<u>Lybrook rd</u>	<u>Cornfield rd</u>
<u>Woody Herrera Road</u>	5 G	428	1.88		<u>Counselor Ojo Encino</u>	<u>Counselor Ojo Encino</u>
TOTAL COUNSELOR				147.84		

NAME	Dist	NUM	MILES	TOT	FROM	TO
CUBA						
Aspen dr	5 G	522	0.16		Dear Lake	Dead End
Big Pine rd	5 G	523	0.02		Paradise rd	Dead End
Brashal Road	5 G	501	0.50		County rd 13	Dead End
Cam Del Rio Puerco Road	5 G	514	0.90		LOS PINOS RD	Dead End
Carefree rd	5 G	524	0.04		Big Pine	Dead End
Copper City Road	5 P	502	0.70		HWY 126	Dead End
County Road 11	5 G	521	1.03		Hwy 550	Hwy 550
County Road 11	5 P	521	10.47		Hwy 550	Hwy 550
County Road 13	5 P	503	3.70		HWY 126	Dead End
Cubita Road	5 P	504	1.45		HWY 197	Private Dr
Deer Lake Road	5 G	505	0.20		HWY 126	Old Hwy 126
Duke City Road	5 G	506	2.32		County rd 11	Hwy 126
Eurika Mesa Rd	5 P	507	1.80		HWY 126	Dead End
Good Luck rd	5 g	40506	0.03		Hwy 126	Dead End
Jacobo De Herrera	5 G	70525	0.10		HWY 126	Private Dr
La Loma Road	5 G	508	0.40		Old Laguna rd	Hwy 550
La Plata rd	5 G	70526	0.70		Nacimiento rd	Private Dr
Los Pinos Road	5 P	510	4.85		HWY 550	Dead End
Los Utes rd	5 G	70527	0.50		Los Pinos rd	Private Dr
Mesa Vista rd	5 G	518	0.06		Old Hwy 126	Dead End
Nacimiento Road	5 P	512	1.30		HWY 126	Private Dr
Oak Ridge rd	5 G	70528	0.32		Old Hwy 126	Dead End
Old Hwy 126	5 G	70529	1.30		Dear Lake	Dead End
Old Lagunitas rd	5 P	509	1.50		Hwy 550	county rd 11
Old south 44	5 P	40521	0.00		Hwy 550	bridge out
Paradise rd	5 G	70530	0.13		Old Hwy 126	Big Pine
Retirement rd	5 G	70531	0.09		Old Hwy 126	Dead End
Rito Los Pinos Road	5 G	513	0.85		Hwy 550	Dead End
San Miguel Road	5 G	516	2.90		County rd 11	Dead End
San Pablo Road	5 G	517	2.42		County rd 11	Private Dr
Shroyer Estate Road	5 G	519	1.00		Hwy 550	Private Dr
Southern All Around Road	5 P	500	1.20		County rd 11	HWY 126
Spare time rd	5 G	70532	0.04		Old Hwy 126	Dead End
Sunshine rd	5 G	70533	0.52		Dear Lake	Old Hwy 126
Yucca Road	5 P	511	0.30		County rd 11	Hwy 550
TOTAL CUBA				43.80		

NAME	Dist	NUM	MILES	TOT	FROM	TO
JEMEZ						
Banco Bonito Road	5 G	600	0.10		Redondo rd	Dead End
Cebolla Loop	5 G	601	0.30		Redondo rd	Redondo rd
Cedar Road	5 G	602	0.22		Ponderosa dr	Spruce lp
El Cerrito Place	5 G	603	0.07		Redondo rd	Dead End
Entrada Drive	5 G	604	0.26		HWY 4	San Diego lp
Juniper Road	5 G	605	0.20		Kenedy dr	Dead End
Kennedy Drive	5 G	606	0.10		San Diego lp	Dead End
La Cueva	5 G	616	0.07		Redondo rd	Dead End
Madrid Road	5 G	607	1.50		HWY 4	HWY 4
Ojitos	5 G	617	0.03		Redondo rd	Dead End
Oso Place	5 G	608	0.03		Cebolla lp	Dead End
Pinon Road	5 G	609	0.10		San Diego lp	Juniper rd
Ponderosa Drive	5 G	610	1.40		HWY 4	Cedar rd
Redondo Road	5 G	611	0.90		HWY 4	Dead End
River Drive	5 G	612	0.40		San Diego lp	Dead End
San Diego Drive	5 G	614	0.36		HWY 4	HWY 4
San Diego Loop	5 G	613	1.50		Entrada	Entrada dr
Spruce Loop	5 G	615	0.40		Cedar rd	Cedar rd
TOTAL JEMEZ				7.94		

NAME	Dist	NUM	MILES	TOT	FROM	TO
JEMEZ PUEBLO						
<u>Antelope Road</u>	<u>5 G</u>	<u>210</u>	<u>0.30</u>		<u>HWY 4</u>	<u>DEAD END</u>
<u>Bear Canyon Road</u>	<u>5 G</u>	<u>212</u>	<u>0.50</u>		<u>HWY 4</u>	<u>Good Spirits rd</u>
<u>Big Rock Road</u>	<u>5 G</u>	<u>213</u>	<u>0.40</u>		<u>Day School rd</u>	<u>Jemez River</u>
<u>Broken Arrow Road</u>	<u>5 G</u>	<u>211</u>	<u>0.80</u>		<u>HWY 4</u>	<u>DAY SCHOOL RD</u>
<u>Buffalo Hill Road</u>	<u>5 G</u>	<u>214</u>	<u>0.80</u>		<u>Antelope rd</u>	<u>DEAD END</u>
<u>Canal Street</u>	<u>5 G</u>	<u>216</u>	<u>0.30</u>		<u>MISSION RD</u>	<u>HWY 4</u>
<u>Church Street</u>	<u>5 G</u>	<u>215</u>	<u>0.10</u>		<u>Santos Rd</u>	<u>Half Moon</u>
<u>Day School Road</u>	<u>5 G</u>	<u>217</u>	<u>1.80</u>		<u>MISSION RD</u>	<u>HWY 4</u>
<u>Eagle Wing Road</u>	<u>5 G</u>	<u>218</u>	<u>0.10</u>		<u>GOOD SPIRIT RD</u>	<u>Jemez River</u>
<u>Good Spirit Road</u>	<u>5 G</u>	<u>219</u>	<u>0.60</u>		<u>Blue Bird rd</u>	<u>HWY 4</u>
<u>Green Acres Road</u>	<u>5 G</u>	<u>220</u>	<u>0.80</u>		<u>HWY 4</u>	<u>DAY SCHOOL RD</u>
<u>Jemez River Road</u>	<u>5 G</u>	<u>221</u>	<u>0.20</u>		<u>MISSION RD</u>	<u>Private Dr</u>
<u>Mission Road</u>	<u>5 G</u>	<u>222</u>	<u>0.20</u>		<u>HWY 4</u>	<u>Cross River</u>
<u>Owl Spring Road</u>	<u>5 G</u>	<u>223</u>	<u>0.30</u>		<u>GOOD SPIRIT RD</u>	<u>DEAD END</u>
<u>Santos Road</u>	<u>5 G</u>	<u>224</u>	<u>0.10</u>		<u>MISSION RD</u>	<u>SOUTH ARROYO RD</u>
<u>Sheep Springs Way</u>	<u>5 G</u>	<u>225</u>	<u>0.10</u>		<u>HWY 4</u>	<u>SHEEP SPRING CIR</u>
<u>Shooting Star Boulevard</u>	<u>5 G</u>	<u>226</u>	<u>0.08</u>		<u>Pumpkin rd</u>	<u>HWY 4</u>
<u>South Arroyo Lane</u>	<u>5 G</u>	<u>227</u>	<u>0.10</u>		<u>WAGON RD</u>	<u>DAY SCHOOL RD</u>
<u>Southern Street</u>	<u>5 G</u>	<u>229</u>	<u>0.10</u>		<u>HWY 4</u>	<u>CANAL ST</u>
<u>Sunset Road</u>	<u>5 G</u>	<u>228</u>	<u>0.10</u>		<u>JEMEZ RIVER RD</u>	<u>DEAD END</u>
<u>Trading Post Road</u>	<u>5 G</u>	<u>230</u>	<u>0.10</u>		<u>HWY 4</u>	<u>WALATOWA BLVD</u>
<u>Village Plaza Way</u>	<u>5 G</u>	<u>231</u>	<u>0.20</u>		<u>HWY 4</u>	<u>WALATOWA BLVD</u>
<u>Wagon Road</u>	<u>5 G</u>	<u>232</u>	<u>0.20</u>		<u>HWY 4</u>	<u>DAY SCHOOL RD</u>
<u>Walatowa Boulevard</u>	<u>5 G</u>	<u>234</u>	<u>0.90</u>		<u>HWY 4</u>	<u>MISSION RD</u>
<u>Walatowa LN</u>	<u>5 G</u>	<u>233</u>	<u>0.10</u>		<u>GOOD SPIRIT RD</u>	<u>WALATOWA BLVD</u>
TOTAL JEMEZ PUEBLO				9.28		

NAME	Dist	NUM	MILES	TOT	FROM	TO
LA CUEVA						
Agate Road	5 G	620	0.08		Obsidian rd	Dead End
Beryl Road	5 G	621	1.45		Onyx rd	Dead End
Bishop Road	5 G	622	0.35		Winter rd	Dead End
Bonito	5 G	651	0.57		Hooven weep	Dead End
Bough pl	5 G	627	0.12		Twisted Juniper	Resident
Canoe Court	5 G	623	0.05		Coyote rd	Resident
Cielo Vista Drive	5 G	624	0.60		Beryl rd	Private dr
Clay Road	5 G	625	0.06		Obsidian rd	Dead End
Coyote Road	5 G	626	0.30		Winter rd	Dead End
Elk Trail	5 G	628	0.20		Sulphur Crk	Dead End
Escondido Point	5 G	652	0.26		Hidden Valley rd	Dead End
Feldspar Court	5 G	629	0.10		Feldspr rd	Dead End
Feldspar Road	5 G	630	0.13		Agate rd	Feldspar Ct
Flint Road	5 G	631	0.10		Obsidian rd	Private dr
FS RD 268	5 G	636	6.10		Hwy 4	Forest rd 10
FS RD 289	5 G	635	7.20		HWY 4	Dome Lookout
FS RD 36	5 G	637	2.30		FS 289	FS 268
Hidden Valley Road	5 G	632	0.80		HWY 126	Dead End
Hoffheins Home Place	5 G	633	0.05		Twisted Juniper	Private dr
Horseshoe Hollow	5 G	634	0.40		HWY 126	Loop
Horseshoe Springs Road	5 G	634	1.80		HWY 126	Loop
Hoven Weep	5 G	653	0.55		Sierra Los Pinos	Sierra Los Pinos
Mesa Verde	5 G	654	0.55		Hwy 4	Hoven Weep
Mica Road	5 G	640	0.16		HWY 4	Obsidian rd
Needle Place	5 G	644	0.10		Twisted Juniper rd	Private dr
Obsidian Road	5 G	641	1.10		Beryl rd	Flint rd
Onyx Road	5 G	642	0.10		Feldspr rd	Dead End
Ponderosa Place	5 G	643	0.23		Twisted Juniper rd	Private dr
Seven Springs	5 g	10644	1.00		Hwy 126	Hwy 126
Sierra Los Pinos	5 G	645	1.45		HWY 4	Forest rd 10
Slate Road	5 G	646	0.04		Obsidian rd	Dead End
Sulpher Creek Road	5 G	647	2.00		HWY 4	Forest Access rd
Thompson Ridge Road	5 G	648	4.40		Sulphur Crk	Loop
Twisted Juniper Road	5 P	649	0.09		HWY 126	Blue spruce rd
Twisted Juniper Road	5 G	649	0.41		HWY 126	Blue spruce rd
Vallecitos	5 G	655	0.63		Sierra Los Pinos	Dead end
Winter Road	5 G	650	0.64		HWY 4	Dead End
TOTAL LA CUEVA				36.47		

NAME	Dist	NUM	MILES	TOT	FROM	TO
La Jara						
Banco rd	5 G	712	0.30		HWY 96	Private dr
Camino Duran rd	5 G	701	0.30		HWY 96	Dead End
Camino Gurule Road	5 G	700	1.03		HWY 96	Dead End
Calle Del Banco	5 G	711	0.59		County rd 496	Dead End
Camino Salado Road	5 G	709	4.46		HWY 96	Camino No Es
Cemetery rd (ck for regina)	5 g	40707	0.17		Hwy 96	Dead End
County rd 496	5 P	707	4.90		HWY 96	Forrest Access
Gallegos Road	5 G	702	0.25		HWY 96	Dead End
Camino Olivas	5 G	705	0.25		Camino Olivas	Dead End
Herrera rd	5 G	706	0.23		Gallegos rd	Dead End
M. Maestas Ranch Road BLA	5 G	704	1.00		hwy 44	Dead End
Naranja Creek Road	5 G	710	2.80		HWY 96	Dead End
Post Office Road	5 P	708	0.49		County rd 496	HWY 96
TOTAL LA JARA				16.77		

NAME	Dist	NUM	MILES	TOT	FROM	TO
LA LUZ						
Circle Dr	1 G	70139	1.17		La Luz	loop
LA LUZ	1 G	138	0.63		Tramway rd	Circle Dr
TOTAL LA LUZ				1.80		

NAME	Dist	NUM	MILES	TOT	FROM	TO
La Madera						
<u>Boot Hill Road</u>	1 G	802	1.30		<u>La Madera rd</u>	<u>Pinon Ridge rd</u>
<u>Calle De Manana</u>	1 G	803	0.70		<u>West Forest rd</u>	<u>La Madera rd</u>
<u>Camino Pinon</u>	1 G	804	0.38		<u>Longbranch rd</u>	<u>Calle de Mannana</u>
<u>Camino Siete Alambres</u>	1 G	805	0.40		<u>Calle Mannana</u>	<u>Cibola rd</u>
<u>Cibola Road</u>	1 G	806	0.19		<u>Cam Siete Alambres</u>	<u>Faith dr</u>
<u>Faith Drive</u>	1 P	809	0.70		<u>La Madera</u>	<u>Cibola rd</u>
<u>Faith Drive</u>	1 G	809	0.20		<u>La Madera</u>	<u>pavement</u>
Gonzales Road	1 G	810	0.00		La Madera	Dead End
<u>Gunsmoke Road</u>	1 G	811	1.12		<u>Boot Hill</u>	<u>Dead End</u>
<u>Hagan rd</u>	1 G	300041	12.40		<u>I-25</u>	<u>Puerticito rd</u>
<u>I-25 to La Madera C.L.</u>	1 P	812	3.20		<u>Bern County Line</u>	<u>Cibola rd</u>
<u>I-25 to La Madera C.L.</u>	1 G	812	3.00		<u>Bern County Line</u>	<u>Puerticito rd</u>
<u>La Vista Grande</u>	1 G	813	0.50		<u>La Madera</u>	<u>Dead End</u>
<u>Long Branch Avenue</u>	1 G	814	0.60		<u>La Madera</u>	<u>Pinon Ridge rd</u>
<u>Pinon Park Trail</u>	1 G	816	0.34		<u>La Madera rd</u>	<u>Dead End</u>
<u>Pinon Ridge Road</u>	1 G	817	1.40		<u>West Forest rd</u>	<u>Dead End</u>
<u>Puerticito Road</u>	1 G	818	6.14		<u>La Madera rd</u>	<u>HWY 14</u>
<u>Sierra Vista rd</u>	1 G	821	0.18		<u>La Madera rd</u>	<u>Calle De Mannana</u>
<u>Skyline rd</u>	1 G	819	0.26		<u>La Madera rd</u>	<u>Dead End</u>
<u>Stagecoach Road</u>	1 G	820	1.30		<u>Boot Hill</u>	<u>Calle de Mannana</u>
TOTAL LA MADERA				34.31		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Marquez						
<u>Marquez 279</u>	5 G	139	4.90		<u>Seboyeta rd</u>	<u>Dead End at fence</u>
<u>Marquez E</u>	5 G	139	0.06		<u>Marquez 279</u>	<u>cattleguard</u>
<u>Marquez A</u>	5 G	139	0.33		<u>Marquez 279</u>	<u>Marquez 279</u>
<u>Marquez B</u>	5 G	139	1.35		<u>Marquez 279</u>	<u>Dead End</u>
TOTAL MARQUEZ				6.64		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Ojo Encino						
<u>Chiullita Road</u>	5 G	441	9.16		<u>Luvia Wood rd</u>	<u>Hwy 44</u>
<u>Eagle springs</u>	5 g	9001	3.24		<u>Johnson/Ojo Encino</u>	<u>Johnson/Ojo Encino</u>
<u>Earl Toledo Road</u>	5 G	444	0.60		<u>Valle San Ysidro</u>	<u>Dead End</u>
<u>East Pelon Road</u>	5 G	455	8.10		<u>Felix Herrera</u>	<u>Luvia Woods</u>
<u>Eddy Toledo Road</u>	5 G	461	1.50		<u>Hidden Lake</u>	<u>Dead End</u>
<u>Felix Herrera Road</u>	5 G	445	1.50		<u>Ojo Encino</u>	<u>Pelon</u>
<u>Fernando Herrera Road</u>	5 G	446	1.60		<u>Valle San Ysidro</u>	<u>Johnson/Ojo Encino</u>
<u>Hidden Horse rd</u>	5 G	40465	0.90		<u>Pinto rd</u>	<u>Johnson/Ojo Encino</u>
<u>Hidden Lake Road</u>	5 G	447	2.20		<u>Valle San Ysidro</u>	<u>Johnson/Ojo Encino</u>
<u>Joe Domingo rd</u>	5 G	90008	1.40		<u>Paddy Castillo rd</u>	<u>Paddy castillo rd</u>
<u>Johnson ojo Encino rd</u>	5 P	433	10.40		<u>Hwy 197</u>	<u>Counselor Ojo Encino rd</u>
<u>Jose Castillo's Road</u>	5 G	1268	4.90		<u>Patty Castillo rd</u>	<u>Johnson Ojo Encino rd</u>
<u>Little Chuillita rd</u>	5 G	442	3.50		<u>Big Chuillita rd</u>	<u>Hwy 44</u>
<u>Lucero Lopez Road</u>	5 G	448	4.44		<u>East Pelon</u>	<u>Pinto rd</u>
<u>Luvia Woods Road</u>	5 G	449	10.35		<u>Valle San Ysidro</u>	<u>Dead End</u>
<u>Martinez Road</u>	5 G	450	6.70		<u>Valle San Ysidro</u>	<u>Dead End</u>
<u>Mary Lopez Road</u>	5 G	451	0.80		<u>Pelon</u>	<u>Pelon</u>
<u>Ojo Agila</u>	5 G	443	1.60		<u>Johnson/Ojo Encino</u>	<u>Dead End</u>
<u>Ojo Encino Road I</u>	5 G	454	0.50		<u>Valle San Ysidro</u>	<u>Johnson/Ojo Encino</u>
<u>Patty Castelllos' Road</u>	5 G	1276	3.70		<u>Torreon Pipeline rd</u>	<u>Jose Castillo rd</u>
<u>Pinto Road</u>	5 G	456	1.65		<u>Lucero Lopez</u>	<u>Dead End</u>
<u>Ranch rd</u>	5 G	440	1.58		<u>Pelon rd</u>	<u>Dead End</u>
<u>Ray Lovato Road</u>	5 G	457	3.00		<u>Chuillita rd</u>	<u>Martinez rd</u>
<u>Roger Wellito</u>	5 G	458	2.00		<u>Ojo Encino</u>	<u>Dead End</u>
<u>Showater Road</u>	5 G	460	0.70		<u>Valle San Ysidro</u>	<u>Dead End</u>
<u>Valle San Isidro</u>	5 G	462	13.10		<u>East Pelon</u>	<u>HWY 197</u>
<u>Willie Willeto Road</u>	5 G	463	0.40		<u>Johnson/Ojo Encino</u>	<u>Dead End</u>
<u>Windmill rd</u>	5 G	452	1.50		<u>Chuillita rd</u>	<u>Dead End</u>
<u>Yazzi rd</u>	5 G	40464	1.18		<u>Lucero Lopez</u>	<u>Mary Lopez rd</u>
TOTAL OJO ENCINO				102.20		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Pena Blanca						
<u>Abrevadero rd</u>	5 P	1000	0.57		<u>Dead End</u>	<u>Hwy 22</u>
<u>Acequia Road 22</u>	5 P	1001	0.80		<u>Abrevadero rd</u>	<u>Hwy 22</u>
<u>Arroyo Leyba rd</u>	5 P	1003	0.50		<u>Acequia rd</u>	<u>Hwy 22</u>
<u>Bland Canyon rd</u>	5 G	1004	6.99		<u>Rancho De Canada</u>	<u>Dead End</u>
<u>Calle Esquela Vieja rd</u>	5 P	1005	0.10		<u>Hwy 22</u>	<u>Conservancy</u>
<u>Calle La Morada rd</u>	5 P	1006	0.26		<u>Carro De Caballos</u>	<u>Hwy 22</u>
<u>Calle Loma</u>	5 P	1007	0.27		<u>Hwy 22</u>	<u>Dead End</u>
<u>Camino De Camunidad</u>	5 P	1016	0.17		<u>Hwy 22</u>	<u>Transfer station</u>
<u>Carro de Caballos</u>	5 P	1008	0.60		<u>Hwy 22</u>	<u>Dead End</u>
<u>Highway 22</u>	5 G	1010	7.99		<u>HWY 14</u>	<u>I 25</u>
<u>La Bajada</u>	5 G	1011	2.39		<u>Tetilla Peak rd</u>	<u>Tetilla peak rd</u>
<u>Los Aribenos rd</u>	5 G	1002	0.12		<u>Sile rd</u>	<u>Dead End</u>
<u>Rancho De Canada</u>	5 G	1012	2.30		<u>Hwy 22</u>	<u>Forest rd</u>
<u>Sile Road</u>	5 P	1013	1.70		<u>Reservation</u>	<u>Hwy 16</u>
<u>Tent Rocks 266</u>	5 G	1014	9.17		<u>Hwy 16</u>	<u>Paliza gate</u>
<u>Windmill rd</u>	5 P	1015	0.10		<u>Hwy 22</u>	<u>Calle Loma</u>
TOTAL PENA BLANCA				34.03		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Placitas						
<u>Acoma trl</u>	1 P	<u>601140</u>	<u>0.03</u>		<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Aqua Sarco Road</u>	1 P	<u>1101</u>	<u>0.40</u>		<u>Tierra Madre rd</u>	<u>Dead End</u>
<u>Al Pie De La Loma</u>	1 G	<u>1102</u>	<u>0.17</u>		<u>Cam Rincon Colorado</u>	<u>Dead End</u>
<u>Alexi Court</u>	1 P	<u>1103</u>	<u>0.04</u>		<u>Camino Manzano</u>	<u>Dead End</u>
<u>Alexi Drive</u>	1 P	<u>1104</u>	<u>0.12</u>		<u>Camono Manzano</u>	<u>Dead End</u>
<u>Alexi Place</u>	1 P	<u>1105</u>	<u>0.08</u>		<u>Camono Manzano</u>	<u>Second Mesa dr</u>
<u>Anasazi Road</u>	1 G	<u>1106</u>	<u>0.30</u>		<u>Hohokom rd</u>	<u>Dead End</u>
<u>Anasazi Trails Loop</u>	1 P	<u>601147</u>	<u>0.80</u>		<u>Anasazi Trls rd</u>	<u>Anasazi Trls rd</u>
<u>Anasazi trails rd</u>	1 P	<u>601139</u>	<u>1.00</u>		<u>Placitas Trails</u>	<u>Camino Barranca</u>
<u>Anatoly Court</u>	1 P	<u>1107</u>	<u>0.04</u>		<u>Second Mesa Dr</u>	<u>Dead End</u>
<u>Ariel Court</u>	1 P	<u>1108</u>	<u>0.07</u>		<u>Alexi Dr</u>	<u>Dead End</u>
<u>Arroyo Conchas</u>	1 G	<u>1109</u>	<u>0.40</u>		<u>Placitas West</u>	<u>Dead End</u>
<u>Arroyo Venada Road</u>	1 P	<u>1110</u>	<u>1.10</u>		<u>Juniper rd</u>	<u>Cam Redondo rd</u>
<u>Aspen Court</u>	1 P	<u>1111</u>	<u>0.10</u>		<u>Aspen rd</u>	<u>Dead End</u>
<u>Aspen Road</u>	1 P	<u>1112</u>	<u>0.76</u>		<u>Juniper rd</u>	<u>Dead End</u>
<u>Atole Way</u>	1 G	<u>1113</u>	<u>0.10</u>		<u>Cam Las Huertas</u>	<u>Dead End</u>
<u>Basketweaver ct</u>	1 P	<u>800006</u>	<u>0.25</u>		<u>petroglyph trls rd</u>	<u>Ramah ct</u>
<u>Betatakin</u>	1 G	<u>1100</u>	<u>0.10</u>		<u>Sinagua</u>	<u>Dead End</u>
<u>Bison Court</u>	1 G	<u>1114</u>	<u>0.06</u>		<u>Sage Hill dr</u>	<u>Dead End</u>
<u>Black Mesa Trl rd</u>	1 P	<u>601143</u>	<u>0.05</u>		<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Brazos tr ct</u>	1 P	<u>800010</u>	<u>0.24</u>		<u>petroglyph trls rd</u>	<u>Dead End</u>
<u>Buffalo Court</u>	1 G	<u>1115</u>	<u>0.06</u>		<u>First Mesa</u>	<u>Dead End</u>
<u>Cabazon Road</u>	1 P	<u>1116</u>	<u>0.50</u>		<u>Juniper rd</u>	<u>Dead End</u>
<u>Calle Arbolitos</u>	1 P	<u>1125</u>	<u>0.14</u>		<u>Vista De Oro</u>	<u>Dead End</u>
<u>Calle Cacto</u>	1 G	<u>1117</u>	<u>0.10</u>		<u>Calle Cienega rd</u>	<u>Dead End</u>
<u>Calle Chamisa</u>	1 P	<u>1118</u>	<u>0.60</u>		<u>Cam Barranca</u>	<u>Dead End</u>
<u>Calle Cholla</u>	1 G	<u>1120</u>	<u>0.10</u>		<u>Cam Barranca</u>	<u>Dead End</u>
<u>Calle Cienega</u>	1 P	<u>1121</u>	<u>0.46</u>		<u>Cam Barranca</u>	<u>Dead End</u>
<u>Calle Cienega ct</u>	1 G	<u>601122</u>	<u>0.04</u>		<u>Calle Cienega rd</u>	<u>Dead End</u>
<u>Calle Cobre</u>	1 P	<u>1122</u>	<u>0.10</u>		<u>Calle Corvo</u>	<u>Dead End</u>
<u>Calle Corvo</u>	1 P	<u>1123</u>	<u>0.35</u>		<u>Cam Barranca</u>	<u>Calle Manzano</u>
<u>Calle Cumbre</u>	1 P	<u>1124</u>	<u>0.20</u>		<u>Calle Manzano</u>	<u>Dead End</u>
<u>Calle De Carbon</u>	1 P	<u>1135</u>	<u>0.10</u>		<u>HWY 165</u>	<u>Dead End</u>
<u>Calle Del Norte</u>	1 P	<u>601136</u>	<u>0.67</u>		<u>Homestead</u>	<u>Dead End</u>
<u>Calle Del Sol</u>	1 P	<u>601137</u>	<u>0.64</u>		<u>Homestead</u>	<u>Dead End</u>
<u>Calle Montoya</u>	1 P	<u>1224</u>	<u>0.17</u>		<u>Calle Cienega rd</u>	<u>Dead End</u>
<u>Calle Pinon</u>	1 P	<u>1126</u>	<u>0.25</u>		<u>Cam Barranca</u>	<u>Private Dr</u>
<u>Calle Ponderosa</u>	1 P	<u>1127</u>	<u>0.20</u>		<u>Cam Barranca</u>	<u>Dead End</u>
<u>Calle Rosa</u>	1 G	<u>1128</u>	<u>0.05</u>		<u>Calle Corvo</u>	<u>Dead End</u>
<u>Cam. Del Campo Santo</u>	1 P	<u>1129</u>	<u>0.30</u>		<u>HWY 165</u>	<u>Paseo De San Antonio</u>
<u>Caminito Trail</u>	1 P	<u>1130</u>	<u>0.10</u>		<u>Trails rd west</u>	<u>Dead End</u>
<u>Camino A Las Estraltes Lane</u>	1 G	<u>1131</u>	<u>0.40</u>		<u>Cam De Las Piedras</u>	<u>Dead End</u>
<u>Camino Alto Road</u>	1 P	<u>1133</u>	<u>0.30</u>		<u>Arroyo Venada</u>	<u>Dead End</u>
<u>Camino Alto Court</u>	1 P	<u>1132</u>	<u>0.12</u>		<u>Cam Alto</u>	<u>Dead End</u>
<u>Camino Barranca</u>	1 P	<u>1134</u>	<u>2.00</u>		<u>Tierra Madre rd</u>	<u>Camino Barranca</u>
<u>Camino Chiquito</u>	1 g	<u>1225</u>	<u>0.18</u>		<u>Arroyo Venada</u>	<u>Dead End</u>
<u>Camino Cielo Court</u>	1 G	<u>1136</u>	<u>0.10</u>		<u>Trails rd west</u>	<u>Dead End</u>
<u>Camino Conejo</u>	1 G	<u>1137</u>	<u>0.10</u>		<u>Trails rd west</u>	<u>Dead End</u>
<u>Camino De Cerritos Negros</u>	1 G	<u>1138</u>	<u>0.40</u>		<u>Cam Las Huertas</u>	<u>Dead End</u>
<u>Camino De La Buena Vista</u>	1 P	<u>1139</u>	<u>0.70</u>		<u>HWY 165</u>	<u>Dead End</u>
<u>Camino De La Ciruela</u>	1 G	<u>1140</u>	<u>0.20</u>		<u>Paseo De San Antonio</u>	<u>Cam Los Altos</u>
<u>Camino De La Rosa Castilla</u>	1 G	<u>1141</u>	<u>3.50</u>		<u>Cam De Tecolote</u>	<u>Dead End</u>
<u>Camino De Las Huertas</u>	1 P	<u>1143</u>	<u>3.54</u>		<u>HWY 165</u>	<u>Cam Rosa Castillo</u>
<u>Camino De Las Piedras</u>	1 P	<u>1144</u>	<u>0.42</u>		<u>Al Pie De La Loma</u>	<u>Cam Estrellas</u>
<u>Camino De Los Desmontes</u>	1 G	<u>1223</u>	<u>0.30</u>		<u>HWY 165</u>	<u>Dead End</u>
<u>Camino De Los Pueblitos</u>	1 P	<u>1222</u>	<u>0.30</u>		<u>HWY 165</u>	<u>Dead End</u>
<u>Camino De San Francisco</u>	1 P	<u>1145</u>	<u>2.60</u>		<u>Cam Rosa Castillo</u>	<u>Dead End</u>
<u>Camino Del Oso</u>	1 G	<u>1146</u>	<u>0.80</u>		<u>Paseo De San Antonio</u>	<u>Cuchilla De Lupe</u>
<u>Camino Del Rincon Colorado</u>	1 P	<u>1147</u>	<u>0.31</u>		<u>HWY 165</u>	<u>Al Pie De La Loma</u>
<u>Camino Del Tecolote</u>	1 P	<u>1142</u>	<u>0.80</u>		<u>HWY 165</u>	<u>Cam Rosa Castillo</u>
<u>Camino Halcon</u>	1 G	<u>1148</u>	<u>1.00</u>		<u>Cam Rosa Castillo</u>	<u>Dead End</u>

<u>Camino Manzano</u>	1 p	601138	0.17	<u>Calle Barranca</u>	<u>Camino Manzano</u>
<u>Camino Manzano</u>	1 P	1150	2.25	<u>I-25 FRONTAGE</u>	<u>Calle Manzano</u>
<u>Camino Redondo</u>	1 P	1152	0.80	<u>Arroyo Venada</u>	<u>Dead End</u>
<u>Camino Sandia</u>	1 P	1224	0.05	<u>Camino Cumbre</u>	<u>Camino Vista Hermosa</u>
<u>Canoncito RD</u>	1 P	1154	0.20	<u>Tejon Canon rd</u>	<u>Dead End</u>
<u>Canyon Del Aqua Road</u>	1 P	1153	0.40	<u>Cueva Canon rd</u>	<u>Dead End</u>
<u>Casa Del Norte Road</u>	1 G	1155	0.18	<u>Plaza De Sonodores</u>	<u>Dead End</u>
<u>Cedar Creek Road</u>	1 P	1156	0.53	<u>Cam Las Huertas</u>	<u>Anasazi rd</u>
<u>Cedra ct</u>	1 P	800008	0.05	<u>petroglyph trls rd</u>	<u>Dead End</u>
<u>Chaco Mesa trl</u>	1 P	601144	0.07	<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Chamisa Road</u>	1 G	1157	0.32	<u>HWY 165</u>	<u>Dead End</u>
<u>Chapparal Road</u>	1 G	1158	0.28	<u>Yucca Lane</u>	<u>Dead End</u>
<u>Cholla Lane</u>	1 G	1159	0.10	<u>Juniper rd</u>	<u>Dead End</u>
<u>Cienega Canyon Court</u>	1 G	1160	0.10	<u>Cienega canon re</u>	<u>Dead End</u>
<u>Cienega Canyon Road</u>	1 P	1161	0.54	<u>Canoncito rd</u>	<u>Dead End</u>
<u>Cloud View rd</u>	1 P	1237	0.80	<u>Santa Ana lp</u>	<u>Dead End</u>
<u>Cory Court</u>	1 P	1162	0.06	<u>Cam manzano</u>	<u>Dead End</u>
<u>Cueva Canon Road</u>	1 G	1163	0.20	<u>Juniper</u>	<u>Canon Del Agua</u>
<u>Davis Loop Road</u>	1 G	1164	0.40	<u>Cam De los Desmontes</u>	<u>Cam De Los Desmontes</u>
<u>DESERT MOUNTAIN RD</u>	1 P	41104	1	<u>HWY 165</u>	<u>HWY 165</u>
<u>Diamondtail rd</u>	1 p	90009	0.53	<u>Cam De San Francisco</u>	<u>Diamond tail</u>
<u>Dorco Way</u>	1 P	1165	0.07	<u>HWY 165</u>	<u>Dusty Tr</u>
<u>Dreamcatcher ct</u>	1 P	601152	0.05	<u>Dreamcatcher Trl</u>	<u>Dead End</u>
<u>Dreamcatcher trl</u>	1 P	601151	0.25	<u>Anasazi Trls rd</u>	<u>Dream Catcher ct</u>
<u>DUSTIN CT</u>	1 P	41107	0.1	<u>CAMINO MANZANO</u>	<u>PRIVATE DR</u>
<u>Dusty Trails Drive</u>	1 P	1166	0.26	<u>Trails rd west</u>	<u>Dead End</u>
<u>First Mesa Court</u>	1 P	1167	0.39	<u>Camino Manzano</u>	<u>Dead End</u>
<u>First Mesa South</u>	1 P	1228	0.02	<u>Camino Manzano</u>	<u>Dead End</u>
<u>Folsom</u>	1 G	1229	0.03	<u>Anasazi</u>	<u>Dead End</u>
<u>Forrest Lane</u>	1 G	1168	0.70	<u>Ridge rd</u>	<u>Dead End</u>
<u>Freeform Way</u>	1 G	1169	0.40	<u>Forest Lane</u>	<u>Dead End</u>
<u>Gila rd</u>	1 P	800011	0.06	<u>Brazos Trl ct</u>	<u>Dead End</u>
<u>Gringo Gulch</u>	1 G	1170	0.10	<u>HWY 165</u>	<u>Dead End</u>
<u>Hohokam</u>	1 G	1230	0.20	<u>Anasazi</u>	<u>Dead End</u>
<u>Homestead</u>	1 P	1171	1.00	<u>HWY 165</u>	<u>Calle Del Sol</u>
<u>Jemez Road</u>	1 G	1172	0.10	<u>Sandia Lane</u>	<u>Dead End</u>
<u>Juniper Road</u>	1 P	1174	1.54	<u>HWY 165</u>	<u>Tejon Canon</u>
<u>Katherine Court</u>	1 P	1175	0.06	<u>First Mesa</u>	<u>Dead End</u>
<u>Lariat Road</u>	1 P	1176	0.10	<u>Sandia Lane</u>	<u>Dead End</u>
<u>Las Huertas Road</u>	1 G	1177	0.30	<u>Juniper rd</u>	<u>Dead End</u>
<u>Linda Placita Road</u>	1 G	1178	0.30	<u>Cam De San Francisco</u>	<u>Dead End</u>
<u>Llano Del Norte</u>	1 G	1179	0.47	<u>Cam Las Huertas</u>	<u>Dead End</u>
<u>LUNAR CT</u>	1 P	41102	0.1	<u>SKY MTN RD</u>	<u>DEAD END</u>
<u>Maize Trl rd</u>	1 P	601150	0.05	<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Manzano Court</u>	1 G	1180	0.09	<u>Camino Manzano</u>	<u>Dead End</u>
<u>Marisa ct</u>	1 P	800009	0.05	<u>Cedra ct</u>	<u>Dead End</u>
<u>Meadows ct</u>	1 P	800002	0.06	<u>petroglyph trls rd</u>	<u>Dead End</u>
<u>Meadows pl</u>	1 P	800003	0.30	<u>petroglyph trls rd</u>	<u>Dead End</u>
<u>Mimbres ct</u>	1 P	800012	0.14	<u>Brazos Trl ct</u>	<u>Dead End</u>
<u>Mimbres Road</u>	1 G	1181	0.20	<u>Cedar Creek rd</u>	<u>Sinagua rd</u>
<u>Misty Mesa Road</u>	1 P	1182	0.21	<u>Manzano Ct</u>	<u>Dead End</u>
<u>Mountain View Road</u>	1 G	1183	0.10	<u>Sangre De cristo rd</u>	<u>Dead End</u>
<u>North Trail Court</u>	1 G	1184	0.10	<u>Trails rd west</u>	<u>Dead End</u>
<u>Ocate rd</u>	1 P	800004	0.40	<u>petroglyph trls rd</u>	<u>Dead End</u>
<u>Overlook dr</u>	1 P	1239	1.40	<u>HWY 165</u>	<u>Dead End</u>
<u>Paseo De San Antonio</u>	1 P	1185	1.05	<u>HWY 165</u>	<u>HWY 165</u>
<u>Perdiz Canyon Road (F. Stati</u>	1 G	1186	0.19	<u>HWY 165</u>	<u>Dead End</u>
<u>petroglyph pl</u>	1 P	800001	0.11	<u>Petroglyph tr</u>	<u>Dead End</u>
<u>Petroglyph trl rd</u>	1 P	601148	0.05	<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Petroglyph trl rd</u>	1 P	601142	1.68	<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Piedra lisa rd</u>	1 P	800005	0.03	<u>petroglyph trls rd</u>	<u>Dead End</u>
<u>Pine Court</u>	1 P	1188	0.19	<u>Pine rd</u>	<u>Dead End</u>
<u>Pine D Ranch rd</u>	1 G	1187	0.22	<u>Cam Las Huertas</u>	<u>Dead End</u>

<u>Pine Road</u>	1 P	1189	0.40	<u>Aspen rd</u>	<u>Dead End</u>
<u>Pinon Lane</u>	1 G	1190	0.40	<u>Juniper rd</u>	<u>Dead End</u>
<u>Placitas Trails Road</u>	1 P	1192	1.50	<u>HWY 165</u>	<u>Trails rd west</u>
<u>Placitas West Road</u>	1 P	1195	0.44	<u>HWY 165</u>	<u>Ridge rd</u>
<u>Plaza De Sonadores Road</u>	1 G	1196	0.30	<u>Cam Las Huertas</u>	<u>DEAD END</u>
<u>Pottery House trl</u>	1 g	1240	0.12	<u>Anasazi Trls rd</u>	<u>Dead end</u>
<u>PUEBLO RD</u>	1 P	41106	0.1	<u>DESERT MTN RD</u>	<u>DEAD END</u>
<u>Quail Meadows</u>	1 P	1197	0.43	<u>Tunnel Springs</u>	<u>DEAD END</u>
<u>Rainbow Trl</u>	1 P	601149	0.05	<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Rainbow Valley</u>	1 G	1198	0.30	<u>HWY 165</u>	<u>DEAD END</u>
<u>Ramah rd</u>	1 P	800007	0.05	<u>basketweaver ct</u>	<u>Dead End</u>
<u>Ridge Court</u>	1 G	1199	0.10	<u>HWY 165</u>	<u>DEAD END</u>
<u>Roadrunner Trail</u>	1 P	1200	0.60	<u>Trails rd West</u>	<u>Trails rd west</u>
<u>Sage Hill Drive</u>	1 P	1201	0.50	<u>Tierra Madre rd</u>	<u>Dusty Trails</u>
<u>San Francisco Hills Road</u>	1 G	1202	0.40	<u>Cam De San Francisco</u>	<u>DEAD END</u>
<u>Sandia Lane</u>	1 P	1204	0.30	<u>Juniper rd</u>	<u>DEAD END</u>
<u>Sangre De Cristo Drive</u>	1 G	1204	0.27	<u>San Francisco Hills</u>	<u>DEAD END</u>
<u>Santa Ana lp</u>	1 P	1241	0.83	<u>Calle Manzano</u>	<u>Second Mesa</u>
<u>SEASON CIRCE</u>	1 P	41108	0.1	<u>SNATANNA LP</u>	<u>DEAD END</u>
<u>Second Mesa Drive</u>	1 P	1207	0.53	<u>First Mesa</u>	<u>Dead End</u>
<u>Sinagua</u>	1 G	1232	0.30	<u>Mimbres</u>	<u>Dead End</u>
<u>SKY MOUNTAIN</u>	1 P	41101	0.5	<u>VISTA SANDIA CT</u>	<u>DEAD END</u>
<u>SOLAR CT</u>	1 P	41103	0.1	<u>SKY MTN RD</u>	<u>DEAD END</u>
<u>Spruce Lane</u>	1 P	1208	0.40	<u>Juniper rd</u>	<u>Aspen rd</u>
<u>SPUR RD</u>	1 P	41105	0.1	<u>DESERT MTN RD</u>	<u>DEAD END</u>
<u>Tejon Canon</u>	1 P	1209	0.47	<u>Arroyo Venada</u>	<u>DEAD END</u>
<u>Tierra Madre Court</u>	1 P	1210	0.22	<u>Tierra Madre rd</u>	<u>DEAD END</u>
<u>Tierra Madre Road</u>	1 P	1212	0.75	<u>HWY 165</u>	<u>Cam Barranca</u>
<u>Tiwa trl</u>	1 P	601141	0.10	<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Trace Court</u>	1 G	1213	0.10	<u>Sage Hills</u>	<u>DEAD END</u>
<u>Trails East rd</u>	1 G	1191	0.22	<u>HWY 165</u>	<u>Sage Hill</u>
<u>Trails Road West</u>	1 P	1233	0.08	<u>Placitas Road West</u>	<u>DEAD END</u>
<u>Tunnel Springs</u>	1 G	1234	0.03	<u>HWY 165</u>	<u>Quail Meadows</u>
<u>Valley View Court</u>	1 G	1173	0.09	<u>Alexi Dr</u>	<u>Dead End</u>
<u>Valley View Court</u>	1 G	1214	0.08	<u>Second Mesa rd</u>	<u>Dead End</u>
<u>Victoria Court</u>	1 P	1215	0.04	<u>First Mesa</u>	<u>Dead End</u>
<u>Vista De La Montana Loop</u>	1 P	1193	0.10	<u>HWY 165</u>	<u>PL V D L MONT RD</u>
<u>Vista De La Montana Loop</u>	1 P	1194	0.62	<u>PI V D L Montanas rd</u>	<u>PLV D L MONT LP</u>
<u>Vista De La Montana Place</u>	1 P	1231	0.11	<u>PI V D L Montanas rd</u>	<u>PL V D L MONT rd</u>
<u>Vista De La Montanas Sur</u>	1 P	1242	0.72	<u>PI V D L Montanas rd</u>	<u>PL V D L MONT RD</u>
<u>Vista De Las Sandias</u>	1 G	1235	0.53	<u>Vista De Oro</u>	<u>Dead End</u>
<u>Vista De Oro</u>	1 P	1236	0.38	<u>HWY 165</u>	<u>Dead End</u>
<u>Vista Del Sol Road</u>	1 G	1216	0.10	<u>Vista Sandia rd</u>	<u>DEAD END</u>
<u>Vista Pasador</u>	1 G	1217	0.01	<u>Ridge ct</u>	<u>DEAD END</u>
<u>Vista Sandia Court</u>	1 G	1218	0.10	<u>PI Vista De La Montana</u>	<u>Dead End</u>
<u>Vista Sandia Court</u>	1 G	1219	0.34	<u>PL V D L MONT ROAD</u>	<u>DEAD END</u>
<u>White Mesa trl</u>	1 g	1243	0.06	<u>Anasazi trails loop</u>	<u>Dead End</u>
<u>Wide Ruin Ct</u>	1 P	601146	0.05	<u>Wide Ruin LN</u>	<u>Dead End</u>
<u>Wide Ruin Ln</u>	1 P	601145	0.05	<u>Anasazi Trls rd</u>	<u>Dead End</u>
<u>Yucca Lane</u>	1 P	1220	0.90	<u>JUNIPER</u>	<u>DEAD END</u>
<u>Yucca Place</u>	1 G	1221	0.20	<u>Yucca Ln</u>	<u>DEAD END</u>
TOTAL PLACITAS				67.23	

NAME	Dist	NUM	MILES	TOT	FROM	TO
PONDEROSA						
<u>La Petaca Road</u>	5 G	235	0.40		HWY 290	Dead End
<u>Paliza, F. S. Road 266</u>	5 G	236	0.00		Forest rd 10	Paliza gate
<u>Rincon Valverde Road</u>	5 G	237	0.36		HWY 290	Dead End
<u>Serenata Road</u>	5 G	238	0.26		HWY 290	Dead End
TOTAL PONDEROSA				1.02		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Regina						
<u>Acoma Road</u>	5 G	525	0.60		Arrow Head rd	Dead End
<u>Albers Valley Road</u>	5 G	536	0.60		HWY 96	Dead End
<u>Arrow Head Drive</u>	5 G	528	0.90		Bear Paw rd	Dead End
<u>Bear Paw rd</u>	5 G	526	1.40		HWY 96	Dead End
<u>Casey rd</u>	5 G	542	0.30		Look out rd	Tyke
<u>Healing Way</u>	5 G	537	2.20		HWY 96	Dead End
<u>Hidden rd</u>	5 G	544	0.10		Look out rd	Dead End
<u>Hilltop rd</u>	5 G	545	0.42		Vega rd	loop
<u>Jicarilla Road</u>	5 G	529	0.42		Acoma rd	Dead End
<u>Lookout Drive</u>	5 G	527	0.70		Rincon rd	Dead End
<u>North Apache</u>	5 G	546	0.30		Arrowhead rd	Dead End
<u>North Ridge rd</u>	5 G	538	1.10		Albers Valley	Dead End
<u>Northwest slope</u>	5 G	547	0.79		Ridgerunner rd	Look out rd
<u>Old Gallina Road</u>	5 G	531	0.70		HWY 96	Dead End
<u>Old SR 95</u>	5 P	532	3.20		HWY 96	Hwy 595
<u>Panamorama rd</u>	5 G	548	0.00		Rincon rd	Pretty view
<u>Picuras Road</u>	5 G	530	0.40		Arrow Head rd	Dead End
<u>Ridge Runner Road</u>	5 G	533	0.75		HWY 96	Dead End
<u>Rincon Road</u>	5 G	534	0.70		HWY 96	Dead End
<u>San Jose Trail Road</u>	5 G	535	3.50		HWY 96	Dead End
<u>Shattuck rd</u>	5 G	549	0.09		Hilltop rd	Ridge runners
<u>South Apache</u>	5 G	550	0.95		Arrowhead rd	Dead End
<u>Tyke rd</u>	5 G	543	0.16		Casey rd	Look out rd
<u>Vega rd</u>	5 G	539	0.25		Albers Valley	Hill top rd
TOTAL REGINA				20.53		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Sandia Pueblo						
<u>N Farm Crossing</u>	1 G	147	0.01		HWY 313	N Farm rd
<u>N Farm rd</u>	1 G	145	1.48		HWY 313	No santa Fe
<u>No Santa Fe</u>	1 P	146	0.86		Sandia Lp	N Farm rd
<u>So Santa Fe</u>	1 G	148	2.75		Sandia Lp	Alameda
<u>SP 701</u>	1 G	150	0.38		HWY 313	Dead End
<u>SP 72</u>	1 G	151	3.00		Parrot Blvd	Dead End
<u>SP 721</u>	1 G	152	2.36		SP 72	Dead End
<u>SP 722</u>	1 G	153	0.80		SP 72	Dead End
TOTAL SANDIA				11.64		

NAME	Dist	NUM	MILES	TOT	FROM	TO
San Luis						
<u>Alberts Hill Road</u>	5 G	905	5.00		<u>BLM 1114</u>	<u>Ridge rd</u>
<u>Aranda rd</u>	5 G	60906	2.60		<u>Cerros Los Cuates</u>	<u>Dead End</u>
<u>Blm 1103</u>	5 G	921	6.00		<u>Little Joes rd</u>	<u>Mckinley county</u>
<u>Blm 1114</u>	5 G	922	7.70		<u>San Luis rd</u>	<u>Alberts Hill rd</u>
<u>Cabezon Pipeline rd</u>	5 G	923	14.94		<u>Cabezon rd</u>	<u>San Luis rd</u>
<u>Cabezon Road</u>	5 G	906	12.30		<u>Hwy 44</u>	<u>Cabezon Pipeline rd</u>
<u>Cachulie Road</u>	5 G	907	3.77		<u>Ridge rd</u>	<u>Ridge rd</u>
<u>Cerros Cuates Road</u>	5 G	908	5.54		<u>BLM 1114</u>	<u>Alberts Hill rd</u>
<u>Garcia Road</u>	5 G	909	6.20		<u>Cerros Los Cuates</u>	<u>Dead End</u>
<u>Gasco rd</u>	5 G	924	1.30		<u>Cabezon rd</u>	<u>Dead End</u>
<u>Jovie Road</u>	5 G	911	9.30		<u>Tachias rd</u>	<u>Piedra Lumbre 11</u>
<u>Little Joe's rd</u>	5 G	912	6.00		<u>Guadalupe rd</u>	<u>Dead End</u>
<u>Piedra Lumber Road I</u>	5 G	913	14.20		<u>La Ventana rd</u>	<u>San Luis Pipeline</u>
<u>Piedra Lumber Road II</u>	5 G	914	6.20		<u>San Luis rd</u>	<u>Robert Taylor rd</u>
<u>Ridge Road</u>	5 G	915	26.68		<u>San Luis rd</u>	<u>Alberts Hill rd</u>
<u>Robert Taylor Road</u>	5 G	917	5.50		<u>San Luis Pipeline rd</u>	<u>Piedra Lumbre 11</u>
<u>Salazar Road</u>	5 G	918	13.30		<u>HWY 279</u>	<u>Little Joes rd</u>
<u>San Luis Main Road</u>	5 P	919	8.54		<u>HWY 44</u>	<u>Torreon Pipeline rd</u>
<u>San Luis Main Road</u>	5 G	919	12.26		<u>HWY 44</u>	<u>Torreon Pipeline rd</u>
<u>Torreon rd</u>	5 p	926	11.90		<u>San Luis rd</u>	<u>Mission rd</u>
<u>Tachias Road</u>	5 G	920	3.81		<u>Guadalupe rd</u>	<u>Jovie rd</u>
TOTAL SAN LUIS					183.04	

NAME	Dist	NUM	MILES	TOT	FROM	TO
TORREON						
<u>7 Junction community rd</u>	5 G	1252	2.36		HWY 197	Dead End
<u>Andy Sandoval rd</u>	5 G	1283	0.40		Rincon Marquez rd	Dead End
<u>Anthill Community rd</u>	5 G	1287	6.00		Rincon Marquez rd	Jerry Toledo rd
<u>Art Chavez</u>	5 g	1292	1.39		Jose Castillo rd	JOSE CASTILLO'S RD
<u>Benny B's Road</u>	5 G	1251	1.20		Lower Mission	Dead End
<u>Chapter House Road 25</u>	5 P	1253	1.80		HWY 197	Dead End
<u>Charlie Castillo's Road</u>	5 G	1256	0.50		Rincon Marquez	Dead End
<u>Charlie Toledo's Road</u>	5 G	1254	1.10		San Luis Pipeline rd	Dead End
<u>Chester Road</u>	5 G	1255	0.70		Lower Mission	Dead End
<u>Elsi Nogales Road</u>	5 G	1257	2.26		Rincon Marquez	Dead End
<u>Emily Sandoval rd</u>	5 g	1293	0.00		Rincon Marquez rd	Eva Sandoval rd
<u>Ernest Castillo rd</u>	5 g	1294	2.58		Rincon Marquez rd	Dead End
<u>Eva Sandoval Road</u>	5 G	1250	0.86		Rincon Marquez	Dead End
<u>George Bajhee Road</u>	5 G	1260	3.20		Chapter house	Dead End
<u>Hugh I and II Roads</u>	5 G	1261	6.30		Torreon Pipeline rd	Johnson Ojo Encino rd
<u>James Sandoval</u>	5 G	90002	1.00		Hwy 197	north to dead end
<u>Jerry Toledo's Road</u>	5 G	1263	1.40		Rincon Marquez	Dead End
<u>Joe Domingo rd</u>	5 g	1295	0.80		Hwy 197	Dead End
<u>Johnny Harold's Road</u>	5 G	1267	2.20		Lower Mission	Dead End
<u>Judy Yazzi rd</u>	5 G	1264	0.56		Hugh I rd	Dead End
<u>Kee Sandoval's Road</u>	5 G	1269	0.60		Mission rd	Dead End
<u>Kenneth Toledo rd</u>	5 G	1270	1.70		Torreon Pipeline rd	Sam Sandoval
<u>La Venatana</u>	5 G	1288	10.90		Hwy 44	HWY 197
<u>Lower Mission Road</u>	5 G	1271	5.00		Mission rd	San Luis Pipeline rd
<u>Marciano Cayadito Rd</u>	5 g	1296	1.82		Ernest Castillo rd	Dead End
<u>Mission Road 24</u>	5 G	1272	7.00		HWY 197	HWY 197
<u>Ortiz' Road</u>	5 G	1275	1.20		HWY 197	Dead End
<u>Richard Montoya rd</u>	5 G	1265	1.30		Tsysiginnis rd	Dead End
<u>Rincon Marquez Road</u>	5 P	1279	7.00		HWY 197	into mckinley cty
<u>Sam Sandoval</u>	5 g	1297	1.49		Torreon Pipeline	Torreon Pipeline
<u>Segent's Road</u>	5 G	1281	0.90		Johnny Harolds rd	Dead End
<u>South Hill Road</u>	5 G	1282	1.20		Lower Mission	Lower Mission
<u>Tee Road</u>	5 G	1284	1.19		Mission rd	Dead End
<u>Tom Otero's Road</u>	5 G	1285	0.70		Mission rd	Dead End
<u>Tony Trujillo rd</u>	5 G	1262	1.14		Torreon Pipeline rd	loop
<u>Torreon Pipeline rd</u>	5 G	1266	2.58		HWY 197	Kenneth Toledo rd
<u>Tsysiginnis Road</u>	5 G	1290	2.95		HWY 197	gary Johnson ojo
<u>Vicente Canyon Road</u>	5 G	1291	2.43		HWY 197	DEAD END
<u>Willie Neze rd</u>	5 G	1273	0.76		NEW PIPELINE	TOM OTERO RD
TOTAL TORREON				88.47		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Rio Rancho 1						
<u>14TH AVENUE</u>	2 G	1300	1.12		60th st	Garza Rd
<u>18TH AVENUE</u>	2 G	1301	0.15		40th st	Bolero rd
<u>19TH AVENUE</u>	2 G	1302	1.82		60th st	40th st
<u>19TH AVENUE</u>	2 G	1335	1.08		48th st	19TH ST
<u>20TH AVENUE</u>	2 G	1303	0.79		60th st	Chacon rd
<u>21ST AVENUE</u>	2 G	1304	0.98		60th st	50th st
<u>22ND AVENUE</u>	2 G	1305	0.81		60th st	50th st
<u>23RD AVENUE</u>	2 G	1306	1.58		60th st	Encino Rd
<u>24TH AVENUE</u>	2 G	1307	2.10		60th st	Encino Rd
<u>25TH AVENUE</u>	2 G	1308	1.11		60th st	50th st
<u>26TH AVENUE</u>	2 G	1309	1.11		60th st	50th st
<u>27TH AVENUE</u>	2 G	1310	1.11		60th st	50th st
<u>28TH AVENUE</u>	2 G	1311	1.11		60th st	50th st
<u>29TH AVENUE</u>	2 G	1352	2.26		60TH ST SW	40TH ST NW
<u>41ST STREET</u>	4 G	1313	1.05		Guadalupe rd	29th ave
<u>42ND STREET</u>	4 G	1314	0.98		Northern blvd	23rd ave
<u>43RD STREET</u>	2 G	1315	1.20		Northern blvd	Encino Rd
<u>44TH STREET</u>	2 G	1316	1.36		Northern blvd	Duran Rd
<u>45TH STREET</u>	2 G	1353	1.58		Northern blvd	Duran Rd
<u>46TH STREET</u>	2 G	1317	1.48		Northern blvd	Duran Rd
<u>47TH STREET</u>	2 G	1318	1.88		Northern blvd	29th Ave
<u>48TH STREET</u>	2 G	1319	1.85		Northern blvd	29th Ave
<u>49TH STREET</u>	2 G	1320	1.85		Northern blvd	29th Ave
<u>50TH STREET</u>	2 G	1321	2.01		Northern blvd	29th Ave
<u>51TH STREET</u>	2 G	1354	0.89		Northern blvd	Chacon rd
<u>52ND STREET</u>	2 G	1323	0.75		Northern blvd	Chacon rd
<u>53RD STREET</u>	2 G	1324	0.85		Golondrinas rd	19th Ave
<u>54TH STREET</u>	2 G	1325	1.28		Northern blvd	19th Ave
<u>55TH STREET</u>	2 G	1326	2.24		Northern blvd	29th Ave
<u>56TH STREET</u>	2 G	1327	1.09		Northern blvd	19th Ave
<u>57TH STREET</u>	2 G	1328	0.90		Fina rd	19th Ave
<u>58TH STREET</u>	2 G	1329	0.92		Northern blvd	19th Ave
<u>59TH STREET</u>	2 G	1330	1.11		Northern blvd	19th Ave
<u>60TH STREET</u>	2 G	1331	2.27		Northern blvd	29th Ave
<u>BOLERO ROAD</u>	2 G	1332	0.51		50th st	19th Ave
<u>CAPILLA PLACE</u>	2 G	1333	0.14		Capilla Rd	Dead End
<u>CAPILLA ROAD</u>	2 G	1334	0.40		19th av	Dead End
<u>CARLOS</u>	2 G	1322	0.90		55TH ST	19th Ave
<u>CHACON ROAD</u>	2 G	1336	3.04		55th st	40th st
<u>CHARRO PLACE</u>	2 G	1337	0.11		Capilla Rd	Dead End
<u>DULCE</u>	2 G	1338	0.08		24th av	Dead End
<u>DURAN ROAD</u>	2 G	1339	0.66		47th St	40th st
<u>ENCINO ROAD</u>	2 G	1340	0.93		40th st	29th Ave
<u>ESPEJO ROAD</u>	4 G	1341	1.25		40th st	29th Ave
<u>FELIZ ROAD</u>	4 G	1343	0.31		Espejo Rd	40th st
<u>FIGARO ROAD</u>	2 G	1344	0.30		Northern blvd	59th St
<u>FINA ROAD</u>	2 G	1345	0.51		Northern blvd	59th St
<u>FLORIDA ROAD</u>	2 G	1346	0.27		Northern blvd	54th St
<u>GARZA ROAD</u>	2 G	1347	1.41		52nd St	Gaucha Rd
<u>GAUCHO ROAD</u>	2 G	1348	0.49		47th St	Garza Rd
<u>GOLONDRINA ROAD</u>	2 G	1349	0.32		Northern blvd	53rd St
<u>GUADELUPE ROAD</u>	2 G	1350	1.55		40TH ST	52ND ST
<u>GUAPA ROAD</u>	2 G	1351	0.86		47th St	40th st
TOTAL RIO RANCHO 1				58.71		

NAME	Dist	NUM	MILES	TOT	FROM	TO
RIO RANCHO 2						
<u>1ST AVENUE</u>	2 G	1400	1.10		50th St	40th Av
<u>2ND AVENUE</u>	2 G	1401	1.10		50th St	40th Av
<u>3RD AVENUE</u>	2 G	1402	1.10		50th St	40th Av
<u>41ST STREET</u>	2 G	1403	0.74		Golondrina rd	Northern Blvd
<u>42ND STREET</u>	2 G	1404	0.94		Golondrina rd	Northern Blvd
<u>43RD STREET</u>	2 G	1405	0.87		Golondrina rd	Northern Blvd
<u>44TH STREET</u>	2 G	1406	0.61		5th Av	Northern Blvd
<u>45TH STREET</u>	2 G	1454	1.82		Northern Blvd	<u>SOUTHERN BLVD</u>
<u>46TH STREET</u>	2 G	1407	0.30		Sandia Blvd	Fortuna Rd
<u>47TH STREET</u>	2 G	1408	0.33		Sandia Blvd	4th Av
<u>48TH STREET</u>	2 G	1409	0.33		Sandia Blvd	4th Av
<u>49TH STREET</u>	2 G	1410	0.48		Sandia Blvd	4th Av
<u>4TH AVENUE</u>	2 G	1411	0.50		51st st	Fortuna Rd
<u>4TH AVENUE</u>	2 G	1412	1.10		50th St	40th Av
<u>52ND STREET</u>	2 G	1417	1.83		Northern Blvd	8th ave
<u>53RD STREET</u>	2 G	1419	1.99		Northern blvd	Suthern Blvd
<u>54TH STREET</u>	2 G	1421	1.88		Northern Blvd	Suthern Blvd
<u>55TH ST SW NW</u>	2 G	1455	1.92		Northern Blvd	Suthern Blvd
<u>56TH ST SW NW</u>	2 G	1456	1.80		Northern Blvd	Fortuna Rd
<u>57TH PLACE</u>	2 G	1426	0.10		Northern Blvd	Dead End
<u>57TH PLACE</u>	2 G	1427	1.04		57th st	Dead End
<u>58TH STREET</u>	2 G	1429	2.17		Northern Blvd	<u>SOUTHERN BLVD</u>
<u>59TH STREET</u>	2 G	1431	2.09		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>5TH AVENUE</u>	2 G	1433	0.54		<u>GOLONDRINA RD</u>	40th St
<u>5TH AVENUE</u>	2 G	1434	2.21		60th St	40TH ST
<u>60TH STREET</u>	2 G	1435	2.20		Suthern Blvd	<u>NORTHERN BLVD</u>
<u>6TH AVENUE</u>	2 G	1436	0.94		60th St	45TH ST
<u>6TH AVENUE</u>	2 G	1437	1.10		50th St	40th St
<u>7TH AVENUE</u>	2 G	1438	0.26		Golondrina rd	45TH ST
<u>7TH AVENUE</u>	2 G	1439	1.10		50th St	40th St
<u>8TH AVENUE</u>	2 G	1440	0.36		Golondrina rd	45TH ST
<u>8TH AVENUE</u>	2 G	1441	1.32		53RD ST	40th St
<u>9TH AVENUE</u>	2 G	1442	0.43		<u>GOLONDRINA RD</u>	45TH ST
<u>9TH AVENUE</u>	2 G	1443	1.10		50th St	40th St
<u>DELGADO ROAD</u>	2 G	1444	0.22		8th St	50th St
<u>FINA LOOP</u>	2 G	1445	0.30		50th St	Fina Rd
<u>FINA PLACE</u>	2 G	1446	0.14		Fina rd	Dead End
<u>FINA ROAD</u>	2 G	1447	1.08		Northern Blvd	Fina Pl
<u>Florida rd</u>	2 G	1415	1.73		Delgado	9Th Av
<u>FLORIDA ROAD</u>	2 G	1448	0.47		52nd St	FINA LP
<u>FORTUNA RD</u>	2 G	1449	1.82		60TH ST	Sandia Blvd
<u>GOLONDRINA PLACE</u>	2 G	1450	0.11		Golondrina Rd	Dead End
<u>GOLONDRINA ROAD</u>	2 G	1451	1.53		Northern Blvd	40th St
<u>NORTHERN</u>	2 G	1452	2.20		60th St	40th St
<u>SANDIA BLVD</u>	2 G	1453	2.21		60th St	40th St
TOTAL RIO RANCHO 2				49.51		

NAME	Dist	NUM	MILES	TOT	FROM	TO
RIO RANCHO 23						
<u>10TH ST</u>	5 G	41454	0.9		45TH ST	KINGS BLVD
<u>11TH ST</u>	5 G	41455	0.4		45TH ST	KINGS BLVD
<u>12TH ST</u>	5 G	41456	0.3		39TH ST	KINGS BLVD
<u>13TH COURT</u>	5 G	1500	0.08		51st Av	Dead End
<u>13TH STREET</u>	5 G	1501	0.09		DEAD END	45TH AV
<u>14TH COURT</u>	5 G	1502	0.11		51st Av	Dead End
<u>14TH STREET</u>	5 G	1503	1.10		14th Av	45TH AV
<u>15TH COURT</u>	5 G	1504	0.11		46TH AVE	29TH AVE
<u>15TH STREET</u>	5 G	1505	0.88		14th Av	45TH AV
<u>16TH STREET</u>	5 G	1506	1.60		34TH AVE	48TH AVE
<u>17TH STREET</u>	5 G	1508	1.34		29TH AVE	45TH AV
<u>18TH STREET</u>	5 G	1509	0.41		33RD AVE	KINGS BLVD
<u>19TH STREET</u>	5 G	1510	0.21		34TH AVE	KINGS BLVD
<u>20TH STREET</u>	5 G	1511	0.78		29TH AV	KINGS BLVD
<u>22ND SREET</u>	5 G	41457	0.36		45TH AVE	41ST ST
<u>29TH AVE</u>	5 G	41458	0.23		32ND AVE	RAINBOW
<u>30TH AVENUE</u>	5 G	1512	0.70		20TH ST	RAINBOW
<u>31ST AVENUE</u>	5 G	1513	0.70		20TH ST	RAINBOW
<u>32ND AVENUE</u>	5 G	1514	0.82		20TH ST	RAINBOW
<u>33RD AVENUE</u>	5 G	1515	0.83		20TH ST	RAINBOW
<u>34TH AVENUE</u>	5 G	1516	0.88		20TH ST	RAINBOW
<u>35TH AVE</u>	5 G	41459	0.63		RAMPARTS	KINGS BLVD
<u>36TH AVE NW</u>	5 G	41460	0.29		RAMPARTS	CASTLE
<u>38TH AVENUE</u>	5 G	1517	0.22		16TH ST	15TH ST
<u>39TH AVENUE</u>	5 G	1518	0.78		42ND AVE	SERENADE
<u>40TH AVENUE</u>	5 G	1519	0.78		SERENADE ST	42ND ST
<u>41ST AVENUE</u>	5 G	1520	0.95		PROGRESS BLVD	42ND ST
<u>42ND AVENUE</u>	5 G	1521	1.02		41TH AV	10TH AVE
<u>43RD AVENUE</u>	5 G	1523	0.91		41TH AV	VISTA RD
<u>44TH AVENUE</u>	5 G	1525	0.77		41TH AV	17TH AVE
<u>45TH AVENUE</u>	5 G	1527	1.50		41ST AV	Dead End
<u>46TH AVENUE</u>	5 G	1530	1.65		PHEONIX RD	16TH ST
<u>47TH AVENUE</u>	5 G	1532	1.85		PHEONIX DR	SHEBA DR
<u>48TH AVENUE</u>	5 G	1534	1.47		47TH AV	SHEBA DR
<u>49TH AVENUE</u>	5 G	1536	1.37		LANSING CT	SHEBA DR
<u>50TH AVENUE</u>	5 G	1538	0.60		CELLO RD	BOLT RD
<u>51ST AVENUE</u>	5 G	1540	0.49		CELLO RD	SHEBA DR
<u>52ND COURT</u>	5 G	1541	0.18		CELLO RD	Dead End
<u>53RD AVENUE</u>	5 G	1542	0.66		AGUSTA RD	CELLO RD
<u>6TH ST NW</u>	5 G	41461	0.2		7TH ST	SHEBA
<u>7TH ST NW</u>	5 G	41462	0.25		PROGRESS RD	SHEBA
<u>8TH ST NW</u>	5 G	41463	0.6		45TH ST	42ND ST
<u>9TH ST NW</u>	5 G	41464	0.5		45TH ST	42ND ST
<u>ABERDEEN COURT</u>	5 G	1545	1.03		46TH AV	Dead End
<u>ADONIS COURT</u>	5 G	1546	0.06		JUPITER RD	TORCIDO RD
<u>AKRON COURT</u>	5 G	1547	0.54		PHOENIX RD	ROANOKE RD
<u>ALBANY COURT</u>	5 G	1549	0.10		47TH AV	Dead End
<u>ALPINE RD</u>	5 G	41500	0.55		FAWN	FAWN
<u>AMBER</u>	5 G	41501	0.06		COOK RD	CARRIAGE RD
<u>ARANCO LN</u>	5 G	41502	0.05		JEFFERSON	ALPINE
<u>ARIEL ROAD</u>	5 G	1550	1.23		PHOENIX RD	PROGRESS BLVD
<u>Arlington rd</u>	5 g	1666	0.20		Fawn rd	PROGRESS BLVD
<u>ARTURA ROAD</u>	5 G	1551	1.84		JUNITA RD	SHEBA RD
<u>ASCOY</u>	5 G	41503	0.22		SHEBA	BIRCH RD
<u>AUGUSTA</u>	5 G	41465	0.66		CONSUELO RD	49TH AVE
<u>BARCELONA ROAD</u>	5 G	1553	0.59		CAPETOWN RD	LIVINGSTON RD
<u>BATOKA COURT</u>	5 G	1554	0.05		MENDOCINO RD	DEAD END
<u>BELL COURT</u>	5 G	1555	0.53		OVERLAND RD	MISLETOE RD
<u>BIRCH RD</u>	5 G	41504	0.40		50TH ST	Dead End
<u>BOLT</u>	5 G	41505	0.58		RAINBOW RD	COOK RD
<u>BRUNSWICK COURT</u>	5 G	1557	0.24		COLUMBRIA RD	DEAD END

<u>CALVINIA RD</u>	5 G	1558	0.27	<u>LIVINGSTON RD</u>	<u>DEAD END</u>
<u>CANDELSTICK STREET</u>	5 G	1559	0.50	<u>34TH AV</u>	<u>39TH AVE</u>
<u>CAPETOWN ROAD</u>	5 G	1562	1.07	<u>BARCELONA RD</u>	<u>LIVINGSTON RD</u>
<u>CARRIAGE RD</u>	5 G	41506	0.50	<u>FINCH RD</u>	<u>BOLT RD</u>
<u>CASTLE RD</u>	5 G	41507	0.50	<u>KINGS BLVD</u>	<u>29TH AVE</u>
<u>CELLO ROAD</u>	5 G	1563	0.46	<u>ARTURA RD</u>	<u>53RD AV</u>
<u>CENTAUR ROAD</u>	5 G	1564	1.16	<u>TORCIDO RD</u>	<u>PINE RD</u>
<u>CHICO COURT</u>	5 G	1566	0.06	<u>ARTURA RD</u>	<u>Dead End</u>
<u>CHIMERA COURT</u>	5 G	1567	0.11	<u>PHEONIX RD</u>	<u>DEAD END</u>
<u>COLUMBRIA ROAD</u>	5 G	1568	0.54	<u>PHEONIX RD</u>	<u>BRUNSWICK RD</u>
<u>CONCORD RD</u>	5 G	41507	0.28	<u>FAWN RD</u>	<u>ALPINE RD</u>
<u>CONDOR COURT</u>	5 G	1560	0.08	<u>FALCON RD</u>	<u>DEAD END</u>
<u>CONSUELA ROAD</u>	5 G	1569	0.25	<u>JUNITA RD</u>	<u>AGUSTA RD</u>
<u>COOK RD</u>	5 G	41508	0.60	<u>BOLT RD</u>	<u>FINCH RD</u>
<u>CORMORANT COURT</u>	5 G	1570	0.29	<u>PEREGRINE RD</u>	<u>DEAD END</u>
<u>DIAMOND RD</u>	5 G	41509	0.60	<u>JEFFERSON RD</u>	<u>PROGRESS BLVD</u>
<u>EASY RD</u>	5 G	1573	0.08	<u>COOK</u>	<u>BIRCH RD</u>
<u>EL DORADO RD</u>	5 G	41510	0.01	<u>FAWN RD</u>	<u>ARLINGTON RD</u>
<u>ELIZABETHVILLE ROAD</u>	5 G	1572	0.34	<u>LIVINGSTON RD</u>	<u>TORCIDO RD</u>
<u>FALCON ROAD</u>	5 G	1574	0.42	<u>VALOR RD</u>	<u>DEAD END</u>
<u>FANTA RD</u>	5 G	41511	0.04	<u>6TH ST</u>	<u>DEAD END</u>
<u>FAWN RD</u>	5 G	1575	0.34	<u>BOLT</u>	<u>JEFFERSON RD</u>
<u>FINCH RD</u>	5 G	41512	1.10	<u>SHEBA RD</u>	<u>BOLT RD</u>
<u>FLUTE ROAD</u>	5 G	1577	0.26	<u>ARTURA RD</u>	<u>53RD AV</u>
<u>GNOME COURT</u>	5 G	1578	0.11	<u>ARIEL RD</u>	<u>DEAD END</u>
<u>HEIDE COURT</u>	5 G	1579	0.07	<u>LOVINGSTON RD</u>	<u>DEAD END</u>
<u>HELENA ROAD</u>	5 G	1580	0.52	<u>PROGRESS BLVD</u>	<u>ARTURA RD</u>
<u>HERMES COURT</u>	5 G	1581	0.09	<u>JUPITER RD</u>	<u>TORCIDO RD</u>
<u>IVY ROAD</u>	5 G	1582	0.22	<u>PROSPECT AV</u>	<u>SHAMROCK RD</u>
<u>Jefferson</u>	5 g	1667	0.71	<u>Fawn rd</u>	<u>Sheba rd</u>
<u>JUPITER COURT</u>	5 G	1583	0.33	<u>ARIEL RD</u>	<u>HERMES RD</u>
<u>JUSTICE ROAD</u>	5 G	1586	0.80	<u>VALOR RD</u>	<u>PHEONIX</u>
<u>KING BOULEVARD</u>	5 G	1588	4.80	<u>HARMONY DR</u>	<u>PHOENIX RD</u>
<u>KING BOULEVARD</u>	5 G	1589	1.20	<u>PHOENIX RD</u>	<u>VISTA RD</u>
<u>KING COURT</u>	5 G	1590	0.08	<u>KING BLVD</u>	<u>DEAD END</u>
<u>LABRADOR COURT</u>	5 G	1591	0.18	<u>PHOENIX RD</u>	<u>DEAD END</u>
<u>LABRADOR ROAD</u>	5 G	1592	0.42	<u>PHOENIX RD</u>	<u>HELENA RD</u>
<u>Lansing rd</u>	5 g	1668	0.36	<u>Helena rd</u>	<u>47th Ave.</u>
<u>LEPRECHAUN COURT</u>	5 G	1593	0.27	<u>ARIEL RD</u>	<u>DEAD END</u>
<u>LEPRECHAUN ROAD</u>	5 G	1594	0.10	<u>KINGS BLVD</u>	<u>CENTAUR RD</u>
<u>LIVINGSTONE ROAD</u>	5 G	1595	1.44	<u>SORENTO RD</u>	<u>HEIDE CT</u>
<u>LORELEI COURT</u>	5 G	1596	0.09	<u>PHEONIX RD</u>	<u>DEAD END</u>
<u>Magnolia</u>	5 g	1669	0.24	<u>Fawn rd</u>	<u>Aranco rd</u>
<u>MANKOTA ROAD</u>	5 G	1597	0.08	<u>PROGRESS RD</u>	<u>CAPETOWN RD</u>
<u>MELODY ROAD</u>	5 G	1599	0.46	<u>SERENADE ST</u>	<u>16TH ST</u>
<u>MENDOCINO ROAD</u>	5 G	1600	1.52	<u>CAPETOWN RD</u>	<u>LIVINGSTON RD</u>
<u>MISTLETOE ROAD</u>	5 G	1602	0.32	<u>SYCAMORE RD</u>	<u>SHAMROCK RD</u>
<u>MOONLIGHT STREET</u>	5 G	1603	0.38	<u>40TH AV</u>	<u>KINGS BLVD</u>
<u>MORAINÉ RD</u>	5 G	1598	0.53	<u>JEFFERSON</u>	<u>SHEBA RD</u>
<u>MULBERRY LANE</u>	5 G	1604	0.15	<u>SHAMROCK RD</u>	<u>BELL RD</u>
<u>OBOE ROAD</u>	5 G	1607	0.32	<u>ARTURA RD</u>	<u>53RD AV</u>
<u>OGDEN COURT</u>	5 G	1608	0.07	<u>MENDICINO RD</u>	<u>DEAD END</u>
<u>OVERLAND ROAD</u>	5 G	1609	0.51	<u>STRATFORD RD</u>	<u>SYCAMORE RD</u>
<u>OWL COURT</u>	5 G	1610	0.11	<u>CORMARANT RD</u>	<u>DEAD END</u>
<u>PATIENCE COURT</u>	5 G	1611	0.16	<u>PROSPERIETY RD</u>	<u>DEAD END</u>
<u>PATIENCE ROAD</u>	5 G	1612	0.15	<u>PROSPERIETY RD</u>	<u>Dead End</u>
<u>PEREGRINE COURT</u>	5 G	1614	0.08	<u>FALCON RD</u>	<u>DEAD END</u>
<u>PEREGRINE ROAD</u>	5 G	1613	0.08	<u>CORMORANT RD</u>	<u>FALCON RD</u>
<u>PHOENIX ROAD</u>	5 G	1615	2.36	<u>JUANITA</u>	<u>KINGS BLVD</u>
<u>PINE COURT</u>	5 G	1617	0.09	<u>CENTAUR RD</u>	<u>DEAD END</u>
<u>PRETORIA ROAD</u>	5 G	1619	0.59	<u>TORCIDO RD</u>	<u>LIVINGSTON RD</u>
<u>PROGRESS BLVD</u>	5 G	1620	2.23	<u>VENTURE RD</u>	<u>SEVERN RD</u>
<u>PROSPECT AVENUE</u>	5 G	1624	0.83	<u>29TH AV</u>	<u>KING BLVD</u>

<u>PROSPECT COURT</u>	5 G	1625	0.07	<u>PROSPECT AV</u>	<u>DEAD END</u>
<u>PROSPERITY ROAD</u>	5 G	1626	0.78	<u>SIMPLICITY RD</u>	<u>PHEONIX</u>
<u>PROVO COURT</u>	5 G	1628	0.08	<u>47TH AVE</u>	<u>DEAD END</u>
<u>RAMPARTS ROAD</u>	5 G	1629	0.51	<u>KING BLVD</u>	<u>Dead End</u>
<u>ROANOKE ROAD</u>	5 G	1630	0.58	<u>WHITICHA RD</u>	<u>LABRADOR RD</u>
<u>SERANDE STREET</u>	5 G	1631	2.40	<u>KINGS BLVD</u>	<u>53RD ST</u>
<u>SHAMROCK ROAD</u>	5 G	1632	0.53	<u>KINGS BLVD</u>	<u>OVERLAND RD</u>
<u>SHEBA DRIVE</u>	5 G	1633	2.78	<u>RAINBOW RD</u>	<u>KING BLVD</u>
<u>SHERIDAN COURT</u>	5 G	1634	0.23	<u>PHOENIX RD</u>	<u>DEAD END</u>
<u>SIMPLICITY COURT</u>	5 G	1635	0.15	<u>PHOENIX RD</u>	<u>DEAD END</u>
<u>SIMPLICITY COURT</u>	5 G	1636	0.22	<u>ARIEL RD</u>	<u>DEAD END</u>
<u>SIMPLICITY ROAD</u>	5 G	1637	0.33	<u>ARIEL RD</u>	<u>PHOENIX RD</u>
<u>SIREN COURT</u>	5 G	1638	0.09	<u>ARIEL RD</u>	<u>DEAD END</u>
<u>SORRENTO ROAD</u>	5 G	1639	0.22	<u>BARCELONA RD</u>	<u>DEAD END</u>
<u>SPHINX COURT</u>	5 G	1640	0.15	<u>ARIEL RD</u>	<u>DEAD END</u>
<u>SPRITE COURT</u>	5 G	1641	0.20	<u>ARIEL RD</u>	<u>DEAD END</u>
<u>STEADFAST COURT</u>	5 G	1642	0.15	<u>TORCIDO RD</u>	<u>DEAD END</u>
<u>STEADFAST ROAD</u>	5 G	1643	0.30	<u>VALOR RD</u>	<u>TORCIDO RD</u>
<u>STRATFORD ROAD</u>	5 G	1644	0.24	<u>KING BLVD</u>	<u>OVERLAND RD</u>
<u>Sultan dr</u>	5 g	1670	0.28	<u>King Blvd</u>	<u>Henning LP NW</u>
<u>SYCAMORE ROAD</u>	5 G	1645	0.94	<u>KINGS BLVD</u>	<u>PROSPECT AV</u>
<u>SYMPHONY DRIVE</u>	5 G	1646	0.54	<u>SYCAMORE RD</u>	<u>PROSPECT AV</u>
<u>TIVOLI ROAD</u>	5 G	1647	0.58	<u>SORRENTO RD</u>	<u>LIVINGSTON RD</u>
<u>TORCIDO ROAD</u>	5 G	1648	1.10	<u>PROGRESS</u>	<u>KING BLVD</u>
<u>TRIUMPH COURT</u>	5 G	1649	0.13	<u>TORCIDO RD</u>	<u>DEAD END</u>
<u>TRIUMPH COURT</u>	5 G	1650	0.18	<u>TORCIDO RD</u>	<u>DEAD END</u>
<u>TRIUMPH ROAD</u>	5 G	1651	0.21	<u>PROSPERITY RD</u>	<u>PHEONIX</u>
<u>TRIUMPH ROAD</u>	5 G	1652	0.58	<u>TORCIDO RD</u>	<u>PROSPERITY RD</u>
<u>TROLL COURT</u>	5 G	1653	0.20	<u>ARIEL RD</u>	<u>DEAD END</u>
<u>TULSA COURT</u>	5 G	1654	0.17	<u>MENDICINO RD</u>	<u>DEAD END</u>
<u>UNICORN CIRCLE</u>	5 G	1655	0.42	<u>PHEONIX RD</u>	<u>PHEONIX</u>
<u>UNICORN COURT</u>	5 G	1656	0.20	<u>PHEONIX RD</u>	<u>DEAD END</u>
<u>VALOR ROAD</u>	5 G	1657	1.51	<u>PHEONIX RD</u>	<u>VALOR RD</u>
<u>Venture Dr NW</u>	5 g	1671	0.31	<u>RAINBOW RD</u>	<u>PROGRESS BLVD</u>
<u>VENUS ROAD</u>	5 G	1659	0.21	<u>JUNIPER RD</u>	<u>TORCIDO RD</u>
<u>VERONA ROAD</u>	5 G	1660	0.56	<u>SORRENTO RD</u>	<u>LIVINGSTON RD</u>
<u>VICTORY ROAD</u>	5 G	1661	0.35	<u>VALOR RD</u>	<u>TORCIDO RD</u>
<u>VIOLA ROAD</u>	5 G	1662	0.38	<u>ARTURA RD</u>	<u>53RD AV</u>
<u>VISTA ROAD</u>	5 G	1663	1.30	<u>32ND AV</u>	<u>43RD ST</u>
<u>WELLISTON ROAD</u>	5 G	1664	0.78	<u>PHOENIX RD</u>	<u>BRUNSWICK CT</u>
<u>WICHITA RD</u>	5 G	1665	0.31	<u>PHOENIX RD</u>	<u>RHOANOKE RD</u>
TOTAL RIO RANCHO 23					

93.59

NAME	Dist	NUM	MILES	TOT	FROM	TO
RIO RANCHO 24						
<u>50TH ST</u>	5 G	1852	0.90		<u>29TH AV</u>	<u>VALDOSTA RD</u>
<u>AMBROSE LANE</u>	5 G	1701	0.10		<u>AMBROSE RD</u>	<u>TAMARAK RD</u>
<u>AMBROSE ROAD</u>	5 G	1702	1.15		<u>KING BLVD</u>	<u>CLEANDER RD</u>
<u>ANTELOPE COURT</u>	5 G	1705	0.08		<u>LION RD</u>	<u>DEAD END</u>
<u>ARAGON COURT</u>	5 G	1706	0.13		<u>NILE RD</u>	<u>DEAD END</u>
<u>AUDEN COURT</u>	5 G	1707	0.14		<u>FROST RD</u>	<u>DEAD END</u>
<u>AVIAN ROAD</u>	5 G	1708	1.25		<u>PROGRESS BLVD</u>	<u>DEAD END</u>
<u>AVON CT</u>	5 G	1897	0.09		<u>MC KINZIE RD</u>	<u>DEAD END</u>
<u>AYESHA ROAD</u>	5 G	1703	0.37		<u>29TH AV</u>	<u>AMBROSE RD</u>
<u>BABSON COURT</u>	5 G	1709	0.10		<u>DILLARD RD</u>	<u>DEAD END</u>
<u>BARAT ROAD</u>	5 G	1710	0.44		<u>50TH ST</u>	<u>ENCINO RD</u>
<u>BELMONT ROAD</u>	5 G	1711	0.73		<u>29TH AV</u>	<u>NEWPORT RD</u>
<u>BUFFALO COURT</u>	5 G	1712	0.14		<u>TICER RD</u>	<u>DEAD END</u>
<u>CANARY COURT</u>	5 G	1713	0.08		<u>AVIAN RD</u>	<u>DEAD END</u>
<u>CARDINAL COURT</u>	5 G	1714	0.13		<u>AVIAN RD</u>	<u>DEAD END</u>
<u>CLEANDER ROAD</u>	5 G	1715	0.32		<u>DEAD END</u>	<u>AMBROSE RD</u>
<u>CUBBERRY CT</u>	5 G	1720	0.12		<u>TAMARACK RD</u>	<u>DEAD END</u>
<u>CUBBERRY RD</u>	5 G	1716	0.25		<u>KING BLVD</u>	<u>29TH AV</u>
<u>CUBBERRY RD</u>	5 G	1717	0.86		<u>TAMARACK RD</u>	<u>ARIEL RD</u>
<u>CYGNET COURT</u>	5 G	1718	0.07		<u>AVIAN RD</u>	<u>DEAD END</u>
<u>CYNARA COURT</u>	5 G	1719	0.12		<u>NEWPORT</u>	<u>DEAD END</u>
<u>DARTMOUTH ROAD</u>	5 G	1721	0.39		<u>50TH ST</u>	<u>WINTHROP RD</u>
<u>DICKENSON ROAD</u>	5 G	1722	0.52		<u>FROST RD</u>	<u>WASH CT</u>
<u>DILLARD ROAD</u>	5 G	1723	0.22		<u>HEGAL RD</u>	<u>VOLDOSTA RD</u>
<u>DOLPHIN ROAD</u>	5 G	1724	0.63		<u>HARMONY RD</u>	<u>DEAD END</u>
<u>DRAKE ROAD</u>	5 G	1726	0.41		<u>VALOR RD</u>	<u>FALCON RD</u>
<u>DRESTES COURT</u>	5 G	1727	0.27		<u>29TH AV</u>	<u>DEAD END</u>
<u>Drury rd nw</u>	5 g	1938	0.19		<u>MENDEL RD</u>	<u>29th Ave</u>
<u>DURRELL ROAD</u>	5 G	1728	0.54		<u>MARLIN RD</u>	<u>MARLIN RD</u>
<u>DYLAN COURT</u>	5 G	1729	0.08		<u>GILBERT CT</u>	<u>DEAD END</u>
<u>ENCINO ROAD</u>	5 G	1730	3.21		<u>29TH AV</u>	<u>HARMONY RD</u>
<u>ERMINE ROAD</u>	5 G	1734	0.67		<u>HARMONY RD</u>	<u>PROGRESS BLVD</u>
<u>ESPENOSA ROAD</u>	5 G	1735	0.15		<u>FROST RD</u>	<u>DEAD END</u>
<u>EUGENIA LOOP</u>	5 G	1736	0.36		<u>EUGENIA RD</u>	<u>EUGENIA RD</u>
<u>EUGENIA ROAD</u>	5 G	1737	1.25		<u>29TH AV</u>	<u>CUBBERLEY RD</u>
<u>FAIRFIELD ROAD</u>	5 G	1738	1.07		<u>29TH AV</u>	<u>WINTHROP RD</u>
<u>FLAMINGO COURT</u>	5 G	1739	0.12		<u>PEACOCK RD</u>	<u>FLAMINGO RD</u>
<u>FLAMINGO ROAD</u>	5 G	1740	0.48		<u>AVIAN RD</u>	<u>PEACOCK RD</u>
<u>FLAVIAN COURT</u>	5 G	1741	0.14		<u>TAMARACK RD</u>	<u>DEAD END</u>
<u>FOX ROAD</u>	5 G	1742	0.33		<u>ERMINE RD</u>	<u>DEAD END</u>
<u>FROST ROAD</u>	5 G	1743	0.40		<u>ENCINO RD</u>	<u>DEAD END</u>
<u>FROST ROAD</u>	5 G	1744	0.40		<u>ENCINO RD</u>	<u>DEAD END</u>
<u>FROST ROAD</u>	5 G	1745	0.40		<u>ENCINO RD</u>	<u>DEAD END</u>
<u>FURMAN ROAD</u>	5 G	1746	0.27		<u>MENDEL RD</u>	<u>HILLSDALE RD</u>
<u>GAMBIA COURT</u>	5 G	1747	0.15		<u>NIAGRA RD</u>	<u>DEAD END</u>
<u>GEMSBOK COURT</u>	5 G	1748	0.08		<u>LION RD</u>	<u>DEAD END</u>
<u>GILBERT CT</u>	5 G	1751	0.08		<u>WHITMAN RD</u>	<u>DEAD END</u>
<u>GILBERT RD</u>	5 G	1750	0.31		<u>WHITMAN RD</u>	<u>GILBERT CT</u>
<u>GINSBERG COURT</u>	5 G	1752	0.13		<u>MAC LEASH RD</u>	<u>DEAD END</u>
<u>GULL COURT</u>	5 G	1753	0.11		<u>PARTRIDGE RD</u>	<u>DEAD END</u>
<u>HARDY COURT</u>	5 G	1754	0.21		<u>HARDY RD</u>	<u>DEAD END</u>
<u>HARDY ROAD</u>	5 G	1755	0.10		<u>WHITMAN RD</u>	<u>HARDY CT</u>
<u>HARMONY DRIVE</u>	5 G	1756	3.80		<u>MARLIN RD</u>	<u>KING BLVD</u>
<u>HARTE ROAD</u>	5 G	1760	0.35		<u>MAC LEASH RD</u>	<u>ISCARIOT RD</u>
<u>HARVEST COURT</u>	5 G	1761	0.11		<u>NEWPORT RD</u>	<u>DEAD END</u>
<u>HEGAL ROAD</u>	5 G	1762	1.07		<u>29TH AV</u>	<u>FROST RD</u>
<u>HEGEL COURT</u>	5 G	1763	0.15		<u>FROST RD</u>	<u>DEAD END</u>
<u>HERRING COURT</u>	5 G	1764	0.23		<u>MARLIN RD</u>	<u>DEAD END</u>
<u>HIGGINS COURT</u>	5 G	1765	0.16		<u>MARLIN RD</u>	<u>DEAD END</u>
<u>HILLSDALE ROAD</u>	5 G	1766	0.62		<u>29TH AV</u>	<u>MENDEL RD</u>
<u>HOFFER COURT</u>	5 G	1767	0.13		<u>FROST RD</u>	<u>DEAD END</u>

<u>HOFFER ROAD</u>	5 G	1768	0.15	<u>FROST RD</u>	<u>DEAD END</u>
<u>HOFFER ROAD</u>	5 G	1769	0.34	<u>FURMAN RD</u>	<u>MENDEL RD</u>
<u>HUDSON COURT</u>	5 G	1770	0.08	<u>VILANE CT</u>	<u>DEAD END</u>
<u>ISCARIOT ROAD</u>	5 G	1773	0.44	<u>RYTHEM RD</u>	<u>MAC LEISH RD</u>
<u>JARVIS COURT</u>	5 G	1774	0.14	<u>FAIRFIELD RD</u>	<u>DEAD END</u>
<u>JORDAN COURT</u>	5 G	1775	0.22	<u>NILE RD</u>	<u>DEAD END</u>
<u>JORDAN ROAD</u>	5 G	1776	0.09	<u>NILE RD</u>	<u>HARMONY RD</u>
<u>KEUKA ROAD</u>	5 G	1777	0.39	<u>50TH ST</u>	<u>WINTHROP RD</u>
<u>Kings Blvd</u>	5 g	1939	1.15	<u>KING BLVD</u>	<u>ENCINO RD</u>
<u>KIPLING ROAD</u>	5 G	1778	0.75	<u>FROST RD</u>	<u>NEWPORT RD</u>
<u>KIWI COURT</u>	5 G	1780	0.10	<u>AVIAN RD</u>	<u>DEAD END</u>
<u>LAMARE RD</u>	5 G	1925	0.35	<u>YEATS RD</u>	<u>DURREL RD</u>
<u>LION ROAD</u>	5 G	1781	1.06	<u>KING BLVD</u>	<u>ENCINO RD</u>
<u>LIVINGSTON ROAD</u>	5 G	1782	0.12	<u>SORRENTO RD</u>	<u>TORCIDO RD</u>
<u>LYONESSE ROAD</u>	5 G	1783	0.43	<u>SENECA RD</u>	<u>YEATS RD</u>
<u>MAC LEASH COURT</u>	5 G	1784	0.10	<u>SANDBURG RD</u>	<u>DEAD END</u>
<u>MAC LEASH ROAD</u>	5 G	1785	1.81	<u>MIMANSA RD</u>	<u>SANDBURG RD</u>
<u>MACKENZIE ROAD</u>	5 G	1787	1.55	<u>SEVERN RD</u>	<u>HARMONY RD</u>
<u>MALLARD ROAD</u>	5 G	1788	0.33	<u>PARAGRINE RD</u>	<u>FALCON RD</u>
<u>MARCIAN ROAD</u>	5 G	1789	0.65	<u>CUBBERLY RD</u>	<u>EUGENIA RD</u>
<u>MARLIN PLACE</u>	5 G	1790	0.04	<u>MARLIN RD</u>	<u>DEAD END</u>
<u>MARLIN ROAD</u>	5 G	1791	1.23	<u>FROST RD</u>	<u>ENCINO RD</u>
<u>MARMOSET COURT</u>	5 G	1793	0.11	<u>STIRLING RD</u>	<u>DEAD END</u>
<u>MARNE COURT</u>	5 G	1794	0.13	<u>NILE RD</u>	<u>DEAD END</u>
<u>MARTINA ROAD</u>	5 G	1795	0.34	<u>SORRENTO RD</u>	<u>TORCIDO RD</u>
<u>MELVILLE ROAD</u>	5 G	1796	0.42	<u>FROST RD</u>	<u>WHITMAN RD</u>
<u>MENDEL COURT</u>	5 G	1797	0.12	<u>FROST RD</u>	<u>DEAD END</u>
<u>MENDEL ROAD</u>	5 G	1798	1.22	<u>29TH AV</u>	<u>FROST RD</u>
<u>MEREDITH ROAD</u>	5 G	1800	0.60	<u>KIPLING RD</u>	<u>NEWPORT RD</u>
<u>MIMANSA ROAD</u>	5 G	1802	0.15	<u>FROST RD</u>	<u>29TH AVE</u>
<u>MINERVA COURT</u>	5 G	1803	0.13	<u>CUBBERLY RD</u>	<u>DEAD END</u>
<u>MINK COURT</u>	5 G	1804	0.05	<u>ERMINE RD</u>	<u>DEAD END</u>
<u>MOCKINGBIRD LANE</u>	5 G	1805	0.15	<u>FROST RD</u>	<u>SENECA RD</u>
<u>MONTCLAIRE ROAD</u>	5 G	1806	0.12	<u>SHYLARK RD</u>	<u>NOBLE RD</u>
<u>MOORE COURT</u>	5 G	1807	0.08	<u>MAC LEISH RD</u>	<u>DEAD END</u>
<u>MUSTANG ROAD</u>	5 G	1808	0.18	<u>NEWPORT RD</u>	<u>PALAMINO RD</u>
<u>NEWARK ROAD</u>	5 G	1811	0.30	<u>FAIRFIELD RD</u>	<u>FROST RD</u>
<u>NEWPORT ROAD</u>	5 G	1812	0.68	<u>MCLEICH RD</u>	<u>ENCINO RD</u>
<u>NIAGARA COURT</u>	5 G	1813	0.11	<u>TIBER RD</u>	<u>DEAD END</u>
<u>NIAGARA ROAD</u>	5 G	1814	0.47	<u>HARMONY RD</u>	<u>TIBER RD</u>
<u>NILE CT</u>	5 G	1851	0.04	<u>JORDAN RD</u>	<u>DEAD END</u>
<u>NILE RD</u>	5 G	1850	0.50	<u>JORDAN RD</u>	<u>MC KINZIE</u>
<u>NOBLE COURT</u>	5 G	1815	0.04	<u>NOBLE LOOP</u>	<u>DEAD END</u>
<u>NOBLE LOOP</u>	5 G	1816	1.27	<u>ENCINO RD</u>	<u>ENCINO RD</u>
<u>NOBLE PLACE</u>	5 G	1817	0.02	<u>NOBLE LOOP</u>	<u>DEAD END</u>
<u>NOBLE WAY</u>	5 G	1818	0.06	<u>NOBLE LOOP</u>	<u>DEAD END</u>
<u>NYACK ROAD</u>	5 G	1819	0.45	<u>TICER RD</u>	<u>50TH ST</u>
<u>OCELOT COURT</u>	5 G	1820	0.09	<u>DICER RD</u>	<u>DEAD END</u>
<u>OKAPI COURT</u>	5 G	1821	0.11	<u>LION RD</u>	<u>DEAD END</u>
<u>ORIGEN COURT</u>	5 G	1822	0.11	<u>EUGENIA RD</u>	<u>DEAD END</u>
<u>ORYX COURT</u>	5 G	1824	0.05	<u>LION RD</u>	<u>DEAD END</u>
<u>OTTAMAN ROAD</u>	5 G	1825	0.55	<u>YEATS RD</u>	<u>DEAD END</u>
<u>OTTER COURT</u>	5 G	1826	0.07	<u>ERMINE RD</u>	<u>DEAD END</u>
<u>OTTOWA RD</u>	5 G	1704	0.75	<u>29TH AV</u>	<u>BARAT RD</u>
<u>OUTPOST DRIVE</u>	5 G	1827	0.16	<u>RYTHEM RD</u>	<u>VINE RD</u>
<u>PALAMINO ROAD</u>	5 G	1828	0.54	<u>DURRELL RD</u>	<u>NEWPORT RD</u>
<u>PARK DRIVE</u>	5 G	1829	0.22	<u>ENCINO RD</u>	<u>PLEASANT RD</u>
<u>PARROT ROAD</u>	5 G	1830	0.16	<u>PARTRIDGE RD</u>	<u>AVION RD</u>
<u>PARTRIDGE ROAD</u>	5 G	1831	0.71	<u>HARMONY RD</u>	<u>DEAD END</u>
<u>PEACOCK DRIVE</u>	5 G	1832	0.26	<u>AVIAN RD</u>	<u>AVION RD</u>
<u>PELICAN ROAD</u>	5 G	1833	0.34	<u>HARMONY RD</u>	<u>DEAD END</u>
<u>PEPIN COURT</u>	5 G	1834	0.17	<u>EUGENIA RD</u>	<u>DEAD END</u>
<u>PERCH COURT</u>	5 G	1835	0.06	<u>ENCINO RD</u>	<u>DEAD END</u>

<u>PEREGRINE ROAD</u>	5 G	1836	0.73	<u>VALOR RD</u>	<u>CORMORANT RD</u>
<u>PHEASANT COURT</u>	5 G	1837	0.12	<u>AVIAN RD</u>	<u>DEAD END</u>
<u>PICNIC LANE</u>	5 G	1838	0.05	<u>TANGLE WOOD</u>	<u>PRAIRIE RD</u>
<u>PIKE COURT</u>	5 G	1839	0.11	<u>MARLIN RD</u>	<u>DEAD END</u>
<u>PLEASANT DRIVE</u>	5 G	1841	0.16	<u>FROST RD</u>	<u>SENECA RD</u>
<u>POST ROAD</u>	5 G	1842	0.17	<u>RYTHEM RD</u>	<u>VINE RD</u>
<u>PRADO COURT</u>	5 G	1843	0.11	<u>MARTIN RD</u>	<u>DEAD END</u>
<u>PRAIRIE ROAD</u>	5 G	1844	0.56	<u>SKYLARK RD</u>	<u>SKYLARK RD</u>
<u>PROGRESS BLVD</u>	5 G	1845	2.06	<u>ENCINO RD</u>	<u>SKYLARK RD</u>
<u>PROGRESS PLACE</u>	5 G	1847	0.02	<u>STAR LOOP</u>	<u>PROGRESS BLVD</u>
<u>QUAIL COURT</u>	5 G	1848	0.06	<u>MUSTANG RD</u>	<u>DEAD END</u>
<u>QUAIL DRIVE</u>	5 G	1849	0.25	<u>MUSTANG RD</u>	<u>NEWPORT RD</u>
<u>REGENCY RD</u>	5 G	1771	0.20	<u>WOODCREST RD</u>	<u>RIDGEVIEW RD</u>
<u>RHONE COURT</u>	5 G	1853	0.13	<u>HARMONY RD</u>	<u>DEAD END</u>
<u>RHYTHM ROAD</u>	5 G	1854	1.40	<u>MAC LEISH RD</u>	<u>ENCINO RD</u>
<u>RIDGEVIEW DRIVE</u>	5 G	1855	0.13	<u>NEWPORT RD</u>	<u>WOODCREST RD</u>
<u>RIVERA DRIVE</u>	5 G	1856	0.07	<u>PRAIRIE RD</u>	<u>NOBLE RD</u>
<u>RYTHEM LOOP</u>	5 G	1880	0.08	<u>RYTHEM RD</u>	<u>RYTHEM RD</u>
<u>SABLE ROAD</u>	5 G	1857	0.26	<u>FOX RD</u>	<u>ERMINE RD</u>
<u>SALMON COURT</u>	5 G	1858	0.16	<u>MARLIN RD</u>	<u>DEAD END</u>
<u>SANDBERG ROAD</u>	5 G	1859	0.81	<u>MAC LEISH RD</u>	<u>MAC LEISH RD</u>
<u>SEBASTIAN COURT</u>	5 G	1861	0.14	<u>TAMARACK RD</u>	<u>DEAD END</u>
<u>SENECA WAY</u>	5 G	1862	1.40	<u>FROST RD</u>	<u>PARK DR</u>
<u>SESTINA COURT</u>	5 G	1867	0.14	<u>MAC LEISH RD</u>	<u>DEAD END</u>
<u>SEVERN ROAD</u>	5 G	1868	0.29	<u>HARMONY RD</u>	<u>PROGRESS BLVD</u>
<u>SHANNON COURT</u>	5 G	1869	0.11	<u>NILE RD</u>	<u>DEAD END</u>
<u>SHANNON ROAD</u>	5 G	1870	0.22	<u>HARMONY RD</u>	<u>NILE RD</u>
<u>SIMEON COURT</u>	5 G	1871	0.25	<u>29TH AV</u>	<u>DEAD END</u>
<u>SKYLARK COURT</u>	5 G	1872	0.03	<u>SKYLARK RD</u>	<u>DEAD END</u>
<u>SKYLARK ROAD</u>	5 G	1873	0.85	<u>PROGRESS BLVD</u>	<u>NOBLE LP</u>
<u>SONATA LANE</u>	5 G	1874	0.05	<u>PRAIRIE RD</u>	<u>TUMBLEWEED RD</u>
<u>SORRENTO COURT</u>	5 G	1875	0.18	<u>MARTINA RD</u>	<u>DEAD END</u>
<u>SORRENTO ROAD</u>	5 G	1876	0.22	<u>TIVOLI RD</u>	<u>MARTINA RD</u>
<u>SPARROW COURT</u>	5 G	1877	0.14	<u>AVIAN RD</u>	<u>DEAD END</u>
<u>STAR COURT</u>	5 G	1878	0.04	<u>STAR LOOP</u>	<u>DEAD END</u>
<u>STAR LOOP</u>	5 G	1879	0.27	<u>NOBLE RD</u>	<u>NOBLE RD</u>
<u>STIRLING ROAD</u>	5 G	1881	0.66	<u>29TH AV</u>	<u>BARAT RD</u>
<u>STURGEON COURT</u>	5 G	1882	0.19	<u>MARLIN RD</u>	<u>DEAD END</u>
<u>SUCCESS ROAD</u>	5 G	1883	0.14	<u>FROST RD</u>	<u>SENECA RD</u>
<u>SUMMIT DRIVE</u>	5 G	1884	0.08	<u>NEWPORT RD</u>	<u>WOODCREST RD</u>
<u>SWAN COURT</u>	5 G	1885	0.10	<u>AVIAN RD</u>	<u>DEAD END</u>
<u>TAMARACK ROAD</u>	5 G	1886	1.29	<u>29TH AVE</u>	<u>ENCINO RD</u>
<u>TANAGER COURT</u>	5 G	1889	0.14	<u>PARTRIDGE RD</u>	<u>DEAD END</u>
<u>TANGLEWOOD ROAD</u>	5 G	1890	0.34	<u>SKYLARK RD</u>	<u>SKYLARK RD</u>
<u>TEAL COURT</u>	5 G	1891	0.31	<u>AVIAN RD</u>	<u>DEAD END</u>
<u>TIBER ROAD</u>	5 G	1892	0.35	<u>DEAD END</u>	<u>VILAINE RD</u>
<u>TICER ROAD</u>	5 G	1893	0.28	<u>NYACK RD</u>	<u>DEAD END</u>
<u>TIFFANY ROAD</u>	5 G	1894	0.14	<u>FROST RD</u>	<u>SENECA RD</u>
<u>TIGER COURT</u>	5 G	1895	0.11	<u>LION RD</u>	<u>DEAD END</u>
<u>TRENT COURT</u>	5 G	1900	0.11	<u>VILAINE RD</u>	<u>DEAD END</u>
<u>TRENT ROAD</u>	5 G	1901	0.16	<u>HARMONY RD</u>	<u>VILAINE RD</u>
<u>TRESSIDDER COURT</u>	5 G	1902	0.05	<u>TAMARACK RD</u>	<u>DEAD END</u>
<u>TULANE COURT</u>	5 G	1903	0.10	<u>NYACK RD</u>	<u>DEAD END</u>
<u>TULANE ROAD</u>	5 G	1904	0.26	<u>29TH AVE</u>	<u>NYACK RD</u>
<u>URICON COURT</u>	5 G	1905	0.06	<u>HARTE RD</u>	<u>DEAD END</u>
<u>VALDOSTA ROAD</u>	5 G	1906	0.38	<u>HEAGAL RD</u>	<u>FROST RD</u>
<u>VALENS COURT</u>	5 G	1907	0.14	<u>EUGENIA RD</u>	<u>DEAD END</u>
<u>VALERIA COURT</u>	5 G	1908	0.17	<u>EUGENIA RD</u>	<u>DEAD END</u>
<u>VALOR COURT</u>	5 G	1909	0.08	<u>HARMONY RD</u>	<u>DEAD END</u>
<u>VALOR ROAD</u>	5 G	1910	0.39	<u>HARMONY RD</u>	<u>FALCON RD</u>
<u>VASSAR COURT</u>	5 G	1911	0.09	<u>FAIRFIELD RD</u>	<u>DEAD END</u>
<u>VERONA RD</u>	5 G	1912	0.72	<u>TORCIDO RD</u>	<u>SORENTO RD</u>
<u>VESNASIAN COURT</u>	5 G	1913	0.24	<u>29TH AV</u>	<u>DEAD END</u>

<u>VILAINE COURT</u>	5 G	1914	0.25	<u>TRENT RD</u>	<u>DEAD END</u>
<u>VILAINE ROAD</u>	5 G	1915	0.46	<u>NIAGARA RD</u>	<u>TRENT RD</u>
<u>VILLAGE ROAD</u>	5 G	1916	0.16	<u>VINE RD</u>	<u>RYTHEM RD</u>
<u>VINE PLACE</u>	5 G	1917	0.03	<u>VINE RD</u>	<u>DEAD END</u>
<u>VINE ROAD</u>	5 G	1918	0.37	<u>YEATS RD</u>	<u>WESTWOOD RD</u>
<u>Viterbo rd</u>	5 g	1940	0.37	<u>29th Ave</u>	<u>MENDEL RD</u>
<u>WALABI COURT</u>	5 G	1919	0.09	<u>STIRLING RD</u>	<u>DEAD END</u>
<u>WARBLER COURT</u>	5 G	1920	0.11	<u>AVIAN RD</u>	<u>DEAD END</u>
<u>WASHINGTON DRIVE</u>	5 G	1921	0.14	<u>FROST RD</u>	<u>SENECA RD</u>
<u>WEBB RD</u>	5 G	1927	0.04	<u>VITERBO RD</u>	<u>DRURY RD</u>
<u>WENLOCK ROAD</u>	5 G	1922	0.70	<u>MAC LEASH RD</u>	<u>MAC LEASH RD</u>
<u>WESTWOOD DRIVE</u>	5 G	1923	0.11	<u>VINE RD</u>	<u>RYTHEM RD</u>
<u>WHITMAN ROAD</u>	5 G	1924	0.54	<u>FROST RD</u>	<u>HARMONY RD</u>
<u>WILSHIRE DRIVE</u>	5 G	1926	0.20	<u>ENCINO RD</u>	<u>TANGLEWOOD RD</u>
<u>WINTHROP ROAD</u>	5 G	1928	0.48	<u>FROST RD</u>	<u>BARAT RD</u>
<u>WOODCREST ROAD</u>	5 G	1929	0.57	<u>PALAMINO RD</u>	<u>NEWPORT RD</u>
<u>WREN COURT</u>	5 G	1930	0.07	<u>PARTRIDGE RD</u>	<u>DEAD END</u>
<u>WYLIE COURT</u>	5 G	1931	0.10	<u>FROST RD</u>	<u>DEAD END</u>
<u>YEATS COURT</u>	5 G	1932	0.15	<u>YEATS RD</u>	<u>DEAD END</u>
<u>YEATS ROAD</u>	5 G	1933	1.35	<u>FROST RD</u>	<u>MC LEISH RD</u>
<u>YUKON COURT</u>	5 G	1934	0.08	<u>NIAGARA RD</u>	<u>DEAD END</u>
<u>ZEBRA COURT</u>	5 G	1935	0.06	<u>LION RD</u>	<u>DEAD END</u>
<u>ZOBREGAN ROAD</u>	5 G	1937	0.34	<u>29TH AVE</u>	<u>AMBROSE RD</u>
TOTAL RIO RANCHO 24				77.29	

NAME	Dist	NUM	MILES	TOT	FROM	TO
Rio Rancho 26						
<u>ADA COURT</u>	5 G	2000	0.05		<u>ADA RD</u>	<u>DEAD END</u>
<u>ADA ROAD</u>	5 G	2001	0.23		<u>TIBER RD</u>	<u>PUTNAM RD</u>
<u>ALCARIN ROAD</u>	5 G	2003	0.94		<u>LOTHLORIEN RD</u>	<u>DEAD END</u>
<u>ALLISON ROAD</u>	5 G	2005	0.59		<u>LORETTA CT</u>	<u>TITAN RD</u>
<u>ALTON STREET</u>	5 G	2006	0.05		<u>BERYL RD</u>	<u>DEAD END</u>
<u>ALTOONA COURT</u>	5 G	2007	0.45		<u>PEARLMAN RD</u>	<u>BRADFORD RD</u>
<u>AMBRIDGE ROAD</u>	5 G	2008	0.43		<u>PERLMAN RD</u>	<u>FERRELL RD</u>
<u>ANARION ROAD</u>	5 G	2009	0.22		<u>LOTHLORIEN RD</u>	<u>GANDALF RD</u>
<u>ANDUIN COURT</u>	5 G	2010	0.08		<u>PHOENIX RD</u>	<u>DEAD END</u>
<u>ANDUIN ROAD</u>	5 G	2011	0.16		<u>PHOENIX RD</u>	<u>GOLDBERRY RD</u>
<u>APOLLO COURT</u>	5 G	2012	0.12		<u>APALLO RD</u>	<u>DEAD END</u>
<u>APOLLO ROAD</u>	5 G	2014	1.30		<u>OLYMPUS RD</u>	<u>DEAD END</u>
<u>AQUARIUS ROAD</u>	5 G	2015	1.07		<u>PLEIADES DR</u>	<u>RAINBOW BLVD</u>
<u>ARNET CT</u>	5 G	2083	0.10		<u>RAINBOW BLVD</u>	<u>DEAD END</u>
<u>ARNO COURT</u>	5 G	2018	0.04		<u>BRADFORD RD</u>	<u>DEAD END</u>
<u>ARRINGTON RD</u>	5 G	2223	0.74		<u>TIBER RD</u>	<u>TORCIDO RD</u>
<u>ARTURA ROAD</u>	5 G	2019	0.06		<u>JUNITA RD</u>	<u>CHICO RD</u>
<u>AUGUSTA ROAD</u>	5 G	2022	0.17		<u>53RD AVE</u>	<u>CONSUELO RD</u>
<u>AVERETT COURT</u>	5 G	2023	0.19		<u>LYRIC RD</u>	<u>DEAD END</u>
<u>BANDELIER ROAD</u>	5 G	2024	0.28		<u>YOSEMITE RD</u>	<u>GUILFORD RD</u>
<u>BARLOW CT</u>	5 G	42021	0.50		<u>CHRYSTAL RD</u>	<u>HARLEQUIN RD</u>
<u>BARRON COURT</u>	5 G	2025	0.00		<u>BARLOW</u>	<u>DEAD END</u>
<u>BERGSTROM ROAD</u>	5 G	2027	0.54		<u>PERLMAN RD</u>	<u>BRADFORD RD</u>
<u>BERYL ROAD</u>	5 G	2028	0.23		<u>BERYL RD</u>	<u>DEAD END</u>
<u>BERYL ROAD</u>	5 G	2029	1.34		<u>HEATHER RD</u>	<u>RAINBOW BLVD</u>
<u>BILLINGS ROAD</u>	5 G	2030	0.60		<u>MC CONE RD</u>	<u>DEAD END</u>
<u>BLAINE COURT</u>	5 G	2031	0.11		<u>MEAD RD</u>	<u>DEAD END</u>
<u>BLAIR COURT</u>	5 G	2032	0.07		<u>PERLMAN RD</u>	<u>DEAD END</u>
<u>BOROMIR ROAD</u>	5 G	2034	0.41		<u>LITHLOREN RD</u>	<u>GOLDBERRY RD</u>
<u>BRADFORD ROAD</u>	5 G	2035	1.07		<u>LASSEN RD</u>	<u>RUSHMORE RD</u>
<u>BRYCE ROAD</u>	5 G	2036	0.21		<u>MC KINLEY RD</u>	<u>DEAD END</u>
<u>BUTLER ROAD</u>	5 G	2037	0.77		<u>DANUBE RD</u>	<u>ARRINGTON RD</u>
<u>CALLISSTO ROAD</u>	5 G	2038	0.73		<u>LOLARD RD</u>	<u>DEAD END</u>
<u>CAPRA COURT</u>	5 G	2040	0.09		<u>CAPRA RD</u>	<u>DEAD END</u>
<u>CAPRA ROAD</u>	5 G	2041	0.60		<u>JUDITH RD</u>	<u>DEAD END</u>
<u>CAPRICORN DRIVE</u>	5 G	2042	0.70		<u>LYRIC RD</u>	<u>OBERON DR</u>
<u>CAPULIN ROAD</u>	5 G	2043	0.51		<u>BRYCE RD</u>	<u>CYBELE RD</u>
<u>CARLSBAD COURT</u>	5 G	2044	0.14		<u>OLYMPUS DR</u>	<u>DEAD END</u>
<u>CARNELIAN ROAD</u>	5 G	2045	0.46		<u>MARBLE RD</u>	<u>MARBLE RD</u>
<u>CHALMETTE ROAD</u>	5 G	2046	0.23		<u>SHENNENDOAH RD</u>	<u>EVERGLADES RD</u>
<u>CLARA COURT</u>	5 G	2047	0.11		<u>PABLO RD</u>	<u>DEAD END</u>
<u>CLEARFIELD ROAD</u>	5 G	2048	0.39		<u>RUSHMORE RD</u>	<u>BRADFORD RD</u>
<u>COLUMBRIA ROAD</u>	5 G	2049	0.22		<u>PHOENIX RD</u>	<u>BRUNSWICK RD</u>
<u>CONRAD COURT</u>	5 G	2050	0.08		<u>MEAD RD</u>	<u>DEAD END</u>
<u>CONSUELA ROAD</u>	5 G	2051	0.28		<u>AGUSTA RD</u>	<u>AGUSTA RD</u>
<u>CRYSTAL COURT</u>	5 G	2052	0.35		<u>BARLOW RD</u>	<u>DEAD END</u>
<u>CRYSTAL ROAD</u>	5 G	2053	0.11		<u>BARLOW RD</u>	<u>HARLEQUIN RD</u>
<u>CYBELE ROAD</u>	5 G	2054	1.35		<u>PHOENIX RD</u>	<u>APOLLO RD</u>
<u>DANUBE ROAD</u>	5 G	2058	0.63		<u>TORCIDO RD</u>	<u>TORCIDO RD</u>
<u>DEN COURT</u>	5 G	2062	0.07		<u>JUNITA RD</u>	<u>DEAD END</u>
<u>DIONE ROAD</u>	5 G	2059	0.06		<u>PISCES RD</u>	<u>VIRGO RD</u>
<u>DOMINIQUE ROAD</u>	5 G	2060	0.37		<u>JUANITA RD</u>	<u>YOLANDA RD</u>
<u>DONELSON ROAD</u>	5 G	2061	0.79		<u>CHALMETTE RD</u>	<u>APOLLO RD</u>
<u>ECHOLS COURT</u>	5 G	2063	0.20		<u>TORCIDO RD</u>	<u>DEAD END</u>
<u>EDIAN COURT</u>	5 G	2064	0.07		<u>PHOENIX RD</u>	<u>DEAD END</u>
<u>ELLWOOD COURT</u>	5 G	2065	0.16		<u>PERLMAN RD</u>	<u>DEAD END</u>
<u>ELROND ROAD</u>	5 G	2066	0.22		<u>LOTHLORIEN RD</u>	<u>SAUON RD</u>
<u>ELVIRA RD</u>	5 G	2067	0.17		<u>ARRINGTON RD</u>	<u>DEAD END</u>
<u>EMERALD COURT</u>	5 G	2068	0.22		<u>RAINBOW BLVD</u>	<u>DEAD END</u>
<u>EVENSTAR ROAD</u>	5 G	2069	0.56		<u>ARAGON RD</u>	<u>DEAD END</u>
<u>EVERGLADES ROAD</u>	5 G	2071	0.95		<u>WHEELER RD</u>	<u>APALLO RD</u>

<u>FARGO COURT</u>	5 G	2072	0.08	<u>DANUBE RD</u>	<u>DEAD END</u>
<u>FARRELL ROAD</u>	5 G	2073	1.15	<u>PERLMAN RD</u>	<u>RUSHMORE RD</u>
<u>FELICAN ROAD</u>	5 G	2074	0.68	<u>OLIVET RD</u>	<u>LINDA RD</u>
<u>FLINT COURT</u>	5 G	2075	0.09	<u>MARBLE RD</u>	<u>DEAD END</u>
<u>FRODO COURT</u>	5 G	2076	0.10	<u>JUANITA RD</u>	<u>DEAD END</u>
<u>FULTON ROAD</u>	5 G	2077	0.23	<u>RUSHMORE RD</u>	<u>DEAD END</u>
<u>GANDALF COURT</u>	5 G	2078	0.11	<u>GANDALF RD</u>	<u>DEAD END</u>
<u>GANDALF DRIVE</u>	5 G	2079	1.10	<u>WELENDAL RD</u>	<u>DEAD END</u>
<u>GARLAND COURT</u>	5 G	2080	0.12	<u>GARLAND RD</u>	<u>DEAD END</u>
<u>GARLAND ROAD</u>	5 G	2082	0.91	<u>MARBLE RD</u>	<u>MARBLE RD</u>
<u>GARLAND STREET</u>	5 G	2081	0.39	<u>GARLAND RD</u>	<u>DEAD END</u>
<u>GLACIER ROAD</u>	5 G	2084	0.46	<u>RUSHMORE RD</u>	<u>EVERGLADES RD</u>
<u>GLORFINDEL ROAD</u>	5 G	2086	0.30	<u>ALCARIN RD</u>	<u>DEAD END</u>
<u>GOLDBERRY ROAD</u>	5 G	2087	1.09	<u>ELROND RD</u>	<u>COLUMBRIA RD</u>
<u>GREELY COURT</u>	5 G	2088	0.12	<u>GREELEY RD</u>	<u>DEAD END</u>
<u>GREELY ROAD</u>	5 G	2089	0.42	<u>TORCIDO RD</u>	<u>DEAD END</u>
<u>GREENSBERG ROAD</u>	5 G	2090	0.41	<u>FARRELL RD</u>	<u>BRADFORD RD</u>
<u>GUILFORD ROAD</u>	5 G	2091	0.48	<u>APOLLO RD</u>	<u>DEAD END</u>
<u>HAHN COURT</u>	5 G	2092	0.08	<u>DANUBE RD</u>	<u>DEAD END</u>
<u>HALSTEAD ROAD</u>	5 G	2093	0.61	<u>PERLMAN RD</u>	<u>BRADFORD RD</u>
<u>HARDIN COURT</u>	5 G	2094	0.13	<u>SUNDANCE RD</u>	<u>DEAD END</u>
<u>HARLEQUIN COURT</u>	5 G	2095	0.10	<u>HARLEQUIN RD</u>	<u>DEAD END</u>
<u>HARLEQUIN ROAD</u>	5 G	2096	1.63	<u>MARBLE RD</u>	<u>HEATHER RD</u>
<u>HEATHER ROAD</u>	5 G	2098	1.34	<u>BERYL RD</u>	<u>DEAD END</u>
<u>HELIOTROPE COURT</u>	5 G	2101	0.27	<u>VERMILLION</u>	<u>DEAD END</u>
<u>HERSHEY LANE</u>	5 G	2102	0.19	<u>PEARLMAN RD</u>	<u>FARRELL RD</u>
<u>HOMESTEAD ROAD</u>	5 G	2103	0.50	<u>DONELSON RD</u>	<u>DEAD END</u>
<u>HYACINTH COURT</u>	5 G	2104	0.18	<u>GARLAND RD</u>	<u>DEAD END</u>
<u>IOLA ROAD</u>	5 G	2105	0.54	<u>SERENADE ST</u>	<u>LYRIC RD</u>
<u>JASPER COURT</u>	5 G	2107	0.10	<u>MARBLE RD</u>	<u>DEAD END</u>
<u>JASPER LOOP</u>	5 G	2108	0.25	<u>MARBLE RD</u>	<u>MARBLE RD</u>
<u>JEROME COURT</u>	5 G	2109	0.09	<u>TORCIDO RD</u>	<u>DEAD END</u>
<u>JOSE COURT</u>	5 G	2110	0.18	<u>PABLO RD</u>	<u>DEAD END</u>
<u>JUANITA ROAD</u>	5 G	2111	1.18	<u>CONSUELO RD</u>	<u>COLUMBRIA RD</u>
<u>JUDITH ROAD</u>	5 G	2113	0.44	<u>RAINBOW BLVD</u>	<u>SUNDANCE RD</u>
<u>KANAB ROAD</u>	5 G	2114	0.37	<u>VALANDIL RD</u>	<u>ARAGORON RD</u>
<u>LAMBERT COURT</u>	5 G	2115	0.08	<u>BARLOW RD</u>	<u>DEAD END</u>
<u>LARES COURT</u>	5 G	2116	0.25	<u>APOLLO RD</u>	<u>DEAD END</u>
<u>LASSEN ROAD</u>	5 G	2117	1.14	<u>AMBRIDGE RD</u>	<u>APPOLLO RD</u>
<u>LATROBE COURT</u>	5 G	2120	0.06	<u>RUSHMORE RD</u>	<u>DEAD END</u>
<u>LAWRENCE ROAD</u>	5 G	2121	0.39	<u>MEAD RD</u>	<u>ALTOONA RD</u>
<u>LEGOLAS COURT</u>	5 G	2122	0.22	<u>PHEONIX RD</u>	<u>DEAD END</u>
<u>LEHMAN COURT</u>	5 G	2123	1.34	<u>APOLLO RD</u>	<u>DEAD END</u>
<u>LINDA COURT</u>	5 G	2124	0.13	<u>EMERALD RD</u>	<u>HEATHER RD</u>
<u>LOGAN COURT</u>	5 G	2125	0.07	<u>HADFORD RD</u>	<u>DEAD END</u>
<u>LORETTA COURT</u>	5 G	2126	0.39	<u>RUSHMORE RD</u>	<u>DEAD END</u>
<u>LOTHLORIEN ROAD</u>	5 G	2128	1.42	<u>TORCIDO RD</u>	<u>PHOENIX RD</u>
<u>LOVELL COURT</u>	5 G	2130	0.10	<u>MEAD RD</u>	<u>DEAD END</u>
<u>LOVELL ROAD</u>	5 G	2131	0.11	<u>RAINBOW BLVD</u>	<u>MEAD RD</u>
<u>LYRIC RD</u>	5 G	2132	1.52	<u>TITAN RD</u>	<u>MATANE RD</u>
<u>MARBLE ROAD</u>	5 G	2134	1.56	<u>MARBLE RD</u>	<u>DEAD END</u>
<u>MARBLE ROAD</u>	5 G	2135	1.14	<u>BARLOW RD</u>	<u>RAINBOW BLVD</u>
<u>MARGARITA ROAD</u>	5 G	2136	0.41	<u>JUANITA RD</u>	<u>YOLANDA RD</u>
<u>MARILYN STREET</u>	5 G	2137	0.11	<u>LINDA</u>	<u>DEAD END</u>
<u>MASON COURT</u>	5 G	2138	0.10	<u>HEATHER RD</u>	<u>DEAD END</u>
<u>MATANE LN</u>	5 G	2139	0.08	<u>MATANIE RD</u>	<u>LYRIC RD</u>
<u>MATANE ROAD</u>	5 G	2140	0.74	<u>RUSHMORE RD</u>	<u>LINDA RD</u>
<u>MATS CT</u>	5 G	42119	0.01	<u>TOPAZ RD</u>	<u>DEAD END</u>
<u>MCCONE LOOP</u>	5 G	2141	0.68	<u>RAINBOW BLVD</u>	<u>RAINBOW BLVD</u>
<u>MCCONE ROAD</u>	5 G	2142	0.11	<u>MEAD RD</u>	<u>RAINBOW BLVD</u>
<u>MCKINLEY ROAD</u>	5 G	2143	0.32	<u>VICKSBURG RD</u>	<u>CAPULIN RD</u>
<u>MEAD COURT</u>	5 G	2144	0.08	<u>MEAD RD</u>	<u>DEAD END</u>
<u>MEAD ROAD</u>	5 G	2145	1.36	<u>PEARLMAN RD</u>	<u>WHEATLAND RD</u>

<u>MERCER ROAD</u>	5 G	2148	0.33	<u>RUSHMORE RD</u>	<u>DEAD END</u>
<u>MERIADOC ROAD</u>	5 G	2149	0.28	<u>LOTHLORIEN RD</u>	<u>BOROMIR RD</u>
<u>MITHRIL COURT</u>	5 G	2150	0.09	<u>JUNITA RD</u>	<u>DEAD END</u>
<u>MORROW COURT</u>	5 G	2151	0.17	<u>RADFORD RD</u>	<u>DEAD END</u>
<u>MUIR COURT</u>	5 G	2152	0.08	<u>OLYMPUS RD</u>	<u>DEAD END</u>
<u>MUSE COURT</u>	5 G	2153	0.06	<u>TRITON LOOP</u>	<u>DEAD END</u>
<u>NAPLES ROAD</u>	5 G	2154	0.20	<u>ORLEANS RD</u>	<u>ARAGON RD</u>
<u>NELSON COURT</u>	5 G	2156	0.11	<u>BERYL RD</u>	<u>DEAD END</u>
<u>NEPTUNE COURT</u>	5 G	2157	0.10	<u>OLYMPUS RD</u>	<u>DEAD END</u>
<u>NESTLE ROAD</u>	5 G	2158	0.27	<u>FARRELL RD</u>	<u>PERLMAN RD</u>
<u>OBERON ROAD</u>	5 G	2160	2.10	<u>HEATHER RD</u>	<u>SHEBA DR</u>
<u>OLIVET ROAD</u>	5 G	2164	0.50	<u>SERENADE RD</u>	<u>LYRIC RD</u>
<u>OLYMPUS COURT</u>	5 G	2165	0.14	<u>OLYMPUS RD</u>	<u>DEAD END</u>
<u>OLYMPUS DRIVE</u>	5 G	2166	3.27	<u>WHEELER</u>	<u>RAINBOW BLVD</u>
<u>OPALINE COURT</u>	5 G	2169	0.13	<u>RAINBOW BLVD</u>	<u>DEAD END</u>
<u>ORION DRIVE</u>	5 G	2171	0.66	<u>TRILBY RD</u>	<u>SAGATARIUS RD</u>
<u>ORLEANS ROAD</u>	5 G	2172	0.44	<u>VALANDIL RD</u>	<u>DEAD END</u>
<u>OVER CT</u>	5 G	42171	0.01	<u>HEATHER RD</u>	<u>DEAD END</u>
<u>PABLO COURT</u>	5 G	2173	0.09	<u>YOLANDA RD</u>	<u>DEAD END</u>
<u>PABLO ROAD</u>	5 G	2174	0.41	<u>JUANITA RD</u>	<u>YOLANDA RD</u>
<u>PAL COURT</u>	5 G	2175	0.07	<u>LAWRENCE RD</u>	<u>DEAD END</u>
<u>PALANTIR ROAD</u>	5 G	2176	0.57	<u>ALCARIN RD</u>	<u>DEAD END</u>
<u>PAN COURT</u>	5 G	2177	0.06	<u>CYBELE RD</u>	<u>DEAD END</u>
<u>PANAY COURT</u>	5 G	2178	0.16	<u>RADFORD RD</u>	<u>DEAD END</u>
<u>PAULA COURT</u>	5 G	2179	0.12	<u>ROSETTA RD</u>	<u>DEAD END</u>
<u>PERLMAN ROAD</u>	5 G	2180	1.96	<u>MEAD RD</u>	<u>LASSEN RD</u>
<u>PHOENIX ROAD</u>	5 G	2183	1.34	<u>GOLDBERRY RD</u>	<u>TORCIDO RD</u>
<u>PINEDALE COURT</u>	5 G	2184	0.17	<u>SUNDANCE RD</u>	<u>DEAD END</u>
<u>PISCES ROAD</u>	5 G	2185	0.66	<u>SERENADE ST</u>	<u>LYRIC RD</u>
<u>PLATT COURT</u>	5 G	2186	0.12	<u>OLYMPUS RD</u>	<u>DEAD END</u>
<u>PLEIADES DRIVE</u>	5 G	2187	1.17	<u>CARNCLIAN RD</u>	<u>VIRGO RD</u>
<u>POSEIDON COURT</u>	5 G	2189	0.09	<u>OLYMPUS RD</u>	<u>DEAD END</u>
<u>POWELL COURT</u>	5 G	2190	0.24	<u>BILLINGS RD</u>	<u>DEAD END</u>
<u>PUTNAM COURT</u>	5 G	2192	0.15	<u>PUTNAM RD</u>	<u>DEAD END</u>
<u>PUTNAM ROAD</u>	5 G	2193	0.32	<u>TIBER RD</u>	<u>ARRINGTON RD</u>
<u>RADFORD ROAD</u>	5 G	2194	0.60	<u>TIVER RD</u>	<u>DEAD END</u>
<u>RAINBOW BOULEVARD</u>	5 G	2195	3.38	<u>RAINBOW BLVD</u>	<u>DEAD END</u>
<u>RAINIER COURT</u>	5 G	2199	0.08	<u>OLYMPUS RD</u>	<u>DEAD END</u>
<u>RISMA CT</u>	5 G	2200	0.07	<u>RAINBOW BLVD</u>	<u>DEAD END</u>
<u>ROMAN COURT</u>	5 G	2201	0.15	<u>PHEONIX RD</u>	<u>DEAD END</u>
<u>ROSETTA ROAD</u>	5 G	2202	0.19	<u>YOLANDA RD</u>	<u>PHOENIX RD</u>
<u>RUSHMORE ROAD</u>	5 G	2205	1.80	<u>RAINBOW BLVD</u>	<u>FULTON RD</u>
<u>SAGITTARIUS COURT</u>	5 G	2206	0.46	<u>ORION RD</u>	<u>DEAD END</u>
<u>SAGITTARIUS COURT</u>	5 G	2207	0.52	<u>ORION RD</u>	<u>TRILBY RD</u>
<u>SAURON ROAD</u>	5 G	2208	0.39	<u>TORCIDO RD</u>	<u>GOLDBERRY RD</u>
<u>SERANADE STREET</u>	5 G	2210	1.91	<u>SERANADE (RR25)</u>	<u>RAINBOW BLVD</u>
<u>SHEBA DRIVE</u>	5 G	2211	0.38	<u>RAINBOW BLVD</u>	<u>LINDA RD</u>
<u>SHENANDOAH ROAD</u>	5 G	2212	0.66	<u>YOSEMITE RD</u>	<u>DONELSON RD</u>
<u>SHERIDAN COURT</u>	5 G	2213	0.18	<u>BILLINGS RD</u>	<u>DEAD END</u>
<u>SHILOH ROAD</u>	5 G	2214	0.10	<u>YOSEMITE RD</u>	<u>HOMESTEAD RD</u>
<u>STILLWATER ROAD</u>	5 G	2215	0.63	<u>MC CONE LOOP</u>	<u>WHEATLAND RD</u>
<u>SUNDANCE ROAD</u>	5 G	2216	0.59	<u>BILLINGS RD</u>	<u>DEAD END</u>
<u>THRAN COURT</u>	5 G	2217	0.07	<u>JUNITA RD</u>	<u>DEAD END</u>
<u>TIBER ROAD</u>	5 G	2218	0.90	<u>NIAGARA RD</u>	<u>DEAD END</u>
<u>TITAN ROAD</u>	5 G	2219	0.35	<u>SAGITARIUS RD</u>	<u>CAPRICORN RD</u>
<u>TOOLE COURT</u>	5 G	2220	0.14	<u>MEAD RD</u>	<u>DEAD END</u>
<u>TOPAZ COURT</u>	5 G	2221	0.20	<u>MARBLE RD</u>	<u>DEAD END</u>
<u>TORCIDO ROAD</u>	5 G	2222	1.18	<u>MARTIN RD</u>	<u>GREENLEY RD</u>
<u>TRILBY COURT</u>	5 G	2224	0.09	<u>LINDA RD</u>	<u>DEAD END</u>
<u>TRITON COURT</u>	5 G	2225	0.11	<u>CYBELE RD</u>	<u>DEAD END</u>
<u>TRITON LOOP</u>	5 G	2226	0.61	<u>CYBELE RD</u>	<u>CYBELE RD</u>
<u>UKIAH COURT</u>	5 G	2227	0.05	<u>YOSEMITE RD</u>	<u>DEAD END</u>
<u>ULSTER COURT</u>	5 G	2228	0.11	<u>ARAGON RD</u>	<u>DEAD END</u>

<u>VALANDIL ROAD</u>	5 G	<u>2230</u>	<u>0.11</u>	<u>TORCIDO RD</u>	<u>GANDALF RD</u>
<u>VALANDIL ROAD</u>	5 G	<u>2231</u>	<u>0.60</u>	<u>TORCIDO RD</u>	<u>GANDALF RD</u>
<u>VALDIVIA COURT</u>	5 G	<u>2232</u>	<u>0.09</u>	<u>GANDALF RD</u>	<u>DEAD END</u>
<u>VERMILLION DRIVE</u>	5 G	<u>2233</u>	<u>0.24</u>	<u>RAINBOW BLVD</u>	<u>VERMILLION RD</u>
<u>VICKSBURG ROAD</u>	5 G	<u>2234</u>	<u>0.71</u>	<u>APOLLO RD</u>	<u>DEAD END</u>
<u>VIRGO ROAD</u>	5 G	<u>2235</u>	<u>0.72</u>	<u>SERENADE ST</u>	<u>LYRIC RD</u>
<u>WAIMEA COURT</u>	5 G	<u>2236</u>	<u>0.08</u>	<u>GANDALF RD</u>	<u>DEAD END</u>
<u>WAYNES BORO ROAD</u>	5 G	<u>2237</u>	<u>0.73</u>	<u>FULTON RD</u>	<u>LASSEN RD</u>
<u>WESSELL COURT</u>	5 G	<u>2238</u>	<u>0.16</u>	<u>APALLO RD</u>	<u>RUSHMORE RD</u>
<u>WHEATLAND ROAD</u>	5 G	<u>2239</u>	<u>0.52</u>	<u>RUSHMORE RD</u>	<u>DEAD END</u>
<u>WHEELER ROAD</u>	5 G	<u>2241</u>	<u>0.38</u>	<u>OLYMPUS RD</u>	<u>DEAD END</u>
<u>WILMINTON ROAD</u>	5 G	<u>2242</u>	<u>0.41</u>	<u>FERREL RD</u>	<u>BRADRFORD RD</u>
<u>WOHLEN COURT</u>	5 G	<u>2243</u>	<u>0.16</u>	<u>PALANTIR RD</u>	<u>DEAD END</u>
<u>YELLOWSTONE ROAD</u>	5 G	<u>2244</u>	<u>0.94</u>	<u>APALLO RD</u>	<u>RUSHMORE RD</u>
<u>YOLANDA ROAD</u>	5 G	<u>2246</u>	<u>0.66</u>	<u>JUANITA RD</u>	<u>PABLO RD</u>
<u>YONAGO COURT</u>	5 G	<u>2247</u>	<u>0.18</u>	<u>GANDALF RD</u>	<u>DEAD END</u>
<u>YOSEMITE ROAD</u>	5 G	<u>2248</u>	<u>0.87</u>	<u>OLYMPUS DR</u>	<u>APOLLO RD</u>
<u>ZECATA COURT</u>	5 G	<u>2249</u>	<u>0.08</u>	<u>ALCARIN RD</u>	<u>DEAD END</u>
<u>ZION COURT</u>	5 G	<u>2250</u>	<u>0.11</u>	<u>WHEELER RD</u>	<u>DEAD END</u>
TOTAL RIO RANCHO 26				94.57	

NAME	Dist	NUM	MILES	TOT	FROM	TO
RIO RANCHO 3						
<u>10TH AVENUE</u>	2 G	<u>2300</u>	<u>1.12</u>		<u>50TH ST</u>	<u>40TH ST</u>
<u>11TH AVENUE</u>	2 G	<u>2301</u>	<u>1.07</u>		<u>50TH ST</u>	<u>40TH ST</u>
<u>12TH AVENUE</u>	2 G	<u>2302</u>	<u>1.12</u>		<u>50TH ST</u>	<u>40TH ST</u>
<u>13TH AVE</u>	2 G	<u>42301</u>	<u>1.12</u>		<u>50TH ST</u>	<u>40TH ST</u>
<u>14TH AVENUE</u>	2 G	<u>2303</u>	<u>1.90</u>		<u>60TH ST</u>	<u>40TH ST</u>
<u>15TH AVENUE</u>	2 G	<u>2304</u>	<u>1.12</u>		<u>50TH ST</u>	<u>40TH ST</u>
<u>16TH AVENUE</u>	2 G	<u>2305</u>	<u>1.12</u>		<u>50TH ST</u>	<u>40TH ST</u>
<u>17TH AVENUE</u>	2 G	<u>2306</u>	<u>0.73</u>		<u>50TH ST</u>	<u>40TH ST</u>
<u>18TH AVENUE</u>	2 G	<u>2307</u>	<u>0.73</u>		<u>50TH ST</u>	<u>40TH ST</u>
<u>19TH AVENUE</u>	2 G	<u>2308</u>	<u>1.00</u>		<u>60TH ST</u>	<u>58TH ST</u>
<u>20TH AVENUE</u>	2 G	<u>2311</u>	<u>0.23</u>		<u>60TH ST</u>	<u>58TH ST</u>
<u>42ND STREET</u>	2 G	<u>2314</u>	<u>0.33</u>		<u>19TH ST</u>	<u>16TH ST</u>
<u>43RD STREET</u>	2 G	<u>2315</u>	<u>0.36</u>		<u>19TH AVE</u>	<u>16TH AVE</u>
<u>45TH ST</u>	2 G	<u>2313</u>	<u>1.10</u>		<u>16TH AVE</u>	<u>SOUTHERN BLVD</u>
<u>50TH STREET</u>	2 G	<u>2320</u>	<u>0.96</u>		<u>SOUTHERN BLVD</u>	<u>18TH AVE</u>
<u>51ST STREET</u>	2 G	<u>2321</u>	<u>1.37</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>52ND STREET</u>	2 G	<u>2322</u>	<u>1.41</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>53RD STREET</u>	2 G	<u>2323</u>	<u>1.42</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>54TH STREET</u>	2 G	<u>2324</u>	<u>1.42</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>55TH STREET</u>	2 G	<u>2325</u>	<u>1.33</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>56TH STREET</u>	2 G	<u>2326</u>	<u>1.42</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>57TH STREET</u>	2 G	<u>2327</u>	<u>1.39</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>58TH STREET</u>	2 G	<u>2328</u>	<u>1.38</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>59TH STREET</u>	2 G	<u>2329</u>	<u>1.47</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>60TH STREET</u>	2 G	<u>2330</u>	<u>1.63</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>CAPISTRANO ROAD</u>	2 G	<u>2331</u>	<u>1.20</u>		<u>59TH ST</u>	<u>19TH AVE SW</u>
<u>CIMARRON ROAD</u>	2 G	<u>2332</u>	<u>1.36</u>		<u>59TH ST</u>	<u>50TH ST</u>
<u>DEL MAR ROAD</u>	2 G	<u>2333</u>	<u>0.43</u>		<u>16TH AVE</u>	<u>19TH AVE SW</u>
<u>DOVER ROAD</u>	2 G	<u>2334</u>	<u>0.21</u>		<u>16TH AVE</u>	<u>DEAD END</u>
<u>SOUTHERN BLVD</u>	2 G	<u>2335</u>	<u>2.28</u>		<u>60TH ST</u>	<u>40TH ST</u>
TOTAL RIO RANCHO 3					33.73	

NAME	Dist	NUM	MILES	TOT	FROM	TO
Rio Rancho 4						
<u>10TH AVENUE</u>	<u>2 G</u>	<u>2400</u>	<u>0.34</u>		<u>37TH ST</u>	<u>30TH ST</u>
<u>11TH AVENUE</u>	<u>2 G</u>	<u>2401</u>	<u>0.32</u>		<u>37TH ST</u>	<u>30TH ST</u>
<u>12TH AVENUE</u>	<u>2 G</u>	<u>2402</u>	<u>0.89</u>		<u>38TH ST</u>	<u>CHIPEWA RD</u>
<u>13TH AVENUE</u>	<u>2 G</u>	<u>2403</u>	<u>0.72</u>		<u>40TH ST</u>	<u>14TH AVE</u>
<u>14TH AVENUE</u>	<u>2 G</u>	<u>2404</u>	<u>0.28</u>		<u>35TH ST</u>	<u>DEAD END</u>
<u>21ST STREET</u>	<u>2 G</u>	<u>2410</u>	<u>0.46</u>		<u>BLANCO RD</u>	<u>DAKOTA RD</u>
<u>23RD STREET</u>	<u>2 G</u>	<u>2414</u>	<u>0.68</u>		<u>BLANCO RD</u>	<u>DAKOTA RD</u>
<u>24TH STREET</u>	<u>2 G</u>	<u>2415</u>	<u>0.82</u>		<u>BLANCO RD</u>	<u>SOUTHERN BLVD</u>
<u>25TH STREET</u>	<u>2 G</u>	<u>2416</u>	<u>0.77</u>		<u>BLANCO RD</u>	<u>SOUTHERN BLVD</u>
<u>26TH STREET</u>	<u>2 G</u>	<u>2417</u>	<u>1.03</u>		<u>BLANCO RD</u>	<u>SOUTHERN BLVD</u>
<u>27TH STREET</u>	<u>2 G</u>	<u>2418</u>	<u>0.98</u>		<u>19TH AVE</u>	<u>SOUTHERN BLVD</u>
<u>28TH STREET</u>	<u>2 G</u>	<u>2419</u>	<u>0.83</u>		<u>19TH AVE</u>	<u>SOUTHERN BLVD</u>
<u>29TH STREET</u>	<u>2 G</u>	<u>2420</u>	<u>0.83</u>		<u>19TH AVE</u>	<u>SOUTHERN BLVD</u>
<u>30TH STREET</u>	<u>2 G</u>	<u>2421</u>	<u>0.67</u>		<u>BLANCO RD</u>	<u>SOUTHERN BLVD</u>
<u>31ST STREET</u>	<u>2 G</u>	<u>2422</u>	<u>0.16</u>		<u>BLANCO RD</u>	<u>CHEROKEE RD</u>
<u>32ND STREET</u>	<u>2 G</u>	<u>2423</u>	<u>0.08</u>		<u>BLANCO RD</u>	<u>CHEROKEE RD</u>
<u>33RD STREET</u>	<u>2 G</u>	<u>2424</u>	<u>0.13</u>		<u>BLANCO RD</u>	<u>CHEROKEE RD</u>
<u>35TH STREET</u>	<u>2 G</u>	<u>2426</u>	<u>0.23</u>		<u>13TH AVE</u>	<u>17TH AVE</u>
<u>36TH STREET</u>	<u>2 G</u>	<u>2427</u>	<u>0.45</u>		<u>13TH AVE</u>	<u>17TH AVE</u>
<u>37TH STREET</u>	<u>2 G</u>	<u>2428</u>	<u>0.91</u>		<u>18TH AVE</u>	<u>SOUTHERN BLVD</u>
<u>38TH STREET</u>	<u>2 G</u>	<u>2429</u>	<u>1.05</u>		<u>18TH AVE</u>	<u>SOUTHERN BLVD</u>
<u>39TH STREET</u>	<u>2 G</u>	<u>2430</u>	<u>1.06</u>		<u>18TH AVE</u>	<u>SOUTHERN BLVD</u>
<u>40TH STREET</u>	<u>2 G</u>	<u>2431</u>	<u>1.14</u>		<u>18TH AVE</u>	<u>SOUTHERN BLVD</u>
<u>BALBOA ROAD</u>	<u>2 G</u>	<u>2435</u>	<u>1.13</u>		<u>30TH ST</u>	<u>20TH ST</u>
<u>BLANCO ROAD</u>	<u>2 G</u>	<u>2436</u>	<u>1.77</u>		<u>35TH ST</u>	<u>20TH ST</u>
<u>CHEROKEE ROAD</u>	<u>2 G</u>	<u>2437</u>	<u>1.78</u>		<u>35TH ST</u>	<u>20TH ST</u>
<u>CHEYENNE ROAD</u>	<u>2 G</u>	<u>2438</u>	<u>0.34</u>		<u>SOUTHERN BLVD</u>	<u>DEAD END</u>
<u>CHIPPEWA ROAD</u>	<u>2 G</u>	<u>2439</u>	<u>1.75</u>		<u>20TH ST</u>	<u>SOUTHERN BLVD</u>
<u>DAKOTA ROAD</u>	<u>2 G</u>	<u>2440</u>	<u>0.51</u>		<u>24TH ST</u>	<u>20TH ST</u>
<u>DURANGO ROAD</u>	<u>2 G</u>	<u>2441</u>	<u>0.21</u>		<u>22ND ST</u>	<u>ENCINO RD</u>
<u>ENCINO ROAD</u>	<u>2 G</u>	<u>2442</u>	<u>0.29</u>		<u>SOUTHERN BLVD</u>	<u>20TH ST</u>
<u>SOUTHERN BLVD</u>	<u>2 P</u>	<u>42302</u>	<u>3.04</u>		<u>20TH ST</u>	<u>40TH ST</u>
<u>SOUTHERN BLVD</u>	<u>2 G</u>	<u>42302</u>	<u>0.19</u>		<u>20TH ST</u>	<u>40TH ST</u>
TOTAL RIO RANCHO 4				25.84		

NAME	Dist	NUM	MILES	TOT	FROM	TO
RIO RANCHO 5						
<u>1ST AVENUE nw</u>	2 G	2500	0.33		<u>33RD ST</u>	<u>30TH ST</u>
<u>1ST AVENUE sw</u>	2 G	2501	0.39		<u>39TH ST</u>	<u>36TH ST</u>
<u>21ST STREET</u>	4 G	2502	1.46		<u>GALLUP RD</u>	<u>NORTHERN BLVD</u>
<u>22ND STREET</u>	4 G	2504	1.48		<u>NORTHERN BLVD</u>	<u>DEAD END</u>
<u>23RD STREET</u>	4 G	2506	1.75		<u>NORTHERN BLVD</u>	<u>DEAD END</u>
<u>24TH STREET</u>	4 G	2508	1.67		<u>SANDIA BLVD</u>	<u>9TH AVE</u>
<u>25TH STREET</u>	2 G	2510	1.51		<u>NORTHERN BLVD</u>	<u>DURANGO RD</u>
<u>26TH STREET</u>	2 G	2512	1.19		<u>9TH ST</u>	<u>DURANGO RD</u>
<u>27TH STREET</u>	4 G	2514	1.87		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>28TH STREET</u>	2 G	2516	1.78		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>29TH STREET</u>	2 G	2518	1.33		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>2ND AVENUE</u>	2 G	2520	0.74		<u>39TH ST</u>	<u>31ST ST</u>
<u>30TH STREET</u>	4 G	2522	1.91		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>31ST STREET</u>	2 G	2524	1.50		<u>SOUTHERN BLVD</u>	<u>ENCINO RD</u>
<u>32ND STREET</u>	2 G	2526	1.48		<u>SOUTHERN BLVD</u>	<u>ENCINO RD</u>
<u>33RD PLACE</u>	2 G	2528	1.58		<u>SOUTHERN BLVD</u>	<u>9TH AVE</u>
<u>34TH STREET</u>	2 G	2532	1.55		<u>SOUTHERN BLVD</u>	<u>8TH AV</u>
<u>35TH STREET</u>	2 G	2534	1.16		<u>NORTHERN BLVD</u>	<u>DEAD END</u>
<u>36TH STREET</u>	2 G	2536	1.52		<u>SOUTHERN BLVD</u>	<u>9TH AV</u>
<u>37TH STREET</u>	2 G	2538	1.74		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>38TH STREET</u>	2 G	2540	1.65		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>39TH STREET</u>	2 G	2542	1.75		<u>8TH AVE</u>	<u>7TH ST</u>
<u>3RD AVENUE</u>	2 G	2544	1.16		<u>34TH ST</u>	<u>DEAD END</u>
<u>40TH ST</u>	2 G	2579	2.25		<u>NORTHERN BLVD</u>	<u>SOUTHERN BLVD</u>
<u>4TH AVENUE</u>	2 G	2546	1.22		<u>39TH ST</u>	<u>23RD ST</u>
<u>5TH AVENUE</u>	2 G	2549	0.24		<u>34TH ST</u>	<u>31TH ST</u>
<u>5TH AVENUE</u>	2 G	2550	1.24		<u>40TH ST</u>	<u>GOLFAN ST</u>
<u>6TH AVENUE</u>	4 G	2551	3.01		<u>36TH ST</u>	<u>ENCINO RD</u>
<u>6TH PLACE</u>	2 G	2553	0.08		<u>36TH ST</u>	<u>34TH ST</u>
<u>7TH AVENUE</u>	4 G	2554	0.98		<u>40TH ST</u>	<u>MARCELINA RD</u>
<u>8TH AVENUE</u>	4 G	2555	0.67		<u>40TH ST</u>	<u>MARCELINA RD</u>
<u>8TH AVENUE</u>	2 G	2556	0.92		<u>40TH ST</u>	<u>34TH ST</u>
<u>9TH AVENUE</u>	2 G	2557	1.39		<u>21ST ST</u>	<u>DEAD END</u>
<u>DAKOTA ROAD</u>	2 G	2558	0.37		<u>30TH ST</u>	<u>27TH ST</u>
<u>DURANGO ROAD</u>	2 G	2559	0.75		<u>30TH ST</u>	<u>24TH ST</u>
<u>ENCINO ROAD</u>	2 G	2560	2.56		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>ESPEJO CIRCLE</u>	4 G	2563	0.08		<u>ESPEJO RD</u>	<u>DEAD END</u>
<u>ESPEJO COURT</u>	4 G	2564	0.08		<u>ESPEJO RD</u>	<u>DEAD END</u>
<u>ESPEJO PLACE</u>	4 G	2565	0.08		<u>ESPEJO RD</u>	<u>DEAD END</u>
<u>ESPEJO ROAD</u>	4 G	2566	0.98		<u>SOUTHERN BLVD</u>	<u>NORTHERN BLVD</u>
<u>GALA PLACE</u>	4 G	2569	0.11		<u>ESPEJO RD</u>	<u>DEAD END</u>
<u>GALLUP PLACE</u>	4 G	2570	0.08		<u>GALLUP RD</u>	<u>DEAD END</u>
<u>GALLUP ROAD</u>	4 G	2571	0.21		<u>21ST ST</u>	<u>20TH ST</u>
<u>GOLFAN PLACE</u>	2 G	2572	0.11		<u>5TH ST</u>	<u>DEAD END</u>
<u>GOLONDRINA ROAD</u>	2 G	2573	0.57		<u>40TH ST</u>	<u>SANDIA RD</u>
<u>MARCELLA ROAD</u>	4 G	2574	0.24		<u>6TH AV</u>	<u>7TH AV</u>
<u>MARCOS DRIVE</u>	4 G	2575	0.08		<u>MARCOS RD</u>	<u>DEAD END</u>
<u>MARCOS PLACE</u>	4 G	2576	0.08		<u>MARCOS RD</u>	<u>DEAD END</u>
<u>MARCOS ROAD</u>	4 G	2577	0.55		<u>ENCINO RD</u>	<u>SANDIA RD</u>
<u>MATAYA RD</u>	2 G	2567	0.08		<u>30TH ST</u>	<u>ENCINO RD</u>
<u>NORTHERN</u>	2 P	2578	1.13		<u>40TH ST</u>	<u>20TH ST</u>
<u>NORTHERN</u>	4 G	2578	0.87		<u>40TH ST</u>	<u>20TH ST</u>
<u>SANDIA BLVD</u>	2 G	2580	1.77		<u>40TH ST</u>	<u>20TH ST</u>
TOTAL RIO RANCHO 5				55.28		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Rio Rancho 6						
<u>10TH AVENUE</u>	2 G	2600	0.72		32ND ST	DEAD END
<u>11TH AVENUE</u>	2 G	2601	0.61		ENCINO BLVD	40TH ST
<u>12TH AVENUE</u>	2 G	2602	0.83		40TH ST	32ND ST
<u>13TH AVENUE</u>	2 G	2603	0.83		40TH ST	32ND ST
<u>14TH AVENUE</u>	2 G	2604	1.05		40TH ST	28TH ST
<u>15TH AVENUE</u>	2 G	2605	0.93		40TH ST	26TH ST
<u>16TH AVENUE</u>	2 G	2607	0.64		ESPEJO RD	32ND ST
<u>17TH AVENUE</u>	2 G	2608	0.61		40TH ST	27TH ST
<u>18TH AVENUE</u>	4 G	2609	0.57		ESPEJO RD	27TH ST
<u>19TH AVENUE</u>	4 G	2610	1.82		40TH ST	20TH ST
<u>20TH AVENUE</u>	4 G	2611	0.23		TORCIDO RD	23RD ST
<u>21ST AVENUE</u>	4 G	2612	0.16		TORCIDO RD	23RD ST
<u>21ST STREET</u>	4 G	2613	1.42		NORTHERN BLVD	29TH AV
<u>22ND AVENUE</u>	4 G	2614	0.80		21ST ST	TORCIDO
<u>22ND STREET</u>	4 G	2615	1.41		NORTHERN BLVD	29TH AV
<u>23RD AVENUE</u>	4 G	2616	0.55		37TH ST	20TH ST
<u>23RD STREET</u>	4 G	2617	1.57		NORTHERN BLVD	29TH AV
<u>24TH AVENUE</u>	4 G	2618	1.29		40TH ST	20TH ST
<u>24TH STREET</u>	4 G	2619	1.30		NORTHERN BLVD	29TH AV
<u>25TH AVENUE</u>	4 G	2620	0.74		TORCIDO RD	28TH AVE
<u>25TH STREET</u>	4 G	2621	1.22		NORTHERN BLVD	29TH AV
<u>26TH AVENUE</u>	4 G	2622	0.46		TORCIDO RD	22ND ST
<u>26TH STREET</u>	4 G	2623	0.93		NORTHERN BLVD	29TH AV
<u>27TH AVENUE</u>	4 G	2624	0.49		25TH ST	29TH AVE
<u>27TH STREET</u>	4 G	2625	0.83		ENCANTO RD	29TH AV
<u>28TH AVENUE</u>	4 G	2626	0.29		34TH ST	HIDALGO RD
<u>28TH STREET</u>	4 G	2627	1.37		NORTHERN BLVD	29TH AV
<u>29TH AVENUE</u>	4 G	2628	2.06		40TH ST	20TH ST
<u>29TH STREET</u>	4 G	2629	1.50		ENCANTO RD	HIDALGO RD
<u>30TH STREET</u>	4 G	2630	1.42		ENCANTO RD	HIDALGO RD
<u>31ST STREET</u>	4 G	2631	1.40		ENCANTO RD	27TH AV
<u>32ND STREET</u>	4 G	2632	1.53		NORTHERN BLVD	27TH AV
<u>33RD STREET</u>	4 G	2633	0.75		18TH AV	27TH AV
<u>34TH STREET</u>	4 G	2634	1.29		14TH AV	29TH AV
<u>35TH STREET</u>	4 G	2635	1.02		18TH AV	29TH AV
<u>36TH STREET</u>	4 G	2636	1.16		18TH AV	29TH AV
<u>37TH STREET</u>	4 G	2637	1.12		19TH AV	29TH AV
<u>38TH STREET</u>	2 G	2638	1.61		NORTHERN BLVD	29TH AV
<u>39TH STREET</u>	2 G	2639	1.18		DEAD END	29TH AV
<u>40TH STREET</u>	2 G	2640	2.27		NORTHERN BLVD	29TH AV
<u>CALABACILLAS ROAD</u>	4 G	2643	0.41		29TH ST	DEAD END
<u>ELBANO ROAD</u>	4 G	2645	0.17		26TH ST	25TH ST
<u>EMPERADOR ROAD</u>	4 G	2646	0.44		32ND ST	28TH ST
<u>ENCANTO ROAD</u>	4 G	2647	0.90		ENCINO BLVD	26TH ST
<u>ENCINO ROAD</u>	2 G	2648	1.53		NORTHERN BLVD	40TH ST
<u>ESPEJO ROAD</u>	4 G	2649	1.72		NORTHERN BLVD	40TH ST
<u>ESTANCIA ROAD</u>	4 G	2650	0.69		29TH ST	23RD ST
<u>HACIENDA ROAD</u>	4 G	2651	0.47		34TH ST	DEAD END
<u>HELECHO ROAD</u>	4 G	2652	0.70		30TH ST	23RD ST
<u>HERMOSILLA ROAD</u>	4 G	2653	1.26		37TH ST	CALABASILLA RD
<u>HIDALGO ROAD</u>	4 G	2654	0.56		29TH AV	28TH ST
<u>HIDALGO ROAD</u>	4 G	2655	0.58		25TH ST	20TH ST
<u>HUERTA ROAD</u>	4 G	2656	1.24		36TH ST	DEAD END
<u>TORCIDO ROAD</u>	4 G	2659	1.38		29TH AV	19TH AV
TOTAL RIO RANCHO 6				54.03		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Rio Rancho 7						
<u>10TH AVE</u>	4 G	<u>42658</u>	<u>0.33</u>		<u>15TH ST</u>	<u>HIDALGO RD</u>
<u>10TH ST</u>	4 G	<u>42659</u>	<u>1.35</u>		<u>23RD AVE</u>	<u>11TH AVE</u>
<u>11TH AVE</u>	4 G	<u>42660</u>	<u>0.33</u>		<u>15TH ST</u>	<u>HIDALGO RD</u>
<u>12TH AVE</u>	4 G	<u>42661</u>	<u>1.68</u>		<u>20TH ST</u>	<u>RAINBOW BLVD</u>
<u>13TH AVENUE</u>	4 G	<u>2700</u>	<u>2.00</u>		<u>20TH ST</u>	<u>RAINBOW BLVD</u>
<u>13TH ST</u>	4 G	<u>42662</u>	<u>0.3</u>		<u>HONDO RD</u>	<u>19TH ST</u>
<u>14TH AVENUE</u>	4 G	<u>2701</u>	<u>1.15</u>		<u>RAINBOW BLVD</u>	<u>10TH ST</u>
<u>14TH STREET</u>	4 G	<u>2702</u>	<u>0.60</u>		<u>13TH AVE</u>	<u>29TH ST</u>
<u>15TH AVENUE</u>	4 G	<u>2703</u>	<u>1.28</u>		<u>HONDO RD</u>	<u>RAINBOW BLVD</u>
<u>15TH STREET</u>	4 G	<u>2704</u>	<u>0.97</u>		<u>NORTHERN BLVD</u>	<u>19TH AVE</u>
<u>16TH AVENUE</u>	4 G	<u>2705</u>	<u>0.83</u>		<u>HONDO RD</u>	<u>5TH ST</u>
<u>16TH STREET</u>	4 G	<u>2706</u>	<u>1.07</u>		<u>NORTHERN BLVD</u>	<u>27ND AVE</u>
<u>17TH AVENUE</u>	4 G	<u>2707</u>	<u>0.91</u>		<u>13TH ST</u>	<u>VISTA RD</u>
<u>17TH STREET</u>	4 G	<u>2708</u>	<u>0.74</u>		<u>NORTHERN BLVD</u>	<u>HILDALGO RD</u>
<u>18TH AVENUE</u>	4 G	<u>2709</u>	<u>1.28</u>		<u>19TH ST</u>	<u>VISTA RD</u>
<u>18TH STREET</u>	4 G	<u>2710</u>	<u>0.88</u>		<u>NORTHERN BLVD</u>	<u>20TH ST</u>
<u>19TH AVENUE</u>	4 G	<u>2711</u>	<u>2.33</u>		<u>20TH ST</u>	<u>RAINBOW BLVD</u>
<u>19TH STREET</u>	4 G	<u>2712</u>	<u>0.98</u>		<u>NORTHERN BLVD</u>	<u>HILDALGO RD</u>
<u>1ST STREET</u>	4 G	<u>2713</u>	<u>0.41</u>		<u>WOOD RD</u>	<u>RIZA RD</u>
<u>20TH AVENUE</u>	4 G	<u>2714</u>	<u>1.51</u>		<u>20TH AVE</u>	<u>RAINBOW BLVD</u>
<u>20TH STREET</u>	4 G	<u>2715</u>	<u>2.28</u>		<u>NORTHERN BLVD</u>	<u>RAINBOW BLVD</u>
<u>21ST AVENUE</u>	4 G	<u>2716</u>	<u>1.12</u>		<u>SACRAMENTO RD</u>	<u>VISTA RD</u>
<u>22ND AVENUE</u>	4 G	<u>2717</u>	<u>1.18</u>		<u>VISTA RD</u>	<u>SACRAMENTO RD</u>
<u>23RD AVENUE</u>	4 G	<u>2718</u>	<u>1.32</u>		<u>20TH ST</u>	<u>RAINBOW BLVD</u>
<u>24TH AVENUE</u>	4 G	<u>2719</u>	<u>0.94</u>		<u>RAINBOW BLVD</u>	<u>20TH ST</u>
<u>25TH AVENUE</u>	4 G	<u>2720</u>	<u>1.47</u>		<u>RAINBOW BLVD</u>	<u>20TH ST</u>
<u>26TH AVENUE</u>	4 G	<u>2721</u>	<u>1.49</u>		<u>RAINBOW BLVD</u>	<u>20TH ST</u>
<u>27TH AVENUE</u>	4 G	<u>2722</u>	<u>1.68</u>		<u>RAINBOW BLVD</u>	<u>20TH ST</u>
<u>28TH AVENUE</u>	4 G	<u>2723</u>	<u>2.30</u>		<u>LA SOMBRA RD</u>	<u>VISTA RD</u>
<u>29TH AVENUE</u>	4 G	<u>2724</u>	<u>1.03</u>		<u>20TH ST</u>	<u>28TH AVE</u>
<u>2ND STREET</u>	4 G	<u>2725</u>	<u>0.29</u>		<u>WOOD RD</u>	<u>20TH AVE</u>
<u>3RD STREET</u>	4 G	<u>2726</u>	<u>0.29</u>		<u>19TH AVE</u>	<u>SAND RD</u>
<u>4TH STREET</u>	4 G	<u>2727</u>	<u>0.21</u>		<u>15TH AVE</u>	<u>VISTA RD</u>
<u>5TH STREET</u>	4 G	<u>2728</u>	<u>0.68</u>		<u>11TH AVE</u>	<u>17TH AVE</u>
<u>BALSA</u>	4 G	<u>42663</u>	<u>1</u>		<u>RAINBOW BLVD</u>	<u>28TH AVE</u>
<u>BEIN RD</u>	4 G	<u>2732</u>	<u>0.08</u>		<u>SOMBRA RD</u>	<u>DEAD END</u>
<u>BLACK PLACE</u>	4 G	<u>2729</u>	<u>0.11</u>		<u>28TH AVE</u>	<u>DEAD END</u>
<u>CLOUD ROAD</u>	4 G	<u>2731</u>	<u>0.26</u>		<u>SILVER RD</u>	<u>25TH AVE</u>
<u>DATE RD</u>	4 G	<u>42663</u>	<u>1.14</u>		<u>28TH ST</u>	<u>RAINBOW BLVD</u>
<u>GEM PLACE</u>	4 G	<u>2733</u>	<u>0.11</u>		<u>ROBIN RD</u>	<u>DEAD END</u>
<u>GOLD PLACE</u>	4 G	<u>2734</u>	<u>0.08</u>		<u>TABOO RD</u>	<u>DEAD END</u>
<u>HAN RD</u>	4 G	<u>42664</u>	<u>0.25</u>		<u>WOOD RD</u>	<u>DEAD END</u>

<u>HIDALGO ROAD</u>	4 G	<u>2734</u>	<u>1.47</u>	<u>20TH ST</u>	<u>NORTHERN BLVD</u>
<u>HONDO ROAD</u>	4 G	<u>2735</u>	<u>0.74</u>	<u>16TH ST</u>	<u>10TH ST</u>
<u>IRON PLACE</u>	4 G	<u>2736</u>	<u>0.08</u>	<u>28TH AVE</u>	<u>DEAD END</u>
<u>LA SOMBRA PLACE</u>	4 G	<u>2737</u>	<u>0.39</u>	<u>27TH AVE</u>	<u>DEAD END</u>
<u>LA SOMBRA ROAD</u>	4 G	<u>2738</u>	<u>0.72</u>	<u>27TH AVE</u>	<u>29TH AVE</u>
<u>LEAD PLACE</u>	4 G	<u>2740</u>	<u>0.05</u>	<u>DATE RD</u>	<u>DEAD END</u>
<u>MEDIA RD</u>	4 G	<u>42760</u>	<u>0.39</u>	<u>19TH AVE</u>	<u>ROBIN RD</u>
<u>NICK STREET</u>	4 G	<u>2742</u>	<u>0.25</u>	<u>19TH AVE</u>	<u>WOOD RD</u>
<u>RIZA ROAD</u>	4 G	<u>2744</u>	<u>0.39</u>	<u>ROBIN RD</u>	<u>MEDIA RD</u>
<u>ROBIN ROAD</u>	4 G	<u>2745</u>	<u>0.70</u>	<u>WOOD RD</u>	<u>RAINBOW BLVD</u>
<u>SACRAMENTO ROAD</u>	4 G	<u>2746</u>	<u>0.50</u>	<u>20TH ST</u>	<u>20TH AVE</u>
<u>SANDS ROAD</u>	4 G	<u>2747</u>	<u>0.38</u>	<u>WOOD RD</u>	<u>RIZA RD</u>
<u>SEDA PLACE</u>	4 G	<u>2748</u>	<u>0.08</u>	<u>LA SOMBRA PL</u>	<u>DEAD END</u>
<u>SEDA PLACE</u>	4 G	<u>2751</u>	<u>0.14</u>	<u>LA SOMBRA RD</u>	<u>DEAD END</u>
<u>SERRANO PLACE</u>	4 G	<u>2750</u>	<u>0.11</u>	<u>LA SOMBRA RD</u>	<u>DEAD END</u>
<u>SILVER PLACE</u>	4 G	<u>2753</u>	<u>0.08</u>	<u>28TH ST</u>	<u>DEAD END</u>
<u>SINO ROAD</u>	4 G	<u>2749</u>	<u>0.63</u>	<u>26TH AVE</u>	<u>22ND AVE</u>
<u>SKY RD</u>	4 G	<u>42761</u>	<u>0.10</u>	<u>WOOD RD</u>	<u>VISTA RD</u>
<u>SLATE PLACE</u>	4 G	<u>2754</u>	<u>0.11</u>	<u>ROBIN RD</u>	<u>DEAD END</u>
<u>SOGA PLACE</u>	4 G	<u>2755</u>	<u>0.07</u>	<u>16TH ST</u>	<u>DEAD END</u>
<u>SOLANO PLACE</u>	4 G	<u>2756</u>	<u>0.15</u>	<u>LA SOMBRA RD</u>	<u>DEAD END</u>
<u>SOMBRA RD</u>	4 G	<u>42762</u>	<u>0.83</u>	<u>27TH AVE</u>	<u>19TH AVE</u>
<u>TABOO LOOP</u>	4 G	<u>2758</u>	<u>0.59</u>	<u>26TH AVE</u>	<u>SILVER RD</u>
<u>VISTA ROAD</u>	4 G	<u>2760</u>	<u>2.09</u>	<u>29TH AVE</u>	<u>RAINBOW BLVD</u>
<u>WOOD ROAD</u>	4 G	<u>2761</u>	<u>1.74</u>	<u>27TH AVE</u>	<u>RAINBOW BLVD</u>
<u>ZINC PLACE</u>	4 G	<u>2762</u>	<u>0.11</u>	<u>ROBIN RD</u>	<u>DEAD END</u>
TOTAL RIO RANCHO 7				53.13	

NAME	Dist	NUM	MILES	TOT	FROM	TO
Rio Rancho 8						
<u>10TH STREET</u>	4 G	2800	0.22		4TH AVE	HILDALGO RD
<u>11TH ST SW</u>	4 G	42763	0.20		8TH AVE	SOUTHERN BLVD
<u>12TH STREET</u>	4 G	2801	0.93		SUTHERN BLVD	SANDIA BLVD
<u>13TH STREET</u>	4 G	2802	0.93		SUTHERN BLVD	SANDIA BLVD
<u>14TH STREET</u>	4 G	2803	2.07		SUTHERN BLVD	NORTHERN BLVD
<u>15TH STREET</u>	4 G	2805	0.93		SUTHERN BLVD	SANDIA BLVD
<u>16TH STREET</u>	4 G	2806	0.93		SUTHERN BLVD	SANDIA BLVD
<u>17TH STREET</u>	4 G	2807	0.93		SUTHERN BLVD	SANDIA BLVD
<u>18TH STREET</u>	4 G	2808	1.04		6TH ST	SOUTHERN BLVD
<u>19TH STREET</u>	4 G	2810	1.84		SOUTHERN BLVD	NORTHERN BLVD
<u>1ST AVENUE</u>	4 G	2812	0.72		HILDAGADO RD	12TH ST
<u>1ST AVENUE</u>	4 G	2813	1.21		HILDAGADO RD	19TH ST
<u>20TH ST SW</u>	4 G	42764	2.03		NORTHERN BLVD	SOUTHERN BLVD
<u>2ND AVENUE</u>	4 G	2814	0.74		12TH ST	HILDALGO RD
<u>2ND AVENUE</u>	4 G	2815	1.13		19TH ST	10TH ST
<u>3RD AVENUE</u>	4 G	2816	0.45		10TH ST	19TH ST
<u>3RD AVENUE</u>	4 G	2817	0.99		19TH ST	HILDALGO RD
<u>4TH AVENUE</u>	4 G	2818	0.59		12TH ST	HILDALGO RD
<u>4TH AVENUE</u>	4 G	2819	0.99		19TH ST	10TH ST
<u>5TH AVENUE</u>	4 G	2820	0.45		12TH ST	8TH ST
<u>5TH AVENUE</u>	4 G	2821	1.13		HILDAGADO RD	19TH ST
<u>6TH AVENUE</u>	4 G	2822	0.11		8TH ST	DEAD END
<u>6TH AVENUE</u>	4 G	2823	0.99		10TH ST	19TH ST
<u>7TH AVENUE</u>	4 G	2824	0.33		HILDALGO RD	10TH ST
<u>7TH AVENUE</u>	4 G	2825	0.99		10TH ST	19TH ST
<u>8TH AVENUE</u>	4 G	2826	0.33		8TH ST	12TH ST
<u>8TH AVENUE</u>	4 G	2827	0.99		HILDALGO RD	19TH ST
<u>8TH STREET</u>	4 G	2828	1.15		SUTHERN BLVD	SANDIA BLVD
<u>9TH AVENUE</u>	4 G	2829	0.08		8TH ST	DEAD END
<u>9TH AVENUE</u>	4 G	2830	0.89		HILDALGO RD	19TH ST
<u>9TH STREET</u>	4 G	2831	0.80		SANDIA BLVD	GOYA RD
<u>GALLUP ROAD</u>	4 G	2832	0.26		SUTHERN BLVD	20TH ST
<u>GERONIMO ROAD</u>	4 G	2833	1.01		20TH ST	12TH ST
<u>GOYA ROAD</u>	4 G	2834	1.56		20TH ST	SOUTHERN BLVD
<u>HILDALGO ROAD</u>	4 G	2835	1.30		SANDIA BLVD	7TH AVE
<u>LIMA PLACE</u>	4 G	2840	0.05		5TH AVE	DEAD END
<u>LUNA PLACE</u>	4 G	2841	0.06		11TH ST	DEAD END
<u>MARCELINA RD</u>	4 G	42838	0.12		20TH ST	19TH ST
<u>NORTHERN</u>	4 P	2842	1.05		10TH ST	20TH ST
<u>SANDIA BLVD</u>	4 G	2844	1.72		HILDALGO RD	20TH ST
TOTAL RIO RANCHO 8				34.24		

NAME	Dist	NUM	MILES	TOT	FROM	TO
Rio Rancho 9						
<u>10TH AVENUE</u>	<u>2 G</u>	<u>2900</u>	<u>0.53</u>		<u>JARDIN RD</u>	<u>RAINBOW BLVD</u>
<u>10TH STREET</u>	<u>2 G</u>	<u>2901</u>	<u>1.00</u>		<u>SUTHERN BLVD</u>	<u>ISABEL RD</u>
<u>11TH AVENUE</u>	<u>2 G</u>	<u>2902</u>	<u>0.82</u>		<u>9TH ST</u>	<u>RAINBOW BLVD</u>
<u>11TH STREET</u>	<u>2 G</u>	<u>2903</u>	<u>0.84</u>		<u>SUTHERN BLVD</u>	<u>19TH AVE</u>
<u>12TH AVENUE</u>	<u>2 G</u>	<u>2904</u>	<u>0.71</u>		<u>9TH ST</u>	<u>RAINBOW BLVD</u>
<u>12TH STREET</u>	<u>2 G</u>	<u>2905</u>	<u>0.92</u>		<u>SUTHERN BLVD</u>	<u>19TH AVE</u>
<u>13TH AVENUE</u>	<u>2 G</u>	<u>2906</u>	<u>0.74</u>		<u>9TH ST</u>	<u>RAINBOW BLVD</u>
<u>13TH STREET</u>	<u>2 G</u>	<u>2907</u>	<u>0.74</u>		<u>SUTHERN BLVD</u>	<u>19TH AVE</u>
<u>14TH AVENUE</u>	<u>2 G</u>	<u>2908</u>	<u>0.64</u>		<u>JARDIN RD</u>	<u>RAINBOW BLVD</u>
<u>14TH STREET</u>	<u>2 G</u>	<u>2909</u>	<u>0.60</u>		<u>SUTHERN BLVD</u>	<u>19TH ST</u>
<u>15TH AVE</u>	<u>2 G</u>	<u>42844</u>	<u>0.66</u>		<u>JARDIN RD</u>	<u>RAINBOW BLVD</u>
<u>15TH STREET</u>	<u>2 G</u>	<u>2910</u>	<u>0.49</u>		<u>SUTHERN BLVD</u>	<u>19TH ST</u>
<u>16TH AVENUE</u>	<u>2 G</u>	<u>2911</u>	<u>0.61</u>		<u>JARDIN RD</u>	<u>RAINBOW BLVD</u>
<u>16TH STREET</u>	<u>2 G</u>	<u>2912</u>	<u>0.30</u>		<u>SUTHERN BLVD</u>	<u>ESPEJO RD</u>
<u>17TH AVENUE</u>	<u>2 G</u>	<u>2913</u>	<u>0.51</u>		<u>JARDIN RD</u>	<u>RAINBOW BLVD</u>
<u>17TH STREET</u>	<u>2 G</u>	<u>2914</u>	<u>0.24</u>		<u>ENCINO RD</u>	<u>19TH AVE</u>
<u>18TH STREET</u>	<u>2 G</u>	<u>2915</u>	<u>0.49</u>		<u>ENCINO RD</u>	<u>19TH AVE</u>
<u>19TH AVENUE</u>	<u>2 G</u>	<u>2916</u>	<u>0.00</u>		<u>20TH ST</u>	<u>DEAD END</u>
<u>19TH STREET</u>	<u>2 G</u>	<u>2917</u>	<u>0.67</u>		<u>ENCINO RD</u>	<u>19TH AVE</u>
<u>20TH ST SW</u>	<u>2 G</u>	<u>42845</u>	<u>1.65</u>		<u>SOUTHERN BLVD</u>	<u>19TH AVE</u>
<u>2ND STREET</u>	<u>2 G</u>	<u>2923</u>	<u>0.18</u>		<u>17TH SAVE</u>	<u>JARDIN RD</u>
<u>3RD STREET</u>	<u>2 G</u>	<u>2924</u>	<u>0.14</u>		<u>JARDIN RD</u>	<u>17TH AVE</u>
<u>9TH STREET</u>	<u>2 G</u>	<u>2930</u>	<u>0.44</u>		<u>IDALIA RD</u>	<u>DEAD END</u>
<u>ENCINO ROAD</u>	<u>2 G</u>	<u>2931</u>	<u>0.97</u>		<u>20TH ST</u>	<u>19TH AVE</u>
<u>ESPEJO ROAD</u>	<u>2 G</u>	<u>2932</u>	<u>1.02</u>		<u>20TH ST</u>	<u>19TH AVE</u>
<u>GALLUP ROAD</u>	<u>2 G</u>	<u>2933</u>	<u>0.52</u>		<u>SOUTHERN BLVD</u>	<u>INCA RD</u>
<u>GARDENIA ROAD</u>	<u>2 G</u>	<u>2934</u>	<u>0.19</u>		<u>ESPEJO RD</u>	<u>GASPAR RD</u>
<u>GASPAR ROAD</u>	<u>2 G</u>	<u>2935</u>	<u>0.71</u>		<u>20TH AVE</u>	<u>INCA RD</u>
<u>GUSTO ROAD</u>	<u>2 G</u>	<u>2936</u>	<u>0.08</u>		<u>GASPAR RD</u>	<u>DEAD END</u>
<u>HERMOSA ROAD</u>	<u>2 G</u>	<u>2937</u>	<u>0.31</u>		<u>ESPEJO RD</u>	<u>GASPAR RD</u>
<u>IDALIA ROAD</u>	<u>2 G</u>	<u>2939</u>	<u>1.30</u>		<u>SUTHERN BLVD</u>	<u>ENCINO RD</u>
<u>IGLESIA ROAD</u>	<u>2 G</u>	<u>2940</u>	<u>0.54</u>		<u>IDALIA RD</u>	<u>INEZ RD</u>
<u>IGNACIO ROAD</u>	<u>2 G</u>	<u>2941</u>	<u>0.24</u>		<u>IDALIA RD</u>	<u>DEAD END</u>
<u>IGUANA ROAD</u>	<u>2 G</u>	<u>2942</u>	<u>0.81</u>		<u>IDALIA RD</u>	<u>10TH ST</u>
<u>INCA ROAD</u>	<u>2 G</u>	<u>2943</u>	<u>0.97</u>		<u>IDALIA RD</u>	<u>ENCINO RD</u>
<u>INDIO ROAD</u>	<u>2 G</u>	<u>2944</u>	<u>0.29</u>		<u>10TH ST</u>	<u>INEZ RD</u>
<u>INEZ ROAD</u>	<u>2 G</u>	<u>2945</u>	<u>0.85</u>		<u>11TH ST</u>	<u>ISABEL RD</u>
<u>ISABEL ROAD</u>	<u>2 G</u>	<u>2946</u>	<u>0.86</u>		<u>ESPEJO RD</u>	<u>10TH AVE</u>
<u>ISIDORO ROAD</u>	<u>2 G</u>	<u>2947</u>	<u>0.08</u>		<u>IDALIA RD</u>	<u>DEAD END</u>
<u>JACINTO ROAD</u>	<u>2 G</u>	<u>2949</u>	<u>0.30</u>		<u>10TH ST</u>	<u>INEZ RD</u>
<u>JAL ROAD</u>	<u>2 G</u>	<u>2950</u>	<u>0.11</u>		<u>INEZ RD</u>	<u>DEAD END</u>
<u>JALISCO ROAD</u>	<u>2 G</u>	<u>2951</u>	<u>0.18</u>		<u>INGLESIA RD</u>	<u>INEZ RD</u>
<u>JARDIN ROAD</u>	<u>2 G</u>	<u>2952</u>	<u>1.30</u>		<u>SUTHERN BLVD</u>	<u>17TH AVE</u>
<u>JURADO ROAD</u>	<u>2 G</u>	<u>2954</u>	<u>0.18</u>		<u>ISABEL RD</u>	<u>RAINBOW BLVD</u>
<u>SOUTHERN BLVD</u>	<u>2 p</u>	<u>42949</u>	<u>1.40</u>		<u>HONDO RD</u>	<u>20TH SW</u>
TOTAL RIO RANCHO 9				27.13		

TABLE OF CONTENTS

- I. Introduction 1**
 - A. Purpose..... 1
 - B. Study Area 3
- II. Planning Context..... 3**
 - A. Demographics 3
 - 1. Demographic Overview 3
 - 2. Historic Population Growth..... 4
 - 3. Future Population..... 5
 - 4. Population breakdown..... 5
 - B. Environmental Justice 6
 - C. Employment Data..... 6
 - D. Land-Use and Development..... 7
 - 1. Existing Land-Use Characteristics..... 7
 - 2. Future Land-Use Characteristics..... 8
- III. Existing Conditions and Analysis..... 8**
 - A. Previous Studies and Programs 8
 - B. Public Outreach..... 9
 - C. Public Transportation 9
 - D. Roadway Characteristics..... 9
 - 1. Roadway Surface Type and Condition 10
 - 2. Functional Classification 10
 - E. Airport Facilities..... 10
 - F. Bicycle and Pedestrian Facilities 11
 - G. Rail Transportation Facilities 11
- IV. Planned Projects 11**
 - 1. Torreon Road..... 11
 - 2. Northwest Loop..... 12
 - 3. Region-Wide Transportation Initiatives..... 12
 - 4. Transit Improvements 12
- V. Prioritization Process 13**
 - A. Process Overview 13
 - B. Data collection..... 13
 - C. Rating Criteria 14
 - D. Analysis Process..... 16
- VI. Funding..... 17**
- VII. Recommendations 18**
 - A. Prioritization Process..... 18
 - B. Functional Classifications 19
 - C. Traffic Counts..... 20
 - D. Asset Management 20
- VIII. Conclusions..... 20**
- Figure 1 – Sandoval County Road Map..... 2

LIST OF TABLES

TABLE 1 – SANDOVAL COUNTY GENERAL DEMOGRAPHIC CHARACTERISTICS.....4
TABLE 2 – HISTORICAL POPULATION BY DECADES5
TABLE 3 – 2010 CENSUS DEMOGRAPHIC ESTIMATES5
TABLE 4 – INCOME LEVELS6
TABLE 5 – EXISTING LAND-USE DEVELOPMENT7
TABLE 6 – RATING CRITERIA..... 15

APPENDICES

APPENDIX A – COMMENT FORM
APPENDIX B – RATING CRITERIA
APPENDIX C – ROAD SCORING FORM
APPENDIX D – ANALYSIS OF SELECTED ROADS (2012)

I. INTRODUCTION

Sandoval County Public Works initiated the development of the Sandoval County Transportation Plan (Transportation Plan) to collect existing conditions data, assess needs, develop a process to prioritize projects, and identify transportation improvement opportunities. The planning horizon is today through the year 2035. The Plan is intended as a mechanism for guiding transportation decision-making as development pressures increase throughout the County, and funding options remain scarce country-wide. Sandoval County has experienced sustained growth over the last decade projected to continue through 2035, with the direct result of increased travel demand in the region.

The results of this transportation planning effort are only partly contained within this planning document. The remaining effort is manifested in the development of a geographical information system (ArcGIS)-based representation of the roadway network, and a process to evaluate and prioritize the County roadways. A Sandoval County Road Atlas, provided under separate cover, was also created as a benchmark and working tool to document the existing roads being maintained and operated by the County.

A. PURPOSE

The purpose of this document is to identify existing and future conditions of the County transportation system (roadways, bridges, bicycle and pedestrian facilities, transit, and rail), and to utilize that information to identify needs and prioritize projects for implementation.

In addition, the content of this Transportation Plan is in compliance with the newly passed federal legislation – Moving Ahead for Progress in the 21st Century Act (MAP-21). It requires that all Transportation Plans include a planning horizon of 20 or more years, in order to address the long-term transportation needs for the community. It also suggests such plans be updated at least every four years since many factors influencing the development of the Transportation Plan (i.e. demographics, growth, forecasted revenue, and project costs) change over time. MAP-21 is a performance-based program; therefore, a broader purpose of this Plan is to develop a data collection and prioritization process that can be used to evaluate the performance of the County's transportation planning efforts as they align with the criteria used in MAP-21.

B. STUDY AREA

The land within the official Sandoval County boundary comprises the study area for this Plan. The County is located west of the I-25 corridor, north of the I-40 corridor, mid-state, and approximately 40 miles north-northwest of the I-25 and I-40 interchange. Other major roadways that serve the County include I-25, US 550, NM 528, NM 4, NM 126, and NM 197. Sandoval County is bordered by Rio Arriba County to the north; McKinley County to the west; Santa Fe County to the east and Bernalillo County to the south. Sandoval County has one municipality, the City of Rio Rancho, located in the southern portion of the County. According to the Census estimate, the population of Sandoval County was 131,561 in 2010.

Sandoval County covers a land area of approximately 3,714 square miles. The area features many appealing points of interest, is significant to the State's natural/built environments, and contains cultural/historic assets, all of which have a unique impact on the transportation system. The Sandoval County border encompasses all or a portion of eight Pueblos and two reservations: Sandia Pueblo, Jemez Pueblo, Zia Pueblo, Santa Ana Pueblo, Santo Domingo Pueblo, San Felipe Pueblo, Laguna Pueblo, Cochiti Pueblo, Jicarilla Apache Reservation, and scattered portions of the Navajo Nation.

Sandoval County is part of the Mid-Region Council of Governments (MRCOG), which is a multi-governmental agency that assists the region in transportation and logistics. This entity provides data collection and transportation analysis for the region to support the decision-making process on the local government level. Sandoval County is also supported through the Rural Transportation Planning Organization (RTPO), which is a voluntary organization of municipalities, counties, and pueblos in the rural areas within the MRCOG boundary.

II. PLANNING CONTEXT

A. DEMOGRAPHICS

1. DEMOGRAPHIC OVERVIEW

The demographic overview of the County explains the historic population growth, future population projections, aging population, environmental justice population, and existing employment base.

A review of the 2010 U.S. Census data illustrates that Sandoval County has experienced population growth at a significant level during the past decade. Between 2000 and 2010, Sandoval County's population grew at an average annual rate of 39.1 percent (%),

markedly higher than the average increase for New Mexico of 10.5 %. Table 1 presents the Sandoval County general demographic characteristics for the Year 2010.

Table 1 – Sandoval County General Demographic Characteristics	
Total Population	131,561
Median Age	37.9
Household Population	130,800
Average Household Size	2.75
Occupied Housing Units	47,602
Owner-Occupied Housing Units	38,558 (81% of total)
Renter-Occupied Housing Units	9,044 (19% of total)
In Labor Force (age 16+)	61,268
Percent High School Graduate or Higher	
<i>Source: US Census Bureau, 2010 Census</i>	

A jobs-to-housing ratio was calculated for the County based on 2010 US Census Occupied Housing Units Counts and employment figures. The employment figures are the sum of the 2010 Census industry numbers. The ratio of the number of jobs (60,748) to number of housing units (43,335) is greater than one (1.4). This places an increased demand on the transportation system, as it connects Sandoval County residents to jobs in Albuquerque, Rio Rancho, Bernalillo County, Santa Fe County, and other nearby employment centers.

2. HISTORIC POPULATION GROWTH

Sandoval County has had substantial growth over the past 10 years, with a 39 % increase in total population from 2000 to 2010. Annualized growth for a similar time period is approximately 5 %, and has been identified as the highest in the State by the Bureau of Business and Economic Research. Table 2 below illustrates the growth trends from 1970 to 2009. The comparison between the growth in Sandoval County and New Mexico as a whole during that 40-year period is significant.

Year	1970	1980	1990	2009	% Change 1980-2009
Sandoval County	17,492	34,799	63,319	125,988	262%
New Mexico	1,016,000	1,302,894	1,515,069	2,009,671	54%

Source: 2009 US Census

3. FUTURE POPULATION

Population growth in Sandoval County is expected to continue growing at a significant rate through the study horizon year of 2035. Based on population projections provided by the MRCOG, the population estimate is over 309,000 people. This is a substantial increase and it is critical to recognize the increased demand on the transportation system that accompanies a population increase of this status.

4. POPULATION BREAKDOWN

Table 3 provides an overview of the demographic breakdown for Sandoval County as compared to the State of New Mexico as represented by the 2010 US Census.

	Sandoval County	New Mexico
Total Population	131,561	2,059,224
Male	48.9%	49.4%
Female	51.1%	50.6%
Persons under 5 years	6.9%	7.0%
Persons under 18 years	26.7%	25.2%
Persons 65 years and over	12.1%	13.2%
White	47.5%	40.5%
Black	2.1%	2.1%
American Indian and Alaska Native	12.9%	9.4%
Asian	1.5%	1.4%
Native Hawaiian and Other Pacific Islander	0.1%	0.1%
Hispanic or Latino origin	35.1%	46.3%

Source: U.S. Census Bureau 2010

Sandoval County is relatively consistent with the State at 12-13% of the total population aged 65 and over. It can be assumed that the primary transportation mode used by older employed adults in Sandoval County is personal vehicles, as limited public transit has existed in the majority of the County until very recently. Addressing the mobility needs of the elderly

presents both challenges and opportunities to the much-needed planning of a multi-modal transportation system in Sandoval County.

B. ENVIRONMENTAL JUSTICE

Environmental Justice (EJ) Executive Order 12898 is intended to acknowledge minority and low-income populations that have been historically under-represented in the transportation planning process and ensure that these groups are not disproportionately impacted as a result of transportation improvement recommendations.

The intent of EJ analysis is to locate these populations, involve them early and continuously throughout the transportation decision-making process, as well as analytically assess if there would be a disproportionate impact on these traditionally under-represented communities. Minority populations were included in Table 3.

The second component of EJ analysis is low-income populations. Table 4 indicates the income levels in Sandoval County in 2010. The percentage below poverty level is lower than the State (18.4%) and even the Country (13.8%). However, consideration of this population with intent to provide additional transportation options, as well as reduce transportation costs, should be a focus for Sandoval County.

Table 4 – Income Levels		
	Sandoval County	New Mexico
Per capita money income in past 12 months (2010 dollars) 2006-2010	\$25,979	\$22,966
Median household income 2006-2010	\$57,158	\$43,820
Persons below poverty level, percent, 2006-2010	11.4%	18.4%
<i>Source: U.S. Census Bureau 2010 data</i>		

C. EMPLOYMENT DATA

The overview of Sandoval County employment data (U.S.Census 2010) identified major employers, existing industry types, and travel patterns. With over 56,000 people employed, the largest employer sector types are: education, health, and social services, accounting for 17.8 % of the total jobs. Retail trade is the second largest employment sector type, accounting for approximately 12.4 % of the total jobs. Public sector employers including Sandoval County, the City of Rio Rancho, and the local schools provide the greatest number of jobs. Other important sectors are manufacturing, construction, professional, scientific, management, and administrative, including the Intel Plant in Rio Rancho.

The quantity, type, and location of jobs have a direct implication on the future need for transportation facilities in the area. Transportation mobility for workers commuting to and from Sandoval County is an important consideration when assessing the transportation network. According to the US Census Bureau, most workers (90.5 %) rely on roadway-based transportation for commute trips, either by driving alone (77.8 %) or carpooling (12.7 %). The number of employees who bike, walk, commute by other means, or work at home is about 4.3 % of the total workers in the County. Commute patterns will be taken into consideration as roadway and transportation improvements are proposed.

The mean travel time to employment in Sandoval County (29.1 minutes) can be attributed to the proportion of workers commuting outside the County, and to the rural nature of Sandoval County.

D. LAND-USE AND DEVELOPMENT

The existing and future land-use patterns for Sandoval County demonstrate a substantial percentage of land devoted to residential development. The bulk of industrial and commercial properties are concentrated along the I-25 corridor. The County has decided concentration of population and employment growth in the southern portion of the County (Rio Rancho), in Bernalillo, in Cuba, and along I-25. The success of existing and future development in all of these areas is dependent upon transportation projects that provide connectivity, efficiency, and capacity.

1. EXISTING LAND-USE CHARACTERISTICS

To fully consider the relationship between existing land-use and the transportation system, the following land-use types were identified for Sandoval County: major residential areas, key activity centers, key employment centers, and primary travel corridors. A summary of these land use types is shown in Table 5.

Major Residential Areas	Key Activity Centers	Key employment Centers	Primary Travel Corridors
Algodones	Rio Rancho	Bernalillo	I-25
Placitas	Bernalillo	Rio Rancho	US 550
Bernalillo	Bernalillo	Rio Rancho	NM 528
Rio Rancho	Rio Rancho	Rio Rancho	NM 528
Cuba	Cuba	Cuba	US 550

2. FUTURE LAND-USE CHARACTERISTICS

Sandoval County Planning and Zoning Department and the Planning and Zoning Board serve as leaders to guide and control future growth in the County. Coordination with these groups will be critical to manage and address the transportation needs as a result of the significant growth expected before 2035. An increase in transportation options, including enhancement to a multi-modal system, would be beneficial and ultimately help to achieve the goals of County.

Implementation of the Transportation Plan should include ongoing discussions with County citizens and stakeholders to provide recommendations for successful linkage between future land-use and transportation.

In addition, access to community facilities, schools, recreational areas, parks, and community centers needs to be considered as the future transportation system is evaluated and prioritized. Protection or preservation of environmentally sensitive areas, historic resources, and natural resources is also necessary to ensure that these areas are not adversely impacted by any future transportation improvements.

III. EXISTING CONDITIONS AND ANALYSIS

A. PREVIOUS STUDIES AND PROGRAMS

An effective transportation planning process considers all previous planning efforts to maintain continuity between planning documents and to ensure that goals, objectives, and related projects recommended for the transportation system are consistent with the established community vision. The following planning studies and programs were considered as part of the ongoing Transportation Plan development process:

- MRCOG – 2035 Metropolitan Transportation Plan (MTP)
- MRCOG –Fiscal Year (FY) 2012 –FY 2017 Transportation Improvement Program (TIP)
- City of Rio Rancho –Comprehensive Plan

Sandoval County has many planned and programmed improvements currently identified. Below is a general list of the types of projects that currently exist on the MTP and TIP, and have identified funding available for the FY 2012 - 2017:

- Roadway Improvements/Capacity Increase
- Roadway Maintenance/Operational Improvements
- Transit Service and Facilities

- Bicycle/Pedestrian Education and Facilities
- Regional Traffic Surveillance
- Regional Travel Demand Management

The Sandoval County Transportation Plan is intended to support this regional planning process, and provide a framework for decision-making at the County level. Ultimately, providing the County with a process to evaluate, compare, and prioritize several transportation projects will help determine the most viable projects for inclusion into the TIP on an annual basis.

B. PUBLIC OUTREACH

The value of this planning effort is in keeping the data collection process current and ongoing. In an effort to support this, a comment form was created that could be used to collect data at any time and in a manner where the data is easily integrated into the prioritization process. The form will be made available to County administrative staff, field teams, and others. It is also recommended that it be put on the website for easy access and electronic submittal. A copy of the current form is provided in Appendix A, with the expectation that it would be updated if rating criteria are modified.

C. PUBLIC TRANSPORTATION

Sandoval County is serviced by Rio Metro Transit, with both fixed-route and para-transit service. The rural transit service provides access from the outlying communities to the metropolitan areas, including the Rail Runner. There are currently four (4) fixed bus routes within Sandoval County, four (4) additional routes originating in Rio Rancho, and more fixed-routes being planned in the future to expand connectivity to the outlying communities within the County. The bus routes are all currently well-used by the community, and provide relatively convenient connectivity for employment, education, and medical access.

Rio Metro Transit operates three transit stops for the Rail Runner in Sandoval County (Downtown Bernalillo / US 550 / Kewa). Additional effort and ongoing coordination with Rio Metro Transit is recommended to expand existing transit services to meet the projected growth in transit service needs within Sandoval County.

D. ROADWAY CHARACTERISTICS

Sandoval County is responsible for roads within the unincorporated areas of the County, with some exceptions where agreements have been made with local municipalities and

pueblos. The Road Atlas provided under separate cover identifies the location of all County-maintained roadways.

As part of the planning process, we defined roadway characteristics in Sandoval County to include the existing surface type, condition, and functional classification. The surface type data was collected from Sandoval County. Functional classification data is currently limited, with efforts underway to develop functional classifications for a number of roads within the County in direct cooperation with the MRCOG.

A collection of the information available was used to populate the database created for the planning process, with the expectation that the population of this data will be ongoing.

1. ROADWAY SURFACE TYPE AND CONDITION

Roadway surface dramatically affects the capacity, useful life, and safety of a particular facility. The surface types within the roadway network maintained and operated by the County include paved, gravel, and dirt, with a majority of said roads being unpaved. Within the incorporated area of Rio Rancho, the majority of roads are paved, as well as all State roads traversing the County. To ensure future mobility, connectivity and safety for Sandoval County, it is important to evaluate and identify needed improvements to the entire road system as part of the planning process. Information on the existing roadway surface type will be considered as part of the evaluation and decision-making process for the allocation of public road funds on a county-wide basis.

2. FUNCTIONAL CLASSIFICATION

Currently, only the roads owned and managed by the State and the City of Rio Rancho are categorized into functional classifications within Sandoval County. As part of the planning process, it is recommended that all the roadways within the County be grouped into functional classes according to the character and volume of traffic they are intended to serve, as well as the adjacent land use. Further discussion on the recommendation to classify County roadways is included in Section VII – Recommendations.

E. AIRPORT FACILITIES

There are no airports in Sandoval County. The major commercial airport that serves Sandoval County is the Albuquerque Sunport. County residents utilize I-25 as the major corridor to reach the Albuquerque Sunport, though the Rail Runner provides transit connectivity to the Sunport as well. Located just south of Sandoval County, in Bernalillo County, is Double Eagle II Airport which is a smaller airport (two runways) that also serves the region.

F. BICYCLE AND PEDESTRIAN FACILITIES

Bicycle and pedestrian facilities are an important part of a multimodal transportation system designed to efficiently move people and provide transportation options.

Connectivity with sidewalks, crosswalks, bike lanes, and trails are an important element to developing a viable multi-modal network within any community.

The sidewalk network in Sandoval County is primarily concentrated within Rio Rancho, Bernalillo, Cuba, and small localized residential area. There are very few sidewalks outside of activity centers and residential areas within the County.

The majority of the rural bike routes within Sandoval County are shoulder access along State and County roads. These bike routes are typically utilized by weekend recreational bikers seeking long-distance rides.

To reduce the overall costs of infrastructure development as the County aims to improve the bicycle and pedestrian network, new facilities should be implemented concurrent with subdivision or commercial development, as well as roadway resurfacing, widening, or utility upgrade improvements. Recommendations for development of a county-wide system for bicyclists and pedestrians should focus on connectivity with the existing designated bicycle routes, sidewalks, neighborhood streets, and pathway connections.

G. RAIL TRANSPORTATION FACILITIES

Burlington Railroad operates a north-south rail line within Sandoval County which provides freight movement. The railroad mainly runs along I-25 and has an approximate length of about 40 miles through Sandoval County. The rail line is also utilized by Amtrak and the Rail Runner (three stops in Sandoval County). This section of railroad terminates in Raton, New Mexico.

IV. PLANNED PROJECTS

There are a number of significant projects currently under way or being pursued by the County. The list includes two roadway improvement projects, three region-wide transportation initiatives, and several transit route/facility improvements.

1. TORREON ROAD

In July of 2012, Sandoval County was awarded \$5 million dollars under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program to improve Torreon Road. Sandoval County partnered with the New Mexico Department of Transportation, Navajo Nation Department of Transportation, and the MRCOG

on the grant application. The project will improve 11.9 miles of a rural road which functions as a major transportation connection to schools, hospitals, and employers. Benefits include decreased travel time, fuel consumption, greenhouse gas emissions, and increased access for larger vehicles (including emergency vehicles) and economic development opportunities. Construction is expected to begin by the end of 2012.

2. NORTHWEST LOOP

The Northwest Loop is a proposed 39-mile, two-lane highway that ultimately would connect US 550 to I-40, and includes both Sandoval and Bernalillo County. This project has been in the planning phase for many years and is currently included in the MRCOG Metropolitan Transportation Plan (MTP). Given the projected size and cost of the project, it will be constructed in phases. Design has been completed for a 5-mile section within Sandoval County, travelling south from the future connection with Northern Boulevard to the Bernalillo County line. This portion is being constructed to provide direct access to the County's desalinization facility, but will also provide much needed access to additional parcels along the corridor. Construction is expected to be complete by summer of 2013. Currently in the TIP is the proposed improvement of Northern Boulevard (1.5 miles) between the Northwest Loop and the existing transportation system within Rio Rancho.

3. REGION-WIDE TRANSPORTATION INITIATIVES

Bernalillo, Sandoval, and Valencia Counties have joined together to pursue three regional efforts: traffic surveillance, travel-demand management, and a bicycle/pedestrian safety education. All three efforts have been identified in the FY 2012-2015 TIP.

- 1) *Traffic Surveillance* – a comprehensive traffic data collection process. This data will be directly helpful to the prioritization process as we calculate the vehicle miles traveled for each potential project.
- 2) *Travel Demand Management* – program and activities to address traffic congestion.
- 3) *Regional Bicycle and Pedestrian Safety Education* – education program to increase bicycle/pedestrian use within the region, with the intent to shift travel mode making bicycle/pedestrian travel safer and more viable.

4. TRANSIT IMPROVEMENTS

Several transit enhancement projects have been included in the FY 2012-2015 TIP. They include fixed-route service improving connectivity to the US 550 Rail Runner station from several locations within the County, as well as additional tribal transit initiatives and bus shelters.

V. PRIORITIZATION PROCESS

A. PROCESS OVERVIEW

As an integral part of the overall update to the Sandoval County Transportation Plan, a process was developed to assist the County in the prioritization of projects. The process includes rating criteria for roadway and development attributes which directly reflect the preferences of the County and also consider data availability. The database has been established to allow various levels of data for each roadway as the basic platform, with the goal of collecting all data for all roads. Data types included both quantitative and qualitative data providing a comprehensive evaluation of the roadway network that is easily accessible by County staff for information purposes and decision-making. Details on data and associated criteria will be provided in Section V, with detailed sheets in Appendix B.

The process has been developed so that data can be collected and the database populated on an ongoing basis, as well as be available for project-specific evaluations at any time. The data collection for this process is housed in an ArcGIS and Microsoft Access database for easy access and manipulation by County staff. As the County identifies a selection of roads as potential candidates for improvement, extra effort can be spent on those roads to obtain a comprehensive and comparable database for the prioritization process.

B. DATA COLLECTION

A variety of sources were used to collect data to develop this project. The decision on what data to include was based on what data was available, combined with an evaluation of what data would provide the most accurate measurement on the value of a road improvement project. This discussion was incorporated into a set of rating criteria for the prioritization effort.

At this point in the process, there are various levels of available data for each of the County roads. The ArcGIS database, and an associated Microsoft Access file, is ready to accept new and additional data at any time, with the ultimate goal of equally populating the database for all roads. When possible, the data was collected electronically through integration with existing databases within the County system. However, some of the data is either not available electronically, or is subjective, requiring manual input. The variety of data sources include:

- County ArcGIS layers
- County iWorQs Systems
- Field Visits
- Planning efforts

- Collection of public comments
- Mid Region Council of Governments (MRCOG)
- New Mexico Department of Transportation (NMDOT)
- County School Districts
- Additional knowledge by County Staff
- Other

The County iWorQs database provides the most current and directly accessible data. iWorQs is a web-based management tool the County uses to manage and track work-requests, maintenance costs, activities, and customer complaints. iWorQs provides electronic access to data such as roadway conditions, safety, structures, public support, and maintenance costs per mile. In addition, connection with iWorQs provides additional opportunities to align data collection in the future to establish and evaluate performance measures, quantify value-added to the roadway network, and begin to build the database needed for an asset-management program. There are some recommended steps to enhance the connection with the iWorQs system, provided in Section VI – Recommendations.

As part of the data collection process, an easy-to-use Road Scoring Form was developed in Microsoft Access. It readily can be used by County staff to provide current information on any and all roads. This manual data collection process is used for information with subjectivity and variability such as roadway condition, safety, land use, funding, and school bus routes. This information is directly linked to the ArcGIS database and can be reflected easily in the scoring process completed as part of the transportation planning process. Instructions on how to use the Road Scoring Form are included in Appendix C.

C. RATING CRITERIA

The set of rating criteria was established through conversations with Sandoval County Public Works Department staff. Criteria were established to provide a comprehensive evaluation process that included engineering, economic, natural, and social components. Table 6 provides the list of criteria established and the current data source, as well as any associated categories, when applicable. There is some subjectivity, but the robust collection of criteria provides a framework for comparison and prioritization among potential projects in the County.

Table 6 – Rating Criteria		
Criteria	Rating Value	Data Source
Roadway Type	Paved/Gravel/Dirt	County ArcGIS
Roadway Condition	Visual Condition	Field Visit
	Annual Maintenance Cost per Mile	iWorQs
Roadway Classification	Arterial/Collector/Local	County
Safety	Normative (ASSHTO)	Field Visit
	Crash Data	NMDOT/Police
	Perceived	iWorQs/Comments
Structural	Location	Nat.Bridge Inventory
	Deficiency Rating	iWorQs
Land-Use	Actual/Planned	County
Funding Source Available	Funding Source Identified	County
School Bus Route	Yes/No	County/ Public Schools
Vehicle Miles Traveled	VMT (estimate) = ADT * length of project	ArcGIS/Traffic Counts
Public Comment	# of comments	iWorQs/Comments

Roadway Characteristics include type, condition, and classification. Roadway condition is based on a visual evaluation rated on a scale of 1 to 10, also taking into consideration the amount of money the roadway requires for maintenance on an annual basis. The annual cost-per-mile is included in the evaluation process. Functional classifications will be added to the database subsequent to completing the designation effort recommended in Section VI – Recommendations.

Safety is evaluated on three levels: 1) normative-based on AASHTO standards and a field evaluation by a professional engineer, 2) substantive-based on actual crash data, and 3) perceived-based on comments received from the public.

Structural features (bridges/culverts) within a corridor are evaluated both on location and deficiency ratings as indicated in the National Bridge Inventory. Currently, all structures within

Sandoval County are considered deficient or below; therefore, roadway corridors with structures result in a higher score than those without structures.

Land-use was evaluated on the proposed and current location of residential, commercial, educational, medical, and community development. A slightly higher rating was given to those corridors accessing *existing land use* versus proposed or *zoned land use*.

The identification of an existing/potential *funding source* as well as a delineated *school bus route* both result in a higher rating.

Evaluating *vehicle miles traveled (VMT)* for each roadway brings perspective to the overall value of the improvements proposed. However, the County doesn't have current counts for the majority of the roads. An estimate of traffic volumes was included for initial evaluations, with expectations to update the count data as it becomes available, subsequent to the effort recommended in Section VI – Recommendations.

Finally, *public comment* is considered in the rating criteria. It is based on the number of comments received through a variety of venues; through the iWorQs database, through phone calls/emails to County staff, or input from County leaders.

Scores are associated with each category; based on the current priorities of the County, the scores can be modified within the Microsoft Access file at any time. A comprehensive view of the current rating scale for each rating criteria is provided in Appendix B.

D. ANALYSIS PROCESS

The prioritization process includes a comparative evaluation of a selected set of roadways, based on the rating criteria previously presented. A set of roadways can be evaluated at any time, and the number of roadways to be evaluated is not limited. A successful analysis process does necessitate that the type of data collected for each roadway is comparable; therefore, once the County has selected the roadways to be prioritized, a focused data collection effort is necessary to ensure the database has comprehensive and consistent data for each roadway being evaluated. The prioritization process will then produce a total score based on the ratings established for each rating criterion. The raw score itself is not relevant, but the ability to compare the scores among the collection of roadways provides information upon which decisions can be made. The scoring information guides prioritization decisions for the County when choosing which roads should be improved next or should be submitted for input into the TIP.

The analysis results include a spreadsheet with the raw data, total score, and ArcGIS-based figures. The figure will have a color-coded legend to identify the roads with the greatest need for road improvement projects. For example, a green road indicates a lower score

representing less need of improvements whereas a red road indicates a higher score representing a greater need of improvements. Spreadsheets and figures for roadway evaluation efforts will be included in the Appendices as they are completed.

At this time, the prioritization process developed is just a planning process and the results are only being used to provide a relative need for improvement, based on a comparison with other County roadway projects. Information and associated results for project-specific analysis will be included in Appendix D of the Transportation Plan.

VI. FUNDING

Transportation projects within Sandoval County are funded through a variety of sources, including local, state, and federal funds. The greatest of these is the recently approved MAP-21, the Nation's surface transportation program and funding source. The prioritization process developed as part of this Transportation Plan was designed to support the documentation expected for future funding allocation as part of MAP-21.

The basis for decision-making as to which projects are funded is the responsibility of the agency maintaining and/or operating the facilities. Sandoval County is responsible for roads primarily within the unincorporated areas of the County, with some exceptions where agreements have been made with local municipalities and pueblos. However, if Sandoval County is to be performing road maintenance or a road construction/rehabilitation project within an incorporated area, the municipality benefiting from the roadway repairs would be required to match the project cost with a 25 % to 75 % match.

Coordination with the MRCOG is required in order to allocate state and federal transportation dollars. This coordination effort includes selecting projects within the County that might be included in the TIP as funds become available. The TIP for FY 2012-2015 is included in Appendix E. Most projects are identified first in the MTP and then transition to the TIP as the County prioritizes and aligns them with a funding source. Projects funded through the TIP process should be consistent with regional goals and objectives, well-documented in terms of need, and considered for long-term benefit.

As previously mentioned, Sandoval County is currently a recipient of funds through the TIGER Discretionary Grant program. The Torreon Road project is a good example of leveraging local funds with federal dollars. There are other potential opportunities in the County to submit additional applications to the TIGER Grant program in the future.

The New Mexico Department of Finance and Administration (Community Development Block Grant program) and the New Mexico Finance Authority both provide grant/loan funding

for planning and construction. Efforts completed under this Transportation Plan could enhance opportunities to apply for these grants.

In response to recent economic and sustainable initiatives identified by the County, there is a need to become more regionally focused. The County will need to continue leveraging regional funding opportunities for planning, design, and construction projects in order to bring the greatest value to monies available.

The opportunity for public-private partnerships is becoming more of a viable funding source. As development occurs, local communities are taking a close assessment of existing infrastructure and the potential impact of development before they say "yes." It is important to evaluate development options with regard to direct impacts to the roadway. The transportation planning process presented can support a funding request by the County to a proposed developer by identifying the current status of the roadway in the prioritization process, then adjusting that based on the availability of private funding and the type of development being proposed.

Funding criteria varies by source; however, the evaluation process included in this Transportation Plan does include the major features considered when selecting transportation projects: safety, value, roadway condition, land-use, access, and public comment. Consequently, no matter what the funding source is, the planning process results can be used to support a funding request. The results can be tailored to develop a grant application, a submittal for inclusion into the TIP, or documentation on the need for improvement to proposed developers.

Finally, as previously mentioned, MAP-21 is a performance-based program. Since this Transportation Plan was completed at the onset of the MAP-21 transportation program, every effort was made to consider and anticipate the most effective evaluation criteria. However, as we understand more about the newly authorized transportation program, the database and evaluation process developed as part of this Transportation Plan should be modified to produce results that support and align with the MAP-21 performance measure requirements.

VII. RECOMMENDATIONS

A. PRIORITIZATION PROCESS

The results of this transportation planning effort are only partly contained within this document. The remaining effort is in the development of an ArcGIS-based representation of the roadway network and its associated attributes. It is the continued development and ongoing management of this ArcGIS-based database that will bring long-term value to the

County's planning effort. It is recommended that the County continue to collect data and enhance integration with the County's ArcGIS system and iWorQs database so that the prioritization process is current and viable. Several general recommendations to complete this task are presented on the following page.

- Update the County iWorQs system so that the information collected by staff, on a daily basis, can be linked to the ArcGIS-database developed for transportation planning.
- Develop a consistent naming system for all roads within the County so that the County ArcGIS system and the County iWorQs system are compatible, and previous data is never lost.
- Continue to collect data on all Sandoval County roads and populate the Microsoft Access file and ArcGIS database.
- Add bus routes to the ArcGIS database so that transit projects can be evaluated as part of the process.

B. FUNCTIONAL CLASSIFICATIONS

The designation of functional classifications is the process of classifying roads based on the service they provide. This process provides the foundation for funding decisions on the regional and state-wide level. As previously discussed, the majority of the roads in the unincorporated areas of Sandoval County have not yet been classified. It is recommended that this effort be completed, in conjunction with the MRCOG and the NMDOT to ensure regional continuity, context sensitivity, and viability for future public funds. The MRCOG and the NMDOT are currently updating the functional classification process, and Sandoval County has initiated coordination with the MRCOG on the development of the updated classification designations to ensure County-wide functional classifications designations comply with planning and funding requirements.

The roads in Sandoval County will all be classified under the rural functional classification categories as presented in the FHWA Highway Functional Classification Concepts, Criteria, and Procedures Manual (1989).

- Principal Arterial
- Minor Arterial
- Collector Road (Major/Minor)
- Local Road

The criteria used to determine the functional classifications will not only include traffic volumes, typical sections, and roadway width but a comprehensive evaluation of trip purpose.

For arterials, this evaluation includes the greatest level of movement with the option of longer uninterrupted trips, connection to urbanized areas (Rio Rancho), access to public facilities, and the support to support freight travel. Collectors connect travelers to the arterial system, provide traveling options along shorter routes and lower speeds, but still bring direct access to concentrated land use or rural land use with none or limited roadway options. The largest group of roadway classifications includes the local roads; local roads provide short routes between residential and commercial destinations as well as necessary connections to arterial and collectors.

C. TRAFFIC COUNTS

The County is currently initiating a traffic data collection program. This effort will benefit the prioritization process, providing current and accurate data for the prioritization process, specifically informing the VMT calculation. Until this traffic data collection program is fully functional, the County will continue to rely on the MRCOG for traffic counts on individual roadways.

D. ASSET MANAGEMENT

Although the database established for the transportation network is not fully populated under this transportation planning effort, it was built in such a way that the County could enhance it at any time. Currently, it can be used to compare and prioritize roadways for planning purposes. However, with some additional data collection and management, the same database could be used as a foundation for a robust transportation-based asset management program for the County. It is understood that additional categories of evaluation would be required, including but not limited to: equipment, maintenance facilities, signage, signals, and more. The overall benefits of an asset management program would be to provide investment strategies for operations, maintenance, and improvements informing the County in long-range funding decisions.

VIII. CONCLUSIONS

The Transportation Plan evaluates the existing transportation system within the County, considers currently planned projects, develops a process for prioritizing roadway projects, and recommends action items to enhance the transportation planning efforts in the future.

As discussed throughout the Plan, the need to improve transportation facilities within the County that respond to the current and future growth patterns in the region is a priority. This effort should be robust and comprehensive; it needs to consider safety, travel demand

management, multi-modal connectivity, increased opportunities for bicycle and pedestrian use, and coordination within the region (beyond the County boundaries). It was the purpose of this planning effort to develop an evaluation and prioritization process that considered all of these issues informing the decision-making for expenditure of public funds.

This Transportation Plan is a static document defining the process, but the tools developed to implement the process are not static so that the results remain current. This paradigm was established so that the County could get the most value from the funds spent on the planning method and continue to utilize the defined planning process for years to come. All of the information collected and the databases developed throughout project development can be managed and operated by County staff, bringing ownership and knowledge directly to the community leaders.

APPENDIX A
Comment Form

APPENDIX B
Rating Criteria

**Sandoval County
Transportation Plan -
Working Spreadsheet for
data collection and scoring**

		Rating	Score
Roadway Type (GIS)	Paved		1
	Gravel		2
	Dirt		3
Roadway Condition (Field/Invoqs)	Field visit - scale from 1-10		
	Cost Per Mile		
	\$0		0
	\$1-\$1,000		1
	\$1,001 to \$10,000		4
	\$10,000 to \$25,000		6
	\$25,000 - \$100,000		8
Roadway Classification (County)	Principal Arterial		8
	Minor Arterial		6
	Collector		4
	Local		2
	Rural		2
Safety (Normative- ASSHTO Standards) (Field visit)	yes		0
	no		10
Safety (3-5 year crash data) (NMDOT/Police)	Fatality		10
	5 + accidents		8
	1 - 5 accidents		6
	0 accidents		0

Safety (perceived) (Iworqs/Staff)	Safe		0
	Unsafe		5
Structural (NMDOT)	Sufficiency Rating over 50		0
	Sufficiency Rating under 50		10
	No Structure		0
Land Use (actual/planned - not zoned) (County/GIS)	Residential - current		8
	Residential - proposed		6
	Commercial - current		8
	Commercial - proposed		6
	Educational/Community Facility/Medical - current		10
	Educational/Community Facility/Medical - proposed		8
Funding Source Available (County)	Funding Source Identified		10
	No Funding Source		0
School Bus Route (School Districts)	Yes		8
	No		0
Vehicle Miles Traveled (measures benefit of project)	VMT (estimate) = ADT (estimate or count) * length of project		
	15000+ VMT		8
	5000 -15000 VMT		6
	1000-5000 VMT		3
	0-1000 VMT		0
Public Support (Iworqs/County)	10 + comments		6
	5-10 comments		4
	0-5 comments		2

TOTAL SCORE for EACH ROADWAY			
			0

APPENDIX C

Road Scoring Form

Sandoval County Road Scoring Form – Data Entry Form and How it Works

Road Scoring Form

ID	1
RoadID	1959
Road Class (County)	Rural
Road Condition	Poor
Safety (AASHTO)	Yes
Safety (3-5 Year Crash Dat	0 accidents
Structural	No Structure
Land Use	Residential - current
Funding Source Available	No
School Bus Route	Yes
Vehicle Miles Traveled	0-1000
Date_Entered	6 /19/2012

Open the database on the left hand side and there is a pane with a number of objects. There are 4 types of objects: Tables, Queries, Forms and Reports. The Form should be used for data entry. Note that not ALL the rating criteria get entered in this form. For example, the bridge sufficiency rating comes from iWorQs so there is no need for it to be entered in the form. The Form allows data entry of the following criteria.

- Road Classification
- Road Condition
- Safety (AASHTO)
- Safety (3-5 Yr Crash Data)
- Structural
- Land Use
- Funding Source Available
- School Bus Route
- Vehicle Miles Traveled

All additional data is being collected electronically from other sources. Date entered and the record # (ID) are automatically assigned. Road ID is a drop down of road segments – choose the applicable one. Other items to note:

- The Road Condition is entered here to keep it current – it will override any existing data.
- The form will default to the last values entered if one selects a road segment for which it already has a record, making it easier for data entry.
- Record deletion needs to be done in the Road Scoring Table, not the Form.

There are reports to print out the scores for each road, with or without values.

APPENDIX D

Analysis on Selected Roads (2012)

Road Selection Process October 2012

As an opportunity to both prioritize a set of roads during this planning effort, and calibrate the proposed prioritization process, six (6) roads were selected for analysis. After the data was collected for 6 specific roads, it was then scored as part of the analysis process based on the ratings established for each criterion as presented in the Transportation Plan. The initial set of roads the County proposed for evaluation, include the following:

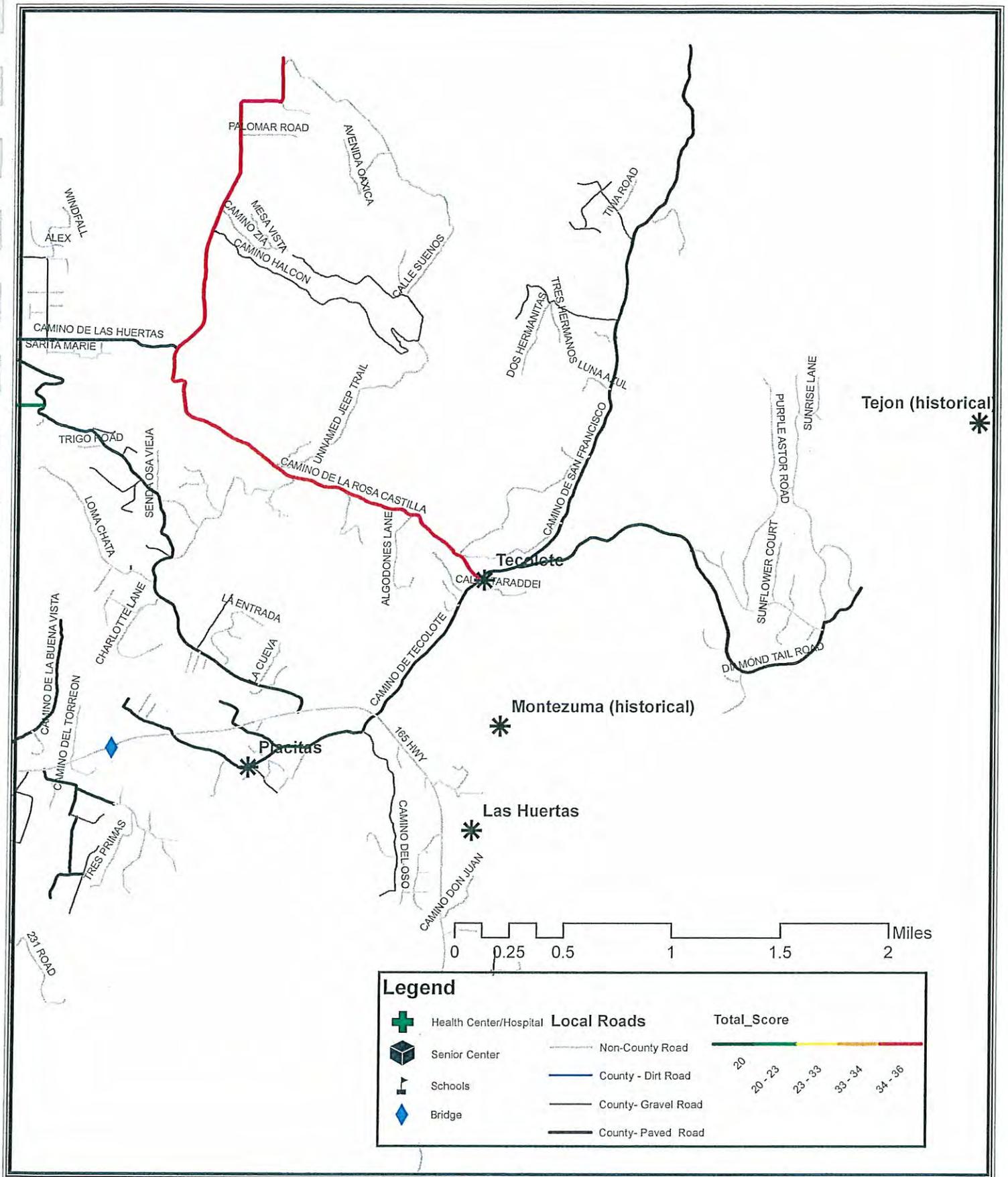
1. Camino de la Rosa Castilla
2. Northern Boulevard
3. Los Pinos
4. Abrevadero
5. Cedar Creek Road
6. Placitas West Road

The list here is presented in order of prioritization, based on the scoring that resulted from the analysis using the rating criteria established. This information can now be used by the County when choosing which roads should be improved next or should be submitted for input into the Transportation Improvement Program (TIP). The analysis results include a spreadsheet with the raw data, total score, and an ArcGIS-based figure. The figures have a color-coded legend to identify the roads with the greatest need for a road improvement project. For example, a green road indicates a lower score; therefore, less of a need for improvements has been established. Both the spreadsheets and figures are provided here for review and analysis.

Given the early stages of process development and data collection, there were some assumptions used for the initial analysis, as follows:

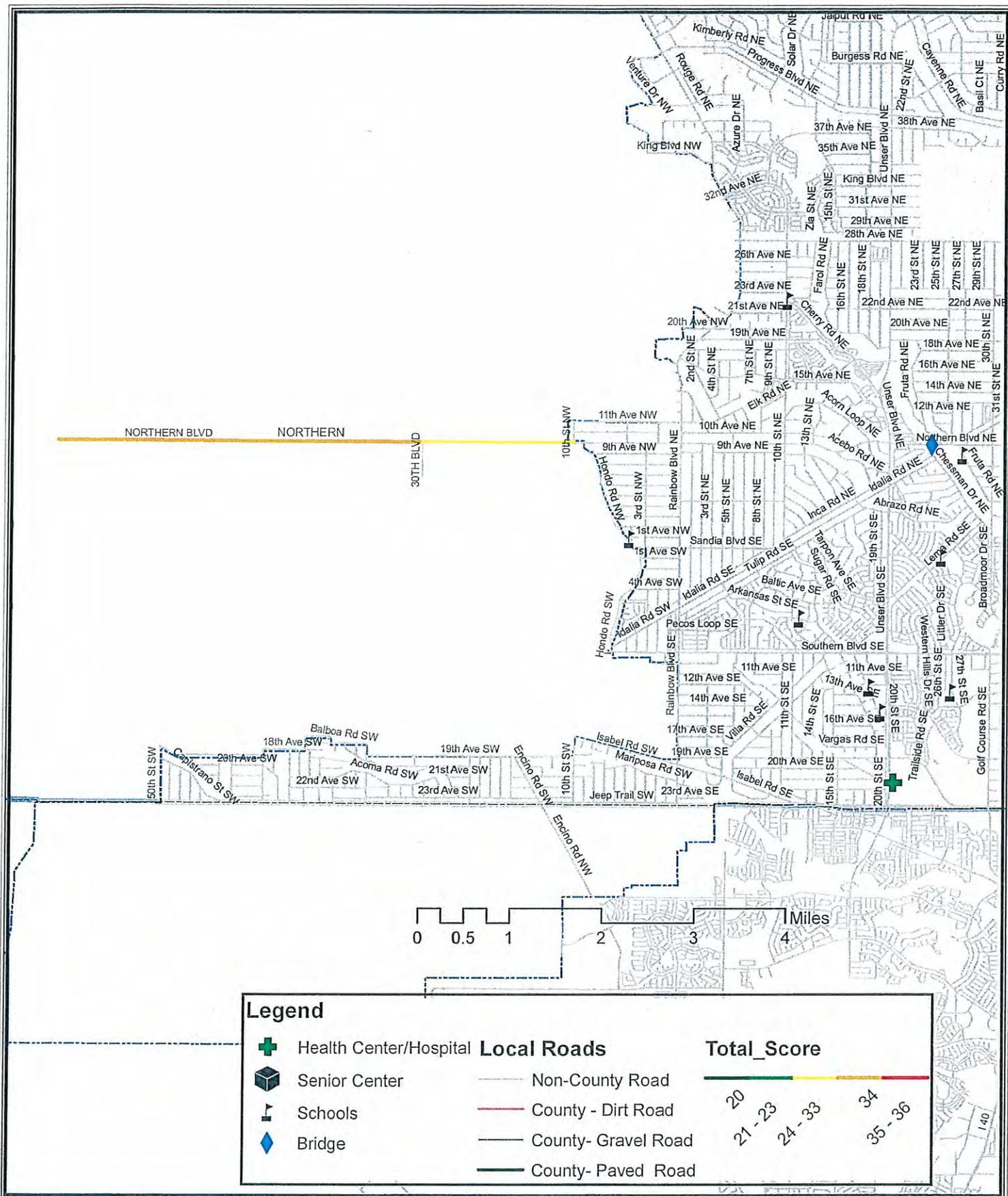
- Assumed YES for AASHTO safety standards
- Assumed YES for perceived safety
- Assumed 300 ADT for rural roads
- Only had NMDOT accident data records

As data is collected and the database is populated, assumptions will be minimized and real data will be used to complete the analysis; however, the process was calibrated and the results were considered valid by County staff. At this time, it is a planning process and the results are used to provide a relative need for improvement based on comparisons with other County roadway projects.



Sandoval Transportation Plan
Total Score
Camino de La Rosa Castilla

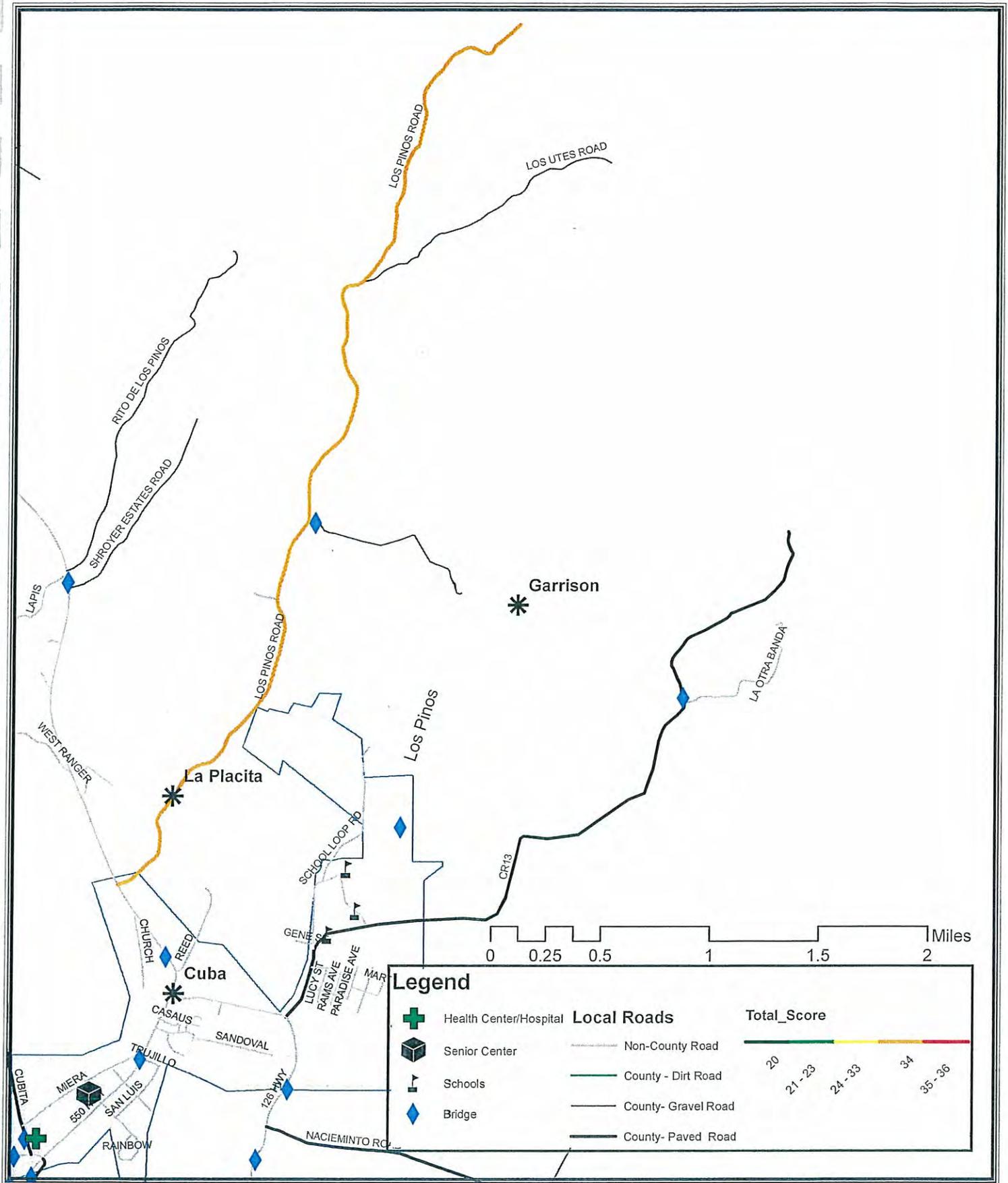




Sandoval Transportation Plan

Northern Blvd
Cost Per Mile

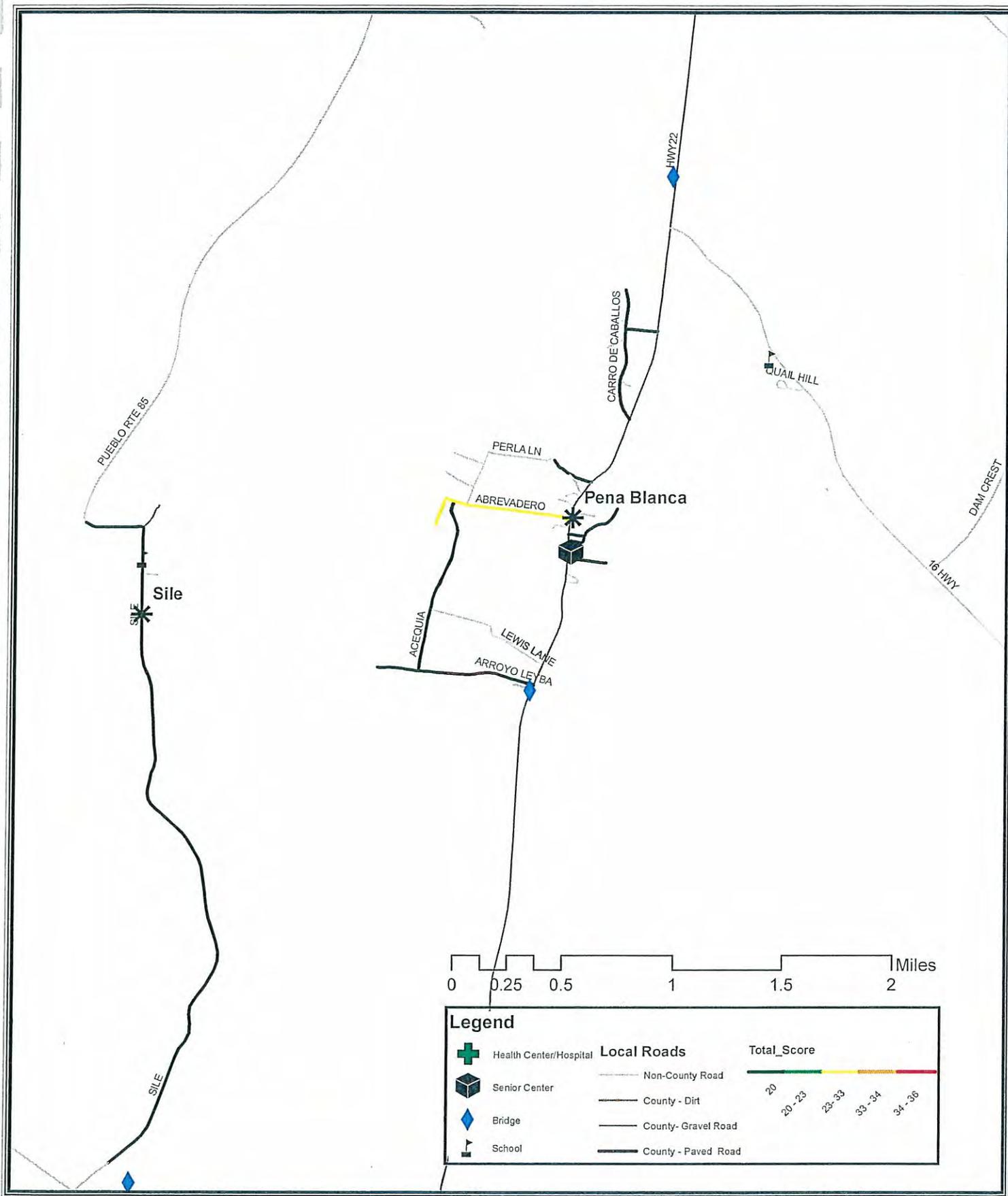




Sandoval Transportation Plan

Total Score
Los Pinos County

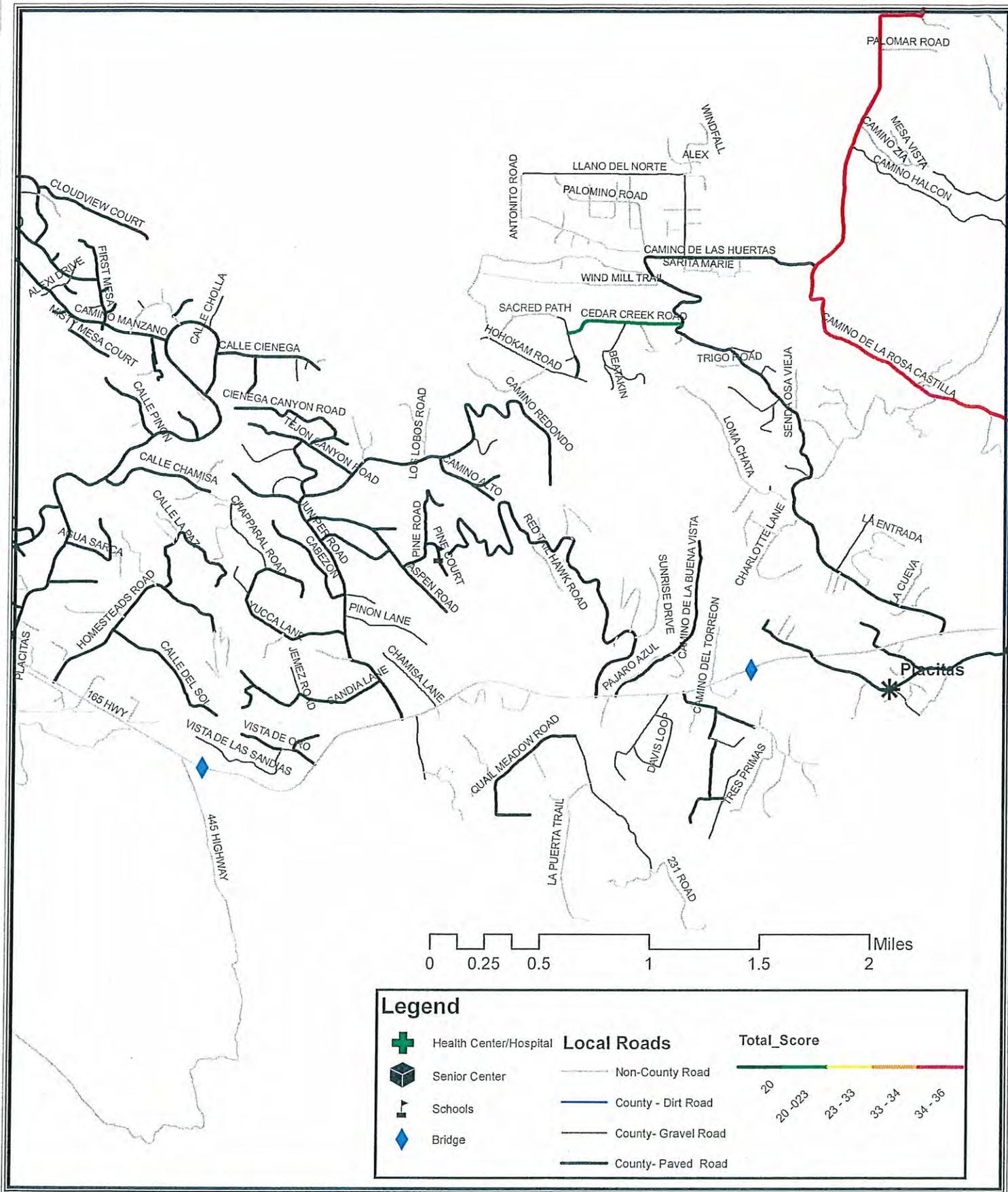




Sandoval Transportation Plan

Total Score
Abrevadero





Sandoval Transportation Plan

Total Score
Cedar Creek Road



Road Scoring with Values

RoadID	NAME	Total Score	SURFACE Score	CONDITION Score	Road Class (County) Score	Safety (AAHSTO) Score	Safety (3-5 Year Crash Data)	Safety (Perceived) Score	Structural Score	Land Use Score	Score	Funding Source Available	School Bus Route	Vehicle Miles Traveled	Public Support	CostPerMile
791	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	0	8	No	0 No	3 1000-5000	2 0-5 Comments	2 \$467
654	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	0	8	No	0 No	3 1000-5000	2 0-5 Comments	2 \$467
3139	ABREVADERO	33	1 PAVEMENT	10 POOR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	8	No	8 Yes	0 0-1000	2 0-5 Comments	2 \$644
3139	ABREVADERO	33	1 PAVEMENT	10 POOR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	8	No	8 Yes	0 0-1000	2 0-5 Comments	2 \$644
2621	CEDAR CREEK	23	1 PAVEMENT	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	8	No	0 No	0 0-1000	2 0-5 Comments	3 \$1,099
2622	CEDAR CREEK	23	1 PAVEMENT	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	8	No	0 No	0 0-1000	2 0-5 Comments	3 \$1,099
261	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	0	8	No	0 No	3 1000-5000	2 0-5 Comments	2 \$467
3829	NORTHERN	33	1 PAVEMENT	10 POOR	6 Minor A	0 Yes	0 accidents	0 Safe	No Structure	0	8	No	0 No	6 5000-15,000	2 0-5 Comments	0
2788	PLACITAS WEST	20	1 PAVEMENT	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	8	No	0 No	0 0-1000	2 0-5 Comments	0

RoadID	NAME	Total Score	SURFACE Score	CONDITION Score	Road Class (County) Score	Safety (AAASHTO) Score	Safety (3-5 Year Crash Data)	Safety (Perceived) Score	Structural Score	Land Use	Score	Funding Source Available	School Bus Route	Vehicle Miles Traveled	Public Support	CostPerMile
2787	PLACITAS WEST	20	1 PAVEMENT	7 FAIR	2 Rural	0 Yes	0 0 accidents	0 Safe	No Structure	Residential - current	8	No	0 No	0 0-1000	2	0
0-5 Comments																
2435	PLACITAS WEST	20	1 PAVEMENT	7 FAIR	2 Rural	0 Yes	0 0 accidents	0 Safe	No Structure	Residential - current	8	No	0 No	0 0-1000	2	0
0-5 Comments																
2216	PLACITAS WEST	20	1 PAVEMENT	7 FAIR	2 Rural	0 Yes	0 0 accidents	0 Safe	No Structure	Residential - current	8	No	0 No	0 0-1000	2	0
0-5 Comments																
1340	PLACITAS WEST	20	1 PAVEMENT	7 FAIR	2 Rural	0 Yes	0 0 accidents	0 Safe	No Structure	Residential - current	8	No	0 No	0 0-1000	2	0
0-5 Comments																
1265	PLACITAS WEST	20	1 PAVEMENT	7 FAIR	2 Rural	0 Yes	0 0 accidents	0 Safe	No Structure	Residential - current	8	No	0 No	0 0-1000	2	0
0-5 Comments																
3838	NORTHERN	33	1 PAVEMENT	10 POOR	6 Minor A	0 Yes	0 0 accidents	0 Safe	No Structure	Commercial - current	8	No	0 No	6 5000 - 15,000	2	0
0-5 Comments																
3837	NORTHERN	33	1 PAVEMENT	10 POOR	6 Minor A	0 Yes	0 0 accidents	0 Safe	No Structure	Commercial - current	8	No	0 No	6 5000 - 15,000	2	0
0-5 Comments																
789	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	Residential - current	8	No	0 No	3 1000 - 5000	2	2
0-5 Comments \$467																
3830	NORTHERN	33	1 PAVEMENT	10 POOR	6 Minor A	0 Yes	0 0 accidents	0 Safe	No Structure	Commercial - current	8	No	0 No	6 5000 - 15,000	2	0
0-5 Comments																

RoadID	NAME	Total Score	SURFACE Score	CONDITION Score	Road Class (County) Score	Safety (AASHTO) Score	Safety (3-5 Year Crash Data)	Safety (Perceived) Score	Structural Score	Land Use	Score	Funding Source Available	School Bus Route	Vehicle Miles Traveled	Public Support	CostPerMile
1959	ABREVADERO	33	1 PAVEMENT	10 POOR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	Residential - current	8	No	8 Yes	0 0-1000	2	\$644
3828	NORTHERN	33	1 PAVEMENT	10 POOR	6 Minor A	0 Yes	0 accidents	0 Safe	No Structure	Commercial - current	8	No	0 No	6 5000 - 15,000	2	0
3827	NORTHERN	33	1 PAVEMENT	10 POOR	6 Minor A	0 Yes	0 accidents	0 Safe	No Structure	Commercial - current	8	No	0 No	6 5000 - 15,000	2	0
3826	NORTHERN	33	1 PAVEMENT	10 POOR	6 Minor A	0 Yes	0 accidents	0 Safe	No Structure	Commercial - current	8	No	0 No	6 5000 - 15,000	2	0
1077	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	Residential - current	8	No	0 No	3 1000 - 5000	2	\$467
1076	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	Residential - current	8	No	0 No	3 1000 - 5000	2	\$467
1071	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	Residential - current	8	No	0 No	3 1000 - 5000	2	\$467
1070	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	Residential - current	8	No	0 No	3 1000 - 5000	2	\$467
790	LOS PINOS COUNTY	34	1 PAVEMENT	10 POOR	2 Rural	0 Yes	1-5 Accidents	0 Safe	No Structure	Residential - current	8	No	0 No	3 1000 - 5000	2	\$467

RoadID	NAME	Total Score	SURFACE Score	CONDITION Score	Road Class (County) Score	Safety (AASHTO) Score	Safety (3-5 Year Crash Data)	Safety (Perceived) Score	Structural	Score	Land Use	Score	Funding Source Available	School Bus Route	Vehicle Miles Traveled	Public Support	CostPerMile
3831	NORTHERN	33	1 PAVEMENT	10 POOR	6 Minor A	0 Yes	0 accidents	0 Safe	No Structure	0	Commercial - current	8	No	0	6 5000 - 15,000	2	0
0-5 Comments																	
2858	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	Residential - current	8	No	0	3 1000 - 5000	2	4
0-5 Comments																	
3824	NORTHERN	31	2 GRAVEL	7 POOR	6 Minor A	0 Yes	0 accidents	0 Safe	No Structure	0	Residential - current	8	No	0	6 5000 - 15,000	2	0
0-5 Comments																	
3751	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	Residential - current	8	No	0	3 1000 - 5000	2	4
0-5 Comments																	
3824	NORTHERN	34	2 GRAVEL	10 POOR	6 Minor A	0 Yes	0 accidents	0 Safe	No Structure	0	Commercial - current	8	No	0	6 5000 - 15,000	2	0
0-5 Comments																	
3750	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	Residential - current	8	No	0	3 1000 - 5000	2	4
0-5 Comments																	
3749	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	Residential - current	8	No	0	3 1000 - 5000	2	4
0-5 Comments																	
2922	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	Residential - current	8	No	0	3 1000 - 5000	2	4
0-5 Comments																	
2863	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	0	Residential - current	8	No	0	3 1000 - 5000	2	4
0-5 Comments																	

RoadID	NAME	Total Score	SURFACE Score	CONDITION Score	Road Class (County) Score	Safety (AASHTO) Score	Safety (3-5 Year Crash Data)	Safety (Perceived) Score	Structural Score	Land Use	Score	Funding Source Available	School Bus Route	Vehicle Miles Traveled	Public Support	CostPerMile
3836	NORTHERN	34	2 GRAVEL	10 POOR	6 Minor A	0 Yes	0 accidents	0 Safe	No Structure	Commercial - current	8	No	0 No	6 5000 - 15,000	2	0
0-5 Comments																
2730	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	Residential - current	8	No	0 Yes	3 1000 - 5000	2	4
0-5 Comments \$17,953																
2707	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	Residential - current	8	No	0 Yes	3 1000 - 5000	2	4
0-5 Comments \$17,953																
2706	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	Residential - current	8	No	0 Yes	3 1000 - 5000	2	4
0-5 Comments \$17,953																
2705	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	Residential - current	8	No	0 Yes	3 1000 - 5000	2	4
0-5 Comments \$17,953																
2704	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	Residential - current	8	No	0 Yes	3 1000 - 5000	2	4
0-5 Comments \$17,953																
1504	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	Residential - current	8	No	0 Yes	3 1000 - 5000	2	4
0-5 Comments \$17,953																
2864	CAMINO DE LA ROSA CASTILLA	36	2 GRAVEL	7 FAIR	2 Rural	0 Yes	0 accidents	0 Safe	No Structure	Residential - current	8	No	0 Yes	3 1000 - 5000	2	4
0-5 Comments \$17,953																