

New Mexico Department of Transportation

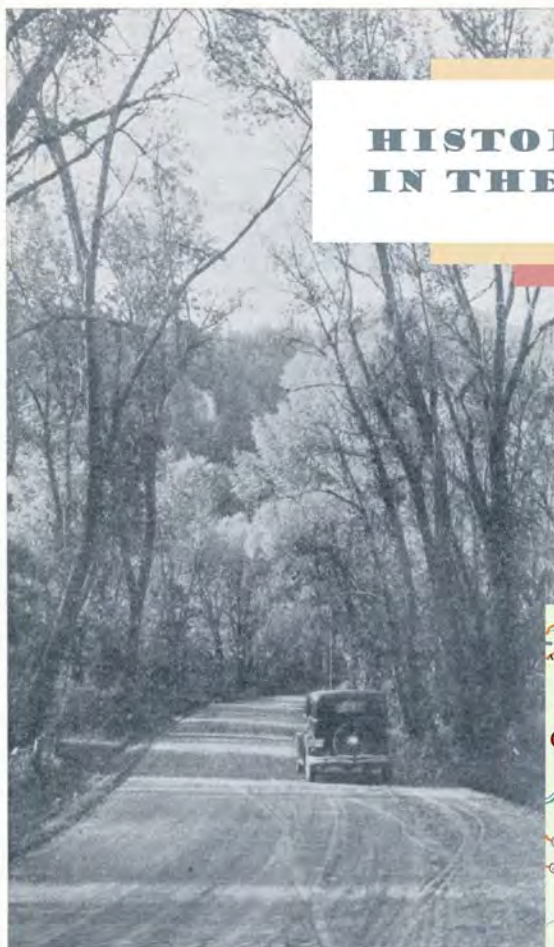
CULTURAL RESOURCE

Technical
Series



2004-1

HISTORIC HIGHWAYS IN THE NMDOT SYSTEM



CIMARRON CANYON



HISTORIC HIGHWAYS IN THE NMDOT SYSTEM

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Frontspiece: at left, “Cimarron Canyon”, from 1935-1936 Biennial Report of the State Highway Engineer of the State of New Mexico (Conroy 1935-1936:3); at right, “The Interchange on Interstate 40 where it rejoins US 66 near Laguna”, from the 1959 Annual Report of the Chief Highway Engineer (Dixon 1959:44).

ADMINISTRATIVE SUMMARY

The New Mexico Department of Transportation (NMDOT) has completed this study to help identify historic, professionally designed roads still in use in the New Mexico state highway system. The purpose of this study is to provide guidance on the process of recording historic highways as part of a Cultural Resource Inventory or stand-alone report.

This report includes a general historical context for New Mexico highways, the methodology used for determining potentially eligible state highways to the National Register of Historic Places, and discussion of the past history of New Mexico highways as support in determining if a road is eligible for inclusion to the National Register of Historic Places.

All research used official highway documents, such as the New Mexico State Highway Engineer reports and official state highway maps from past years, available at several libraries across the state. These documents form the foundation of the historical context research, and are considered the basic building blocks for all historic road research on NMDOT properties. This report serves as an example for the kind of research that can be gleaned from these records.

We encourage all scholars who research historic highways in New Mexico to contact the Cultural Resources Coordinator at the New Mexico Department of Transportation, for further assistance with research questions.



Figure 1: La Bajada Hill alignment in 1917 (Root 1952:37)

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INTRODUCTION

We typically view highways as functional systems that move us from point to point on our busy daily rounds. But as with any built object, there is a history to highway creation and use. Road development in the United States is a very complicated, overlain network that can extend as far back in time as the prehistoric period, since the many extensive Native American trails used for trade and resource procurement evolved into wider dirt roads in the historic period, and eventually became modern highways.

The National Trust for Historic Preservation, National Task Force for Historic Roads (NTFHR) has recognized that our historic roads are in danger of disappearing due to several factors: historic roads are difficult to preserve due to their extensive length, the broader contextual landscape they inhabit, and the fact that they are still in use (Marriott 1998:3). Identification of a resource is the first step towards preservation efforts, and the NTFHR has described three categories of road types to aid the identification process: *Aesthetic Routes*, *Engineered Routes*, and *Cultural Routes*. *Aesthetic Routes* are roads that were professionally designed for a specific, aesthetic experience, and typically are related to leisure, recreation, or commemoration. *Engineered Routes* are professionally designed roads for specific transportation goals, including the movement of people, goods, and services, and represent the largest category of roads. *Cultural Routes* are roads that developed without professional engineering and design, and were created following need and tradition (Marriott 1998:11-16).

The New Mexico Department of Transportation Department (NMDOT) has completed this guideline to identify historic, professionally designed *Engineered Routes* still in use in the New Mexico state highway system. The purpose of this project is to highlight state highways that may be eligible to the National Register of Historic Places.

This report offers policy, procedures, and historic background for research on historic state highways in the NMDOT system. Determinations of eligibility to the National Register of Historic Places of actual state highway segments must be researched in the detail described in this report, pertinent to each project area. The discussion that follows in this report includes an example historical context for New Mexico highways, the methodology used for determining potentially eligible state highways to the National Register of Historic Places, and background discussion to aid in identifying state highways that may be eligible for inclusion to the National Register of Historic Places. All research used official highway documents, such as the New Mexico State Highway Engineer reports and official state highway maps from past years, available at several libraries across the state. These documents form the foundation of the historical context research, and are considered the basic building blocks for all historic road research on NMDOT properties. This report serves as an example for the kind of research that can be gleaned from these records.

THE HISTORY OF NEW MEXICO HIGHWAYS

The history that follows was created through research using past State Highway Engineer biennial or annual reports, and is included as an example of how a historical context and background can be developed by consulting these important official state transportation documents.

TERRITORIAL PERIOD

The first official records of highway construction in New Mexico come from the end of the Territorial Period, c.1903 to 1912. While not yet part of an official state highway system, roads in the Territorial Period became the system of early highways in New Mexico upon statehood in 1912. These early highways were non-engineered *Cultural Routes*, connecting population centers. The 1903 allocation of \$5000 for highway improvements by the 35th Territorial legislature was for road work on “El Camino Real Highway”, then just between Santa Fe and Raton, supervised by the penitentiary superintendent using convict labor (Conroy 1937-1938:6).

Arguably the most important historic highway in New Mexico follows an important historic north-south transportation corridor paralleling the Rio Grande, called *El Camino Real de Tierra Adentro* (“The Royal Road to the Interior Lands”), linking Mexico City to Santa Fe, New Mexico. In honor of this historic trade route, the first major highway in New Mexico was officially named “El Camino Real Highway” by the 36th Territorial legislature in 1905, extending from Raton in the northeast to Anthony, just south of Las Cruces, New Mexico. With \$10,000 appropriated, preliminary work created the foundation of a north-south highway. “El Camino Real Highway” was designated State Road 1 with the advent of Statehood in 1912 (French 1912-1914:8, 14). NM 1 became US 85 in 1921, and later evolved into the present day realigned Interstate 25, still the major north-south arterial of the state.

The 1909 Territorial Road Commission, or Good Roads Commission, was enacted by the Territorial Legislature and chaired by the Governor to oversee the repair, construction, and maintenance of highways through the annual levy of one mill on every dollar of taxable property. This tax was apparently not enough to deal with the great burden of road improvement across the Territory (French 1912-14:8-9).



Sixty foot cut on Santa Fe-Albuquerque Road.

Figure 2: The “Big Cut” (Sullivan 1909-1910:183)

The pride of engineering comes in accomplishing difficult tasks, and El Camino Real Highway provided several instances to prove great engineering feats, specific to each historic era. The site of “The Big Cut” was a proud engineering moment for Territorial New Mexico’s road work on the El Camino Real Highway, and consisted of a sixty foot cut carved through the foothills of the Sandia Mountains, with dynamite, picks and shovels (Fig. 2; Sullivan 1909-1910:183; Rose 1992:52).

The greatest obstacle to overcome, however, along El Camino Real Highway was at La Bajada (Spanish for “the descent”), the edge of a black lava escarpment that descends 700

feet south of Santa Fe towards Albuquerque, marking the boundary between Rio Arriba Hispanic communities- known for communal farming, religious activism, and radical politics, and Rio Abajo communities- known for large farming and ranching estates and conservative politics. La Bajada was the site of the heaviest work south of the Colorado state line (Rose 1992:9, 51).



Cochiti Indians working on Santa Fe-Albuquerque Road.

Figure 3: Community labor from nearby Cochiti Pueblo for La Bajada Hill (Sullivan 1909-1910:181)

In May of 1910, nearly one hundred men from nearby Santo Domingo Pueblo and Cochiti Pueblo worked to create the first improved stretch of El Camino Real Highway down La Bajada (Fig. 3). Good roads were considered a benefit to all communities at this time, and in many ways the improved El Camino Real Highway was an inter-Pueblo highway (Rose 1992:52), linking the pueblo communities up and down the Rio Grande.

The tortuous switchbacks of the initial La Bajada alignment were challenging in many ways- drivers were known to ascend this road section backwards, particularly if one had a big, heavy car that didn't have the strength to ascend in forward gear (Fig. 4; Crichton 1935:17).



"In a big car you practically went up the hill backwards"

Figure 4: La Bajada hill c. 1917 (Crichton 1935:17)

1912-1919

Statehood in 1912 led to the creation of the State Highway Commission, which provided broader powers and duties than the Territorial Commission. These powers and duties included the authority to meet with counties, towns, and villages to plan and advise on road and bridge construction; to provide for testing and development of road materials and experimental road work; to plan and construct a state system of roads; and to create county road boards to transfer all county road and bridge work. By the end of 1912, all 26 county boards were established, and functioning smoothly by 1913. The first map of state highways was drafted, and the State

Engineer urged that only state highway funds, called the “Road Fund” as it still is today, be spent on officially designated state highways (French 1912-1914:9-11).

The State Highway Commission appointed the first State Engineer, James A. French, who



JAMES A. FRENCH
STATE HIGHWAY ENGINEER
STATE ENGINEER

Figure 5: James A. French
(French 1916-1918:1)

oversaw highway and water issues in the state, and may rightly be called the “father” of New Mexico state highways (Fig. 5). In 1912, French found the roads throughout New Mexico to be “deplorable”, and “impossible to travel from county to county with any degree of comfort” (French 1912-1914:13). No systematic road building had been accomplished due to the lack of population across the state, the general misuse of county funds, and the lack of centralized organization. The standard of construction was deemed poor, and little attention was paid to drainage problems. Roads connecting counties were nearly unheard of, except in the most basic routes of “local importance”. What pushed the construction of better roads was the increased use of automobiles. The State Highway Commission focused on creating direct routes between populous towns and communities. Standard plans and specifications of two road types- earth and gravel, and sand and clay-were developed. The envisioned state highway system included 4,000 miles of existing roads, and delineation of needed road links (Appendix G, first map example), so as to cover the state “thoroughly and equitably”, and ensure that good roads linked every major town in the state (French 1912-1914:13-14).

Over 500 miles of El Camino Real Highway was open to traffic by 1914, forming the “backbone of the highway system of the state”. This did not mean that the road was “permanently completed”, or brought up to the standards of construction now established as necessary, but made basically passable. The importance of El Camino Real Highway was underscored by its being the only connecting link to the many east-west roads now branching off of this main north-south trunk route (French 1912-1914:14-15).

For the total road system as envisioned by French, the priority of making roads passable set the pace of the first state sponsored road work. Ways to save money were paramount in Early Statehood, and every conceivable manner in which to quickly and inexpensively create highways was used. This included re-using abandoned railroad grades (Fig. 6), and using buckets, blades, and drags similar to those used in the construction of railroads (Rose 1992:54).



VALENCIA COUNTY.
State Road No. 6. Sec. 2. Abandoned railroad grade used for state highway. Original width fourteen feet; widened to eighteen feet.

Figure 6: Use of a railroad bed for creating NM 6
(French 1914-1916:25)

Roads over the mesas were deemed in good condition compared to valley locations, and so a hierarchy of work was established, focusing on valley roads, then valley roads connecting to mesas, and finally mesa roads (French 1912-1914:15-16). Four types of roads were developed for highway construction: Mesa or Plains Type, Mountain Type, River and Valley Roads, and Roads in the Irrigated Districts. The Mesa or Plains Types were the remnants of Territorial Period dirt roads made by wagons and carts by early settlers, many of which were incorporated into the state highway system. New roads of this type were constructed by pulling a horse-drawn drag (Fig. 7), or with mechanical drags. It was estimated that one-third of the total state highway system consisted of this road type, with new roads costing from \$50 to \$100 a mile (French 1912-1914:16).

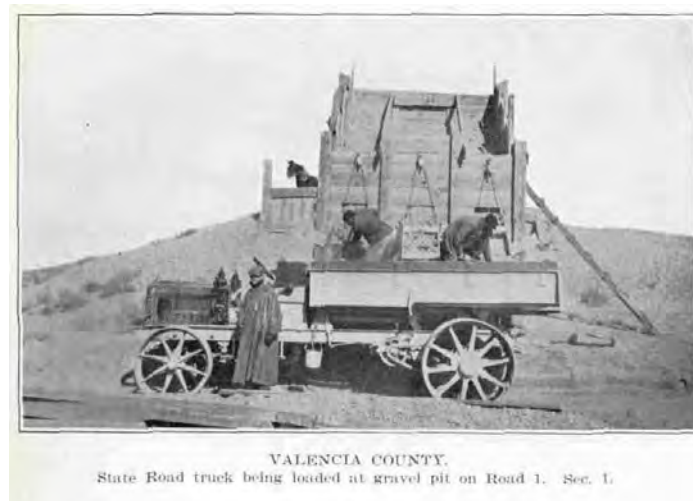


Method of Road Grading.

Figure 7: Horse drawn drag (Sullivan 1909-1910:165)

The Mountain Type was built of materials “close at hand”, from cuts made to form the road. Drainage was given a high importance, with emphasis given to draining water away from the earthen roadbed by placing drains parallel to the roadside ditch, and by creating a proper crown to the road. A maximum grade of 6 percent was also the goal for all Mountain Type roads, with rare exceptions. In areas that appeared to need additional fortification, a layer of gravel, decomposing granite, or other “suitable material” was laid down in a 9 foot width, within the general road width (shoulder to shoulder) of 15 feet. Mountain Type roads cost from \$2000 to \$3000 per mile (French 1912-1914:16).

River and Valley Roads were divided into two classes, “Sand Stretches” and “Adobe Stretches”, following the two types of conditions most commonly encountered, and requiring different treatments. Sand Stretches were constructed with 6 to 8 inches of adobe laid over the sandy area, with a layer of gravel used for surfacing material. The road was not mechanically compacted, and rainfall and road users were relied on to make the road in “good shape”. Sand Stretches cost \$2000 per mile, and were considered very successful (French 1912-1914:16).



VALENCIA COUNTY.
State Road truck being loaded at gravel pit on Road 1. Sec. 1.

Figure 8: Early gravel truck (French 1914-1916:1a)

Adobe Stretches were typically graded and crowned by machine and then laid with a sand or gravel surface material (Fig. 9). This road type cost \$1500 to \$2000 per mile to construct (French 1912-1914:17).



Figure 9: Spreading gravel (French 1914-1916:1b)

Other, more expensive materials such as concrete were used in areas with intensive traffic, found along El Camino Real Highway almost exclusively (Fig. 10). The role of the federal government in providing financial backing and demanding conceptual and technological standards has had immense impacts on road development. The first Federal Aid Road Act moneys filtered into New Mexico in 1919, and began to change the look of New Mexican highways in dramatic ways (Fig. 11), by creating a system of graveled and oiled roads between 1919 and 1930 (Rose 1992:81). Building new improved roads brought new problems. As early as 1918, the State Engineer

Roads in the Irrigated Districts required the most effort, since the soil types were not helpful in creating stable dirt roads, and the heaviest population densities were found in these areas. “Good grades”, or raised roads were created to aid in drainage. These roads were then heavily graveled, wetted, and then rolled. The cost of this road type ranged from \$2000 to \$3000 per mile to construct in 1912 (French 1912-1914:17).



Figure 10: Early concrete road (Gillett 1918-1920: 10a)

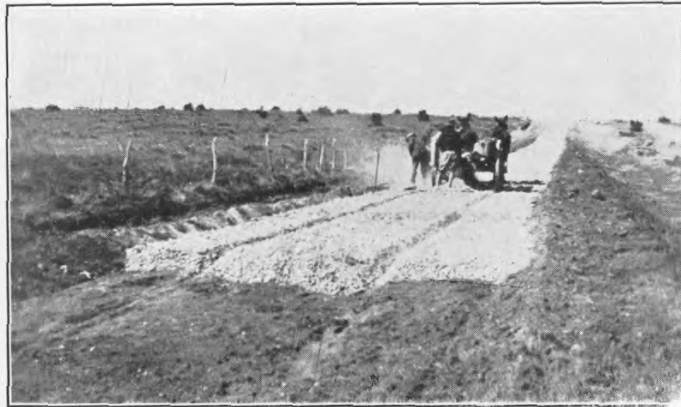


Figure 11: Oiled highway on US 85 (Macy 1933-1934:51)

strongly argued for “rigid traffic laws”, and referred to the damage done to gravel and crushed rock roads (called “pavement” then) when motorists and especially trucks traveled 50 to 60 miles per hour (Gillett 1918-1920:76). While it is hard to imagine cars and trucks from 1918 capable of going this fast, the same argument of truck damage to roads is made today.

1920-1929

The 1920s were the “golden age” of road construction across the nation (Weingroff 1996a:2), and New Mexico was no exception (Dwyre 1941-1942:82). World War I brought a temporary hold to the implementation of Federal Aid Road Act funding, but as soon as the war was over, it was apparent that highway systems across the country were in need of massive improvements. In 1922, Federal Aid Projects totaling 16,500 km were completed with \$189 million in funding, which was three times the amount of road improvement begun in 1916. These projects were still very basic road creation, such as grading and laying simple earth, sand, clay, or gravel surfaces (Fig. 12; Weingroff 1996a:2).



GUADALUPE COUNTY—Placing one course gravel surfacing on Federal Aid Project No. 22.

Figure 12: Early gravel surfacing (Gillett 1921-1922:40a)

In New Mexico, federal aid was increased to 61.5 percent by 1922, and for the years 1921 to 1922, 125 projects were supported with \$11,529,502 of federal aid. As part of the group of “public land states”, Congress stipulated that federal aid should be distributed in proportion to the amount of public lands in each state. This legislation helped public land rich but low population/low tax base states like New Mexico, meet the needs of road improvements (Gillett 1921-1922:77).

Five types of road construction are mentioned in the 1921-1922 *Biennial Report of the State Highway Engineer*: 1) “graded only” at an average cost of \$1464 a mile, 2) “cement concrete” at an average cost of \$24,286 a mile, 3) “caliche” at an average cost of \$9583 a mile, 4) “crushed stone” at an average cost of \$11,291 a mile, and 5) “gravel” at an average cost of \$6570 a mile (Gillett 1921-1922:77). Completed federal aid projects in the state included gravel surfacing at 45.1 percent of all work done in 1921-1922, “graded only” 26.1 percent, cement concrete 4.9 percent, caliche 6.3 percent, crushed stone 17.4 percent, and bridge work 0.2 percent of all work completed (Gillett 1921-1922:90).

Most of this work reflects simpler technological efforts, with more expensive bridge repair and concrete road surfacing representing a small fraction of total work and expenses. Concrete surfacing (Fig. 13) was selected for heavily traveled road sections, such as between Albuquerque and Tijeras (FAP 118 and 119), Albuquerque and Los Lunas (FAP 102A and B), Albuquerque and Isleta (FAP 61B), and Las Cruces and El Paso (FAP 66; Gillett 1921-1922:96-99).



DONA ANA COUNTY—Portion of cement concrete pavement between Las Cruces and El Paso. Federal Aid Project No. 66.

Figure 13: Concrete pavement (Gillett 1921-1922:24b)



Figure 14: Flood at Anthony (Gillett 1921-1922:25)

The problems of relying on dirt road technology became apparent with a series of disastrous floods (Fig. 14) along New Mexico's riverine communities in the 1920s. Most of these roads were realigned in the 1930s (Rose 1992:81-84), but the use of durable road materials proved too expensive for most early Statehood roads.

1930-1939

Federal highway laws were broadened during what was called at the time the “depression period”, to allow quick employment and offset the shortage of road revenues (Macy 1933-1934:12). Congress passed the Emergency Construction Act in 1931, which allocated \$80,000,000 in matching federal funds to states, to be repaid over a five-year period starting after 1933. New Mexico's allotment was \$1,303,288. States had to use their funds by September 1, 1931. This deadline caused great unemployment at the end of construction, and a larger advance loan was made in 1932, with New Mexico's share at \$1,965,473. This second Emergency Relief and Construction Act changed former law by removing the cost limitations per mile, permitting construction on federal roads going through cities with no restrictions on municipality size or house count, and providing for additional funds to any state when 90 percent of its federal aid program was completed. These advance loans were converted to direct grants to states in 1934, revoking the repayment provisions (Macy 1933-1934:12,13).



Figure 15: Depression-era road construction (Macy 1933-1934:65).

Other changes in 1931 and 1932 included 100 percent federal aid eligible for non-appropriated public lands, non-taxable Indian lands, and all other federal reservations except the National Forests (Macy 1933-1934:13). Economic recovery was not quick, and federal aid was still needed in 1933, and again in 1934. The National Recovery Act (NRA) of 1933 allocated 3 billion dollars for a variety of projects, with 400 million dollars set aside specifically for road construction, in the form of direct grants. New Mexico received \$5,792,935 in the first allocation of the NRA (Macy 1933-1934:13). As part of the Act, people on relief rolls had preference, and all laborers were limited to 130 hours per month (Conroy 1935-1936:14). Congress passed the



SNOW REMOVAL IN MORENO VALLEY US 64

Figure 16: Winter maintenance work on US 64 (Conroy 1937-1938:61)

Hayden-Cartwright Act in 1934, and again in 1936, appropriating 200 million more dollars for road construction, and an additional 125 million for fiscal years 1936 and 1937 (Macy 1933-1934:13; Conroy 1935-1936:14).

While we tend to associate 1929 as the beginning of the Depression years, the records of New Mexico highway department expenditures show a nearly 50 percent drop after 1924 through 1925 and 1926, for

total income. Federal Aid funds to New Mexico were consistently over 1 million dollars annually from 1921 onwards, with a great increase in 1931, 1933, and 1934. By 1934, the total income reported was double the income of 1927, at over 10 million dollars (Macy 1933-1934:19). These figures indicate that New Mexico relied on federal money while times were good elsewhere in the country prior to the Depression, but that federal subsidy was essential during the Depression.

The struggles of maintaining employment for everyone in the highway department during these tough times was noted particularly in the maintenance work force. The solution was to eliminate weekend and overtime work, and abolish many patrol foreman positions. This plan was used from May 1933 to June 1934 and from November 1934 to April 1935. It was also noted that the position of Maintenance Engineer could not be abolished to save money, since this position filled out the necessary paperwork required by the Bureau of Public Roads [the former Federal Highway Administration] (Macy 1933-1934:69).

Along with providing much needed work during the Depression, road construction helped build the state's road infrastructure in important ways. In 1932, Governor Seligman, who campaigned vigorously to complete El Camino Real Highway/U.S. 85 as a hard-paved road in New Mexico, ready for auto tourism, took a trip down the complete length of the highway in a single day (see Fig. 17), driving from the northern border with Colorado to the Texas state line, over 58 miles of concrete paving, 270 miles of oiled surface, 180 miles of "modern graveled surfacing", and 12 miles of graded dirt road, proving that modern engineering "has eliminated the dangerous curves and grades that were frequent in the old highway" (Seligman 1932:11).



Figure 17: Governor Seligman traveling the completed El Camino Real Highway (Seligman 1932:7)



Figure 18: The New Mexico Motor Patrol (Macy 1933-1934:85)

Other new employment through the highway department came with the establishment of the New Mexico Motor Patrol under Governor Seligman's tenure, created by the Legislature in 1933 (Fig. 18). The Motor Patrol consisted of one chief and nine patrolmen, whose duties were to "apprehend, arrest, and bring before the proper court all law violators within the State of New Mexico", as well as to collect the gas tax, register motor vehicles, and issue vehicle licenses.

Motor Patrol personnel had to be between 21 and 45 years of age and have at least an 8th grade education (Macy 1933-1934:86). Within two years, the State Police were also established (as a division of the Department of Justice), and consisted of one chief and thirty policemen (Conroy 1935-1936:83). Speed limits were established in the spring of 1938, with a maximum speed limit of 55 mph on "open, straight highways", and slower speeds of 35 to 45 mph in "mountainous sections", but only on the "more important state highways" (Conroy 1937-1938:59).

Emergency work relief for farmers caught in bad drought conditions in late 1933 was provided through highway department work, with funds from the Public Works Administration. This relief plan came to be known as the Drought Relief Projects, or NR-WR projects. In New Mexico, the emergency allotment of \$291,000 federal dollars was used to hire personnel and purchase supplies, with the state providing 30 percent of the total cost. As the process evolved, the 70 percent federal funding came from the Civil Works Administration and later from the Federal Emergency Relief Administration in the form of labor supplied by county relief officials. NR-WR projects were completed in Curry, Quay, Harding, Lea, Roosevelt, and Union counties, in areas deemed hardest hit by drought. The total amount of NR-WR funds, from all sources, was \$1,113,987 through 1936 (Conroy 1935-1936:13, 14).



Figure 19: Works Program project on NM 18, between Eunice and Jal, Lea County (Conroy 1935-1936:23, 40)



Figure 20: Works Program project in Albuquerque (Conroy 1935-1936:40, 41)



UNDERPASS AT LOGAN. U. S. 54—WPGH NO. 160-D

Figure 21: A Works Program railroad overpass, Quay County (Conroy 1935-1936: 37, 48).

Starting with state legislation in 1929, railroad crossings were deemed too dangerous and in need of replacement with grade separation structures (see Fig. 21, Fig. 22). Railroad grade separations were to be replaced on Federal Aid Highways where necessary as soon as possible. The federal government became more interested as the unfortunate toll of increased loss of life occurred at railroad crossings across the country. Funding was set aside to eliminate railroad crossings as a portion of the Works Program in 1936 (a program for highway related work through the Works Progress Administration), and New Mexico was allocated \$1,725,286 for this express purpose. These monies were not limited to Federal Aid Highways, and the program specified that 25 percent of the state match had to go to “secondary and feeder roads” (Conroy 1937-1938:18).



Courtesy USBPR

OVERPASS OVER AT&SF RY.—WPGH NO. 181B—U. S. 285

Figure 22: A Works Program project for a road overpass (Conroy 1937-1938:24)

The State Tourist Bureau was created in 1935 as a division of the highway department. Strongly supported by Governor Clyde Tingley, \$50,000 was set aside for a national advertising campaign

using brochures and maps that relied on romantic images of New Mexico's history and prehistory (Fig. 23). The first national advertising campaign began in 1934, with \$37,674 spent on "booklets and space", and resulted in nearly 10,000 requests for literature, from "every state in the union and from 43 territories and foreign countries". Counts were kept of the number of tourist cars entering the state in 1935, with an estimated 901,000 cars entering the 22 ports of entry. Since the gas tax had been increased in 1935, these tourist cars paid about \$1,154,400 in gasoline tax, an increase of \$120,000 from 1934, as revenue to the state. In 1935, 219,810 maps and brochures were distributed, of which nearly 70,000 were to individual mailings (Conroy 1935-1936:87). By 1936, it was clear that tourism was New Mexico's new leading industry (Conroy 1935-1936:90).

Come and follow PREHISTORIC PATHS in NEW MEXICO

YOU'LL find a New Mexico vacation new and strange and different, restful and refreshing, especially if you can come in fall or winter. Autumn days are glorious with brilliant sunshine and nights crisp and star-studded—a grand climate at its very best. A thousand things await your explorations; prehistoric ruins of communal cities whose origin is lost in the mists of the past, quaint Indian pueblos, ancient Mission churches, the great Carlsbad Caverns National Park and eight National Monuments, important relics of the very earliest American history, and an unending sweep of majestic, colorful scenery ever changing and never tiring. Send for the free booklet to help you plan a trip you'll always remember with the keenest delight.

this year visit NEW MEXICO where time has stood still

LONG before history began in America, a primitive race built permanent stone villages nestled against beetling cliffs in what is now New Mexico—and their ruins today invite your explorations. Eighty years before the Mayflower, Coronado was exploring New Mexico. A hundred and fifty years before any other churches north of the Rio Grande, a valiant Spanish friar was building a whole chain of Missions through New Mexico, many of them still in use. Quaint Indian pueblos, whose people cling to ancient dress and customs, survive strongly in New Mexico. The Old West of song and story is still real and genuine. The romance of the Spanish Southwest lingers on in speech and manner. New Mexico will charm and delight you with its color and contrast, its climate and scenery. Plan to see it this year!

NEW MEXICO STATE TOURIST BUREAU
Room 268, State Capitol, Santa Fe, N. M.

Please send free booklets on vacations in New Mexico to:

Name _____ Address _____

NEW MEXICO STATE TOURIST BUREAU
Room 240, State Capitol, Santa Fe, New Mexico

Please send me your free booklet, "Two Weeks in New Mexico"

Name _____ Address _____

EXAMPLES OF THE TYPE OF ADVERTISEMENTS WHICH THE STATE TOURIST BUREAU IS CARRYING IN MAGAZINES OF NATIONAL CIRCULATION.

Figure 23: Tourist Bureau advertisement c. 1935-1936 (Conroy 1935-1936:86)

The State Tourist Bureau was apparently the first of its kind. In 1936, the Tourist Bureau received letters from Arizona, Idaho, Utah, Oklahoma, Pennsylvania, Washington, Texas, New Jersey, Wyoming, Montana, and Nebraska asking for details on how to establish a tourist bureau, and asking how to successfully request this from their legislatures. The New Mexico State Engineer stated that:

New Mexico need have no fear regarding the competition presented by other states, providing we keep our own attractions before the public, since no other state in the Union can offer so much to the vacationist, the tourist, the health seeker or the student (Conroy 1935-1936:89).

By the end of 1937, nearly one and a half million out-of-state tourist cars had come to New Mexico, bringing 3,672,000 people who stayed an average of 4 days, and spent about 80 million dollars. Tourists provided a tremendous increase in gas tax revenues, the highest “shown by any state in the Union”. What was also revealed by this 1937 study of auto tourism was that New Mexico had a year-round tourist flow (Conroy 1937-1938:106, 109), a pattern that has not changed.



BLACK RANGE HIGHWAY

Figure 24: Highway between Hillsboro and Silver City (Conroy 1935-1936:30)

1940-1949

Road work was dependent on emergency and regular federal aid from the Depression through WWII, with appropriations requested for every year from 1933 on, with the exception of 1937 (Dwyre 1941-1942:14). Very little road work was completed during the war years (NMSHD 1969 Log Book), but what was completed early on in the war focused on projects related to the Defense Highway Act of 1941, for roads in the “Strategic Highway Network” and access roads to industries and activities associated with the war effort, including airplane runway strips adjacent to public highways (Dwyre 1941-1942:17-18). The scarcity of funding through the war years is reflected in the lack of any photographs in the *State Highway Engineer’s Biennial Report of 1941-1942* (Dwyre 1941-1942). Total funding for highway projects dropped back from a high of nearly 12 million dollars in 1939, to 7.6 million in 1941, and 6 million in 1942 (Dwyre 1941-1942:26).



U. S. 85 between Las Vegas and Santa Fe before Grading Operations

Figure 25: El Camino Real Highway, NM 1/US 85, in 1945 (Dwyre 1945-1946:10)

Much of the work of any highway department is to maintain the roads in the best condition possible. This was a challenge during the war years, since material used during peace time road work was needed in the war effort. Although it was the policy to keep all oil surfaces sealed with asphalt or tar, these materials were in great demand by the War Department, as well as



U. S. 85 between Las Vegas and Santa Fe after Grading Operations

Figure 26: Road work on El Camino Real Highway, 1945 (Dwyre 1945-1946:14)

the use of tank cars, and the “oiling program”, as it was called, had to be cut back substantially in 1942. The war effort also reduced the personnel needed for maintenance work- smaller funds equated to fewer jobs, and after all of the effort during the Great Depression to maintain these positions, WWII led to reducing the maintenance work force between February and June of 1942,

and removing 1500 miles of road from the maintenance service system (Dwyre 1941-1942:81-83). For construction and maintenance work through 1945, skilled labor shortages (such as mechanics), lack of funds, and scarcity of equipment and replacement parts meant the bare necessities of road upkeep were accomplished (Dwyre 1945-1946:33-35).



Maintaining State Highway No. 10 just south of Madrid
Figure 27: Dirt roads were graded but not graveled in WWII era (Dwyre 1945-1946:58)

In addition to doing the regular work of the Planning Survey division, planning personnel were given added work for the war effort, including conducting a truck and bus inventory, encouraging car and rubber conservation, and preparing the plans for military and civilian evacuation convoys (Dwyre 1941-1942:86).

While the war years were stressful in many ways, new technologies and materials were discovered that aided future road construction. For instance, the Alamogordo airport was hastily constructed during the war on gypsum-bearing soils, suitable for “nothing heavier than Flying Fortresses or Liberator Bombers”, but which turned out to be sturdy enough for B-29’s. B-29’s have a main wheel load of 60,000 pounds per wheel, twice the main wheel load of the Flying Fortresses and Liberator Bombers. The Highway Department’s Testing Laboratory asked to test this runway in 1943, and found that thinner layers of gypsum-bearing soils were much stronger than previously determined. This led to saving \$500,000 in road construction in New Mexico, and the results of the test were forwarded to the Chief of Engineers, U.S. Army, as a major contribution to the war effort (Dwyre 1945-1946:61-63).


The *New Mexico Magazine*, which began in 1923 as the *New Mexico Highway Journal*, and then evolved into a more tourist-oriented magazine independent of the highway department but containing a section called the “Highway Journal”, continued to attract subscriptions, and was very popular with men in the armed forces. Tourism reached a high in 1941 of nearly 2 million non-resident motorists, but dropped precipitously by 1942 to just over a million. The impacts to the State Tourist Bureau consisted of reducing the staff to two people, and suspending the operations of the publicity and photographic divisions “until the war is won” (Dwyre 1941-1942:88-90).



Figure 28: Historic Marker in 1945
(Dwyre 1945-1946:78)

1950-1959

The boom of the post-WWII years led to more road development and a refinement of the process supporting a more complex system. In the New Mexico legislative session of 1949, a joint resolution was authorized to amend the state constitution by creating a permanent highway commission consisting of five members appointed by the governor. This resolution was presented to voters and passed. Another important legislative change was the increase of the gasoline tax to two cents a gallon to retire debt incurred from previous highway construction (Dwyre 1949-1950:17).



While we can say that the 1920s were a period of intense road construction as the first step in creating modern automobile highways, the 1950s created the road system that we know today. In 1949, urban plans and rural road plans (farm-to-market roads) were developed (Fig. 29).

Once the war was over, tourists returned to the state in the same high numbers. The Tourist Bureau revived and expanded their advertising campaign, and also distributed four “moving pictures” that were in great demand. These movies were not advertised, but were so popular that requests were made months in advance (Dwyre 1945-1946:77). The Tourist Bureau also maintained historic markers (Fig. 28), first placed on New Mexico highways in 1935 (Hordes and Joiner 1984:1), and in 1946, 175 historic markers were repainted and renovated (Dwyre 1945-1946:77).

The years after World War II led to higher standards in highway construction, including wider right-of-way to accommodate future expansion and safety precautions, truck lanes added to areas with steep grades to allow for vehicle passing, upgrades in base course to create longer wearing roads, and wider paved surfaces, all built with safety issues foremost in planning (Dwyre 1947-1948:12). Federal Aid money was appropriated from 1946 through 1948 following the mandate of the Federal Aid Highway Act of 1944 to create a long-range program for highway development (Dwyre 1949-1950:41). These improvements supported the increased tourist travel into the state following the war, with an estimated 6.8 million people traveling into New Mexico by car in 1948 (Dwyre 1947-1948:74).



Figure 29: Farm-to-market road, post WWII (Dwyre 1949-1950:11)



First Completed Urban Project on US 66 in Tucumcari

Figure 30: Tucumcari urban project, post WWII (Dwyre 1949-1950:46)

In 1949, the first “urban projects” were started in New Mexico, which refers to projects built on main highways inside city limits using federal aid funds. The first New Mexico urban project was on US 66 (old Route 66) in Tucumcari (Dwyre 1949-1950:18).

The success of the urban project in Tucumcari made other communities anxious to have their projects come to fruition. The next town to receive major urban project funds was Las Vegas, in 1950, along Grand Avenue. Part of this project also included creating a portion of US 85 through town, to cut down on congestion (Dwyre 1949-1950:18-19).

Other early Post-WW II highway work in New Mexico included improvements to US 66, which included the Manuelito overpass between the state line and Gallup, creation of a four lane highway through Tijeras Canyon (Fig. 32), and completion of a Parker Thru Truss bridge (NMDOT Bridge 2530; listed on the SRCP/NRHP as HPD# 1662) south of Albuquerque. Additional work was completed on US 70/80 between Las Cruces and the Arizona state line (Dwyre 1949-1950:18-19; Erwin 1951-1952:19).



Looking south on Grand Avenue in Las Vegas before construction.



Same point as photo above after the Urban Project was completed.

Figure 31: Las Vegas urban project, early 1950s (Erwin 1951-1952:80)



U. S. 66 east of Albuquerque showing the new four-lane construction and type of terrain in Tijeras Canyon.

Figure 32: Route 66 east of Albuquerque (Erwin 1951-1952:20)

The excitement of the boom years of the 1950s, with more funding, manpower, and skilled labor to improve New Mexico's highway system, is clear in all of the Highway Engineer's Biennial reports in the 1950s- every year was proclaimed a better year than the one before, with great strides reported in organizational development, technological advances (including using an IBM accounting "operation"), and creation of modern highways in every part of New Mexico (Dwyre 1949-1950; Erwin 1951-1952). Most of New Mexico is rural, and the service of creating better public roads in



Hot plant mix is now used on all inter-state highway projects. Here the lay down machine lays that smooth pavement.

Figure 33: Early 1950s construction (Erwin 1951-1952:64)

sparsely populated areas (Fig. 34) was a focus of concern in the 1950s, as the road system was expanded and improved during these relatively wealthy times.

This golden age of road construction in the 1950s paralleled growth and development in all areas of Post-WW II life. The germinating idea for this development, however, began during the hard times of the 1930s through the war years. In the 1930s, President Roosevelt envisioned creating a network of super-highways as a way to provide more jobs for people out of work, and the chief



Gov. Edwin Mechem prepares to cut the tape at road opening ceremonies. This is on State Road 39 south of Mosquero and is the first all-paved highway across Harding County.

Figure 34: Focus on rural roads in 1950s (Erwin 1951-1952:15)

of the Bureau of Public Roads (BPR) was directed to study the feasibility of a six route toll network by the Federal Aid Highway Act of 1938. The Federal Aid Highway Act of 1944 authorized designating 65,000 km of road as the “National System of Interstate Highways”, with locations selected by state highway departments. The work proceeded slowly, and only 6,500 miles had been completed by the time President Eisenhower took office in 1953. In WW I, Eisenhower had taken part in the Army’s first transcontinental motor convoy and experienced how bad the roads were in the nation. During WWII, he had seen how the Germans benefited from their autobahn road system. During Eisenhower’s State of the Union address in 1954, he announced that an adequate highway system was important to “protect the vital interest of every citizen”. The Post -WW II concerns that we now call the Cold War era focused on creating this highway network for defense, as well as for helping the national economy. Initially called the “National Defense Highway System”, the Interstate Highway system was not formally begun until President Eisenhower signed the Federal Aid Highway Act of 1956 and expanded the system to include 41,000 miles of road, with \$25 billion authorized for fiscal years 1957 through 1969 (GlobalSecurity.org 2004; USNews.com 2004; Weingroff 2004).

Whether concerning defense issues or economic growth and development, this greater prosperity across the country in the 1950s was expressed in many ways. The National Defense Highway System also supported tourism, as better roads supported a burgeoning automobile culture. In New Mexico, an increase in tourists was noted in the early 1950s, up to 2.7 million vehicles, with an estimated number of visitors at more than 8 million, even with a decrease in advertising efforts (Erwin 1951-1952:101). The now mythic and historic Route 66 (US 66) was a major thoroughfare for tourist travel (Fig. 35), heading east or west across the state. We still can experience some of the same vistas that early



Tourist Bureau markers at the state’s borders mean just what they say. Tourists are more than welcome in New Mexico.

Figure 36: A familiar sign still seen today (Erwin 1951-1952:102)



The changing patterns of light on the sandstone cliffs are another one of the scenic spots along U. S. 66. This spot is just east of Gallup.

Figure 35: Route 66 east of Gallup, early 1950s (Erwin 1951-1952:102)

although the standard designs mandated by the Interstate system to accommodate traffic forecasts to the year 1975 have changed much of the old two-lane road into the wide, four-lane divided highway that we experience today as Interstate 40 (Weingroff 1996b:12)

The first work on the Interstate system in New Mexico was begun in 1957, accounting for nearly half of the construction budget of 40 million dollars for that year. By the end of 1958, 245 miles of new Interstate were completed, representing about one-fourth of the total projected system (Wilson 1957-1958:1). The entire Interstate system in New Mexico was completed c.1981 (Steve Koczan, personal comm. July 2004).

IDENTIFYING HISTORIC HIGHWAYS: METHODOLOGY

Research on historic highways begins with consulting primary documents, such as maps, engineering reports, aerial photographs, and archived plan and profile designs for highway projects. Primary documents can be found at the Museum of New Mexico's History Library in Santa Fe, at UNM's libraries and RGIS Center (please note that there are substantial fees for copies of aerial photos), and at the New Mexico State Library/Records Center and Archives in Santa Fe, to name a few of the best sources. Separate research on NMDOT historic bridges can be accessed through the *New Mexico Historic Bridge Survey* (Rae *et al.* 1987) and the *New Mexico Department of Transportation Historic Bridge Inventory* (Van Citters *et al.* 2003), and by contacting the Environmental Section to request a query of the NMDOT Bridge database.

One of the great problems in identifying extant historic highways is inherent in the dynamic nature of highway design- roads follow population and its growth, and road designs change as safety issues are refined and interpreted. What this means is that roads can be realigned with great changes, and roads tend to evolve towards flatter and wider designs that drastically change the character and feeling of the original road experience. Surviving historic roads, then, tend to be secondary rural roads with little demand for change.

Changes in Highway Design in New Mexico: Highway design has evolved in New Mexico, as well as across the country, from very narrow roads to what we consider standard road design today. Each potentially historic road needs to be studied to discover the unique changes it may or may not have received. What needs to be compared is the *road prism*, which includes lanes, shoulders, tapers, and drainage channels ("toe of slope"). The entire *road prism* is from "toe of slope" on one side to the "toe of slope" on the other side. This constitutes the entire roadbed area that receives maintenance responsibilities by NMDOT (and has through the years).

In examining Typical Sections from past Plan and Profiles, the *road prism* at early Statehood (1912-1919) consisted of two 4.5 ft wide lanes with 3 ft tapers, for a total *road prism width* of 15 ft. By the 1920s, each lane was 8 ft wide, with 3 ft shoulders and 2 ft 3 inch tapers, for a total *road prism width* of 26.5 ft. By the 1930s through WW II, lanes were 10 ft wide, shoulders were 4 ft wide, and tapers were 4 ft, for a total *road prism width* of 36 ft. Since the 1950s standard lanes measure 9 to 12 ft, with shoulders from 5 to 8 ft and tapers from 10 to 15 ft, for a total maximum *road prism width* of 70 ft.

To Identify Historic NMDOT Highways for Minor Projects: This includes most of the work that the NMDOT completes where road alignments will remain essentially the same, such as replacing right-of-way fencing, adding shoulders, adding turn lanes, and signalization improvements. For projects of this scale, please note in your cultural resource inventory:

- Does the *road prism* appear to be historic? How does the present width of the road compare to the historic evidence of typical road widths discussed above?
- Are historic features, such as historic bridges, culverts, or associated roadside architecture present?
- No in-depth background research on historical context or physical remains is required.
- Only an "undetermined" recommendation of eligibility to the National Register of Historic Places should be made, since any definitive statement will require in-depth research.

To Identify Historic NMDOT Highways for Major Projects: This typically includes projects where alignment will be changed, new alignment will be developed, or other major changes to a highway are proposed. For projects of this scale, please note in your cultural resource inventory:

- Does the *road prism* appear to be historic? How does the present width of the road compare to the historic evidence of typical road widths discussed above? In-depth research here will include visiting the NMDOT Records Control office in Santa Fe. Bring a map showing what segment of road you are interested in researching, and the staff will look for the historic records you need. Ask to see old Plan and Profiles, including the Typical Section page, of the road in question. On the Plan and Profiles, look for any changes in horizontal alignment (any straightening or curves?), and for changes in vertical alignment (any flattening of the road? Any reduction of going up and down hills?). On the Typical Section sheet, look for the measured drawing that shows how wide the existing road is, and what the planned widening is (if any).
- Are historic features, such as historic bridges, culverts, or associated roadside architecture present? All historic features must be discussed in detail. Consult the NMDOT Cultural Resource Guidelines for details on how to record specific feature types. Be sure to discuss the historic contemporaneity of identified features, with the proposed Period of Significance of your historic road. For example, a road that was once old US 66 (Route 66) may have bridges and roadside architecture still present, but these features only support NRHP eligibility for the road if they date from the Period of Significance identified for the road. For US 66, the Period of Significance can date anywhere from 1926 to the introduction of the Interstate system in New Mexico (1957 to early 1980s). **Please note** the Period of Significance list on pages 26-27.
- In-depth research will be required, including developing a historical context using official records published by the NMDOT (past biennial and annual State Highway Engineer reports, past *New Mexico Highway Journal* editions), past *New Mexico* magazines, and research in past local newspapers. State Highway Engineer biennial reports must be referenced for historical context discussions, since this is nearly the only form of official recorded information on older highway projects. State Highway Engineer reports can be found at the New Mexico State Library in Santa Fe and the Zimmerman library at the University of New Mexico, to name a few sources.
- Old maps and aerial photographs can be used to establish how a road has changed in alignment, if at all. This is particularly important in establishing certain recommendations for eligibility.
- Recommendations for eligibility to the National Register of Historic Places must be provided, and must follow the outlines provided below on pages 23 to 26.
- **Please note** that Appendix C provides a step-by-step guideline on how to research historic roads in the NMDOT system.
- **Please also note** that several other Appendices provide additional information that may prove useful for your research efforts (Appendices A-G).

CRITERIA FOR ELIGIBILITY

The National Historic Preservation Act of 1966 expanded on the Historic Sites Act of 1935, by authorizing the Secretary of the Interior to extend the recognition of historic properties to recognize “districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture”. The National Register of Historic Places is the official list of recognized properties, and is maintained by the National Park Service (National Register Bulletins 15 and 16A).

Properties are recommended as eligible to the National Register by applying the National Register Criteria for Evaluation, established by the National Park Service. The National Register has standards for evaluating significance of properties that possess integrity of location, design, setting, materials, workmanship, feeling, and association.

The Criteria for Evaluation fall into four categories:

- 1) Criterion A is used for properties that are associated with events that have made a significant contribution to the broad patterns of our history.
- 2) Criterion B is used for properties that are associated with the lives of significant persons in the past.
- 3) Criterion C is used for properties that embody distinctive characteristics of a type, period, method of construction, or represent the work of a master, or possesses high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction.
- 4) Criterion D is used for properties that have yielded or are likely to yield important information in history or prehistory (National Register Bulletin 15).

Most of these criteria could be applied to historic highways, but two criteria are applied in most cases. Criterion A, reflecting broad patterns in our history, is the most commonly applied criterion for historic roads, as examples in our local, regional, or national history of transportation. All of the US 66 segments listed on the National Register of Historic Places in New Mexico are examples of Criterion A (see this list and discussion, pg. 36-39). Criterion C is also applied to historic roads, as examples of excellent engineering design, or of a type, period, or method of construction. These latter criterion descriptions have been applied to three sections of US 66 in New Mexico, listed on the National Register of Historic Places (HPD# 1577-Palomas to Montoya [present day frontage road to I-40]; HPD# 1578-Glenrio to San Jon [Quay County Road C-020]; HPD#1589-Laguna to McCarty's [part of present day NM 124]).

The remaining two criteria can be applicable, but usually in fewer cases. Criterion B could potentially be applied, if a historically significant person in New Mexico's history designed the road, or was politically associated with a road's creation. The efforts of Governor Clyde Tingley in bringing New Deal monies into many road projects during the Great Depression in New Mexico come to mind as possible road projects eligible under Criterion B. Criterion D, as a property yielding or likely to yield important information, is typically applied to archaeological resources. Criterion D does not make much sense to apply to historic highways, since archived records exist to describe all of the information that goes into creating this resource; excavation would not yield as much information as exists in the archived records. The argument for recommending eligibility to the National Register under one or more of the four criteria must show that a property still has historic integrity of location, design, setting, materials, workmanship, feeling, and association.

For a historic highway to exhibit integrity of feeling and association, the strength of the recommendation for eligibility is enhanced if the driving experience is similar to or the same as the original experience, or "feeling" (the road has not been widened, the roadbed is the same material as originally used, the road has not been realigned or vertical curves flattened), and the overall look or "association" is the same (the same rural secondary road, or the same level of development or built environment along the roadside is retained). If a road was once located in a rural section that has now become developed and lined with buildings, integrity of setting has been lost. Likewise, if a road has been flattened (vertical curves removed) or widened (lanes or wide shoulders added), the integrity of design has been lost.

It is important to note that the retention of design, workmanship, and materials is more important for establishing an argument for Criterion C eligibility, although most eligible properties “always possess several, and usually most” of the standards (NPS Bulletin 15:44). *The following has been developed through consultation with the New Mexico Historic Preservation Division, with special thanks to John Murphey and previous work he completed with the Texas Department of Transportation (please see Mitchell et al. 1997 reference).*

To document a historic road under Criterion A: this criterion indicates that a historic road has general historic integrity retention, such as an important historic transportation corridor that generally follows the same path, but which has some changes to the original alignment. Many of the New Mexico state highways have subtle alignment changes, which can only be determined through careful archival research.

Criterion A can be established if:

- maps and/or other documents show that a road is historic (is 50 years or older)
- archival research indicates that the road has historic significance
- archival research shows that minor alignment changes have taken place, but that the essential route (transportation corridor) is unchanged
- the recommendation can be supported with accompanying documentation

Categories of eligibility under Criterion A:

A recommendation for eligibility under Criterion A must be accompanied by the category of historic significance. In short form, this would appear as “NM ___ is recommended as eligible to the National Register of Historic Places, under Criterion A (Transportation)”, with a description of why it is recommended in this category. A description of each category is as follows:

Transportation- the road is documented as playing a direct role in developing a route that has regional or national importance, such as a road that becomes part of the US Highway system. Roads that are important for local significance are not considered in this category, unless they can be documented as having a larger regional or national significance.

Commerce- the road is documented as playing a direct role in major agricultural or commercial development in a community or region.

Politics/Government- the road is documented as having a direct association with important political events (the first New Deal funded project in New Mexico, or the most significant New Deal project, or some other significant historic project), or is associated with a local or statewide political controversy significant in New Mexico history.

Social History- the road is documented as having a significant impact on a local or statewide community in New Mexico history (New Deal project providing work to a particular community or to a special class of workers, or some other significant historic project).

Entertainment/Recreation- the road is documented as having a direct relationship to developing a recreational area in a community or region, or developing tourist activities in a community or region.

To document a historic road under Criterion B: this criterion indicates that a historic road was either designed by or politically created by an important person in New Mexico’s history.

Criterion B can be established if:

- maps and/or other documents show that a road is historic (is 50 years or older)
- archival research indicates that the road was built by an important person in New Mexico's history, or was politically created by an important person in New Mexico's history
- archival and other research shows that this is among the best preserved road segments associated with the significant person identified
- the recommendation can be supported with accompanying documentation

Categories of eligibility under Criterion B:

A recommendation for eligibility under Criterion B must be accompanied by the category of historic significance. In short form, this would appear as "NM __ is recommended as eligible to the National Register of Historic Places, under Criterion B (Politics/Government)", with a description of why it is recommended in this category. A description of each category is as follows:

Design- the road is documented as having been designed by a significant person in New Mexico's history, and is the best preserved example associated with this person.

Politics/Government- the road is documented as having a direct association with an important person in New Mexico's political history (Governor Clyde Tingley and his association with bringing New Deal funding into New Mexico, etc.), and as illustrating this person's important achievements during his/her time of significance, and as being the best preserved example associated with this person.

To document a historic road under Criterion C: This criterion requires the most careful documentation for proof, since it indicates a high level of historic integrity in physical remains. For asphalt highways like the kind found in New Mexico, this means that the original *road prism* (including lanes, shoulders, tapers, and drainage, or "toe of slope") must be the same, as well as retention of the same class of road materials, same road alignment, and same contributing elements such as culverts, bridges, and drainage features. For road materials, comparisons must be made back to the Period of Significance: was the road gravel paved during its Period of Significance, but is now asphalt covered? Was the road once asphalt but is now concrete? This standard of integrity does not apply to minor changes in materials within a material class, such as minor mix changes in asphalt over time.

Thorough documentation must support a Criterion C assessment for any highway recommended eligible to the National Register of Historic Places. Copies of all pertinent supporting documents must be included in any report.

Criterion C can be established if:

- maps and/or documents show that the road is historic (is 50 years or older)
- archival research indicates that the road has historic significance
- archival research shows that either no alignment changes have taken place, or only very minor alignment changes have taken place, on the road section under investigation
- archival research indicates that the road has retained a majority of its original characteristics (still possesses integrity of location, design, setting, materials, workmanship, feeling, and association)
- the recommendation can be supported with accompanying documentation

Categories of eligibility under Criterion C:

A recommendation for eligibility under Criterion C must be accompanied by the category of historic significance. In short form, this would appear as “NM __ is recommended as eligible to the National Register of Historic Places, under Criterion C (Engineering)”, with a description of why it is recommended in this category. A description of suggested categories is as follows:

Engineering- the road is documented as a representative example of construction from the Period of Significance identified. This means that a corridor must show enough distinctive characteristics to be clearly recognizable as a road from a Period of Significance, and to fully convey its historic character and historic driving experience. This includes the presence of intact historic culverts, bridges, drainage features, any masonry or ornamental materials, original vegetation and topography related to a historic viewshed, the original roadway width, the original road surfacing type, and the original roadway grade and alignment. There must also be a minimum of intrusive non-historic features and development, and solid documentation of construction pertinent to the identified Period of Significance.

Landscape Architecture- the road is documented as representing a particular design aesthetic by clearly illustrating the distinctive characteristics of that design philosophy, such as New Deal Civilian Conservation Corps park road using naturalistic principles in designing drainage structures, adjacent vegetation, and the overall geometry of the roadway.

General Integrity Requirements for Criterion C: For all roads potentially eligible as historic properties under Criterion C, these features need to be kept in mind:

Essential Physical Features- all road corridors should retain the same general form as found during their Period of Significance. The road should therefore retain a substantially similar right-of-way width, roadway surfacing type, roadway width, roadway alignment, and associated structures (bridges, culverts, and drainage structures).

Changes and Alterations- change is expected, since all roads are functional features in the landscape. The loss of a small number of associated historic road features will not result necessarily in the loss of historic integrity for a road corridor. However, the impact of change, alteration, and deterioration to a historic road corridor must be considered, relative to the whole segment under investigation. In some cases, the preservation of exceptional construction work may outweigh the negative effects on integrity caused by alteration in other aspects of the road corridor. In each instance, the documented historical, architectural, and engineering significance must be compared to changes that have occurred after the Period of Significance.

To Be Eligible- a road must:

- retain its original alignment (location, design, association)
- function as a transportation route (setting, feeling, association)
- retain a high percentage of intact original features (materials, workmanship, design, feeling, association)
- retain unaltered or minimally altered road surfacing, right-of-way width, roadway width, roadway grade, and roadway alignment (design, materials, setting, feeling, association)
- retain similar vegetation and land uses adjacent to the roadway (setting, feeling, association)

A Road is Not Eligible if:

- it has shifted alignment, particularly if structures or historic viewsheds have been altered (affecting location, design, feeling, setting, and association)
- a significant number of intrusive features, dating outside of the Period of Significance, are present (affecting design, feeling, association, materials, and workmanship)
- the road has undergone changes to road surfacing, right-of-way width, roadway grade, or roadway alignment, so that the historic character and overall driving experience is significantly altered (affecting design, setting, feeling, and association)
- changes in vegetation and land uses adjacent to the roadway have caused the historic character and overall driving experience to be significantly altered (affecting setting, feeling, and association)

Historic roads and Criterion D: Criterion D is not a practical application for in-use historic roads. The other criteria sufficiently represent historic road resources, and archival research will reveal details about historic roads that go well beyond what could be recovered through archaeological excavation of a road. More accurate recommendations are provided using the first three criteria for evaluation.

PERIODS OF SIGNIFICANCE

Any serious attempt to recognize the historic integrity of a highway as a cultural resource must begin by comparing physical remains with a “Period of Significance”. A Period of Significance is an identified historic period in road development in New Mexico, which is tied to local, regional, and federal efforts to improve our state and national highways. *The previous section on the history of road development in New Mexico can be used to flesh out the historic context for each period, but the researcher is encouraged to consult the State Highway Engineer biennial and annual reports directly, and any other past records, to construct a complete description of why a particular historic moment has significance in road history.*

The following is a list of the periods of significance for historic road research for publicly funded roads in New Mexico:

Territorial Period: dating from 1903 to 1912. The first public monies for highway improvements were secured by the 35th Territorial Legislature in 1903, for work on what was to become NM 1, or El Camino Real Highway. In 1909, a Territorial Road Commission (Good Roads Commission) was created to oversee the repair, construction, and maintenance of highways in New Mexico. The first attempts at creating El Camino Real Highway were begun.

Early Statehood: dating from 1912 to 1926. Upon statehood in 1912, a State Highway Commission was created, which broadened the power and duties of the Territorial Commission, such as the authority to meet with counties and towns to plan and advise on road and bridge construction. The first State Engineer was appointed, James A. French, who began immediately to visualize and create the first logical system of roads in New Mexico.

US Highway System: dating from 1926 to 50 years ago. The Federal Aid Highway Act was passed, supporting the creation of inter-regional highways. In New Mexico, US Highways such as US 66 began to appear.

New Deal Programs: dating from 1931 to 1940. New Mexico, being a land rich but money poor state, has always been reliant on federal monies. During the Great Depression, relatively large

amounts of New Deal funding came to New Mexico, resulting from Governor Clyde Tingley's close relationship with President Franklin Roosevelt.

World War II: dating from 1941 to 1945. Very little work was accomplished during this period, since many men were off to war, and materials used in road work were needed in the war effort.

Post World War II: dating from 1946 to 50 years ago. Post WWII was a time of expansive building across the nation, particularly by the early 1950s.

Interstate System: dating from 1957 to 50 years ago. The Interstate Highway Act was passed in 1956, with the first project begun in 1957, to create the Cline's Corners grade separation (this work has since been replaced with new construction).

Appendices B and D through G can also be used to flesh out important road development events in New Mexico and on the national level, which can be used to complete a Period of Significance description.

CONCLUSIONS

Research on historic state highways requires detailed study, and the policies and methodology required for completing research on NMDOT-owned highways are presented in detail in this report. A "Step-by-Step Guide" on how to identify and record historic roads in New Mexico is also available to help guide research (Appendix C). A table starting with present-day designations of roads and tracing them back to past designations has been compiled, and is a useful starting point in establishing a road history (Appendix D). An extensive description of past road histories has also been compiled, from the perspective of Early Statehood through the 1950s (Appendix E). An example of a research project on a historic road segment has been included for reference, but should not be considered as the only way that this information can be presented (Appendix F). Copies of the official past highway maps used in this report are also included for reference (Appendix G). In addition, for general public interest, but also as a reminder that photographs are indeed worth a thousand words, an extensive section of NMDOT historic photographs is provided in Appendix A. These photographs come from negatives that have been curated through the years by NMDOT photographers, and represent just a small fraction of their efforts. While these photographs were used to document aspects of a project, such as traffic flow problems and safety issues, they remain as records of New Mexico's highway development, as an honor to the New Mexicans who have served us as state workers creating our highways, and as images of urban and rural New Mexico's past. The author wishes to thank Martin Perea, a former NMDOT photographer, for his efforts in protecting these valuable documents.

As with any cultural resource investigation, we encourage scholars to contact the NMDOT Environmental Section prior to beginning any study. ***Please note that all investigations conducted in the field, whether funded by the NMDOT or by other agencies or means, must have prior approval by all land managing agencies involved in highway right-of-way. Portions of state highways are on non-NMDOT owned land.*** All land managing agencies, including the NMDOT, must be informed of all studies conducted on their property, regardless of the study results. We look forward to seeing future research on the historic state highways of New Mexico!

APPENDIX A: NMDOT PHOTO ALBUM- SELECTED PHOTOGRAPHS FROM THE NMDOT NEGATIVE COLLECTION

The collection of photographs included in this document was selected to illustrate how historic photographs can transcend their original intent as documents for a specific task, to become images that serve as primary historic documents of a particular period in time. These photographs were originally taken to record and evaluate places and events for highway department related work, such as traffic problems in Albuquerque, or construction of new highways. Not all of the selected photographs are of historic highways, but all illustrate a variety of historic details about life in New Mexico, and the work of the New Mexico Department of Transportation.

Each photograph has the original negative number, description, and date recorded taken from the original negative sleeve. Additional information is included in parentheses.

Special thanks are extended to Martin Perea, former NMDOT photographer, for continuing to curate these negatives during his tenure at the NMDOT, and for allowing access to and printing of the following images from this collection.

ROUTE 66



Figure 37: NMDOT Neg.#1680-4. View west towards Gallup, NM. Route 66 at base of cliff face. November 15, 1948.



Figure 38: NMDOT Neg.#1698-9. "Mr. John A. Kennedy's car". Route 66 at west end of Albuquerque. 1949.



Figure 39: NMDOT Neg. #1698-11. Truck on Route 66/US 85 in Albuquerque. 1949.



Figure 40: NMDOT Neg.#1699-3. Route 66 east of Albuquerque, heading to Tijeras Canyon. April 18, 1949.



Figure 41: NMDOT Neg.#1671-1. Route 66 east of Laguna Pueblo. 1948.



Figure 42: NMDOT Neg.#1676-7. Road work on Route 66. September 15, 1948.



Figure 43: NMDOT Neg.#1680-5. Construction at Sedillo Hill, Route 66.
November 15, 1948.



Figure 44: NMDOT Neg.#1669-3. Inspection Party, Sedillo Hill, Route 66.
May 13, 1948.



Figure 45: NMDOT Neg.#1714-2. Route 66 through Tucumcari, NM. 1949.



Figure 46: NMDOT Neg.#1714-5. Route 66 through Tucumcari, NM. 1949.



Figure 47: NMDOT Neg.#1757-12. Route 66 through Tucumcari, NM, after construction. 1950.



Figure 48: NMDOT Neg.#1826-8. Route 66 through Gallup, NM. December 7, 1950.



Figure 49: NMDOT Neg.#1826-27. Route 66 heading to Gallup, NM. December 7, 1950.

DOWNTOWN ALBUQUERQUE



Figure 50: NMDOT Neg.#1737-11. Hilton Hotel, downtown Albuquerque. 1949.



Figure 51: NMDOT Neg. #1737-16. East side of the Post Office, downtown. 1949.



Figure 52: NMDOT Neg.#1737-20. Central Avenue between 5th and 6th streets. 1949



Figure 53: NMDOT Neg.#1737-6. Parking on the street for the Hilton Hotel. 1949.



Figure 54: NMDOT Neg.#1753-24. Central Ave and 2nd Street, Albuquerque. 1949.



Figure 55: NMDOT Neg.#1753-46. Central Ave and 4th Street, Albuquerque. 1949.



Figure 56: NMDOT Neg.#1737-46. 14th Street and Central Avenue. 1949.



Figure 57: NMDOT Neg.#1737-51. West Central Avenue, 600 block. 1949.



Figure 58: NMDOT Neg.#1737-53. Traffic study street interview. 1949.



Figure 59: NMDOT Neg.#1753-23. 2nd Street and Central Avenue. 1949.



Figure 60: NMDOT Neg.#1753-27. 2nd Street and Central Avenue. 1949.



Figure 61: NMDOT Neg.#1753-31. 2nd Street and Central Avenue. 1949.



Figure 62: NMDOT Neg.#1737-12. Hilton Hotel. 1949.



Figure 63: NMDOT Neg.#1737-13. Parking lot [at Central and 3rd Street?]. 1949.



Figure 64: NMDOT Neg.#1737-18. Santa Fe Railroad train station. 1949.



Figure 65: NMDOT Neg.#1737-4. Sears building downtown. 1949.



Figure 66: NMDOT Neg.#1737-44. Woolworth building, Central Ave (Route 66). 1949.



Figure 67: NMDOT Neg.#1737-5. Downtown Albuquerque. 1949.



Figure 68: NMDOT Neg.#1753-26. Central Avenue (Route 66). 1949.



Figure 69: NMDOT Neg.#1753-28. Central Avenue (Route 66). 1949.



Figure 70: NMDOT Neg.#1753-44. Woolworth building. 1949.



Figure 71: NMDOT Neg.#1753-46. Woolworth building. 1949.

OTHER ALBUQUERQUE PHOTOS



Figure 72: NMDOT Neg.#1737-29. Traffic study home interview. 1949.



Figure 73: NMDOT Neg.#1737-49. Nob Hill shopping center. 1949.



Figure 74: NMDOT Neg.#1743-4. Wyoming and Central avenues. 1949.



Figure 75: NMDOT Neg.#1753-1. Albuquerque city limits. 1949.



Figure 76: NMDOT Neg.#1753-53. Bridge on Route 66 through Albuquerque [Central Ave over the Rio Grande?]. 1949.

CONSTRUCTION EQUIPMENT



Figure 77: NMDOT Neg.#1676-4. Loby trailer, tractor, and scraper.
Construction on Route 66. September 15, 1948.



Figure 78: NMDOT Neg.#1676-8. Scraper, tractor, and backhoe.
Construction on Route 66. September 15, 1948.



Figure 79: NMDOT Neg.#1690-5. Equipment demonstration, Engineering Conference. March 21, 1949.



Figure 80: NMDOT Neg.#1698-1. Striping crew and equipment, West Central Ave. (Route 66). 1949.



Figure 81: NMDOT Neg.#1706-1. Hopper with white chips. 1949.



Figure 82: NMDOT Neg.#1710-1. Highway plane and pilot, Joe Mitchell. 1949.

BRIDGES



Figure 83: NMDOT Neg.#1670-2. Construction of second Otowi bridge. April, 1948.



Figure 84: NMDOT Neg.#1670-3. First Otowi bridge in background, new bridge construction. April, 1948.



Figure 85: NMDOT Neg.#1669-5. Concrete box culvert construction on Sedillo Hill, Route 66. May 13, 1948.

HIGHWAY OFFICES AND PEOPLE



Figure 86: NMDOT Neg.#1683-1. District 2 office, Roswell, NM. January 7, 1949.



Figure 87: NMDOT Neg.#1683-4. District 2 office interior, Roswell, NM. January 7, 1949.



Figure 88: NMDOT Neg.#1685-1. State Highway Engineer Burton Dwyre and Secretary, General Office, Santa Fe, NM. 1940.



Figure 89: NMDOT Neg.#1687-1. District 4 office, Las Vegas, NM. March 3, 1949.



Figure 90: NMDOT Neg.#1687-4. District 4 office interior, Las Vegas, NM. March 3, 1949.



Figure 91: NMDOT Neg.#1693-1. Highway Engineering Conference, University of New Mexico. Spring 1949.



Figure 92: NMDOT Neg.#1695-5. Bid letting at the State Capitol Building. 1949.



Figure 93: NMDOT Neg.#1696-2. Last three-man State Highway Commission Meeting. 1949



Figure 94: NMDOT Neg.#1696-5. Traffic safety cone. 1949.



Figure 95: NMDOT Neg.#1733-3. Highway Department picnic.
Summer 1949.



Figure 96: NMDOT Neg.#1733-6. Highway Department picnic.
Summer 1949.



Figure 97: NMDOT Neg.#1732-2. Highway Sign Shop, at old Japanese WWII Detention Camp (now Casa Solana shopping center). 1949.



Figure 98: NMDOT Neg.#1732-7. Highway Sign Shop, at old Japanese WWII Detention Camp (now Casa Solana shopping center). 1949.



Figure 99: NMDOT Neg.#1758-2
Olaf Jorgensen, draftsman, making official tourist map for 1950. Photo taken December 14, 1949.

**APPENDIX B: EVENTS IN NEW MEXICO AND U.S.
HIGHWAY DEVELOPMENT**

YEAR	LAW or EVENT	RESULTS
1903	NM Territorial Legislature allocated first public funds to NM roads	First public funds used to improve El Camino Real Highway. Money pays convict labor to work on road between Las Vegas and Ocate Creek.
1905	El Camino Real Act, by 36 th NM Territorial Legislature	Improves portion of El Camino Real Highway as the first automobile highway in NM, using \$10,000.
1909	NM Territorial Commission created (Good Roads Commission)	Enacted by Territorial Legislature, with Governor serving as Chairman. "Road Fund" created.
1912	New Mexico State Highway Act	Creation of official state highways and State Road Fund. Creation of NM State Highway Commission and County Road Board, appointment of first State Engineer (serves as both water and highway engineer).
1914	Establishment of American Association of State Highway Officials (AASHO)	Advocates for state and national road improvements and standards for road work.
1916	Federal Aid Road Act	Provides federal money for state road improvement projects. Focus on rural post roads over long-distance roads.
1917	NM Legislature creates two acts in response to Federal Aid Road Act	The State Highway Commission manages federal aid projects, with federal aid matched on a 50-50 basis. Office of State Highway Engineer created. A one mill state levy was created, and half of the motor vehicle license fee applied to state highway funds.
1919	Federal aid comes to NM roads. County roads removed from state highway work (Chapter 99 of 1919 Session Laws of New Mexico).	First oiled surface roads in NM. First FAP is on El Camino Real Highway, Raton to Ocate Creek. 1919 state legislature removed county road work from state highway concern, so State Highway Commission could focus on state road system improvements.
1921	Federal Highway Act	Federal aid given to federal aid highways, not to exceed 7 % of all roads in state, 3/7 must be interstate roads, up to 60% could be used in interstate routes.
1931,1932	Emergency Construction Act, Emergency Relief and Construction Act	First federal monies to aid in unemployment through funding road construction. Advanced again in 1932, with larger sums.
1933, 1934	National Recovery Act Hayden-Cartwright Act	Greatly increased the amount of federal aid and the kind of work supported. Hayden-Cartwright brought more money through fiscal years 1936-1937.
1938	Federal Aid Highway Act	Funded study by Bureau of Public Roads on feasibility of supporting national highways. Study recommended that free (non-toll) interregional highways be created by following existing roads where possible.
1956	Interstate Highway Act	Although past federal law authorized designation of a national system of interstate highways, no funding was allocated. The 1956 Interstate Highway Act provided for 65,000 km system of interstate and defense highways to be built within 13 years, with federal share at 90% to get the job done.
1956	First Interstate Highways	Aug. 2, 1956: Missouri first to award a contract for interstate funding, for upgrades to US 66 and US 40.
1957	AASHO develops standards for interstate highway signage	Numbering scheme for interstate highways developed, and the design for the red, white, and blue interstate shield.

APPENDIX C: STEP-BY-STEP RECORDING GUIDE

This guide lists all of the resources needed to compile a complete history of a highway, for assessment as an eligible property to the National Register of Historic Places.

After compiling your information, consult the text section on “Criteria for Eligibility” to complete your evaluation. Your final written evaluation will either be part of a larger cultural resource inventory report, or a stand-alone document, but must follow the standards described in the *NMDOT Cultural Resource Guidelines* (most recent version).

Steps	What/Where	Comments
Step 1:	Past Biennial or Annual Reports of State Highway Engineers. Found at libraries at UNM and State Library, to name a few sources.	Look for a list of completed projects, usually in the back of the report. A description of projects, with project numbers and type of project, is detailed. Historical context information can also be taken from these reports. Include all pertinent information in your report, such as listing all past projects (reference year, project number, project description, and cite author/title/pg)
Step 2:	Past Plan and Profiles of your road project area. Found at NMDOT Records and Document Control Office (in building SB-5 at the Santa Fe NMDOT office complex, on Alta Vista Rd. We can help you get there if need be). Records from 1956 and earlier are kept here.	You can either bring a map and show this to the staff at this office and/or bring the project number from a Biennial/Annual Report for them to find. *It is best to show them on the map the location that you need to research. They will find the old project numbers through their process, and get what you need. -Ask for a complete set of whatever they have on microfiche. -Get good, readable copies if possible. -Pay close attention to the Cover Sheet, which has the date the project was signed off, as well as the project number, and project location map. -Make sure to get copies of the sheet that has the road Typical Sections (standard road widths for that era), needed to document any changes in road width from past to present.
Step 3:	Copies of old Official highway maps. Original copies can be found at various libraries, including the MNM History Library, on Washington Ave. in downtown Santa Fe (there is a fee for copies-call for details).	Ask for copies of all maps you will need. Either scan in or photocopy the road section you are studying, for inclusion in your report. Major changes in road alignments can also be tracked this way, and help build a road history.
Step 4:	Contact the NMDOT Environmental Section for: 1. Past history from 1956 to present on a road 2. Bridges that may be present in a road segment researched	Please include this information in your road history, to build a complete record.
Step 5:	Conduct a windshield survey of the road or road section under investigation.	Add the description of what the road looks like now to your report, and use it to compare with historical information. -Note approximate widths of lanes, shoulders, etc. to compare with older records (you can pace off for approximate, or actually measure if you so desire-just be safe whatever you do!). -Look for any historical structures that may be associated with the road, such as old gas stations, old hotels, etc. -Photograph structures, and discuss in text of report. -Fill out HCPI forms if potentially eligible NRHP structures are present.
Step 7:	FINALIZING YOUR FINDINGS: Using all of the information collected, create a final assessment: -include photo copies or scanned images of maps, bridges, and all pertinent structures - use evidence from windshield survey compared to past records to build your road history - use this information to make a recommendation for eligibility to the NRHP	Follow the NMDOT Cultural Resource Guidelines, whether this report is a stand-alone document, or a section in a CR inventory report (cite all references, and list references used, as with any CR report). * Appendix C has an example of a historic road history.

**APPENDIX D: MODERN ROAD DESIGNATIONS
AND THEIR PAST HISTORY**

Please Note: this information traces back from *2004 road locations and designations*, to discover the history of present day roads. Please also note that road designations change dramatically over time, so that an older road designation may still exist but be in a totally different part of the state, or may not presently exist (example: old NM 19 used to be between Belen and Encino, which is now part of US 60 and NM 47; present day NM 19 is north of Clovis).

Key: * change in alignment from earlier date; - not on map/doesn't exist yet; ? road present but not numbered

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
*I-10 TX-Anthony-Las Cruces-AZ	Part of US 70/80?	Part of US 70/80?	Part of US 70/80?	Part of US 80?	Part of US 80?	Part of US 80?	Part of US 80?	Parts of NM 4?	Parts of NM 4?	Parts of NM 4?
*I-25 CO-Raton-Las Vegas-Santa Fe-Albq-Las Cruces-TX	Parts of US 85?	Parts of US 85?	Parts of US 85?	Parts of US 85?	Parts of US 85?	Parts of US 85?	Parts of NM 1?	Parts of NM 1?	Parts of NM 1?	Parts of NM 1?
*I-40 AZ-Gallup-Grants-Albuquerque-Santa Rosa-Tucumcari-TX	Parts of US 66?	Parts of US 66?	*Parts of US 66?	Parts of US 66?	Parts of US 66?	Parts of US 66?	Parts of US 66?	-	-	-
US 54 TX-Tucumcari-Santa Rosa-Alamogordo-TX	US 54	US 54	US 54	US 54	US 54, NM 3, US 70	US 54, US 366	US 54, US 366	NM 18, NM 3, NM 50	NM 18, NM 3, NM 50	NM 18 and NM 3 (didn't have S third portion)
US 56 Springer-Clayton-OK	NM 58	NM 58	NM 58	NM 58	NM 58	NM 58	*NM 58	NM 58	NM 58	-
US 60 TX-Clovis-Vaughn-Bernardo-Socorro-AZ	US 60	US 60	US 60	US 60	*US 60	*US 60	US 70	NM 19, *NM 108, NM 1, NM 5	NM 19, NM 1, NM 5	NM 19, NM 1, NM 5
US 62 TX-Hobbs-Carlsbad-TX	US 62	US 62	US 62	*US 62	*US 62	US 62	NM 18	Part of NM 15	Part of NM 15	Part of NM 15
*US 64 OK-Clayton-Raton-Eagle Nest-Taos-Tres Piedras-Chama-Dulce-Farmington-Shiprock-AZ	US 64, part of US 84, NM 111, NM 17, US 550	US 64, part of US 84, NM 111, NM 17, US 550	US 87, part of old US 64	*US 87, part of old US 64	US 385, part of old US 64	US 385, part of old US 64, US 485	*US 385, part of old US 64, US 485	NM 37, NM 21, NM 33, NM 8	NM 37, NM 21, NM 33, NM 8	NM 37, NM 21, NM 33, NM 8
US 70 TX-Clovis-Roswell-Tularosa-Alamogordo-Las Cruces-Lordsburg-Franklin,AZ	US 70	US 70	US 70	US 70, US 380, NM 3, US 80, US 180	US 70, US 380, NM 3, US 80, US 180	US 366, NM 3, US 80, US 180	US 366, NM 3, US 80, US 180	NM 19, NM 18, NM 13, NM 16, NM 3, NM 4, NM 45	NM 19, NM 18, NM 13, NM 16, NM 3, NM 4, NM 45	NM 19, NM 18, NM 13, NM 16, NM 3, NM 4, NM 45
US 82 TX-Lovington-Artesia-Alamogordo	*NM 337, NM 83	NM 83	NM 83	NM 83	NM 83	NM 83	NM 83, NM 34	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
US 84 TX-Clovis-Fort Sumner- Romeroville- Santa Fe- Española- Chama- Chromo,CO	US 84	US 84	US 84, US 285, NM 17	US 60, NM 20, US 66, US 64, *US 285	US 70, NM 20, US 66, US 64, NM 2	US 60, NM 20, US 66, US 485, NM 2	US 70, *NM 20, US 66, US 485, NM 2	NM 19, NM 20, NM 56, NM 1, NM 8, NM 36	NM 19, NM 20, *NM 56, NM 1, NM 8, NM 36, NM 36a	NM 19, NM 20, NM 1, NM 8, NM 36
US 180 TX-Anthony- Las Cruces- Deming- Silver City- Luna- AZ	US 85, US 70/80, US 260, NM 12	US 85, US 70, US 80, US 260, NM 12	US 85, US 70/80, US 260	US 85, US 80, NM 11	US 85, US 80, NM 11	US 85, US 80, NM 11	US 85, US 80, *NM 11	NM 1, NM 4, NM 11, NM 12	NM 1, NM 4, NM 11, NM 12	NM 1, NM 4, NM 11, NM 12
*US 285 TX- Carlsbad- Roswell- Vaughn- Santa Fe- Santa Cruz- Tres Piedras- CO	US 285	*US 285	US 285, NM 74	US 285, NM 74	NM 2, NM 74	NM 2, NM 74	NM 2, NM 74	NM 2, NM 8, *NM 74	NM 2, NM 8	NM 2, NM 8
US 380 TX- Roswell- Carrizozo- San Antonio	US 380	US 380	US 380	US 380	US 380	US 62, NM 13, US 366, US 566	NM 13, US 366, *US 566	NM 13	NM 13	NM 13
US 550 (c.2002) Bernalillo-Cuba- Bloomfield-CO	NM 44, NM 544, US 550	NM 44, US 550	NM 44, US 550	NM 44, NM 55, US 550	NM 44, NM 55, NM 19	NM 44, NM 55, NM 19	NM 44, *NM 55, NM 19	NM 55, *NM 44, NM 32	NM 55, NM 44, NM 32	NM 55, NM 44, NM 32
US 666 [now US 491, c. 2003] Gallup- Shiprock-CO	US 666	US 666	US 666	US 666	US 666	US 666	*US 666	NM 32	NM 32	NM 32
NM 1 Socorro-S near Elephant Butte on I-25	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of NM 1?	Part of NM 1?	Part of NM 1?
NM 2 Artesia-Lake Arthur- Hagerman-Roswell	Part of US 285	Part of US 285	Part of US 285	Part of US 285	Part of US 285	Part of NM 2?	Part of NM 2?	Part of NM 2?	Part of NM 2?	Part of NM 2?
*NM 3 Duran-Encino- Villanueva-S San Ysidro	NM 3	*NM 3	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	NM 23?	NM 23?	NM 23?
NM 4 San Ysidro-Jemez Springs-White Rock- ending at NM 502	NM 4	*NM 4	*NM 4	NM 4	NM 4	NM 4	NM 4	Part of NM 7	Part of NM 7	Part of NM 7
NM 5 Not on present map										
NM 6 Los Lunas-I-40	Part of NM 6	Part of NM 6	Part of NM 6	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of NM 6	Part of NM 6	Part of NM 6

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 7 Whites City to Carlsbad Caverns National Park	NM 7	NM 7?	NM 7?	NM 7?	NM 7?	NM 7?	NM 7?	-	-	-
*NM 8 Eunice-Monument-W of Hobbs on US 62	NM 8	*NM 8	NM 8	NM 8	*NM 8	*NM 8	NM 8?	-	-	-
*NM 9 Santa Teresa-Columbus- Hacita-Animas-AZ	NM 9	NM 9	NM 3	NM 3	*NM 3	NM 3	*NM 3	Part of NM 83	-	-
NM 10 Not on present map										
NM 11 Deming-Columbus-TX	NM 11	NM 11	NM 11	Part of NM 11	Part of NM 11	Part of NM 11	*Part of NM 11	NM 29	*NM 29	NM 29
NM 12 Datil-Reserve-US 180	NM 12	NM 12	NM 12	NM 12	NM 12	NM 12	*NM 12	NM 12	NM 12	NM 12
*NM 13 W of Artesia on US 82 N to US 285 S of Roswell	NM 13	NM 13	NM 13	*NM 13	NM 13	NM 13	*NM 13	NM 51	NM 51	-
NM 14 S of Santa Fe-Cerrillos- Madrid-Golden-Cedar Crest-I 40	Part of NM 10	Part of NM 10	Part of NM 10	Part of NM 10	*Part of NM 10	NM 10	NM 10	NM 10	NM 10	NM 10
NM 15 Silver City-Pinos Altos- N to Gila Cliff Dwellings National Monument	Part of NM 25	Part of NM 187	Part of NM 187	-	-	-	-	-	-	-
NM 16 I 25-Cochiti Lake- Cochiti Pueblo	?	?	?	-	-	-	-	-	-	-
NM 17 Chama-CO border	NM 19	NM 19	Part of NM 17	Part of NM 17	Part of NM 17	Part of NM 17 ?	Part of NM 17 ?	?	Part of NM 36 ?	Part of NM 36
*NM 18 TX-Jal-Hobbs-Lovington	Part of NM 18	Part of NM 18	Part of NM 18	*Part of NM 18	Part of NM 18	Part of NM 8, *part of NM 83	Part of NM 8	-	-	-
NM 19 From NM 209-Friona (all north of Clovis)	-	-	-	-	-	-	-	-	-	-
NM 20 N of Roswell-Fort Sumner	NM 20	*NM 20	Part of NM 20	*Part of NM 20	Part of NM 20	Part of NM 20	*Part of NM 20	Part of NM 20	Part of NM 20	Part of NM 20
NM 21 Springer-Cimarron	NM 199, Part of NM 21	NM 199, Part of NM 21	*NM 199, Part of NM 21	Part of NM 58	Part of NM 58	Part of NM 58	*Part of NM 58	Part of NM 58	Part of NM 58	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 22 I 25-Cochiti Lake	-	?	?	-	-	-	-	-	-	-
NM 23 Not on present map										
NM 24 US 82-Dunken-Piñon-Weed-NM 130	Part of NM 24	Part of NM 24	NM 33, Part of NM 24	NM 33, Part of NM 24	Part of NM 13 and 24	Part of NM 33 and 24	Part of NM 33 and 24	Part of NM 24 (Piñon-Weed)	Part of NM 24 (Piñon-Weed)	Part of NM 24 (Piñon-Weed)
NM 25 Not on present map										
NM 26 N of Deming-Nutt-Hatch	NM 26	NM 26	Part of NM 26, NM 27	Part of NM 26, NM 27	Part of NM 26, NM 27	Part of NM 26, NM 27	Part of NM 26, NM 27	Part of NM 26, NM 27	Part of NM 26, NM 27	Part of NM 26, NM 27
NM 27 Nutt-Hillsboro	NM 27	NM 27	Part of NM 26	Part of NM 26	Part of NM 26	Part of NM 26	Part of NM 26	Part of NM 26	Part of NM 26	Part of NM 26
*NM 28 Las Cruces-La Mesilla—Mesquite-Chamberino-Sunland Park-I-10/25	NM 28	NM 28	*NM 28	NM 28	*NM 28	NM 28	-	NM 28	NM 28	NM 28
NM 29 A point on NM 17, N of Chama for 1.05 mi	-	-	?	?	?	?	?	NM 36a?	-	-
NM 30 San Ildefonso Pueblo-Santa Clara Pueblo-Española	?	?	?	?	?	?	?	NM 101	-	-
NM 31 US 285 (N of Loving)-US 62/180 [all east of Carlsbad]	Part of NM 31	-	-	-	-	-	-	-	-	-
NM 32 Quemado-Apache Creek	Part of NM 32	Part of NM 32	Part of NM 32	Part of NM 32	Part of NM 32	-	-	-	-	-
NM 33 Not on present map										
NM 34 Rowe-US 285	-	-	-	-	-	-	-	-	-	-
*NM 35 NM 152-Mimbres-Lake Roberts-NM 15 [NE of Silver City]	Part of NM 61	Part of NM 186 and 187	Part of NM 187	-	-	-	-	-	-	-
NM 36 Quemado-Fence Lake-NM 53	NM 117, Part of NM 36 and 32	NM 117, Part of NM 36 and 32	*Part of NM 32	Part of NM 32	*Part of NM 32	NM 32	*NM 32	Part of NM 32	Part of NM 32	-
NM 37 From US 70, north to E of Carrizozo	NM 37	NM 37	NM 37	NM 37	NM 37	NM 37	*NM 37	?	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 38 Questa-Rd River-Eagle Nest	Part of NM 38	Part of NM 38	Part of NM 38	Part of NM 38	Part of NM 38	Part of NM 38	Part of NM 38	Part of NM 38	Part of NM 38	NM 38
*NM 39 Logan-Mosquero-Roy-Abbott	Part of NM 39 [longer]	Part of NM 39	Part of NM 39	* Part of NM 39	Part of NM 39	Part of NM 39	* Part of NM 39	*NM 102 and NM 39	Part of NM 39	Part of NM 39
NM 40 Not on present map										
NM 41 US 285-Galisteo-Stanley-Moriraty-Estancia-US 60	*Just S of Lamy-W of Willard	Lamy-W of Willard	*Lamy-W of Willard	*Lamy-Willard-N of Carrizozo	Lamy-Willard-N of Carrizozo	Lamy-Willard-N of Carrizozo	*Lamy-Willard-N of Carrizozo	Lamy-Willard	Lamy-Willard	Lamy-Willard
NM 42 Willard-Cedarvale-Corona	*NM 42	NM 42	NM 42	NM 42	NM 42	-	-	NM 100	-	-
NM 43 – 44 Not on present map										
NM 45 From NM 314 at Isleta Pueblo N on Coors Blvd to Central Ave	NM 45	-	-	-	-	-	-	Part of NM 1?	Part of NM 1?	Part of NM 1
NM 46 Not on present map										
*NM 47 US 60-E of Belen-Bosque Farms-Isleta Pueblo-Albuquerque	Part of old NM 6, part of NM 47	Part of old NM 6, part of NM 47	NM 52, part of NM 47	NM 52, part of NM 47	NM 52, part of NM 47	-	-	Part of NM 47	Part of NM 47	-
*NM 48 Hollywood-Ruidoso-Angus-Capitan	Part of NM 48	Part of NM 48	*Part of NM 48	?	?	Part of NM 37	Part of NM 37	?	-	-
NM 49 Not on present map										
NM 50 Glorieta Exit I-25 to NM 63 in Pecos	?	?	Part of US 66/84/85?	Part of US 66/84/85?	Part of US 66/85?	Part of US 66/85?	Part of US 66/85?	Part of NM 1?	Part of NM 1?	Part of NM 1?
NM 51 T or C to Engle	Part of NM 52	Part of NM 52	Part of NM 52	Part of NM 52	Part of NM 52	Part of NM 52	Part of NM 52	NM 26	NM 26	NM 26
*NM 52 I 25 near T or C NW to Cuchillo, Winston, Dusty, ends at US 60	Part of NM 52 and NM 78	Part of NM 52	*Part of NM 52	Part of NM 52	*Part of NM 52	Part of NM 52	*Part of NM 52	*NM 52	NM 52	-
NM 53 Grants-Ramah-Zuñi Pueblo-AZ border	Part of NM 53	Part of NM 53	Part of NM 53, NM 36	Part of NM 53, NM 36	Part of NM 53, NM 32, NM 36	Part of NM 53, NM 36	Part of NM 53, NM 36	Part of NM 54	Part of NM 54	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 54 Not on present map										
*NM 55 US 54-Gran Quivira Natl Monument-Estancia	Part of NM 10, NM 55	Part of NM 10, NM 55	*Part of NM 15	*Part of NM 15	Part of NM 15	Part of NM 15	Part of NM 15	-	-	-
NM 56 Not on present map										
*NM 57 US 550 at Blanco Trading Post-Chaco Canyon-Navajo Road 14	Part of NM 56	Part of NM 56	Part of NM 56	Part of NM 35	Part of NM 35	Part of NM 35	*Part of NM 35	Part of NM 35	-	-
NM 58 Cimarron E to I-25	Part of NM 58	Part of NM 58	Part of NM 58	Part of NM 58	Part of NM 58	Part of NM 58	*Part of NM 58	Part of NM 58	Part of NM 58	-
NM 59 (W of T or C) NM 52 west to Black Mtn	-	-	-	-	-	-	-	-	-	-
NM 60 Not on present map										
*NM 61 From US 180 N of Deming, N to NM 152	Part of NM 61	Part of NM 61	Part of NM 61	*Part of NM 61	?	?	*?	NM 61	-	-
NM 62 Not on present map										
NM 63 From I 25 Rowe exit- Pecos-Terrero-Cowles	*NM 63	?	NM 63	NM 63, part of US 66	Part of US 66	NM 63, part of US 66	NM 63, part of US 66	?	-	-
NM 64 Not on present map										
*NM 65 Las Vegas N to El Porvenir	Part of NM 65	Part of NM 65	Part of NM 65	Part of NM 65	Part of NM 65	Part of NM 65	Part of NM 65	Part of NM 22	Part of NM 22 ?	Part of NM 22 ?
NM 66 Not on present map										
NM 67 From NM 104 (E of Las Vegas) south to La Liendre	NM 67	*?	*NM 20- completely new alignment	NM 67	NM 67	NM 67	NM 67	*NM 67	NM 20	NM 20
NM 68 Española-Alcalde- Velarde-Embudo- Ranchos de Taos-Taos	Part of US 64	Part of US 64	Part of US 64	Part of US 64	Part of US 64	Part of US 485	Part of US 485	Part of NM 8	Part of NM 8	Part of NM 8
NM 69 – 71 Not on present map										

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 72 Raton-Yankee-Folsom	Part of NM 72	Part of NM 72	Part of NM 72	Part of NM 72	Part of NM 72	Part of NM 72	Part of NM 72	Part of NM 72	-	-
NM 73 Peñasco SE to Rodarte and Llano	-	-	-	-	-	-	-	-	-	-
NM 74 From NM 68 N of Española, thru San Juan Pueblo to US 84	-	-	-	-	-	-	-	-	-	-
NM 75 From NM 68 at Embudo E,NE to NM 518	NM 75	*NM 75	NM 75	NM 75	NM 75	-	-	NM 75	-	-
NM 76 Española-Chimayo-Truchas-Trampas-Chamisal-NM 75	NM 76	?	?	?	?	?	?	NM 77	-	-
NM 77 NM 209-Pleasant Hill-TX [all N/NE of Clovis]	-	-	-	-	-	-	-	-	-	-
NM 78 US 180-Mule Creek-AZ border [all NW of Silver]	NM 78	NM 78	NM 78	NM 78	NM 78	NM 78	NM 78	-	-	-
NM 79 Not on present map										
NM 80 From I-10 at Road Forks south to Rodeo and AZ	Part of US 80	Part of US 80	Part of US 80	Part of US 80	*Part of US 80	Part of US 80	*Part of Us 80	NM 42	Part of NM 4	Part of NM 4
NM 81 Hachita-Antelope Wells-Mexican border	*Part of NM 81	Part of NM 81	-	-	-	-	-	-	-	-
NM 82 Not in present system										
NM 83 Lovington E to NM 132	NM 83	Part of NM 83	NM 34	*Part of NM 34	Part of NM 34	Part of NM 34	*Part of NM 34	Part of NM 82	-	-
NM 84 – 87 Not in present system										
NM 88 Portales-Arch-TX border	NM 88	-	-	-	-	-	-	-	-	-
NM 89 House-NM 268 [all NE of Ft. Sumner]	Part of NM 89	-	-	-	-	-	-	*Part of NM 89	Part of NM 57	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 90 Silver City-Tyrone- White Signal-US 70 N of Lordsburg	NM 180	NM 180	*NM 180	US 180	US 180	US 180	US 180	NM 42	NM 42	NM 42
NM 91 Santa Rosa S to Blue Hole and Puerto de Luna	?	?	?	?	?	?	?	Part of NM 20	Part of NM 57	Part of NM 20
NM 92 US 70-Virden-AZ border	?	?	?	?	NM 82	NM 82	*NM 82	Part of NM 106	-	-
*NM 93 I-40 to Endee and south (west of Glenrio)	Part of NM 93	Part of NM 93	Part of NM 93	-	-	-	-	-	-	-
*NM 94 Sapello N to Mora	NM 94	-	-	-	-	-	-	Part of NM 95	Part of NM 21	Part of NM 21
NM 95 From US 64 in Los Ojos SW to County Rd 322 [N of Tierra Amarilla]	Part of NM 95	Part of NM 95	Part of NM 95	-	-	-	-	-	-	-
NM 96 From US 550 N to Regina-Gallina-Coyote- ending at US 84	NM 96	NM 96	NM 96	NM 96	Part of NM 96	Part of NM 96	*Part of NM 96	Part of NM 96	-	-
NM 97 Watrous-Valmora	-	-	-	-	-	-	-	Part of NM 1	-	-
NM 98 – 100 Not in present system										
NM 101 From NM 28 in Las Cruces E to NM 478	-	-	-	-	-	-	-	-	-	-
NM 102 From NM 39 E of Mosquero NE via Bueyeros to NM 402	*Parts of NM 65, NM 171, and NM 57	Parts of NM 65 and NM 57	Parts of NM 65 and NM 57	-	-	-	-	Part of NM 84 (only to Bueyeros)	-	-
NM 103 From NM 32 E to Quemado Lake	-	-	-	-	-	-	-	-	-	-
NM 104 Las Vegas E to Tucumcari	*NM 104	Parts of NM 65, NM 104, NM 129	Parts of NM65, NM 104, NM 129	Part of NM 65 (to Trujillo only)	Part of NM 65 (to Trujillo only)	Part of NM 65 (to Trujillo only)	Part of NM 65 (to Trujillo only)	Maybe part of NM 93	-	-
NM 105 From NM 94 S of Mora, NW to Ronciada and Gascon	*NM 105	-	-	-	-	-	-	Part of NM 95	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 106 From US 84/285 S of Española to Santa Cruz	-	-	-	-	-	-	-	-	-	-
NM 107 From NM 1 S of San Marcial, NW to Magdalena	NM 107	NM 107	NM 107	NM 107	?	-	-	-	-	-
NM 108 From US 60 E of Clovis, N to NM 19	-	-	-	-	-	-	-	-	-	-
NM 109 E of Bosque, N to NM 309 [all in Belen]	-	-	-	-	-	-	-	-	-	-
*NM 110 From NM 554 in El Rito, to NW [all NW of Ojo Caliente]	Part of NM 110	Part of NM 100	Part of NM 100	-	-	-	-	?	-	-
NM 111 N of Ojo Caliente, N to Canon Plaza	Part of NM 111	Part of NM 110	Part of NM 110	-	-	-	-	?	-	-
NM 112 N of Regina-El Vado Dam-Los Ojos	NM 112	NM 112	NM 112	-	-	-	-	-	-	-
NM 113 I-10 S to NM 9 [all SE of Lordsburg]	-	-	-	-	-	-	-	-	-	-
*NM 114 Elida-Dora-Causey-Lingo-TX border [all S of Portales]	Part of NM 116	*Part of NM 92	Part of NM 92	Part of NM 92	Part of NM 92	Part of NM 92	Part of NM 92	-	-	-
NM 115 S of Tierra Amarilla, E to Canjilon	?	-	-	-	-	-	-	-	-	-
NM 116 Bernardo at US 60, N to Belen	-	-	-	-	-	-	-	Part of old NM 1?	Part of old NM 1?	Part of old NM 1?
NM 117 From I-40 south to NM 36 [along east side of Malpais, SE of Grants]	-	-	-	-	-	-	-	-	-	-
NM 118 AZ border E to Iyanbito [AZ to Gallup area]	Part of US 66/666	Part of US 66/666	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of NM 6	Part of NM 6	Part of Nm 6
NM 119 Dilia (on US 84 S of Romeroville), W to Anton Chico	?	?	?	-	-	-	-	Part of NM 70?	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
*NM 120 Black Lake (S of Angel Fire) E to Ocate, Wagon Mound, Roy, to US 56	Part of NM 120 (only from Ocate E)	Part of NM 120 (includes route as per today)	Part of NM 120 (includes route as per today)	*Part of NM 120 (includes route as per today)	Part of NM 120	Part of NM 62	*Part of NM 62	Part of NM 62 and 94	-	-
NM 121 Holman-Chacon (NW of Mora)	-	-	-	-	-	-	-	-	-	-
NM 122 Continental Divide exit on I-40 thru Milan to South side of Grants	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of NM 6?	Part of NM 6?	Part of NM 6?
NM 123 Not in present system										
NM 124 From E end of Grants, east to San Fidel, Laguna Pueblo, to I-40	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of NM 6?	Part of NM 6?	Part of NM 6?
NM 125 From E of Tatum, NE to TX border [N of Hobbs]	NM 125	-	-	-	-	-	-	-	-	-
NM 126 From Cuba SE to N of Jemez Springs	NM 126	NM 126	*NM 126	*Part of NM 4	Part of NM 4	-	-	-	-	-
NM 127 S of Eagles Nest, W to Ildewild	-	-	-	-	-	-	-	-	-	-
*NM 128 From NE of Loving, east to Jal and the TX border	NM 128 [only Jal to TX]	-	-	-	-	-	-	-	-	-
NM 129 Newkirk exit on I-40 north to Mesa Rica	*NM 129 [stops at NM 104]	NM 129 [to Conchas Dam]	*NM 129	Part of NM 67	Part of NM 67	Part of NM 67	*Part of NM 67	-	-	-
NM 130 Cloudcroft SE to Mayhill	Part of NM 24	Part of NM 24	*Part of NM 24	Part of NM 24	Part of NM 24	Part of NM 24	Part of NM 24	Part of NM 24	Part of N 24	Part of NM 24
NM 131 Manzano S to Manzano State Park	-	-	-	-	-	-	-	-	-	-
NM 132 Hobbs N and E to TX	NM 132	NM 132	NM 132	-	-	-	-	-	-	-
NM 133 NM 132-Tx border	-	-	-	-	-	-	-	-	-	-
NM 134 Sheep Springs [N of Gallup] SW to Crystal, ending at Navajo	*?	?	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 135 Not in present system										
NM 136 Santa Teresa Port of Entry to TX	-	-	-	-	-	-	-	-	-	-
NM 137 TX N to US 285 NW of Carlsbad	-	-	-	-	-	-	-	Small part of old NM 24	Small part of old NM 24	Small part of NM 24
NM 138 In Las Cruces: from NM 478, E on Tortugas Rd, N on Espina St to I-10	-	-	-	-	-	-	-	-	-	-
NM 139 Not in present system										
NM 140 E of Hatch to Rincon exit on I-25	-	-	-	-	-	-	-	-	-	-
NM 141 Not in present system										
*NM 142 NW of T or C, NW to Monticello	NM 142 [was longer]	NM 142	NM 142	?	-	-	-	-	-	-
NM 143 Rock Hound State Park Road (SE of Deming)	-	-	-	-	-	-	-	-	-	-
NM 144 N of Las Vegas, W to Camp Luna TVI	-	-	-	-	-	-	-	-	-	-
NM 145 NM 80 S of Road Forks, E to NM 338	-	-	-	-	-	-	-	-	-	-
NM 146 Hachita N to I-10	NM 146	Part of NM 81	NM 81	NM 81	-	-	-	-	-	-
NM 147 Isleta Pueblo E to NM 47	-	-	-	-	-	-	-	-	-	-
NM 148 – 149 Not in present system										
NM 150 US 64 N of Taos, N to the Taos Ski Valley	-	-	-	-	-	-	-	-	-	-
NM 151 Not in present system										
NM 152 E of Silver City, SE to Caballo	Part of NM 180	Part of NM 180	Part of US 180	Part of US 180	Part of US 180	Part of US 180	*Part of US 180	Part of NM 48	Part of NM 48	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 153 Gila to NE	-	-	-	-	-	-	-	-	-	-
NM 154 NM 185 E to NM 140 [all SE of Hatch]	-	-	-	-	-	-	-	-	-	-
NM 155 Not in Present system										
NM 156 E of Santa Rosa, E and SE to NM 252	NM 156	NM 156	NM 156	-	-	-	-	-	-	-
NM 157 NM 185 E to I-25	-	-	-	-	-	-	-	-	-	-
NM 158 NM 185 E to Hill	-	-	-	-	-	-	-	-	-	-
NM 159 S of Alma, E to Mogollon, Willow Creek	Part of NM 78	Part of NM 78	Part of NM 78	?	?	-	-	-	-	-
NM 160 Not in present system										
*NM 161 From Buena Vista E to Watrous and N to Ft. Union Nat. Mon.	? [only US 85 N to Ft. Union]	-	-	-	-	-	-	-	-	-
NM 162 Bypass east to Tierra Amarilla from US 84	-	-	-	-	-	-	-	-	-	-
NM 163 NM 52, SW for 40 miles [S of Datil]	Part of NM 61	Part of NM 78	Part of NM 184?	?	-	-	-	-	-	-
NM 164 Not in present system										
NM 165 Bernalillo E and S to Sandia Ski Basin	Part of NM 422	Part of NM 44	Part of NM 44	-	-	-	-	-	-	-
NM 166 NM 52, W to Very Large Array Museum	-	-	-	-	-	-	-	-	-	-
NM 167 – 168 Not in present system										
NM 169 US 60 W of Magdalena, N to Alamo	-	Part of NM 52?	Part of NM 52?	?	-	-	-	-	-	-
NM 170 US 64 W of Farmington, N to CO	NM 17	NM 17	NM 35	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 171 NM 181 SE to NM 195 [N of T or C]	-	-	-	-	-	-	-	-	-	-
*NM 172 NM 249 N of Maljamar, N to US 380 E of Roswell	Part of NM 172	-	-	-	-	-	-	-	-	-
*NM 173 US 550 in Aztec E to Navajo Dam	Part of NM 173	*?	?	Part of NM 44?	Part of NM 44?	Part of NM 44?	Part of NM 44?	-	-	-
NM 174 US 180 at Glenwood, 5 mi to E	-	-	-	-	-	?	?	Part of NM 43?	Part of NM 11?	Part of NM 11?
NM 175 NM 8 W 1.6 mi [SW of Hobbs]	-	-	-	-	-	-	-	-	-	-
*NM 176 US 62/180 E Eunice [SW of Hobbs]	NM 176 [longer]	-	-	-	-	-	-	-	-	-
NM 177 E of Elephant Butte Dam to NM 51	-	-	-	-	-	-	-	-	-	-
NM 178 Not in present system										
NM 179 NM 51 N to NM 195, N of T or C	Part of NM 52?	Part of NM 52?	Part of NM 52?	Part of NM 52?	Part of NM 52?	Part of NM 52?	Part of NM 52?	Part of NM 52?	Part of NM 52?	-
NM 180 Not in present system										
NM 181 I-25 business loop in T or C, NE 11.8 mi	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of NM 1?	Part of NM 1?	Part of NM 1?
NM 182 NM 28 in La Union, W for 2 mi	Part of NM 28	Part of NM 28	Part of NM 28?	Part of NM 28?	Part of NM 28?	Part of NM 28?	-	Part of NM 28	Part of NM 28?	Part of NM 28?
NM 183 NM 28 in La Union E for 0.6 mi	-	-	-	-	-	-	-	-	-	-
NM 184 NM 273 S of Las Cruces, to TX line	-	-	-	-	-	-	-	-	-	-
NM 185 Las Cruces N to Hatch	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of NM 1?	Part of NM 1?	Part of NM 1?
NM 186 NM 28 E to NM 404 [N of Anthony]	-	-	-	-	-	-	-	-	-	-
NM 187 NM 26 N of Hatch, N to T or C	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of US 85	Part of NM 1?	Part of NM 1?	Part of NM 1?
NM 188 Las Cruces to I-10 Main Street exit	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 189 NM 28 E to NM 478, S of Las Cruces	-	-	-	-	-	-	-	-	-	-
NM 190 NM 2 in Dexter, E 2.1 mi [SE of Roswell]	-	-	-	-	-	-	-	-	-	-
NM 191 Not in present system										
NM 192 NM 28 S of San Miguel to Mesquite	?	?	-	-	-	-	-	Part of NM 28	Part of NM 28	Part of NM 28
NM 193 E of Springer N to US 64 E of Raton	? [only to Farley]	?	Part of NM 39	-	-	-	-	-	-	-
NM 194 Not in present system										
NM 195 NM 181 N of T or C, E to NM 177	Part of NM 52	Part of NM 52	Part of NM 52	Part of NM 52	Part of NM 52?	Part of NM 52?	Part of NM 52?	Part of NM 52?	Part of NM 52?	-
NM 196 NM 522 in Costilla, SE to Costilla Ski Basin [Taos County]	-	-	-	-	-	-	-	-	-	-
NM 197 US 550 in Cuba, SW to Torreon and the Sandoval County Line	-	-	-	-	-	-	-	-	-	-
NM 198 Spring Canyon State Park Road, from NM 143 [SE of Deming]	-	-	-	-	-	-	-	-	-	-
NM 199 Not in present system										
NM 200 Carlsbad Relief Route (US 285 to US 62/180, E of Carlsbad)	-	-	-	-	-	-	-	-	-	-
NM 201 Not in present system										
NM 202 US 70 N of Portales, E to Tx	-	-	-	-	-	-	-	-	-	-
NM 203 US 84 to De Baca/Guadalupe County line [NW of Ft Sumner]	?	?	?	-	-	-	-	-	-	-
NM 204 US 64 E of Cimarron, N to Boy Scout Camp	-	?	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 205 Jal, S to Bennet	-	-	-	?	?	?	?	-	-	-
NM 206 US 82 NE of Lovington, N to Portales	Part of NM 18	Part of NM 18	Part of NM 18	*Part of NM 18	Part of NM 18	Part of NM 18	*Part of NM 18	*Part of NM 14 and NM 17	Part of NM 14 and NM 17	Part of NM 14 and NM 17
NM 207 NM 18 S of Eunice, N to S of Hobbs	-	-	-	-	-	-	-	-	-	-
NM 208 Hobbs Truck Bypass (US 62/180-NM 18)	-	-	-	-	-	-	-	-	-	-
NM 209 US 60 in Clovis, W to Grady, Ragland, and N to Tucumcari	Part of NM 18	Part of NM 18	Part of NM 18	*Part of NM 18	*Part of NM 18	Part of NM 18	*Part of NM 18	*Part of NM 18 and NM 85	Part of NM 18	Part of NM 18
NM 210 E of McAlister, NE to Forrest and NM 241	?	?	-	-	-	-	-	-	-	-
NM 211 US 180 N to Gila to N of Cliff	-	-	-	-	-	-	-	?	-	-
NM 212 NM 272 N to US 60/84 E of Ft. Sumner	-	-	-	-	-	-	-	-	-	-
NM 213 TX border N to White Sands Missile Range	-	-	-	-	-	-	-	-	-	-
NM 214 Not in present system										
NM 215 El Rito, SE to Las Placitas [NE of Abiquiu]	-	-	-	-	-	-	-	-	-	-
NM 216 N of Loving, NE to US 62/285 near Carlsbad	-	-	-	-	-	-	-	-	-	-
NM 217 N of Chilili, N to NM 333 [E of Sedillo]	-	-	-	-	-	-	-	-	-	-
NM 218 In Hobbs: from Dal Paso Street to Marland Blvd	-	-	-	-	-	-	-	-	-	-
NM 219 S of Santa Rosa, N to I-40/US 84 exit	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 220 From N of Alto, NE to Ft. Stanton to US 380	Part of ?	Part of ?	Part of ?	-	-	-	-	-	-	-
NM 221 From US 84 at Cebolla, SE to Alire	-	-	-	-	-	-	-	-	-	-
NM 222 Not in present system										
NM 223 Pecos E over river for 2.2 miles	-	-	-	-	-	-	-	-	-	-
NM 224 E of Melrose, N to NM 288 [NW of Clovis]	-	-	-	-	-	-	-	-	-	-
NM 225 NM 28, E to TX border	-	-	-	-	-	-	-	?	-	-
NM 226 NM 28, E to NM 478 [all S of Las Cruces]	?	-	-	-	-	-	-	-	-	-
NM 227 NM 478 S of La Mesa, E to Frontage Rd	-	-	-	-	-	-	-	-	-	-
NM 228 NM 478 S of Mesquite, E to Front. Rd	-	-	-	-	-	-	-	-	-	-
NM 229 US 285 N of Artesia SE 12.4 mi	-	-	-	-	-	-	-	-	-	-
NM 230 NM 150 N of Taos NW to Cty Rd	-	-	-	-	-	-	-	-	-	-
NM 231 SE of Tucumcari, E to NM 469 N of Grady	?	-	-	-	-	-	-	-	-	-
NM 232 Not in present system										
NM 233 US 84 to Medanales [NW of Española]	-	-	-	-	-	-	-	-	-	-
NM 234 Eunice E to TX border	Part of NM 176	Part of NM 8	Part of NM 8	-	-	-	-	-	-	-
NM 235 NM 206 S of Portales, E to TX	NM 235	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 236 NM 267 S of Melrose, E to Portales	-	--	-	-	-	-	-	-	-	-
NM 237 In Tucumcari: I-40 business loop to US 54	-	-	-	-	-	-	-	-	-	-
NM 238 NM 529, N to US 82 W of Lovington	Part of NM 8	Part of NM 8	-	-	-	-	-	-	-	-
NM 239 Not in present system										
NM 240 Ranchos de Taos, NE to Taos	-	-	-	-	-	-	-	-	-	-
NM 241 Broadview to TX border [all N of Clovis]	*Part of NM 156	Part of NM 156	-	-	-	-	-	-	-	-
NM 242 Not in present system										
NM 243 US 62 E of Carlsbad to US 62	-	-	-	-	-	-	-	-	-	-
*NM 244 E of Cloudcroft, NE and NW to US 70	*Part of NM 24	*?	*?	Part of NM 24	Part of NM 24	Part of NM 24	Part of NM 24	-	-	-
NM 245 In Clovis: Llano Estacado Blvd to NM 209	Part of NM 18	Part of NM 18	Part of NM 18	* Part of NM 18	Part of NM 18	Part of NM 18	Part of NM 18	Part of NM 18	Part of NM 18	Part of NM 18
NM 246 Capitan, NE to N of Roswell	NM 48	NM 48	NM 48	-	-	-	-	-	-	-
NM 247 Corona E to US 285	Part of NM 42	NM 179	NM 179	-	-	-	-	-	-	-
NM 248 Not in present system										
NM 249 Hagerman SE to US 82 E of Maljamar	*NM 31 and part of NM 172	NM 31	*NM 31	*NM 31	NM 31	NM 31	NM 31	-	-	-
NM 250 In Las Vegas: I-25 N business loop, SE to Las Vegas airport	-	-	-	-	-	-	-	-	-	-
NM 251 Not in present system										
*NM 252 Taiban N to Ragland	*NM 252, NM 86	Part of NM 86	*Part of NM 86	*Part of NM 86	-	-	-	Part of NM 85	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 253 Roswell E for 5.4 miles	-	-	-	-	-	-	-	-	-	-
NM 254 In Roswell: NM 256 E on Brasher Road, to US 380	-	-	-	-	-	-	-	-	-	-
NM 255 In Roswell: NM 256 E on Crossroads Rd, to NM 253	-	-	-	-	-	-	-	-	-	-
NM 256 NM 2, N to US 380	Part of US 285?	Part of US 285?	Part of US 285?	Part of US 285?	Pat of NM 2?	Part of NM 2?	Pat of NM 2?	Part of NM 2?	Part of NM 2?	Part of NM 2?
NM 257 Not in present system										
NM 258 Milnesand W for 9 miles	-	-	-	-	-	-	-	-	-	-
NM 259 – 260 Not in present system										
NM 261 In Roswell: NM 253, to NM 254	-	-	-	-	-	-	-	-	-	-
NM 262 Milnesand E to TX	?	?	?	-	-	-	-	-	-	-
NM 263 S of Los Lunas, to NM 6	-	-	-	-	-	-	-	-	-	-
NM 264 AZ E to US 491 at Yay-ta-hey	NM 68	NM 68	NM 68	NM 68	NM 68	?	?	-	-	-
NM 265 In Roswell: US 380 to NM 431	-	-	-	-	-	-	-	-	-	-
NM 266 W of Sapello/N of Las Vegas, for 6.4 mi	-	-	-	-	-	-	-	-	-	-
NM 267 Portales NW to US 60 E of Melrose	*Part of NM 88	Part of NM 88	Part of NM 88	*NM 87	?	-	-	-	-	-
*NM 268 Melrose N to NM 209 E of Ragland	Part of NM 88	Part of NM 88	*Part of NM 88	NM 88	*NM 88	*NM 88	NM 88	-	-	-
NM 269 Not in present system										
NM 270 In Clovis: US 60, S on Hull Street, E on Brady Ave, N on Morris St to US 60	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 271 Wagon Mound S to Mora San Miguel County line	-	-	-	-	-	-	-	-	-	-
*NM 272 E of Ft Sumner to Ft Sumner State Mon.	?	?	-	-	-	-	-	-	-	-
*NM 273 TX, NE to NM 28	?	Part of NM 28?	Part of NM 28?	-	-	-	-	-	-	-
NM 274 Not in present system										
NM 275 Broadview NW to NM 469 [all N of Clovis]	-	-	-	-	-	-	-	-	-	-
NM 276 S of Mora, W to near Lower Rociada	-	-	-	-	-	-	-	-	-	-
NM 277 Not in present system										
NM 278 W of Grady, N to E of Tucumcari	Part of NM 88	Part of NM 88	*Part of NM 88	NM 87	NM 87	NM 87	NM 87	-	-	-
NM 279 Laguna N to Seboyeta	-	-	-	-	-	-	-	-	-	-
NM 280 Not in present system										
NM 281 E of Las Vegas, S for 6.4 miles	-	-	-	-	-	-	-	-	-	-
NM 282 In Aztec: Oliver Ave N to Aztec Airport	-	-	-	-	-	-	-	-	-	-
NM 283 – 285 Not in present system										
NM 286 I-40 frontage road E of Tucumcari, N for 0.7 miles	Part of US 66?	Part of US 66?	Part of US 66?	Part of US 66?	Part of US 66?	Part of US 66?	Part of US 66?	-	-	-
NM 287 Not in present system										
NM 288 Weber City E to Claud [all N of Clovis]	Part of NM 89	NM 89	NM 89	NM 89	?	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 289 Loop from NM 209 back to NM 209, E of NM 288	Part of NM 18?	Part of NM 18?	Part of NM 18?	Part of NM 18?	-	-	-	Part of NM 18?	-	-
NM 290 N of Jemez Pueblo, NE to Ponderosa, USFS	-	-	-	-	-	-	-	-	-	-
NM 291 In Española: NM 583 at Santa Cruz, N to NM 68 at Ranchitos	-	-	-	-	-	-	-	-	-	-
NM 292 NM 359 S of Las Cruces, N to I-10	-	-	-	-	-	-	-	-	-	-
NM 293 NM 211 N of Gila, E for 4.9 mi	-	-	-	-	-	-	-	-	-	-
NM 294 Taibam, S for 15.8 miles [DeBaca County]	-	-	-	-	-	-	-	-	-	-
NM 295 – 299 Not in present system										
NM 300 From Old Pecos Trail in Santa Fe, S to Apache Canyon	Part of US 84/85?	Part of US 84/85?	Part of US 84/85?	Part of US 66/85?	Part of US 66/85?	Part of US 66/85?	Part of US 66/85?	Part of NM 1?	Part of NM 1?	Part of NM 1?
NM 301 – 302 Not in present system										
NM 303 From NM 47 north to 2 nd Street in Albq.	-	-	-	-	-	-	-	-	-	-
NM 304 La Joya north to NM 47 (Belen)	Part of NM 47	Part of NM 47	Part of NM 47	-	-	-	-	Part of NM 1	Part of NM 1	Part of NM 1
NM 305 NM 595 S to W of Lindrith	-	-	-	-	-	-	-	-	-	-
NM 306 – 308 Not in present system										
NM 309 From Belen (Reinken Ave) E to NM 47	Part of NM 6	Part of Nm 6	Part of NM 52	Part of NM 52	Part of NM 52	?	?	Part of NM 9?	Part of NM 19?	Part of NM 19?
NM 310 Not in present system										
NM 311 From NM 224 (S of Field), SE to US 60/84	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 312 From McAlister E to NM 210 S of Forest	Part of NM 86?	-	-	-	-	-	-	-	-	-
NM 313 NM 556 in Albuquerque, N to San Felipe Pueblo	US 85	US 85	US 85	US 85/66	US 85/66	US 85/66	US 85/66	NM 1?	NM 1?	NM 1?
NM 314 From Belen N through Los Lunas, Isleta Pueblo, to I-25	Part of US 85?	Part of US 85?	Part of US 85?	Part of US 85/66?	Part of US 85/66?	Part of US 85/66?	Part of US 85/66?	Part of NM 1?	Part of NM 1?	Part of NM 1?
NM 315 From NM 313, N of Algodones, E to I-25	-	-	-	-	-	-	-	-	-	-
NM 316 Not in present system										
NM 317 From I-25 to Isleta Pueblo	-	-	-	-	-	-	-	-	-	-
NM 318-319 Not in present system										
NM 320 From NM 185 N of Las Cruces, E to -25	-	-	-	-	-	-	-	-	-	-
NM 321 NM 114, S of Causey, E to TX	NM 54	-	-	-	-	-	-	-	-	-
NM 322 Monument SW of Hobbs, W 2.8 mi	-	-	-	-	-	-	-	-	-	-
NM 323-324 Not in present system										
NM 325 Capulin -Folsom -Des Moines	NM 325	Part of old US 64	Part of old US 64	Part of old US 64	Part of old US 64	Part of old US 64	Part of old US 64	-	-	-
NM 326 Not in present system										
NM 327 Isleta Lake Rd from NM 47, W to SF Railroad	-	-	-	-	-	-	-	-	-	-
NM 328 Not in present system										
NM 329 in Las Vegas: Grand Ave, N on NM Ave, E on Mills Ave	-	-	-	-	-	-	-	-	-	-
NM 330 Elida N to NM 267 (W of Portales)	NM 330	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 331-332 Not in present system										
NM 333 Albq. E to Moriarty	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	Part of US 66	*Part of NM 46?	Part of NM 10, NM 46?	Part of NM 10?
NM 334-336 Not in present system										
NM 337 NM 55, N to Tijeras and I-40	Part of NM 10	Part of NM 10	Part of NM 10	Part of NM 10	*?	-	-	?	-	-
NM 338 I-10 to Animas to S of NM 9	*NM 338	Part of NM 180	?	?	?	-	-	-	-	-
NM 339 NM 558 N to Dexter (SE of Roswell)	-	-	-	-	-	-	-	-	-	-
NM 340 From NM 2, N of Hagerman, W to NM 2	-	-	-	-	-	-	-	-	-	-
NM 341-343 Not in present system										
NM 344 I-40 frontage road at Edgewood N to NM 14	-	-	-	-	-	-	-	-	-	-
NM 345 In Albq.: Unser Blvd N to St. Josephs	-	-	-	-	-	-	-	-	-	-
NM 346 NM 116 S of Belen, E to NM 304	-	-	-	-	-	-	-	-	-	-
NM 347 Not in present system										
NM 348 Texico S 7.2 mi [Curry County]	-	-	-	-	-	-	-	-	-	-
NM 349 N of Carizozo E to White Oakes	-	-	-	-	-	-	-	Part of ?	-	-
NM 350-354 Not in present system										
NM 355 US 62 north 5.05 mi [Eddy Cty]	-	-	-	-	-	-	-	-	-	-
NM 356 Bayard N to Hanover (E of Silver City)	-	Part of NM 180?	Part of NM 180, US 260?	Part of US 180, NM 11?	Part of US 180, NM 11?	Part of US 180, NM 11?	Part of US 180, NM 11?	-	-	-
NM 357 Artesia west 3.9 mi	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 358 Not in present system										
NM 359 Mesilla NW 2.6 mi	-	-	-	-	-	-	-	-	-	-
NM 360 US 62 N to US 82 (Eddy Cty)	NM 360	-	-	-	-	-	-	-	-	-
NM 361-367 Not in present system										
NM 368 E of Tinnie, N to Arabela	NM 368	-	-	-	-	-	-	-	-	-
NM 369 In Española: loop N end US 84/285, SE to US 84/285	-	-	-	-	-	-	-	-	-	-
NM 370 Clayton N to NM 456, E of Folsom	NM 370	-	-	-	-	-	-	-	-	-
*NM 371 Thoreau-Crownpoint- Farmington	S part of NM 56	S part of NM 56	S part of NM 56	S part of ?	S part of NM 35	S part of NM 35	S part of NM 35	-	-	-
NM 372 S of Las Cruces NW to Mesilla	-	-	-	-	-	-	-	-	-	-
NM 373 Mesilla NE 1.5 mi	-	-	-	-	-	-	-	-	-	-
NM 374 Mesilla Dam Road, SW of Las Cruces	-	-	-	-	-	-	-	-	-	-
NM 375-376 Not in present system										
NM 377 SE of Deming, E to Mimbres River Bridge	-	-	-	-	-	-	-	-	-	-
NM 378 From N of Questa, W for 3.4 mi	-	-	-	-	-	-	-	-	-	-
NM 379-385 Not in present system										
*NM 386 US 84 to Anton Chico	?	?	?	-	-	-	-	-	-	-
NM 387-389 Not in present system										
NM 390 Salem N to Garfield (Doña Ana Co.)	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 391 Not in present system										
NM 392 Endee interchange NW to NM 469	-	-	-	-	-	-	-	-	-	-
NM 393-394 Not in present system										
NM 395 W of Tinnie, S to Rio Hondo Bridge	-	-	-	-	-	-	-	-	-	-
NM 396-398 Not in present system										
NM 399 Sombrillo S to Santa Fe Co Rd 120	-	-	-	-	-	-	-	-	-	-
NM 400 From I-40 S to McGaffey	-	-	-	-	-	-	-	-	-	-
NM 401 Not in present system										
NM 402 Nara Vista N to Clayton	Part of NM 18	Part of NM 18	Part of NM 18	*Part of NM 18	Part of NM 18	Part of NM 18	*Part of NM 18	*Part of NM 18	Part of NM 18	Part of NM 18
NM 403 Not in present system										
NM 404 Anthony E towards Chaparral	-	-	-	-	-	-	-	-	-	-
NM 405 Not in present system										
NM 406 US 56/64 E of Clayton, N to NM 456	Part of NM 18	Part of NM 18	Part of NM 18	*Part of NM 18	Part of NM 18	Part of NM 18	Part of NM 18	-	-	-
NM 407 Not in present system										
NM 408 I-25 Lemitar interchange E and NW to Chamizal	-	-	-	-	-	-	-	Part of NM 1?	Part of NM 1?	Part of NM 1?
*NM 409 US 380 E of Roswell, S to Bottomless Lakes SP	?	?	-	-	-	-	-	-	-	-
NM 410 NM 406 E of Moses, E to TX	-	-	?	-	?	?	?	-	-	-
NM 411 NM 406 NE of Clayton, E 3.9 mi	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 412 Prewitt S to Bluewater Lake State Park	-	-	-	-	-	-	-	-	-	-
NM 413 Not in present system										
NM 414 Ojo Caliente W 0.4 mi	-	-	-	-	-	-	-	-	-	-
NM 415-416 Not in present system										
NM 417 NM 402 S of Clayton, to TX	-	-	-	-	-	-	-	-	-	-
NM 418 In Deming: from I-10 Exit 68 S, E, and NE to Spruce St	-	-	-	-	-	-	-	-	-	-
NM 419 From NM 104, NE to NM 39 N of Mosquero	-	-	*Part of NM 65	Part of NM 65	Part of NM 65	Part of NM 65	Part of NM 65	-	-	-
NM 420 From NM 102, E of Mosquero, E to NM 402	Part of NM 65	Part of NM 65	Part of NM 65	*Part of NM 65	Part of NM 65	Part of NM 65	Part of NM 65	-	-	-
NM 421 NM 402 S of Clayton, E to TX	NM 102	?	?	-	-	-	-	-	-	-
NM 422 Not in present system										
NM 423 In Albq: from Paseo del Norte to NM 556	-	-	-	-	-	-	-	-	-	-
NM 424-426 Not in present system										
NM 427 In Deming: from NM 418, E to Pine St	-	-	-	-	-	-	-	-	-	-
NM 428-430 Not in present system										
NM 431 NM 265 in Roswell, N 1.7 mi	-	-	-	-	-	-	-	-	-	-
NM 432 NM 104 N of Mesa Rica, N to Conchas State Park	-	-	-	-	-	-	-	-	-	-
NM 433 NM 104 to Conchas State Park	?	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 434 Mora N to US 64	NM 38 [10 mi gap S of Black Lake]	NM 38	NM 38	NM 38	NM 38	NM 38	*NM 38	NM 21, NM 38	Part of NM 38	-
NM 435 Reserve S 5.2 mi	-	-	-	-	-	-	-	-	-	-
NM 436 NM 187 S of Garfield, NW to Derrey	-	-	-	-	-	-	-	-	-	-
NM 437 Not in present system										
NM 438 N of Artesia, W 10 mi	-	-	-	-	-	-	-	-	-	-
NM 439-441 Not in present system										
NM 442 Las Cueva, N to Ocate	Part of NM 21	Part of NM 21	Part of NM 21	*Part of NM 21	Part of NM 21	Part of NM 21	Part of NM 21	-	-	-
NM 443-444 Not in present system										
NM 445 I-25 at Maxwell, NE to US 64	Part of US 85?	Part of US 85?	Part of US 85?	Part of US 85?	Part of US 85?	Part of US 85?	Part of US 85?	*Part of NM 1?	Part of NM 1	Part of NM 1
NM 446 E of Watrous, N to Valmora	-	-	-	-	-	-	-	-	-	-
NM 447 Not in present system										
NM 448 In Albq: St. Joseph's Dr N-Corrales-NM 528	-	-	-	-	-	-	-	-	-	-
NM 449 Not in present system										
NM 450 E of Valmora, N for 0.3 mi	-	-	-	-	-	-	-	-	-	-
NM 451 Anton Chico, E to US 84	?	?	?	-	-	-	-	-	-	-
NM 452 Not in present system										
NM 453 Grenville S to US 56 [all W of Clayton]	Part of NM 120	Part of NM 120	Part of NM 120	*Part of NM 120	Part of NM 120	-	-	-	-	-
NM 454 Not in present system										
NM 455 NM 370 NW to Clayton Lake State Park	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 456 Folsom NE to OK border	NM 325	Part of old US 64	Part of old US 64	Part of old US 64	Part of old US 64	Part of old US 64	Part of old US 64	-	-	-
NM 457 US 82, N to US 380	NM 457	-	-	-	-	-	-	-	-	-
NM 458 NM 206 N of Pep, E to NM 114	-	-	-	-	-	--		-	-	-
NM 459 Not in present system										
NM 460 Anthony NE to I-10	-	-	-	-	-	-	-	-	-	-
NM 461 US 54 N of Carrizozo, E to Coyote	-	-	-	-	-	-	-	-	-	-
NM 462 US 54 N of Carrizozo, E to Ancho	-	-	-	-	-	-	-	-	-	-
NM 463 Not in present system										
NM 464 US 70, N to Red Rock	-	-	-	-	-	-	-	-	-	-
NM 465 Not in present system										
NM 466 In Santa Fe: E on St. Michael's Dr and Old Pecos Trail to I-25	-	-	-	-	-	-	-	-	-	-
NM 467 US 70 N of Portales to US 64/84 west of Clovis	-	-	-	-	-	-	-	-	-	-
NM 468 From I-25 at Springer to entrance of NM Boys School	-	-	-	-	-	-	-	-	-	-
NM 469 Grady N to US 54	Part of NM 39	Part of NM 39	Part of NM 39	*Part of NM 39	Part of NM 39	Part of NM 39	Part of NM 39	-	-	-
NM 470-471 Not in present system										
NM 472 N of Edgewood, E to south of Stanley	-	-	-	-	-	-	-	-	-	-
NM 473 In Bernalillo: from NM 313 east to I-25	-	-	-	-	-	-	-	-	-	-
NM 474 Not in present system										

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 475 In Santa Fe: from St. Francis Dr, E on Paseo de Peralta, N on Washington , E on Hyde Park Rd to SF Ski Basin	-	-	-	-	-	-	-	-	-	-
NM 476-477 Not in present system										
NM 478 Anthony N to US 70	Part of US 80/85?	Part of US 80?	Part of US 80?	Part of US 80?	Part of US 80?	Part of US 80?	Part of US 80?	Part of NM 1?	Part of NM 1?	Part of NM 1?
NM 479 Not in present system										
NM 480 From NM 330, E to US 70, SW of Portales	-	-	-	-	-	-	-	-	-	-
NM 481-482 Not in present system										
NM 483 From US 62/180, N to NM 18 in Lovington	-	-	?	?	Part of US 62	Part of NM 18 and US 62	Part of NM 18	NM 82	-	-
NM 484 From NM 3 N of Villanueva, W 1 mi	-	-	-	-	-	-	-	-	-	-
NM 485 From NM 4 N of Jemez Pueblo, NE 3.9 mi	-	-	-	-	-	-	-	-	-	-
NM 486-493 Not in present system										
NM 494 In Lordsburg: Railroad Ave south to end of town	-	-	-	-	-	-	-	-	-	-
NM 495-497 Not in present system										
NM 498 From Sunland Park E to TX	-	-	-	-	-	-	-	-	-	-
NM 499 Not in present system										
NM 500 In Albq: Rio Bravo Blvd, E to I-25	-	-	-	-	-	-	-	-	-	-
NM 501 In Los Alamos: NM 4 E to Diamond Dr, N to Ridgeway Dr	-	-	-	-	-	-	-	-	-	-
NM 502 In Los Alamos: Diamond Dr east on El Rancho to US 84 in Pojoaque	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 503 Pojoaque NE to NM 76	-	-	-	-	-	-	-	-	-	-
NM 504 Not in present system										
NM 505 US 64 SE to NM 445, N of Maxwell	-	-	-	-	-	-	-	-	-	-
NM 506 N of Orogrande to Ft. Bliss	-	-	-	-	-	-	-	Part of NM 34?	Part of NM 34?	Part of NM 34?
NM 507 Lake Arthur, E 3.3 mi [Chaves Cty]	-	-	-	-	-	-	-	Part of NM 31?	Part of NM 31?	Part of NM 31?
NM 508 Crossroads, E to NM 125 [N of Lovington/Tatum]	-	-	-	-	-	-	-	-	-	-
NM 509 N of Milan, to Navajo 9	-	-	-	-	-	-	-	-	-	-
NM 510 Not in present system										
NM 511 E of Blanco, N to CO	-	-	-	-	-	-	-	-	-	-
NM 512 Brazos, E to Corkins Lodge	-	-	-	-	-	-	-	-	-	-
NM 513 E of Scholle, N to Abo Monument	-	-	-	-	-	-	-	-	-	-
NM 514 NM 112 N to Los Ojos (N of Tierra Amarilla)	-	-	-	-	-	-	-	-	-	-
NM 515 S of Questa, NW to Red River Fish Hatchery	-	-	-	-	-	-	-	-	-	-
NM 516 Farmington, NE to US 550 in Aztec	Part of US 550	Part of US 550	Part of US 550	Part of US 550	Part of NM 19	Part of NM 19	Part of NM 19	Part of NM 32	Part of NM 32	Part of NM 32
NM 517 Not in present system										
NM 518 Las Vegas N to NM 68	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	*NM 21, *NM 30	NM 21, NM 30	NM 21, NM 30
NM 519 NM 111 (N of Ojo Caliente), N 15 mi	-	-	-	-	-	-	-	?	-	-
NM 520-521 Not in present system										
NM 522 N of Taos, north to CO	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	Part of NM 3	NM 59, NM 8	NM 59, NM 8	Part of NM 8 [N ½]
NM 523 N of Clovis, E to NM 108	-	-	-	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 524 In Carlsbad: Happy Valley Rd, S on Lea St to Canal St	-	-	-	-	-	-	-	-	-	-
NM 525 E of San Antonio to Stallion Site Camp	-	-	-	-	-	-	-	-	-	-
NM 526 E of Raton to CO border	-	-	-	-	-	-	-	-	-	-
NM 527 From Gobernador, NW to Sims Mesa Campground	-	-	-	-	-	-	-	-	-	-
NM 528 From I-25 W Frontage Rd, W on Alameda Blvd, N on Rio Rancho Blvd to US 550	-	-	-	-	-	-	-	-	-	-
NM 529 US 82 to US 62, W of Hobbs	-	-	-	-	-	-	-	-	-	-
NM 530 Not in present system										
NM 531 Tierra Amarilla W to La Puente	-	-	-	-	-	-	-	-	-	-
NM 532 NM 48 N of Ruidoso, west 11.9 mi	-	-	-	-	-	-	-	-	-	-
NM 533 AZ E to NM 80 (N of Rodeo)	?	?	?	?	?	?	?	Maybe [covered]	-	-
NM 534-535 Not in present system										
NM 536 San Antonito, W to Sandia Crest	Part of NM 422	Part of NM 44	Part of NM 44	-	-	-	-	-	-	-
NM 537 US 550 W of Cuba, N to US 64	-	-	-	-	-	-	-	-	-	-
NM 538 US 87, N to US 56 in Clayton	-	-	-	-	-	-	-	-	-	-
NM 539 Navajo City, N to Navajo Dam	-	-	-	-	-	-	-	-	-	-
NM 540 US 54 in Logan, W to Ute Lake	-	-	-	-	-	-	-	-	-	-
NM 541 Not in present system										
NM 542 NM 55 N of Mountainair, NE to NM 41 (S of Estancia)	-	-	-	-	-	-	-	-	-	-
NM 543-544 Not in present system										

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 545 US 54 N of Alamogordo, E 2.5 mi	-	?	?	?	?	?	?	?	-	-
NM 546 NM 187, E to I-25	-	-	-	-	-	-	-	-	-	-
NM 547 In Grants: from intersection of Roosevelt and Mesa Blvds north to Cibola Forest Rd 193	-	-	-	-	-	-	-	-	-	-
NM 548 Not in present system										
NM 549 In Deming: Pine St, E to NM 549	-	-	-	-	-	-	-	-	-	-
NM 550 Not in present system										
NM 551 NM 456 N of Folsom, N to CO	NM 389	?	?	?	?	?	?	-	-	-
NM 552 From US 54 S of Logan, W 1.9 mi	-	-	-	-	-	-	-	-	-	-
NM 553 Not in present system										
NM 554 From US 84 E of Abiquiu, NE to NM 111	NM 96	NM 96	*NM 96	Parts of NM 96	NM 96	*NM 96	Parts of NM 74 and NM 96	-	-	-
NM 555 From Raton, W to Vermijo Park Ranch	-	-	-	-	-	-	-	-	-	-
NM 556 In Albq: from NM 47 (2 nd St), E on Roy Ave, S on Tramway to Four Hills Rd	-	-	-	-	-	-	-	-	-	-
NM 557 From US 285 E to NM 2, N of Lake Arthur	-	-	-	-	-	-	-	-	-	-
NM 558 From US 285, E to Hagerman [S of Roswell]	-	-	-	-	-	-	-	-	-	-
NM 559 From US 285 S of Roswell, west 5.9 mi	-	-	-	-	-	-	-	-	-	-
NM 560 From US 285 E to NM 2, W of Dexter	-	-	-	-	-	-	-	-	-	-
NM 561 Not in present system										

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 562 NM 402 to Clapham, SW of Clayton	-	-	-	-	-	-	-	-	-	-
NM 563 Not in present system										
NM 564 NM 602 S of Gallup, NE to Gallup	-	-	-	-	-	-	-	-	-	-
NM 565 Not in present system										
NM 566 E of Gallup north to Churchrock Mines	-	-	-	-	-	-	-	-	-	-
NM 567 Taos Junction, E to NM 570, NE of Pilar	-	-	-	-	-	-	-	-	-	-
NM 568 NM 122, south 1 mi to near Milan	-	-	-	-	-	-	-	-	-	-
NM 569 Colmor Exit/I-25 SW 13.3 mi	-	-	-	-	-	-	-	-	-	-
NM 570 Pilar NE to NM 68 (S of Ranchos de Taos)	-	-	-	-	-	-	-	-	-	-
NM 571 Placitas NW to NM 554 (S of El Rito)	-	-	-	-	-	-	-	-	-	-
NM 572 NM 95 SW of Los Ojos, E to Chama River	-	-	-	-	-	-	-	-	-	-
NM 573 T. Amarilla N to R. Arriba Cty Rd	-	-	-	-	-	-	-	-	-	-
NM 574 La Plata SE to Aztec	-	-	-	-	-	-	-	-	-	-
NM 575 Blanco N to NM 173 (E of Aztec)	NM 173	?	?	?	Part of NM 44?	Part of NM 44?	Part of NM 44?	-	-	-
NM 576 Vallecitos W to Forest Service edge	-	-	-	-	-	-	-	-	-	-
NM 577 Not in present system										
NM 578 S of Red River, S to Wheeler Peak Village	-	-	-	-	-	-	-	-	-	-
NM 579 Not in present system										

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 580 E of Embudo, E to Canyoncito	-	-	-	-	-	-	-	-	-	-
NM 581 In Española: NM 369 to NM 399	-	-	-	-	-	-	-	-	-	-
NM 582 Not in present system										
NM 583 Santa Cruz N to NM 68 at Fairview	-	-	-	-	-	-	-	-	-	-
NM 584 US 84 E to NM 68 at Fairview	-	-	-	-	-	-	-	-	-	-
NM 585 Taos E to US 64 2.2 mi [US 64 Bypass]	-	-	-	-	-	-	-	-	-	-
NM 586-591 Not in present system										
NM 592 Tesuque N to Rio en Medio	-	-	-	-	-	-	-	-	-	-
NM 593 Not in present system										
NM 594 NM 599 NW to NM 4 [near Whiterock]	-	-		-	-	-	-	-	-	-
*NM 595 NM 96 N of Regina, NW to Lindrith, Gavilan and N	Part of NM 95	Part of NM 95	*Part of NM 95	Part of NM 95	?	?	-	-	-	-
NM 596 Not in present system										
NM 597 US 160 NW to Four Corners Monument	-	-	-	-	-	-	-	-	-	-
NM 598 NM 76 to Truchas	-	-	-	-	-	-	-	-	-	-
NM 599 Santa Fe Bypass (NM 14 N to US 84/285)	-	-	-	-	-	-	-	-	-	-
NM 600 Not in present system										
NM 601 US 60 W of Quemado, N 27.9 mi	Part of NM 32	*Part of NM 32	Part of NM 127	?	?	-	-	-	-	-
NM 602 NM 53 W of Ramah, N to Gallup	Part of NM 32	Part of NM 32	Part of NM 32	Part of NM 32	Part of NM 32	Part of NM 36	Part of NM 36	Part of NM 35	-	-
NM 603 Pie Town NW to NM 36	*Part of NM 36	Part of NM 36	NM 117	-	-	-	-	-	-	-

Present Road, Termini	1950s (Pre-1957) map	1942 map	1939 map	1935 map	1934 map	1931 map	1930 map	1923 map	1917 map	1912 map
NM 604 not in present system										
NM 605 Milan NE to San Mateo	Part of NM 53	Part of NM 53	Part of NM 53	-	-	-	-	-	-	-
NM 606 NM 122, S to Bluewater	-	-	-	-	-	-	-	-	-	-
NM 607 Not in present system										
NM 608 In Gallup: 9 th St (old US 666) and Maloney St, north to US 666	-	-	-	-	-	-	-	-	-	-
NM 609 In Gallup: NM 609 is Maloney St	-	-	-	-	-	-	-	-	-	-
NM 610 In Gallup: From NM 602 N to NM 609	-	-	-	-	-	-	-	-	-	-
NM 611 Not in present system										
NM 612 Thoreau SE to Bluewater Lake Marina	-	?	?	-	-	-	-	-	-	-
NM 613-614 Not in present system										
NM 615 In Milan: Horizon Blvd, E to NM 122 (Santa Fe Ave)	-	-	-	-	-	-	-	-	-	-
NM 2001 In Alamogordo: from Scenic Dr N to Space Hall of Fame	-	-	-	-	-	-	-	-	-	-
NM 5001 US 64 in Farmington SE to US 64 (Bloomfield Blvd)	-	-	-	-	-	-	-	-	-	-
NM 6563 NM 130 S of Cloudcroft. S to Sunspot	-	-	-	-	-	-	-	-	-	-

APPENDIX E: HISTORIC HIGHWAY DESCRIPTIONS

The three main property types to identify in historic road research are **Interstate Highways**, **U.S. Highways**, and **State Highways**. Associated features within an identified property type, such as bridges, culverts, etc., must be referenced as “contributing elements” in any recommendation for eligibility, as needed. This is critical in supporting a Criterion C recommendation, which usually has an accompanying list of contributing elements, such as extant gas stations, bridges, etc., that were associated with a historic road’s period of significance.

The following list of road histories by property type has been compiled to provide preliminary research, to indicate which roads in New Mexico may be eligible to the National Register of Historic Places. Further research will be necessary to make a final determination of eligibility. Abandoned road segments, where no local or state maintenance occurs, are considered archaeological resources (if older than 50 years), and must be recorded following the steps outlined in the *NMDOT Cultural Resource Guidelines*.

Many aspects of the New Mexico highway system have been dynamic and ever changing, including the names and numbers associated with specific roads. Present state highways have the designation “NM”, but historic road records refer to “SR”, or State Road. Please note that road numbers remain the same regardless of the prefix designation of NM or SR; historic “SR 12” is now named “NM 12” in current references.

The information in each following section was compiled by examining past official maps and State Highway Engineer biennial and/or annual reports. Historic official state of New Mexico road maps, compiled and created by the NMDOT through the years, were found at the State Records Center and Archives in Santa Fe. Maps from 1912, 1917, 1923, 1930, 1931, 1934, 1935, 1939, and 1942, and one undated map circa the mid-1950s (pre-Interstate system, and so pre-1957 in New Mexico) were found at the Museum of New Mexico History Library and consulted for this project (please see Appendix F for copies of these maps). **Please note that the information in this section begins in 1912 and ends at c. 1956, following the maps that were used to compile this information.**

Each road description includes the map dates when the road is seen on official maps (in bold letters following the road number), a detailed account of the beginning and ending termini as seen on these maps, and a historic description of road conditions taken from official map descriptions.

Biennial reports should be consulted for specific project location information, since specific road improvement projects by areas are described in detail, and are not detailed below. Road scholars are encouraged to conduct further in-depth research, as needed.

INTERSTATE HIGHWAYS

Before the advent of the Interstate highway system legislated in 1956, inter-regional highways were quick to develop following the needs of the traveling public and the growing trucking industry. The first interstate highway work in New Mexico began in 1957, and included what was at the time the longest continuous stretch of completed Interstate in the nation, between Belen and Socorro (L.D. Wilson 1957-1958:1-2). The entire Interstate system across the country was designated the “Pan-American Highway System” in 1966, by the Federal Highway Administration. No single route, however, can be designated “The Pan-American Highway” due to the larger complexity of the system.

Interstate 10 (post-1957 to present)/US 70/80 (1939, 1942, 1950s)/US 80 (1930, 1931, 1934, 1935, 1939)/NM 4 (1912, 1917, 1923): Interstate 10 presently connects El Paso, Texas, up to Las Cruces, New Mexico, via Anthony, then heads west from Las Cruces to Deming and Lordsburg, before dipping slightly south to the Arizona border. The portion from Las Cruces south to Anthony was originally part of old NM 1/US 85 until I-10 was created, perhaps in the mid-1950s. As I-10 exists today, the portion between Deming and Lordsburg retains the most continuity in general between past and present alignments. Present day NM 549 may be a remnant of c. 1939-1950s US 70/80, running from Deming east towards Las Cruces.

Road condition history:

As US 70/80: 1950s map- the entire route was a “paved”, “through highway” by the 1950s map; 1942, 1939 maps-an “oil or concrete”, “primary state and federal system routes” road.

As US 80: 1935, 1934 maps-entirely “oil and concrete”, and part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete” and “gravel”, “First Class-All year roads”.

As NM 4: 1923 map-“unimproved” and “surfaced” (presumably with oil), “federal highway system”; 1917, 1912 maps- no road condition recorded.

Interstate 25 (c. 1957 to present)/US 85 (c. 1930-1957)/NM 1 (1912-c. 1930)/El Camino Real Highway (1903-1950s): Arguably the oldest inter-regional road that has survived from historic times to the present is the transportation corridor of modern-day Interstate 25. Many alignment changes have been created, both subtle and dramatic, but the general route remains the same. Interstate 25 presently extends from Anthony at the southern border of the state to Raton at the northern border. This transportation corridor has been acknowledged as one of the most important routes since the Territorial Period and statehood. In the 1903

Territorial Period legislature, the first public funds were used in New Mexico for road work on the northern stretches of this route, then called El Camino Real Highway in honor of the Spanish Colonial to Territorial Period road. In 1912, this route was designated State Road 1, again acknowledging its importance in the highway system. Most of the funds for highway work in



New four-lane divided highway at La Bajada Hill on U. S. 85 between Santa Fe and Albuquerque.

Figure 100: La Bajada Hill c. early 1950s (Erwin 1951-1952:20)

New Mexico went into creating the best road possible for this route. The first concrete highway sections were created on NM 1, c. 1919-1920, around major towns such as Albuquerque and Las Cruces to El Paso (see Fig. 10 and 13). Some of the most difficult topographic challenges to road engineering were found on this route and tackled at an early date, including the Territorial Period road down La Bajada Hill, constructed in 1910 (see Fig. 3 and 4). The present day alignment through La Bajada Hill was constructed in 1952, by widening the road built in 1931 (Root 1952b:39), located several miles east of the original 1910 alignment.

Since this route has received a great deal of attention and therefore new construction over the years, very little of the original road prism remains. Perhaps most of existing Interstate 25, as a general transportation route, is eligible to the National Register of Historic Places under Criterion A, as an important transportation corridor. As with all of the interstate highways, this road prism is now a major four-lane divided highway, with no portion containing historic material. Remnants of older historic segments as US 85 can be found on present day NM 1, beginning south of Socorro and running south towards Truth or Consequences, and NM 181, 185, and 187, from around Truth or Consequences south to Las Cruces. These present day state highways are two-lane roads that retain many of the original characteristics of the historic road experience. Further research may lead to eligibility recommendations for portions of these highways.

Road condition history:

This route has received all of the most up-to-date materials and improvements from the very beginning of its life as a public road in 1903. By the 1950s map, the entire route (as US 85) was a through “paved” highway for the entire length. The 1939, 1942 maps refer to US 85 as “oil or concrete”, and part of the “primary state or federal system routes”. Oiled road was considered an “improved”, hard surface. The 1934 and 1935 maps showed US 85 areas that were “graveled”, interspersed with “oil or concrete” sections. The 1930 and 1931 maps declared US 85 as “First Class-All year roads”, but showed it as having “oiled and concrete”, “gravel”, “graded”, and “unimproved” sections. The last map to indicate road conditions is the 1923 map, which shows NM 1 as part of the “Federal Highway System”, with “concrete”, “surfaced” (meaning graveled), “graded”, and “unimproved” stretches; 1917, 1912 maps- no road condition recorded.

Interstate 40 (1957 to present)/US Route 66 (1938-1957 alignment): Interstate 40 is the present and last incarnation of US Route 66 in its last alignment design, both of which paved totally new alignments cutting east-west across the state. While earlier US Route 66 alignments followed existing roads that wound up into Santa Fe, looping across the state, the later US Route 66 and eventual Interstate 40 alignments efficiently crossed the state east-west. The portion of Interstate 40 through Albuquerque was designated the “Coronado Freeway” in 1958-1959. Existing I-40 is not 50 years or older, and therefore does not qualify as a historic resource yet. Portions of historic US Route 66 from the post-1938 alignment exist as county roads or frontage road segments, and have recently been evaluated by a study by David Kammer (2003). Please see additional US Route 66 information in the “US Highways” section below.

Road condition history:

As US 66: 1950s map- the entire route was a “paved”, “through highway” on the 1950s map; 1942, 1939 maps- the entire route was “oil or concrete”, and a part of the “primary state and federal system routes”.

US HIGHWAYS

Nationally, the US highway system was created between 1921 and 1925 (Rose 1992:3). On the official maps put out by the New Mexico State Highway Department consulted in this report, no US Highways are noted until the 1930 map.

US 54 (1930, 1931, 1934): from the Texas border southwest to Nara Visa, Logan, Tucumcari, Santa Rosa, ending at Vaughn.

Road condition history:

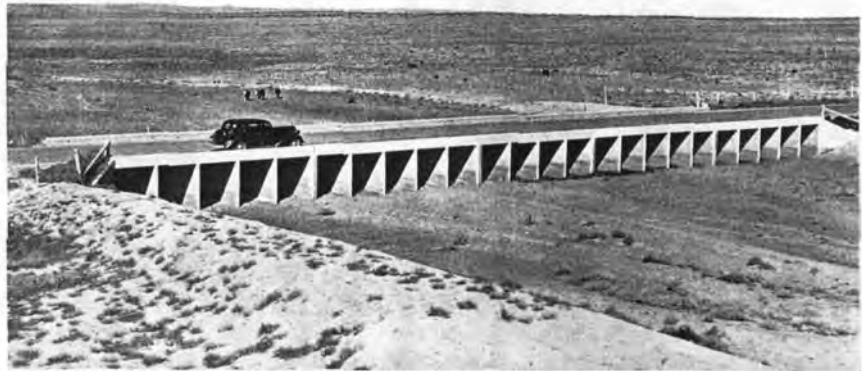
1934 map- the route was a combination of “oil or concrete”, “gravel”, or “graded” sections, but part of the “primary state and federal system routes”; 1931, 1930 maps- a combination of “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads” route.

US 54 (1935, 1939, 1942, 1950s, present):

By the 1935 map, the formation of US 54 as we know it today had formed. This route followed the older US 54 from Nara Visa southwest to Vaughn, but then on to Carrizozo, Alamogordo, and the Texas border. The south portion (El Paso, Texas north to Orogrande, Alamogordo, and Tularosa) was once part of the 1930 alignment of old US 366, and part of the NM 3 and US 70 alignment on the 1934 map.

Road condition history:

1950s map- this route was entirely a “paved”, “through highway”; 1942, 1939, 1935 maps- a combination of “oil or concrete”, “gravel”, or “graded” sections, but part of the “primary state and federal system routes”.



Courtesy USBPR

MULTIPLE SPAN CONCRETE BOX CULVERT—WPMS 222-E US 54

Figure 101: A Works Program Highway Project on US 54 from 1936 (Conroy 1937-1938:50)



WPGH 970—OVERPASS ON U. S. 60 NEAR VAUGHN

Figure 102: Works Program Grade Crossing (Conroy 1935-1936:71)

US 60 (1931, slight realignment 1934, same through 1950s):

coming from Amarillo, Texas, and entering the state at Clovis, this route headed west to Ft. Sumner, Yeso, Vaughn, Encino, Willard, and dropped southwest to Scholle, Paloduro, Socorro, and then west again to Magdalena, Datil, Quemado, and the Arizona border. On the 1934 map, the section linking Scholle west was aligned straight to Bernardo, instead of curving south to Socorro. This alignment was one of the original

highways commissioned after the Federal Aid Act of 1925 mandated the uniform numbering of transcontinental automobile routes, designated US 70 from 1926 to 1930. This route was the original proposed alignment for US 66 between Chicago and Los Angeles, which adds a layer of significance and interest. It served as an important shipping route for goods across the developing states of the Southwest. By the 1931 map, this route was designated US 60. The present US 60 appears to retain much of the old alignment, particularly between Socorro west to the Arizona border.

Road condition history:

1939, 1935, 1934, 1931 maps- this route is a combination of “oil and concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal routes”.

US 62 (1931, extended 1934, 1935, 1939, 1942): on the 1931 map, this route entered the state from Plains, Texas, by way of Tatum, then south to Lovington and Monument, and southwest to end at Carlsbad. By the 1934 map, the route was extended south of Carlsbad, past Carlsbad Caverns National Park, and on to the Texas border.

Road condition history:

1942 map- this route is shown as an “oil or concrete”, “primary state and federal system routes” highway; 1939 map- “oil and concrete” and “gravel” sections, and part of the “primary state and federal system routes”; 1935, 1934, 1931 map- a combination of “oil and concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”.

US 62 (1950s): by the 1950s map, this route entered the state by way of Hobbs, then southwest to Carlsbad, White City, and the Texas border.

Road condition history:

This entire route is shown as a “paved”, “through highway”, on the 1950s map.

US 64 (1930, 1931, extended 1934, 1935, 1939, 1942, changed 1950s): on the 1930 map, this is shown in the extreme northeast corner of the state, from the Oklahoma border west to Valley, Folsom, Capulin, and ending at Raton. By the 1934 map, this route was extended west to Cimarron, Eagle Nest, Taos, south to Española, and ending at Santa Fe, over what had been US 485. By the 1950s map, US 64 entered New Mexico through Clayton, and then up to Raton, and eventually ending at Santa Fe. The older route from Oklahoma west to Folsom and Capulin is now NM 456 and NM 325.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942 map- a combination of “oil or concrete”, “gravel”, or “graded” sections, and part of the “primary state and federal system routes”; 1939 map- a combination of “oil or concrete” and “graded” sections, and part of the “primary state and federal system routes”; 1935, 1934 maps- “gravel” and “graded”, and part of the “primary state and federal system routes”; 1931, 1930 maps- “graded”, “Second Class-All year roads, except after severe storms”.

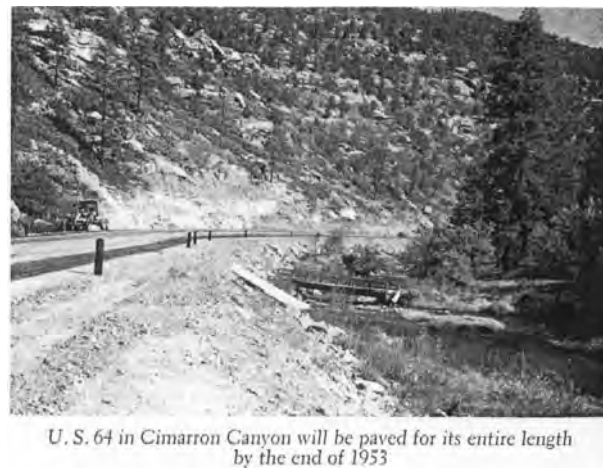


Figure 103: US 64 in the early 1950s (Erwin 1951-1952:106)

US Route 66, (1930, 1931, 1934, 1935, realigned 1939, 1942, 1950s): By the 1930 map, the original alignment is shown as entering the state at Glenrio, then west to Endee, San Jon, Tucumcari, Montoya, Newkirk, Cuervo, Santa Rosa, then northwest to Dilia, Bernal, and Romeroville, then curving around to Rowe, Pecos, and Santa Fe, then southwest to La Bajada, Bernalillo, Albuquerque, Los Lunas, then a slow northwest climb to Rio Puerco, Laguna, Grants, Thoreau, Gallup, and on to the Arizona border. By the 1939 map, there were major realigned sections: the route does not head north from Santa Rosa to Santa Fe, but rather heads west from Santa Rosa, across the old NM 6 alignment (Santa Rosa to Palma, Moriarty, Barton, Albuquerque, to a point east of Laguna).

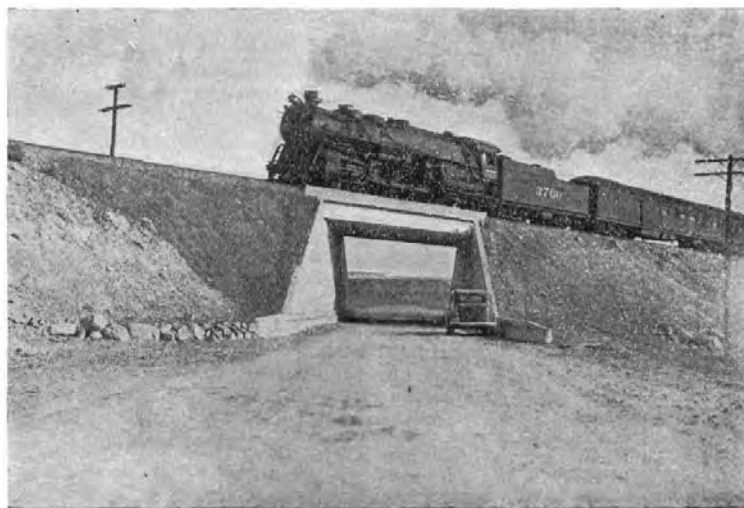
First planned and designed in New Mexico between 1925 and 1927, US 66 went through several alignment changes until 1985, when Interstate 40 was built. Designated the “Will Rogers Highway” in 1935, it was also known as “The Main Street of America” and “The Grand Canyon Route”. Reference to US 66 as the “Mother Road” comes from *The Grapes of Wrath* (Steinbeck 1939). With the creation of Interstate 40 in 1985, the State Highway Commission requested that the US 66 designation be eliminated, with the exception of the portion that followed Central Avenue in Albuquerque, which was designated “Old US 66”.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942, 1939 maps- “oil or concrete”, and part of the “primary state and federal system routes”; 1935, 1934 maps-a combination of “oil and concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”.

Past Research:

Extensive research on historic Route 66 has been completed by many other scholars and is not replicated here. The reader is directed to two studies completed by David Kammer (1993, 2003), for the New Mexico State Historic Preservation Division, located in Santa Fe. Manuscripts are available upon request from that office. Many other resources are available as well, and should be consulted as needed. Additional research can also be conducted using the New Mexico State Highway Engineer’s biennial reports, and past issues of *The New Mexico Highway Journal* and *New Mexico* magazine.



WPGH 74—UNDERPASS ON U. S. 66 NEAR McCARTYS

Figure 104: Works Program Grade Crossing project on US 66 (Conroy 1935-1936:63)

Please note that several remnant road segments of historic Route 66 have been listed on the State Register of Cultural Properties (SRCP) and the National Register of Historic Places (NRHP). The reader is encouraged to request complete copies of each nomination form from the Historic Preservation Division, and to contact the NMDOT Environmental Section for detailed information on bridges and culverts found along these segments.

Each road section is summarized below, by New Mexico State Historic Preservation Division (HPD) number, summarizing the information provided on the nomination forms, and information gleaned from NMDOT field research, listed below from west to east:

(HPD# 1581) Manuelito to the Arizona border (SRCP 9/17/93, NRHP 11/22/93): nominated under Criterion A (transportation) and Criterion G (significant but less than 50 years old), with period of significance from 1930 to 1956. This is a 8.4 mile stretch, owned by the NMDOT and maintained by the District 6 office, currently designated NM 118. The section begins west of Manuelito at MP 8.4 and heads west through deep slope cuts in mesa country, including Devil's Cliff, to the Arizona border at MP 0. *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1683) Iyanbito to Rehobeth (SRCP 5/9/97, NRHP 11/19/97): nominated under Criterion A (transportation), with a period of significance from 1937 to 1956. This segment is owned by the NMDOT and maintained by the District 6 office, and begins at the Iyanbito Interchange on Interstate 40, at MP 36.1 on NM 118, heading west to the New Mexico State Police station in Rehobeth, at approximately MP 26.8 (all east of Gallup). *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1678) Milan to the Continental Divide (SRCP 5/9/97, NRHP 11/19/97): nominated under Criterion A (transportation), with a period of significance from 1937 to 1956. This is a 31.4 mile segment owned by the NMDOT and maintained by the District 6 office, now designated NM 122. The segment begins at MP 31.2 NM 122 in Milan, heading west to the westbound exit ramp of Interstate 40 at Continental Divide (MP 0.6 on NM 122). The eastern 6.3 miles are a four-lane divided road following improvements made in 1951 to US Route 66. *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1677) McCarty's to Grants (SRCP 5/9/97, NRHP 11/19/97): nominated under Criterion A (transportation), with a period of significance from 1936 to 1956. This is a 12.5 mile segment that is owned by the NMDOT and maintained by the District 6 office, now on designated NM 117, 122, and 124. It begins at the McCarty's Interchange at MP 6.2 on NM 124, and heads west to the east end of Grants at MP 34.9 on NM 122. A hard surface was applied in 1936, with improvements made in 1951 (adding concrete box culverts and pipe culverts). Other structures include a Pony Truss bridge built in 1936 (Bridge 1778) over the Rio San Jose. *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1589) Laguna to McCarty's (SRCP 11/5/93, NRHP 1/13/94): nominated under Criterion A (transportation), Criterion C (associated architecture), and Criterion G (significant but less than 50 years old), with period of significance from 1936 to 1956. This stretch of road is 17.7 miles long, on what is presently designated NM 124, between MP 6.8 and 24.5, currently owned by the NMDOT and maintained by the District 6 office. Seven buildings are mentioned, all associated with the period of significance. These include structures associated with a former trading post and trading post complex: the Budville Trading Company (c. 1938), Villa de Cubero (c. 1936), East wing duplex cabin (c. 1936), Southeast corner duplex cabin (c. 1936), Gottlieb House (c. 1936), Southwest corner duplex cabin (c. 1936), and Country Villa Café (c. 1936). No reference

was given for research done with NMDOT records. *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1686) *Correo to Laguna (SRCP 5/9/97)*: nominated under Criterion A (transportation), with a period of significance from 1926 to 1956. This is a 14.8 mile segment that is owned by Laguna Pueblo but maintained by Laguna Pueblo, Valencia County, and the NMDOT. The segment begins at the intersection of NM 6 and an unknown county road near Correo (a few miles south of I-40), heading north and west to exit 114 of Interstate 40 (east of Laguna). The Valencia county road is graveled, the road on tribal lands consists of gravel and eroded asphalt, and the portion on NM 124 is asphalt paved. The NMDOT maintains and owns approximately 1.5 miles of this segment, at the extreme west end. *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1674) *Albuquerque to Rio Puerco (SRCP 5/9/97)*: nominated under Criterion A (transportation), with period of significance from 1933 to 1956. This is an 8.5 mile stretch of road, that is owned by the NMDOT and maintained by the District 3 office, as frontage road FR 4050 north of Interstate 40. This stretch begins at the West Central Avenue exit at Interstate 40 and heads west to the Rio Puerco bridge. Currently preserved in place, and not accessible to through traffic, the Rio Puerco bridge (NMDOT Bridge 2530) is a Parker Thru Truss, and is one of the longest steel truss spans constructed in New Mexico. It was fabricated by the Kansas City Structural Steel Company and erected by the F.D. Shufflebarger company (Albuquerque) in 1933. Some bridge repairs and remodeling were done in 1957 (Rae *et al.* 1987:33-34). The bridge itself is listed on the State Register of Cultural Properties and the National Register of Historic Places (HPD# 1662). *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1676) *Montoya to Cuervo (SRCP 5/9/97, NRHP 11/19/97)*: nominated under Criterion A (transportation), with a period of significance from 1936 to 1956. This is a 20.3 mile segment that is owned by the NMDOT and maintained by the District 4 office, now in use as frontage road FR 4102 along Interstate 40. It begins at the Montoya Interchange at MP 20.5 on FR 4102, and heads west to the Cuervo Interchange at MP 0 on FR 4102 (all located between Santa Rosa and Tucumcari). A hard surface was applied in 1936, with improvements made in 1951 (adding concrete box culverts and pipe culverts). *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1576) *Cuervo to SR 156 (SRCP 9/17/93, NRHP 11/22/93)*: nominated under Criterion A (transportation), with period of significance from 1932 to 1952. This is a 6.9 mile stretch of now abandoned US Route 66, which serves as a local access road. This road is presently not owned or maintained by the NMDOT, but is county owned and maintained (Guadalupe County). The stretch begins at the I-40 exit ramp at Cuervo and runs southwest at the junction with NM 156.

(HPD# 1577) *Palomas to Montoya (SRCP 9/17/93, NRHP 3/24/94)*: nominated under Criterion A (transportation), Criterion C (culverts, bridges, road design), and Criterion G (significant but less than 50 years old), with period of significance from 1933 to 1956. This is a 10.4 mile segment that presently serves as frontage road FR 4102. The stretch begins 100 feet south of the Palomas Interchange on I-40 and heads west to the Montoya Interchange, at MP 20.8 on FR 4102 (most of the road does not have mile markers, except in Montoya). This is a remnant of 1933 construction, with minor alterations. This road segment is owned and maintained by the NMDOT. *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1675) *San Jon to Tucumcari (SRCP 5/9/97, NRHP 11/19/97)*: nominated under Criterion A (transportation), with period of significance from 1933 to 1956. This is a 23.9 mile stretch of road, owned by the NMDOT and maintained by the District 4 office, which now serves as frontage roads FR 4117 and FR 4118 along Interstate 40. These roads do not have mile markers. It begins at the junction of the frontage road and NM 469, and extends west to the eastern edge of Tucumcari. A hard surface was applied in 1933, with minor alignment changes, road widening, and bridge replacements in the early 1950s. *Please contact the NMDOT Environmental Section for details on bridges or culverts in this segment.*

(HPD# 1578) *Glenrio to San Jon (SRCP 9/17/93, NRHP 3/24/94)*: nominated under Criterion A (transportation) and Criterion C (distinctive characteristics), with period of significance from 1930 to 1952. This is a 14.6 mile stretch, with road and bridges owned and maintained by Quay County (Quay County Road C-020). Four timber beam bridges are located within this stretch of road, all in relatively good condition, with original 1930s wood post guardrails.

US 70 (1930): the 1930 alignment came from Muleshoe, Texas, through Farwell, Texas, into New Mexico at Clovis, west to Melrose, Ft. Sumner, Yeso, northwest to Vaughn, then west again to Encino, Lucy, Willard, southwest to Mountainair, Paloduro, Socorro, west to Magdalena, Datil, Quemado, and the Arizona border. The western portion from Socorro to Arizona was originally NM 5 (1912-pre 1930). By the 1931 map, this alignment was US 60, as it is today.

Road condition history:

A combination of “oil and concrete”, “gravel”, and “graded” sections, and a “First Class-All year roads” route.

US 70 (1934, shortened 1935, extended 1939, 1942, 1950s): by the 1934 map, US 70 comes from Muleshoe, Texas, to Clovis, and then southwest to Portales, Elida, Kenna, Roswell, then west to Hondo, and southwest to Mescalero, Tularosa, Alamogordo, Orogrande, Newman, and on to the Texas border and El Paso. By the 1935 map, the portion between Tularosa and parts south had been renamed US 54. By the 1939 map, US 70 was extended from Tularosa to Alamogordo, southwest to Las Cruces, west to Deming and Lordsburg, and to the Arizona border. This covered parts of old NM 3 and is co-listed with US 80.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942 map- “oil or concrete”, and part of the “primary state and federal system routes”; 1939 map-a combination of “oil or concrete” and “gravel”, and part of the “primary state and federal system routes”; 1935, 1934 maps-a combination of “oil and concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”.



Intersection in Las Cruces

Figure 105: US 70-80-85 through Las Cruces (Dwyre 1945-1946:88)

US 80 (1930, 1931, slightly realigned 1934, 1935, shortened 1939, 1942, 1950s): El Paso, Texas, north to Las Cruces, then west to Deming, Lordsburg, southwest to Steins, and then south to Rodeo and the Arizona border. On the 1934 map, the route west of Lordsburg goes to Road Forks (east of Steins), and heads south to Rodeo and on into Arizona. By the 1939 map, US 80 existed only between El Paso and Las Cruces. Most of this route became Interstate 10 in the late 1950s.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942, 1939, 1935, 1934 maps- “oil or concrete”, and part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”.



Figure 106: Laying Hot Mix on US 70-80 (Dwyre 1949-1950:58)

US 84 (1939, extended 1942, 1950s): Muleshoe, Texas, northwest to Clovis, then west to Fort Sumner, then northwest to a point east of Santa Rosa, west along US 66, then north again to Dilia, Romeroville, and ending at Santa Fe. By the 1942 map, this route was extended north from Santa Fe to Española, Abiquiu, Tierra Amarilla, Chama, and north and west to the Colorado border. This followed part of the old NM 20 alignment, and the old US 66 alignment between Dilia and Romeroville.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942 map- a combination of “oil or concrete” and “gravel” sections, and part of the “primary state and federal system routes”; 1939 map- a combination of “oil or concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”.



Figure 107: A “hard-surfaced”, oiled stretch of US 85, east of Santa Fe (Macy 1933-1934:58)

US 85 (1930, 1931, 1934, 1935, 1939, 1942, 1950s): was formerly NM 1 “El Camino Real Highway”, between the Territorial Period and the late 1920s (1903-1927?). The route is Las Cruces north to Ft. Selden, Hatch, Hot Springs (Truth or Consequences), San Marcial, Socorro, Belen, Los Lunas, Albuquerque, Bernalillo, La Bajada, Santa Fe, and then east to Pecos, Rowe, Bernal, and then north to Las Vegas, Watrous, Wagon Mound, Colmon, Springer, French, Maxwell, Raton, and the Colorado border.

Road condition history:

1950s map- the entire route was a “paved”, “through highway”; 1942, 1939 maps- “oil or concrete”, and part of the “primary state and federal system routes”; 1935, 1934 maps- a combination of “oil or concrete”, “gravel”, or “graded” sections, but part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”.



Figure 108: Work on US 85 in Alamosa Canyon late 1930s (Conroy 1937-1938:39)

US 87 (1935, 1939, 1942, 1950s): Texline to Clayton, Des Moines, Capulin, Raton, and to Colorado. This replaced US 385 by the 1935 map. This is the same route for present day US 87.

Road condition history:

1950s map- the entire route is “paved”, “through highway”; 1942, 1939 maps- “oil or concrete”, and part of the “primary state and federal system routes”; 1935 map-a combination of “oil and concrete” and “gravel”, and part of the “primary state and federal system routes”.

US 180 (1930, 1931, 1934, 1935): from old US 85 (now Interstate 25) west to Hillsboro, Kingston, San Lorenzo, Silver City, south to Lordsburg, and then northwest to the Arizona border. By the 1939 map, this was designated NM 180 and a part of US 70.

Road condition history:

1935, 1934 maps-a combination of “oil and concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”.

US 180 (1950s): Texas border to Hobbs, Carlsbad, White City, and



Figure 109: US 180 in 1933-1934 (Macy 1933-1934:28)

the Texas border (co-designated with US 62).

Road condition history:

This entire route was a “paved”, “through highway”, on the 1950s map.

US 260 (1939, 1942, 1950s): Deming northwest to Hurley, Silver City, Cliff, Glenwood, Luna, and the Arizona border. This replaced a large portion of NM 11.

Road condition history:

1950s map- most of the route is “paved”, with a small portion between Alma and Luna “gravel”, and a “through highway”; 1942 map- a combination of “oil or concrete” and “gravel” sections, and part of the “primary state and federal system routes”; 1939 map- a combination of “oil or concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”.



Typical of the bituminous surface constructed under Federal Lands Project FLH-10(1), on U. S. 260, in Grant County.

Figure 110: US 260 in the early 1950s (Erwin 1951-1952:112)

US 285 (1935, 1939, realigned 1942, 1950s): Colorado border south to Chama, Tierra Amarilla, Abiquiu, Española, Santa Fe, Lamy, Encino, Vaughn, Roswell, Hagerman, Artesia, Carlsbad, Loving, Malaga, and the Texas border. This replaced all of NM 2 by the 1935 map. By the 1939 map, US 285 was extended north (covered all of old NM 74, from Española to Ojo Caliente, Taos Junction, Servilleta, Tres Piedras, Palmita, and the Colorado border), with a slight realignment at the south end, through Clines Corners on a straight diagonal to Encino.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942 map- a combination of “oil or concrete” and “gravel” sections, and part of the “primary state and federal system routes”; 1939,

1935 maps- a combination of “oil or concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”.

US 287 (1942): Clayton northeast to Oklahoma. This becomes part of US 64 by the 1950s map.

Road condition history:

1942 map- the route was a “gravel” section, but part of the “primary state and federal system routes”.

US 366 (1930, 1931): El Paso, Texas north to Orogrande and Alamogordo, Tularosa, and then northeast to Ruidoso, east to Hondo, Roswell, and northeast again to Acme, Kenna, Elida, Portales, Clovis, and east to the Texas border. This route became US 70 by the 1934 map. Eventually, this became a part of US 54 (El Paso to Tularosa portion).

Road condition history:

1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”.

US 366 (1934, 1935): Albuquerque east to Tijeras, Barton, then dropping south to Moriarty, Estancia, and ending at Willard. Previously, this route had been US 470 (1930, 1931). By the 1939 map, this route has been designated US 66 and NM 41.

Road condition history:

1935, 1934 maps- a “gravel” and “graded”, “primary state and federal system routes” road.

US 380 (1934, 1935, 1939, 1942, 1950s): San Antonio east to Carrizozo, Capitan, Lincoln, Hondo, Roswell, Tatum, and the Texas border. This route was US 566 on 1930, 1931 maps.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942 map- a combination of “oil or concrete” and “graded” sections, and part of the “primary state and federal system routes”; 1939, 1935, 1934 maps- a combination of “oil or concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”.

US 385 (1930, 1931, 1934): Texas border to Clayton, Mt. Dora, Des Moines, Capulin, and ending at Raton. This became US 87 in 1935, and is the present alignment for US 87/64.

Road condition history:

1934 map- the route was a combination of “gravel” and “graded” sections, but part of the “primary state and federal system routes”; 1931, 1930 maps- “gravel” and “graded” sections, “First Class-All year roads”.

US 470 (1930, 1931): Albuquerque to Moriarty, then south to Estancia, ending at Willard. This was renumbered as US 366 by the 1934 map. Presently, part of Interstate 40 and NM 41.

Road condition history:

1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”.

US 485 (1930, 1931): Santa Fe north to Española, then northeast to Embudo, Taos, Eagle Nest, east to Ute Park, Cimarron, and ending between Maxwell and Raton on old US 85. Most of this route became US 64 by the 1934 map.

Road condition history:

1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”.

US 550 (1935, 1939, 1942, 1950s): Shiprock, east to Farmington and Aztec, and then north to the Colorado border.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942, 1939 maps- “oil or concrete”, and part of the “primary state and federal system routes”; 1935 map-a combination of “oil and concrete” and “gravel” sections, and part of the “primary state and federal system routes”.

US 550 (completed 2002): replaced NM 44 in 2002 with a four-lane highway.



Courtesy USBPR

OIL PAVEMENT NEAR FARMINGTON—US 555—FAP 35 (3)

Figure 111: A “hard-surfaced” stretch of US 550 [misprint on photo] (Conroy 1937-1938:96)

US 566 (1930, 1931): San Antonio east to Carrizozo, Capitan, Lincoln, and ending at Hondo (then, on to US 366). This route became US 380 by the 1934 map.

Road condition history:

1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, and both a “First Class-All year roads” and “Second Class-All year roads, except after severe storms”.

US 666 (1930, 1931, 1934, 1935, 1939, 1942, 1950s): Gallup north to Tohatchi, Drolets, Newcombe, Shiprock, and on to the Colorado border, replacing what was a portion of NM 32. In the Territorial Period, this route was called the “Spanish Trail Mesa Verde”. Upon statehood, it became NM 32 (created in 1915). With the advent of the US highway system, it became the sixth major route designated off of US 66, called the “Million Dollar Highway” by the Joint Board on Inter-State Highways in 1925. This route is now designated US 491.

Road condition history:

1950s map- the entire route is a “paved”, “through highway”; 1942, 1939, 1935, 1934 maps- a combination of “oil or concrete” and “gravel” sections, and part of the “primary state and federal system routes”; 1931 map- “gravel”, “First Class-All year roads”; 1930 map- “gravel” and

“unimproved” sections, and both a “First Class-All year roads” and “Second Class-All year roads, except after severe storms” route.

STATE HIGHWAYS

The New Mexico state highway system began at statehood in 1912, designed by the first State Engineer, James A. French. French immediately set to work conceiving and then creating roads between all major towns, and most of what we experience as the present system of roads was developed by the 1920s through French’s efforts. The designation of state highways has been the most dynamic and changing part of the highway system. By the 1917 map, there were 60 roads listed, and by the 1923 map, there were 110 roads listed. With the advent of the US highway system in 1926, older state highways became upgraded federal roads. As older roads were changed or moved, state road numbers were re-assigned, in a very dynamic and evolving process:



DONA ANA COUNTY
Road No. 1
Gravel surfaced road damaged by long train of Army trucks.

Figure 112: NM 1 in the mid-1910s (French 1916-1918: 79)

Cruces and El Paso, in the early 1920s. With the establishment of the US Highway system in the early 1920s, this road became US 85, which is first seen by the 1930 official highway map. It is shown as part of the Federal Highway System on the 1923 map, but still designated NM 1. This old transportation corridor is presently altered as Interstate 25. Some of the older US 85 highway may still exist as present-day NM 1, NM 185, and NM 187.

Road condition history:

1923 map- “concrete” (between Las Cruces and El Paso, and north and south of Albuquerque), “surfaced” (presumably with oil), “graded”, and “unimproved” sections, “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 1 “El Camino Real Highway” (1903, 1912, 1917, 1923): named after the historic *El Camino Real de Tierra Adentro*, from the Spanish Colonial Period. This route was the major north-south arterial of the state, from Anthony in the south to Raton and the Colorado border at the north. The beginnings of this highway started in the Territorial Period, with the very first public funds used for road construction in New Mexico. By statehood in 1912, this road was considered the “backbone” of the state road system, and it received more money and attention than all other roads. It was the first road to receive concrete surfacing in the state, between Las



BERNALILLO COUNTY—Federal Aid Project No. 26. Cement Concrete pavement north of Albuquerque.

Figure 113: “El Camino Real Highway”, NM 1 (Gillett 1921-1922:8)



Figure 114: NM 2, c. 1919-1920
(Gillett 1918-1920:91)

NM 2 (1912, 1917, 1923, extended and slight realignment 1930, 1931, shortened 1934):

originally extended from the Texas border, through Carlsbad, Artesia, Hagerman, Roswell, Vaughn, Encino, Lamy, and ending at Santa Fe. Shown as part of the Federal Highway System on the 1923 map, from Roswell south to the Texas border, but still designated NM 2. By the 1930 map, the section from Roswell north to Vaughn was realigned to head due north towards Dunlap, and then connecting to then US 70 east of Vaughn. NM 2 was also extended north of Santa Fe to Española, Abiquiu, Canjilon, Tierra Amarilla, Chama, Lumberton, and the Colorado border. This northern portion subsumed NM 36. By the 1934 map, the road headed northeast from Chama to the Colorado border. All of NM 2 was designated US 285 on the 1935 map.

Road condition history:

1934 map- the route was a combination of “oil or concrete”, “gravel”, or “graded” sections, and part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads” (short segment on 1930 map, Española to south of Canjilon, that is “Second Class” road); 1923 map- “surfaced” (presumably with oil), “graded”, and “unimproved” sections, with segments on the “federal highway system” and “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 3 (1912, 1917, 1923): Las Cruces to Alamogordo, Carrizozo, Vaughn, Santa Rosa, Tucumcari, San Jon, to the Texas border.

Road condition history:

1923 map- “concrete” (Las Cruces to Alamogordo, Tucumcari to Texas border), “surfaced” (oil?), “graded”, and “unimproved” sections, all on the “state highway system”; 1917, 1912 maps- no condition recorded.

Plan and Profile Research:

French (1916-1918): FAP-5, 6, 7

Gillett (1919-1920): FAP-5, 22, 41

Gillett (1921-1922): FAP-5, 114

NM 3 (1930, 1931, slightly realigned 1934, 1935, 1939, shortened and realigned 1942,

shortened 1950s): this road number was reused for several new locations, all designated NM 3:

1) Columbus west to Hacita ending at Rodeo, and 2) Las Cruces northeast to Alamogordo, north to Carrizozo, Ancho, Corona, Duran, Encino, Las Vegas, Mora, Tres Ritos, Ranchos de Taos, Taos, Questa, Costilla, and on to the Colorado border. By the 1934 map, there is a slight realignment from Hacita to Animas, and ending at a point north of Rodeo. By the 1935 map, parts of NM 3 are also designated US 54. On the 1942 map, this route had been reduced to Duran



Figure 115: On NM 3 (Gillett 1918-1920:57)

north to Bernal, and the segment north of Encino was realigned to not connect with US 285. By the 1950s map, a large section of NM 3 was removed (from Encino north to Villanueva) leaving two separate segments: 1) Villanueva north to Las Vegas, Taos, Questa, and the Colorado border, and 2) Duran to Encino. At present, the Columbus west portion is most of NM 9. Las Cruces north portion is perhaps US 70, US 54, NM 3, NM 518, and NM 522.

Road condition history:

1950s map- the portion between Duran and Encino is an “unimproved road”, and the northern section is mostly “paved”, with a “gravel” section from Holman to Ranchos de Taos; 1942 map- entirely “graded”, and part of the “secondary state routes”; 1939 map- a combination of “oil and concrete”, gravel”, and “graded” sections, and both part of the “primary state and federal system routes” and “secondary state routes”; 1935, 1934 maps- a combination of “oil and concrete” and “gravel” sections, and a combined “primary state and federal system routes”, “secondary routes”,



SR 3 in Northern New Mexico Abounds in Beautiful Scenery

Figure 116: NM 3, c. 1949-1950 (Dwyre 1949-1950:44)

and “third class routes”; 1931 map- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”; 1930 map- “oil and concrete”, “gravel”, “graded”, and “unimproved” sections, and a combination of all three road types- “First Class-All year roads”, “Second Class-All year roads, except after severe storms”, and “Third Class-For conditions, make local inquiry”.

NM 4 (1912, 1917, 1923):

originally from Las Cruces west to Deming, Lordsburg, and then south to Rodeo. This old route followed a Territorial Period road created in 1903, by the Territorial Assembly and the Good Roads Commission. Shown as part of the Federal Highway System on the 1923 map, but still designated NM 4.

Road condition history:

1923 map- “surfaced” (presumably with oil), “graded”, and “unimproved” sections, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.



LUNA DIVISION
Road 4—Section 2
Six 24-in. culverts through the 4-ft. grade 8 miles east of Deming; Convict labor

Figure 117: NM 4 mid-1910s (French 1916-1918: 49)



Typical Federal Aid Secondary Project. This one is between San Ysidro and Jemez Springs on State Road No. 4.

Figure 118: NM 4 in the late 1940s (Dwyre 1947-1948:11)

NM 4 (1930, 1931, extended 1934, 1935, changed 1939, 1942, 1950s): By the 1930 map, two separate routes are labeled NM 4: 1) from Pojoaque west to Otowi and Frijoles (this is now NM 502), and 2) between San Ysidro north to Jemez Springs (part of present NM 4). This segment was extended by 1934 to continue from Jemez springs to Cuba. By the 1939 map, these two separate road sections

are united to form a continuous loop from San Ysidro north to Jemez Springs, north to NM 126, then east to Los Alamos, Frijoles, Otowi, and ending at Pojoaque.

Road condition history:

1950s map- this route is shown as “paved” in portions, and “gravel” between Jemez Springs and Frijoles Canyon; 1942, 1939 maps- entirely “graded”, and part of the “secondary state routes”; 1935, 1934 maps-a combination of “oil and concrete” and “graded” sections, and part of the “secondary state routes”; 1931, 1930 maps- “gravel” and “graded” sections, “Second Class-All year roads, except after severe storms”.

NM 4 (present): located from San Ysidro north to Jemez Springs and on to White Rock. NM 4 was designated “Senator Clinton P. Anderson Scenic Route” in 1972.

NM 5 (1912, 1917, 1923): originally from Socorro west to Magdalena, Datil, Quemado, and on to the Arizona border. Shown as part of the Federal Highway System on the 1923 map, but still designated NM 5. Became the western part of US 70 by the 1930 map. This is now US 60.

Road condition history:

1923 map- “surfaced” (presumably with oil), “graded”, and “unimproved” sections, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 5 (1930, 1931, 1934, 1935, 1939, 1942, 1950s): a small route from Española west to the Puye Cliff Dwellings. This original route is now realigned, as tribal road 601 (Santa Clara Pueblo).



SOCORRO COUNTY
Ocean to Ocean Highway 50 miles west of Magdalena. Red Flat Detour, relocated on gravel ridge making surfacing old road unnecessary.

Figure 119: NM 5 in the late 1910s (Gillett 1918-1920:14b)

Road condition history:

1950s map- this route is shown as “gravel”, and an “other highway”; 1942, 1939, 1935, 1934 maps- entirely “graded”, and part of the “secondary state routes”; 1931, 1930 maps- “graded”, “Second Class-All year roads, except after severe storms”.

NM 6 (1912, 1917, 1923): originally from Los Lunas west to Laguna, Cubero, McCarty’s, Grants, Thoreau, Gallup, and on to the Arizona border (now just Los Lunas to east of Laguna on Interstate 40). Shown as part of the Federal Highway System on the 1923 map, but still designated NM 6.

Road condition history:

1923 map- “surfaced” (presumably with oil), “graded”, and “unimproved” sections, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 6 (1930, 1931, slightly realigned 1934, 1935): the 1930 map shows NM 6 as running between Santa Rosa, west to Palma, Moriarty, Tijeras, Albuquerque, and dropping south to a point east of Laguna. The 1934 map shows this route as possibly realigned between Moriarty and Barton, and Albuquerque and a point east of Laguna.

Road condition history:

1935 map- a combination of “oil and concrete”, “gravel” and “graded” sections, and part of the “primary state and federal system routes”; 1934 map- a combination of “oil and concrete”, “gravel”, “graded”, and “unimproved” sections, and part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete”, “gravel,” “graded”, and “unimproved” sections, and a mix of “First Class-All year roads”, “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” road.

NM 6 (1939, extended 1942, 1950s): by the 1939 map, this road designates a portion of the older alignments (1912, 1917, 1923), from Los Lunas west to Rio Puerco, and ending at US 66 east of Laguna [this portion was also US 66 from 1925-1937]. The route was extended on the 1942 map to points south of Los Lunas, Belen, and ending on US 60 east of Bernardo (covering old NM 52).

Road condition history:

1950s map- the entire route is “paved”, “other highway”; 1942 map- a combination of “oil or concrete”, “gravel”, and “graded” sections, and both part of the “primary state and federal system routes” and “secondary state routes”; 1939 map- “oil or concrete”, and part of the “primary state and federal system routes”.



HAULING MATERIAL FOR EMBANKMENT WITH WHEELBARROWS-WPH 179-F

Figure 120: Work on NM 6 during the Depression (Conroy 1935-1936:36)

NM 7 (1912, 1917, 1923): Alameda north to San Ysidro, Jemez Pueblo, and ending at Jemez Springs. By the 1930 map, the route from San Ysidro north to Jemez Springs had been designated NM 4, and the portion south of San Ysidro did not exist.

Road condition history:

1923 map- “unimproved”, “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 7 (1950s): on the 1950s map, NM 7 is the short stretch from White City to Carlsbad Caverns.

Road condition history:

On the 1950s map, this route is a “paved”, “through highway”.

NM 8 (1912, 1917, 1923): Santa Fe north to Española, Embudo, Taos, Questa, and on to the Colorado border (now US 84/285, NM 68, and NM 522).

Road condition history:

1923 map- “surfaced” (presumably with oil), “graded”, and “unimproved” sections, with segments on the “federal highway system” and “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 8 (1930, 1931, shortened 1934, 1935, 1939, extended 1942, 1950s): by the 1930 map, this route designated a new road from Monument south to Jal and the Texas border. By the 1934 map, this route had been shortened to Eunice curving around north and ending at NM 16 (west of Hobbs). On the 1942 map, NM 8 was extended to the north from Monument northwest to NM 83, east of Lovington.

Road condition history:

1950s map- this entire route is “paved”, “other highway”; 1942 map- entirely “oil or concrete”, and part of the “secondary state routes”; 1939, 1935, 1934 maps- “graded”, and part of the “secondary state routes”; 1931, 1930 maps- “graded”, both “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” road.

NM 9 (1912, 1917, 1923): Socorro north to Belen. By the 1930 map, this route is gone. Presently it does not exist.

Road condition history:

1923 map- “surfaced” (presumably with oil) and “graded”, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 9 (1942, 1950s): Columbus west to Hachita, Animas, and ending at the Arizona border.

Road condition history:

1950s map- this route is mainly noted as “gravel”, with and “unimproved” section east of Hermanas; 1942 map- entirely “graded”, and part of the “secondary state routes”.

NM 10 (1912, 1917, 1923, shortened 1930, 1931, 1934, 1935, 1939, lengthened 1942, 1950s):

Albuquerque east to Tijeras, north to Golden, Cerrillos, and ending at a point south of Santa Fe (now parts of Interstate 40 and NM 14). The portion between Albuquerque and Tijeras was designated part of the Federal Highway System on the 1923 map, and US 470 by the 1930 map. By the 1935 map, NM 10 extended south of Tijeras to Chilili, Tajique, Manzano, and ending at Mountainair (over part of old US 366). By the 1942 map, the road was extended again to the south from Mountainair to Gran Quivira, Claunch, to end at a point on US 54 north of Carrizozo (over old NM 15).

Road condition history:

1950s map- the route has “paved”, “gravel”, and “unimproved” sections; 1942, 1939, 1935, 1934 maps- a combination of “oil or concrete”, “gravel”, and “graded” sections, and part of the

“secondary state routes”; 1931 map- “gravel” and “graded” sections, “Second Class-All year roads, except after severe storms”; 1930 map- “unimproved” and “graded” sections, “Second Class-All year roads, except after severe storms”; 1923 map- “surfaced” (presumably with oil) and “unimproved” sections, all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 11 (1912, 1917, 1923, extended 1930, 1931, 1934, extended 1935, changed 1939, shortened 1942, 1950s): Deming north to Spalding, Whitewater, Silver City, ending at Mogollon. Most of this road is shown as part of the Federal Highway System on the 1923 map, from Deming north to north of Cliff, but still designated NM 11. By the 1930 map, this route was extended west of Reserve to Luna and on to the Arizona border, and Deming south to Columbus. On the 1935 map, the route was extended slightly to the south of Columbus to Palomas, Mexico. By the 1939 map, NM 11 was only between Deming, Columbus, and the Mexican border (Palomas). By the 1942 map, this route was solely between Deming, Columbus, and the Mexican border. The older portions of the route are now parts of US 180, NM 11, and NM 174.

Road condition history:

1950s map- the entire route is “paved”, “through highway”; 1942, 1939 maps- a combination of “gravel” and “graded” sections, and part of the “primary state and federal system routes”; 1935 map-a combination of “oil and concrete” and “graded” sections, and part of the “primary state and federal system routes”; 1934 map-a combination of “oil and concrete”, “gravel” and “graded” sections, and part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, “First Class-All year roads”; 1923 map- “surfaced” (presumably with oil) and “graded”, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 12 (1912, 1917, extended 1923, shortened 1930, 1931, 1934, 1935, 1939, 1942, 1950s): Datil south to Horse Springs, Reserve, and ending west of Mogollon (now still NM 12 and parts of US 180). By the 1923 map, NM 12 was extended to meet with NM 11, between Alma and Glenwood, forming a continuous loop between Datil and Silver City. By the 1930 map, NM 12 ended just southwest of Reserve, where it joined NM 11.

Road condition history:

1950s map- this route is entirely “paved”, and “through highway”; 1942, 1939 maps- a combination of “gravel” and “graded” sections, and part of the “secondary state routes”; 1935, 1934 maps-a combination of “oil and concrete” and “gravel” sections, and part of the “secondary state routes”; 1931 map- “graded”, “Second Class-All year roads, except after severe storms”; 1930 map- “unimproved”, “Second Class-All year roads, except after severe storms”; 1923 map- “graded” and “unimproved” sections, all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 13 (1912, 1917, 1923): San Antonio to north of Carrizozo at Coyote, dropping down to Carrizozo and on through Capitan, Hondo, Roswell, Tatum, and to the Texas border. The segment between Carrizozo and Roswell is shown as part of the Federal Highway System on the 1923 map, but still designated NM 13. This route became US 566 and US 366, NM 13, and US 62 by the 1930 map. This route is presently part of US 380.

Road condition history:

1923 map- “surfaced” (presumably with oil), “graded”, and “unimproved” sections, with segments on the “federal highway system”, “state highway system”, and “state highway system proposed” (Carthage to Coyote); 1917, 1912 maps- no road condition recorded.



CHAVES COUNTY
Federal Aid Project No. 12, Roswell East. Gravel surfaced.

Figure 121: NM 13 in 1920 (Gillett 1918-1920:13)

NM 13 (1930, 1931, changed 1934, shortened and slightly realigned 1935, 1939, 1942, 1950s): this road designation was changed by the 1930 map, to a route between a point west of Hope north to Roswell and east to the Texas border. The route was shortened at the north end on the 1934 map to end at Roswell (the eastern portion became US 70), but also shown between Piñon, Dunkin, and up to old NM 83 (now US 82). On the 1935 map, NM 13 is only between a point west of Hope and Roswell, and appears to be slightly realigned to the east. NM 13 today begins at the same point west of Hope, but is aligned more to the east, to end west of Hagerman.

Road condition history:

1950s map- this entire route is “gravel” and “other highway”; 1942, 1939 maps- graded”, and part of the “secondary state routes”; 1935, 1934 maps- a “third class route” road; 1931, 1930 maps- “graded”, “Third Class-For conditions, make local inquiry”.

NM 14 (1912, 1917, extended 1923): in the southeast part of the state, linking Monument north to Knowles, Lovington, and ending at Tatum (this old alignment is presently non-existent). Extended from Tatum to east of Jenkins (to join with NM 17) by the 1923 map. This old route was renumbered as NM 18 by the 1930 map.

Road condition history:

1923 map- “unimproved”, “state highway system”; 1917, 1912 maps- no road condition recorded
NM 14, c. 1937-1938: unknown location on map.

NM 14 (1950s): Road Forks to Steins and the Arizona border.

Road condition history:

On the 1950s map, this is entirely “paved”, and a “through highway”.

NM 14 (present): replaced old NM 10, from a point south of Santa Fe, south to Cerrillos, Madrid, Golden, to Tijeras.

NM 15 (1912, 1917, 1923): Carlsbad east to Pearl, Monument, and on to the Texas border. By the 1923 map, NM 15 was extended down from Carlsbad south to Blue Springs, and on to the Texas border. This old route was renumbered as NM 18 by the 1930 map. Presently US 62/180 for western portion, from Carlsbad south, but the eastern portion appears to be a completely different alignment. The segment south of Carlsbad may still be the old alignment.

Road condition history:

1923 map- “surfaced” (presumably with oil), all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 15 (1930, 1931, 1934, extended 1935, 1939): Mountainair southeast to link with NM 41 (or NM 42 1939), south of Willard. On the 1935 map, this road had been extended to cover the

portion of NM 41 from Gran Quivira south to US 54. This road was replaced by NM 10 on the 1942 map.

Road condition history:

1939 map- “gravel” and “graded”, on “secondary routes” and “third class routes”; 1935, 1934 maps-a “graded”, and part of the “secondary state routes”; 1931, 1930 maps- “unimproved”, “Third Class- For conditions, make local inquiry”.

NM 16 (1912, 1917, 1923): Tularosa to Mescalero, ending at Hondo. Renumbered as NM 24, and part of US 366, by 1930 map. Labeled as part of US 70 by the 1934 map. Presently, it is still US 70. This may be the original alignment from 1912. This entire route is shown as part of the Federal Highway System on the 1923 map, but still designated NM 16.

Road condition history:

1923 map- “surfaced” (presumably with oil) and “graded”, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 16 (1930, 1931, 1934, 1935, two locations 1939): this state highway number was reused for a small road from Monument east to Hobbs and the Texas border. By the 1939 map, another location was labeled NM 16: Claunch southwest to Bingham. Both locations are renumbered by the 1942 map-Claunch to Bingham was designated NM 161, and Monument to Texas was part of US 62.

Road condition history:

1939 map- “oil and concrete” near Hobbs, and “graded” from Bingham to Claunch, both “secondary routes”; 1935, 1934 maps- a “graded”, “secondary state routes” road; 1931 map- “graded”, “Second Class-All year roads, except after severe storms”; 1930 map- “unimproved”, “Third Class-For conditions, make local inquiry”.

NM 17 (1912, 1917, extended 1923): originally from Portales south about 20 miles. Presently NM 206, linking Portales south to Lovington. The section immediately south of Portales appears to be the same alignment as in 1912. By the 1923 map, this route was extended to meet with NM 14 at Tatum, and designated NM 14 for the entire route. By the 1930 map, this route was renumbered as part of NM 18.

Road condition history:

1923 map- “unimproved”, all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 17 (1934, 1935, 1939, extended 1942, 1950s): from Farmington east to Bloomfield, Blanco, Gobernador and northeast to Dulce, and ending at Chama. On the 1942 map, the route was extended north from Farmington to La Plata and the Colorado border.

Road condition history:

1950s map- the route was “paved” from the Colorado border south to La Plata and Farmington, and east to Bloomfield and Blanco, but is “unimproved” and “gravel” to Dulce and the Colorado border; 1942, 1939, 1935, 1934 maps- a combination of “gravel” and “graded” sections, and both part of the “secondary state routes” and “third class state routes”.

NM 18 (1912, 1917, 1923): Roswell northeast to Elkins, Elida, Kermit, Portales, Clovis, northwest to Tucumcari, and northeast again to Logan, Nara Visa, and ending at the Texas state border. By the 1930 map, the portion from Pleano north to Tucumcari was removed, and instead realigned over the old NM 85 aligned going towards Ragland and due north to Tucumcari. Presently US 70 to Clovis, non-existent between Clovis and Tucumcari, and US 54 from Tucumcari to the Texas border. The section from Roswell to Clovis may be the same alignment

from 1912, as well as the section from Tucumcari to the Texas border. This entire route is shown as part of the Federal Highway System on the 1923 map, but still designated NM 18.

Road condition history:

1923 map- “surfaced” (presumably with oil), “graded”, and “unimproved” sections, with most of the route on the “federal highway system” and a short segment on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 18 (expanded, realigned 1930, shortened 1931, realigned 1934, 1935, 1939, 1942, 1950s):

By the 1930 map, this route was expanded and realigned to include parts of NM 15, NM 82, and NM 14. The new route extended from the Texas border north to Carlsbad, east to Monument, north to Tatum, Dora, Portales, Clovis, Grady, west to Ragland, north to Tucumcari, northeast to Logan, Nara Visa, north to Clayton, Moses, and ending at the Oklahoma border. Part of the route was designated US 62 by the 1931 map (Texas border west to Tatum, south to Carlsbad). By the 1934 map, NM 18 was realigned to extend south of Lovington over old NM 83 to Hobbs, and from Hobbs south to Eunice, and over old NM 8 from Eunice south to Jal and the Texas border.

Road condition history:

1950s map- this entire route is “paved”, “through highway”; 1942, 1939, 1935, 1934 maps- a combination of “oil or concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”; 1931, 1930 maps- “oil and concrete”, “gravel”, “graded”, and “unimproved” sections, and a mix of all road types- “First Class-All year roads”, “Second Class-All year roads, except after severe storms”, and “Third Class-For conditions, make local inquiry” road.

NM 19 (1912, 1917, 1923): from a point east of Belen southeast to Becker, north to Mountainair and Willard, east to Encino, Vaughn, Ft. Sumner, Clovis, and the Texas state line. This entire route is shown as part of the Federal Highway System on the 1923 map, but still designated NM 19. It was part of US 70 on the 1930 map, which became US 60 by the 1931 map. Between Belen and Scholle, it was labeled NM 52 on the 1934, 1935 maps, and US 60 for the portion east. The same route may still be there as present day NM 47 and US 60.

Road condition history:

1923 map- “graded” and “unimproved” sections, with most of the route on the “federal highway system” and a short segment on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 19 (1942, 1950s): Chama northeast to the Colorado border.

Road Condition history:

This route is entirely “gravel”, but “through highway”, on the 1950s map; 1942 map- entirely “gravel”, and part of the “primary state and federal system routes”.



Snow removal in the northern part of the district took many man hours during the past two winters. This is on State Road 19 north of Chama.

Figure 122: NM 19 in the early 1950s
(Erwin 1951-1952: 85)

NM 20 (1912, 1917, major changes 1923, shortened and realigned 1930, 1931, 1934,

1935, changes 1939, shortened 1942, 1950s): originally from a point north of Roswell north to Ft. Sumner, Santa Rosa, and ending at Las Vegas. This route was partially realigned by the 1923 map, between Ft. Sumner and Puerto de Luna. By the 1930 map, this route was designating a

much smaller and realigned road between a point south of Dunlap, through Dunlap, northeast to Ft. Sumner, and ending at a point east of Santa Rosa on then US 66. By the 1939 map, NM 20 is found in two separate locations: 1) Ft. Sumner southwest to US 285 north of Roswell, and 2) from NM 65 south to La Lindre. By the 1942 map, only Ft. Sumner south to US 285 is left as NM 20. Presently, what is left of the pre-1930 route is possibly still extant on the northern third of present NM 20, and the northern half of US 84 from Ft. Sumner to Santa Rosa, and US 84 on to Romeroville, just south of Las Vegas. The portion with the highest probability of retaining historic integrity is probably the portion on present NM 20.

Road condition history:

1950s map- the entire route is “paved”, “through highway”; 1942 map- entirely “graded”, and part of the “primary state and federal system routes”; 1939 map- “gravel” and “graded”, and part of the “primary state and federal system routes”; 1935 map- a combination of “oil and concrete” and “graded” sections, and part of the “primary state and federal system routes”; 1934 map- a combination of “oil and concrete”, “gravel” and “graded” sections, and part of the “primary state and federal system routes”; 1931 map- “gravel” and “graded”, “First Class-All year roads”; 1930 map- “gravel” and “graded” sections, and both a “First Class-All year roads” and “Second Class-All year roads, except after severe storms”; 1923 map- “unimproved”, with segments on the “state highway system” and “state highway system proposed”; 1917, 1912 maps- no road condition recorded.

NM 21 (1912, 1917, 1923, shortened 1930, 1931, 1934, 1935, slight changes 1939, 1942, changed 1950s): beginning at a point north of Las Vegas, north to Sapello, Mora, Ocate, Cimarron, Colfax, and ending at Hebron. The portions to Mora, and from Cimarron east to Hebron are shown as part of the Federal Highway System on the 1923 map, but still designated NM 21. By the 1930 map, this route was shortened and changed somewhat, beginning east of Mora to Ocate, then jogging east to Naranjos, then north to end at Cimarron. By the 1939 map, the road went directly from Ocate north to Cimarron. The same route is now NM 518 from north of Las Vegas to Ocate, there is no direct road between Ocate and Cimarron, the western portion of present NM 21 is probably the old alignment remnant of the 1912 NM 21, and from Cimarron to approximately the same location as Hebron (now non-existent) is US 64. On the 1950s map, NM 21 was split into two separate segments, following the removal of the Ocate to Cimarron portion. NM 21 is shown as 1) from NM 3 north to Ocate, and 2) from Miami to Cimarron. The portions that might be eligible to the National Register of Historic Places are NM 518 and the western portion of present NM 21.

Road condition history:

1950s map- the southern portion is “paved”, and the northern portion is “unimproved”; both are “other highways”; 1942 map- “graded”, and both part of the “secondary state routes” and “third class state routes”; 1939, 1935 maps- “oil and concrete” and “graded” sections, and was both a “secondary routes” and “third class routes” road; 1934 maps- “gravel” and “graded” sections, and was both a “secondary routes” and “third class routes” road; 1931 map- “gravel” and “graded”, and both a “First Class-All year roads” and “Third Class-For conditions, make local inquiry” road; 1931 map- “gravel”, “graded”, and “unimproved” sections, and both a “First Class-All year roads” and “Third Class-For conditions, make local inquiry” road; 1923 map- “surfaced” (presumably with oil) and “unimproved” sections, with portions on the “federal highway system” and “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 22 (1912, 1917, 1923): Santa Fe east to Las Vegas. By the 1930 map, this route had mostly disappeared, with the section from Porvenir to Las Vegas renumbered as NM 65. NM 65

extended to points east, from Las Vegas, to Mosquero, Rosebud, and ending at old NM 18, north of Nara Visa. It appears that none of this route now exists in the present road system.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”; 1917, 1912 maps- no road condition recorded.

NM 23 (1912, 1917, 1923): Encino south to Duran. This road became NM 3 by the 1930 map. The same route is still NM 3, which has a high probability of being the same alignment as the original. This road in general also retains many of the original characteristics of older two-lane highways.

Road condition history:

1923 map- “unimproved”, “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 23 (1930, 1931, 1934, 1935, 1939, 1942, 1950s): US 66 south to Acoma. [The label is not seen until the 1935 map, although the road is present from the 1930 map onward].

Road condition history:

1950s map- this is “gravel”, “other highway”; 1942, 1939 maps- entirely “graded”, and part of the “secondary state routes”; 1935, 1934 maps- an “unimproved”, “secondary routes” road; 1931, 1930 maps- “unimproved”, “Second Class-All year roads, except after severe storms”.

NM 24 (1912, 1917, 1923): Alamogordo east to Cloudcroft, southeast to Weed, Piñon, and Queen, and then north east to Carlsbad. What is left of this older alignment is a portion of US 82, NM 130, and NM 24, ending at Piñon. The portion connecting on east to Carlsbad no longer exists.

Road condition history:

1923 map- “unimproved”, “state highway system” and “state highway system proposed”; 1917, 1912 maps- no road condition recorded.

NM 24 (changed 1930, 1931, 1934, 1935, 1939, extended 1942, 1950s): By the 1930 map, this route began at Piñon and headed northwest to Weed, Cloudcroft, and ending at Mescalero. By the 1942 map, the route was extended northeast of Piñon to Dunkin and NM 83 (over what had been NM 33). Presently, this route does not exist.

Road condition history:

1950s map- this is shown as mainly “gravel” and “paved” (Weed to Cloudcroft only), and an “other highway”; 1942, 1939 maps- entirely “graded”, and part of the “secondary state routes”; 1935 map- an “oil and concrete”, “secondary routes” road; 1934 maps- “graded”, and both a “secondary routes” and “third class routes” road; 1931, 1930 maps- “graded”, “Third Class-For conditions, make local inquiry”.

NM 25 (1912, 1917): Silver City west to Red Rock. By the 1923 map, this route did not exist. At present, there is no route between these towns.

Road condition history:

1917, 1912 maps- no road condition recorded.

NM 25, c. 1947: unknown location on map.

NM 25 (1950s): Silver City to Pinos Altos and ending at NM 61.

Road condition history:

On the 1950s map, the road is “paved” from Silver City to Pinos Altos, but then “gravel” and “unimproved” for the remaining two-thirds.

NM 26 (1912, 1917, 1923, shortened 1930, 1931, 1934, 1935, 1939): Deming northeast to Florida and Nut, then northwest to Hillsboro, and northeast again to Las Palomas (now Williamsburg?). By the 1930 map, the section between Hillsboro and east became part of US 180. What is potentially left of the original alignment is on present NM 26 and NM 27, between Deming and Hillsboro.

Road condition history:

1939 map- the route was “gravel” and “graded”, and part of the “secondary state routes”; 1935, 1934 maps- “oil and concrete” and “gravel” sections, “secondary routes” road; 1931 map- “gravel” and “graded”, “First Class-All year roads”; 1930 map- “graded”, “First Class-All year roads”; 1923 map- “surfaced” (presumably with oil) and “unimproved” sections, all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 26 (1942, 1950s, present): Deming, northeast to Nutt, and ending at Hatch.

Road condition history:

1950s map- this entire route is “paved”, “through highway”; 1942 map- “oil or concrete”, and part of the “secondary state routes”.

NM 27 (1912, 1917, 1923, 1930, 1931, 1934, 1935, 1939): from Nutt east to Hatch. This is now the location of NM 26 from Nutt to Hatch, although the present alignment appears slightly different from the old alignments.

Road condition history:

1939 map- “graded”, “secondary routes” road; 1935, 1934 maps- “gravel” and “graded” sections, and a “secondary routes” road; 1931 map- “gravel” and “graded”, “First Class-All year roads”; 1930 map- “graded”, “Second Class-All year roads, except after severe storms”; 1923 map- “unimproved”, all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 27 (1942, 1950s): Nutt north to Hillsboro.

Road condition history:

1950s map- this entire route is “gravel”, “other highway”; 1942 map- entirely “graded”, and part of the “secondary state routes”.

NM 28 (1912, 1917, 1923, 1931, 1934, 1935, 1939, 1942, extended 1950s): Mesquite (south of Las Cruces) heading south to Canutillo. This route is not shown on the 1930 map, but is on the 1931, 1934, and 1935 maps. By the 1950s map, the route was extended north of Las Cruces to Radium Springs and US 85. Most of this older alignment could be present NM 228, from Mesquite to San Miguel, still NM 28 from San Miguel to due west of Canutillo, and NM 375 on to Canutillo.

Road condition history:

1950s map- this entire route is “paved”, “through highway”; 1942 map- “oil or concrete”, and part of the “secondary state routes”; 1939 map- “oil or concrete” and “gravel”, and part of the “secondary state routes”; 1935 map- “graded”, and a “secondary routes” road; 1934 map- “gravel”, and a “secondary routes” road; 1931 map- “gravel”, “First Class-All year roads”; 1923 map- “surfaced” (presumably with oil), all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 29 (1912, extended 1917, 1923): the 1912 road was a short segment, from Deming south. By the 1917 map, the route was extended south to Columbus. The 1923 map shows this segment as a portion of the Federal highway System. By the 1930 map, this route was renumbered as a portion of NM 11. NM 11 presently is between Deming and Columbus. The northern portion

may retain characteristics of the 1912 route; from the “bend” and south to Columbus is possibly still the 1917 alignment.

Road condition history:

1923 map- “graded”, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 30 (1912, 1917, 1923): Mora north to Taos. This route was renumbered as part of NM 3 by the 1930 map. This may be present NM 518, and still the same alignment beginning in 1912.

Road condition history:

1923 map- “surfaced” (presumably with oil), “graded”, and “unimproved” sections, all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 30, c. 1945: unknown location.

NM 31 (1912, 1917, 1923, changed 1930, 1931, 1934, realigned? 1935, slight changes 1939, 1942, extended 1950s): Lake Arthur east to Lovington. By the 1930 map, this was shortened and partially realigned to run from Hagerman to Lovington. By the 1935 map, this route looks slightly realigned in its arc. By the 1939 map, this road ends at Maljamar (not east of it). By the 1950s map, this route was extended south of Maljamar to a point on US 62/180, and further south to Loving. Only the east portion still exists as a route, as US 82.

Road condition history:

1950s map- the route is “gravel”, “unimproved”, but also “paved” in parts, as an “other highway”; 1942 map- the route was a combination of “gravel” and “graded” sections, and part of the “secondary state routes”; 1939 map- the route was entirely “unimproved”, and part of the “secondary state routes”; 1935, 1934 maps- a “third class route” road; 1931, 1930 maps- “graded”, “Third Class-For conditions, make local inquiry”; 1923 map- “graded” and “unimproved” sections, all on the “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 32 (1912, 1917, 1923, shortened 1930, 1931, extended and realigned 1934, 1935, realigned 1939, realigned 1942, 1950s): Gallup north to Sheep Springs, Crozier, and Shiprock, east through Fruitland, Farmington, Aztec, and curving north to Cedar Hill and the Colorado border. Extended by the 1923 map to include a road south of Gallup to Inscription Rock and Quemado. By the 1930 map, most of this route was renumbered, to NM 19 between Shiprock and parts east, and US 666 from Gallup north to Shiprock. Only the alignment from Inscription Rock south to Quemado was still NM 32 in 1930. By the 1934 map, the route was extended and realigned to include what was old NM 36 to Gallup as part of NM 32, two branches of road are shown extending up to Inscription Rock and Ramah, northwest of Quemado the road veers to the west more to go to Salt Lake before heading north to Atarque and the two new road branches described above, and the route heads south of Quemado to Apache Creek on NM 12. An unnumbered route between Paxton and Grants may be NM 32 on the 1934, 1935 maps. By the 1939 maps, the route started at Quemado and headed northeast to Trechado and northwest to Fence Lake, Atarque, and ending at Gallup. By the 1942 map, NM 32 was realigned between Fence Lake south to Salt Lake, to head west to the Arizona border, and east to Quemado, but still north from Fence Lake to Gallup.

Road condition history:

1950s map- the route is “paved” south of Gallup to the Zuñi area, then “gravel” south to Fence Lake, “unimproved” for the remainder; all “other highway”; 1942 map- a combination of “gravel”, “graded”, and “unimproved” sections, and both part of the “secondary state routes” and “third class state routes”; 1939 map- “graded”, and both part of the “secondary state routes” and

“third class state routes”; 1935, 1934 maps- “oil and concrete” and “unimproved” sections, and was both a “secondary routes” and “third class route” road; 1931, 1930 maps- “unimproved”, “Third Class-For conditions, make local inquiry”; 1923 map- “graded” and “unimproved”, “state highway system” and “state highway system proposed”; 1917, 1912 maps- no road condition recorded.

NM 33 (1912, 1917, 1923): Taos east to Cimarron. The entire route was designated part of the Federal Highway System on the 1923 map, but still numbered NM 33. This route is presently US 64, which may be the same older alignment.

Road condition history:

1923 map- “surfaced” (presumably with oil) and “graded”, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 33 (1930, 1931, 1935, 1939): By the 1930 map, this route designation was reassigned to a new road between Piñon northeast through Dunkin, to a point between Elk and Hope. This route was renumbered as NM 13 on the 1934 map. By the 1935 map, this was designated NM 33 again. This was designated NM 24 by the 1942 map.

Road condition history:

1939 map- the route was “graded”, and both part of the “secondary state routes”; 1935 map- “oil and concrete”, and a “secondary routes” road; 1931, 1930 maps- “unimproved”, “Third Class-For conditions, make local inquiry”.

NM 34 (1912, 1917, 1923): north of Organ (northeast of Las Cruces), east to Orogrande, Piñon, Hope, and ending at Artesia. The only present roads that potentially follow this older alignment may be the north portion of NM 506 (which is unpaved), and US 82 between Hope and Artesia. The rest of the old alignment is now gone.

Road condition history:

1923 map- “surfaced” (presumably with oil) and “unimproved” sections, “state highway system” and “state highway system proposed” (most of the route); 1917, 1912 maps- no road condition recorded.

NM 34 (1930, shortened 1931, 1934, 1935, changed 1939): By the 1930 map, this route was moved to between Maljamar, east to Lovington, and on to the Texas border. By the 1931 map, the route was just Lovington to the Texas border. On the 1939 map, this road ends at NM 132, and so does not extend to the Texas border. By the 1942 map, this became part of NM 83. This old route may presently be parts of present day NM 83.

Road condition history:

1939, 1935, 1934 maps- the route was “graded”, and both part of the “secondary state routes”; 1931 map- “graded”, “Second Class-All year roads, except after severe storms”; 1930 map- “graded”, and both a “Second Class-All year roads, except after severe storms”, and “Third Class-For conditions, make local inquiry”.

NM 35 (1912, 1917, with changes 1923, major changes 1930, 1931, 1934, 1935): originally from Aztec east to Tierra Amarilla. By the 1923 map, NM 35 begins at Atarque, heads north to Gallup, then northeast to Crownpoint, north to a point west of Bloomfield. The alignment is also different at the northern section, and begins at a point south of Aztec before heading east. The 1923 map is the first indication that this was the route to take to reach the ruins at Pueblo Bonito, in Chaco Canyon (also shown on the 1930, 1931, 1934, 1935 maps). By the 1930 map, NM 35 was shortened to just between Thoreau, Crownpoint, north to Chaco Canyon, and ending at old

NM 55 (now US 550). By the 1939 map, the old route had been redesignated NM 56, and a new location designated NM 35.

Road condition history:

1935, 1934 map- a “third class route” road; 1931 map- “graded”, “Third Class-For conditions, make local inquiry”; 1930 map- “graded” and “unimproved”, “Third Class-For conditions, make local inquiry”; 1923 map- “unimproved”, “state highway system” and “state highway system proposed”; 1917, 1912 maps- no road condition recorded.

NM 35 (1939): Farmington north to La Plata and the Colorado border. This became part of NM 17 by the 1942 map. A portion of NM 173 may be a remnant of the 1912-1917 alignment. US 64 from Farmington east to Blanco (and maybe as far as Gobernador) may be the 1923 alignment. The portion east of Blanco/Gobernador is a totally new alignment, and the older NM 35 alignment does not exist in this location anymore. The southern portion of the 1923 alignment may still exist as NM 602, south of Gallup, and the road north of Crownpoint may be the old alignment, now as NM 371.

Road condition history:

1939 map- the route was “graded”, and both part of the “secondary state routes”.

NM 36 (1912, 1917, with changes 1923): from Española north to Abiquiu, Tierra Amarilla, Chama, and on to the Colorado border. By the 1923 map, the north fork above Tierra Amarilla has a totally new alignment. By the 1930 map, this was renumbered NM 2. This may now be parts of US 84, which seems to maintain the same alignment until the very last miles at the north end. Most of this road may still be the same alignment of old, but the road has received major widening and other improvements.

Road condition history:

1923 map- “surfaced” (presumably with oil) and “unimproved” sections, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 36 (1930, 1931, shortened 1934, 1935, 1939): this state highway number was designated for a totally new alignment, from Gallup south to a point east of Zúñi Pueblo and west to the Arizona border. On the 1934 map, the route was shortened to the Zúñi west to Arizona section. At present, this may be NM 602 and parts of NM 53.

Road condition history:

1939 map- the route was “graded”, and both part of the “secondary state routes”; 1935, 1934 maps- “unimproved”, and both a “secondary routes” and “third class routes” road; 1931, 1930 maps- “graded” and “unimproved” sections, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry”.

NM 36 (1942, 1950s): Pietown northwest to Trechado, Tingle, and west to Fence Lake.

Road condition history:

1950s map- this entire route is noted as “unimproved”, “other highway”; 1942 map- the route was “graded”, and part of the “secondary state routes”.

NM 37 (1912, 1917, with minor change 1923): originally from Raton east to Clayton, and on to the Texas border. By the 1923 map, the road curves up a bit to include the town of Des Moines. This entire route is designated part of the Federal Highway System on the 1923 map, although still numbered NM 37. By the 1930 map, this route was designated US 385. This general route is now US 64/87, but seems to have some alignment changes. The road now peaks up to include Des Moines, which was not on the original route. The areas that may retain some of the original alignment are presently from the Texas border to Clayton, and up to Grenville. The portion between Raton and Capulin may also be the original alignment, especially with the segment from Raton heading southeast.

Road condition history:

1923 map- “surfaced” (presumably with oil) and “graded”, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 37 (1930, 1931, 1934, 1935, 1939, 1942, 1950s): this state highway number was used for a totally new location, from Hollywood north to Ruidoso, and then ending at US 566 (1930, 1931) or US 380 (1934, 1935, 1942, 1950s), midway between Carrizozo and Capitan. At present, this old route has been shortened, from north of Ruidoso north to US 380.

Road condition history:

1950s map- this road has “paved”, “gravel”, and “unimproved” segments; 1942, 1939, 1935, 1934 maps- “graded”, and part of the “secondary state routes”; 1931, 1930 maps- “graded”, “Second Class-All year roads, except after severe storms”.

NM 38 (1912, 1917, 1923, realigned slightly 1930, 1931, 1934, 1935, 1939, 1942, changed 1950s): Questa, east to Red River, south to Elizabethtown, and ending west of Ute Park.

Extended by 1917 south to Black Lake, and ending at Lucero (east of Mora). By the 1930 map, the southern part was realigned from Black Lake to end at Mora (not Lucero). On the 1950s map, the route is discontinuous between Guadalupita and Black Lake. At present, the old route appears to be NM 38 and NM 434.

Road condition history:

1950s map- this route is a combination of “paved”, “gravel”, and “unimproved” conditions; 1942, 1939 maps- a combination of “gravel” and “graded” sections, and both part of the “secondary state routes” and “third class state routes”; 1935 map- “gravel” and “unimproved” sections, and was a “secondary routes” and “third class routes” road; 1934 map- “graded” and “gravel”, and a combination of “secondary routes”, “primary state and federal system routes”, and “third class routes”; 1931, 1930 maps- “gravel”, “graded”, and “unimproved” sections, and a combination of “First Class-All year roads”, “Second Class-All year roads, except after severe storms”, and “Third Class-For conditions, make local inquiry”; 1923 map- “graded” and “unimproved” sections, with a small portion on the “federal highway system”, most on the “state highway system”, and a portion on “state highway system proposed”; 1917, 1912 maps- no road condition recorded.



Widening Curve on SR 38 in the Red River Country

Figure 123: NM 38 c. 1949-1950 (Dwyre 1949-1950:9)

NM 39 (1912, 1917, changes 1923, changes 1930, extended 1931, 1934, 1935, 1939, 1942, 1950s): from Logan north to Roy, Taylor Springs, and ending at French (south of Maxwell). By the 1923 map, the portion between Logan and Mosquero is designated NM 102 (and Mosquero is first seen on these maps). This section is also designated part of the Federal Highway System on the 1923 map. By the 1930 map, the section between Logan, Gallegos, and Mosquero was renumbered back to NM 39, but the section from Mosquero north was realigned more northerly to Abbott. By the 1931 map, NM 39 was extended south of Logan to San Jon and Grady. Present NM 39 is from Logan north to Roy, Mosquero, and ending at Abbott, with an adjustment due north from Roy to Abbott, and a possible adjustment east to include Mosquero. The old route between Roy and French no longer exists. It is hard to tell if any of the older alignment remains the same.

Road condition history:

1950s map- this entire route is “paved”, and a “through highway”; 1942, 1939 maps- a combination of “oil or concrete”, “gravel”, and “graded” sections, and both part of the “primary state and federal system routes” and “secondary state routes”; 1935 map- “oil and concrete” and “gravel” sections, and was a “secondary routes” road; 1934 map- “graded” and “gravel”, and a combination of “secondary routes”, “primary state and federal system routes”, and “third class routes”; 1931 map- “gravel” and “graded”, “First Class-All year roads”; 1930 map- “gravel”, “graded”, and “unimproved” sections, “First Class-All year roads”; 1923 map- “unimproved”, “state highway system” and “state highway system proposed”; 1917, 1912 maps- no road condition recorded.

NM 40 (1912, 1917, with changes 1923): from Rincon north to Engle and ending at San Marcial. By the 1923 map, the route begins at Ft. Selden, to the south of the previous alignment, and head north but east of Rincon, through the Detroit Ranch, but ending at Engle. This alignment is not shown on the 1930 map, and no longer exists.

Road condition history:

1923 map- “graded” and “unimproved”, “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 41 (1912, 1917, 1923, extended 1930, 1931, 1934, shortened 1935, shortened 1939, 1942, extended 1950s): extends from Willard north to Moriarty, and ending at Lamy. By the 1923 map, the section between Willard and Moriarty was designated part of the Federal Highway System, but still numbered NM 41. By the 1930 map, the section between Willard and south to just north of Carrizozo became part of NM 41 (it was NM 109). By the 1935 map, this route had been shortened, and ran between Lamy, Stanley, Moriarty, Estancia, Willard, to a point near Gran Quivira. On the 1939 map, the portion south of Willard was gone (only Willard north to Lamy). By the 1950s map, a separate segment was also labeled NM 41, from Claunich southwest to Bingham (formerly this was NM 16). NM 41 presently runs between Lamy and Willard.

Road condition history:

1950s map- this route has “paved”, “gravel”, and “unimproved” sections, and is an “other highway” and “through highway”; 1942 map- entirely “oil or concrete”, and part of the “primary state and federal system routes”; 1939 map- a combination of “oil or concrete” and “gravel”, and part of the “primary state and federal system routes”; 1935, 1934 maps- “graded” and “gravel” sections, and was “secondary routes” and “third class routes” road; 1931 map- “gravel”, “graded”, and “unimproved” sections, and a mix of “First Class-All year roads”, “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry”; 1931 map- “gravel”, “graded”, and “unimproved” sections, and a mix of “Second Class-All year

roads, except after severe storms” and “Third Class-For conditions, make local inquiry”; 1923 map- “unimproved”, “state highway system”; 1917, 1912 maps- no condition recorded.

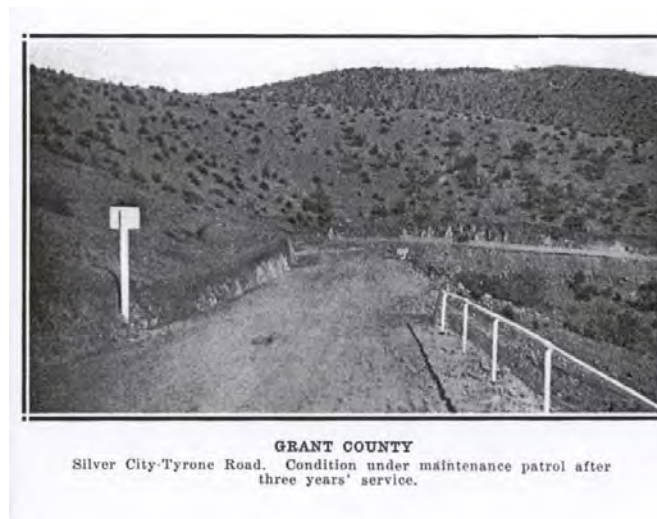


Figure 124: NM 42 in 1920 (Gillett 1918-1920:58)

NM 42 (1912, 1917, minor changes 1923): from Lordsburg northeast to Silver City. By the 1923 map, this section was designated part of the Federal Highway System, and extended south of Lordsburg along what was NM 4. By the 1930 map, this route was designated part of US 180. This route is now NM 90.

Road condition history:

1923 map- “surfaced” (presumably with oil) and “graded”, all on the “federal highway system”; 1917, 1912 maps- no road condition recorded.

NM 42 (1934, 1935, 1939, 1942, extended 1950s): this designation was assigned to a new location by the 1934 map, from Corona northwest to Progresso and ending at Willard. By the 1950s map, the route was extended east of Corona to US 285.

Road condition history:

1950s map- this route has “paved” and “gravel” sections, but is a “through highway”; 1942, 1939 maps- “gravel”, and part of the “secondary state routes”; 1939, 1935, 1934 map- a “third class routes” road.

NM 43 (1912, 1917, 1923, 1930?, 1931?, 1934?, 1935?): from Mogollon northeast to the N Bar Ranch, Fullerton Ranch, and ending east of Datil. By the 1930, 1931 maps, this may still exist as a very short road between Glenwood and Mogollon. By the 1934 map, this became part of a road system (unnumbered) that went east to Beaverhead, south to Santa Rita, or north from Beaverhead to what was old NM 52 (1917, 1923). This route is designated NM 78 on the 1939 map. This route may still exist as parts of NM 159, NM 163, and NM 52, which is not a through route as it was before.

Road condition history:

1935, 1934 map- a “third class routes” road; 1931, 1930 map- “unimproved”, “Second Class-All year roads, except after severe storms”; 1923 map- “unimproved”, “state highway system” and “state highway system proposed”; 1917, 1912 maps- no road condition recorded.

NM 44 (1912, 1917, 1923, realignment 1930, 1931, 1934, 1935, shortened 1939, extended 1942, 1950s): originally from Bernalillo northwest to San Ysidro, Cuba, and ending at Farmington. By the 1930 map, the portion at the northwest end was realigned, to loop around from east of Lybrook to Blanco and end at Aztec. This road extended only from Bernalillo northwest to Cuba by the 1939 map. The older alignment from Lybrook on was designated NM 55. By the 1942 map, NM 44 was extended to include old NM 55 (Cuba northwest to Aztec), and ran from Bernalillo to Aztec. Most of this route has now become part of US 550 (2002).

Road condition history:

1950s map- this entire route is “paved”, and a “through highway”; 1942, 1939 maps- a combination of “oil or concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”; 1935 map- “gravel”, “graded”, and “unimproved” sections, and a mix of “primary state and federal system routes” and “third class routes”; 1934 map- “graded”, “gravel”, and “unimproved” sections, and a mix of “secondary routes” and “third class routes”; 1931, 1930 maps- “gravel”, “graded”, and “unimproved” sections, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” route; 1923 map- “state highway system proposed” route; 1917, 1912 maps- no road condition recorded.

NM 45 (1912, 1917, 1923): from Lordsburg northwest to the Arizona border. This route was gone by the 1930 map.

Road condition history:

1923 map- “unimproved”, “state highway system”; 1917, 1912 maps- no road condition recorded.

NM 45, c. 1945-1948: unknown location.

NM 45 (1950s): on the 1950s map, this route runs parallel to US 85, from a point on US 66 west of Albuquerque, south to Isleta Pueblo (?).

Road condition history:

On the 1950s map, this entire route is “paved”, and a “through highway”.

NM 46 (1917, slightly realigned 1923): north of Tijeras to Moriarty. Realigned by 1923 from Tijeras to Moriarty. By the 1930 map, this was part of US 470. This is now part of Interstate 40, and does not retain any historic road characteristics.

Road condition history:

1923 map- “surfaced” (presumably oil surfaced) and “unimproved”, “federal highway system”; 1917 map- no road condition recorded.



Figure 125: Laying concrete on NM 47 in 1933-1934 (Macy 1933-1934:25)

NM 47 (1917, 1923, 1934, 1935, extended 1939, 1942, extended 1950s): extends from Alameda (south of Bernalillo) south through Albuquerque, Peralta, Tome, Adelino, and ending east of Belen. Most of this route covers the very same ground as the historic Spanish Colonial to Territorial Period Royal Road (*El Camino Real de Tierra Adentro*). This road is not shown on the 1930 and 1931 map, but reappears as a loop between Los Lunas and Albuquerque by the 1934 and

1935 map, covering a portion of former US 85 (a route directly southwest on US 85 was created by the 1934 map between Albuquerque and Los Lunas). By the 1939 map, NM 47 is shown as a long straight road extending from Albuquerque to Isleta Pueblo, Los Lunas, Belen, and ending at

Bernardo. By the 1950s map, NM 47 was extended to the south to La Joya. The oldest parts of the route now exist as 2nd Street in Albuquerque, and still as NM 47 south of Albuquerque to east of Belen, and southeast to a point on US 60 west of Abo Pass.

Road condition history:

1950s map- this entire route is “paved”, and a “through highway”; 1942, 1939 maps- “graded”, and part of the “secondary state routes”; 1935, 1934 map- “oil and concrete”, and a “secondary routes” road; 1923 map- “surfaced” (presumably oil surfaced), “state highway system”; 1917 map- no road condition recorded.

NM 48 (1917, possible changes 1923): Silver City east to Santa Rita, southeast to Mule Springs, and ending at Lake Valley (south of Hillsboro). The section from Mule Springs/Swarts north and then east to Lake Valley appears to be a different alignment in the 1923 map. Referred to as the “Black Range Highway” and also the “Dam to Dam Highway” in the 1921-1922 State Highway Engineer biennial report (Gillett 1921-1922:26). By the 1930 map, this became a portion of US 180, and realigned between Santa Rita and Hillsboro. Only a small portion of this route still

exists, as US 180 between Silver City and Santa Rita. This is now a major four-lane highway that does not retain any original characteristics of the original road.

Road condition history:

1923 map- “surfaced” (presumably oil surfaced) and “unimproved” sections, “state highway system”; 1917 map- no road condition recorded.

NM 48 (1939, 1942, 1950s): Capitan north to Encinosa, east to Spindle, and ending north of Roswell.

Road condition history:

1950s map- this route has “gravel”, and “unimproved” sections, and is an “other highway”; 1942, 1939 maps- the route was “graded”, and part of the “secondary state routes”.



GRANT COUNTY—On top Black Range Mountains.

Figure 126: NM 48 in 1921-1922 (Gillett 1921-1922:28)

NM 49 (1917, 1923): Lake Valley south to Florida (between Hillsboro and Deming). This route is gone by the 1930 map. This route does not exist anymore.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”; 1917 map- no road condition recorded.

NM 50 (1917, 1923): from the Texas border at Newman north to Orogrande, and ending at Alamogordo. This entire route was designated part of the Federal Highway System by the 1923 map, although it still was numbered NM 50. By the 1930 map, this route became part of US 366. The old alignment is presently part of US 54, which has recently been upgraded to a four-lane highway (in 2002).

Road condition history:

1923 map- “surfaced” (presumably oil surfaced) and “unimproved” sections, “federal highway system”; 1917 map- no road condition recorded.

NM 51 (1917, 1923): Hope north to Roswell. By the 1930 map, this route did not exist, and no present road takes its place.

Road condition history:

1923 map- “unimproved”, “state highway system”; 1917 map- no road condition recorded.

NM 52 (1917, changed 1923, changed 1930, 1931): Elephant Butte northwest to Cuchillo, Fairview, then northeast to Ojo Caliente, then curving around northwest and then northeast to Durfey’s Well, and ending at Magdalena. On the 1923 map, the road heads west of Fairview to the town of Chloride, then continues north along the same route. On the 1930 map, the road ends at Chloride, and then has been extended from Elephant Butte east to Engle, ending at Tularosa. This is not NM 52 by the 1934 map, but the old route appears to have been extended north of Chloride again, to a point west of Magdalena (this looks like a slightly different alignment than the old 1923 route). Portions of this route west and north of Elephant Butte may still exist, possibly as NM 195 around Elephant Butte, and still as NM 52, through Cuchillo and points north. NM 52 north of Winston becomes dirt road that may really be like the old roads from pre-asphalt times. The northernmost portion of the old route (on into Magdalena) does not presently exist, nor does the 1930 portion from Engle to Tularosa.

Road condition history:

1931 map- “graded” and “unimproved” sections, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” route; 1930 map- “unimproved”, “Third Class-For conditions, make local inquiry”, 1923 map- “unimproved”, “state highway system” and “state highway system proposed”; 1917 map- no road condition recorded.

NM 52 (1934, 1935, extended 1939, 1942, 1950s): By the 1934 and 1935 maps, two separate sections are labeled NM 52: 1) Tularosa west to Engle, Hot Springs, Cuchillo, Chloride, and north to meet with an unnumbered road, and 2) Belen southeast to west of Scholle. This second section is part of present day NM 47. By the 1939 map, the old NM 52 section north of Chloride (Winston) becomes NM 52 again, and NM 52 is extended north of Magdalena to Suwanee, south of the intersection of NM 6 and US 66. By the 1942 map, the NM 52 section between Belen and US 60 had been designated part of NM 6. What is left is the old route: Tularosa west to Hot Springs, northwest to Cuchillo, Winston, Goebels, and ending on US 60.

Road condition history:

1950s map- entirely “gravel” and “other highway”; 1942 map- entirely “graded”, and part of the “secondary state routes”; 1939, 1935 maps- “graded”, and both part of the “secondary routes” and “third class routes”; 1934 map- “unimproved” and “graded”, and both a “secondary routes” and “third class routes” road.

NM 53 (1917, 1923): from a point west of Los Lunas, south to Datil. By the 1930 map, this route was removed. This old route does not presently exist.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”; 1917 map- no road condition recorded.

NM 53 (1927, 1930, 1931, 1934, 1935, extended 1939, extended 1942, 1950s, present): from Grants west to Ramah, and ending at Zuñi Pueblo. This replaced NM 54 between Grants and Ramah by 1930. On the 1939 map, NM 53 started at San Mateo and headed south to Grants, looped west to Paxton, and then headed west to Inscription Rock, Ramah, and ending east of Zuñi Pueblo. By the 1942 map, the route extended west of Zuñi over old NM 36 to the Arizona border. Designated the “Zuñi-Cibola Trails” in 1966.

Road condition history:

1950s map- this route has a short “paved” section, and mainly “gravel” and “unimproved” sections, and is an “other highway”; 1942 map- a combination of “gravel” and “graded”

sections, and part of the “secondary state routes”; 1939 map- “graded”, and both part of the “secondary state routes” and “third class routes”; 1935, 1934 maps- “unimproved”, and both a “secondary routes” and “third class routes” road; 1931, 1930 maps- “unimproved”, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry”.



WIDENING AND REGRADING S.R. 53 BETWEEN HELEN AND MOUNTAINAIR

Figure 127: Road work on NM 53 (Conroy 1937-1938:73)

NM 54 (1917, 1923): Grants west to Inscription Rock, dropping south to Atarque, and on west to the Arizona border. By the 1930 map, the section between Inscription Rock (El Morro National Monument) and points southwest to the Arizona border have disappeared, and what was left became a realigned NM 53.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”; 1917 map- no road condition recorded.

NM 55 (1917, changes 1923): Bernalillo northwest to Cabezón, curving northeast back to a point south of Cuba (on old NM 44). By the 1923 map, the alignment from Cabezón north had changed, to go directly to Cuba. This old route does not exist anymore.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”; 1917 map- no road condition recorded.

NM 55 (1930, 1931, 1934, 1935, 1939): by the 1930 map, this route was now only from Cuba northwest to Lybrook, Bloomfield, and ending at Aztec.

Road condition history:

1939, 1935 maps- the route was “gravel” and “graded”, and part of the “primary state and federal system routes”; 1934 map- “graded” and “gravel”, “secondary routes” road; 1931, 1930 maps- “graded”, “Second Class-All year roads, except after severe storms”.

NM 55 (1942, 1950s): from a point east of Tajique east to Estancia.

Road condition history:

1950s map- this route is entirely “paved” and is an “other highway”; 1942 map- the route was “graded”, and part of the “secondary state routes”.

NM 56 (1917, 1923): Santa Rosa, northwest to Dilia, to Romeroville. This entire route was designated part of the Federal Highway System by the 1923 map. By the 1930 map, this route was part of US 66. This old route may still be part of US 84, from Dilia to Romeroville.

Road condition history:

1923 map- “graded”, “federal highway system”; 1917 map- no road condition recorded

NM 56 (1939, 1942, 1950s): this old designation was used for the road to Chaco Canyon by the 1939 map, beginning at Bluewater, west to Thoreau, and north to Crownpoint, Chaco Canyon, Otis, and ending at NM 55.

Road condition history:

1950s map- this route is mainly “unimproved” with a short “gravel” section, and is an “other highway”; 1942 map- the route was a combination of “graded” and “unimproved” sections, and part of the “secondary state routes”; 1939 map- the route was “graded”, and part of the “secondary state routes”.

NM 57 (1917, with changes 1923): Clovis northwest to House, and ending at a point north of Ft. Sumner (on old NM 20). By the 1923 map, a section was added from NM 20 (on to Puerto de Luna). By the 1930 map this route did not exist. Parts of the 1917-1923 route may still exist as NM 311, and NM 89, between Clovis and House, and NM 203 and NM 91 south of Santa Rosa.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”; 1917 map- no road condition recorded.

NM 57 (1939, 1942, 1950s): from NM 120 (east of Roy) to Bueyeros, dipping south to NM 65, and then from Bueyeros east to Miera, Clapham and ending on NM 18 south of Clayton.

Road condition history:

1950s map- this route is mainly “unimproved” with some short “paved” and “gravel” sections, and an “other highway”; 1942, 1939 maps- the route was “graded”, and part of the “secondary state routes”.

NM 58 (1917, 1923, 1930, 1931, 1934, 1935, 1939, 1942, 1950s): Cimarron east to Clayton. A portion of this old route may still exist as US 56, from Abbott east to Clayton.

Road condition history:

1950s map- this route is entirely “paved” and is a “through highway”; 1942, 1939 maps- a combination of “oil or concrete”, “gravel”, and “graded” sections, and part of the “primary state and federal system routes”; 1935 map- “graded” and “gravel” sections, and part of the “primary state and federal system routes”; 1934 map- “graded” and “gravel”, and both a “secondary routes” and “primary state and federal system routes” road; 1931, 1930 maps- “oil and concrete”, “gravel” and “graded”, and a “First Class-All year roads” and “Second Class-All year roads, except after severe storms” route; 1923 map- “surfaced” (presumably oil surfaced), “state highway system”; 1917 map- no road condition recorded.

NM 59 (1917, 1923): Taos, curving northwest around to Questa. By the 1930 map, this route was designated as a part of NM 3. This old route may now be designated NM 522. Detailed research will reveal if this is an eligible highway at present.

Road condition history:

1923 map- “unimproved”, “state highway system”; 1917 map- no road condition recorded

NM 59 (1950s): Beaverhead east to NM 52 (over what was NM 185).

Road condition history:

On the 1950s map, this route is “gravel” and “unimproved”, and is an “other highway”.

NM 60 (1917, realigned 1923): Tatum north to Elida. On the 1923 map, the road begins north of Tatum on NM 14, and then heads west and northwest, through Jenkins, Eagle Hill, Thornham, Valley View, to end at Elida. By the 1930 map, this route did not exist, and it appears to not exist today.

Road condition history:

1923 map- “unimproved”, “state highway system”; 1917 map- no road condition recorded.

NM 61 (1923, realigned 1930, 1931, extended 1934, realigned slightly 1935, 1939, 1942, extended 1950s): Spalding north to Torres, ending at Swarts (southeast of Silver City). By the 1930 map, this is a route between Spaulding and San Lorenzo. On the 1934 map, this route was extended north of San Lorenzo to Beaverhead and north at a point west of Magdalena. On the 1935 map, this route looks slightly realigned between Spaulding and San Lorenzo. On the 1950s map, the route was extended north of San Lorenzo to Beaverhead, over what had been NM 186. The present NM 61 is similar to this old alignment, but appears to be to the east of the older route, connecting Faywood Hot Springs to San Lorenzo.

Road condition history:

1950s map- this route has “paved”, “gravel”, and “unimproved” sections, and is an “other highway”; 1942, 1939 maps- “graded”, and part of the “secondary state routes”; 1935, 1934 maps- a “third class routes” road; 1931, 1930 maps- “graded”, “Third Class-For conditions, make local inquiry”; 1923 map- “graded” and “unimproved” sections, “state highway system”.

NM 62 (1923, extended 1930, 1931): Roy west, to Wagon Mound, and ending at Black Lake. This route was renumbered NM 120 by the 1934 map, and currently is designated NM 120. By the 1930 map, this route was extended northeastward from Roy to a point east of Gladstone. This route becomes NM 120 by the 1934 map.

Road condition history:

1931 map- “graded”, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” route; 1930 map- “graded” and “unimproved” sections, “Third Class-For conditions, make local inquiry”; 1923 map- “unimproved”, “state highway system”.

NM 63 (1923, 1930, 1931, 1934, 1935, 1939, 1942, 1950s): Pecos, north to Valley Ranch, ending at Cowles. This may be NM 63 at present.

Road condition history:

1950s map- this route has “paved” and “gravel” sections, and is an “other highway”; 1942, 1939 maps- “gravel”, and part of the “secondary state routes”; 1935, 1934 maps- “graded”, and was a “secondary routes” road; 1931 map- “graded”, “Second Class-All year roads, except after severe

storms”; 1930 map- “unimproved”, “Second Class-All year roads, except after severe storms”; 1923 map- “surfaced” (presumably oil surfaced), “state highway system”.

NM 64 (1923): Taos west through Taos Junction and ending at La Madera. This route is either gone, or renumbered as part of NM 96, by the 1930 map. NM 567 may still be a part of this old route.

Road condition history:

1923 map- “surfaced” (presumably oil surfaced) and “unimproved” sections, “state highway system”.

NM 65 (1923, extended and realigned 1930, 1931, 1934, 1935, 1939, two sections 1942, 1950s): a point east of Mosquero, northeast to Leon, Hayden, and ending on old NM 18. By the 1930 map, this route was extended to include the old NM 93 route from Mosquero to Las Vegas and Porvenir, and was also realigned east of Mosquero to include Rosebud, and then dropping south to a point on old NM 18 (between Nara Visa and Clayton). By the 1942 and 1950s maps, the section between Trujillo and Mosquero was gone, leaving two separate segments: 1) Trujillo northwest to Porvenir, and 2) east of Mosquero east to Rosebud and ending at NM 18. From Las Vegas to Mosquero, this route is now apparently realigned as NM 104 and NM 419. From Mosquero east this route may now be part of NM 39, NM 102, NM 420, and County Roads C118, and C114.

Road condition history:

1950s map- this route has “paved”, “gravel”, and “unimproved” sections, and is an “other highway”; 1942 map- “gravel”, and part of the “secondary state routes”; 1939 map- a combination of “gravel”, “graded”, and “unimproved” sections, and part of the “secondary state routes”; 1935, 1934 maps- “graded” and “unimproved” sections, and both a “secondary routes” and “third class routes” road; 1931 map- “gravel”, “graded”, and “unimproved” sections, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” route; 1930 map- “graded” and “unimproved” sections, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” route; 1923 map- “graded” and “unimproved” sections, “state highway system”.

NM 66 (1923): Salem south and east to Hatch. This route is not shown on the 1930 map.

Road condition history:

1923 map- “graded”, “federal highway system”.

NM 67 (1923, extended 1930, 1931, 1934, 1935): La Liendre to Newkirk (east of Santa Rosa). By the 1930 map, this route extended north to Las Vegas. This route may have become part of NM 129 by the 1939 map, or gone altogether. At present it does not exist.

Road condition history:

1935 map- the route was “graded”, and mostly a “third class routes” road (very small portion “secondary routes”); 1934 map- “unimproved”, “third class routes”; 1931, 1930 maps- “unimproved”, “Third Class- For conditions, make local inquiry” route; 1923 map- “surfaced” (presumably oil surfaced) and “unimproved” sections, “state highway system”.

NM 67 (1950s): part of the old route became NM 67 again by the 1950s map, from La Liendre north to NM 65 (east of Las Vegas). This small segment had been numbered NM 20 on the 1939 map).

Road condition history:

On the 1950s map, this route has “gravel” and “unimproved” sections, and is an “other highway”.

NM 68 (1923): Hicks and Jones southeast to Cuervo. By the 1930 map, this route was removed, and presently does not exist anymore.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 68 (1930, 1931, 1934, 1935, 1939, 1942, 1950s): from the Arizona border to Yah-Tah-Hey, north of Gallup. Replaced by NM 264 in 1966.

Road condition history:

1950s map- this route is entirely “paved”, and is an “other highway”; 1942 map- a combination of “oil or concrete” and “gravel”, and part of the “secondary state routes”; 1939 map- “gravel”, and part of the “secondary state routes”; 1935 map- “graded” and “gravel” sections, and was a “secondary routes” road; 1934 map- “graded”, “secondary routes” road; 1931, 1930 maps- “graded”, “Third Class- For conditions, make local inquiry”.

NM 69 (1930, 1931, 1934, 1935): Cuervo (east of Santa Rosa) north to old NM 67. This route is gone by the 1939 map, but could presently be part of County Road C58D (Guadalupe County).

Road condition history:

1935, 1934 maps- the route was a “third class routes” road; 1931, 1930 maps- “unimproved”, “Third Class- For conditions, make local inquiry”.

NM 70 (1923): Dilia north to San Jose. This route was gone by the 1930 map. This may be part of present day NM 119.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 71 (1923): Stanley east to Bernal. This route was gone by the 1930 map, and appears to not exist today.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 72 (1923, 1930, 1931, 1934, 1935, 1939, 1942, 1950s): Raton east to Yankee, Bell, Folsom, and ending at Des Moines. This route is still mostly designated NM 72, and from Folsom to Des Moines, NM 325.

Road condition history:

1950s map- this route has “paved”, “gravel”, and “unimproved” sections, and is an “other highway”; 1942, 1939, 1935, 1934 maps- “gravel” and “graded” sections, and part of the “secondary state routes”; 1931 map- “gravel”, “graded” and “unimproved”, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” route; 1930 map- “graded” and “unimproved”, and both a “Second Class-All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” route, 1923 map- “unimproved”, “state highway system proposed”.

NM 73 (1923): Des Moines north to Emery Gap and the Colorado border. This appears to be gone by the 1930 map. What is left of this old route may be present day NM 551. The portion between Des Moines and Alma no longer exists.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 74 (1923, changes 1930, changes 1931, 1934, 1935, 1939): from a point south of Velarde (on old NM 36), north to Ojo Caliente, La Madera, Vallecitos, and ending at Tres Piedres. By the 1930 map, this route is shown in slightly different locations: 1) from a point east of Abiquiu north to El Rito, and 2) from Taos Junction north to Tres Piedras and the Colorado border. By the 1931 map, this route was again changed, to begin at Española, north to Ojo Caliente, northeast to Taos Junction, and due north to Tres Piedras and the Colorado border. By the 1942 map, this has become US 285. Most of this old route is probably part of present day US 285 (the portion between Abiquiu and El Rito is NM 554). The 1923 route may still be parts of US 285, NM 111, NM 42, and US 64.

Road condition history:

1939 map- the route was a combination of “gravel” and “graded”, and part of the “secondary state routes”; 1935, 1934 maps- “oil and concrete” and “graded” sections, and was a “secondary routes” road; 1931, 1930 maps- “graded” and “unimproved” sections, “Second Class-All year roads, except after severe storms”; 1923 map- “unimproved”, “state highway system proposed”.

NM 75 (1923, 1934, 1935, 1939, 1942, shortened 1950s): Embudo east to Trampas, and ending at Holman. This route was gone by the 1930 map. The road is shown again on the 1934 map, from Embudo, to Dixon, and ending at Rio Pueblo, where NM 3 heads up to south of Ranchos de Taos. By the 1950s map, this route was Embudo to Peñasco only. The 1923 route appears to mainly be gone now, but the post-1934 route might still be present day NM 75 from Embudo to NM 580, NM 580, and Forest Service Road 29.

Road condition history:

1950s map- this route has “paved” and “gravel” sections, and is an “other highway”; 1942, 1939, 1935 maps- a combination of “gravel” and “graded” sections, and part of the “secondary state routes”; 1934 map- “graded”, “secondary routes” road; 1923 map- “unimproved”, “state highway system proposed”.

NM 76 (1923): Trampas due south, and then due west to Chimayo. This route appears gone by the 1930 map, but is mentioned in subsequent biennial reports.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 76 (1950s): Española northeast to Chimayo and ending on NM 3 east of Peñasco. This road still exists as NM 76.

Road condition history:

On the 1950s map, this route has “paved” and “gravel” sections, and is an “other highway”.

NM 77 (1923, shortened 1930, 1931, 1934, 1935, 1939, 1942): Trampas angling southwest to Chimayo, and ending at Santa Cruz/Española. Only a portion of this road, from Chimayo to Española, is shown on the 1930-1942 maps. This becomes NM 76 by the 1950s map. This may be a portion of present day NM 76 (seen on 1950s map to today).

Road condition history:

1942, 1939 maps- the route was “graded”, and part of the “secondary state routes”; 1935, 1934 maps- “gravel”, and a “secondary routes” road; 1931, 1930 maps- “graded”, “Second Class-All

year roads, except after severe storms”; 1923 map- “unimproved”, “state highway system proposed”.

NM 78 (1923): Santa Fe south to Galisteo. This route is gone by the 1930 map, and presently does not exist.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 78 (1930, 1931, 1934, 1935, expanded 1939, extended 1942, extended 1950s, present): from old NM 11 (now US 180) west to Mule Creek and the Arizona border. By the 1939 map, NM 78 extended from Mule Creek north to Glenwood and Mogollon, and then northeast to meet NM 184. On the 1942 map, the section from Mogollon to a point north of Beaverhead was designated NM 78. On the 1950s map, NM 78 was extended northeast to Augustine on US 60. The Mogollon to Beaverhead section is still designated NM 78.

Road condition history:

1950s map- this route has “gravel” and “unimproved” sections, and is an “other highway”; 1942 map- a combination of “gravel”, “graded”, and “unimproved” sections, and part of the “secondary state routes”; 1939 map- “graded”, and both part of the “secondary state routes” and “third class routes”; 1935, 1934 maps- “graded”, “secondary routes” road; 1931, 1930 maps- “graded”, “Second Class-All year roads, except after severe storms”.

NM 79 (1923): Sheep Springs northeast to Farmington. By the 1930 map, this route does not exist, and appears to not exist at present.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 79 (1942, 1950s): Cloverdale east to Antelope Wells.

Road condition history:

1950s map- this route is entirely “unimproved”, and is an “other highway”; 1942 map- “unimproved”, and part of the “secondary state routes”.

NM 81 (1923): Bayard south (general Silver City area). Becomes part of NM 11 by 1930 map. Now possibly part of US 180.

Road condition history:

1923 map- “surfaced” (presumably oil surfaced) and “graded” sections, “federal highway system”.

NM 81 (1935, 1939, extended 1942, 1950s): Hachita north to a point east of Separ. By the 1942 map, this route was extended south of Hachita to Walnut Wells and ending at NM 79, west of Antelope Wells.

Road condition history:

1950s map- this route has “paved” and “gravel” sections, and is an “other highway”; 1942 map- a combination of “graded” and “unimproved” sections, and part of the “secondary state routes”; 1939 map- “graded”, and part of the “secondary state routes”; 1935 map- “oil and concrete”, “secondary routes” road.

NM 82 (1923): Texas border west to Lovington, and then south to a point west of Monument. By the 1930 map, this route was realigned and renumbered as part of NM 18 (Monument north to Lovington) and NM 34 (Lovington east to Hobbs and Texas border). Presently, the 1923 alignment may be parts of NM 132, NM 83, and NM 483. The portion that may retain the most historic characteristics is NM 483, south of Lovington.

Road condition history:

1923 map- “graded”, “state highway system”.

NM 82 (1930, 1931, 1934, 1935?, 1939?, 1942?, 1950s?): by the 1930 map, this road number was used for a short loop up from US 180 to Virden, near the Arizona border (northwest of Lordsburg). This same road is shown on the 1935-1950s maps, but is not numbered. This looks to be present day NM 92.

Road condition history:

1950s map- this route is entirely “paved”, and is an “other highway”; 1942, 1939, 1935, 1934 maps- “gravel”, “secondary state routes” road; 1931, 1930 maps- “graded”, “Second Class-All year roads, except after severe storms”.

NM 83 (1923): Aden southwest to Columbus, Hermanas, Victoria, Hacita, Vista, Playas, and on to the Arizona border. At present, this may be NM 9, from Columbus west to near the border (ends at NM 533).

Road condition history:

1923 map- “unimproved”, “state highway system”.

NM 83 (1930, extended 1931, 1934, 1935, 1939, changed 1942, 1950s): By the 1930 map, this route was designated for an alignment between Alamogordo, east to Cloudcroft, Elk, Hope, Artesia, and ending at Maljamar. By the 1931 map, the road was extended east from Maljamar to Lovington (covering what was a part of NM 34), and south to Hobbs. Presently, this is part of US 82. By the 1934 map, the section south of Lovington to Hobbs is also part of NM 18. By the 1942 map, the route heads due east from Lovington to the Texas border.

Road condition history:

1950s map- this route is entirely “paved”, and is an “other highway”; 1942, 1939, 1935, 1934 maps- a combination of “oil or concrete”, “gravel”, and “graded” sections, and a “secondary state routes” road; 1931, 1930 maps- “oil and concrete”, “gravel”, and “graded” sections, and a mix of “First Class-All year roads”, “Second Class-All year roads, except after severe storms”, and “Third Class-For conditions, make local inquiry”.

NM 84 (1923): Tucumcari north to Gallegos. By the 1930 map, this route was gone, and presently does not exist.

Road condition history:

1923 map- “unimproved”, “state highway system” and “state highway system proposed”.

NM 85 (1923): Tucumcari south to Ragland, McAllister, ending at Tolar. By the 1930 map, this road was gone. Now, this may be a portion of NM 209, but the rest of the old route appears to be gone.

Road condition history:

1923 map- “graded” and “unimproved” sections, and both “federal highway system” and “state highway system” route.

NM 86 (1923): Abiquiu northeast to La Madera. This route was gone by the 1930 map. Some of this old route may still exist as NM 554.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 86 (1935, 1939, 1942, changed 1950s): Ragland south to House and ending at Tolar (on US 60). By the 1950s map, NM 86 starts at Ragland and ends at House.

Road condition history:

1950s map- this route is entirely “paved”, and is an “other highway”; 1942 map- a combination of “oil or concrete” and “graded” sections, and part of the “secondary state routes”; 1939, 1935 maps- “graded”, and part of the “secondary state routes”.

NM 87 (1923): Porvenir north to Gascon. By the 1930 map, this road did not exist. No route is presently in this location.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 87 (1930, 1931, extended 1934, 1935): By the 1930 map, this was used for a route through Norton and ending east of Tucumcari. On the 1934 and 1935 maps, a new road segment was also labeled NM 87, beginning south of Melrose to Floyd, and east to Portales. By the 1939 map, this Floyd to Portales section had become part of NM 88.

Road condition history:

1935 map- the route was “graded”, and a “secondary routes” road; 1934 map- an “unimproved”, “third class routes” road; 1931, 1930 maps- “unimproved”, “Third Class-For conditions, make local inquiry”.

NM 88 (1923, realigned 1930, 1931, slightly realigned and extended 1934, 1935, extended 1939, 1942, extended 1950s): McAllister southeast to Melrose (west of Clovis). By the 1930 map, this road was totally realigned, to head due north of Melrose, and angle towards Ragland. By the 1934 map, the north end was realigned to remove the sharp angle towards Ragland. By the 1939 map, the route was extended north and south to cover the realigned old NM 87 (north through Norton and on to Tucumcari, south from Melrose to Portales). By the 1950s map, the route was extended east from Portales to Arch and the Texas border.

Road condition history:

1950s map- this route is entirely “paved”, and is an “other highway”; 1942 map- a combination of “oil or concrete” and “gravel”, and part of the “secondary state routes”; 1939 map- a combination of “oil and concrete”, “gravel”, and “graded” sections, and part of the “secondary state routes”; 1935, 1934 map- “graded” and “gravel” sections, and was a “secondary routes” road; 1931 map- “graded”, “Third Class-For conditions, make local inquiry”; 1930 map- “graded” and “unimproved”, “Third Class-For conditions, make local inquiry” route; 1923 map- “unimproved”, “state highway system proposed”.

NM 89 (1923): Mora east to Wagon Mound. By the 1930 map, this road did not exist. This old route does not presently exist.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 89 (1934, 1935, 1939, 1942, extended 1950s): from Weber City east to Claud (north of Clovis). By the 1950s map, the route was extended west of Weber City to House.

Road condition history:

1950s map- this route is entirely “paved”, and is an “other highway”; 1942, 1939, 1935, 1934 maps- a combination of “gravel” and “graded” sections, and part of the “secondary state routes”.

NM 90 (1923): Tierra Amarilla northwest to Lumberton and the Colorado border. This route was gone by the 1930 map. This may still exist as parts of US 84/64, but it appears that the alignments are now very different from the old route.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 90 (present): from Lordsburg northeast to Silver City. Formerly NM 42 (1912-1923, with some alignment changes; designated US 180 on 1931, 1934, 1935 maps; NM 180 on 1935, 1939, 1942, 1950s maps).

NM 91 (1923): Santa Rosa south to Yeso. By the 1930 map, this road did not exist. Presently, this route appears to be a different alignment, but may be the portion of present NM 91 south of Santa Rosa. The older route to Yeso does not exist.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 92 (1930, 1931, 1934, 1935, 1939, 1942): Elida (south of Clovis) east to Dora and on to the Texas border. This route is realigned slightly near the Texas border and renumbered by the 1950s map, to become NM 116. What is left of this alignment may be NM 114.

Road condition history:

1942 map- the route was “gravel”, and part of the “secondary state routes”; 1939, 1935 maps- “graded”, and part of the “secondary state routes”; 1934 map- “graded”, “third class routes” road; 1931, 1930 maps- “graded”, “Third Class-For conditions, make local inquiry”.

NM 93 (1923): Las Vegas east to Mosquero. By the 1930 map, this had become part of NM 65. Possibly present day NM 104 and NM 419, or County Road C53A and C53D (San Miguel County).

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 93 (1939, 1942, changes 1950s): Endee south to link with NM 18, east of Grady. By the 1950s map, this route extends from Endee due south to Rosedale, on NM 156.

Road condition history:

1950s map- this route is entirely “unimproved”, and is an “other highway”; 1942 map- a combination of “gravel” and “graded” sections, and part of the “secondary state routes”; 1939 map- “graded”, and part of the “secondary state routes”.

NM 94(1923): Pasamonte northeast to Mt. Dora (Clayton area). This route is not on the 1930 map. At present, the original route may be County Roads A7 and A34 (Union County).

Road condition history:

1923 map- “surfaced” (presumably oil surfaced), “state highway system”.

NM 95 (1923): Sapello northwest (south of Mora). This road was gone by the 1930 map. Parts of NM 94 may still be this old route.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 95 (1934, 1935, extended 1939, 1942, 1950s): Regina northwest to Lindrith. Extended by the 1939 map to end at Parkview, north of Tierra Amarilla.

Road condition history:

1950s map, this route is entirely “unimproved”, and is an “other highway”; 1942 map- a combination of “graded” and “unimproved” sections, and part of the “secondary state routes”; 1939 map- “graded”, and both part of the “secondary state routes” and “third class routes”; 1935, 1934 maps- a “graded”, “third class routes” road.

NM 96 (1923, extended 1930, changed 1931, 1934, 1935, 1939, 1942, 1950s): Haynes east to Regina, Gallina, Coyote, Youngsville, and ending at Abiquiu. By the 1930 map, the route between Haynes and Gallina was gone, and the road dropped south connecting Gallina to Cuba. By the 1931 map, the route begins at Cuba and heads north and east to Regina, Gallina, Abiquiu, and then heads north to El Rito (formerly part of old NM 74). The eastern portion of this old route probably still exists as present NM 96, from Gallina east to US 84. Also, the 1930 map shows another separate segment added on from Canjilon, east to Taos Junction and Taos. The only portion of this Canjilon-Taos route that may still exist is NM 567.

Road condition history:

1950s map- this route has “paved”, “gravel” and “unimproved” sections, and is an “other highway”; 1942 map- “graded”, and part of the “secondary state routes”; 1939 map- a combination of “graded” and “unimproved” sections, and part of the “secondary state routes”; 1935, 1934 maps- “graded”, and a “secondary routes” road; 1931 map- “graded”, “Second Class- All year roads, except after severe storms”; 1930 map- “unimproved”, and both a “Second Class- All year roads, except after severe storms” and “Third Class-For conditions, make local inquiry” route; 1923 map- “surfaced” (presumably oil surfaced) and “unimproved” sections, “state highway system” and “state highway system proposed”.

NM 97 (1923): Zuñi Pueblo southwest to old NM 54, near the Arizona border. By the 1930 map, this route does not exist, and does not appear to exist today.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 98 (1923): Escondida north to Victor. This road is not shown on the 1930 map. Presently, this route may be NM 408.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 99 (1923): Engle northeast to Murray, and southeast to Oscuro. Not shown on the 1930 map. At present, this route consists of roads owned and on the White Sands Missile Range, not open to the public.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 100 (1923): Willard southeast to Corona. This road is not shown on the 1930 map. Presently, this route appears to be NM 42.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 100 (1939, 1942, realigned 1950s): Canjilon southeast to El Rito and ending at La Madera. By the 1950s map, this route had been realigned to extend from El Rito north to Vallecitos, and then possibly west to Canjilon.

Road condition history:

1950s map- this route is “gravel”, and an “other highway”; 1942 map- a combination of “gravel” and “graded” sections, and part of the “secondary state routes”; 1939 map- a combination of “graded” and “unimproved” sections, and part of the “secondary state routes”.

NM 101 (1923): Pojoaque west to San Ildefonso. This route became NM 4 by the 1930 map, and continued with that designation through the 1931, 1934, 1935 maps. This is presently NM 84.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 102 (1923): Logan northwest to Gallegos. This became NM 39 by the 1930 map. This old route may now be a portion of present NM 39.

Road condition history:

1923 map- “graded” and “unimproved”, “federal highway system”.

NM 104 (1923): Santa Rosa east and then north to Cuervo. This route was gone by the 1930 map. This route may be present day NM 156.

Road condition history:

1923 map- “surfaced” (presumably oil surfaced) and “unimproved”, “federal highway system”.

NM 104 , c. 1937-1938: unknown location on map.

NM 104 (1939, 1942, 1950s): Gate City (north of Newkirk) west to link with NM 65, south of Trujillo.

Road condition history:

1950s map- this route has “paved” and “unimproved” sections, and is an “other highway”; 1942 map- “unimproved”, and a “third class state routes” road; 1939 map- “graded”, and part of the “secondary state routes”.

NM 105 (1923): from Lordsburg to Steins and the Arizona border. This is designated part of US 80 by the 1930 map. This is probably the Interstate 10 route. Formerly NM 4, from Lordsburg to Steins (1912, 1917 maps).

Road condition history:

1923 map- “surfaced” (presumably oil surfaced), “federal highway system”.

NM 106 (1923): Lordsburg northwest to Verdin and the Arizona border. This may have become part of US 180 by the 1930 map, although this route did not go to Virden (a new NM 82 looped up that way). At present, this is closest to US 70, which appears to be a very different alignment (south of the old one).

Road condition history:

1923 map- “unimproved”, “federal highway system”.

NM 107 (1923): Turquoise north to Alamogordo. This route is gone by the 1930 map. At present, this route does not exist.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 107 (1935, 1939, 1942, 1950s): Magdalena south to a point at the north end of Elephant Butte, on US 85.

Road condition history:

1950s map- this route is all “gravel” and is an “other highway”; 1942 map- “graded”, and part of the “secondary state routes”; 1939, 1935, 1934 maps- a “third class routes” road.

NM 108 (1923): Scholle west to old NM 9. By the 1930 map, this road was removed, and possibly used or realigned as part of US 70. Presently, this route may be part of US 60.

Road condition history:

1923 map- “unimproved”, “federal highway system”.

NM 109 (1923): Coyote north to Willard. By the 1930 map, this became part of NM 41. Presently, this route does not exist, but may be part of NM 55.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 110 (1923): Cloudcroft east to Mayhill, northeast to Elk, ending at Picacho. Most of this route was gone by the 1930 map, but the portion from Cloudcroft to Elk may have become NM 83. Presently, this may be part of US 82 between Cloudcroft and Elk, and County Road E-30 (Lincoln and Chaves counties), up to Picacho.

Road condition history:

1923 map- “unimproved”, “state highway system proposed”.

NM 110 (1939, 1942, realigned 1950s): Tres Piedras west and south to Vallecitos and ending at El Rito. By the 1950s map, this route extended from El Rito northwest to NM 100.

Road condition history:

1950s map- this route has “paved” and “unimproved” sections, and is an “other highway”; 1942, 1939 maps- “graded”, and part of the “secondary state routes”.

NM 111 (1935, 1939, 1942, extended 1950s): Tres Piedras to Arroyo Hondo. By the 1950s map, this route was extended west of Tres Piedras to Vallecitos, and possibly south to La Madera and a point north of Ojo Caliente on US 285.

Road condition history:

1950s map- this route is “unimproved” and is an “other highway”; 1942 map- “unimproved”, and part of the “secondary state routes”; 1939, 1935 maps- a combination of “gravel” and “graded”, and part of the “secondary state routes”.

NM 112 (1939, 1942, 1950s): Regina northeast to Tierra Amarilla.

Road condition history:

1950s map- this route has “paved” and “unimproved” sections, and is an “other highway”; 1942, 1939 maps- a combination of “unimproved”, “gravel”, and “graded” sections, and part of the “secondary state routes”.

NM 116 (1950s): Elida east to Dora and then southeast to Causey, Lingo, and the Texas border.

Road condition history:

On the 1950s map, this route is entirely “paved” and an “other highway”.

NM 117 (1939, realigned 1942, changed 1950s): Pietown north to Trechado, and ending between Ramah and Inscription Rock. On the 1942 map, this starts at Quemado and heads northeast to Trechado, and ends at Inscription Rock. By the 1950s map, the northern section of the route was gone, and only extended from Quemado north to NM 36.

Road condition history:

1950s map- this route “unimproved” and an “other highway”; 1942 map- “unimproved”, and both part of the “secondary state routes” and “third class routes”; 1939 map- “graded”, and both part of the “secondary state routes” and “third class routes”.

NM 120 (1934, slightly realigned 1935, 1939, 1942, shortened 1950s): what was NM 62 (1930, 1931), between Black Lake, Ocate, Wagon Mound, Roy, and a point east of Gladstone, was renumbered NM 120 by the 1934 map, and extended north to Grenville. On the 1935 map, the portion between Roy and points north was realigned to a more angular alignment. By the 1950s, the route did not extend to Black Lake, but began at Ocate to points east and north.

Road condition history:

1950s map- this route has “paved”, “gravel”, and “unimproved” sections, and is an “other highway”; 1942 map- a combination of “gravel” and “graded” sections, and part of the “secondary state routes”; 1939, 1935, 1934 maps- a combination of “gravel” and “graded” sections, and both part of the “secondary state routes” and “third class routes”.

NM 125 (1950s): from a point east of Tatum northeast to the Texas border.

Road condition history:

On the 1950s map, this route is “paved” and an “other highway”.

NM 126 (1939, 1942, 1950s): Cuba east to Senorita. This was part of old NM 4.

Road condition history:

1950s map- this route is “gravel” and is an “other highway”; 1942 map- “graded”, and part of the “secondary state routes”; 1939 map- a combination of “graded” and “unimproved” sections, and part of the “secondary state routes”.

NM 127 (1939): Quemado west to Salt Lake and the Arizona border. This became part of NM 32 by the 1942 map.

Road condition history:

1939 map- the route was “graded”, and part of the “secondary state routes”.

NM 128 (1950s): Jal to the Texas border.

Road condition history:

On the 1950s map, this route is “paved” and an “other highway”.

NM 129 (1939, 1942, 1950s): Newkirk north to Conchas Dam.

Road condition history:

1950s map, this route has “paved” and “gravel” sections, and is an “other highway”; 1942, 1939 maps- “gravel”, and part of the “secondary state routes”.

NM 132 (1939, 1942, 1950s): Hobbs north to NM 34.

Road condition history:

1950s map- this route is “paved” and is an “other highway”; 1942 map- “oil or concrete”, and part of the “secondary state routes”; 1939 map- “gravel”, and part of the “secondary state routes”.

NM 142 (1939, 1942, 1950s): Cuchillo northwest to Goebels.

Road condition history:

1950s map- this route has “paved” and “gravel” sections, and is an “other highway”; 1942 map- “graded”, and both part of the “secondary state routes” and “third class state routes”; 1939 map- “graded”, and both part of the “secondary state routes” and “third class routes”.

NM 156 (1939, 1942, extended 1950s): Santa Rosa east to Ragland ending at Broadview. By the 1950s map, the route is extended to the Texas border.

Road condition history:

1950s map- this route has “paved”, “gravel”, and “unimproved” sections, and is both a “through highway” and an “other highway”; 1942, 1939 maps- a combination of “gravel” and “graded” sections, and part of the “secondary state routes”.

NM 161 (1942): what was formerly NM 16 (Claunch west, and then southwest to Bingham) was designated NM 161. this became part of NM 41 by the 1950s map.

Road condition history:

On the 1942 map, this route is a “graded”, “secondary state routes” road.

NM 171 (1950s): east of Mosquero on NM 65, north to Bueyeros.

Road condition history:

On the 1950s map, this route is “unimproved”, and an “other highway”.

NM 172 (1950s): Maljamar north to west of Caprock.

Road condition history:

On the 1950s map, this route is “paved”, and an “other highway”.

NM 173 (1950s): Aztec to Blanco (formerly part of old NM 44).

Road condition history:

On the 1950s map, this route is “unimproved”, and an “other highway”.

NM 174 (1939): Grants to San Raphael and Paxton. This became part of NM 53 by the 1942 map.

Road condition history:

1939 map- a “third class routes” road.

NM 176 (1950s): US 62/180 east of Carlsbad east to Lea, Eunice, and the Texas border.

Road condition history:

On the 1950s map, this route is “paved”, and an “other highway”.

NM 179 (1939, 1942): Corona east to Lon and ending at US 285. This became NM 42 by the 1950s map.

Road condition history:

On the 1942, 1939 maps, this route is a “graded”, “secondary state routes” road.

NM 180 (1939, extended 1942, changed 1950s): US 85 west to Hillsboro, Santa Rita, Silver City, then southwest to Lordsburg. This was formerly a part of US 180. On the 1942 map, NM 180 was extended south from Lordsburg to Animas and ended at Cloverdale. By the 1950s map, the portion south of Lordsburg is gone (Animas and south becomes NM 338).

Road condition history:

1950s map- this route has “paved” and “gravel” sections, and a “through highway”; 1942 map- a combination of “oil or concrete” and “gravel” sections, and both part of the “primary state and federal system routes” and “secondary state routes”; 1939 map- a combination of “gravel” and “graded” sections, and part of the “primary state and federal routes”.

NM 184 (1939): from a point east of Mogollon, east to Beaverhead. This was designated part of NM 78 by the 1942 map.

Road condition history:

1939 map- a “third class routes” road.

NM 185 (1939, 1942): Beaverhead east to NM 52. This becomes NM 59 on the 1950s map.

Road condition history:

1942 map- the route was a “graded”, “secondary state routes”; 1939 map- a “third class routes” road.

NM 186 (1939, 1942): Beaverhead south to NM 187. This becomes part of NM 61 on the 1950s map.

Road condition history:

1942 map- the route was a “graded”, “secondary state routes”; 1939 map- a “third class routes” road.

NM 187 (1939, 1942): Silver City north and then southeast to San Lorenzo. This became NM 25 and part of NM 61 by the 1950s map.

Road condition history:

1942, 1939 maps- the route was “graded”, and part of the “secondary state routes”.

NM 199 (1939, 1942, 1950s): Springer west to Miami and ending at NM 21.

Road condition history:

1950s map- this route is “paved”, and an “other highway”; 1942, 1939 maps- a combination of “gravel” and “graded” sections, and part of the “secondary state routes”.

NM 235 (1950s): NM 18 east to Rogers and the Texas border.

Road condition history:

On the 1950s map, this route is “paved”, and an “other highway”.

NM 252 (1950s): Taiban north and east to House.

Road condition history:

On the 1950s map, this route is “paved”, and an “other highway”.



Drifting Sand Dunes Give the Maintenance Men a Bad Time on SR 273 in Dona Ana County

Figure 128: NM 273 late 1940s (Dwyre 1949-1950:28)

NM 325 (1950s): Kenton, Oklahoma west to Valley, Folsom, and ending at Capulin. This was formerly a part of US 64.

Road condition history:

On the 1950s map, this route is “unimproved”, and an “other highway”.

NM 330 (1950s): Elida north to NM 88, west of Floyd.

Road condition history:

On the 1950s map, this route is “paved”, and an “other highway”.

NM 337 (1950s): Lovington northeast to Plains, Texas.

Road condition history:

On the 1950s map, this route is “paved”, and an “other highway”.

NM 338 (1950s): Road Forks south to Animas, and ending at NM 79. This was a portion of NM 180 on the 1942 map.

Road condition history:

On the 1950s map, this route has “paved”, “gravel”, and “unimproved” sections, and an “other highway”.

NM 360 (1950s): Artesia southeast to NM 31.

Road condition history:

On the 1950s map, this route is “paved”, and an “other highway”.

NM 368 (1950s): Tinnie north to Pine Lodge and NM 48.

Road condition history:

On the 1950s map, this route has “gravel” and “unimproved” sections, and an “other highway”.

NM 370 (1950s): Clayton north to Valley.

Road condition history:

On the 1950s map, this route is “unimproved” and an “other highway”.

NM 412 (1950s): US 66 south, in the Bluewater vicinity.

Road condition history:

On the 1950s map, this route is “unimproved” and an “other highway”.

NM 457 (1950s): west of Lovington on NM 83 north to west of Tatum on US 380.

Road condition history:

On the 1950s map, this route is “paved” and an “other highway”.

NM 478 (1950s): from NM 28 east to US 80/85.

Road condition history:

On the 1950s map, this route is “paved” and an “other highway”.

Miscellaneous Projects:

Conroy (1937-1938): *Works Progress Administration Projects 1937-1938-*
Construction of Highway District Offices in
Roswell and Deming.



Figure 129: The Roswell Highway District Office,
late 1940s (Dwyre 1947-1948:28)

Unnumbered routes:

1930, 1931, 1934, 1935, 1939, 1942 maps: short road off of NM 18/US 62 to Carlsbad Caverns. Labelled NM 7 on the 1950s map, from White’s City in to Carlsbad Caverns National Park (now NM 7).

1931, 1934, 1935 maps: just north of Tierra Amarilla west to El Vado. By the 1939 map, this is NM 112, as it is today.

1931, 1934, 1935, 1939, 1942, 1950s maps: Lumberton north to Colorado border. There is no road in this area at present.

1934, 1935, 1939 maps: Lordsburg south to Animas and ending at Cloverdale. Becomes NM 180 by the 1942 map, but is non-existent on the 1950s map. Presently, from Animas to Cloverdale, this is County Road C1 (Hidalgo County).

1934 map: Mogollon to Beaverhead (may be NM 78), Santa Rita to Beaverhead and ending at another unnumbered road (perhaps NM 61 extended), and a point south of San Antonio on US 85 curving northwest to Magdalena.

1935 map: from the intersection of NM 6 and US 66 east of Laguna, south to Fields, and ending at Magdalena. This becomes NM 52 by the 1939 map. Presently, this may be Laguna Pueblo Road 55, Socorro County road E-31, and NM 169.

1939, 1942 maps: Shiprock west to Lukachuki, Arizona (possibly Navajo Nation Road 13).

1939, 1950s map: south of Shiprock on US 666 southwest to Redrock, Arizona (no present road).

1939, 1942, 1950s maps: Nava, on US 666, to Toadlena (now Navajo Nation Road 19).

1939, 1942 maps: Colfax northwest to Dawson (now Colfax County road B-50).

1939, 1942, 1950s maps: west of Hondo on US 380 northwest to Ft. Stanton and ending east of Capitan (no present road).

1939, 1942, 1950s maps: Mayhill south to NM 24 (possibly Lincoln National Forest road 212).

1939, 1942, 1950s maps: Milnesand east to Texas (now NM 262?).

1939, 1942, 1950s maps: Santa Fe to Hyde State Park.

1942, 1950s maps: Shiprock west to Beclabito (now US 64).

1942, 1950s maps: Sheep Springs west to Crystal (now NM 134).

1942, 1950s maps: US 666 to Tohatchi (now Navajo Nation Road 31).

1942 map: Cimarron to the Boy Scout Camp (now NM 204?).



Figure 130: Santa Fe to Hyde State Park road ?
(Macy 1933-1934:72)

APPENDIX F: HISTORIC ROAD RESEARCH EXAMPLE

NMDOT Project Number AC-GRIP-084-2(7)35, CN G3004
from Dilia north to south of Romeroville (MP 78 to 89)

Past History of US 84 and Assessment of Eligibility to the National Register of Historic Places

Laurel Wallace NMDOT Cultural Resources Analyst

1. From past highway maps:

US 84 appears to have the same alignment between Romeroville and Dilia as far back in history as 1930, and perhaps as far as 1917 (please see attached maps for reference). This section of US 84 was designated US 66 between 1926 and 1937, and designated NM 56 from 1917 to 1926.

2. From past Biennial and Annual Reports of the State Highway Engineer found at the NM State Library:

1916-1918: as NM 56, “maintained” (*Report of State Highway Engineer and State Engineer of New Mexico*, French 1916-1918:23). Reference to NM 56 as the “Ozark Trail”, and road “improved and necessary structures installed” (*Report of State Highway Engineer and State Engineer of New Mexico*, French 1916-1918:27).

1918-1920: as NM 56, 20 miles reconstructed and culverts added (*Fourth Report of State Highway Engineer and State Engineer of New Mexico*, Gillett 1918-1920:23).

1921-1922: as NM 56, “considerable maintenance” on hill north of Dilia, reconstructing culverts, removing a “great deal” of loose rock and grass and brush, grading of entire road, and gravel surfacing (*Report of the State Highway Engineer of New Mexico*, Gillett 1921-1922:28, 31, 56, 96).

1941-1942: as US 84, Project SAP 21 A and B “Base Surf. and Double Pen.” (*Biennial Report of the State Highway Engineer of the State of New Mexico*, Dwyre 1941-1942:47).

1951-1952: as US 84, Project SP-FAS-612B, “widening shoulders” from Dilia north to US 85 (*Biennial Report of the Chief Highway Engineer of the State of New Mexico*, Erwin 1951-1952:139).

1955-1956: as US 84, Project SP-F-040-1(600), “sealing” from Romeroville to Dilia (*Biennial Report of the Chief Highway Engineer of the State of New Mexico*, Wilson 1955-1956:108).

1957-1958: as US 84, “State Forces Work”, “Full-width chip seal” from Dilia north to US 85 (*Biennial Report of the Chief Highway Engineer*, Wilson 1957-1958:138).

1968: as US 84, Project F-041-1(3), “Gd., Dr., B., & Asph. Conc. Surf.” [grade and drain, bituminous asphalt and concrete surfacing], from Romeroville south 12 miles (*Annual Report of the State Highway Engineer*, Boles 1968:64).

1969: as US 84, “Overlay by State Forces”, Hot-mix overlay, at 9 miles south of Romeroville (*Annual Report of the State Highway Engineer*, Boles 1969:89).

1970: as US 84, Project F-041-1(4), “Revegetation”, from Romeroville south 12 miles (*Annual Report of the State Highway Engineer*, Boles 1970:79, 85).

3. Past Plan and Profile Sheets on file at NMDOT Records Control:

SAP-553 B plan and profile sheets from 1939: between just south of Romeroville, south for 13.306 miles. Major realignments to road, drainage structures replaced, and large curved drainage ditches added to both sides of road.

SAP-553(2) and 612 (2) typical section sheet from 1939: typical road section described as variable from 26 ft width to 30 ft width for base course, but a 22 ft width for road surface (two driving lanes of 11 ft widths with no shoulders).

FAGS-21 A(1) plan and profile sheets and a bridge detail from 1940: Romeroville and slightly south; total project under a mile in length. Change in road alignment, creation of Overpass Structure [over AT & SF Railroad], and building contour drainage ditches.

F-041-1(3) plan and profile sheets from 1968: four Concrete Box Culverts extended (widened), for general road improvements (widening, new surface, upgraded drainage).

4. The present look of the highway:

A windshield survey of the proposed project area was conducted by Laurel Wallace on May 10, 2004. The entire stretch of US 84 from milepost 78 to 89 is a modern highway with 11 to 12 ft lanes and shoulders from 5 to 8 ft in width. From milepost 78 in Dilia (north end of Dilia) to milepost 87, somewhat older pavement is present, with paved but narrower shoulders of about 5 ft in width. From milepost 87 to Romeroville, the road is very new, and has 8 ft paved shoulders.

Historic buildings were noted in several locations, although all were located well outside of the highway right-of-way. Dilia (MP 78) has a few older commercial buildings that may have been associated with this highway during use as US 66. The two structures noted as potentially associated with US 66 are built in the New Mexico Vernacular style, and appear to be abandoned small stores. No gas stations or travel-related architecture was noted anywhere between Dilia and Romeroville.

North of the proposed project area, the village of Los Montoyas (MP 96) has a few older stone walled structures that are mostly abandoned, and perhaps date as old as the 1900s or even earlier. At milepost 92 to 93 is an unnamed community that has several older, stone-walled structures, very similar to the buildings in Los Montoyas. All of these buildings are set back at least 50 ft from the present highway right-of-way fenceline.

Two historic concrete box culverts are located within the proposed project area. Structure 3241 is located at milepost 87.8, and was built in 1940. The structure is 33.1 ft long, and has not been reconstructed. Structure 3242 is located at milepost 86.6, and was built in 1939. The structure is 32.2 ft long, and has not been reconstructed. Both of these structures are recommended as not eligible to the National Register of Historic Places, since they do not represent a significant architectural style or a style representative of their historical period, and since they were not built as part of an important historical event, such as the New Deal funded road projects. Both structures have had guardrail added, and the road prism itself has been widened from the original 28 ft width in 1940, to the present 36.3 ft width of today.

5. Recent road improvements to US 84:

A query to the SHDB database has indicated two more recent road improvement projects along US 84 in the project location:

In 1999: from MP 71 to 80, Control Number 2872

In 1987: from MP 79-93, Control Number 1724

This database does not specify what kind of construction was completed, but does support the windshield survey findings of recent road improvements to US 84.

6. Assessment:

Most of what is retained from the US 66 era use of this route (1926-1937), is the general look of the topography through this location. None of this will be changed with the proposed project. The highway has been realigned horizontally and vertically, as seen in the existing Plan and Profiles from past projects. The present highway has a modern width of 11 to 12 ft lanes, with 5 to 8 ft paved shoulders. Contrasted to the 1930s standard of 10 ft lanes and 4 ft shoulders, or the evidence of the Typical Section provided in a project just south of Romeroville with a 22 ft wide road with no shoulders, the present road does not retain the physical characteristics of historic US 66, nor of its previous life as NM 56 c. 1917 to 1926.

Present US 84 in this location does not retain physical historic road characteristics, nor a significant amount of associated historic roadside architecture during its period of use as US 66. A few historic buildings pre-dating the road usage as US 66 are present, north of the proposed project area. Stone-walled structures found in the Los Montoyas area appear to date to the early 1900s or even earlier. These buildings may pre-date the general road alignment itself, and therefore are not associated with the road from any period of significance. The first recorded delineation of a road in this area is on the 1917 official highway map, as NM 56. Roads from this period were typically much narrower than roads of today: lane width was 4.5 ft with 3 ft tapers (referenced from a typical section dated 1919), and there usually were no shoulders. Although associated architecture from the late Territorial period to early Statehood Period is still present, present US 84 does not retain any characteristics of the 1917 road prism.

Present US 84 between Dilia and Romeroville is recommended as not eligible to the National Register of Historic Places. The road prism has been changed horizontally and vertically, and is presently a modern highway. The historic buildings noted north of the proposed project area [Los Montoyas area] appear to pre-date the road alignment. The possible historic buildings in Dilia that may be associated with the US 66 era from 1926 to 1937 use of the road, have non-distinctive architectural or historical styles that do not clearly associate with the use of the road as US 66, thereby not supporting eligibility to the NRHP for this period of significance as well.

In an independent study from this report, a recent reassessment of the entire old US 66 corridor through New Mexico did not find any of the present US 84 section between Santa Rosa and Romeroville to be eligible to the National Register of Historic Places (Kammer 2003:19).

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NMDOT Project Number AC-GRIP-084-2(7)35, CN G3004

Past Official Highway Maps of Project Area, showing alignment changes



2000



1950s (pre-Interstate)



1942



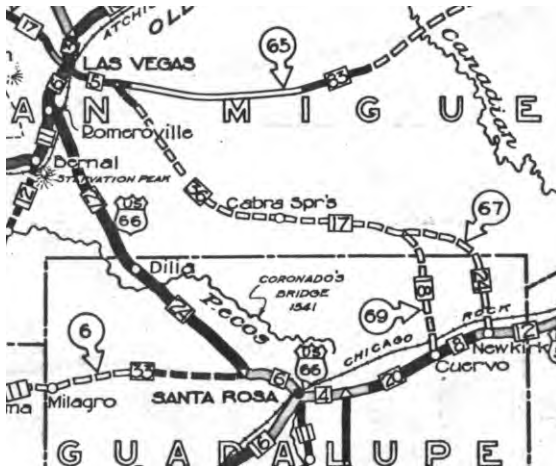
1939



1935



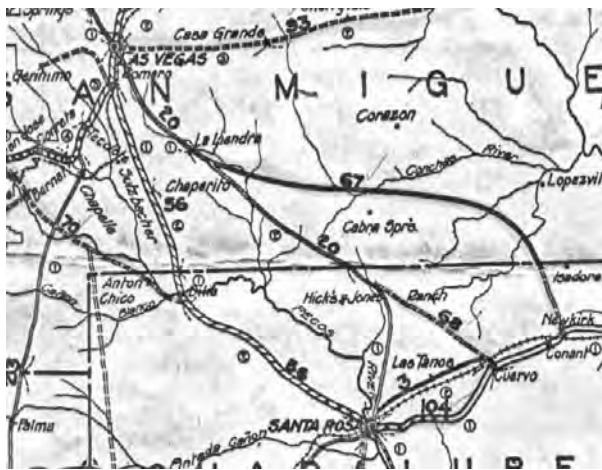
1934



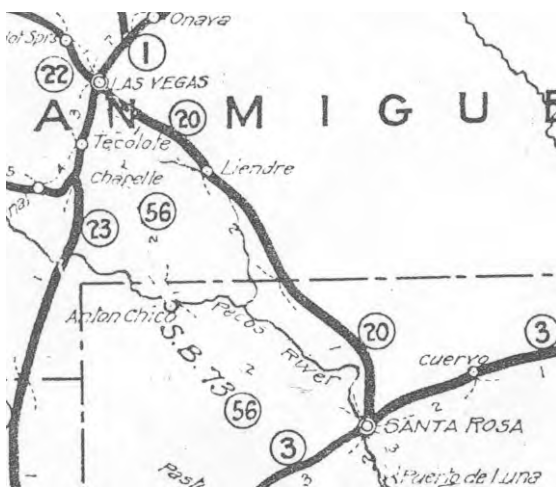
1931



1930



1923



1917

NMDOT Project Number AC-GRIP-084-2(7)35, CN G3004
US 84 improvements, MP 78-89

Structures located within the project area:



Concrete Box Culvert 3241 in 1940
Located at MP 87.8, 15.8 miles south of I-25
33.1 ft long
Built 1940, not reconstructed



Concrete Box Culvert 3242 in 1987 or 1991



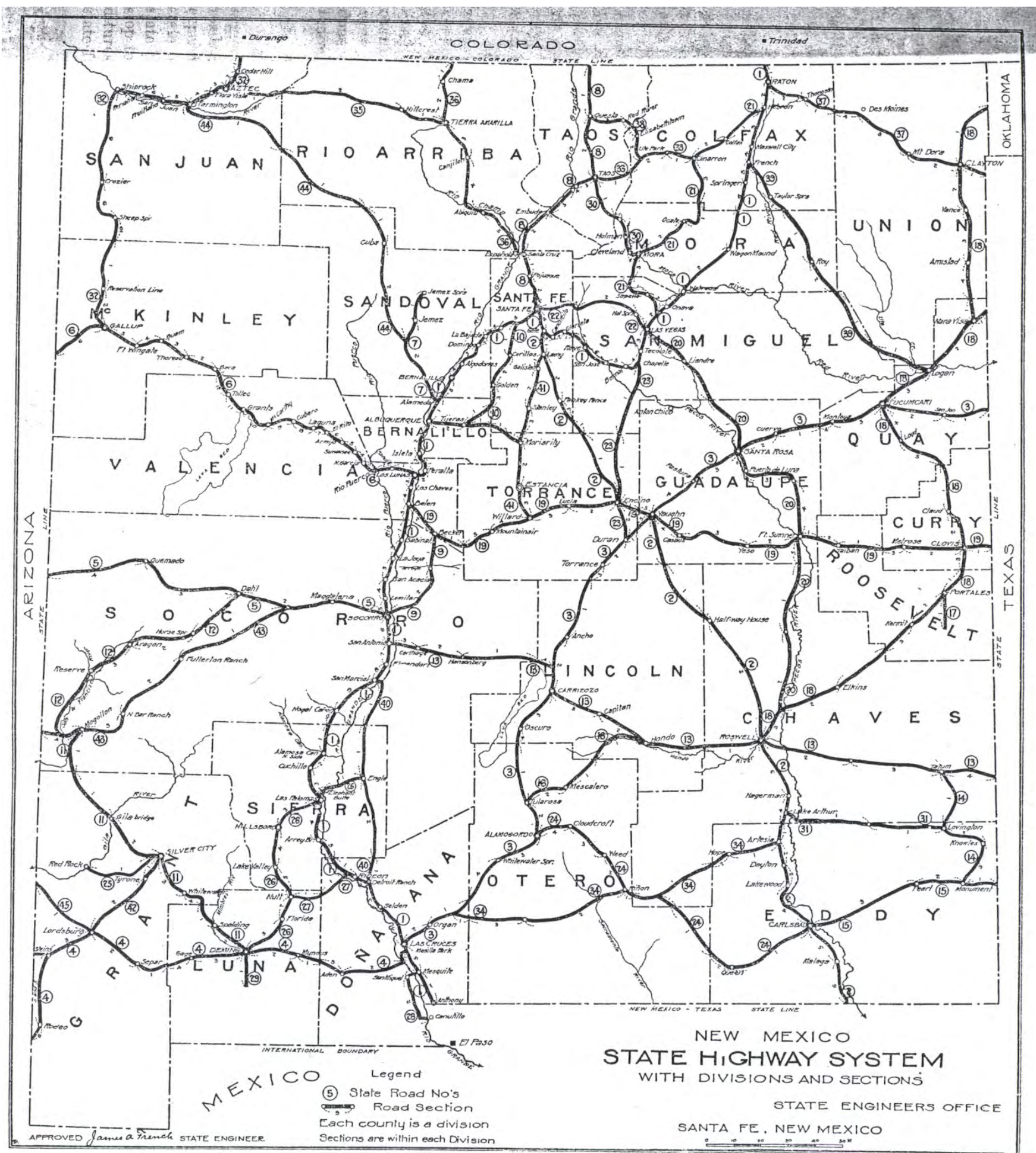
Concrete Box Culvert 3242 in 1940
Located at MP 86.6, 17.1 miles south of I-25
32.2 ft long
Built in 1939, not reconstructed



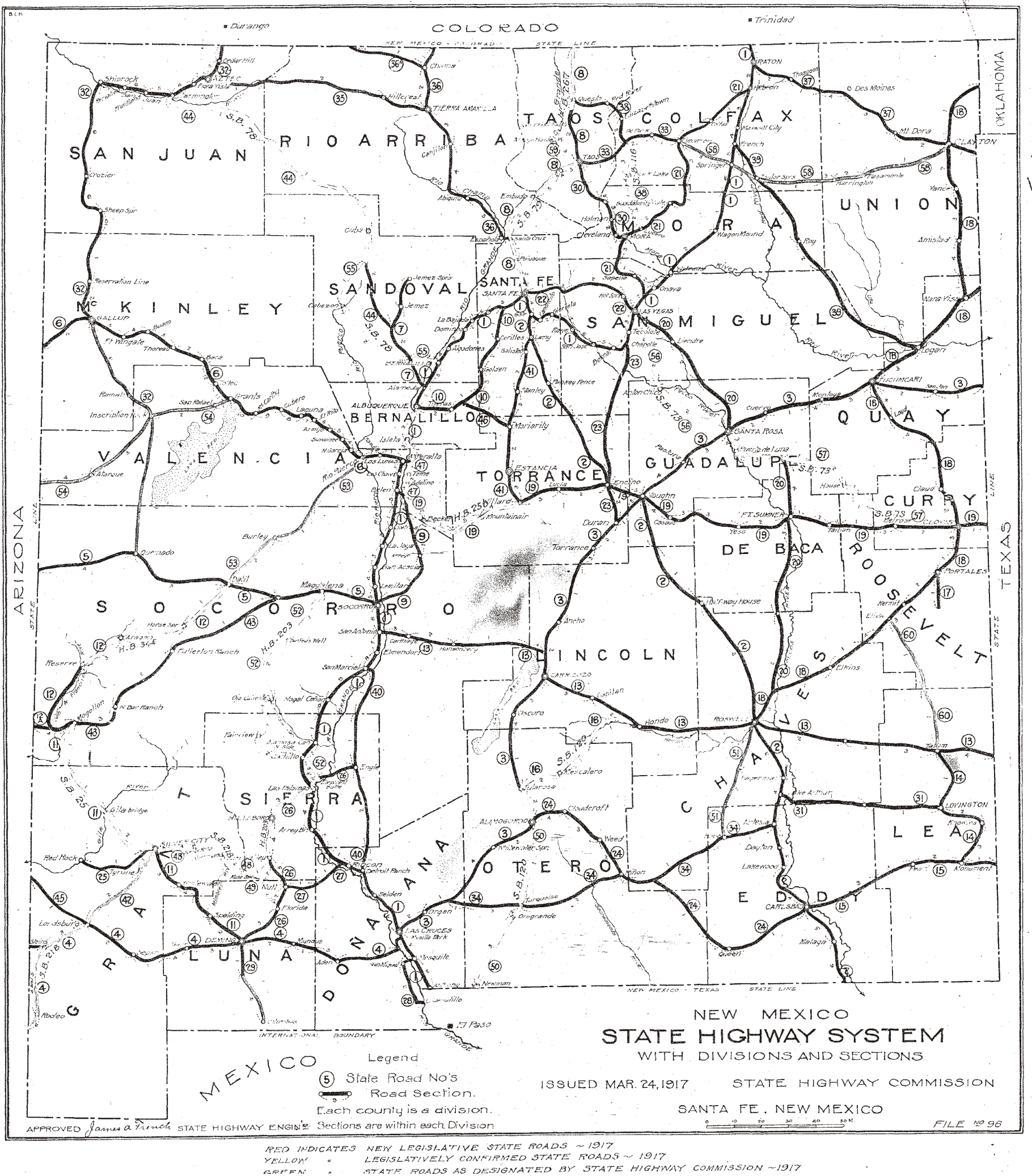
Concrete Box Culvert 3242 in 1986 or 1990

APPENDIX G: HISTORIC HIGHWAY MAPS

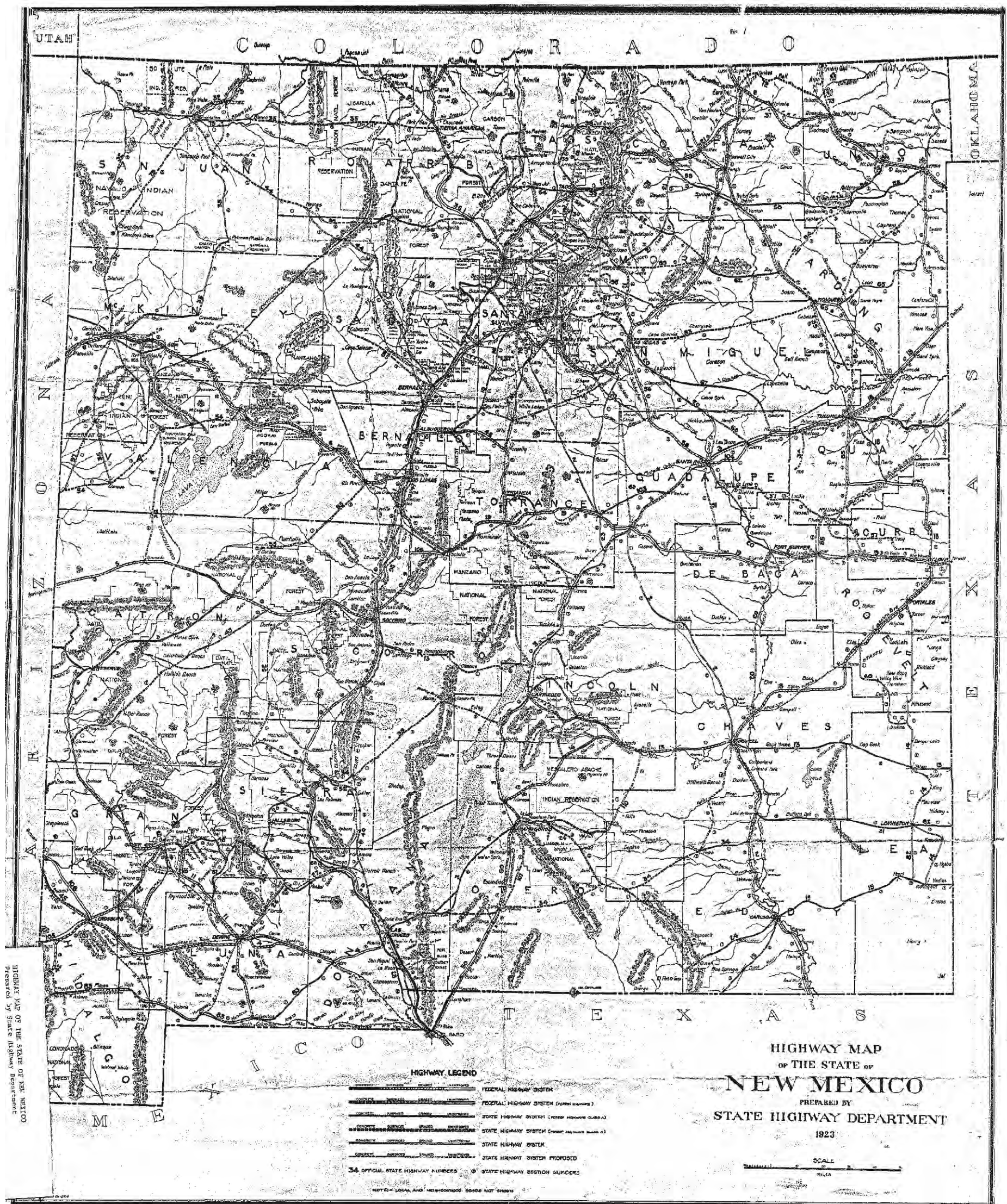
The following includes historic official highway maps, used in this analysis. The first map was taken from the *First Report of the State Engineer of New Mexico* (French 1912-1914). The other maps follow in chronological order, including examples from 1917, 1923, 1930, 1935, 1939, 1942, and the 1950s (pre-Interstate). Starting with the 1917 map, map originals can be found at the New Mexico State Records Center and Archives, located at 1205 Camino Carlos Rey in Santa Fe, New Mexico.



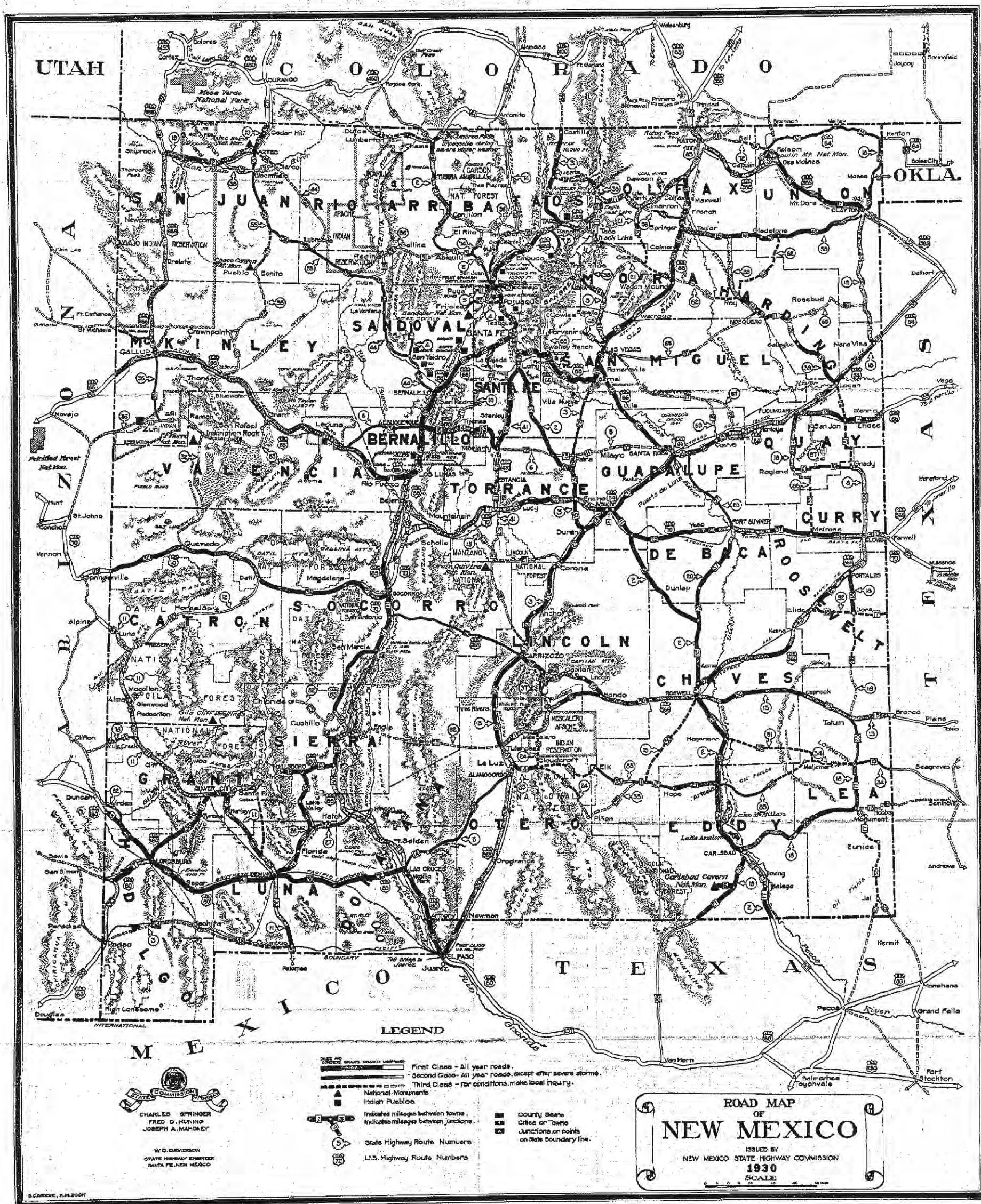
1914 Official New Mexico Road Map (from French 1912-1914)



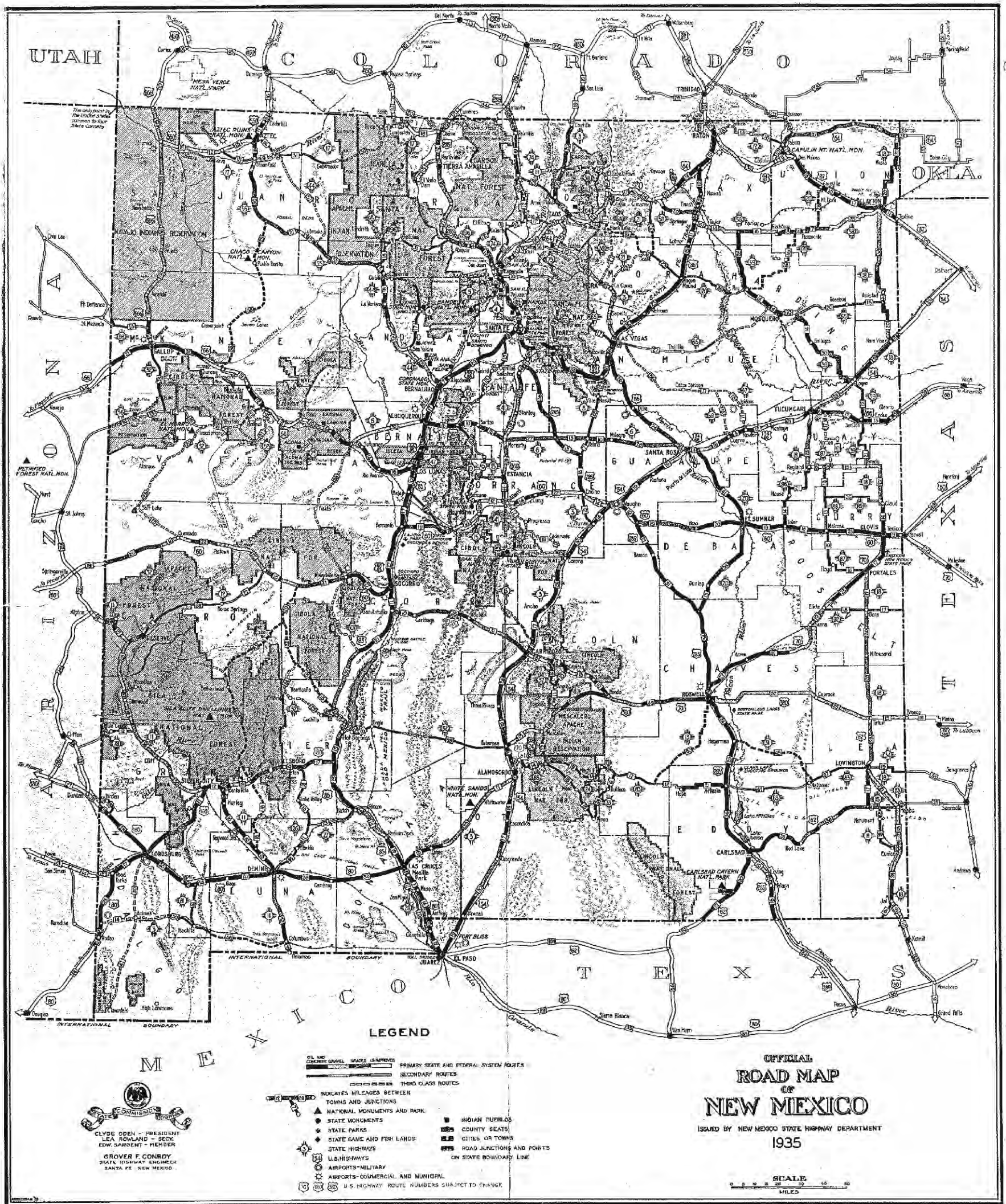
1917 Official New Mexico Road Map (Copy from New Mexico State Records and Archives, Santa Fe, NM)



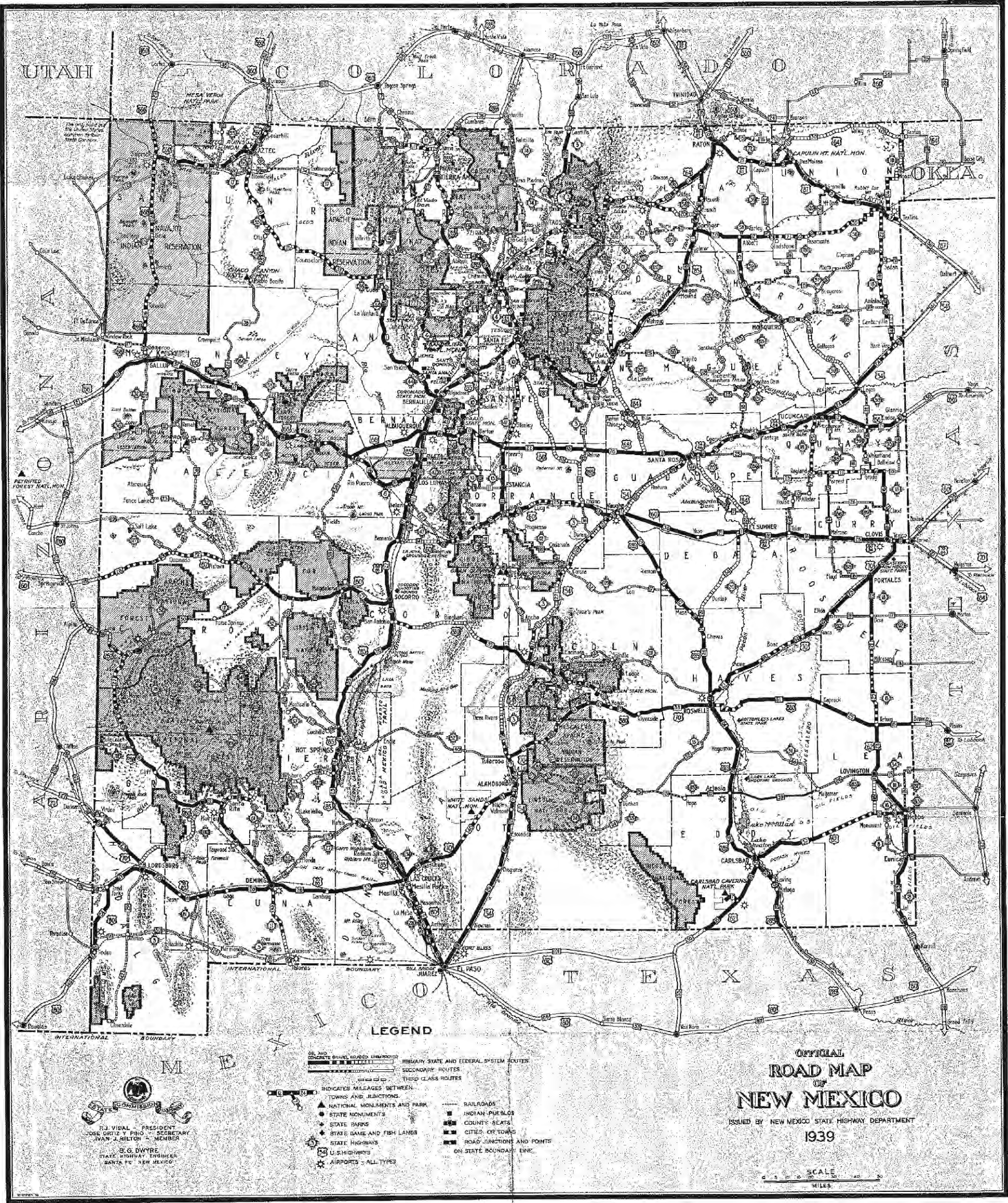
1923 Official New Mexico Road Map (Copy from New Mexico State Records Center and Archives, Santa Fe, NM)



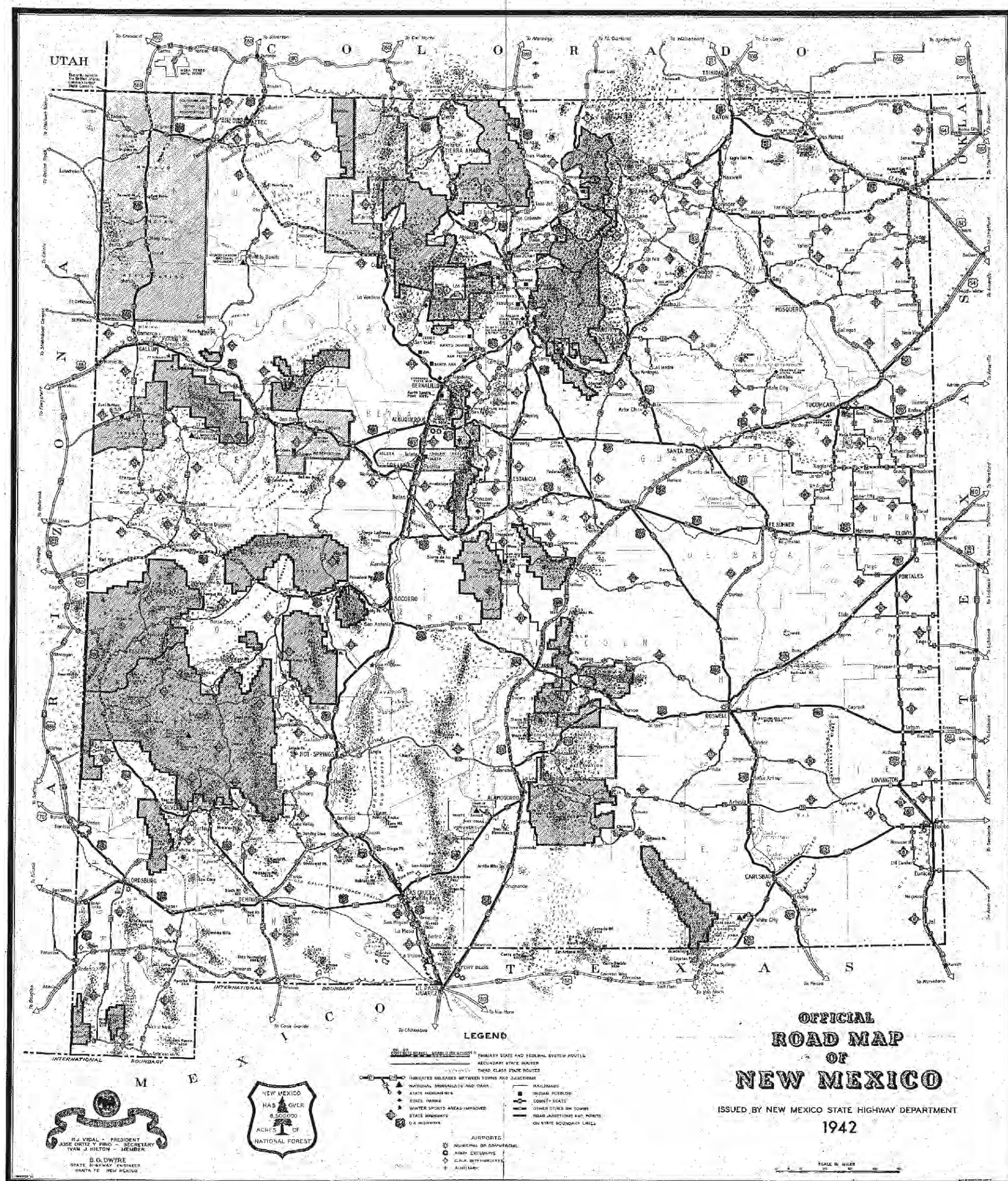
1930 Official New Mexico Road Map (Copy from New Mexico State Records Center and Archives, Santa Fe, NM)



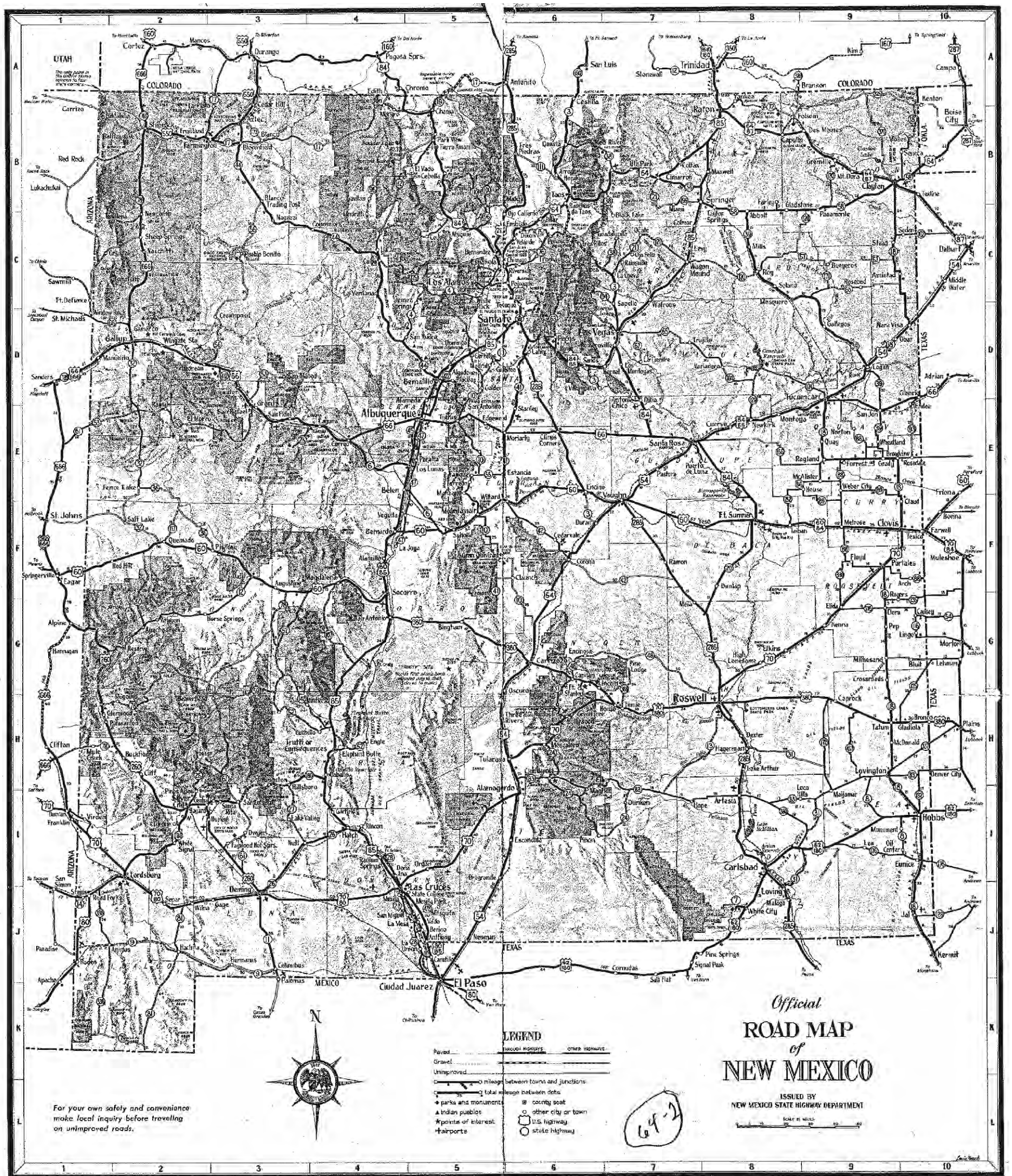
1935 Official New Mexico Road Map (Copy from New Mexico State Records Center and Archives, Santa Fe, NM)



1939 Official New Mexico Road Map (Copy from New Mexico State Records Center and Archives, Santa Fe, NM)



1942 Official New Mexico Road Map (Copy from New Mexico State Records Center and Archives, Santa Fe, NM)



c.1956 Official New Mexico Road Map (Copy from New Mexico State Records Center and Archives, Santa Fe, NM)

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*Tourist Bureau markers at the state's borders mean just what they say.
Tourists are more than welcome in New Mexico.*



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