



STATE of NEW MEXICO MEMORIAL DESIGNATIONS and DEDICATIONS of HIGHWAYS, STRUCTURES and BUILDINGS



2007 - US 84 / 285 ROAD MEMORIAL DEDICATION

1903 TERRITORIAL LEGISLATIVE ASSEMBLY

1909 TERRITORIAL ROADS COMMISSION

1912 NEW MEXICO STATE HIGHWAY COMMISSION

2003 NEW MEXICO STATE TRANSPORTATION COMMISSION

2005 NEW MEXICO STATE TRANSPORTATION COMMISSION

2007 NEW MEXICO STATE TRANSPORTATION COMMISSION



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FORWARD

The *State of New Mexico Memorial Designations and Dedications of Highways and Structures* identifies U.S. highways, state roads, bridges, intersections and interchanges, and buildings of particular historical significance that have been memorialized or dedicated. It was created to assist historical research and act as a future guide and reference for memorials or dedications of roads, bridges, intersections and interchanges, and buildings authorized by the State Transportation Commission, State Legislature or Office of the Governor.

A large number of former and current roads, bridges, intersections and interchanges, and buildings in New Mexico have been suggested or selected to be dedicated or memorialized by private individuals, private groups, statewide groups, national groups, state representatives and senators, state highway commissions, and New Mexico governors. The sponsoring groups nominated the individual whose name was selected to be dedicated or memorialized due to their local recognition, accomplishments, courage, nobility, assistance or services to local and area citizens. In many cases, those citizens saved lives or otherwise achieved an extraordinary mission. Individuals who, through feats of courage, nobility of purpose or some life-risking situations have become “Heroes of War.”

One of the best examples of these designations is the Blue Star Memorial Highway. A route that is designated as a Blue Star Memorial Highway is considered a tribute and honor to the armed forces that have defended the United States of America. The idea was originally developed in 1944 through the New Jersey State Council of Garden Clubs as a living tribute to service men and women of New Jersey. In January of 1945, the New Jersey Legislature designated their first road under this living tribute. The National Garden Clubs, Inc., is the parent organization for the Blue Star Memorial Highways.

In 1945, the National Garden Clubs conducted a study of the interregional highways of the United States. A basic Blue Star Highway system was proposed, highway commissioners were informed and the Garden Clubs in each state were invited to participate. Every state president of the National Garden Clubs was asked to secure collaboration and support of their respective State Highway Department and Commission. The Garden Club of New Mexico served as the lead in proposing routes to be designated. The Blue Star Memorial Highway has the distinct honor of having more U.S. routes and roads designated as part of its system than any other route. The former State Highway Commission designated the following U.S. routes as part of the Blue Star Memorial Highway:

- U.S. 85 through New Mexico, designated by the commission in May of 1953
- U.S. 285 through New Mexico, designated by the commission in May of 1953
- U.S. 70 through New Mexico, designated by the commission in May of 1958
- U.S. 80 through New Mexico, designated by the commission in May of 1958
- U.S. 380 through New Mexico, designated by the commission in May of 1958
- U.S. 180 through Silver City, New Mexico, designated by the commission in May of 1958

INTRODUCTION

This second revision and updated report offers several valuable contributions to our knowledge of New Mexico's Transportation History and is intended to provide a better understanding of its continued development. These include:

- Continued knowledge of a developing statewide historical perspective on the roads, bridges, intersections and interchanges, and buildings that were selected to be memorialized or dedicated by the State Legislature, Office of the Governor, former State Highway Commission and current State Transportation Commission;
- Current identification of the route number and location of each memorialized or dedicated road, bridge, intersection or interchange, and building;
- Those individuals that have contributed and were selected and the numerous groups or individuals acting as sponsors.

The Territorial Legislative Assembly created the Territorial Roads Commission in 1909. When New Mexico achieved statehood in 1912, the State Legislature created the State Highway Commission; and in 1913 a tentative system of state highways was created. The New Mexico State Highway and Transportation Department was created in 1987; and in 2003 the name of New Mexico State Highway and Transportation Department was changed to New Mexico Department of Transportation and the name of New Mexico State Highway Commission was changed to New Mexico State Transportation Commission.

There have been several methods used to memorialize or dedicate a road, structure, or building. The authority lies with the U.S. Congress, State Legislature, Office of the Governor and State Transportation Commission. Generally, memorials or dedications approved by the U.S. Congress, State Legislature and Office of the Governor go to the Commission for review and acceptance, but this is not a requirement to have an official memorial or dedication. Memorials or dedications can go directly to the State Transportation Commission. Under certain conditions groups may request to have a road designated by the Commission but the Commission may not concur with the request. The authorization for Memorial or Honorary Designation or Dedication of Highways, Structures, and Buildings is through State Highway Commission Policy 61. A copy of this Commission Policy is included in the Exhibits Section, Page 126 of this report.

The completion of this second revision is the extensive collection of material compiled together that includes a volume of text and presentation of the new roads, bridges and, for the first time, buildings that were dedicated to individuals that have become part of New Mexico's history. To better understand and comprehend the location and placement of these new roads, bridges and buildings, a new map was created that enables the reader to visualize the district and actual location of the road, bridge or building within that district area.

The presentation is divided into eight main sections:

1. Each State Highway District and its supporting map;
2. Counties within the district;
3. The Memorialized or Dedicated Name and Date;
4. A Historical Analysis of the road, bridge, intersection or interchange;
5. Termini and Additional Comments;
6. Appendices providing selected historical maps;
7. Location of roads, structures and buildings memorialized and dedicated from 2005–2007;
8. Exhibits that present Commission Policy CP 61, authorization and guidelines for Memorial Designation or Dedication of Highways and Structures.

Many of the roads, bridges, intersections and interchanges identified no longer exist. They have been removed from the U.S., state or private road systems, have been redesignated, or their route numbers changed or moved from one part of the state to another.

For further information contact Lawrence S. Grebner, Advanced Planner with the New Mexico Department of Transportation at (505) 827-5554.

ACKNOWLEDGEMENTS

The New Mexico Department of Transportation is pleased to present this second revision and update to the 2005 first revision and 2003 original Memorial Designations and Dedications of Highways and Structures in New Mexico. It covers the years from 2005 through the Spring of 2007. As in the past publications, this represents the highways, structures and buildings, that have been memorialized and dedicated by the Office of the Governor, and State Transportation Commission from 2005 to 2007. This publication received valuable contributions from the offices of Local Government Assistant Bureau and Strategic Planning Section. In particular, major contributions were made by Maurice (Moses) A. Mondary, Statewide Transportation Improvement Program Development Coordinator, who served as principal assistant in the development of this second report of the 2005 publication. Mel Herrera, Systems Analyst, served as lead map reviewer used in this second revision. Final review and editing was provided by Bonnie Mamp, Transportation Programs Division.

The *Memorial Designations and Dedications of Highways and Structures in New Mexico* was developed and prepared through a consensus, a counseling involvement, a quantitative and qualitative knowledge of the Long Range Planning Division of the former New Mexico Highway And Transportation Department and the current New Mexico Department of Transportation. Due to their outstanding assistance, recommendations and guidance, this project became a reality.

The *Memorial Designations and Dedications of Highways and Structures in New Mexico* was first conceived under the leadership and direction of James D. Kozak, former Deputy Director of the Transportation Planning Division. The final development was assisted by Patricia Oliver-Wright, Supervisor of the Strategic Planning Section. The counseling and recommendations provided by both of these individuals proved to be invaluable in formulating the final product.

Files and minutes of the former State Highway Commission and current State Transportation Commission were essential for documenting actions on roads, bridges, intersections and interchanges, and buildings between the years of 1912 to 2007.

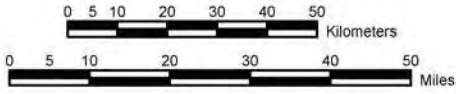
The knowledge and information for the *Memorial Designations and Dedications of Highways and Structures in New Mexico* was made available from numerous sources. In particular the New Mexico State Legislature, State Highway Commissions, District Area Offices and former State Highway Engineers. The information was compiled from:

- Territorial Legislative Assembly files from 1903 to 1909
- Territorial Roads Commission files and minutes from 1909 to 1912
- The Former State Highway Commission files and minutes from 1912 to 2003
- Current State Transportation Commission files and minutes from 2003 to 2005
- Current State Transportation Commission files and minutes from 2005 to 2007
- Territorial Engineer and State Highway Engineer reports from 1905 to 1987

- Official Road and Historical Maps of New Mexico, issued by former Territorial Legislative Assembly and former State Highway Commission from 1900 to 2003
- New Mexico Historic Bridge Survey, New Mexico State Highway and Transportation Department, Steven R. Rae, Joseph E. King and Donald R. Abbe, 1987

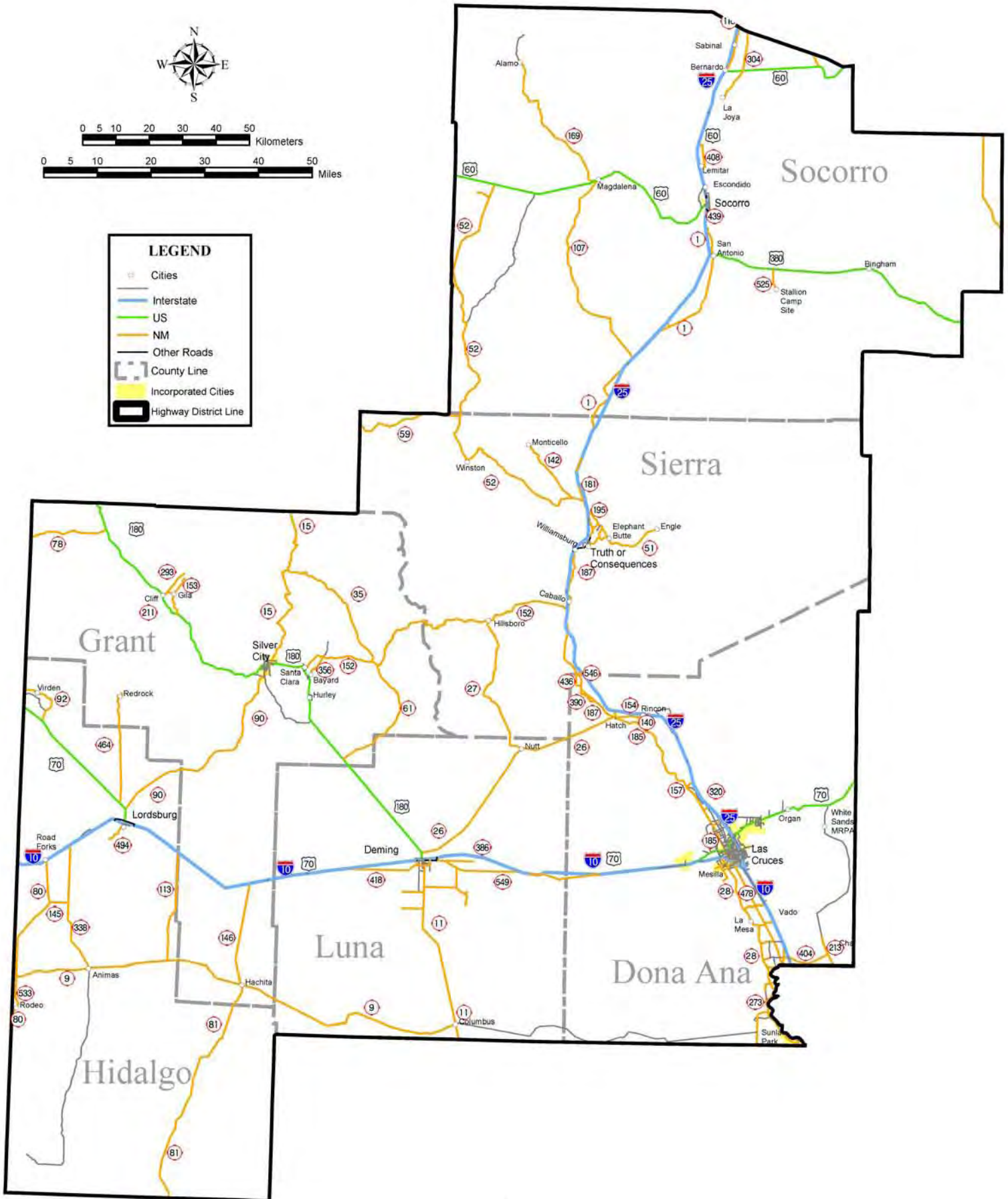
Lawrence S. Grebner, Advanced Planner with the New Mexico Department of Transportation was the lead researcher and was responsible for formulating and developing the overall design and written sections of this presentation. Maurice (Moses) A. Mondary, Urban and Regional Planner, served as lead reviewer and assisted in development of this document. Mel Herrera, Systems Analyst, served as lead map reviewer and scanned all maps used in this work. Larry Pacheco, Software Engineer Specialist, served as software engineer in the final formatting of this document.

DISTRICT ONE



LEGEND

- Cities
- Interstate
- US
- NM
- Other Roads
- County Line
- Incorporated Cities
- Highway District Line



DISTRICT ONE

U.S. 70/U.S. 80: Counties of Doña Ana, Luna, Hidalgo and Grant

MEMORIALIZED OR DEDICATED NAME AND DATE

Blue Star Memorial Highway

Requested by New Mexico Garden Clubs, Inc., in 1958. Approved and designated by the State Highway Commission.

Bataan Veterans Memorial Highway

Authorized and designated in 2002 by the State Highway Commission for a section of U.S. 70 between Las Cruces and Alamogordo.

HISTORICAL ANALYSIS

Both U.S. 70/U.S. 80 were created in 1925 by U.S. Congress. U.S. 70 replaced U.S. 366 in 1931, with part of U.S. 70 absorbed by U.S. 60 and realigned within the state. Sections of U.S. 70 were also absorbed by U.S. 260. Portions of U.S. 80 from Las Cruces to El Paso were replaced by U.S. 85 in 1946. Selected Sections of U.S. 70 and U.S. 80 were designated as I-10 under the 1956 Act National System of Interstate and Defense Highways. U.S. 70 was realigned in 1929/1930 to its present termini in New Mexico.

TERMINI AND ADDITIONAL COMMENT

New Mexico Garden Clubs, Inc., requested that both U.S. 70/U.S. 80 be designated as part of the nationwide Blue Star Memorial Highways. The Blue Star Memorial Highways are a tribute to all armed forces that have defended the United States of America. The Blue Star - taken from the blue star in the service flag - was used to symbolize the memorial because it was used during World War II on flags and homes of families that had a son or daughter in the service. The State Highway Commission approved the request and U.S. 70/U.S. 80 statewide was designated. On January, 24, 2002, the State Highway Commission passed Resolution No. 2002-1, dedicating U.S. 70 from Las Cruces to Alamogordo as the Bataan Veterans Memorial Highway.

Former U.S. 85: Counties of Doña Ana, Sierra and Socorro

MEMORIALIZED OR DEDICATED NAME AND DATE

El Camino Real

Designated in 1905 by the Territorial Legislative Assembly and redesignated in 1913 by the State Highway Commission.

Franklin Delano Roosevelt Highway

Authorized and designated in 1945 by the State Highway Commission.

Blue Star Memorial Highway

Requested in 1953 by the Blue Star Memorial Committee and designated by the State Highway Commission.

HISTORICAL ANALYSIS

In October of 1920, the State Highway Commission selected the El Camino Real, NM 1, to be designated as part of U.S. Highway System. U.S. 85 was created in 1925 by Congress, and designated by the State Highway Commission as the El Camino Real in 1956. In 1927, the first U.S. Road markers in New Mexico were erected on the Camino Real. U.S. 85 was replaced by I-25 in 1956.

TERMINI AND ADDITIONAL COMMENT

In July of 1926, the State Highway Engineer was directed by the State Highway Commission to request the Joint Board of American Association of State Highway Officials (AASHO) to reconsider the numbering of U.S. 85 where it passes through New Mexico. The State Highway Commission requested the El Camino Real in New Mexico be designated as U.S. 85. The State Highway Commission supported this with a Resolution in September of 1933. Mr. Harry Armstrong, Chairman of the Blue Star Memorial Committee, requested the Commission to designate U.S. 85 as part of the nationwide Blue Star Memorial Highway. The State Highway Commission concurred and ordered markers be installed and roadside parks be constructed by the New Mexico Federation of Garden Clubs. In May of 1946, the State Highway Commission was requested by the U.S. 85 International Association of New Mexico to designate U.S. 85 as the Pan-American Central Highway between Edmonton, Canada, and Mexico City. No official action resulted from this request. In 1946, U.S. 80 was replaced by U.S. 85. between Las Cruces, New Mexico to the Texas line.

U.S. 180: Counties of Doña Ana, Luna and Grant

MEMORIALIZED OR DEDICATED NAME AND DATE

Blue Star Memorial Highway

Requested by New Mexico Garden Clubs, Inc., in 1968 for that section of U.S. 180 through Silver City and designated by State Highway Commission in 1968.

Border Friendship Route

Designated in 1968 by the US–Mexico Commission for Border Development & Friendship. Adopted and approved by State Highway Commission in 1968.

HISTORICAL ANALYSIS

The State Highway Commission, at their meetings between August 10 - 12th, 1925, recommended to the Joint Board on Interstate Highways that U. S. 180 be designated. It was approved by the U.S. Department of Agriculture and finalized by the U.S. Congress the same year. Prior to these commission meetings, this road was designated in 1921/1923 as both a Federal Aid Secondary and Federal Aid Primary and able to receive federal funding for development.

TERMINI AND ADDITIONAL COMMENT

Senators Hart, Apodaca and Vesdy introduced Senate Joint Resolution 3 at the 2nd Session of the 28th New Mexico Legislature, 1968, requesting a section of U.S. 180 be designated through Silver City as a Blue Star Memorial Highway. State Highway Engineer L.G. Boles presented Senate Joint Resolution 3 to the State Highway Commission on March 28, 1968, to designate this section of U.S. 180 as part of the Blue Star Memorial Highway System. The State Highway Commission concurred and approved erection of road markers by the New Mexico Garden Club, but the actual erection of these markers did not materialize. U.S. 180 was designated as a Border Friendship Route by the U.S. - Mexico Commission for Border Development and Friendship to focus attention on improving the quality of the environment for people living adjacent to and along both sides of the border of U.S. and Mexico. The State Highway Commission adopted the designation on June 27, 1968. In November of 1968, the State Highway Commission supported formation of the PanAmerican Association which was requested by Louis Whitlock, Manager of Carlsbad Chamber of Commerce, appearing on behalf of the PanAmerican Highway Association 180, Highway Association, Mexico 45 Association, and the Panama Route in the Country of Panama.

U.S. 380: County of Socorro

MEMORIALIZED OR DEDICATED NAME AND DATE

Blue Star Memorial Highway

On May 23, 1958, the New Mexico Garden Clubs presented to the State Highway Commission a request that all of U.S. 380 be designated as part of the nationwide Blue Star Memorial system. The State Highway Commission concurred and designated all of U.S. 380 within the state as part of the Blue Star Memorial Highway system.

HISTORICAL ANALYSIS

U.S. 380 was created in 1925 by U.S. Congress. It replaced former NM 13 between the Texas State Line, Roswell, Hondo, Capitan and Carrizozo, which was created in 1903 by the Territorial Legislative Assembly. It was designated as a state route in 1913 by the State Highway Commission. In 1925 the State Highway Commission requested NM 13 be designated as a federal highway. In 1926 it was authorized by U.S. Congress and in 1927 it was designated U.S. 380. U.S. 380 replaced all of NM 13 and U.S. 366 between Roswell and Hondo. U.S. 380 original termini was modified and by 1931 it replaced U.S. 566 between San Antonito to Carrizozo, in its entirety.

TERMINI AND ADDITIONAL COMMENT

This route, prior to being designated as State Route 13, was designated as Dixie Overland Highway by the Territorial Roads Commission on the northern side of the route. The southern side of the route was designated as the Southern National Highway.

I-10: Counties of Doña Ana, Luna, Grant and Hidalgo

MEMORIALIZED OR DEDICATED NAME AND DATE

Pearl Harbor Memorial Highway

In May of 1998, William Otto, President of the Road Runner Chapter of the Pearl Harbor Survivors Association, and Emit Compton appeared before the State Highway Commission and requested the Commission consider and designate I-10 as the Pearl Harbor Memorial Highway. The State Highway Commission concurred and designated I-10 as the Pearl Harbor Memorial Highway.

HISTORICAL ANALYSIS

I-10 was created in 1956 by U.S. Congress as one of New Mexico's three interstate highways. Both U.S. 70 and U.S. 80 were replaced by I-10 in 1956.

TERMINI AND ADDITIONAL COMMENT

The State Highway Commission was approached by William Otto, President of the Road Runner Chapter of the Pearl Harbor Survivors Association, and Emit Compton requesting a name change for I-10 on behalf of individuals who served in World War II and at Pearl Harbor. The State Highway Commission concurred and approved the naming of I-10 as the Pearl Harbor Memorial Highway. In addition, the State Highway Commission approved a \$16,000 budget for signs in the I-10 naming project.

I-10: Counties of Doña Ana, Luna, Grant and Hidalgo

I-25: Counties of Doña Ana, Sierra and Socorro

MEMORIALIZED OR DEDICATED NAME AND DATE

Interstate Highway System

Created and designated in 1956 by Congress

PanAmerican Highway System

Created and designated in 1966 by the Federal Highway Administration.

HISTORICAL ANALYSIS

I-10 replaced all of U.S. 70 & U.S. 80 in 1956, and U.S. 80 replaced all of NM 4 by 1926/1927.

I-25 replaced all of U.S. 85 in 1956, and U.S. 85 replaced all of NM 1 by 1926/1927.

The Interstate network was established in 1947 with legislation enacted by Congress in 1944. The entire U.S. Interstate System was designated as PanAmerican Highway System in 1966 by the Federal Highway Administration.

TERMINI AND ADDITIONAL COMMENT

I-10 from the Arizona State Line to the Texas State Line is a distance of approximately 164 miles.

I-25 from the junction of I-10 at Las Cruces to the Colorado State Line is a distance of approximately 462 miles.

The total length of the state's interstate system is listed at an estimated 1,000 miles and comprises approximately 8.77% of the state's 11,395 of centerline miles.

The United States has no single route labeled as the PanAmerican Highway. All of the nation's interstate routes bear numbers and no designation as PanAmerican Highway.

Former NM 1: Counties of Doña Ana, Sierra, and Socorro

MEMORIALIZED OR DEDICATED NAME AND DATE

El Camino Real de Tierra Adentro

This name includes the entire road from the Texas State Line to the Colorado State Line. It was authorized in 1903 by the Territorial Legislative Assembly and supported by the Territorial Roads Commission; and was designated in 1905 by the 36th Legislative Assembly as NM 1. In 1993 the State Highway Commission redesignated NM 1 as the El Camino de Tierra Adentro.

HISTORICAL ANALYSIS

NM 1 was created in 1903 by the Territorial Legislative Assembly and designated State Road 1 in 1909 by the Territorial Roads Commission. When the New Mexico Territory became a state in 1912, NM 1 was designated as the first official road by the new State Highway Commission. In 1913 the State Highway Commission voted to approve all of the existing territorial roads as state roads. It formed the backbone of the present state highway system of the state. NM 1 was later replaced by U.S. 85 in 1925/1926, and U.S. 85 was replaced by I-25 in 1956.

TERMINI AND ADDITIONAL COMMENT

NM 1 was the first official road in New Mexico and designated as El Camino Real, The Kings Highway. It is considered the oldest highway in America (1593). The State Highway Commission redesignated this entire route as El Camino Real de Tierra Adentro in September of 1993 for preservation of its name.

NM 11: County of Luna

MEMORIALIZED OR DEDICATED NAME AND DATE

Ike Smalley Memorial Highway

Ms. Cita Suratgar, daughter of the late Senator Ike Smalley, requested the dedication of NM 11 through the Office of Governor Bill Richardson on July 15, 2004. The new and improved section of NM 11 between Deming and Columbus was designated as the “Ike Smalley Memorial Highway” by Governor Bill Richardson and the State Transportation Commission on August 19, 2004.

HISTORICAL ANALYSIS

This section of State Road 11 was created in late 1926/1927 by the State Highway Commission, when it was redesignated from NM 29. The late former Senator Smalley represented southwestern New Mexico in the New Mexico State Legislature for nearly four decades: from 1947 to 1952 in the New Mexico House and from 1957 to 1988 in the New Mexico Senate. Senator Smalley served as Senate Pro-Tem of the State Senate, and was instrumental in writing and passing transportation-related legislation measures, including the law of eminent domain, plans for the groundwork and development of paving a road to Casas Grandes in Mexico, and the development of the Columbus–Anapra Highway. Senator Smalley passed away on November 3, 1998.

TERMINI AND ADDITIONAL COMMENT

NM 11, the 30 + miles Deming – Columbus route, Ike Smalley Memorial Highway, is the first of over 100 of Governor Bill Richardson’s Investment Partnerships that has been developed and created to boost the local economies of communities and provide jobs to local citizens while providing safer roads in New Mexico. It was first designated as State Route 29 by the Territorial Legislative Assembly in 1900 and in 1909 and was designated as NM 29 by the Territorial Roads Commission. In June of 1912, NM 29 was declared as part of a tentative system of state highways by the State Highway Commission. By late 1926/1927, the State Transportation Commission redesignated NM 29 as NM 11 and placed it on the New Mexico State Highway System.

NM 28: County of Doña Ana

MEMORIALIZED OR DEDICATED NAME AND DATE

Lou Henson Highway

Governor Bill Richardson originally requested the State Transportation Commission to consider renaming NM 28 as the Lou Henson Highway. Reynold E. Romero, General Counsel for the Department of Transportation, appeared before the State Transportation Commission on February 17, 2005, and requested Commission approval of Resolution 2005-02, dedicating State Highway 28 from Las Cruces to Sunland Park as the Lou Henson Highway. The State Transportation Commission approved the resolution to name the southern New Mexico highway after Lou Henson, a retired New Mexico State University basketball coach. Governor Bill Richardson dedicated the historic highway on March 30, 2005, as the Lou Henson Highway, in recognition of the legendary figure.

HISTORICAL ANALYSIS

NM 28 was originally created in 1905 by the Territorial Legislative Assembly, and in 1909 it was designated as State Road 28 by the Territorial Roads Commission. After New Mexico became a state in 1912, the newly created State Highway Commission redesignated NM 28 as an official state highway. The State Highway Commission continued to add and delete sections and stubs of NM 28 through the years of 1941 to 1970.

TERMINI AND ADDITIONAL COMMENT

Resolution 2005-02 bestows great dignity and distinction upon Lou Henson. Lou Henson was a graduate of New Mexico State University, and had a distinguished 41 year career as the men's college basketball coach, which made him worthy of Hall of Fame honors. He is considered a legend in the basketball world. During his career, he helped put New Mexico on the map in college basketball. He coached the only five players in New Mexico's history to win All-American honors, as well as many other outstanding student athletes. Lou Henson retired from his position as the New Mexico State University head men's basketball coach in January of 2005. The State Transportation Commission authorized the funding for the manufacturing, erection and maintenance of signs in support of Resolution 2005-02, dedicating NM 28 as the Lou Henson Highway. Attending the dedication were Governor Bill Richardson, State Transportation Commission members, and several figures in New Mexico's sports history.

Former State Road 52: Counties of Sierra, and Socorro

MEMORIALIZED OR DEDICATED NAME AND DATE

Larry Monte Memorial Road

Requested by the Alamo Band Navajo Tribe and Bureau of Indian Affairs in April of 1978; that section of former NM 52 within the boundaries of the Alamo Band Navajo Tribe in Socorro County and designated by the State Highway Commission in 1978.

HISTORICAL ANALYSIS

This section of State Road 52 was created in 1978 by the State Highway Commission and redesignated as NM 169 in 1987 by the State Highway Commission. Larry Monte served as Chapter President from 1960 to 1968 and passed away in March of 1975.

TERMINI AND ADDITIONAL COMMENT

The Bureau of Indian Affairs and Alamo Band Navajo Tribe approached the State Highway Commission on April 20, 1978 to request the extension of NM 52 through the reservation from the south boundary to the northern boundary. The Bureau of Indian Affairs and Tribe suggested the State Highway Commission agree upon the final permanent easement being granted, then to construct NM 52 through the reservation in compliance with a Federal Aid Off-Systems Road Project. Once constructed, it was designated as NM 52 by the State Highway Commission and placed on the State Highway System. As of July 2001, no official signs have been erected as agreed to by the State Highway Commission in 1978.

NM 80: County of Hidalgo

MEMORIALIZED OR DEDICATED NAME AND DATE

The Korean War Veterans Memorial Highway

The State Transportation Commission passed Resolution No. 2005-06 (August) on August 18, 2005, in tribute and memory of those veterans and their families who fought and died in what has been called “The Forgotten War” and have not been rightly recognized for the sacrifices they made in Korea. The states of Mississippi, Alabama and Louisiana have already passed legislation to dedicate sections of U.S. 80 within their states in memory of the veterans of the Korean War, and the states of Arizona, California and Georgia are now considering dedication of U.S. 80 within their boundaries to the Korean War veterans. In dedicating this 32.40 miles of route, from the New Mexico/Arizona State Line southwest of Rodeo northward to the gore of the I-10 Exit 5 (Road Forks Interchange) ramps where the two lane road begins/ends, the Commission noted sacrifices of these veterans will never be forgotten.

HISTORICAL ANALYSIS

NM 80 was originally created in October of 1989, when the State Highway and Transportation Department requested that the American Association of State Highway and Transportation Officials (AASHTO) consider the Department’s request that U.S. 80 be eliminated from Anthony, New Mexico to the Arizona State Line, and be redesignated as NM 80. U.S. 80 was created in 1925/1926 when it replaced NM 4 between Lordsburg and Las Cruces and NM 1, between Las Cruces and Anthony. The AASHTO Special Committee on U.S. Route and Numbering and the Executive Committee approved the Department’s request and informed the Department of its actions. In 1987, the shorter section of U. S. 80 in Las Cruces, from its junction with I-10 north to its junction with U.S. 70, was renamed as NM 478. In December of 1991, Ron Forte, Deputy Secretary, requested the Commission redesignate the section of U.S. 80/NM 460 in Anthony as NM 460. The Commission concurred and on December 12, 1991, redesignated the section of U.S. 80/NM460 as NM 460.

TERMINI AND ADDITIONAL COMMENT

Resolution No. 2005-06 (August) bestows great admiration and honor upon the Americans who fought in “The Forgotten War.” Attending the dedication were Commission Chairman Johnny Cope, District One Transportation Commissioner John Hummer and Transportation Secretary Rhonda Faught, and several other figures from New Mexico’s Transportation System. Copies of the Resolution were provided to Veterans of Foreign Wars of the United States, Disabled American veterans, Chapter of the Three Crosses, No. 38, and Veterans of Foreign Wars, Post No. 3242 of Las Cruces, New Mexico.

NM 136: County of Doña Ana

MEMORIALIZED OR DEDICATED NAME AND DATE

Pete V. Domenici International Highway

Requested by Leroy Sandoval, former Transportation Planning Division Director, in May of 1998 and designated by the State Highway Commission in May of 1998.

HISTORICAL ANALYSIS

NM 136 was created by the State Highway Commission between 1988-1990.

TERMINI AND ADDITIONAL COMMENT

Leroy Sandoval, former Transportation Planning Division Director, appeared before the State Highway Commission and requested the Commission designate NM 136 as the Pete. V. Domenici International Highway. The State Highway Commission concurred and approved the designation of NM 136 as the Pete. V. Domenici International Highway on May 14, 1998, and appropriated \$16,000 to erect signs for the new road name.

NM 404: County of Doña Ana

MEMORIALIZED OR DEDICATED NAME AND DATE

Anthony Gap Road

Authorized and designated in 1952 by State Highway Commission.

Charles O'Hara Road

Authorized and redesignated in 1962 by State Highway Commission.

HISTORICAL ANALYSIS

NM 404 was created in June of 1952 by the State Highway Commission.

TERMINI AND ADDITIONAL COMMENT

The Charles O'Hara Road was originally named the Anthony Gap Road in 1952 by the State Highway Commission due to its location and termini in Doña Ana County. In November of 1962, State Highway Commissioner Tatsch suggested that NM 404 (Anthony Gap Road) be redesignated as the Charles O'Hara Road. State Highway Commissioner Sudderth recommended that a resolution be prepared to this effect and signed by all Commissioners. The resolution would be presented to Mrs. O'Hara. In December of 1962 the State Highway Commission approved the resolution and directed that a letter be written to the widow of Mr. O'Hara and the road (NM 404) be dedicated as the Charles O'Hara Road. Mr. O'Hara was a local prominent business man in the Anthony area, owning a large amount of property and also a large local dairy.

UNDERPASS NOS. 9104 and 9105: County of Dona Ana Dr. C. Quentin Ford Underpass: On I-25 at Mile post 0.90 (Underpass NOS. 9104 and 9105)

MEMORIALIZED OR DEDICATED NAME AND DATE

Geothermal Drive Underpass

The Geothermal Drive Underpass was created and designated during 2001 by the State Highway Transportation Commission.

Dr. C. Quentin Ford Underpass/Underpass Nos. 9104 and 9105

The underpasses are often referred to as the “Twins.” The Commission passed Resolution No. 2006-06 (August) on August 17, 2006, renaming and rededicating The Geothermal Drive Underpass as “Dr. C. Quentin Ford Underpass.”

Underpass 9104 and 9105

Governor Bill Richardson dedicated the Geothermal Drive Underpass in conjunction with the Commission approving Resolution No. 2006-06 on August 17, 2006, dedicating and honoring Dr. C. Quentin Ford. From 1989 to 1995, Ford served in the State Highway Commission. As a commissioner, he served as chairman of the Policy and Legal Committees and was a member of the Aviation Committee. He served at the capacity of Secretary for the Commission from 1991 to 1995. Numerous state officials attended the dedication ceremonies: among those were Transportation Commission Chair, Johnny Cope, Transportation District 1 Commissioner, John Hummer, Transportation Secretary, Rhonda Faught, and District 1 Engineer, Alvin Dominguez. All were honored to be part of dedication and renaming of Geothermal Drive Underpass as the “Dr. C. Quentin Ford Underpass.”

HISTORICAL ANALYSIS

Geothermal Drive Underpass was originally constructed as a result of Dr. C. Ford serving with the State Transportation Commission. He was a strong advocate for cities to have interstate routes through or passing through their limits. Dr. Ford envisioned a strong frontage road system to keep local traffic off the interstate routes. The development and construction of the Geothermal Drive Underpass was the result of Dr. Ford’s strong desire in planning for an effective and useful frontage road system along I-25.

Underpass 9104 also known as Well-Geothermal Drive, was constructed in 2001, from milepost 0.90 miles north of junction with I-10/1-25. The structural length of Underpass 9104 is 106 feet and currently is listed as a part of the Interstate System.

Underpass 9105 also known as Wells-Geothermal was constructed in 2001, and the road carried is Las Alturas/Frontage Drive. Its actual milepost is listed as 0.50 miles north of its junction with I-10/1-25. The structural length of Underpass 9105 is 106 feet and is currently listed as a minor collector on Frontage Road 2003.

TERMINI AND ADDITIONAL COMMENT

The underpasses serve as a direct connection between the north and south sides of the New Mexico State University campus.

The original Geothermal Drive Underpass was built in 2001, no formal action concerning the dedication or naming of the underpass can be located. When It was dedicated, the name was assumed by the local officials since it was an continuation of Geothermal Drive, which was part of the university road system at the time. The name has been retained over the years until the recent action of the Commission in August of 2006.

DISTRICT TWO

U.S. 54/70 Alamogordo Relief Route: County of Otero

MEMORIALIZED OR DEDICATED NAME AND DATE

Charlie T. Lee Memorial Relief Route

Mickey Viscarra, a close personal friend of the family and prominent local citizen, requested in early 2004 that U.S. 54/70 Alamogordo Relief Route be named in honor of Charlie T. Lee. The naming of the relief route was also supported by the Otero County Commission. The State Transportation Commission met on October 21, 2004, and passed a resolution to redesignate the Alamogordo Relief Route as the Charlie T. Lee Memorial Relief Route. Charlie T. Lee passed away on June 28, 1928. The name change was effective February 29, 2005.

HISTORICAL ANALYSIS

Both U.S. 54/U.S. 70 were created in 1925 by United States Congress. U.S. 54 was the primary route from Nara Visa, at the New Mexico/Texas Line, via Tucumcari, Santa Rosa, and Vaughn. In 1930-1931, U.S. 54 absorbed U.S. 366 from Hondo to Newman, the New Mexico/Texas Line. Later it aligned with U.S. 70 in Tularosa. U.S. 70 was the primary route from Tularosa through Alamogordo to the southwestern part of Alamogordo where U.S. 54 assumed primary designation from Alamogordo, via Orogrande to Newman, the New Mexico/Texas line.

U.S. 70 replaced U.S. 366 in 1931. Part of U.S. 70 was absorbed by U.S. 60 and realigned within the state. Sections of U.S. 70 were also absorbed by U.S. 260. Portions of U.S. 80 from Las Cruces to El Paso were replaced by U.S. 85 in 1946. Selected sections of U.S. 70 and U.S. 80 were designated as I-10 under the 1956 Act of "National System of Interstate and Defense Highways." U.S. 70 was realigned in 1929/1930 to its present termini in New Mexico.

In 1999, Pete K. Rahn, Secretary of the State Highway and Transportation Department, requested the relocation of the existing U.S. 54/70 (White Sands Boulevard) to the newly created relief route to the American Association of State Highway and Transportation Officials (AASHTO). The relocation involved the deletion and relocation of a portion of U.S. 54 in Alamogordo, New Mexico. The deletion and relocation of a portion of U.S. 70 in Alamogordo, New Mexico, and the extension of U.S. 70 in Alamogordo, and created a business route on the Old U.S. 54 and U.S. Route 70 in Alamogordo, New Mexico.

TERMINI AND ADDITIONAL COMMENT

On December 19, 2002, the Special Committee on Route Numbering of the AASHTO approved the State Highway and Transportation Department's request for relocation of U.S. 54 and U.S. 70 and the creation and recognition of a business route on U.S. 54 and U.S. 70 in Alamogordo. The State Highway Commission authorized the funding and erection of signs for the route change and dedication of the route.

Charlie T. Lee was active in public affairs as a New Mexico Senator from 1980-1984, as a member of the New Mexico Public Lands Council, as President of the New Mexico Cattle Growers Association, as a member of the Alamogordo Chamber of Commerce, as an Honorary Co-Chairman of the Alamogordo/Otero County Centennial Celebration, and in various other capacities.

The dedication of the Charlie T. Lee Memorial Relief Route was supported by the City of Alamogordo, the Alamogordo Chamber of Commerce Board of Directors, the Alamogordo City Commission, the County of Otero, and the Otero County Commission.

U.S. 62/U.S. 180: Counties of Eddy and Lea

MEMORIALIZED OR DEDICATED NAME AND DATE

U.S. 180 Border Friendship Route

Designated in 1968 by the US-Mexico Commission for Border Development & Friendship. Adopted and approved by State Highway Commission in 1968.

U.S. 62/U.S. 180 Joe M. Stell Highway

The State Transportation Commission passed Resolution No. 2006-05(August) on August 17, 2006, dedicating a 16 mile section of US 62/180 from Whites City to the New Mexico State line as the “Joe M. Stell Highway.”

HISTORICAL ANALYSIS

U.S. 62 was first designated and signed in New Mexico in 1930. It followed original NM 16, and at that time it followed a different route eastward into Texas. In 1931, U.S. 62 was approved within New Mexico over State Road NM 18, from Carlsbad, by the AASHO. Until 1940, it turned north before Hobbs and followed NM 483, U.S. 82, NM 206, and U.S. 380 eastward. The route toward Hobbs was then NM 16. In 1944, U. S. 180 was reestablished by AASHO in Texas and was overlaid on U.S. 62 all the way through New Mexico to El Paso. In October of 1947, the U.S. Route Numbering Committee of AASHO informed both the State of New Mexico and Texas that their requests to re-route U.S. 62 had been approved in New York on September 24, 1947. The new alignment of U.S. 62 was between Brownfield, Texas and Hobbs, New Mexico, through Seagraves and Seminole, Texas, over Texas State Route 51 and U.S. 180.

U.S. 180 within New Mexico, was reincarnated in July of 1943, by the State Highway Commission. The Commission requested the U.S. Numbering Committee of AASHO that U.S. 80-A be redesignated as U.S. 180, which would absorb U.S. 80-A as far west as Albany, Texas, and continue over State Route 15 to Hobbs, New Mexico, and follow U. S. 62 through Carlsbad to El Paso, Texas. AASHO concurred with the Commission’s request and in 1944 authorized the route re-designation. This eastern terminus of U.S. 180 is overlaid in its entirety over U.S. 62 in New Mexico. U.S. 180 is subordinate to U.S. 62, since concurrent routes are designated by the lower number.

TERMINI AND ADDITIONAL COMMENT

Joe M. Stell was born in Lynn County, Texas, on June 15, 1928 and moved to Carlsbad, New Mexico, in December of 1928. In 1986, Joe M. Stell was elected to the New Mexico House of Representatives and

has served in the position for the past twenty years, providing service and honor to the citizens of District 54, which includes the Counties of Eddy and Otero. During his service to the state and to his local constituents, he has served as the Chair of the Agriculture and Water Resources Committee, Co-Chair of the Water and Natural Resources Interim Committee, served as committee member of the New Mexico Finance Authority Oversight Committee, a member of the New Mexico Tax and Revenue Committee, a member of the Energy, Minerals and Natural Resources Committee, a designee of the Revenue Stabilization and Tax Policy Committee and as an advisory member of the Legislative Council. He served in numerous other state and local agencies. Among the state officials attending the dedication ceremonies were Governor Bill Richardson, who lead the dedication program, Transportation Commission Chairman, Johnny Cope, State Transportation Commission members, Transportation Secretary Rhonda Faught, local county officials and District 2 staff. The Commission recognized and honored Joe M. Stell for his outstanding service to the citizens of Eddy and Otero Counties and the State of New Mexico as a state and local leader.

U.S. 180 was designated as a Border Friendship Route by the U.S. - Mexico Commission for Border Development and Friendship to focus attention on improving the quality of the environment for people living adjacent to and along both sides of the border of U.S. and Mexico. The State Highway Commission adopted the designation on June 27, 1968. In November of 1968, the State Highway Commission supported formation of the PanAmerican Association, which was requested by Louis Whitlock, Manager of Carlsbad Chamber of Commerce, appearing on behalf of the PanAmerican Highway Association 180, Highway Association, Mexico 45 Association, and the Panama Route in the Country of Panama.

U.S. 70: Counties of Otero, Lincoln, Chaves, Curry and Roosevelt

MEMORIALIZED OR DEDICATED NAME AND DATE

Blue Star Memorial Highway

Requested in May of 1958 by New Mexico Garden Clubs, Inc., and designated by the State Highway Commission the same year.

Bataan Veterans Memorial Highway

Authorized and designated in January of 2002 by the State Highway Commission for that section of U.S. 70 between Las Cruces and Alamogordo.

Joe Skeen Memorial Highway

On December 3, 2003, at the regular State Transportation Commission meeting, Chairman Johnny Cope recommended that U.S. 70 from Roswell to Ruidoso be designated as Joe Skeen Highway and a motion was made by Commissioner Jim Franken and seconded by Commissioner Norman Assed. The State Transportation Commission approved the motion unanimously. Chairman Johnny Cope informed the other Commissioners that Governor Bill Richardson suggested this be completed immediately. On December 17, 2003, Governor Richardson led a group of dignitaries and the family of Congressman Joe Skeen in dedicating U.S. 70 from Roswell to Ruidoso as the Joe Skeen Memorial Highway. The State Transportation Commission authorized the funding and erection of the signs. Congressman Skeen passed away on December 7, 2003.

Mescalero Apache Veterans Memorial Highway

The State Transportation Commission passed Resolution No. 2005-08 (August) on August 18, 2005, dedicating a 31.947 mile section of U.S. Highway 70 from Tularosa to Ruidoso as the "Mescalero Apache Veterans Memorial Highway." The Commission passed the resolution in honor of the many Mescalero Apache tribe members that proudly and selflessly served in the United States military, upholding the constitution and preserving liberty and freedom in this country's name.

HISTORICAL ANALYSIS

U.S. 70 was created in 1925 by U.S. Congress and replaced all of NM 366 by 1931. The State Highway Commission selected additional sections of the 1925/1926 termini of U.S. 70 to be absorbed by U.S. 60 and U.S. 260. U.S. 70 was then redesignated with the new termini: from Farwell, Texas, to the Texas-New Mexico line west of Farwell, via Clovis, Portales, Roswell, Hondo, Alamogordo, Newman to the New Mexico-Texas line south of Newman.

TERMINI AND ADDITIONAL COMMENT

In 1956, U.S. 70 was designated as part of the National System of Interstate and Defense Highways. The New Mexico Garden Clubs, Inc., requested that U.S. 70 be designated as part of the nationwide Blue Star Memorial Highways. The State Highway Commission approved the request and all of U.S. 70 within New Mexico was designated.

On January 24, 2002, the State Highway Commission passed Resolution No. 2002-1, dedicating U.S. 70 from Las Cruces to Alamogordo as the Bataan Veterans Memorial Highway.

Congressman Joe Skeen lived in the Hondo Valley and represented New Mexico's 2nd Congressional District for eleven terms from 1980 to 2002, a total of twenty-two years, before retiring in November 2002. Congressman Skeen became the third candidate in U.S. history to win a write-in campaign for Congress. During his tenure, Congressman Skeen became Chair of both the House Agriculture and House Appropriations Subcommittees, becoming one of the most powerful men in United States Congress.

The State Transportation Commission in passing the resolution, created a statewide and nationwide tribute to the fallen members of the Mescalero Apache tribe and their family members for their dedication in our nation's fight for freedom and defense our nation's name. The Commission also ordered that a copy of the resolution be transmitted to Cooney C. Starr, Commander, American Legion Post 48 of Mescalero, New Mexico.

U.S. 285: Counties of Chaves, De Baca, and Eddy

MEMORIALIZED OR DEDICATED NAME AND DATE

Blue Star Memorial Highway

On April 16, 1953, Harry G. Armstrong, Chairman of Blue Star Memorial Committee, appeared before the State Highway Commission and requested the Commission consider and dedicate U.S. 285 as part of the National Blue Star Memorial system. The State Highway Commission concurred and dedicated all of U.S. 285 within New Mexico as part of the National Blue Star Highway system.

The Cory Beck Memorial Highway

On March 22, 2007, the State Transportation Commission passed Resolution No. 2007-03 (March), dedicating a 17 mile section of U.S. 285, from milepost 149 to milepost 166, as the “The Cory Beck Memorial Highway.” Various local citizens and U.S. Congressman Steve Pearce acknowledges that “Southern New Mexico lost an exceptional leader; a gifted journalist; and most of all, a man of decency, integrity and compassion.” Governor Richardson noted that “Given Cory Beck’s outstanding service record of saving his community, Cory cared deeply for his home town of Roswell, and in our meetings, he was always promoting ways to improve Chaves County.”

HISTORICAL ANALYSIS

U. S. 285 was created in 1925/1927 by U.S. Congress and replaced all of the original NM 2 by 1949. The State Highway Commission ordered the first state road signs in New Mexico placed on former NM 2 near Lamy, New Mexico, in 1927.

TERMINI AND ADDITIONAL COMMENT

Mr. Harry G. Armstrong of Truth or Consequences, New Mexico, State Chairman of the Blue Star Memorial Committee, presented a letter dated April 16, 1953, requesting U.S. 85 and U.S. 285 in New Mexico be designated as a portion of the Blue Star Memorial Highway. The State Highway Commission concurred and ordered that suitable markers be installed and roadside parks be constructed by the New Mexico Federation of Garden Clubs as soon as possible.

U.S. 380: Counties of Chaves, Lea, and Lincoln

MEMORIALIZED OR DEDICATED NAME AND DATE

Dixie Overland Highway

Created and designated by the Territorial Legislative Assembly in the late 1890s for that section of U.S. 380 between Carrizozo, New Mexico, and the Texas border.

Southern National Highway

Created and designated by the Territorial Legislative Assembly in the late 1890s for that section of U.S. 380 between Carrizozo, New Mexico, and the Texas border.

Blue Star Memorial Highway

On May 23, 1958, a request by the New Mexico Garden Clubs was presented to the State Highway Commission, requesting that U.S. 380 be designated as part of the nationwide Blue Star Memorial system. The State Highway Commission concurred and designed all of U.S. 380 within the state as part of the Blue Star Memorial system.

HISTORICAL ANALYSIS

U.S. 380 was created in 1925 by U.S. Congress. It replaced former NM 13 created in 1903 by the Territorial Legislative Assembly between the Texas State Line, Roswell, Hondo, Capitan and Carrizozo, New Mexico. It was designated as a state route in 1913 by the State Highway Commission. In 1925, the State Highway Commission requested NM 13 be designated as a federal highway. In 1926, it was authorized by U.S. Congress and in 1927 it was designated U.S. 380. U.S. 380 replaced all of NM 13 and U.S. 366 between Roswell and Hondo. U.S. 380 original termini was modified and by 1931 it replaced U.S. 566, between San Antonito to Carrizozo, in its entirety.

TERMINI AND ADDITIONAL COMMENT

This route, prior to being designated as State Route 13, was designated as Dixie Overland Highway by the Territorial Roads Commission on the northern side of the route; and on the southern side of the route, it was designated as the Southern National Highway.

NM 7: County of Eddy

MEMORIALIZED OR DEDICATED NAME AND DATE

Carlsbad Caverns Highway

Recommended by District Highway Engineer Worth Smelser and designated on December 9, 1981, by State Highway Commission for that section of NM 7 east of White City, Eddy County.

HISTORICAL ANALYSIS

NM 7 was created in June of 1929 by the State Highway Commission, a distance of approximately 8.1 miles.

TERMINI AND ADDITIONAL COMMENT

State Highway Commissioner Chaney made the motion and it was seconded by Commissioner Padilla. The following resolution was presented to the Commission: "That State Road 7, from its intersection with U.S. 62/180 west to the eastern boundary of Carlsbad Caverns National Park, a distance of 0.5 miles is designated as Carlsbad Caverns Highway." The State Highway Commission concurred and moved for official designation.

NM 176 : County of Lea

MEMORIALIZED OR DEDICATED NAME AND DATE

Donald L. Whitaker Highway

On May 25, 2006, the New Mexico State Transportation Commission passed Resolution 2006-02 (May) honoring and dedicating NM 176 as the “Donald L. Whitaker Highway.”

HISTORICAL ANALYSIS

NM 176 was created and constructed originally by the State Highway Commission in July of 1939, in County of Lea and extended in January of 1955, into County of Eddy. In May of 2006, the State Transportation Commission passed Resolution 2006-03 (May) redesignating the following sections of existing NM routes; NM 8, from existing NM 207 in Eunice westward for 6.445 miles to its junction with existing NM 176; NM 207, from its junction with existing NM 234 at mile-point 5.925 north to its junction with existing NM 8 at mile-point 6.249 for a distance of approximately 0.324 miles; and NM 234, from its junction with existing NM 207 in Eunice eastward to the New Mexico/Texas state line, for a total length of 5.944 miles. Total new length of NM 176 is 41.201 miles.

TERMINI AND ADDITIONAL COMMENT

Donald L. Whitaker was born on March 2, 1931, in Brownwood, Texas, and moved to New Mexico in 1935. He enlisted in the United States Air Force for three years. Donald Whitaker served in numerous public offices and served as a committee member on many local organizations. In July of 1989, he was appointed as State Representative of District 61 in Lea County, and sworn into the House of Representatives in January of 1990 by the Speaker of the House, a position he has held for the past sixteen years. During his tenure in public service, he has served as the Chair of the House Taxation and Revenue Committee, the Vice Chair of the House Revenue Stabilization and Tax Policy Committee, a member of the House Transportation Committee, and as an interim member of the Legislative Council. He served as president and was an active member of the Carlsbad Chamber of Commerce and in other local civic organizations such as the Lions Club and the American Legion in Eunice and Jal, New Mexico.

Governor Bill Richardson, in conjunction with the Commission, said at the dedication ceremonies: “Because of his presence and contributions to Lea County, southeastern New Mexico is a much richer state...” Other public officials praised the services of Donald L. Whitaker. Among those attending the dedication ceremonies were Commission Chairperson Johnny Cope, Department Secretary Rhonda Faught and other local officials. The State Transportation Commission recognized and honored Donald L. Whitaker for his strong support of transportation issues and for his service for the past eighteen years to the people of Eunice and County of Lea and the State of New Mexico as a local leader.

NM 200 Carlsbad Relief Route: County of Eddy

MEMORIALIZED OR DEDICATED NAME AND DATE

George Shoup Relief Route

On February 15, 2005, New Mexico Senator Vernon D. Asbill and County of Eddy Commission officials requested that the Department of Transportation rename the Carlsbad Relief Route, also known as the WIPP Relief Route, to the George Shoup Relief Route. The State Transportation Commission concurred and passed Resolution No. 2005-04 on April 21, 2005, designating NM 200 as the George Shoup Relief Route.

HISTORICAL ANALYSIS

NM 200 was created and constructed originally in January of 2000 by the State Highway Commission as part of a road exchange agreement deleting NM 351, NM 381, and NM 396 from the state highway system and placing the routes on the County of Eddy road system. In consideration for acceptance of the routes by the County of Eddy, the Department of Transportation agreed to construct the Carlsbad Relief Route and place it on the state highway system.

TERMINI AND ADDITIONAL COMMENT

George Shoup was born on February 16, 1941, in Mercedes, Texas. He served in the United States Navy as an officer from 1965 to 1970. George Shoup served in numerous public offices. He was instrumental in the formation and development of the Carlsbad Department of Development, creating an economic development program in Carlsbad, New Mexico, and serving as its president and a board member. He served as president and was an active member of the Carlsbad Chamber of Commerce and many other local civic organizations such as the Jaycees and Carlsbad Rotary Club during his tenure in public service.

NM 200/Carlsbad Relief Route/WIPP Relief Route was the last major construction project completed by George Shoup as CEO and owner of Contractors, Inc., prior to his retirement in March of 2000. In passing the Resolution in April 21, 2005, the State Transportation Commission recognized and honored George Shoup for his service for the past 35 years to the people of Carlsbad and the State of New Mexico as a local leader.

NM 209: County of Curry

MEMORIALIZED OR DEDICATED NAME AND DATE

The J.V. "Rip" Curtis Highway

Created and designated on October 24, 1996, by State Highway Commission for that section of NM 209 in Clovis, Curry County.

HISTORICAL ANALYSIS

NM 209 was created in 1987 by the State Highway Commission and replaced former NM 18 between Clovis and Tucumcari, New Mexico. Mr. Curtis was first appointed to the commission in 1983 and served until 1988, and was appointed to a second term in 1989. He served until he passed away in the summer of 1994.

TERMINI AND ADDITIONAL COMMENT

In October of 1996, State Highway Commissioner Strebeck moved that, pursuant to Commission Policy 61-96, State Road 209 in Clovis and Curry County be named the J.V. "Rip" Curtis Highway in honor of J. V. "Rip" Curtis, former Vice Chairman of the State Highway Commission. Commissioner Mocho seconded and the State Highway Commission concurred and moved for official designation.

BRIDGE # 1838: County of Eddy The Bataan Memorial Bridge on U.S. 62 in Carlsbad

MEMORIALIZED OR DEDICATED NAME AND DATE

Pecos River Bridge and Green Street Bridge

The Pecos River Bridge, also known as the Green Street Bridge in Carlsbad, was created and designated in 1938/1939 by State Highway Commission.

Bataan Memorial Bridge

Requested by Victor L. Minter, Secretary of the Carlsbad Chamber of Commerce, in May of 1942 and so designated by State Highway Commission in June of 1942. It was redesignated as the Bataan Memorial Bridge in April of 1982 by State Highway Commission.

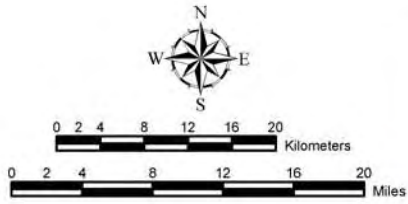
HISTORICAL ANALYSIS

Bridge # 1838 was constructed in 1942 on U.S. 62 in Carlsbad and has been known and referred to as both the Pecos River Bridge and Green Street Bridge in Carlsbad. The bridge is currently listed in the following state historical registers: the State Register of Cultural Properties; the Recorded Bridges Located in or Near a Historic District; and The National Register of Historic Places.

TERMINI AND ADDITIONAL COMMENT

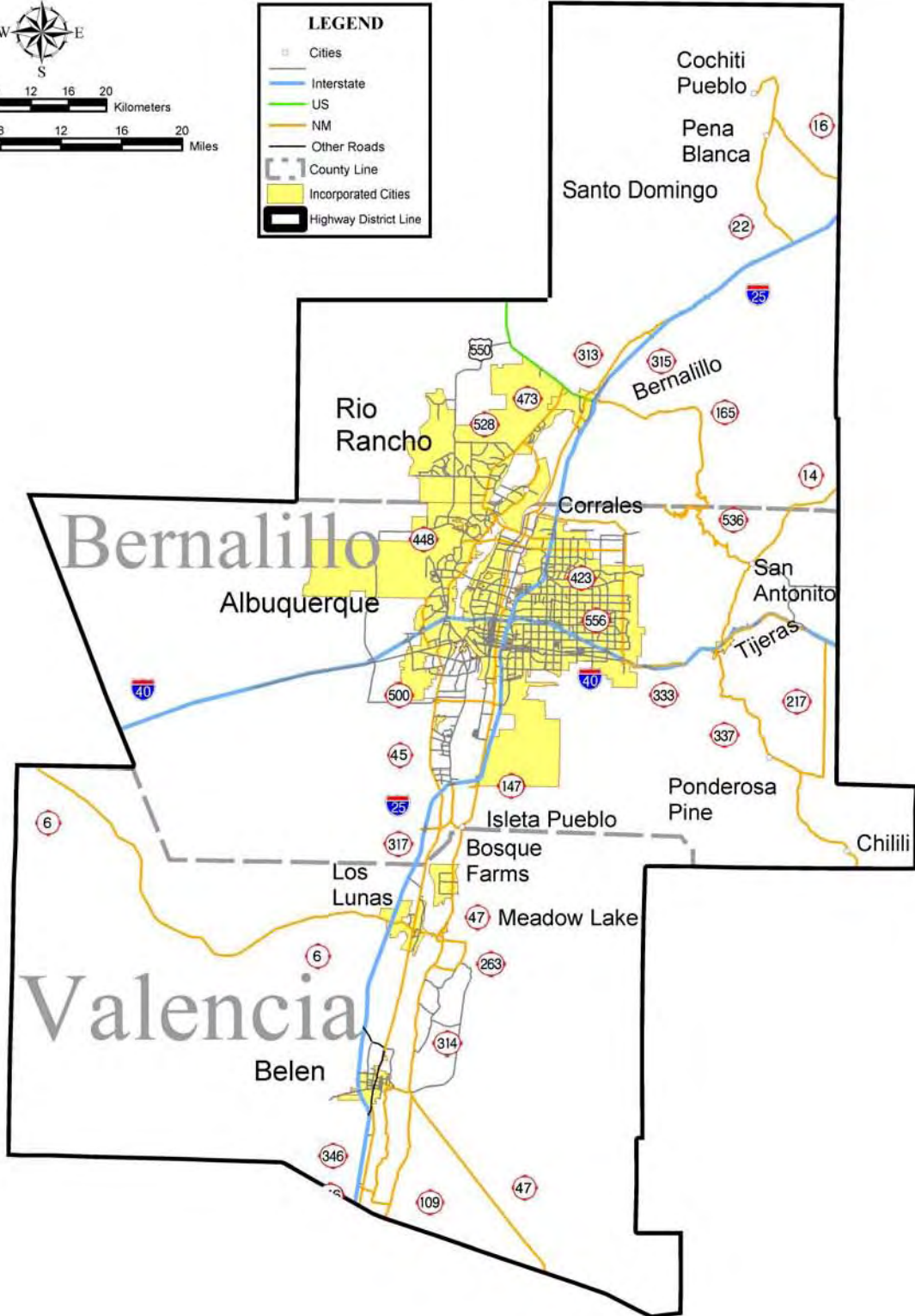
In June of 1942, Mr. Victor L. Minter, then Secretary of the Carlsbad Chamber of Commerce, requested the Pecos River Bridge be designated as the Bataan Bridge in honor of the gallantry of the New Mexico boys in the Philippines. The State Highway Commission concurred and ordered that the Pecos River Bridge at Carlsbad, New Mexico, be designated as Bataan Bridge. In November of 1945, the Carlsbad Chamber of Commerce approached the State Highway Commission and requested that bronze markers be placed on Bridge # 1838. The State Highway Commission authorized the placement of the markers, but at the expense of any local organization. The Bataan Bridge was constructed as a military access project to the potash mines east of Carlsbad and it was the last major bridge completed by the State Highway Department for the duration of WW II. In April of 1982, the State Highway Commission entertained and approved a request from Governor King, Commissioner James Chaney, a former Bataan Veteran, Ex-Commissioner Tom Mann, and Burton Dwyer, former State Highway Engineer, to have a permanent marker placed on or near the bridge. The State Highway Commission approved the request and instructed the highway staff to place a permanent marker at the Bataan Memorial Bridge.

DISTRICT THREE



LEGEND

- Cities
- Interstate
- US
- NM
- Other Roads
- County Line
- Incorporated Cities
- Highway District Line



DISTRICT THREE

Former U.S. 66: Counties of Bernalillo and Sandoval

MEMORIALIZED OR DEDICATED NAME AND DATE

National Old Trails and Santa Fe Trail

That section of U.S. 66 originally listed as NM 1 between Romeroville and Santa Fe and Santa Fe and Albuquerque from 1903-1925. Originally designated by Territorial Roads Commission prior to 1912 and officially designated in 1912 by the State Highway Commission.

Grand Canyon Route

In 1927, Flagstaff's pioneer lumberman Matthew J. Riordan christened U.S. 66 as the Grand Canyon Route. Mr. Riordan's christened name was accepted by all states.

Mother Road

Proclaimed by John Steinbeck in his famous 1939 publication *Grapes of Wrath*. This proclamation was not authorized or approved by the State Highway Commission.

Will Rogers Highway

Requested in August of 1935 by the Albuquerque Chamber of Commerce and endorsed and designated by the State Highway Commission in the same year.

Will Rogers Memorial Highway

It was requested in April of 1952 by the National Highway 66 Association that plaques be erected at each state border from Chicago to San Diego containing busts of Will Rogers as part of the rededication of the highway. The State Highway Commission supported this 1952 request but took no other action.

The Main Street of America

Designated by directors of the Chambers of Commerce in the eight states traversed by U.S. 66, from Chicago to Los Angeles between July of 1960 and July of 1962.

Old U.S. 66

In 1985, Planning Bureau Chief Gumersindo DeVargas requested that the portion of former U.S. 66 from I-40 and Central Avenue to Carnuel exit in Tijeras Canyon, east of Albuquerque, be designated as Old U.S. 66. The State Highway Commission concurred and authorized the designation in February of 1985.

HISTORICAL ANALYSIS

The official origin of U.S. 66 was the Federal Aid Act of 1921. Construction began in 1925 and U.S. 66 was designated as a U.S. Highway in 1926 by the Joint Committee of State Highway Officials and the U.S. Bureau of Public Roads, then a part of the U. S. Department of Agriculture. Route 66 became an early example of the 1926 National Highway System program. U.S. 66 did not go through Moriarty but bypassed it. When U.S. 66 was first built, it was designated as statewide and turned north at Santa Rosa to its junction with U.S. 85 in Romeroville, Santa Fe, Albuquerque, and Los Lunas, where it continued westward to the state line. In 1930, the state built NM 6 from Santa Rosa to Albuquerque. In 1937, U.S. 66 replaced NM 6 between Santa Rosa and Albuquerque. By 1939 all of U.S. 66 was in place. It was America's first continuously paved link between Los Angeles and Chicago, gateway to the industrial Northeast. In February of 1985, the State Highway Commission requested that U.S. 66 be redesignated as I-40, except for that portion through Albuquerque which would be designated as Old U.S. 66. The official redesignation of U.S. 66 was authorized on July 1, 1985, by the Numbering Committee of American Association of State Highway and Transportation Officials (AASHTO).

TERMINI AND ADDITIONAL COMMENT

Planning Bureau Chief Gumersindo DeVargas was advised in July of 1985 by AASHTO that U.S. 66 would be redesignated as I-40 and the portion within the Albuquerque city limits would be redesignated as Old U.S. 66. On a motion by Commissioner Lee and seconded by Commissioner DeBrine, the State Highway Commission concurred and authorized that all of U.S. 66 be deleted from New Mexico except for that portion within Albuquerque.

U.S. 66 is considered to be among the most famous roads in America. It was originally conceived in 1925 by local boosters in Oklahoma and promoted by Phillips 66, which appropriated the numbers and logo, and by the U.S. Highway Association. In 1989, U.S. Senator Pete Domenici introduced and passed the Route 66 Study Act of 1989 (S-963). State Representative Gary King introduced House Joint Memorial 32 in the 39th Legislature, 1st Session, Laws of 1989, requesting designation of U.S. Route 66 between Moriarty and Albuquerque as a Historic Landmark with signs to be posted.

U.S. 66 has been immortalized in many ways, identified in many publications and supported by many different national groups as well as regional and local groups through the eight states that it traveled through. Those states are as follows: Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. The route traveled a distance of 2,400 miles or more, but it is estimated with all of the various alignments taken together it totaled about 5,000 miles or more. New Mexico had an estimated 535 miles of Route 66. This included the alignments through Santa Fe and Los Lunas.

Since U.S. 66 was designated as a federal highway in 1926, it replaced numerous state roads prior to its decommission in 1985. Among those state roads replaced by U.S. 66 in 1925/1926 are the following:

- NM 3 from the Texas State Line to Tucumcari, via Santa Rosa
- NM 56 from Santa Rosa north to Romeroville, south of Las Vegas
- NM 1 from Romeroville, Santa Fe, Albuquerque to Los Lunas
- NM 6 from Los Lunas, Grants, Gallup to the Arizona State Line west of Lupton

After 1937, U.S. 66 no longer went north to Romeroville from Santa Rosa but directly through Milagro, Moriarty through the Tijeras Pass to Albuquerque. It no longer went south to Los Lunas but went westward to Laguna.

The National Historic Route 66 Federal Committee provides overall leadership on the importance of U.S. Highway Route 66 in America's Cultural Heritage as well as the Scenic Highways and Byways Committees. The New Mexico Route 66 Association, a non-profit corporation, is dedicated to the preservation, celebration, and economic revitalization of New Mexico's Route 66. There are well over 250 different listings on U.S. Route 66 Associations, publications and historical significance – on the Internet. Many sections of former U.S. Route 66 have been signed as Historic Route 66 by different associations and private clubs. It is recommended the interested reader pursue any listings such as Route 66, Historic Route 66 and Historic Scenic Highways and Byways through the Internet for a complete and comprehensive listing about former U.S. 66.

Former U.S. 85: Counties of Bernalillo, Valencia and Sandoval

MEMORIALIZED OR DEDICATED NAME AND DATE

National Old Trails

Between 1850-1900, that section of road between Albuquerque and Santa Fe was authorized and designated by the Territorial Legislative Assembly of New Mexico and authorized by State Highway Commission in 1912.

Old Santa Fe Trail

Between 1850-1900, that section of the road between Albuquerque and Santa Fe was authorized and designated by the Territorial Legislative Assembly of New Mexico and authorized by the State Highway Commission in 1912.

El Camino Real

Created and designated in 1905 by the Territorial Roads Commission and redesignated in 1913 by the State Highway Commission.

Franklin Delano Roosevelt Highway

Authorized and designated in 1945 by the State Highway Commission.

Blue Star Memorial Highway

Requested in 1953 by the Blue Star Memorial Committee and designated by the State Highway Commission the same year.

HISTORICAL ANALYSIS

In October of 1920, the State Highway Commission selected the El Camino Real, NM 1, be designated as part of the U.S. Highway System. U. S. 85 was created in 1925 by Congress and designated by the State Highway Commission as El Camino Real in 1956. In 1927, the first U.S. Road markers in New Mexico were erected on the El Camino Real. The U.S. 85 was replaced by I-25 in 1956.

TERMINI AND ADDITIONAL COMMENT

In July of 1926, the State Highway Engineer was directed by the State Highway Commission to request the Joint Board of American Association of Highway Officials to reconsider the numbering of U.S. 85 where it passes through New Mexico. In 1927, the first U.S. road markers in New Mexico were erected on El Camino Real.

In May of 1946, the State Highway Commission was requested by the U.S. 85 International Association to designate U.S. 85 as the Pan—American Central Highway between Edmonton, Canada, and Mexico City. No official action resulted from this request.

Mr. Harry Armstrong, Chairman of Blue Star Memorial Committee, met with the State Highway Commission in May of 1953 to request the designation of U.S. 85 as part of the nationwide Blue Star Memorial Highway. The State Highway Commission concurred and made the designation statewide. It ordered markers be installed and requested roadside parks be constructed by the New Mexico Federation of Garden Clubs.

I-40: County of Bernalillo

MEMORIALIZED OR DEDICATED NAME AND DATE

Interstate Highway System

Created and designated in 1956 by Congress.

PanAmerican Highway System

Created and designated in 1966 by the Federal Highway Administration.

Coronado Freeway

Requested by Albuquerque Chamber of Commerce prior to 1958 and designated by State Highway Commission on or about May 6, 1959.

The Purple Heart Trail

In May of 2003, Larry Blair, representative of the Military Order of the Purple Heart, appeared before the State Transportation Commission and requested it consider Resolution 2003-4, and designate I-40 as The Purple Heart Trail. The State Transportation Commission concurred and designed I-40 as The Purple Heart Trail.

HISTORICAL ANALYSIS

The National System of Interstate Highways was created in 1944 with legislation enacted by U.S. Congress through the Federal-Aid Highway Act . It was signed into law by President Roosevelt in 1944. The Act authorized a network of rural and urban express highways. No action resulted from this new act, since no funds were available due to the war. The designated National System of Interstate Highways within the state was approved by the State Highway Commission in March of 1946. In 1947, the new Interstate Route System was published by Congress. President Eisenhower signed the Federal-Aid Highway Act of 1956 that funded the new Interstate Route Program. The entire U.S. Interstate Route System was designated as the PanAmerican Highway System in 1966 by the Federal Highway Administration.

Resolution 2003-4 is a nationwide initiative to designate highways in each state as Purple Heart Trails. The Military Order of the Purple Heart is a nationwide initiative to designate one highway in each state as a Purple Heart Trail. This initiative includes a proposal that each of the eight states traversed by I-40 designate I-40 within their state as the Purple Heart Trail. Art Waskey, General Counsel, made the presentation before the State Highway Commission and informed the Commission it had the authority to make the designation on its own, thus eliminating the costs for signage to any local governments that the road passed through. Commissioner Strebeck moved for approval of Resolution 2003-4 as stated, Commissioner Seward seconded and the State Transportation Commission voted unanimously to designate I-40 as the Purple Heart Trail and authorized the cost of posting signs.

TERMINI AND ADDITIONAL COMMENT

I-40 was created under the 1956 Act, National System of Interstate and Defense Highways. It replaced U.S. 66 in its entirety, including the portion within the Albuquerque area that was designated as the Coronado Freeway (Central Avenue). This portion was later designated as Historic Route 66. I-40 is from the Arizona State Line to the Texas State Line, a distance of approximately 373 miles.

The United States has no single route labeled as the PanAmerican System. All of the nation's interstate routes bear numbers and no designation as the PanAmerican Highway.

I-25 and I-40: Counties of Bernalillo, Valencia and Sandoval

MEMORIALIZED OR DEDICATED NAME AND DATE

Interstate Highway System

Created and designated in 1956 by U.S. Congress.

PanAmerican Highway System

Created and designated in 1966 by the Federal Highway Administration.

HISTORICAL ANALYSIS

I-25 replaced all of U.S. 85 in 1956, and U.S. 85 replaced all of NM 1 by 1926/1927.

I-40 replaced all of U.S. 66 in 1956, and U.S. 66 replaced NM 3 between the Texas State Line and Santa Rosa, NM 56 between Santa Rosa and Romeroville, and NM 1 between Romeroville, Santa Fe and Albuquerque. I-40 replaced all of U.S. 66, which replaced all of NM 6 from Albuquerque, Los Lunas, Grants, Gallup and the Arizona border. The Interstate Network was created in 1944 with legislation enacted by Congress and signed by President Roosevelt. In 1946, those portions of the new Interstate System within the state were approved by the State Highway Commission. In 1947, the new Interstate Route System was published by Congress. In 1956, President Eisenhower signed the new Highway Act into law, which funded the new Interstate Route System. The entire U.S. Interstate System was designated as the Pan-American Highway System in 1966 by the Federal Highway Administration.

TERMINI AND ADDITIONAL COMMENT

I-25 from the junction of I-10 at Las Cruces to the Colorado State Line, a distance of approximately 462 miles.

I-40 from the Arizona State Line to the Texas State Line, a distance of approximately 373 miles.

Total length of the state's interstate system is listed at an estimated 1,000 miles and comprises approximately 8.77% of the state's 11,395 of centerline miles.

The United States has no single route labeled as the PanAmerican Highway. All of the nation's interstate routes bear numbers and no designation as the PanAmerican Highway.

Former NM 1: Counties of Bernalillo and Valencia

MEMORIALIZED OR DEDICATED NAME AND DATE

El Camino Real de Tierra Adentro

This name includes the entire road from the Texas State Line to the Colorado State Line. It was authorized in 1903 by the Territorial Legislative Assembly and supported by the Territorial Roads Commission and designated in 1905 by 36th Legislative Assembly as NM 1. In 1993 the State Highway Commission redesignated NM 1 as the El Camino de Tierra Adentro.

HISTORICAL ANALYSIS

NM 1 was created in 1903 by the Territorial Legislative Assembly and designated State Road 1 in 1909 by the Territorial Roads Commission. When the New Mexico Territory became a state in 1912, NM 1 was designated as the first official road by the new State Highway Commission. In 1913 the State Highway Commission voted to approve all of the existing territorial roads as state roads. It formed the backbone of the present state highway system of the state. NM 1 was later replaced by U.S. 85 in 1925/1926 and by I-25, which replaced U.S. 85 in 1956.

TERMINI AND ADDITIONAL COMMENT

NM 1 was the first official road in New Mexico and designated as El Camino Real, The Kings Highway. It is considered the oldest highway in America (1593). The State Highway Commission redesignated this entire route as El Camino Real de Tierra Adentro in September of 1993 for preservation of its name.

NM 14: Counties of Bernalillo and Sandoval

MEMORIALIZED OR DEDICATED NAME AND DATE

Turquoise Trail

On December 4, 1975, residents of the communities of Cerrillos, Madrid, Golden, Cedar Crest, and Sandia Park met with the State Highway Commission and requested they designate NM 14 as the Turquoise Trail. The State Highway Commission concurred and designated NM 14 on December 4, 1975, as the Turquoise Trail. On November 29, 1984, members of the Turquoise Trail Association appeared before the State Highway Commission again and requested the State Highway Commission designate NM 14 as the Turquoise Trail. The State Highway Commission concurred and rededicated NM 14 as the Turquoise Trail.

HISTORICAL ANALYSIS

In November of 1968, the State Highway Commission redesignated Old NM 10 as NM 14 due to conflict with the name of the new I-10.

TERMINI AND ADDITIONAL COMMENT

The State Highway Department and State Highway Commission received a petition on November 11, 1984, from Ms. Sherry Perry, Treasurer of the Turquoise Trail Assoc., representing the residents of the communities of Cerrillos, Madrid, Golden, Cedar Crest, and Sandia Park, New Mexico, for a scenic route designation and appropriate signing of State Road 14 from its intersection with I-40 east of Albuquerque to its intersection with I-25 south of Santa Fe. The State Highway Commission approved the request and ordered that NM 14 be dedicated as the Turquoise Trail. The 1984 resolution replaced the 1975 Resolution adopted by the State Highway Commission. The new resolution reads as follows: "That State Road 14 from its intersection with I-40 east of Albuquerque to its intersection with I-25 south of Santa Fe and State Roads 44 & 536 from State Road 14 to Sandia Crest be dedicated as a Scenic and Historic Area and appropriately signed dedicating it as Turquoise Trail."

NM 44 & NM 536: Counties of Bernalillo and Sandoval

MEMORIALIZED OR DEDICATED NAME AND DATE

Turquoise Trail

Those sections of NM 44 and NM 536 requested by Turquoise Trail Association on November 11, 1984, and dedicated by the State Highway Commission on November 11, 1984.

HISTORICAL ANALYSIS

This section of NM 44 was created by the State Highway Commission in February of 1962 as an extension of the original NM 44. In July of 1966 the State Highway Commission realigned a section of NM 44 to its current termini. In March of 1998 the department requested that AASHTO consider the department's request to rename NM 44 as U.S. 550. In August of 2001 AASHTO approved the department's request and NM 44 was renamed as U.S. 550. NM 536 was created by the State Highway Commission in June of 1961.

TERMINI AND ADDITIONAL COMMENT

Ms. Sherry Perry, Treasurer of the Turquoise Trail Association, appeared before the State Highway Commission requesting the Commission's consideration to designate State Road 44 and State Road 536 from State Road 14 to Sandia Crest, as part of the Turquoise Trail. This request was presented in the form of a resolution from the Turquoise Trail Association. This resolution superseded and replaced the resolution of 1975 that was approved and adopted by the State Highway Commission. The State Highway Commission concurred and ordered that State Roads 44 and 536 from State Road 14 to Sandia Crest be designated as a Scenic and Historic Area, and appropriately signed dedicating it as Turquoise Trail.

NM 528: County of Bernalillo

MEMORIALIZED OR DEDICATED NAME AND DATE

Pat D' Arco Highway

On November 30, 2007, the State Transportation Commission approved Resolution 2006-09 dedicating a 9.70 mile section of NM 528 as the "Pat D' Arco Highway", from its junction with Westside Boulevard in the City of Rio Rancho, north to its junction with US 550.

HISTORICAL ANALYSIS

NM 528 was created by the State Highway Commission in November of 1959 in both Bernalillo and Sandoval Counties from a point on the state road west of Alameda near the Seven Bar Airport, going northeasterly to its junction with NM 44 west of Bernalillo, a distance of approximately 11.40 miles in length. In July of 1987, the State Highway Commission redesignated NM 46 as part of NM 528. Its new termini included the section of NM 46 from its junction with US 85, west to its junction with NM 528. This Commission realignment of NM 46 was a distance of approximately five miles. This Commission action resulted from former Corralles Road extension to I-25 and became Alameda Boulevard.

TERMINI AND ADDITIONAL COMMENT

Mr. Pat D' Arco has served on numerous past committees, is presently serving as a member of numerous committees, and has earned the respect and honor of the City of Rio Ranch, State of New Mexico and is considered a leader of his community. He became the sixth mayor of the City of Rio Ranchos in March of 1990 and served in this position until 1994. Through his continuous efforts and negotiations, the AMREP Corporation donated the Rights-of-Way to widen NM 528 from US 550 to Northern Boulevard. He was instrumental in forging the partnership between the City of Rio Ranch, Intel, and the New Mexico Department of Transportation, which resulted in the widening and improvements to NM 528 from Westside Boulevard to Southern Boulevard. He is currently pursuing the required funding necessary to widen NM 528 to six lanes from Southern Boulevard to US 550. He is a disabled World War II Veteran with service in the Pacific Theater.

BRIDGE # 5028: County of Sandoval, The Marcelina Baca Bridge on NM 22 across Rio Grande Northwest of Pena Blanca.

MEMORIALIZED OR DEDICATED NAME AND DATE

Marcelina Baca Bridge

In 1953 a bill was introduced as House Joint Memorial No. 17 by State Representatives Antonio M. Montoya and Richard Velarde in the Twenty-First Regular Session of the Legislature to memorialize Bridge # 5028 across the Rio Grande Northwest of Pena Blanca on State Road 22 (Spur). The State Highway Commission concurred and dedicated Bridge # 5028 on March 27, 1953, as the Marcelina Baca Bridge.

HISTORIAL ANALYSIS

Bridge # 5028 was constructed in the early 1900S as a major collector across the Rio Grande northwest of Pena Blanca. It was later replaced by Bridge # 7515 in 1973. The Honorable Marcelina Baca died in 1907.

TERMINI AND ADDITIONAL COMMMENT

House Joint Memorial No. 17 requested the State Highway Commission to name the bridge across the Rio Grande northwest of Pena Blanca on State Road 22 the Marcelina Baca Bridge. The State Highway Commission concurred and ordered that the maintenance engineer have the necessary signs erected on the bridge across the Rio Grande. The Honorable Marcelina Baca served as a political leader during the territorial days of New Mexico in various county offices and in the Thirty-Third Legislative Assembly of the Territory of New Mexico.

BRIDGE # 5484: County of Bernalillo and Sandoval, The Corrales Bridge, also known as Alameda Bridge over the Rio Grande and Rio Grande Bridge, approximately 1.5 miles west of Alameda on NM 528 (Old NM 46) across the Rio Grande.

MEMORIALIZED OR DEDICATED NAME AND DATE

Alameda Bridge Over The Rio Grande

Bridge # 5484 was designed by the Department's Bridge Design Section in August of 1954 and approved in September of 1954. It was designated by the Department's Bridge Section as the Alameda Bridge over the Rio Grande.

The Corrales Bridge

Representatives from the Corrales Community Council met before the State Highway Commission on June 24, 1955, to request the State Highway Commission designate the new bridge across the Rio Grande between Alameda and Corrales as the Corrales Bridge. The State Highway Commission approved and ordered the new bridge be designated as the Corrales Bridge on June 24, 1955.

Rio Grande Bridge

In 1987 the State Highway and Transportation Department and Federal Highway Administration conducted a Historical Bridge Survey and Bridge No. 5484 was identified as the Rio Grande Bridge on former NM 46 near Corrales in Bernalillo County. This designation was not authorized or approved by the State Highway Commission.

HISTORICAL ANALYSIS

Bridge # 5484 was constructed on Old State Road 46 in 1955. NM 46 was redesignated as NM 528 in 1987 by the State Highway Commission. Construction of the bridge was initiated in 1955 and completed in 1956. When it was originally constructed, it was a two-lane bridge and served as a major connecting route between Albuquerque and the communities located west of Albuquerque. It currently serves as a Pedestrian, Bicycle and Equestrian facility exclusively. In November of 1995, the Department and County of Bernalillo entered into a Bridge Maintenance Agreement (D07179) and Bridge # 5484 was deleted from the State Highway System and placed on the Bernalillo County Trails System. The bridge is composed of 19 spans of 50 feet each and has a total length of 950 feet. Bridge # 5484 was the first pre-stressed concrete bridge constructed in the State of New Mexico.

In 1993, the Department built Bridge # 8832 to replace Bridge # 5484, approximately 3.63 miles west of I-25 that provides two-way traffic and is listed as a Principal Arterial. By 1987 Bridge # 5484 was listed on a number of state registers: State Register of Cultural Properties; Recorded Bridges Located In or Near a Historic District; and The National Register of Historic Places.

TERMINI AND ADDITIONAL COMMENT

Mr. Peter R. Smith, President of the Corrales Community Council, appeared before the State Highway Commission on June 24, 1955, and presented a letter requesting the new bridge across the Rio Grande between Alameda and Corrales be designated as the Corrales Bridge. The State Highway Commission agreed and ordered that the new bridge be designated as the Corrales Bridge. Bridge # 5484 was not designated by the Department as the Corrales Bridge as ordered by the State Highway Commission in June of 1955 and is no longer under the Department's responsibility .

Former BRIDGE # 1736: County of Sandoval, The George Rinaldi, Sr., Memorial Bridge on U.S. 550 over the Rio Grande in Bernalillo.

MEMORIALIZED OR DEDICATED NAME AND DATE

The George Rinaldi, Sr. Memorial Bridge

Mr. Justin Rinaldi appeared before the State Highway Commission on February 21, 1986, requesting the designation of the bridge in support of House Memorial No. 14, which was approved by the Twenty-Second Legislature in 1955. The State Highway Commission concurred and ordered the dedication of former bridge # 1736 as the George Rinaldi, Sr., Memorial Bridge.

HISTORICAL ANALYSIS

Former Bridge # 1736 was originally constructed in 1938 in Sandoval County as a two-lane structure on former NM 44, approximately 1.3 miles north west of former U.S. 85 and near Bernalillo. In March of 1998, the department requested that AASHTO consider the department's request to rename NM 44 as U.S. 550. In August of 2001, AASHTO approved the department's request and NM 44 was renamed U.S. 550. The original bridge structures are as follows: width was 24 feet; its construction consisted of 19 spans; each span was 49 feet long; and the overall length of 955 feet, 2 inches long. Former Bridge # 1736 was replaced by two new bridges. Construction began in 1985 and completed in 1986. Bridge # 8540 replaced the original Bridge # 1736 and is currently on U.S. 550 north bound. Bridge # 8537 is on U.S. 550 south bound.

TERMINI AND ADDITIONAL COMMENT

House Memorial No. 14 was approved by the Twenty-Second Legislature in 1955 and introduced by Ernest Miera and submitted to the Rinaldi family and State Highway Commission for appropriate action. The State Highway Commission did not act to have the memorial and the dedication of the bridge completed in 1955 as directed by House Memorial No. 14. The Honorable George Rinaldi, Sr., was a distinguished citizen of the town of Peña Blanca and Counties of Bernalillo and Sandoval. He was the first Bridge and Roads Commissioner for Sandoval County prior to and during the First World War. Former Governor Bruce King attempted to have the bridge dedicated but was not successful in his efforts. The State Highway Commission did not move to approve the requested dedication by former Governor King. Commissioner Plummer informed the commission that the original bridge had been reconstructed and it would be appropriate for the dedication. Commissioner Plummer so moved, Commissioner Gallegos seconded the motion and the State Highway Commission ordered the dedication of the bridge as the George Rinaldi, Sr., Bridge. The commission instructed Mr. Larry Larranaga to have the plaques installed for the dedication.

SOSIMO PADILLA INTERCHANGE: County of Valencia, Intersection of Camino Del Llano and I-25 in Belen

MEMORIALIZED OR DEDICATED NAME AND DATE

Sosimo Padilla Interchange

Recommended by State Highway Commissioner Lee and moved by State Highway Commissioner DeBrine on August 23, 1984. The State Highway Commission concurred and ordered that the new interchange be dedicated as the Sosimo Padilla Interchange on August 23, 1984.

HISTORICAL ANALYSIS

The new interchange is located at the intersection of Camino Del Llano and I-25 in Belen, NM. The Sosimo Padilla Interchange - intersection was constructed during the 1983/1984 construction period as part of the I-25 and NM 548 development.

TERMINI AND ADDITIONAL COMMENT

State Highway Commissioner Lee, in accordance with Commission Policy 11, Naming of Highways, recommended that the new intersection be designated as the Sosimo Padilla Interchange in honor of Chairman Padilla of the State Highway Commission for his services to the state and City of Belen.

DISTRICT FOUR

U.S. 64/U.S. 87: Counties of Colfax and Union

MEMORIALIZED OR DEDICATED NAME AND DATE

Colorado To Gulf Highway

A section of U.S. 64/U.S. 87 designated in the late 1890s–1905 by the Territorial Legislative Assembly between the Colorado State Line via Raton to Clayton, to the Texas State Line was designated as NM 37 by the New Mexico State Highway Commission in 1913.

Buffalo Highway

A section of U.S. 64/U.S. 87 designated in the late 1890s–1905 by the Territorial Legislative Assembly between the Colorado State Line via Raton to Clayton, to the Texas State Line was designated as NM 37 by the New Mexico State Highway Commission in 1913.

John L. Morrow Memorial Highway

The State Transportation Commission requested that U.S. 64/U.S. 87 be designated as the John L. Morrow Memorial Highway. It was designated on March 18, 2004. Formal dedication and erection of the signs took place on August 18, 2004. The dedication of U.S. 64/U.S. 87 is the first of a U.S. Route in District IV. Senator Morrow passed away on November 21, 2002.

HISTORICAL ANALYSIS

Originally created and designated NM 37 by the State Highway Commission, NM 37 was redesignated as U.S. 385 from 1925-1934. In 1925, the section of road between Raton to Folsom was designated as part of U.S. 64 by United States Congress. The entire U.S. 385 route from Clayton to Raton was selected by the State Highway Commission to be designated as a federal route. In late 1934, U.S. 385 was redesignated as part of U.S. 87 by the American Association of State Highway Officials (AASHO). By 1954/1955, the entire section of highway between the Colorado State Line to the Texas State Line was redesignated as U.S. 64/U.S. 87.

TERMINI AND ADDITIONAL COMMENT

The State Highway Commission recognized both of the official designations of NM 37 by the Territorial Road Commission. Between 1925–1927, both designations were no longer recognized by the New Mexico State Highway Commission.

TERMINI AND ADDITIONAL COMMENT

On March 18, 2004, Reynold E. Romero, General Counsel for the Department of Transportation, presented Resolution No. 2004-03 (MAR) to the State Transportation Commission to dedicate and memorialize U.S. Highway 64/87 from Raton to Clayton as the John L. Morrow Memorial Highway. Chairman Johnny Cope asked for a motion to approve the Resolution. Commissioner Norman Assed made the motion, and it was seconded by Commissioner Jim Franken. The State Transportation Commission approved the motion unanimously. The State Transportation Commission authorized the funding for the erection of the dedication signs.

Senator Morrow served in the New Mexico State Senate from 1971 to 1992, a total of 21 years, carrying on the tradition of public service set by his grandfather and father, who both served in federal and state offices. During his tenure, Senator Morrow served as Co-Whip, pushing key legislation in 1981 to help protect farms and ranches from subdivisions, and served on many other important committees. Among the most notable are a board committee member on the Union County General Hospital Board, the Golden Spread Quarter Horse Board, and on the Springer Electric Co-op for 48 years. He followed the tradition set by his grandfather, who served in the Territorial Legislature before serving three terms in the U.S. House of Representatives, and his father, James Morrow, who served in the State Senate in the 1930s and 1940s.

Governor Bill Richardson, U.S. Congressman Tom Udall, State Transportation Commission Members, Secretary Rhonda Faught, and other dignitaries attended the formal dedication activities.

Former U.S. 66: Counties of Guadalupe, San Miguel and Quay

MEMORIALIZED OR DEDICATED NAME AND DATE

Ozark Trail

That section of U.S. 66 originally designated as State Road 20 prior to statehood by the Territorial Roads Commission between Santa Rosa and Romeroville. NM 20 was redesignated as NM 56 in 1913 by the State Highway Commission and authorized as part of the Ozark Trail. In 1925, the State Highway Commission requested that the AASHO redesignate NM 56 as a U.S. route. AASHO concurred and redesignated NM 56 as part of U.S. 66.

National Old Trails and Santa Fe Trail

That section of U.S. 66 listed as NM 1 between Romeroville and Santa Fe and Santa Fe and Albuquerque between 1903-1925. Originally designated by the Territorial Roads Commission prior to 1912 and officially redesignated in 1912 by the State Highway Commission.

Grand Canyon Route

In 1927, Flagstaff's pioneer lumberman, Matthew J. Riordan, christened U.S. 66 as Grand Canyon Route. Mr. Riordan's christened name was accepted by all states.

Mother Road

Proclaimed by John Steinbeck in his famous 1939 publication *Grapes of Wrath*. This proclamation was not authorized or approved by the State Highway Commission.

Will Rogers Highway

Requested in August of 1935 by the Albuquerque Chamber of Commerce and endorsed and designated by the State Highway Commission in the same year.

Will Rogers Memorial Highway

It was requested in April of 1952 by the National Highway 66 Association that plaques be erected at each state border from Chicago to San Diego with busts of Will Rogers as part of the rededication of the highway. The State Highway Commission supported this 1952 request but took no other action.

The Main Street of America

Designated by the directors of the Chambers of Commerce in eight states that U.S. 66 traversed from Chicago to Los Angeles between July of 1960 and July of 1962.

HISTORICAL ANALYSIS

The official origin of U.S. 66 was the Federal Aid Act of 1921. Construction began in 1925 and U.S. 66 was designated as a U.S. Highway in 1926 by the Joint Committee of the State Highway Officials and the U.S. Bureau of Public Roads, then part of the U. S. Department of Agriculture. Route 66 became an early example of the 1926 National Highway System program. U.S. 66 did not go through Moriarty, but bypassed it. When U.S. 66 was first built, it was designated as statewide and turned north at Santa Rosa to its junction with U.S. 85 in Romeroville, Santa Fe, Albuquerque, and Los Lunas, where it continued westward to the state line. In 1930, the state built NM 6 from Santa Rosa to Albuquerque. In 1937, U.S. 66 replaced NM 6 between Santa Rosa and Albuquerque. By 1939 all of U.S. 66 was in place. It was America's first continuously paved link between Los Angeles and Chicago, gateway to the industrial Northeast. In February of 1985, the State Highway Commission requested that U.S. 66 be redesignated as I-40, except for that portion through Albuquerque which would be designated as Old U.S. 66. The official redesignation of U.S. 66 was authorized on July 1, 1985, by the Numbering Committee of AASHTO.

TERMINI AND ADDITIONAL COMMENT

Planning Bureau Chief, Gumersindo DeVargas, was advised in July of 1985 by AASHTO that U.S. 66 would be redesignated as I-40 and the portion within the Albuquerque City limits would be redesignated as Old U.S. 66. On a motion by Commissioner Lee and seconded by Commissioner DeBrine, the State Highway Commission concurred and authorized that all of U.S. 66 be deleted from New Mexico except for that portion within Albuquerque.

U.S. 66 is considered to be among the most famous roads in America. It was originally conceived in 1925 by local boosters in Oklahoma and promoted by Phillips 66, which appropriated the numbers and logo, and by the U.S. Highway Association. In 1989, U.S. Senator Pete Domenici introduced and passed the Route 66 Study Act of 1989 (S-963). State Representative Gary King introduced House Joint Memorial 32 in the 39th Legislature, 1st Session, Laws of 1989, requesting designation of U.S. Route 66 between Moriarty and Albuquerque as a Historic Landmark with signs to be posted.

U.S. 66 has been immortalized in many ways, identified in many publications and supported by many different national groups as well as regional and local groups through the eight states that it traveled through. Those states are as follows: Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. The route traveled a distance of 2,400 miles or more, but it is estimated with all of the various alignments taken together it totaled about 5,000 miles or more. New Mexico had an estimated 535 miles of Route 66. This included the alignments through Santa Fe and Los Lunas.

Since U.S. 66 was designated as a federal highway in 1926, it replaced numerous state roads prior to its decommission in 1985. Among those state roads replaced by U.S. 66 in 1925/1926 are the following:

- NM 3 from the Texas State Line to Tucumcari, via Santa Rosa
- NM 56 from Santa Rosa north to Romeroville, south of Las Vegas
- NM 1 from Romeroville, Santa Fe, Albuquerque to Los Lunas
- NM 6 from Los Lunas, Grants, Gallup to the Arizona State Line west of Lupton

After 1937, U.S. 66 no longer went north to Romeroville from Santa Rosa but directly through Milagro, Moriarty through the Tijeras Pass to Albuquerque. It no longer went south to Los Lunas, but went westward to Laguna.

The National Historic Route 66 Federal Committee provides overall leadership on the importance of U.S. Highway Route 66 in America's Cultural Heritage as well as the Scenic Highways and Byways Committees. The New Mexico Route 66 Association, a non-profit corporation, is dedicated to the preservation, celebration and economic revitalization of New Mexico's Route 66. There are over 250 different listings on U.S. Route 66 Associations, publications and historical significance – on the Internet. Many sections of former U.S. Route 66 have been signed as Historic Route 66 by different associations and private clubs. It is recommended the interested reader pursue any listings such as Route 66, Historic Route 66 and Historic Scenic Highways and Byways through the Internet for a complete and comprehensive listing about former U.S. 66.

Former U.S. 85: Counties of Colfax, Mora and San Miguel

MEMORIALIZED OR DEDICATED NAME AND DATE

National Old Trails Road

Between 1850-1900, that section of road between Raton, Springer, Las Vegas and Santa Fe designated by the Territorial Legislative Assembly of New Mexico and authorized by the State Highway Commission in 1912.

Old Santa Fe Trail

Between 1850-1900, that section of the road between Raton, Springer, Las Vegas and Santa Fe designated by the Territorial Legislative Assembly of New Mexico and authorized by the State Highway Commission in 1912.

El Camino Real

Created and designated in 1905 by the Territorial Legislative Assembly and redesignated in 1913 by the State Highway Commission.

Franklin Delano Roosevelt Highway

Authorized and designated in 1945 by the State Highway Commission.

Blue Star Memorial Highway

Requested in 1953 by the Blue Star Memorial Committee and concurred and designated by the State Highway Commission.

HISTORICAL ANALYSIS

In October of 1920, the State Highway Commission selected the El Camino Real, NM 1, be designated as part of the U.S. Highway System. U. S. 85 was created in 1925 by Congress, and designated by the State Highway Commission as the El Camino Real in 1956. In 1927, the first U.S. Road markers in New Mexico were erected on the El Camino Real. U.S. 85 was replaced by I-25 in 1956.

TERMINI AND ADDITIONAL COMMENT

In July of 1926, the State Highway Engineer was directed by the State Highway Commission to request the Joint Board of American Association of Highway Officials to reconsider the numbering of U.S. 85 where it passes through New Mexico. In 1927, the first U.S. road markers in New Mexico were erected on the El Camino Real.

In May of 1946, the State Highway Commission was requested by the U.S. International Association to designate U.S. 85 as the Pan-American Central Highway passing through New Mexico between Edmonton, Canada, and Mexico City, Mexico. No official action resulted from this request.

Mr. Harry Armstrong, Chairman of the Blue Star Memorial Committee, met with the State Highway Commission in May of 1953 to request the designation of U.S. 85 as part of the nationwide Blue Star Memorial Highway. The State Highway Commission concurred and made the designation statewide. It ordered markers be installed and requested roadside parks be constructed by the New Mexico Federation of Garden Clubs.

U.S. 285: Counties of Guadalupe and San Miguel

MEMORIALIZED OR DEDICATED NAME AND DATE

Blue Star Memorial Highway

On April 16, 1953, Harry G. Armstrong, Chairman of Blue Star Memorial Committee, appeared before the State Highway Commission and requested the Commission consider and dedicate U.S. 285 as part of the National Blue Star Memorial System. The State Highway Commission concurred and dedicated all of U.S. 285 within New Mexico as part of the National Blue Star Highway System.

HISTORICAL ANALYSIS

U. S. 285 was selected in 1925 by U.S. Congress and in 1927 authorized and replaced all of the original NM 2 by 1949. The State Highway Commission ordered the first official state road signs in New Mexico placed on former NM 2 near Lamy, New Mexico, in 1927.

TERMINI AND ADDITIONAL COMMENT

Mr. Harry G. Armstrong of Truth or Consequences, New Mexico, State Chairman of the Blue Star Memorial Committee, presented a letter dated April 16, 1953, requesting U.S. 85 and U.S. 285 in New Mexico be designated as a portion of the Blue Star Memorial Highway. The State Highway Commission concurred and authorized that both U.S. 85 and U.S. 285 be designated as a portion of the nationwide Blue Star Memorial Highway system. The Commission also authorized that suitable markers be installed, and roadside parks be constructed by the New Mexico Federation of Garden Clubs as soon as possible.

I-40: Counties of Guadalupe And Quay

MEMORIALIZED OR DEDICATED NAME AND DATE

Interstate Highway System

Created and designated in 1956 by Congress.

PanAmerican Highway System

Created and designated in 1966 by the Federal Highway Administration.

The Purple Heart Trail

In May of 2003, Larry Blair, representative of the Military Order of the Purple Heart, appeared before the State Transportation Commission and requested the State Transportation Commission to consider Resolution 2003-4, and designated I-40 as the Purple Heart Trail. The State Transportation Commission concurred and designated I-40 as the Purple Heart Trail.

HISTORICAL ANALYSIS

The National System of Interstate Highways was created in 1944 with legislation enacted by Congress through the Federal-Aid Highway Act. It was signed into law by President Roosevelt in 1944. The Act authorized a network of rural and urban express highways. No action resulted from this new act since no funds were available due to the war. The designated National System of Interstate Highways within the state was approved by the State Highway Commission in March of 1946. In 1947, the new Interstate Route System was published by Congress. President Eisenhower signed the Federal-Aid Highway Act of 1956 that funded the new Interstate Route Program. The entire U.S. Interstate Route System was designated as the PanAmerican Highway System in 1966 by the Federal Highway Administration.

Resolution 2003-4 is a nationwide initiative to designate highways in each state as Purple Heart Trails. The Military Order of the Purple Heart is a nationwide campaign to designate at least one highway in each state as a Purple Heart Trail. This initiative includes a proposal that each of the eight states traversed by I-40 designate I-40 within their state as a Purple Heart Trail. Art Waskey, General Counsel, made the presentation before the State Transportation Commission and informed the Commission it had the authority to make the designation on its own, thus eliminating the costs for signage to any local governments that the road passed through. Commissioner Strebeck moved for approval of Resolution 2003-4 as stated, Commissioner Seward seconded the motion. The State Transportation Commission voted unanimously to designate I-40 as the Purple Heart Trail and authorized the cost of posting of signs.

TERMINI AND ADDITIONAL COMMENT

I-40 was created under the 1956 Act, National System of Interstate and Defense Highways. It replaced U.S. 66 in its entirety, including the portion within the Albuquerque area that was designated as the Coronado Freeway (Central Avenue). This portion was later designated as Historic Route 66. I-40 is from the Arizona State Line to the Texas State Line, a distance of approximately 373 miles.

The United States has no single route labeled as the PanAmerican System. All of the nation's interstate routes bear numbers and no designation as the PanAmerican Highway.

I-25 and I-40: Counties of Colfax, Guadalupe, Mora, San Miguel and Quay

MEMORIALIZED OR DEDICATED NAME AND DATE

Interstate Highway System

Created and designated in 1956 by U.S. Congress.

PanAmerican Highway System

Created and designated in 1966 by the Federal Highway Administration.

HISTORICAL ANALYSIS

I-25 replaced all of U.S. 85 in 1956, and U.S. 85 replaced all of NM 1 by 1926/1927.

I-40 replaced all of U.S. 66 in 1956, and U.S. 66 replaced NM 3 between the Texas State Line and Santa Rosa, NM 56 between Santa Rosa and Romeroville, and NM 1 between Romeroville, Santa Fe and Albuquerque. I-40 replaced all of U.S. 66, which replaced all of NM 6 from Albuquerque, Los Lunas, Grants, Gallup to the Arizona border. The Interstate Network was created in 1944 with legislation enacted by Congress and signed by President Roosevelt. In 1946, those portions of the new Interstate System within the state were approved by the State Highway Commission. In 1947, the new Interstate Route System was published by U.S. Congress. In 1956, President Eisenhower signed the new Highway Act into law that funded the new Interstate Route System. The entire U.S. Interstate System was designated as the PanAmerican Highway System in 1966 by the Federal Highway Administration.

TERMINI AND ADDITIONAL COMMENT

I-25 from the junction of I-10 in Las Cruces to the Colorado State Line, a distance of approximately 462 miles.

I-40 from the Arizona State Line to the Texas State Line, a distance of approximately 373 miles.

Total length of the state's interstate system is listed at an estimated 1,000 miles and comprises approximately 8.77% of the state's 11,395 of centerline miles.

The United States has no single route labeled as the PanAmerican Highway. All of the nation's interstate routes bear numbers and no designation as PanAmerican Highway.

Former NM 1: Counties of Colfax, Mora and San Miguel

MEMORIALIZED OR DEDICATED NAME AND DATE

El Camino Real de Tierra Adentro

This name includes the entire road from the Texas State Line to the Colorado State Line. It was authorized in 1903 by the Territorial Legislative Assembly and supported by the Territorial Roads Commission and designated in 1905 by 36th Legislative Assembly as NM 1. In 1993, the State Highway Commission redesignated NM 1 as the El Camino de Tierra Adentro.

Santa Fe Trails and National Old Trails

That section of NM 1 between Santa Fe, Las Vegas and Raton, established in 1909 by the Territorial Legislative Assembly and designated by the State Highway Commission in 1917.

HISTORICAL ANALYSIS

NM 1 was created in 1903 by the Territorial Legislative Assembly and designated as State Road 1 in 1909 by the Territorial Roads Commission. When the New Mexico Territory became a state in 1912, NM 1 was designated as the first official road by the new State Highway Commission. In 1913 the Commission voted to approve all of the territorial roads as state roads. It formed the backbone of the present state highway system of the state. NM 1 was replaced by U.S. 85 in 1925/1926 and by I-25, which replaced U.S. 85 in 1956.

TERMINI AND ADDITIONAL COMMENT

NM 1 was the first official road in New Mexico and designated as El Camino Real, The Kings Highway, and is considered the oldest highway in America (1593). The State Highway Commission redesignated this entire route as the El Camino Real de Tierra Adentro in September of 1993 for preservation of its name.

NM 3: Counties of Guadalupe and Quay

MEMORIALIZED OR DEDICATED NAME AND DATE

Atlantic—Pacific Highway

NM 3 was created in 1903 by the Territorial Legislative Assembly. Its termini was between Tukumcari, Santa Rosa and Vaughn. In 1909, it was selected by the Territorial Roads Commission as part of a system of public highways in the Territory of New Mexico. It was designated in 1913 by the State Highway Commission.

HISTORICAL ANALYSIS

NM 3 was created in 1903 by the Territorial Legislative Assembly and designated as State Road 3 in 1909 by the Territorial Roads Commission. When the New Mexico Territory became a state in 1912, NM 3 was designated as the third official road by the new State Highway Commission. In 1913, the State Highway Commission voted to approve and designate all of the territorial roads as state roads. By 1921 it was scheduled to be replaced by U.S. 54 between Tukumcari and Vaughn. In 1925, U.S. 66 was designated between the Texas State Line and Santa Rosa. I-40 was created in 1956 by Congress and replaced all of the original U.S. 66. Both NM 3 and U.S. 66 were redesignated to different termini by the State Highway Commission.

TERMINI AND ADDITIONAL COMMENT

In 1919, U.S. Congress created and designated certain roads that would serve the country in special ways. The Atlantic—Pacific Highway was selected since it was desirable to travel during every month of the year and it was considered a shorter distance coast to coast. By locating the route in New Mexico, it helped create and complete the transcontinental designation of the route. Within New Mexico, original State Road 3 was selected to serve as part of this transcontinental system/designation. In 1919, U.S. Congress created the new Federal Aid System and New Mexico 3 was made part of this new transcontinental system.

Former NM 37: County of Union

MEMORIALIZED OR DEDICATED NAME AND DATE

Colorado To Gulf Highway

The section of former NM 37 designated between 1890–1905 by the Territorial Legislative Assembly between Clayton, Des Moines, Raton and Colorado State Line prior to statehood in 1912 and redesignated as State Road 37 by the State Highway Commission in 1913. It remained through 1925.

Buffalo Highway

The same section of road was also designated as the Buffalo Highway between 1890–1905 by the Territorial Legislative Assembly between Clayton, Des Moines, Raton and the Colorado State Line prior to statehood in 1912 and redesignated as State Road 37 by the State Highway Commission in 1913. It remained through 1925.

HISTORICAL ANALYSIS

NM 37 was created by the Territorial Legislature Assembly in the late 1890s and designated in 1912 by the State Highway Commission as State Road 37. In 1925, the State Highway Commission requested that State Road 37 be designated a federal highway. In 1926/1927, Congress concurred and designated State Road 37 as U.S. 385. In June of 1936, U.S. 385 was redesignated by U.S. Congress as part of U.S.64/U.S. 87.

TERMINI AND ADDITIONAL COMMENT

The section of former NM 37 between Clayton, Des Moines, Raton and the Colorado State Line was first known as the Colorado to Gulf Highway and later also known as Buffalo Highway.

NM 91: County of Guadalupe

MEMORIALIZED OR DEDICATED NAME AND DATE

Louis S. Page Highway

State Senator Les Houston, Mr. Frank “Pancho” Padilla, and Mayor Pete Campos, City of Santa Rosa, appeared before the State Highway Commission and presented resolutions in support of Senate Memorial 10. The memorial was passed in the 39th Legislature, First Session, in May of 1989. It was to designate a certain section of NM 91 as the Louis S. Page Highway. The State Highway Commission approved the resolutions on May 18, 1989, and designated an eight mile section of NM 91 from Santa Rosa to Santa Rosa Dam as the Louis S. Page Highway.

HISTORICAL ANALYSIS

State Road 91 was originally created in 1921 and 1927 by the New Mexico Legislature; a section was later created by the State Highway Commission in 1941.

TERMINI AND ADDITIONAL COMMENT

Senate Memorial 10 honors the former Louis S. Page. Louis S. Page served in both the New Mexico Senate (1961-1965) and House of Representatives (1953-1960), had many accomplishments and provided many benefits to the people of New Mexico. Senator Houston explained the request to designate an eight-mile section of highway from Santa Rosa to the Santa Rosa Dam, State Road 91, as the Louis S. Page Highway. Commissioner Reif made a motion directing the Department to erect signs at both ends of S.R. 91 designating it the Louis S. Page Highway. Commissioner Westman seconded the motion and the State Highway Commission ordered the erection of signs and dedication of NM 91 as the Louis S. Page Highway.

NM 526: County of Colfax

MEMORIALIZED OR DEDICATED NAME AND DATE

E. Kelly Mora Memorial Highway

Mr. Kelly Mora, Jr., appeared before the State Transportation Commission on January 20, 2005, and gave a brief history of his father, former State Representative E. Kelly Mora, and read the Resolution 2005-01 (Jan) in support of dedicating NM 526 as the E. Kelly Mora Memorial Highway. The State Transportation Commission concurred and approved the Resolution on January 20, 2005, designating NM 526 north of Raton that leads up to the Lake Maloya Sugarite Canyon State Park, as the E. Kelly Mora Memorial Highway.

HISTORICAL ANALYSIS

State Road 526 was originally created on August 4, 1959, by the State Highway Commission. In December of 1968, a section of NM 526 was extended by the State Highway Commission to a total distance of approximately 6.339 miles.

TERMINI AND ADDITIONAL COMMENT

New Mexico State Transportation Commission Resolution No. 2005-01 (Jan) honors the former State Representative E. Kelly Mora. E. Kelly Mora served as Colfax County Commissioner from 1959, and was re-elected to a second term in 1961, during which time he served as Colfax County Commission Chairman.

He was first elected to the New Mexico House of Representatives in 1963 and subsequently served the citizens of northeastern New Mexico until 1992, a total of 22 years. He had many accomplishments and provided many benefits to the people of New Mexico prior to his passing on January 6, 2005. Among his most memorable was the establishment of the Lake Maloya Sugarite Canyon State Park in Raton, New Mexico, and improving and paving various roads between Mora and Angle Fire as well as other roads in the Raton area. Rhonda Faught, Secretary of the Department of Transportation, spoke before the State Transportation Commission stating she had the privilege and honor of knowing Representative Mora and that he served northeastern New Mexico well with his support of the coal industry, which created jobs and economy for the citizens in his district. Secretary Faught said, "He took a special interest in disenfranchised citizens while representing them as a State Representative. It's only proper we honor Representative Mora now by dedicating this highway in his name." Chairman Johnny Cope asked for a motion to approve Resolution 2005-01 (Jan) naming State Road 526 as the E. Kelly Mora Memorial Highway. Commissioner Franken made a motion, it was seconded by Commissioner Schutz. The State Transportation Commission approved the motion unanimously. The State Transportation Commission directed the Department of Transportation to erect signs on NM 526 designating it the E. Kelly Mora Memorial Highway.

BRIDGE # 9291: County of Union, The Leo Chamfer Archuleta Bridge on NM 456 at mile post 50.0 across Sloan Creek in County of Union

MEMORIALIZED OR DEDICATED NAME AND DATE

The Leo “Chamfer” Archuleta Bridge

In September of 2005, State Transportation Commission passed Resolution No. 2005-09 (September) dedicating and honoring the late District IV bridge crew employee of twenty-two years. Jim Franken said “As Commissioner of District Four, I am honored to be part of dedicating and naming the Sloan Creek Bridge after a long-time, well liked and respected employee of our Department. The Commission concurred and dedicated the new bridge as The Leo “Chamfer” Archuleta Bridge.

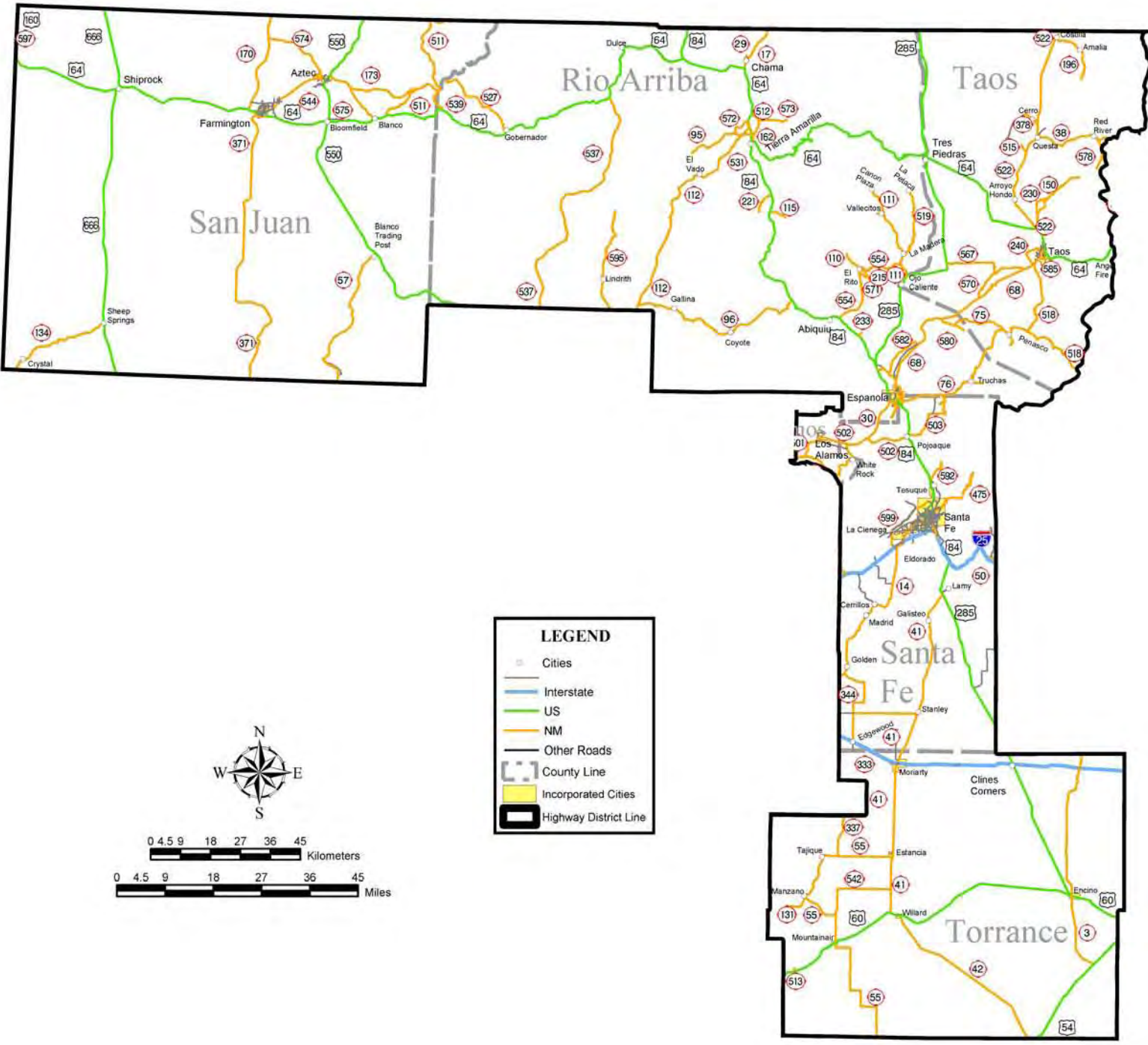
HISTORICAL ANALYSIS

Bridge # 9291 was constructed in 2005, replacing Bridge 6237 originally constructed in 1960 on NM 456 at mile post 50.00, approximately 8.00 miles west of the junction with NM 406/NM 456, across Sloan Creek in County of Union, and is currently listed as a major collector. Leo “Chamfer” Archuleta passed away eight months prior to completion of the new bridge in 2005.

TERMINI AND ADDITIONAL COMMENT

District IV presented a request for the naming of the bridge in Union County in memory of Leo “Chamfer” Archuleta, by creating a permanent reminder of his contributions to the District and the New Mexico Department of Transportation. Leo “Chamfer” Archuleta assisted and was responsible for construction of the new bridge that made history in building the steel-framed bridge in-house, the type of which had never been built before by the department. The bridge has since been identified as a new best practice of innovation for the Department, representing in-house expertise and proficiency. The Resolution noted that Mr. Leo “Chamfer” Archuleta was responsible for saving the Department over \$2,000,000 in cost savings had the project been bid out. The Commission concurred and on September 15, 2005, moved in favor of naming Bridge # 9291 in memory of Leo “Chamfer” Archuleta for his dedication to the Department of Transportation and State of New Mexico. Mr. Paul W. Gray, District 4 Engineer, suggested a copy of the resolution be transmitted to Priscilla Archuleta, widow of Leo C. Archuleta.

DISTRICT FIVE



DISTRICT FIVE

U.S. 64: Counties of Rio Arriba, Santa Fe, San Juan and Taos

MEMORIALIZED OR DEDICATED NAME AND DATE

Jack M. Campbell Highway

On September 23, 1965, the State Highway Commission authorized and dedicated the section of U.S. 64 from Taos to the Tierra Amarilla bridges as the Jack M. Campbell Highway.

HISTORICAL ANALYSIS

This section of U.S. 64 (FAS 1539) was selected in 1921 for possible federal designation and to replace U.S. 485 and in 1925 was authorized by U.S. Congress. In 1927, it was designated as a U.S. Highway. U.S. 64 replaced all of U.S. 485 by 1931.

TERMINI AND ADDITIONAL COMMENT

On a motion made by Commissioner Milton on September 23, 1965, and seconded by Commissioner Thaxton, the State Highway Commission authorized and dedicated the highway from Taos to the Tierra Amarilla bridges as the Jack M. Campbell Highway. The Commission recognized the former Governor's services to the department and the Commission and the entire State of New Mexico, and dedicated the Taos to Tierra Amarilla highway for Governor Jack M. Campbell as an expression of the State Highway Commission's appreciation.

Former U.S. 66: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

National Old Trails and Santa Fe Trail

U.S. 66 was first listed as NM 1 from Romeroville to Santa Fe and Santa Fe to Albuquerque between 1903-1925. It was originally designated by the Territorial Roads Commission prior to 1912 and officially designated as a state road in 1912 by the State Highway Commission.

Grand Canyon Route

In 1927, Flagstaff's pioneer lumberman, Matthew J. Riordan, christened U.S. 66 as the Grand Canyon Route. Mr. Riordan's christened name was accepted by all states.

Mother Road

Proclaimed by John Steinbeck in his famous 1939 publication *Grapes of Wrath*. This proclamation was not authorized or approved by the State Highway Commission.

Will Rogers Highway

Requested in August of 1935 by the Albuquerque Chamber of Commerce and endorsed and designated by the State Highway Commission in August of 1935.

Will Rogers Memorial Highway

It was requested in April of 1952 by the National Highway 66 Association: that plaques be erected at each state border from Chicago to San Diego with busts of Will Rogers as part of the rededication of the highway. The State Highway Commission supported this 1952 request but took no other action.

The Main Street of America

Designated by the directors of the Chambers of Commerce in the eight states traversed by U. S. 66 from Chicago to Los Angeles between July of 1960 and July of 1962. This designation was recognized by all states traversed by U.S. 66.

HISTORICAL ANALYSIS

The official origin of U.S. 66 was the Federal Aid Act of 1921. Construction began in 1925 and U.S. 66 was designated as a U.S. Highway in 1926 by the Joint Committee of the State Highway Officials and the U.S. Bureau of Public Roads, then a part of the U.S. Department of Agriculture. Route 66 became an early example of the 1926 National Highway System program. U.S. 66 did not go through Moriarty but bypassed it. When U.S. 66 was first built, it was designated as statewide and turned north at Santa Rosa to its junction with U.S. 85 in Romeroville, Santa Fe, Albuquerque and to Los Lunas, where it continued westward to the state line. In 1930, the state built NM 6 from Santa Rosa to Albuquerque. In 1937, U.S. 66 replaced NM 6 between Santa Rosa and Albuquerque. By 1939 all of U.S. 66 was in place. It was America's first continuously paved link between Los Angeles and Chicago, gateway to the industrial Northeast. In February of 1985, the State Highway Commission requested that U.S. 66 be redesignated as I-40, except for that portion through Albuquerque which would be designated as Old U.S. 66. The official re-designation of U.S. 66 was authorized on July 1, 1985, by the Numbering Committee of AASHTO.

TERMINI AND ADDITIONAL COMMENT

Planning Bureau Chief Gumersindo DeVargas was advised in July of 1985 by AASHTO that U.S. 66 would be redesignated as I-40, except for that portion within the Albuquerque City limits which would be redesignated as Old U.S. 66. On a motion by Commissioner Lee and seconded by Commissioner DeBrine, the State Highway Commission concurred and authorized that all of U.S. 66 be deleted from New Mexico except for that portion within Albuquerque.

U.S. 66 is considered to be among the most famous roads in America. It was originally conceived in 1925 by local boosters in Oklahoma and promoted by Phillips 66, which appropriated the numbers and logo, and by the U.S. Highway Association. In 1989, U.S. Senator Pete Domenici introduced and passed the Route 66 Study Act of 1989 (S-963). State Representative Gary King introduced House Joint Memorial 32 in the 39th Legislature, 1st Session, Laws of 1989 requesting designation of U.S. Route 66 between Moriarty and Albuquerque as a Historic Landmark with signs to be posted.

U.S. 66 has been immortalized in many ways, identified in many publications and supported by many different national groups as well as regional and local groups through the eight states that it traveled through. Those states are as follows: Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. The route traveled a distance of 2,400 miles or more, but it is estimated with all of the various alignments taken together it totaled about 5,000 miles or more. New Mexico had an estimated 535 miles of Route 66. This included the alignments through Santa Fe and Los Lunas.

Since U.S. 66 was designated as a federal highway in 1926, it replaced numerous state roads prior to its decommission in 1985. Among those state roads replaced by U.S. 66 in 1925/1926 are the following:

- NM 3 from the Texas State Line to Tucumcari, via Santa Rosa
- NM 56 from Santa Rosa north to Romeroville, south of Las Vegas
- NM 1 from Romeroville, Santa Fe, Albuquerque to Los Lunas
- NM 6 from Los Lunas, Grants, Gallup to the Arizona State Line west of Lupton

After 1937 U.S. 66 no longer went north to Romeroville from Santa Rosa but directly through Milagro, Moriarty through the Tijeras Pass to Albuquerque. It no longer went south to Los Lunas but went westward to Laguna.

The National Historic Route 66 Federal Committee provides overall leadership on the importance of U.S. Highway Route 66 in America's Cultural Heritage as well as the Scenic Highways and Byways Committees. The New Mexico Route 66 Association, a non-profit corporation, is dedicated to the preservation, celebration and economic revitalization of New Mexico's Route 66. There are over 250 different listings on U.S. Route 66 – associations, publications and historical significance – on the Internet. Many sections of former U.S. Route 66 have been signed as Historic Route 66 by different associations and private clubs. It is recommended the interested reader pursue any listings such as Route 66, Historic Route 66 and Historic Scenic Highways and Byways through the Internet for a complete and comprehensive listing about former U.S. 66.

Former U.S. 85: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

National Old Trails

Between 1850-1900, that section of road between Albuquerque and Santa Fe designated by the Territorial Legislative Assembly and authorized by the State Highway Commission in 1912.

Old Santa Fe Trail

Between 1850-1900, that section of the road between Albuquerque and Santa Fe designated by the Territorial Legislative Assembly and authorized by State Highway Commission in 1912.

El Camino Real

Created and designated in 1905 by the Territorial Legislative Assembly and redesignated in 1913 by the State Highway Commission.

Franklin Delano Roosevelt Highway

Authorized and designated in 1945 by the State Highway Commission.

Blue Star Memorial Highway

Requested in 1953 by the Blue Star Memorial Committee and concurred and designated by the State Highway Commission.

St. Michael's Drive

The truck bypass on U.S. 85 at Santa Fe, requested by St. Michael's College and the City of Santa Fe on July 21, 1955, and authorized by the State Highway Commission to be designated as St. Michael's Drive.

HISTORICAL ANALYSIS

In October of 1920, the State Highway Commission selected the El Camino Real, NM 1, be designated as part of the U.S. Highway System. U. S. 85 was created in 1925 by U.S. Congress, and designated by the State Highway Commission as El Camino Real in 1956. In December of 1954, the State Highway Commission designated this section of U.S. 85, from its junction of Cerrillos Road and Osage in Santa Fe, and easterly then southeasterly to its junction with U.S. 85 near the Santa Fe south city limits, as NM 466. In 1987, it was designated as Loop 001-4 and in August of 1992 the State Highway Commission

redesignated this section of road as NM 466 (Old Loop 14) . In 1956, all of U.S. 85 was replaced by I-25.

TERMINI AND ADDITIONAL COMMENT

In July of 1926, the State Highway Engineer was directed by the State Highway Commission to request the Joint Board of American Association of Highway Officials to reconsider the numbering of U.S. 85 where it passes through New Mexico. In 1927, the first U.S. road markers in New Mexico were erected on El Camino Real. The State Highway Commission requested the El Camino Real in New Mexico be designated as U.S. 85. The State Highway Commission supported this action with a resolution in September of 1993.

In May of 1946, the State Highway Commission was requested by the U.S. 85 International Association of New Mexico to designate U.S. 85 as the Pan-American Central Highway passing through New Mexico, between Edmonton, Canada, and Mexico City, Mexico. No official action resulted from this request.

Mr. Harry Armstrong, Chairman of the Blue Star Memorial Committee, met with the State Highway Commission in May of 1953 to request the designation of U.S. 85 as part of the nationwide Blue Star Memorial Highway. The State Highway Commission concurred and made the designation statewide. It ordered markers be installed and roadside parks be constructed by the New Mexico Federation of Garden Clubs.

U.S. 84/285: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

U.S. 285 Blue Star Memorial Highway

On April 16, 1953, Harry G. Armstrong, Chairman of the Blue Star Memorial Committee, appeared before the State Highway Commission requesting the State Highway Commission dedicate U.S. 285 within New Mexico as part of the Blue Star Highway system. The State Highway Commission concurred and dedicated U.S. 285 within New Mexico as part of the Blue Star Highway Memorial system.

U.S. 84/U.S. 285 Jacob Viarrial Memorial Highway

Governor Bill Richardson dedicated the four mile section of U.S. 84/U.S. 285 on May 30, 2006, in support of the State Transportation Commission's Resolution No. 2006-01 (March) that was unanimously passed on March 16, 2006, dedicating the four mile section of U.S. 84/U.S. 285 from the Kuyumungue Bridge to the Nambe Bridge and through the Pueblo of Pojoaque as the "Jacob Viarrial Memorial Highway." Jacob Viarrial was elected as Governor of the Pueblo of Pojoaque in 1978 and served as governor for approximately twenty-two years, the past nineteen of which were consecutive, until he passed away on June 26, 2004.

HISTORICAL ANALYSIS

In 1971, the State Highway Commission submitted a request to the U.S. Route Numbering Committee of the American Association of State Highway Officials to remove U.S. 64 from its current route through Santa Fe to Espanola, and be abandoned and the route be redesignated as U.S. 84/U.S. 285. The Commission's request was approved on November 24, 1972. The State Highway Commission passed a resolution abandoning U.S. 64, originating in Santa Fe northward to its junction with U.S. 84/U.S. 285 in Espanola, to be known as U.S. 84/U.S. 285.

U. S. 285 was selected in 1925 by U.S. Congress and in 1927 authorized and replaced all of the original NM 2 by 1949. The State Highway Commission ordered the first state road signs in New Mexico placed on former NM 2 near Lamy, New Mexico, in 1927.

TERMINI AND ADDITIONAL COMMENT

Jacob Viarrial was born on March 27, 1946, in Santa Fe, New Mexico, the son of Fermin Viarrial, Jr. and

TERMINI AND ADDITIONAL COMMENT

Feliciano Tapia, a full-blooded Pojoaque Indian, who along with other family members, established an early lead for the Pueblo of Pojoaque among the state's other Indian nations and political status. Jacob Viarrial assisted the Pueblo in becoming the first Indian nation in the country to partner with Hilton Hotels, and in March of 2004 helped break ground for a new destination resort planned for the Pueblo's tourist industry. He was dedicated in protecting tribal sovereignty and helping the Pueblo achieve economic independence, ensuring the Pueblo's voice in the government of New Mexico. Under his leadership, the Pueblo became a significant economic leader and one of the state's largest employers. Among his other accomplishments, Governor Jacob Viarrial was a leader in the rights of Tribes to conduct Tribal Government gaming and assisted in starting the National Indian Gaming Association in 1993, and served as its secretary for a period of time. He was a strong advocate and supporter for the concept of regional transit systems and was responsible for the Pueblo of Pojoaque becoming the first Government entity to join the North Central Regional Transit District, a historical moment in Government-to-Government relations. At the age of 17, he enlisted in the US Navy, and served two tours of duty in Vietnam on the U.S.S. Chicago, as a Radioman Third Class. In closing the dedication ceremonies, Governor Bill Richardson acknowledged, "Jacob Viarrial will be remembered as a tireless fighter for his people He held an uncompromising commitment to preserve the sovereignty of his pueblo, and a determination to achieve economic independence for his people."

Mr. Harry G. Armstrong of Truth or Consequences, New Mexico, State Chairman of the Blue Star Memorial Committee, presented a letter dated April 16, 1953, requesting U.S. 85 and U.S. 285 in New Mexico be designated as a portion of the Blue Star Memorial Highway. The State Highway Commission concurred and authorized that both U.S. 85 and U.S. 285 in New Mexico be designated as a portion of the nationwide Blue Star Memorial Highway. The State Highway Commission also authorized that suitable markers be installed, and roadside parks be constructed by the New Mexico Federation of Garden Clubs as soon as possible.

U.S. 285: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

Blue Star Memorial Highway

On April 16, 1953, Harry G. Armstrong, Chairman of the Blue Star Memorial Committee, appeared before the State Highway Commission requesting the State Highway Commission dedicate U.S. 285 within New Mexico as part of the Blue Star Highway system. The State Highway Commission concurred and dedicated U.S. 285 within New Mexico as part of the Blue Star Highway Memorial system.

HISTORICAL ANALYSIS

U. S. 285 was selected in 1925 by U.S. Congress and in 1927 authorized and replaced all of the original NM 2 by 1949. The State Highway Commission ordered the first state road signs in New Mexico placed on former NM 2 near Lamy, New Mexico, in 1927.

TERMINI AND ADDITIONAL COMMENT

Mr. Harry G. Armstrong of Truth or Consequences, New Mexico, State Chairman of the Blue Star Memorial Committee, presented a letter dated April 16, 1953, requesting U.S. 85 and U.S. 285 in New Mexico be designated as a portion of the Blue Star Memorial Highway. The State Highway Commission concurred and authorized that both U.S. 85 and U.S. 285 in New Mexico be designated as a portion of the nationwide Blue Star Memorial Highway. The State Highway Commission also authorized that suitable markers be installed, and roadside parks be constructed by the New Mexico Federation of Garden Clubs as soon as possible.

Former U.S. 485: Counties of Rio Arriba, Santa Fe and Taos

MEMORIALIZED OR DEDICATED NAME AND DATE

National Old Trails and Old Santa Fe Trail

Between 1850-1900 a section of road between Santa Fe, Taos and Raton was designated by the Territorial Legislative Assembly and in 1909 by the Territorial Roads Commission. It was officially recognized by the first State Highway Commission in 1913.

The Highway of Immortals

Actual designation of this route as the Highway of Immortals is believed to have occurred in the late 1890's by the Territorial Legislative Assembly and the Territorial Roads Commission. It was officially recognized by the first State Highway Commission in 1913.

HISTORICAL ANALYSIS

U.S. 485 was selected in 1921 by the State Highway Commission to replace the following state roads: NM 8 between Santa Fe and Taos; NM 33 between Taos and Cimarron; and NM 21 between Cimarron and Raton. In 1925, U.S. 485 was selected by Congress and designated in 1927 to replace NM 8, NM 33 and NM 21. By May of 1931, all of U.S. 485 was redesignated as U.S. 64.

TERMINI AND ADDITIONAL COMMENT

On May 5, 1931, the State Highway Engineer was directed by the State Highway Commission to advise the Executive Committee of AASHO that it concurred with the recommendation of the U.S. Numbered changes of U.S. 485 to U.S. 64.

One of the immortals forging this area was Kit Carson, the famous scout. He is buried at Fernando de Taos, and the home in which he lived for many years is still standing. Kit Carson was among those famous individuals from the frontier days and under such unimaginative appellation, it hides much history, romance, color and charm. Those individuals helped forge this frontier passage and help beat it down into a road between 1846 until 1903, when territorial participation in road improvement commenced.

I-40: Counties of Santa Fe And Torrance

MEMORIALIZED OR DEDICATED NAME AND DATE

Interstate Highway System

Created and designated in 1956 by U.S. Congress.

PanAmerican Highway System

Created and designated in 1966 by the Federal Highway Administration.

The Purple Heart Trail

In May of 2003, Larry Blair, representative of the Military Order of the Purple Heart, appeared before the State Transportation Commission and requested it consider Resolution 2003-4 and designate I-40 as the Purple Heart Trail. The State Transportation Commission concurred and designed I-40 as the Purple Heart Trail.

HISTORICAL ANALYSIS

The National System of Interstate Highways was created in 1944 with legislation enacted by Congress through the Federal-Aid Highway Act. It was signed into law by President Roosevelt in 1944. The Act authorized a network of rural and urban express highways. No action resulted from this new act since no funds were available due to the war. The designated National System of Interstate Highways within the state was approved by the State Highway Commission in March of 1946. In 1947, the new Interstate Route System was published by Congress. President Eisenhower signed the Federal-Aid Highway Act of 1956 that funded the new Interstate Route Program. The entire U.S. Interstate System was designated as the PanAmerican Highway System in 1966 by the Federal Highway Administration.

Resolution 2003-4 is a nationwide initiative to designate highways in each state as Purple Heart Trails. The Military Order of the Purple Heart is a nationwide campaign to designate at least one highway in each state as a Purple Heart Trail. This initiative includes a proposal that each of the eight states traversed by I-40 designate I-40 within their state as a Purple Heart Trail. Art Waskey, General Counsel, made the presentation before the Commission and informed the Commission it had the authority to make the designation on its own, thus eliminating the costs for signs to any local governments that the road passed through. Commissioner Strebeck moved for approval of Resolution 2003-4 as stated. Commissioner Seward seconded the motion. The State Transportation Commission voted unanimously to designate I-40 as the Purple Heart Trail and authorized the cost of posting of signs.

TERMINI AND ADDITIONAL COMMENT

I-40 from the Arizona State Line to the Texas State Line, a distance of approximately 373 miles.

Total length of the state's interstate system is listed at an estimated 1,000 miles and comprises approximately 8.77% of the state's 11,395 of centerline miles.

I-40 was created under the 1956 Act, National System of Interstate and Defense Highways. It replaced U.S. 66 in its entirety.

The United States has no single route labeled as the PanAmerican Highway. All of the nation's interstate routes bear numbers and no designation as the PanAmerican Highway.

I-25: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

Interstate Highway System

Created and designated in 1956 by Congress.

PanAmerican Highway System

Created and designated in 1966 by the Federal Highway Administration.

HISTORICAL ANALYSIS

I-25 replaced all of U.S. 85 in 1956, and U.S. 85 replaced all of NM 1 by 1926/1927. The Interstate Network was created in 1944 with legislation enacted by Congress and signed by President Roosevelt. In 1946, those portions of the new interstate system within the state were approved by the State Highway Commission. In 1947, the new Interstate Route System was published by Congress. In 1956, President Eisenhower signed the new Highway Act into law that funded the new interstate system. The entire US Interstate Route System was designated as the PanAmerican Highway System in 1966 by the Federal Highway Administration.

TERMINI AND ADDITIONAL COMMENT

I-25 from the junction of I-10 at Las Cruces to the Colorado State Line, a distance of approximately 462 miles.

Total length of the state's interstate system is listed at an estimated 1,000 miles and comprises approximately 8.77% of the state's 11,395 of centerline miles.

The United States has no single route labeled as the PanAmerican Highway. All the interstate routes bear numbers and no designation as the PanAmerican Highway.

Former NM 1: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

El Camino Real de Tierra Adentro

This name includes the entire road from the Texas State Line to the Colorado State Line. It was authorized in 1903 by the Territorial Legislative Assembly and supported by the Territorial Roads Commission and designated in 1905 by the 36th Legislative Assembly as NM 1. In 1993, the State Highway Commission redesignated NM 1 as the El Camino de Tierra Adentro.

National Old Trails and Santa Fe Trails

The section of NM 1 between Albuquerque, Santa Fe, Las Vegas and Raton from 1903-1905 was originally designated in 1903 by the Territorial Legislative Assembly and supported by the Territorial Roads Commission and designated in 1905 by the 36th Legislature Assembly.

HISTORICAL ANALYSIS

NM 1 was created in 1903 by the Territorial Legislative Assembly and designated State Road 1 in 1909 by the Territorial Roads Commission. When the New Mexico Territory became a state in 1912, NM 1 was designated as the first official road in New Mexico by the new State Highway Commission. In 1913 the commission voted to approve all of the existing territorial roads as state roads. It formed the backbone of the present state highway system. NM 1 was later replaced by U.S. 85 in 1925/1926 and by I-25, which replaced U.S. 85 in 1956.

TERMINI AND ADDITIONAL COMMENT

NM 1 was the first official road in New Mexico and designated as El Camino Real, The Kings Highway. It is considered the oldest highway in America (1593). The State Highway Commission redesignated this entire route as El Camino Real de Tierra Adentro in September of 1993 for preservation of its name.

NM 3: County of Torrance

MEMORIALIZED OR DEDICATED NAME AND DATE

Atlantic Pacific Highway

The section of NM 3 within Torrance County was created in 1903 by the Territorial Legislative Assembly and selected in 1909 by the Territorial Roads Commission. It was designated in 1913 by the State Highway Commission.

HISTORICAL ANALYSIS

NM 3 was created in 1903 by the Territorial Legislative Assembly and designated as Territorial Road 3 in 1909 by the Territorial Roads Commission. When the New Mexico Territory became a state in 1912, NM 3 was designated as the third official state road by the new State Highway Commission. In 1913 the State Highway Commission voted to approve and designate all territorial roads as state roads. By 1921, NM 3 was scheduled to be replaced by U.S. 54 between Tucumcari and Corona. In 1925, U.S. 66 was designated to replace NM 3 between the Texas State Line and Santa Rosa, New Mexico. I-40 was created in 1956 by U.S. Congress and replaced all of the original U.S. 66. Both NM 3 and U.S. 66 were redesignated to different termini by the State Highway Commission.

TERMINI AND ADDITIONAL COMMENT

In 1919, Congress created and designated certain roads that would serve the country in special ways. The Atlantic - Pacific Highway was selected since it was desirable to travel during every month of the year and was considered a shorter distance coast to coast. By locating the route in New Mexico, it helped create and complete the transcontinental designation of the route. Within New Mexico, original State Road 3 was selected to serve as part of this transcontinental system/designation. In 1919, the U.S. Congress created the new Federal Aid System and New Mexico 3 was made part of this new transcontinental system.

NM 4: Counties of Los Alamos and Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

Senator Clinton P. Anderson Scenic Route

In 1972, Senate Joint Resolution 2 was passed, directing the State Highway Department to carry out the designated name of NM 4 from San Ysidro to Pojoaque and following alternate state highway loop 4 through Los Alamos and Santa Fe counties as the Senator Clinton P. Anderson Scenic Route.

HISTORICAL ANALYSIS

NM 4 (FAP 38) was originally created in 1903 by the Territorial Legislative Assembly and supported by the Territorial Roads Commission. It was redesignated as State Road 4 in 1913 by the State Highway Commission between Las Cruces and Rodeo. U.S. 80 replaced NM 4 between Las Cruces and Rodeo by 1925/1927. The State Highway Commission redesignated NM 4 from its original termini to its current termini beginning in 1954 through 1971 in Santa Fe, Los Alamos and Sandoval Counties. Senator Anderson passed away on November 11, 1975.

TERMINI AND ADDITIONAL COMMENT

In March of 1972, State Highway Engineer L. G. Boles met with the State Highway Commission to inform them that work was proceeding in accordance with Senate Joint Resolution 2, 30th Legislature, Laws of 1972, which requests the designation of all State Road 4 as the Senator Clinton P. Anderson Scenic Route and directs the State Highway Department to erect highway markers with metal plates attached bearing the legend "Senator Anderson Scenic Route" in rest areas in a native stone foundation on State Route 4. It also directs the State Highway Department to erect a bronze plaque outlining Senator Anderson's career and services to New Mexico and the United States at the scenic overlook on State Route 4 in Santa Fe County on the loop access route to Los Alamos.

Senator Anderson served more than three decades in public office, having been elected to three terms in the U.S. House of Representatives, appointed as Secretary of Agriculture, and having served four terms in the United States Senate. In gratitude for Senator Anderson's long and distinguished service, the State Highway Commission directed that State Highway 4 from San Ysidro to Pojoaque and alternate state highway loop 4, through Los Alamos and Santa Fe counties be designated the Senator Clinton P. Anderson Scenic Route.

NM 14: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

Turquoise Trail

Requested on December 4, 1975, by residents of the communities of Cerrillos, Madrid, Golden, Cedar Crest and Sandia Park, and designated by the State Highway Commission on December 4, 1975. It was requested again by the Turquoise Trail Association on November 29, 1984. The State Highway Commission approved the request and rededicated NM 14 on November 29, 1984.

HISTORICAL ANALYSIS

In November of 1968, the State Highway Commission redesignated (Old NM 10) as NM 14 due to conflict with the name of the new I-10.

TERMINI AND ADDITIONAL COMMENT

The State Highway Department and the State Highway Commission received a petition on November 11, 1984, from Ms. Sherry Perry, Treasurer of the Turquoise Trail Association, representing the residents of the communities of Cerrillos, Madrid, Golden, Cedar Crest and Sandia Park, New Mexico, for a scenic route designation and appropriate signing of State Road 14 from its intersection with I-40 east of Albuquerque to its intersection with I-25 south of Santa Fe. The State Highway Commission approved the request and ordered that NM 14 be dedicated as the Turquoise Trail. The 1984 resolution replaced the 1975 resolution adopted by the State Highway Commission. The new resolution reads as follows: That State Road 14 from its intersection with I-40 east of Albuquerque to its intersection with I-25 south of Santa Fe and State Roads 44 & 536 from State Road 14 to Sandia Crest be dedicated as a Scenic and Historic Area and appropriately signed dedicating it as Turquoise Trail.

NM 106: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

Kings Highway

On December 5, 1991, Department Secretary Lou Medrano appeared before the State Highway Commission and presented a request from the Akal Security to designate NM 106 as the Kings Highway. The State Highway Commission did not concur and disapproved the request to designate NM 106 as the Kings Highway.

The Yogi Bhajan Memorial Highway

On September 15, 2005, the State Highway Commission passed Resolution No. 2005-10 (September) naming state highway 106 through Sombrillo near Espanola after Sikh Dharma Spiritual Leader “Yogi Bhajan.” The highway between US 84/285 and State Road 76 will now be called “The Yogi Bhajan Memorial Highway.”

HISTORICAL ANALYSIS

NM 106 was originally created in September of 1944 by the State Highway Commission in Santa Fe County and in October of 1944 NM 106 was extended into Rio Arriba County.

TERMINI AND ADDITIONAL COMMENT

Secretary Medrano presented a request from Sat Guru Singh Khalsa, Aide to the Senior Vice President, Akal Security, for the Commission to designate NM 106 as the Kings Highway in honor of both Governor Bruce King and Martin Luther King. Secretary Medrano referred to Commission Policy 89-9, Designation or Dedication of Highways or Structures. State Highway Commissioner Ford moved for the Commission to deny the request, and Commissioner Cox seconded the motion. No recommendation was provided by the staff. The State Highway Commission concurred and moved to deny the request for any designation of NM 106.

The Commission honored “Yogi Bhajan” as a international spiritual leader as well as an international business leader. Transportation Commissioner David Schutz said, “It is an honor to memorialize his love for the Espanola Valley by naming NM 106 through Sombrillo as the Yogi Bhajan Memorial Highway.” Yogi Bhajan founded the Sikh Dharma community in Espanola where he lived and taught until his death in October of 2004.

NM 371: County of San Juan

MEMORIALIZED OR DEDICATED NAME AND DATE

Vietnam Veterans Memorial Highway

On August 16, 1985, representatives of the Navajo Veterans Commission from Window Rock, Arizona, appeared before the State Highway Commission and presented a resolution to designate a section of NM 371 from Farmington to Crownpoint as the Vietnam Veterans Memorial Highway. The State Highway Commission concurred and designated the section of NM 371 as the Vietnam Veterans Memorial Highway.

HISTORICAL ANALYSIS

NM 371 was originally created by the State Highway Commission in April of 1951 within San Juan County and extended in May of 1960 into McKinley County. In June of 1987, the State Highway Commission redesignated a section of Old NM 57 in McKinley County as part of NM 371.

TERMINI AND ADDITIONAL COMMENT

The State Highway Commission received a Resolution from the Navajo Veterans Commission signed by Robert Salabye, Chairman of the Navajo Veterans Commission, recommending the State Highway Commission designate State Highway 371 from Farmington to Crownpoint as the Vietnam Veterans Memorial Highway. Mr. Milton Chee, Acting Executive Director of Veterans Affairs in Window Rock, Arizona and Mr. Rocco, Director of New Mexico Veterans Service Commission, appeared before the Commission to recommend and support the designation of State Route 371 in honor of 1,321 Navajo Vietnam Veterans.

NM 599: County of Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

Vladin Stiha Memorial Drive

In October of 1992, Department Secretary Lou Medrano appeared before the State Highway Commission and presented a request to designate the Santa Fe Bypass as the Vladin Stiha Memorial Drive. The State Highway Commission did not concur and declined to designate the Santa Fe Bypass as the Vladin Stiha Memorial Drive.

Veterans' Memorial Highway

In early 1995, Mr. Leroy Sandoval, Director of the Transportation Planning Division, presented a request from the honorable Luciano "Lucky" Varela, State Representative of New Mexico, that NM 599 be designated as the Veterans' Memorial Highway. The State Highway Commission concurred and on November 30, 1995, designated NM 599 as the Veterans' Memorial Highway.

HISTORICAL ANALYSIS

The Santa Fe Relief Route was created by the State Highway Commission through Road Exchange and Maintenance Agreement between the department and City of Santa Fe in the 1989 Agreement (D04418) under Future Commitments. The Department began construction between the summers of 1991/1992 and was essentially completed as of June 22, 2001.

TERMINI AND ADDITIONAL COMMENT

In October of 1992, Department Secretary Lou Medrano presented two requests to the State Highway Commission, one of them being that the new Santa Fe Bypass be named as the Vladin Stiha Memorial Drive. Chairman Reif advised Secretary Medrano that his opinion was premature at this time to consider the Santa Fe Bypass be designated as the Vladin Stiha Memorial Drive, since only five miles of the original planned 15 miles of the new highway were completed. Mr. Leroy Sandoval, Director of Transportation Planning, presented another request for naming the Santa Fe Bypass. He provided background stating that in September of 1992, a request was received from Secretary of Interior, Manuel Lujan, who requested that the State Highway Commission approve the road designation for Mr. Stiha, a famous local artist. In September of 1995, Commissioner Anaya discussed the designation as the Veterans' Memorial Highway. He noted that there was a similar request a few years back and the commission decided the bypass was incomplete at the time and they would not act on the naming request.

Mr. Sandoval informed the State Highway Commission that the current request for designation of the bypass came from Representative Luciano “Lucky” Varela, who submitted the new name for the bypass and requested that it be named the Veterans’ Memorial Highway in honor of all New Mexico military veterans for having served their country and state with distinction. Commissioner Anaya moved to approve naming the Santa Fe Bypass as the Veterans’ Memorial Highway, Commissioner Sanchez seconded. The State Highway Commission concurred and designated NM 599 as the Veterans’ Memorial Highway.

NM 554: County of Rio Arriba

MEMORIALIZED OR DEDICATED NAME AND DATE

Ernestine Duran Evans Highway

On October 20, 2005, the State Transportation Commission passed Resolution 2005-11 (October) dedicating and naming NM 554 from its junction with US 84 east of Abiquiu, north and east via El Rito to its junction with NM 111 northwest of Ojo Caliente as the “Ernestine Duran Evans Highway.”

HISTORICAL ANALYSIS

NM 554 was originally Old NM 96; its termini was the portion with the junction of US 84 (FAS 1519) south of Abiquiu, north via El Rito, east to its junction with NM 111; a distance of approximately 21.153 miles. In June/July of 1987, the State Highway Commission re-designated Old NM 96 as NM 554 within Rio Arriba County.

TERMINI AND ADDITIONAL COMMENT

Ernestine Duran Evans was born on September 5, 1917, in El Rito to Maria Martinez Duran and Gilberto Duran. During her outstanding time in public office she held many titles and served in many state offices, but her most significant title and position was the first woman Secretary of State, and served three terms in this position, her last term was from 1975 until her retirement in 1978. In 1941, she was elected to serve as a state representative and held this position until 1942. During her term as State Representative, Governor John Miles asked her about the most important thing she wanted to do for her community. Mrs. Evans said, “I would like to pave the road to El Rito.” Her wish was met and the Commission ordered that NM 554 be paved. She also served as Administrative Secretary to former Governors John Burroughs and John M. “Jack” Campbell. Because of her actions and concurrence by the Commission, the citizens of El Rito received unrestricted access to their village. In 1977, Ernestine Duran Evans held the distinct title of highest ranking elected Hispanic woman in the United States. In September of 2006, Governor Bill Richardson dedicated NM 554 in honor of the state’s first woman Secretary of the State.

BRIDGE # 5243: County of Taos, The John Dunn Bridge on County Road B007 in the Rio Grande Canyon near Arroyo Hondo in Taos County.

MEMORIALIZED OR DEDICATED NAME AND DATE

John Dunn Bridge

In 1935, a group of local citizens and local business people from the Taos area appeared before the State Highway Commission and requested they designate the new bridge as the John Dunn Bridge. The State Highway Commission concurred and designated Bridge # 5243 as the John Dunn Bridge.

HISTORICAL ANALYSIS

Bridge # 5243 was originally constructed in 1935 west of Gallup, and consisted of timber spans supported by log piers. In 1951, the bridge was moved by J.H. Ryan and Son from its original location west of Gallup to its present site, which crosses the Rio Grande in the Rio Grande Canyon on County Road B007. It was replaced by a Pratt truss, steel truss bridge, 101 feet long with a 30-foot timber approach span added to each end of the truss, providing a total bridge length of 161 feet. It is still referred to as the John Dunn Bridge and is listed as a local roads structure. The bridge is currently listed in the New Mexico Historic Bridge Survey, and has been selected for the National Register of Historic Places.

TERMINI AND ADDITIONAL COMMENT

John Dunn was a legendary individual from the Taos area who is reported to have operated a toll bridge across the Rio Grande near the Arroyo Hondo in the early 1900s. Mr. Dunn was accused of a number of crimes in his younger days but in his later life became a respectable business man in the Taos area. The local citizens and businesses wanted to establish a memorial for him and voted to dedicate bridge 5243 as the John Dunn Bridge in 1935 in his memory.

BRIDGE # 6462: County of Taos, The Rio Grande Gorge Bridge on U.S. 64 over the Rio Grande 10 miles northwest of Taos.

MEMORIALIZED OR DEDICATED NAME AND DATE

The Rio Grande Gorge Bridge

The first dedication was on July 12, 1963, and consisted of a groundbreaking ceremony. Residents of Taos, Farmington, Raton, Clayton, Eagle Nest, El Rito, Tierra Amarilla, Chama, Dulce, Bloomfield and Taos Pueblo requested the bridge be dedicated as the Rio Grande Gorge Bridge. The dedication was conducted by Governor Jack Campbell. The second dedication occurred on September 10, 1965, and was the official ribbon cutting and official dedication by Governor Jack Campbell and representatives of the State Highway Commission.

HISTORICAL ANALYSIS

In May of 1960, Bridge # 6462 was first discussed as a possibility to extend U.S. 64 westward across the state and to the west coast. A delegation of approximately 86 people representing San Juan, Rio Arriba, Taos and Colfax Counties appeared before the State Highway Commission to request that the routing of U.S. 64 be designated from Taos via Ojo Caliente, Abiquiu, Regina, Lindrith, the Navajo Dam, Aztec, Farmington and Shiprock, and inquired about the location of the new bridge to be constructed over the Rio Grande approximately 10 miles northwest of Taos. Taos Pueblo granted the state right-of-way to cross reservation land to extend U.S. 64 to the east side of the Rio Grande Gorge. Commissioner Lavender advised the delegation that the location would be approximately four miles south of the John Dunn Bridge on County Road B007.

TERMINI AND ADDITIONAL COMMENT

Local residents in the Taos area and a band of northern New Mexicans organized the Highway 64 Association to promote the U.S. 64 route and development of the new bridge. At the first dedication in 1963, which was only a groundbreaking ceremony, a dynamite blast was set off that also included flour to create a significant explosion for the local camera crews. The second dedication in September of 1965 was more colorful. Taos Pueblo dancers and Spanish conquistadors led the special march to celebrate the special dedication of the bridge by Governor Campbell. The bridge was constructed so its main girders rested on rockers, designed to adjust to shifts in temperature and weight. The bridge is designed to withstand 90-mile-per-hour winds so it would sway and shift to provide the correct tension and required strength for a structure of its size.

The bridge was designed by the State Highway and Transportation Department's Internal Bridge Design Division and constructed by three bridge companies. The department awarded J. H. Ryan and Son of Albuquerque the bridge contract on June 28, 1963. The American Bridge Company, a subsidiary of U.S. Steel, was responsible for assembling the structure; and American Host and Derrick was responsible for the tramway.

The second dedication on September 10, 1965, was held on Governor Jack Campbell's 49th birthday. Taos artist Eugene Dobos was commissioned to create a foot-high sculpture called *Jack Bridging the Gorge* which was presented to Governor Jack Campbell at the September 10, 1965, ceremonies. Two weeks later on September 23, 1965, the State Highway Commission designated U.S. 64 from Taos to Tierra Amarilla as the Jack M. Campbell Highway.

The 1,281- foot long bridge required more than 2,000 tons of high-strength steel; and its continuous steel deck truss consists of three arch spans of 300 feet, 600 feet, and 300 feet . It is the only bridge in the State of New Mexico that has six observation platforms. It offers 360 degree views of desert and mountain across the 650 foot gorge. The bridge created considerable interest . In 1982, Richard Martin Stern, a Santa Fe author, wrote the famous novel *The Big Bridge*, an account of intrigue and violence during the construction of the bridge across a river gorge near the town of "Tano," New Mexico. The bridge was also the background in a movie entitled *Natural Born Killers*, starring Woody Harrelson and Juliette Lewis, who ventured onto the bridge at night to pledge their love in blood.

BRIDGE # 6481: County of Rio Arriba, The Pablo Maestas Bridge on U. S. 84 near Hernandez, over the Rio del Oso in County of Rio Arriba.

MEMORIALIZED OR DEDICATED NAME AND DATE

Pablo Maestas Bridge

On December 4, 1992, Manuel J. Herrera, a local prominent business man, appeared with Department Secretary Lou Medrano before the State Highway Commission to request they consider and designate Bridge # 6481 as the Pablo Maestas Bridge. The State Highway Commission concurred and directed that when the bridge was built , it be designated as the Pablo Maestas Bridge.

HISTORICAL ANALYSIS

Bridge # 6481 was constructed on U.S. 84 in 1964 as a minor collector over the Rio Del Oso near Hernandez.

TERMINI AND ADDITIONAL COMMENT

Department Secretary Lou Medrano presented a request to the State Highway Commission from Mr. Manuel J. Herrera to name and designate a new bridge to be built on U.S. 84 near Hernandez in honor of Mr. Pablo Maestas. Mr. Maestas was a former Rio Arriba County Commissioner. He was also commander of the Local American Legion. Commissioner Anaya moved for approval of naming the new bridge in honor of Mr. Pablo Maestas, Commissioner Curtis seconded and the State Highway Commission approved naming the new bridge, when constructed, on U.S. 84 as the Pablo Maestas Bridge and authorized signs be created and posted naming Bridge # 6481 as the Pablo Maestas Bridge.

**BRIDGE # 7516: County of Rio Arriba,
The Stanley Griego Bridge on U.S. 84/U.S. 285
approximately 0.3 miles east of junction with NM 30 near
the San Pedro Area across the Rio Grande in Española.**

MEMORIALIZED OR DEDICATED NAME AND DATE

The Stanley Griego Bridge

In September of 1994, State Highway Commission Chairman Anaya presented the motion to name the bridge. Commissioner Mocho seconded the motion and the State Highway Commission concurred and dedicated the new bridge the Stanley A. Griego Bridge. No action resulted from this Commission dedication. On July 13, 2001, it was rededicated by the State Highway Commission, which resulted in the signs posted for the bridge.

HISTORICAL ANALYSIS

Bridge # 7516 was constructed in 1980 on U.S. 84/U.S. 285 approximately 0.3 miles east of the junction with NM 30 near the San Pedro Area, and across the Rio Grande in Española as a minor collector, and is currently listed as a principal arterial. Stanley Griego passed away in 1994.

TERMINI AND ADDITIONAL COMMENT

State Highway Commission Chairman Anaya presented a request for the naming of a bridge in the San Pedro area, in Española, in memory of Stanley Griego. Mr. Griego was a former state highway engineer and project manager who was well known and respected throughout the department and the local area. Secretary Young advised the Commission that Mr. Griego was a project manager on the construction of the bridge. Chairman Anaya moved in favor of naming Bridge # 7516 in memory of Stanley Griego for his dedication to the New Mexico State Highway and Transportation Department. Mr. Max Madrid, District 4 Engineer, suggested the possibility of setting up a memorial at rest areas as a means of recognizing former department employees. The State Highway Commission concurred and moved for the dedication and erecting of a memorial. On July 14, 2001, the bridge was rededicated at a ceremony attended by many individuals including Mike Manning, District 5 Engineer; Mr. Ernest Ortega, father of Stanley A. Griego; and Christina Griego, widow of Stanley A. Griego.

BRIDGE # 7623: County of Rio Arriba

The Phillip Valdez Memorial Bridge over the Rio Grande on NM 584 in Española

MEMORIALIZED OR DEDICATED NAME AND DATE

Phillip Valdez Memorial Bridge

On October 24, 1983, the former Fairview Bridge # 7623 was renamed as The Phillip Valdez Memorial Bridge on a motion made by State Highway Commissioner Chaney and seconded by Commissioners DeBrine and Plummer. The State Highway Commission concurred and directed that Bridge # 7623 be designated as the Phillip Valdez Memorial Bridge.

HISTORICAL ANALYSIS

The former Fairview Bridge, # 7623 was constructed in 1977 on NM 584 over the Rio Grande, and classified as a minor collector.

TERMINI AND ADDITIONAL COMMENT

The State Highway Commission moved in full support of the City of Española Resolution 83-29, passed a motion made by Commissioner Chaney and seconded by Commissioners DeBrine and Plummer in honor of Phillip Valdez. Mr. Valdez was a Vietnam Veteran who served as a U.S. Navy Hospital Corp Man and performed a heroic act during the Vietnam conflict. In 1967, he sacrificed his own life to save the lives of his comrades.

BRIDGE # 8366: County of Santa Fe The Freddie I. Branch Bridge over the Santa Fe Cruz River on NM 106 in Santa Fe County

MEMORIALIZED OR DEDICATED NAME AND DATE

The Freddie I. Branch Bridge

The communities of Sombrillo and Santa Cruz met before the Santa Fe County Commission on June 24, 2003, to petition a memorial in honor of Marine Lance Corporal Freddie I. Branch, who was killed by enemy fire in Vietnam. The County Commission approved, adopted and passed County Resolution 2003-85 in honor of Marine Lance Corporal Branch on October 24, 1983. Española Councilman Joe Maestas welcomed the State Transportation Commission to the City of Española. He introduced Lorraine Branch Sockol, sister of Marine Lance Corporal Freddie I. Branch, and she gave a brief biography of her brother to the State Transportation Commission. Chairman Johnny Cope requested the State Transportation Commission pass and adopt Santa Fe County Resolution 2003-83, and stated; that Santa Fe County would be responsible for the signs and maintenance in accordance with the Manual on Uniform Traffic Control Devices, at no expense to the Department of Transportation. State Transportation Commissioner Schutz moved to pass and adopt the resolution and designate State Highway Bridge # 8366 on NM 106 in Santa Fe County the Freddie I. Branch Bridge. Commissioner Assed seconded, the motion was approved unanimously, and Bridge # 8366 was dedicated as the Freddie I. Branch Bridge.

HISTORICAL ANALYSIS

Bridge # 8366 was constructed in 1983 with a structure length of 116 feet on NM 106 over the Santa Fe Cruz, and classified as a major collector.

TERMINI AND ADDITIONAL COMMENT

Marine Lance Corporal Freddie I. Branch served in the First Engineer Battalion of the United States Marine Corps at the height of the Vietnam War and died as a result of enemy mortar fire. He was the Community of Sombrillo's first casualty of the Vietnam War. Marine Lance Corporal Branch was awarded the Congressional Medal of Honor, the Purple Heart, the Gallantry Cross with Palm, and received three posthumous decorations from the Government of South Vietnam. On the night of May 17, 1966, Marine Lance Corporal Branch was killed as the result of enemy mortar fire.

BRIDGE # 8430: County of San Juan
Don Gleason Bridge on NM 371 located approximately
36.50 miles south of the junction of Pinon Street in
Farmington.

MEMORIALIZED OR DEDICATED NAME AND DATE

Don Gleason Bridge

On June 24, 1985, State Highway Commissioner Plummer made a motion to the State Highway Commission to designate Bridge # 8430 as the Don Gleason Bridge. The motion was seconded by Commissioner Ortiz. The State Highway Commission concurred and directed that Bridge # 8430 be designated as the Don Gleason Bridge.

HISTORICAL ANALYSIS

Bridge # 8430 was constructed in 1985 over Coal Canyon on NM 371 as a minor collector.

TERMINI AND ADDITIONAL COMMENT

On a recommendation by State Highway Commissioner Plummer, seconded by Commissioner Ortiz and approved by the State Highway Commission, Bridge No. 8430 on State Road 371 was dedicated and named after the late Don Gleason, who had been a respected member of the Navajo Tribal Council for sixteen years and instrumental in the funding of State Road 371 within the Navajo Nation.

BRIDGE # 8557: County of Rio Arriba Anthony K. Baca Bridge on NM 68 near Dixon

MEMORIALIZED OR DEDICATED NAME AND DATE

Anthony K. Baca Bridge

On August 16, 1985, the Rio Arriba Board of County Commissioners presented a request and resolution to the State Highway Commission to dedicate the newly constructed bridge as the Anthony K. Baca Bridge. The State Highway Commission concurred with the request and dedicated the new bridge as the Anthony K. Baca Bridge.

HISTORICAL ANALYSIS

Bridge # 8557 was constructed in 1985 as a minor collector on NM 68, approximately 0.20 miles south of the junction with NM 75, crossing the Rio Embudo leading to Dixon. Anthony K. Baca passed away on September 16, 1985.

TERMINI AND ADDITIONAL COMMENT

Mr. Guadalupe Garcia, Chairman of the Rio Arriba Board of County Commissioners, presented Resolution 3, adopted by the County Commission, requesting that a newly constructed bridge, Bridge # 8557, be dedicated in memory of the late Anthony Baca. Mrs. Baca requested that the letter "K" be included on the plaque and the dedication be scheduled on the anniversary of Mr. Baca's death. The State Highway Commission concurred and ordered the bridge be named as such. Mr. Garcia went on to explain that Mr. Anthony Baca was the owner of a prominent business known as El Quinto Sol and was considered a eminent businessman and member of the community.

BRIDGE # 8430: County of San Juan Don Gleason Bridge on NM 371 near Farmington

MEMORIALIZED OR DEDICATED NAME AND DATE

Don Gleason Bridge

On August 16, 1985, Commission Edward Plummer, seconded by Commissioner Ortiz, presented a request and resolution to the State Highway Commission to dedicate the newly constructed bridge as the Don Gleason Bridge. The State Highway Commission concurred with the resolution and dedicated the new bridge as the “Don Gleason Bridge.”

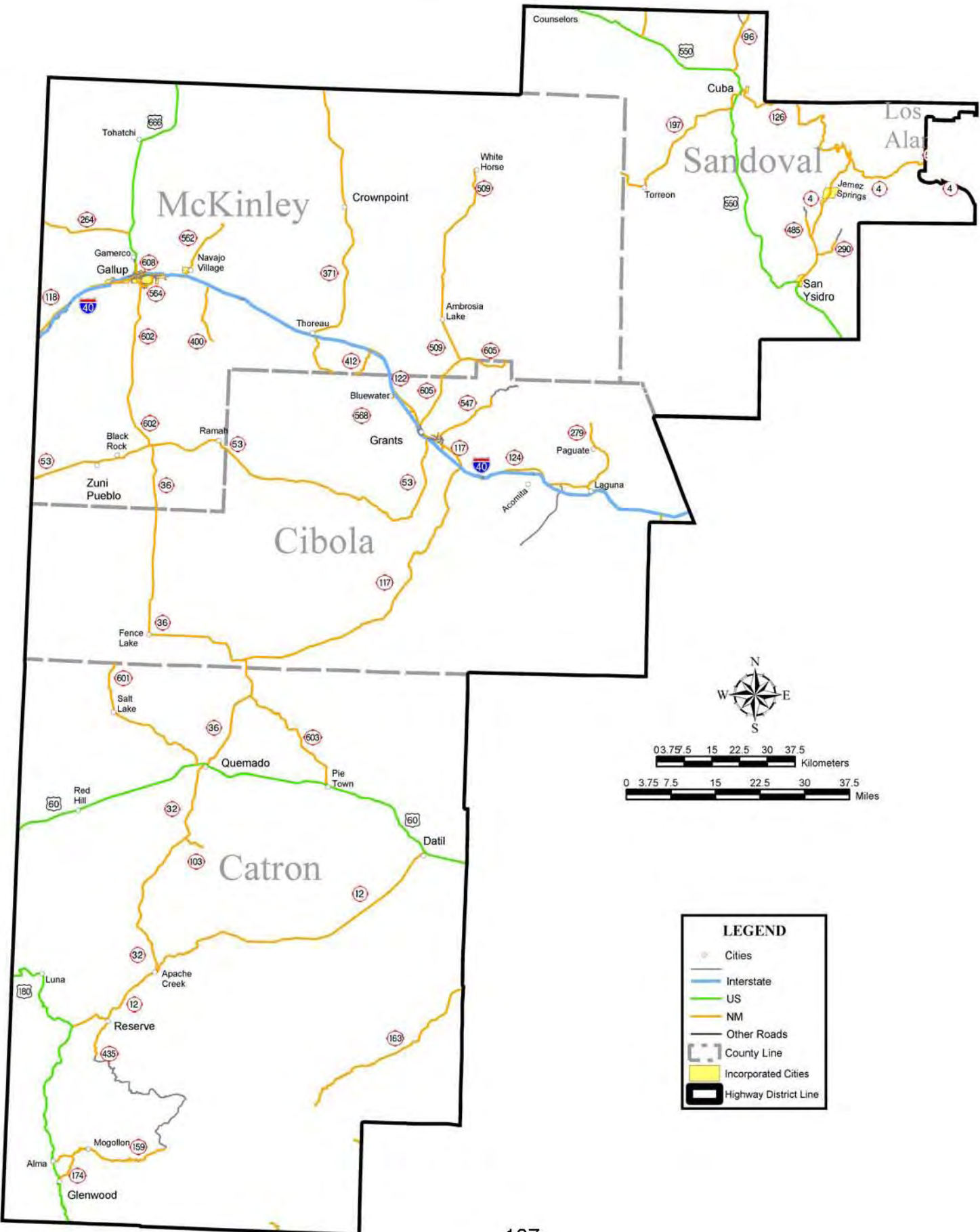
HISTORICAL ANALYSIS

Bridge # 8430 was constructed in 1985 as a minor arterial on NM 371, approximately 37.60 miles south of the junction with NM 371 and Pinon Street in Farmington, crossing Coal Canyon at milepost 69.29. Don Gleason passed away on April 29, 1928.

TERMINI AND ADDITIONAL COMMENT

Commissioner Edward Plummer, presented a request and resolution, requesting that the newly constructed bridge, Bridge # 8430, be dedicated in memory of the late Don Gleason. Commissioner Plummer explained that Mr. Don Gleason had distinguished himself as a respected member of the Tribal Council of the Navajo Nation for sixteen years and was considered a eminent businessman and member of the community. Mr. Gleason was also active in obtaining highway funds for the Four Corners area, including the recently dedicated State Road 371. The State Highway Commission concurred and ordered the bridge be signed and named as the “Don Gleason Bridge.”

DISTRICT SIX



DISTRICT SIX

Former U.S. 66: Counties of Cibola and McKinley

MEMORIALIZED OR DEDICATED NAME AND DATE

National Old Trails

That section of U.S. 66 listed as NM 6 between Los Lunas, Grants, Gallup, and the Arizona State Line between 1903-1925. Originally designated by the Territorial Roads Commission prior to 1912 and officially designated in 1912 by the State Highway Commission.

Grand Canyon Route

In 1927, Flagstaff's pioneer lumberman, Matthew J. Riordan, christened U.S. 66 as the Grand Canyon Route. Mr. Riordan's christened name was accepted by all states.

Mother Road

Proclaimed by John Steinbeck in his famous 1939 publication *Grapes of Wrath*. This proclamation was not authorized or approved by the State Highway Commission.

Will Rogers Highway

Requested in August of 1935 by the Albuquerque Chamber of Commerce and endorsed and designated by State Highway Commission in the same year.

Will Rogers Memorial Highway

It was requested in April of 1952 by the National Highway 66 Association that plaques be erected at each state border from Chicago to San Diego with busts of Will Rogers as part of the rededication of the highway. The State Highway Commission supported the request but took no other action.

The Main Street of America

Designated by the directors of the Chambers of Commerce in eight states traversed by U.S. 66 from Chicago to Los Angeles between July of 1960 and July of 1962.

HISTORICAL ANALYSIS

The official origin of U.S. 66 was through the Federal Aid Act of 1921. Construction began in 1925 and U.S. 66 was designated as a U.S. Highway in 1926 by the Joint Committee of State Highway Officials and the U.S. Bureau of Public Roads, then a part of the U.S. Department of Agriculture. Route 66 became an early example of the 1926 National Highway System Program. U.S. 66 did not go through Moriarty, but bypassed it. When U.S. 66 was first built, it was designated as statewide and turned north at Santa Rosa to its junction with U.S. 85 in Romeroville, Santa Fe, Albuquerque, Las Lunas, Laguna, Grants and Gallup where it continued to the Arizona State Line. In 1930, the state built NM 6 from Santa Rosa to Albuquerque. In 1937, U.S. 66 replaced NM 6 between Santa Rosa and Albuquerque. By 1939 all of U.S. 66 was in place. It was America's first continuously paved link between Los Angeles and Chicago, gateway to the industrial Northeast. In February of 1985, the State Highway Commission requested that U.S. 66 be redesignated as I-40, except for that portion through Albuquerque which would be designated as Old U.S. 66. The official redesignation of U.S. 66 was authorized on July 1, 1985, by the Numbering Committee of AASHTO.

TERMINI AND ADDITIONAL COMMENT

Planning Bureau Chief Gumersindo DeVargas was advised in July of 1985 by AASHTO that U.S. 66 would be redesignated as I-40. On a motion by Commissioner Lee and seconded by Commissioner DeBrine, the State Highway Commission concurred and authorized that all of U.S. 66 be deleted from New Mexico except for that portion within Albuquerque.

U.S. 66 is considered to be among the most famous roads in America. It was originally conceived in 1925 by local boosters in Oklahoma and promoted by Phillips 66, which appropriated the numbers and logo, and by the U.S. Highway Association. In 1989, U.S. Senator Pete Domenici introduced and passed the Route 66 Study Act of 1989 (S-963). State Representative Gary King introduced House Joint Memorial 32 in the 39th Legislature, 1st Session, Laws of 1989, requesting designation of U.S. Route 66 between Moriarty and Albuquerque as a Historic Landmark with signs to be posted.

U.S. 66 has been immortalized in many ways, identified in many publications, and supported by many different national groups as well as regional and local groups through the eight states that it traveled through. Those states are as follows: Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. The route traveled a distance of 2,400 miles or more, but it is estimated with all of the various alignments taken together it totaled about 5,000 miles or more. New Mexico had an estimated 535 miles of Route 66. This included the alignments through Santa Fe and Los Lunas.

Since its designation as a federal highway in 1926, U.S. 66 replaced numerous state roads prior to its decommission in 1985. Among those state roads replaced by U.S. 66 in 1925/1926 are the following:

- NM 3 from the Texas State Line to Tucumcari, via Santa Rosa
- NM 56 from Santa Rosa north to Romeroville, south of Las Vegas
- NM 1 from Romeroville, Santa Fe, Albuquerque to Los Lunas
- NM 6 from Los Lunas, Grants, Gallup to the Arizona State Line west of Lupton

After 1937, U.S. 66 no longer went north to Romeroville from Santa Rosa; but went directly through Milagro, Moriarty through the Tijeras Pass, to Albuquerque. It no longer went south to Los Lunas but went westward to Laguna.

The National Historic Route 66 Federal Committee provides overall leadership on the importance of U.S. Highway Route 66 in America's Cultural Heritage as well as the Scenic Highways and Byways Committees. The New Mexico Route 66 Association, a non-profit corporation, is dedicated to the preservation, celebration and economic revitalization of New Mexico's Route 66. There are well over 250 different listings on U.S. Route 66 Associations, publications and historical significances—on the Internet. Many sections of former U.S. Route 66 have been signed as Historic Route 66 by different associations and private clubs. It is recommended the interested reader pursue listings such as Route 66, Historic Route 66, and Historic Scenic Highways and Byways on the Internet for a complete and comprehensive listing about former U.S. 66.

Former U.S. 666: County of McKinley

MEMORIALIZED OR DEDICATED NAME AND DATE

Spanish Trail Mesa Verde

In the late 1890's, the road from Gallup to Shiprock and to the Colorado State Line was selected by the Territorial Legislative Assembly and created by the Territorial Roads Commission on April 2, 1909. It was recognized by the first State Highway Commission from 1912 until 1918.

National Park to Park Highway and Navajo Trail

Between 1900 – 1909, the section of road between Gallup and Shiprock was designated as both names by the Territorial Legislative Assembly and recognized by first State Highway Commission from 1913 until 1925.

The Devil's Highway

A local nickname given to this 135 mile stretch of U.S. 666 between Gallup and Shiprock by the local citizens and the Navajo Nation during the early 1950s, and is still referred to as such by many local citizens as of this date. This name was not authorized or approved by the State Highway Commission.

The Million Dollar Highway

Created in 1925 and designated by U.S. Congress in 1927.

Senator John Pinto Highway

U.S. 666 from Gallup to Shiprock was considered by the 46th Legislature, First Session, 2003, through House Joint Memorial 61 and Senate Joint Memorial 29, to redesignate the road. The House memorial passed but the Senate memorial did not pass. U.S. 666 passes through Yah-Ta-Hey and intersects NM 264, formerly designated as Senator John Pinto Highway. Under Senate Joint Memorial 29, this section of NM 264 would no longer be referred to as the Senator John Pinto Highway but would be redesignated as the Navajo Code-Talkers Highway. U.S. 666 within New Mexico would be redesignated as the Senator John Pinto Highway.

HISTORICAL ANALYSIS

U.S. 666 was created in 1925, designated as a U.S. Highway and made part of the Federal Aid System by the Joint Board on Inter-State Highways at a special regional meeting held in Denver, Colorado, in September, 1925. The expense of placing signs was jointly shared between the State and the Federal Highway Administration. U.S. 666 replaced U.S. 560 from Gallup to Shiprock, north to the Colorado State Line, which replaced NM 32 created in 1903 by the Territorial Roads Commission. It was selected by the State Highway Commission to be a state highway in 1913. In July of 1918, NM 32 was designated by the State Highway Commission. Prior to 1925, the State Highway Commission selected NM 560 to be redesignated as a U.S. Highway. The U.S. Congress concurred and authorized NM 560 be redesignated as U.S. 666 in 1926 and completed by 1927. In May of 2003, New Mexico, Colorado and Utah requested ASSHTO to redesignate U.S. 666 as U.S. 393. ASSHTO approved the revision of the road, but the states' request as U.S. 393 was not approved. ASSHTO selected U.S. 491 as the new U.S. route number. On June 1, 2003, U.S. 666 was officially redesignated as U. S. 491.

TERMINI AND ADDITIONAL COMMENT

U.S. 666 has been referred to by numerous names. Among the most famous are The Devils Highway, due to its reference in The Book of Revelation wherein those three digits represent the "number of the beast" or the "Antichrist"; and the Million Dollar Highway due to its initial cost, crossing through Native American land and types of materials used in its construction. In addition, U.S. 666 has had an above average number of crashes occur. Department of Transportation records indicate that between 1988 to 1992, 979 crashes occurred, 57 people died and 394 were injured. It is one of the major reasons U.S. 666 was referred to as The Devil's Highway.

The cost of the new U.S. 491 signs were the responsibility of each of the three states involved in the new redesignation of the route.

I-40: Counties of Cibola and McKinley

MEMORIALIZED OR DEDICATED NAME AND DATE

Interstate Highway System.

Created and designated in 1956 by Congress.

PanAmerican Highway System

Created and designated in 1966 by the Federal Highway Administration.

The Purple Heart Trail

In May of 2003, Larry Blair, representative of the Military Order of the Purple Heart, appeared before the State Transportation Commission and requested consideration of Resolution 2003-4 to designate I-40 as The Purple Heart Trail. The State Transportation Commission concurred and designated I-40 as The Purple Heart Trail.

HISTORICAL ANALYSIS

The National System of Interstate Highways was created in 1944 with legislation enacted by U.S. Congress through the Federal-Aid Highway Act. It was signed into law by President Roosevelt in 1944. The Act authorized a network of rural and urban express highways. No action resulted from this new act since no funds were available due to the war. The designated National System of Interstate Highways within the state was approved by the State Highway Commission in March of 1946. In 1947, the new Interstate Route System was published by Congress. In 1956, President Eisenhower signed the Federal-Aid Highway Act of 1956 that funded the new Interstate Route Program. The entire U.S. Interstate Route System was designated as the PanAmerican Highway System in 1966 by the Federal Highway Administration.

Resolution 2003-4 is a nationwide initiative to designate highways in each state as Purple Heart Trails. The Military Order of the Purple Heart is a nationwide initiative to designate one highway in each state as The Purple Heart Trail. This initiative includes a proposal that each of the eight states traversed by I-40 designate I-40 within their state as a Purple Heart Trail. Art Waskey, General Counsel, made the presentation before the State Transportation Commission and informed the Commission it had the authority to make the designation on its own, thus eliminating the costs of signage for any local governments that the road passed through. Commissioner Strebeck moved for approval of Resolution 2003-4 as stated, Commissioner Seward seconded and the State Transportation Commission voted unanimously to designate I-40 as The Purple Heart Trail and authorized the cost of posting signs.

TERMINI AND ADDITIONAL COMMENT

I-40 was created under the 1956 Act , National System of Interstate and Defense Highways. It replaced U.S. 66 in its entirety, including the portion within the Albuquerque area that was designated as the Coronado Freeway (Central Avenue). This portion was later designated as Historic Route 66. I-40 from the Arizona State Line to the Texas State Line, is a distance of approximately 373 miles.

The United States has no single route labeled as the Pan American System. All of the nation's interstate routes bear numbers and no designation as The Pan American Highway.

NM 4: County of Sandoval

MEMORIALIZED OR DEDICATED NAME AND DATE

Senator Clinton P. Anderson Scenic Route

In January of 1972, the New Mexico Senate passed Joint Resolution 2, directing the State Highway Department to designate the name of NM 4 from San Ysidro to Pojoaque and following alternate state highway loop 4 through Los Alamos, Santa Fe and Sandoval Counties as the Senator Clinton P. Anderson Scenic Route.

HISTORICAL ANALYSIS

NM 4 (FAP 38) was originally created in 1903 by the Territorial Legislative Assembly and supported by the Territorial Roads Commission. It was redesignated as State Road 4 in 1913 by the State Highway Commission between Las Cruces and Rodeo. U.S. 80 replaced NM 4 between Las Cruces and Rodeo by 1925/1927. The State Highway Commission redesignated NM 4 from its original termini to its current termini beginning in 1954 through 1971 to its current location in Santa Fe and Sandoval Counties. Senator Anderson passed away on November 11, 1975.

TERMINI AND ADDITIONAL COMMENT

In March of 1972, State Highway Engineer L. G. Boles met with the State Highway Commission to inform them that work was proceeding in accordance with Senate Joint Resolution 2, 30th Legislature, Laws of 1972, which requests the designation of State Road 4 as the Senator Clinton P. Anderson Scenic Route and directs the State Highway Department to erect highway markers with metal plates attached bearing the legend "Senator Anderson Scenic Route" in rest areas in a native stone foundation on State Route 4. It also directs the State Highway Department to erect a bronze plaque outlining Senator Anderson's career and services to New Mexico and the United States at the scenic over-look on State Route 4 in Santa Fe County and Sandoval Counties on the loop access route to Los Alamos.

Senator Anderson served more than three decades in public office. He was elected to three terms in the U.S. House of Representatives, appointed Secretary of Agriculture and served four terms in the U. S. Senate. In gratitude for Senator Anderson's long and distinguished service, the State Highway Commission ordered State Highway 4 from San Ysidro to Pojoaque and following alternate state highway loop 4 through Los Alamos and Santa Fe and Sandoval Counties, be designated the Senator Clinton P. Anderson Scenic Route.

NM 53: Counties of Cibola And McKinley

MEMORIALIZED OR DEDICATED NAME AND DATE

Zuni-Cibola Trails

The State Highway Commission, on a motion made by Commissioner Trotter and seconded by Commissioner Thaxton, approved and designated a section of NM 53 within former Valencia County as the Zuni-Cibola Trails on April 28, 1966.

HISTORICAL ANALYSIS

NM 53 was originally created and designated as a state highway by the State Highway Commission on July 11, 1918. A section of NM 53 was created in April of 1927 by the State Highway Commission; and a section was also created in 1927 by the State Legislature. In January of 1941, an additional section was created by the State Highway Commission; and in May of 1977 the State Highway Commission created another section of NM 53.

TERMINI AND ADDITIONAL COMMENT

In March of 1966, the State Highway Commission requested the Department of Development and the State Historical Society be advised of this action and Arizona be contacted to determine if it was willing to erect trail signs on its highways.

In May of 1977, the State Highway Commission passed a resolution which created an alternate State Route 53 bypassing San Mateo, located in Valencia County, which was presently on the State Maintenance System but not on the State Road System. The State Highway Commission concurred and passed the resolution and placed the section of NM 53 on the State Highway System. In 1966, NM 53 was then located in both Valencia and McKinley Counties.

The State Legislature created Cibola County on June 19, 1981, and that portion of old Valencia County in which NM 53 was located became Cibola County. In June of 1987, the State Highway Commission redesignated those sections as NM 53 within Cibola and within McKinley County as NM 605, from its junction with NM 122 in Milan north to the end of the route at San Mateo.

NM 264: County of McKinley

MEMORIALIZED OR DEDICATED NAME AND DATE

Senator John Pinto Highway

On October 15, 1992, Department Secretary Lou Medrano appeared before the State Highway Commission and presented a request to designate NM 264 as the Senator John Pinto Highway. The State Highway Commission concurred and designated NM 264 as the Senator John Pinto Highway.

Navajo Code - Talkers Highway

On February 19, 1998, Mr. Ronald Gishey, Council Delegate, Lower Greasewood Chapter, appeared before the State Highway Commission to present the Navajo Nation's request to proclaim and designate NM 264 as the Navajo Code - Talkers Highway. The State Highway Commission advised Mr. Gishey that no action would be taken at this time but the request could be brought back to the Commission at a later date. Mr. Leroy Sandoval, Director of Transportation Planning, appeared before the Commission on May 14, 1998, and presented the request to the Commission for re-consideration. The State Highway Commission concurred and designated NM 264 as the Navajo Code-Talkers Highway.

HISTORICAL ANALYSIS

NM 264 was originally created within McKinley County by the State Highway Commission in July of 1929. It replaced NM 68 in its entirety from the Arizona State Line easterly to its junction with U.S. 491, former U.S. 666. NM 264 was withdrawn from its original location, First Avenue and Court Street in Clayton. In August of 1956, the Commission designated various roads in Clayton, New Mexico, to replace NM 264. Representatives of the Navajo Tribe appeared before the Commission to present a request that NM 264 be extended to correspond with the Arizona State Highway 264. The Commission concurred and ordered NM 68, from the Arizona State Line easterly to its junction with U.S. 491, be redesignated as NM 264. The current NM 264 in Clayton, New Mexico, was deleted from the State Highway System on May 26, 1966. In July of 1987, the Commission directed that NM 264 be signed and mileposted from the Arizona State Line east to its junction with U.S. 491, former U.S. 666.

TERMINI AND ADDITIONAL COMMENT

When the State Highway Commission approved the request and designated NM 264 as the Senator John Pinto Highway, Commissioner Cox requested a letter be prepared and sent to Senator Pinto advising him of the Commission's decision.

Mr. Ronald Gishey appeared before the State Highway Commission on February 19, 1998. He introduced numerous Code Talkers from World War II and other officials who read the request to the State Highway Commission. Mr. Leroy Sandoval, Director of Transportation Planning Division, appeared before the State Highway Commission on May 14, 1998, to request the designation of NM 264 as the Navajo Code-Talkers Highway and include \$16,000 for signs. Commissioner Strebeck moved to approve the naming and approve the \$16,000 budget for signs. Commissioner Sanchez seconded the motion, and the State Highway Commission designated NM 264 as the Navajo Code-Talkers Highway and authorized a budget for the signs in accordance with the Manual of Uniform Traffic Control Devices.

NM 371: County of McKinley

MEMORIALIZED OR DEDICATED NAME AND DATE

Vietnam Veterans Memorial Highway

On August 16, 1985, the Navajo Veterans Commission from Window Rock, Arizona, appeared before the State Highway Commission and requested that a section of NM 371 from Farmington to Crownpoint be designated as the Vietnam Veterans Memorial Highway. The State Highway Commission concurred and designated the section of NM 371 as the Vietnam Veterans Memorial Highway.

HISTORICAL ANALYSIS

NM 371 was originally created by the Commission in April of 1951 within San Juan County, and extended NM 371 into McKinley County in May of 1960. In June of 1987, the Commission redesignated a section of Old NM 57 as part of NM 371; the section of NM 371 from its junction with I-40 south, Frontage Road in, Thoreau north to its junction with NM 371, the section within McKinley County.

TERMINI AND ADDITIONAL COMMENT

The State Highway Commission received a Resolution of the Navajo Veterans Commission, signed by Robert Salabye, Chairman of the Navajo Veterans Commission, recommending the State Highway Commission designate State Highway 371 from Farmington to Crownpoint as the Vietnam Veterans Memorial Highway. Mr. Milton Chee, Acting Executive Director of Veterans Affairs in Window Rock, Arizona, and Mr. Rocco, Director of New Mexico Veterans Service Commission, appeared before the State Highway Commission to recommend and support the designation of State Route 371 in honor of 1,321 Navajo Vietnam Veterans.

Interchange IA4020: County of McKinley Former Ya-te-hey Interchange located near MP 20 on Munoz Boulevard on I-40

MEMORIALIZED OR DEDICATED NAME AND DATE

Edward O. Plummer Interchange

On February 21, 1986, Mr. Ernest Bicente, Gallup/McKinley County Commissioner, representing the Eastern Navajo Council, appeared before the State Highway Commission requesting the redesignating the Ya-te-hey Interchange as the Edward O. Plummer Interchange. The State Highway Commission approved the request and redesignated the Ya-te-hey Interchange as the Edward O. Plummer Interchange.

HISTORICAL ANALYSIS

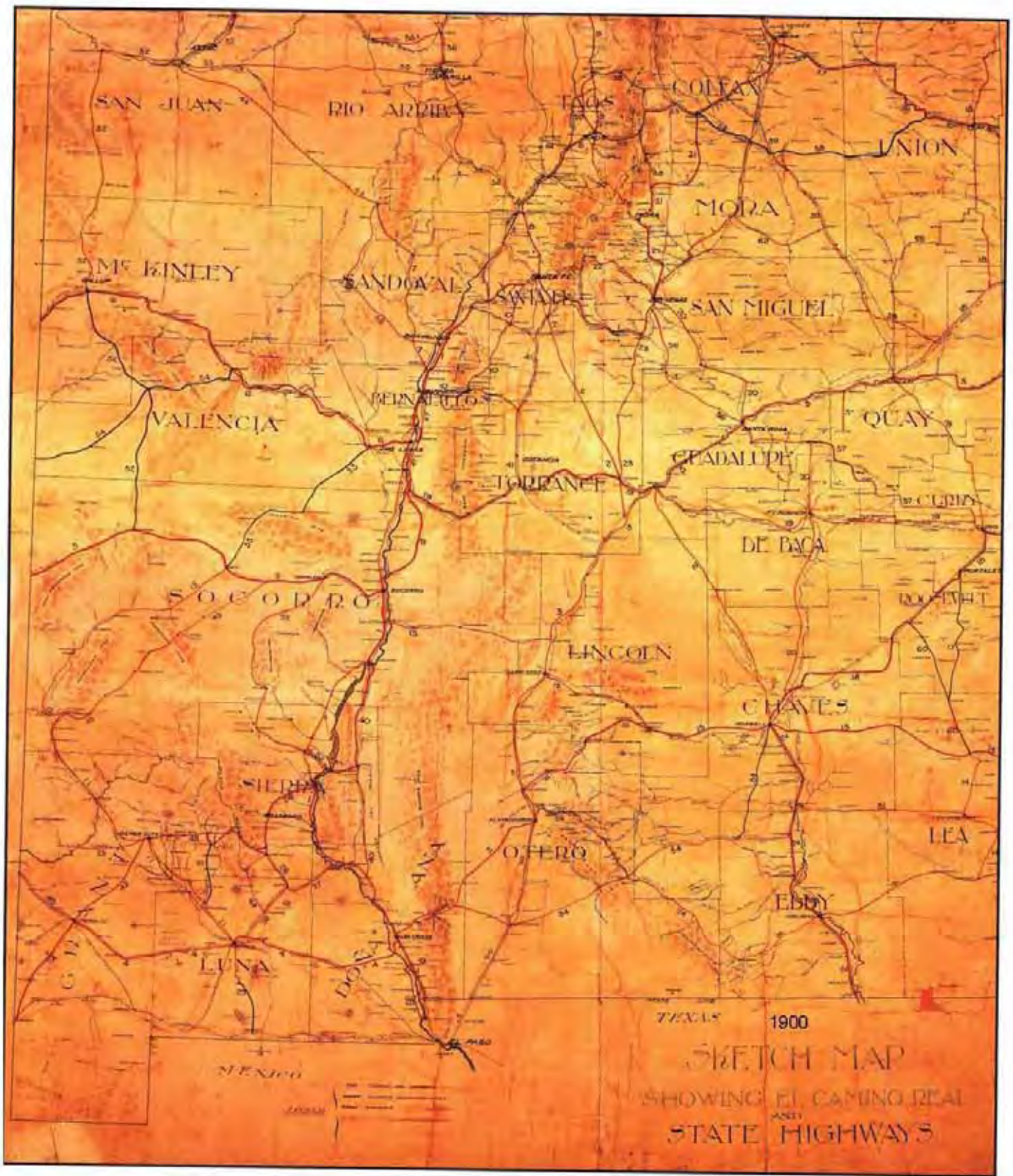
Interchange IA4020 is currently located at or near MP 20 on Munoz Blvd and I-40, and is identified as a Federal-Aid Interchange near Ya-te-hey. This interchange is also listed on state maps as 20-Munoz Boulevard Interchange. Edward Plummer was appointed by Governor Tony Anaya and elected to the State Highway Commission in September of 1983. Commissioner Plummer represented the newly created District 6, which consisted of the following counties: Catron, Cibola, McKinley, Sandoval and Valencia Counties, formerly counties of Districts 1 and 3. Commissioner Plummer passed away on October 28, 1986.

TERMINI AND ADDITIONAL COMMENT

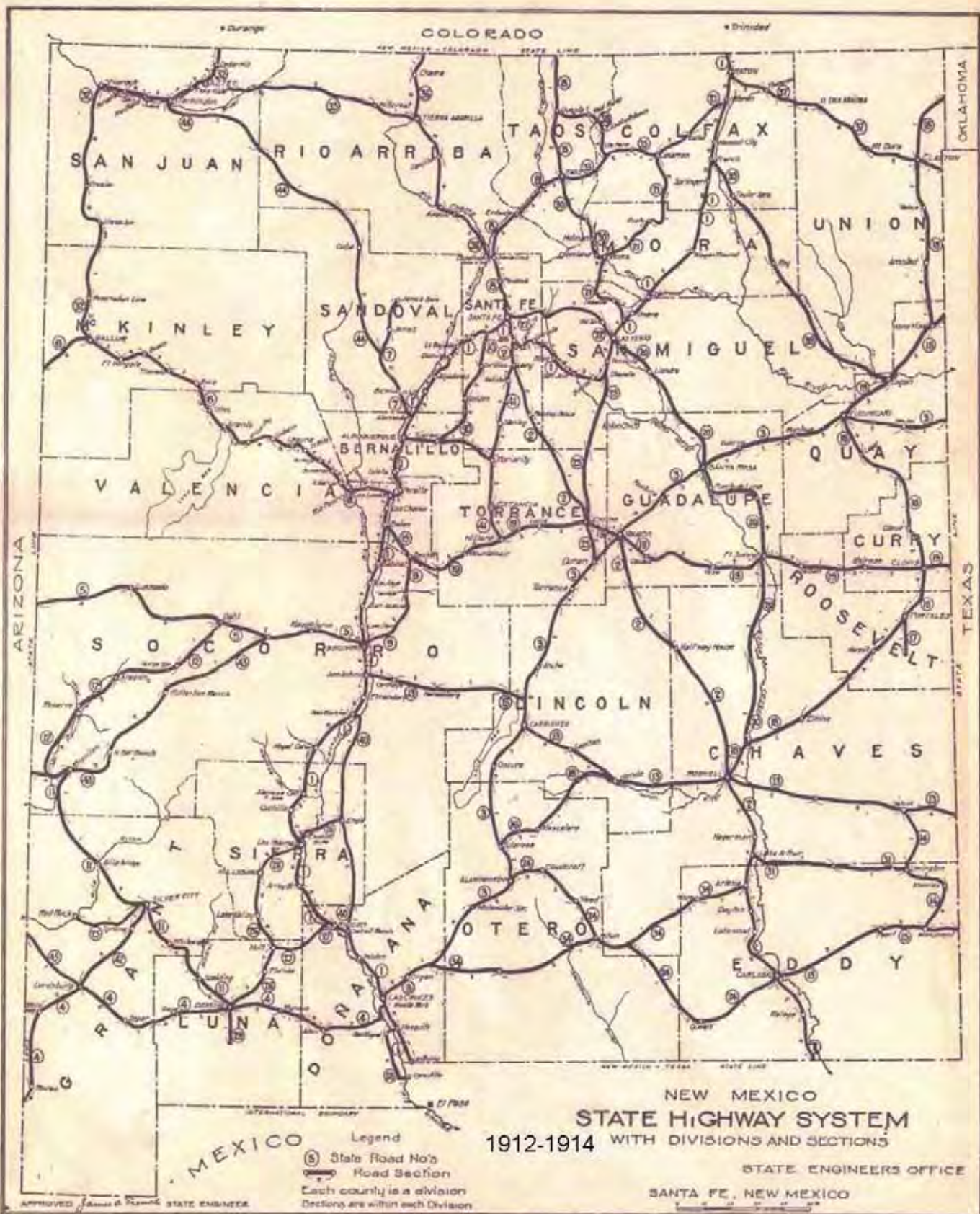
Mr. Bicente informed the State Highway Commission the request had been endorsed by the McKinley County Commission and all the people in the area. Mr. Edward O. Plummer was first appointed in 1967 and served until October of 1986 as the Superintendent for the Bureau of Indian Affairs for the Eastern Navajo Agency in Gallup, New Mexico. Commissioner DeBrine made a motion that the Ya-te-hey Interchange IA4020 be named and dedicated as the Edward O. Plummer Interchange, and Commissioner Gallegos seconded the motion. The State Highway Commission concurred and redesignated the Ya-te-hey interchange as the Edward O. Plummer Interchange.

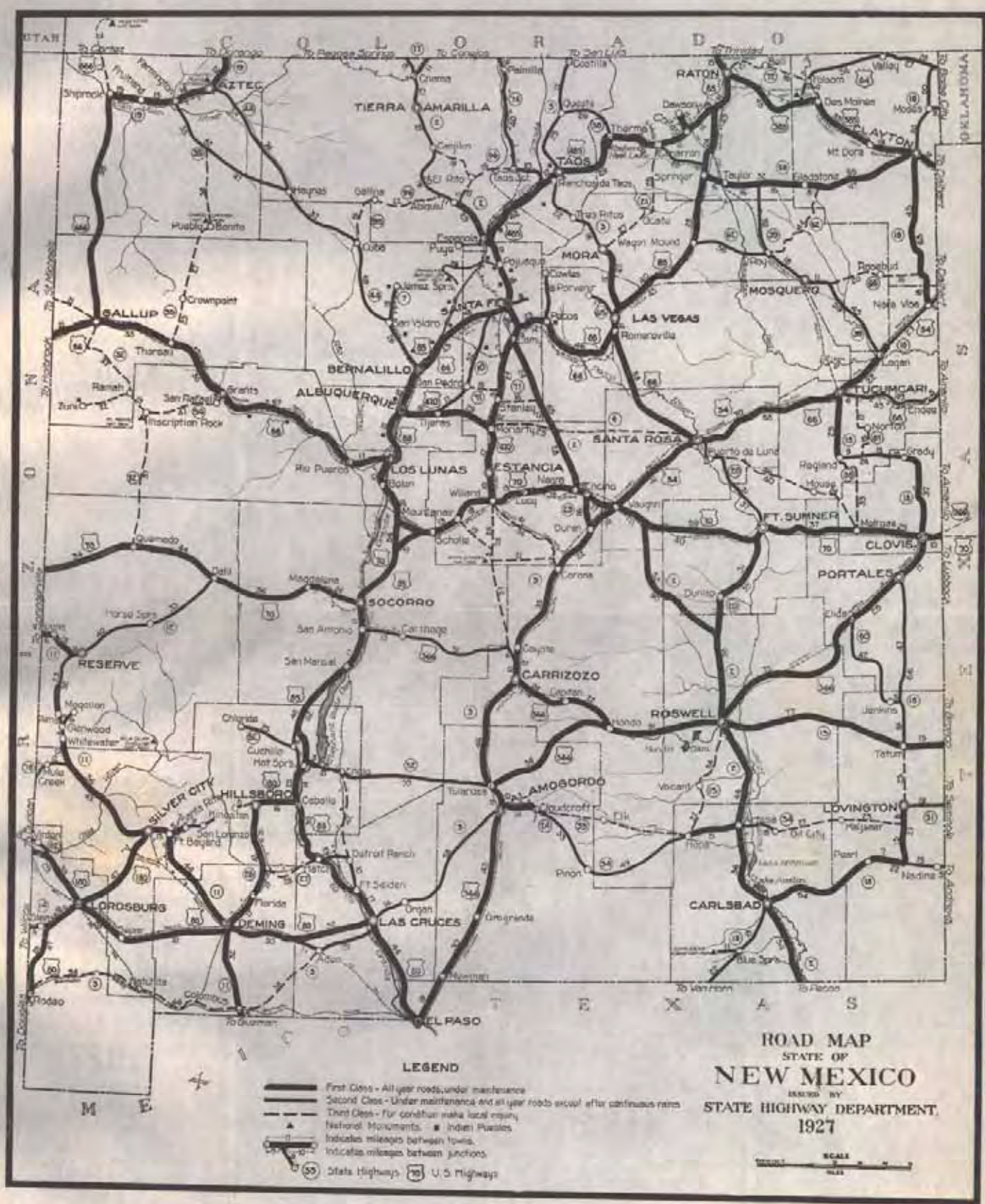
APPENDICES

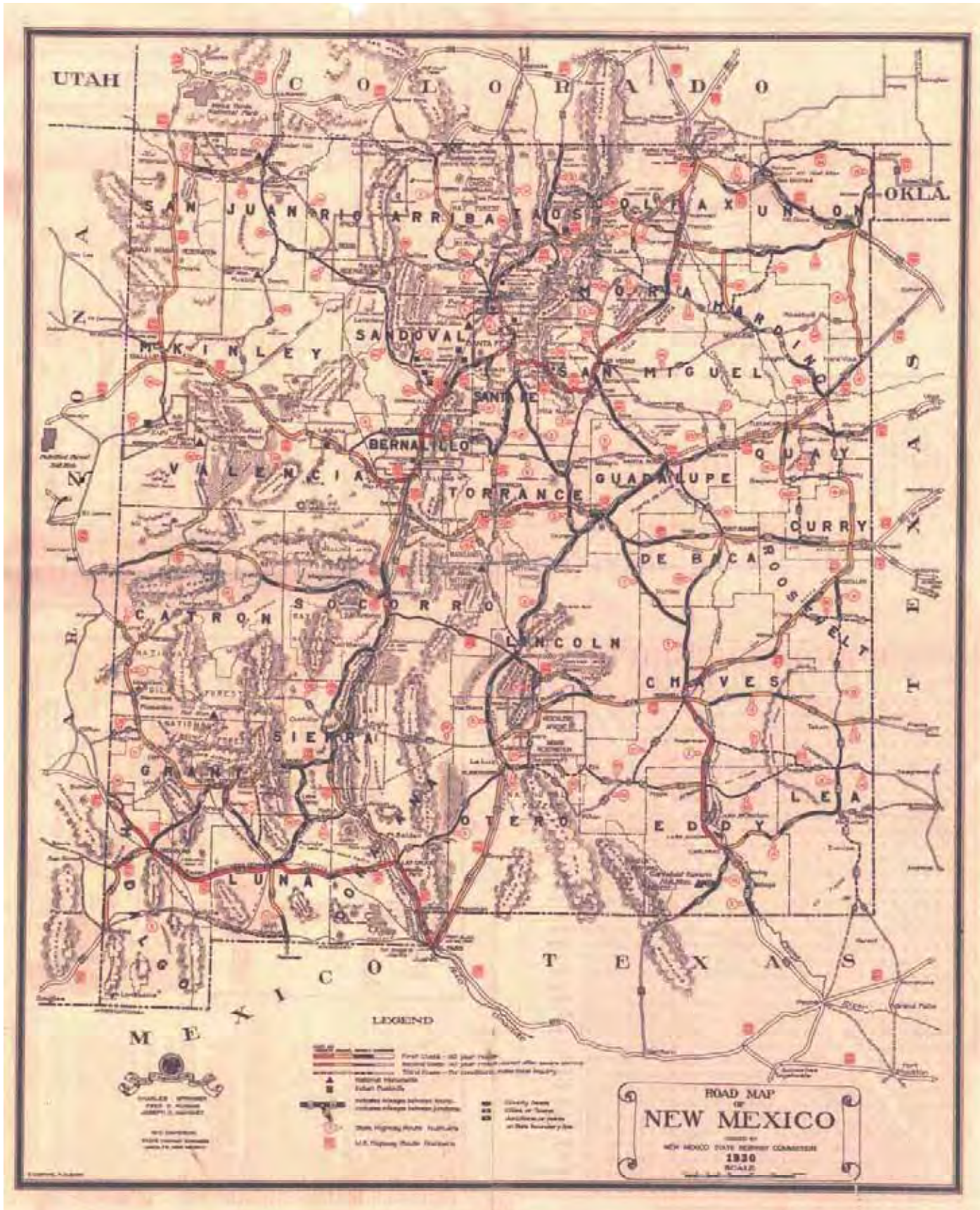
APPENDIX A	Historic Map of 1900
APPENDIX B	Historic Map of 1912-1914
APPENDIX C	Historic Map of 1927
APPENDIX D	Historic Map of 1930
APPENDIX E	Historic Map of 1938
APPENDIX F	Historic Map of 1941
APPENDIX G	State Map of 1958
APPENDIX H	State Map of 1967
APPENDIX I	State Map of 1969
APPENDIX J	State Map of 1973
APPENDIX K	State Functional Classification Map of 1985
APPENDIX L	State Map of 1989
APPENDIX M	State Map of 1990
APPENDIX N	State Map of 2003
APPENDIX O	Dedication Map of 2005 - 2007



A



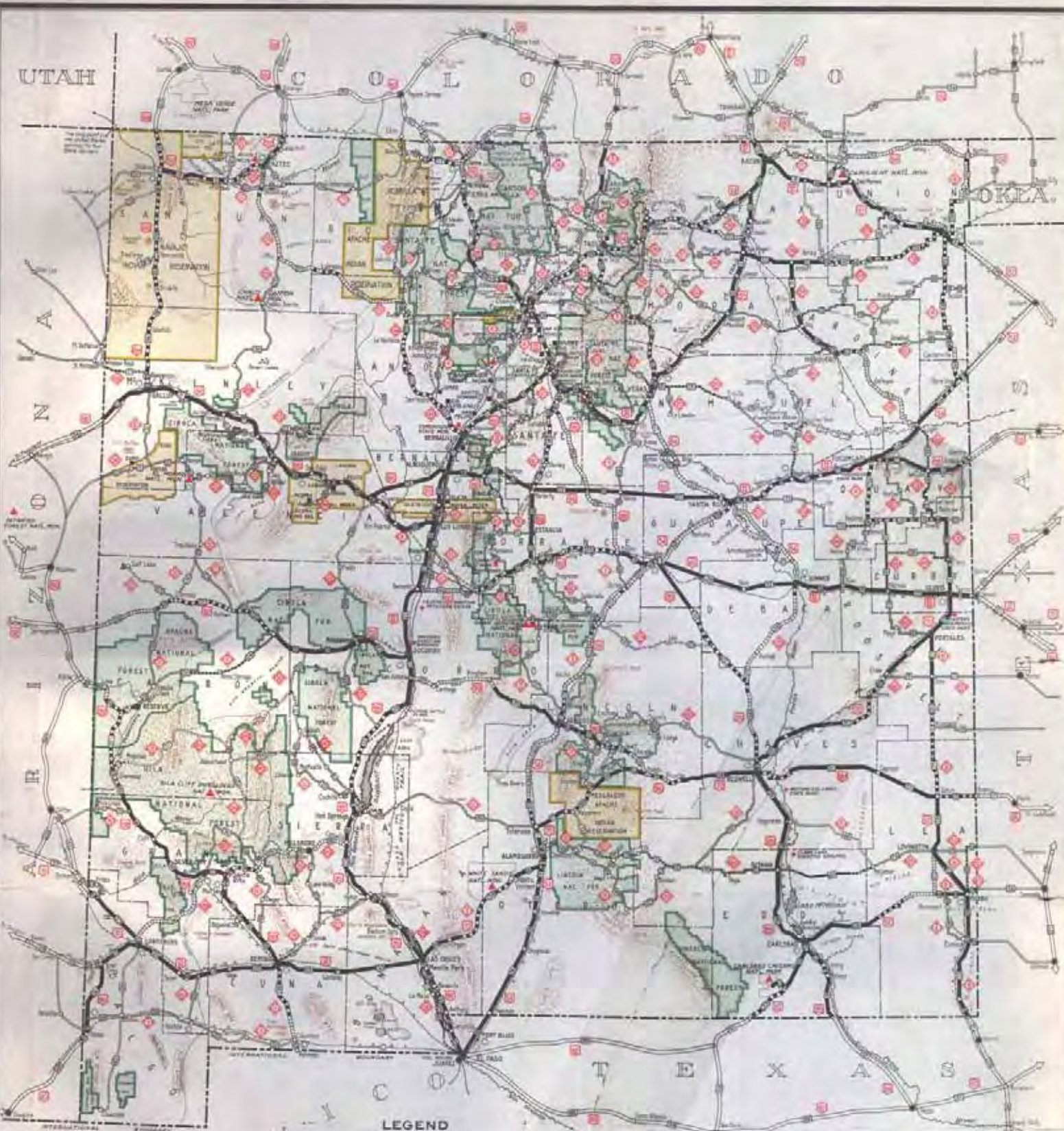




UTAH

C O L O R A D O

OKLA.



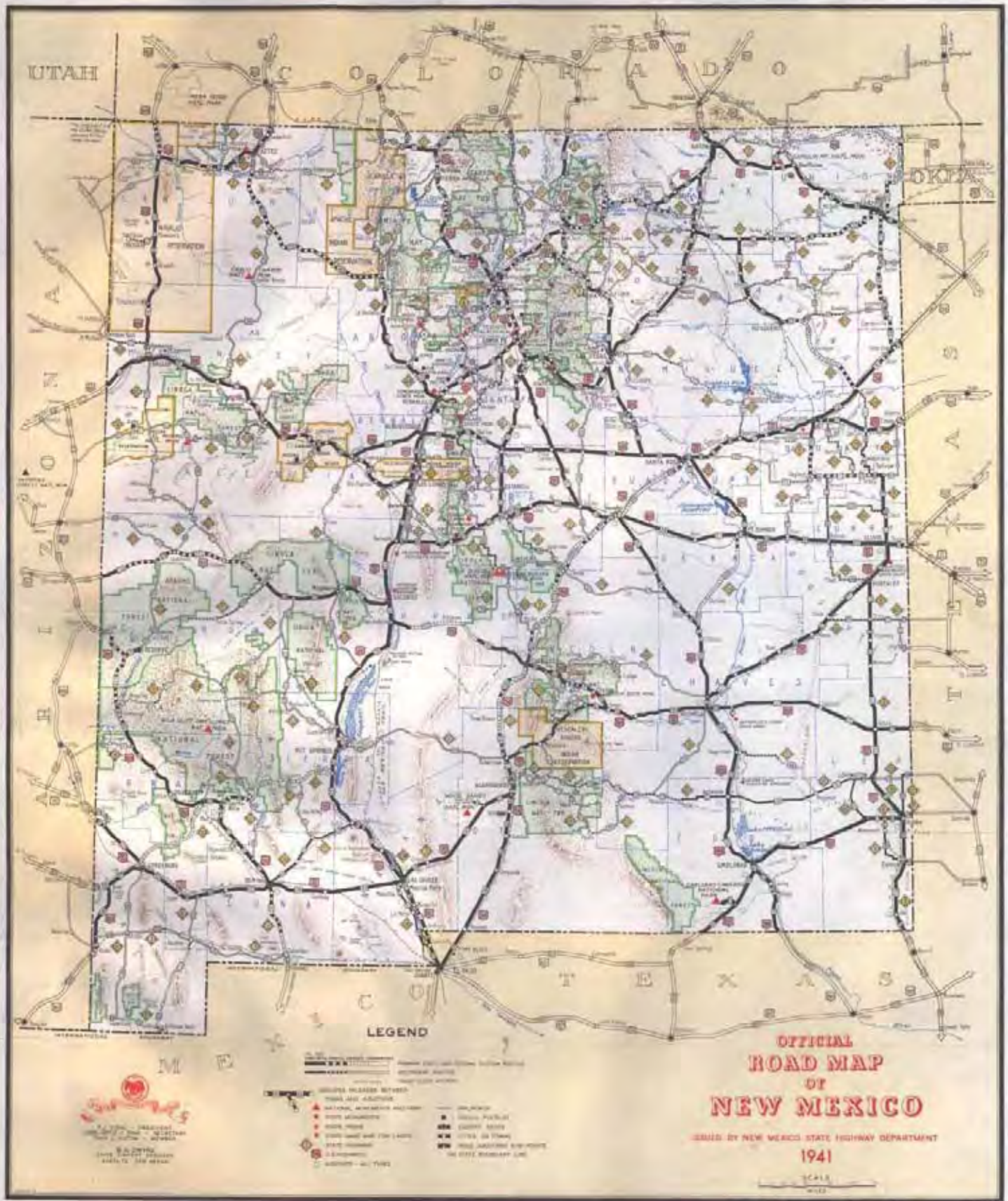
LEGEND

- PRIMARY HIGHWAYS AND FEDERAL SYSTEM ROADS
- SECONDARY ROUTES
- TOWN CLASS ROADS
- INDICATES BLENDED BETWEEN TOWNS AND JURISDICTION
- ▲ NATIONAL MONUMENTS AND PARKS
- STATE PARKS
- STATE GAME AND FISH LANDS
- STATE HIGHWAYS
- U.S. HIGHWAYS
- AIRPORTS - ALL TYPES
- ALL ROADS
- JUDICIAL TERRITORIES
- COUNTY SEATS
- TOWNS OR TOWNS
- ROAD JUNCTIONS AND POINTS ON STATE BOUNDARY LINE

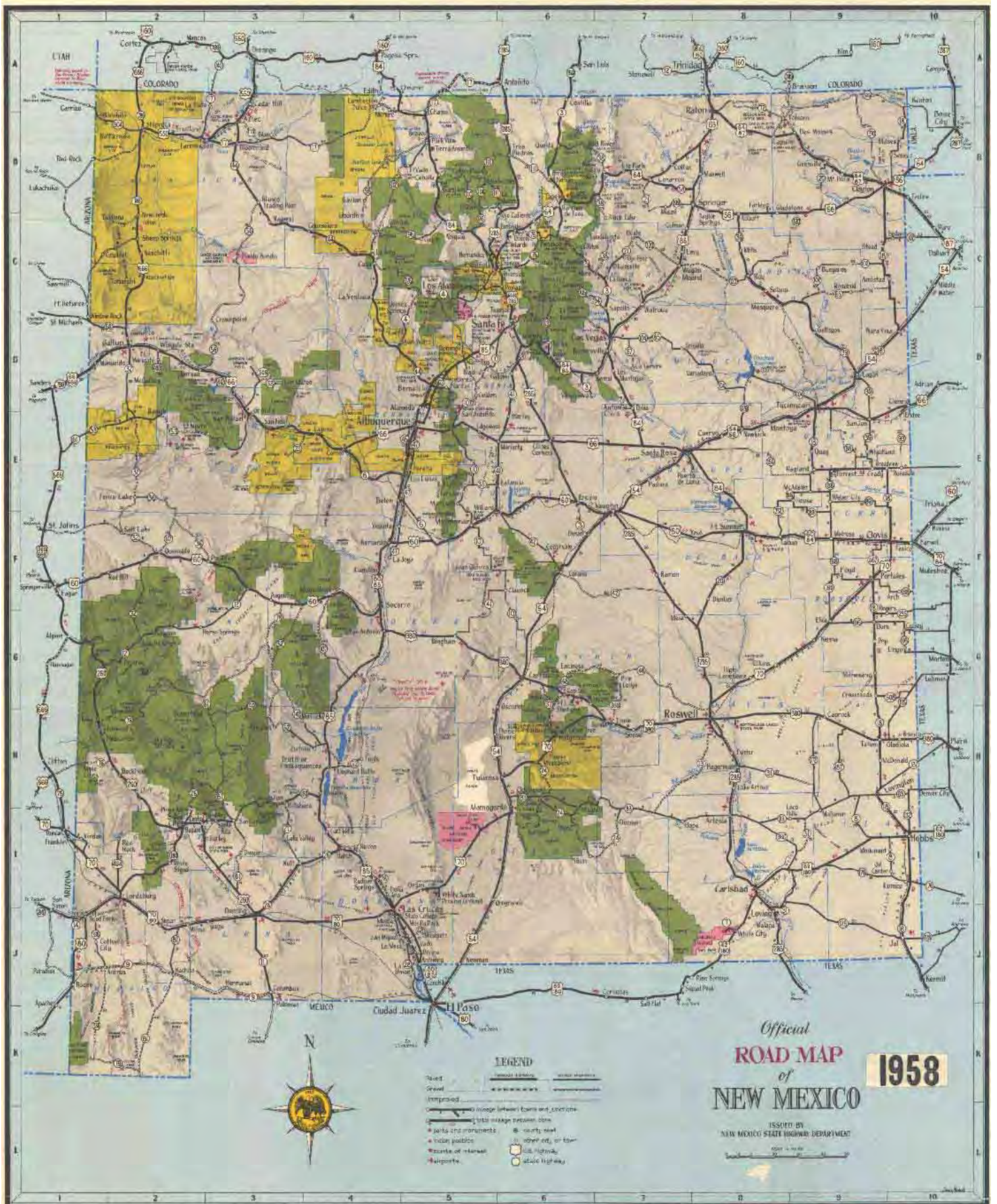
OFFICIAL
ROAD MAP
OF
NEW MEXICO
ROADS BY NEW MEXICO STATE HIGHWAY DEPARTMENT
1938

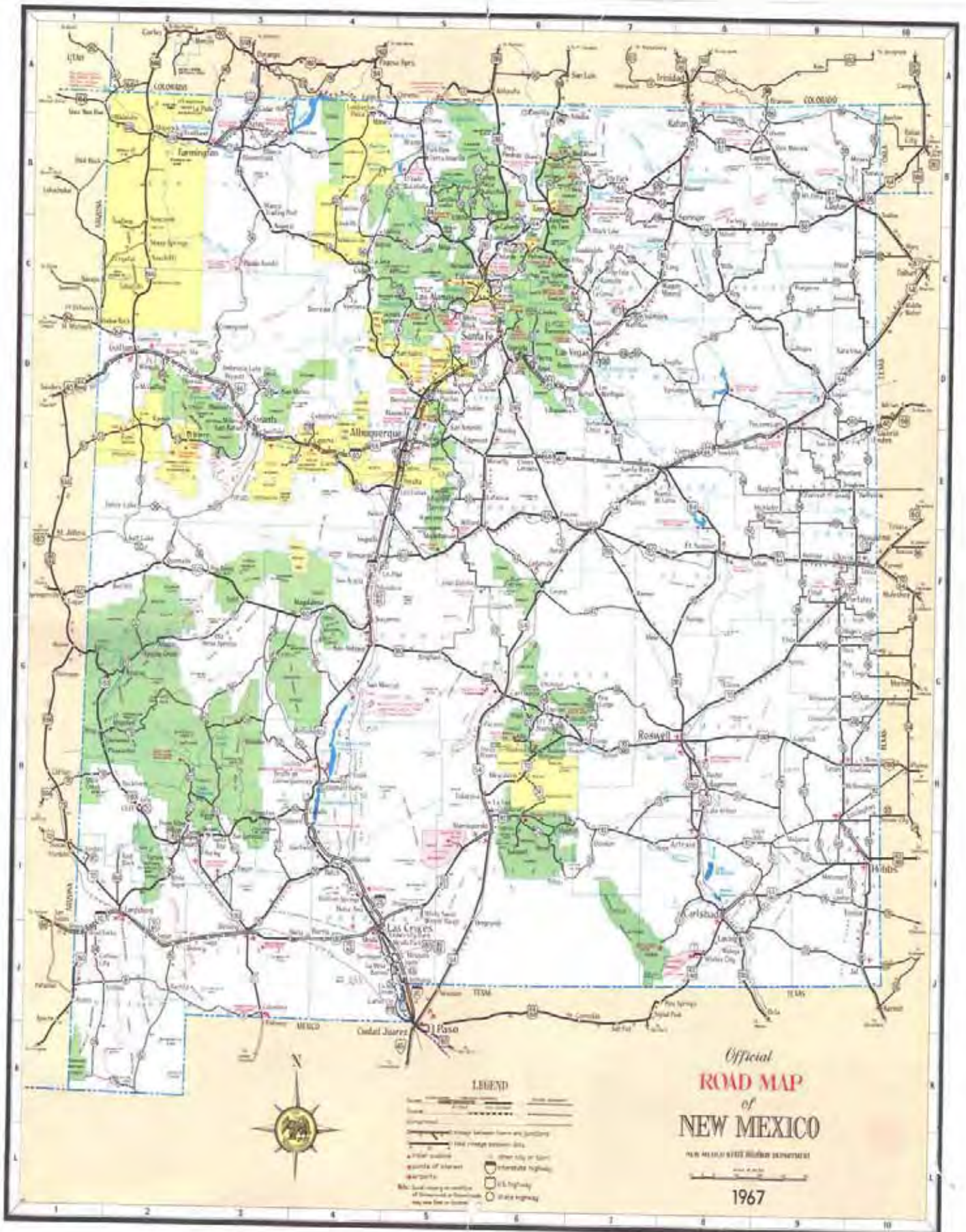
SCALE
MILES

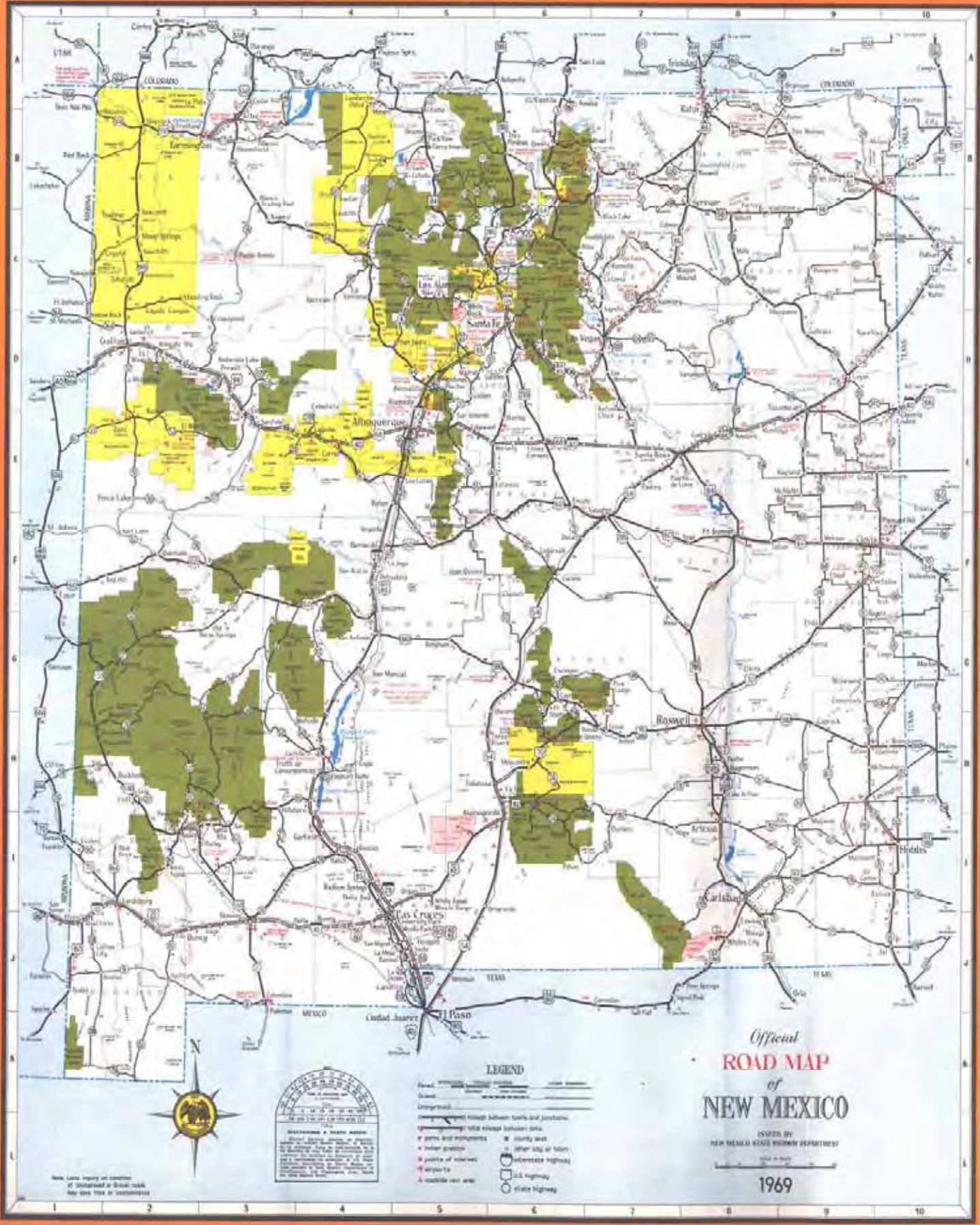

 CLYDE OSBORN - PRESIDENT
 T. A. WINDLAND - SECRETARY
 CHAS. SAUNDERS - ASSISTANT SECRETARY
 ARVID E. LOHMEYER
 STATE HIGHWAY ENGINEER
 SANTA FE, NEW MEXICO



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Official
ROAD MAP
 of
NEW MEXICO

ISSUED BY
 NEW MEXICO STATE HIGHWAY DEPARTMENT

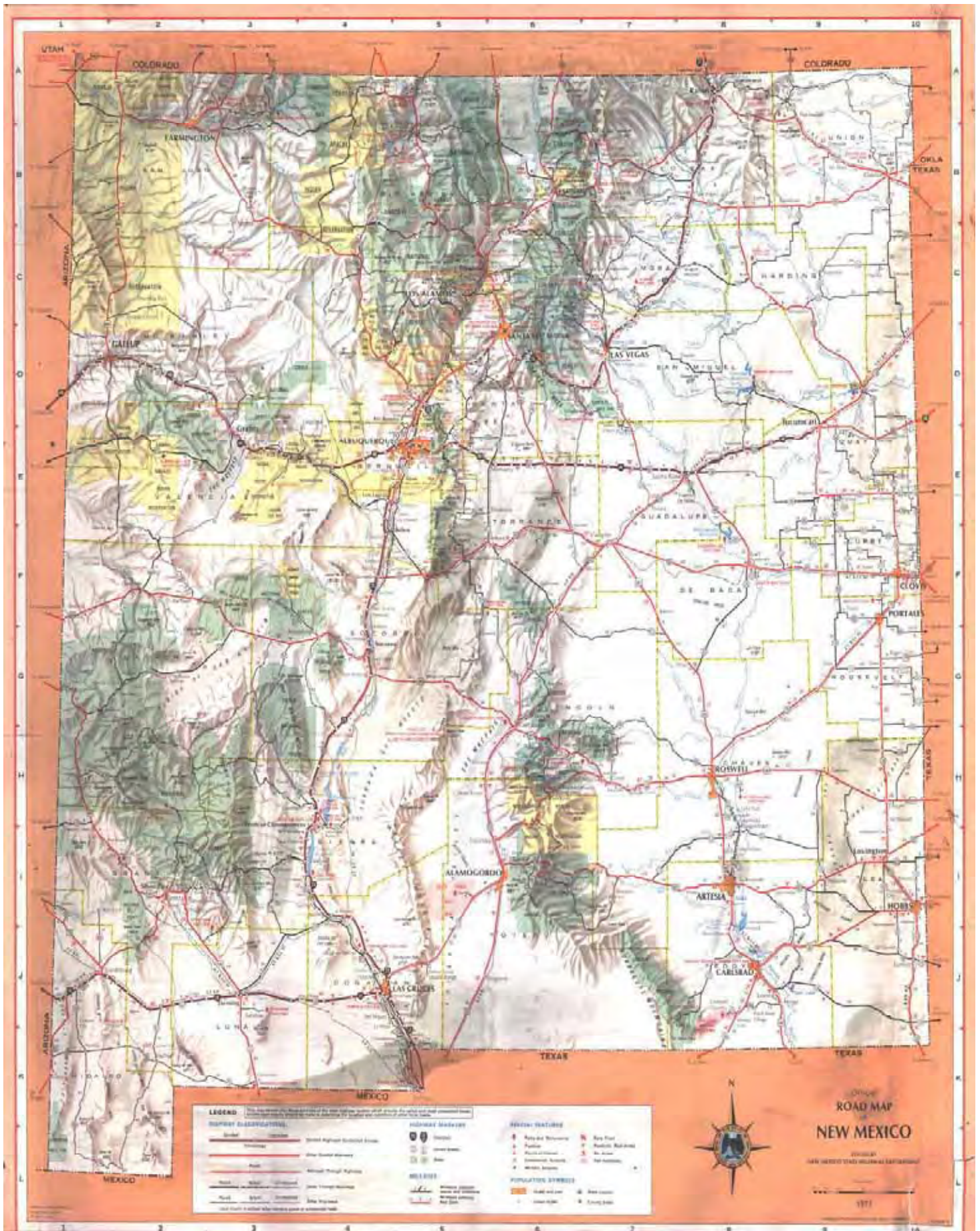
1969

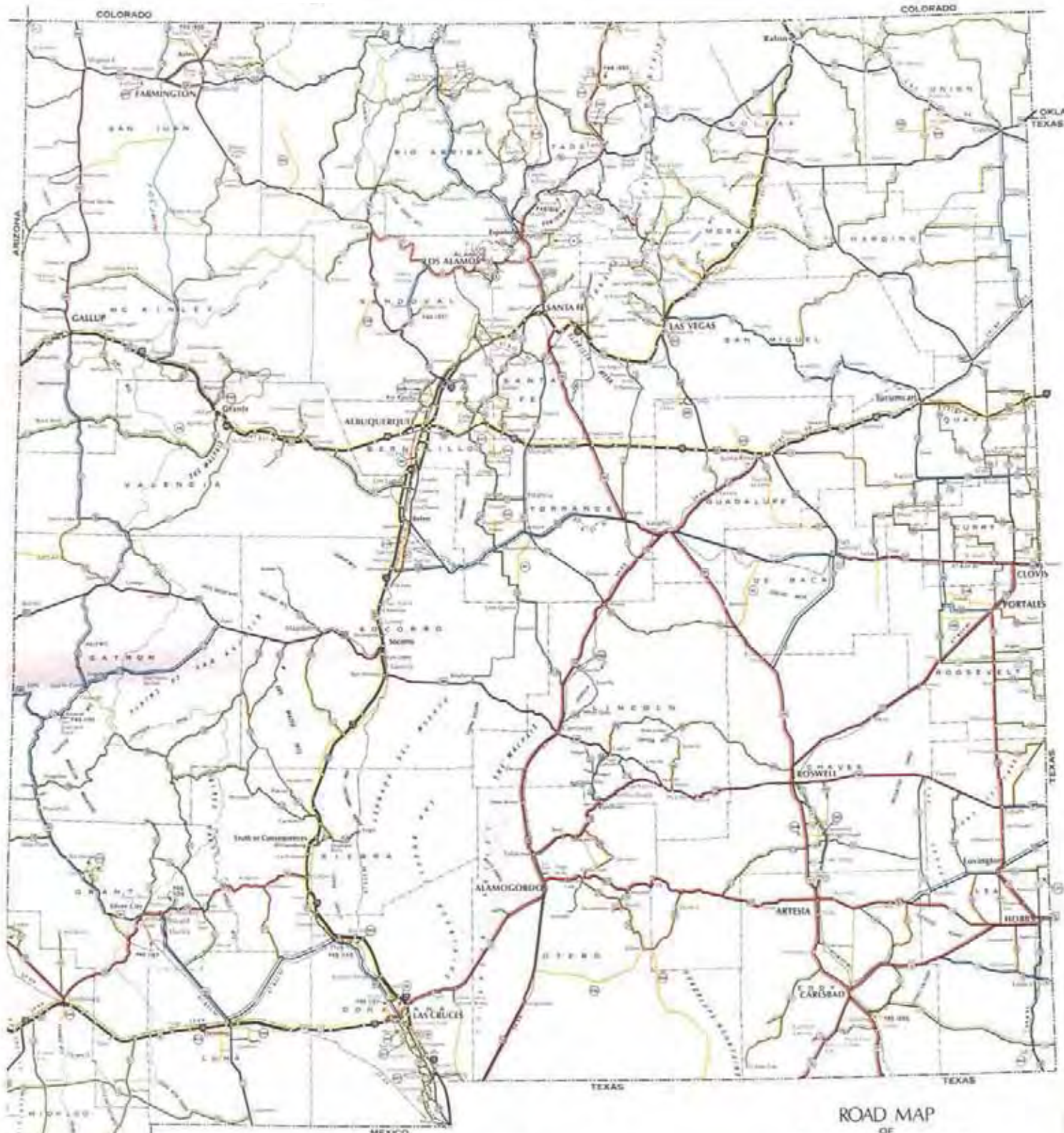
LEGEND

- Road
- State
- Interstate
- Interstate through tolls and junctions
- Interstate toll bridge between tolls
- ports and airports
- points of interest
- way to
- outside car area
- county seat
- other city or town
- Interstate highway
- U.S. highway
- State highway



Note: Lane injury on condition of disregard of driver's rules may give rise to prosecution.

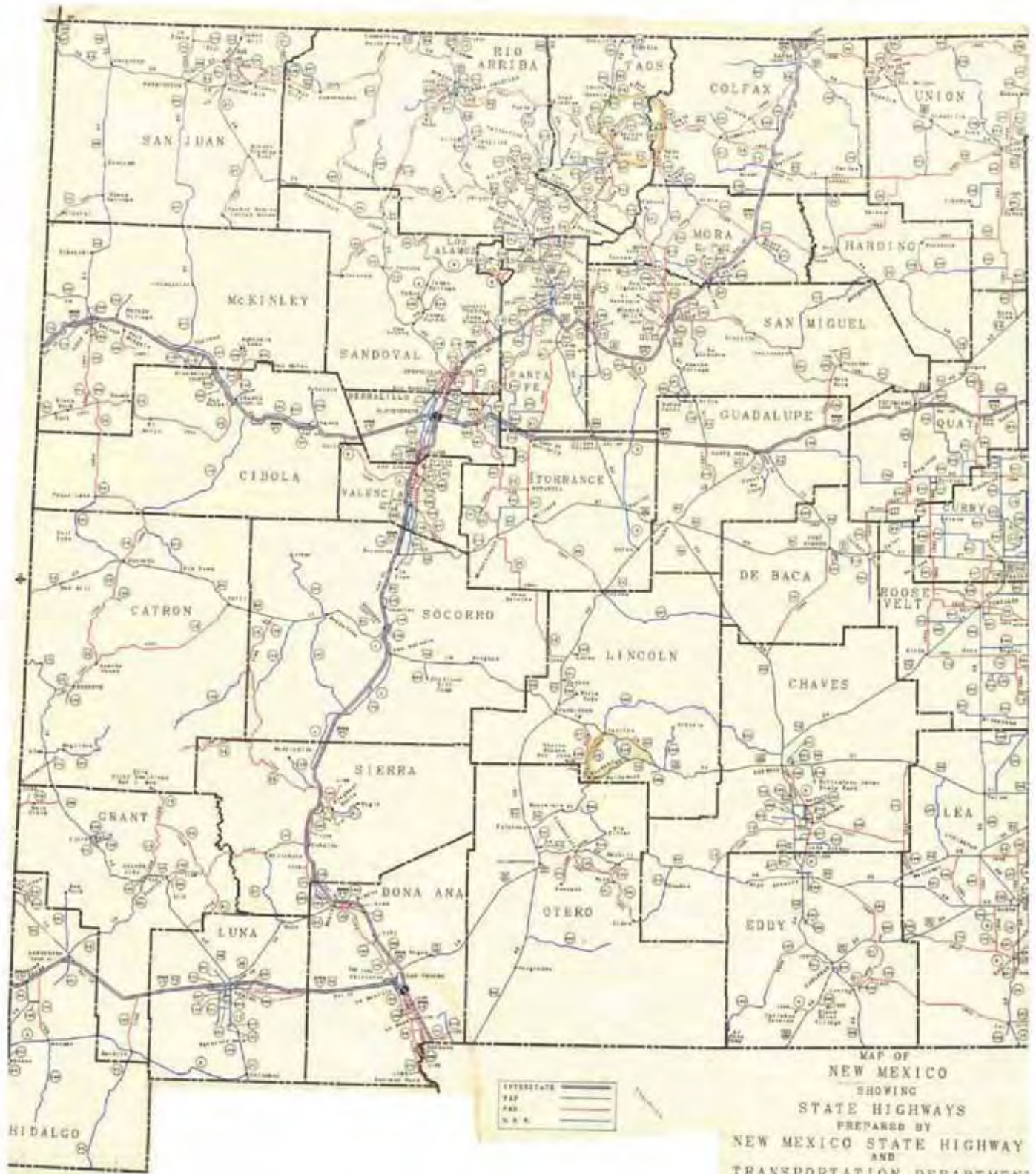




ROAD MAP
OF
NEW MEXICO

1985

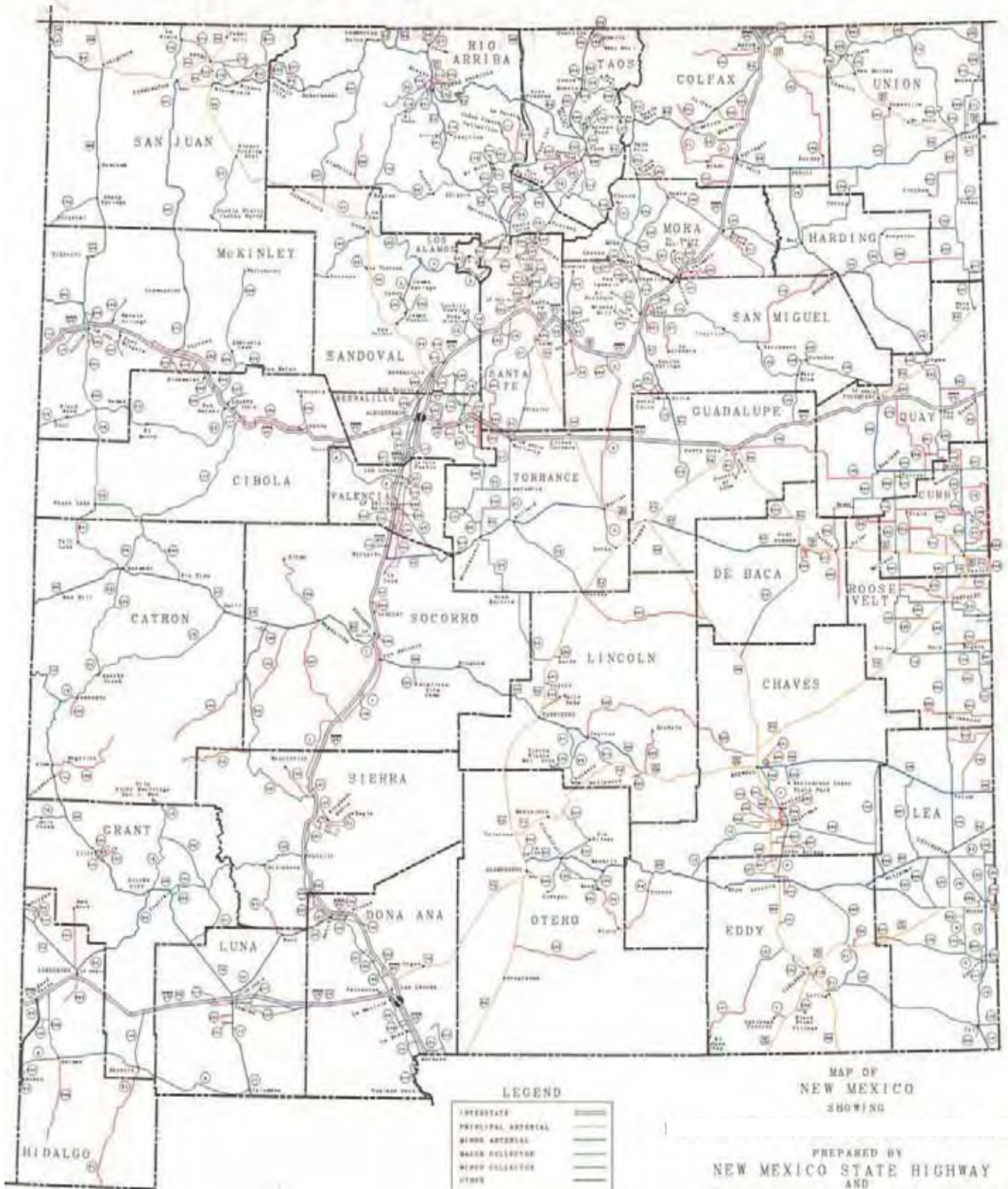
PREPARED BY THE
NEW MEXICO STATE HIGHWAY DEPARTMENT
PLANNING AND PROGRAMMING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION



HIDALGO

INTERSTATE	
STATE HIGHWAY	
U.S. ROUTE	

MAP OF
 NEW MEXICO
 SHOWING
 STATE HIGHWAYS
 PREPARED BY
 NEW MEXICO STATE HIGHWAY
 AND
 TRANSPORTATION DEPARTMENT
 PLANNING AND RESEARCH DIVISION
 CARTOGRAPHY SECTION
 1966



LEGEND

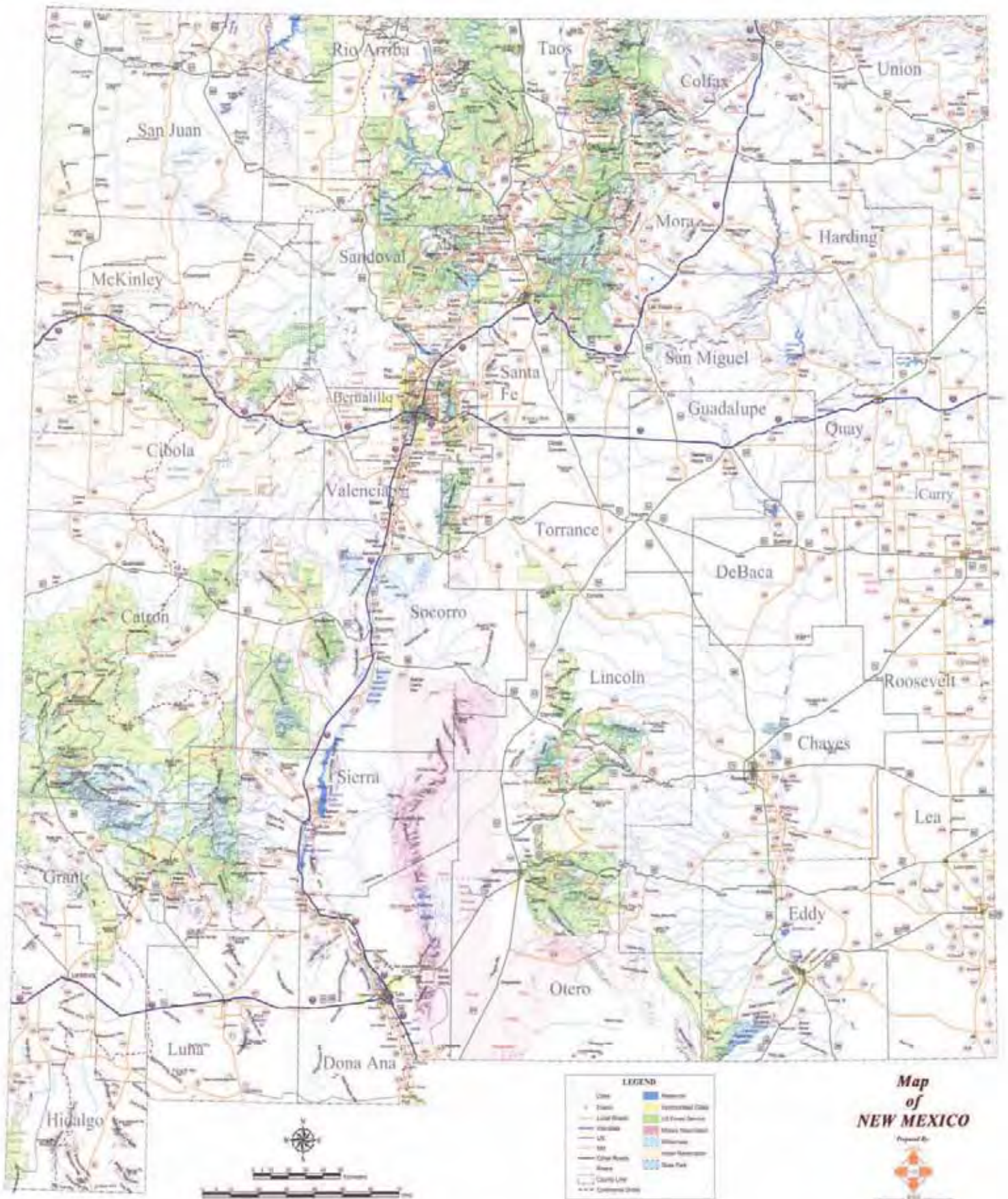
INTERSTATE	-----
PRINCIPAL ARTERIAL	—————
MINOR ARTERIAL	—————
MAJOR COLLECTOR	—————
MINOR COLLECTOR
OTHER	-----

LOCAL ROAD SYSTEM CONSISTS OF ALL ROADS NOT CLASSIFIED AS ARTERIAL OR COLLECTOR. EXCLUDING PRIVATE ROADS.

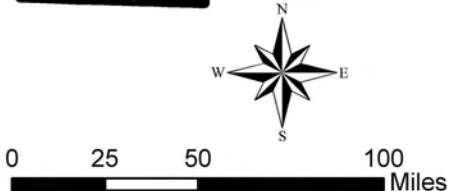
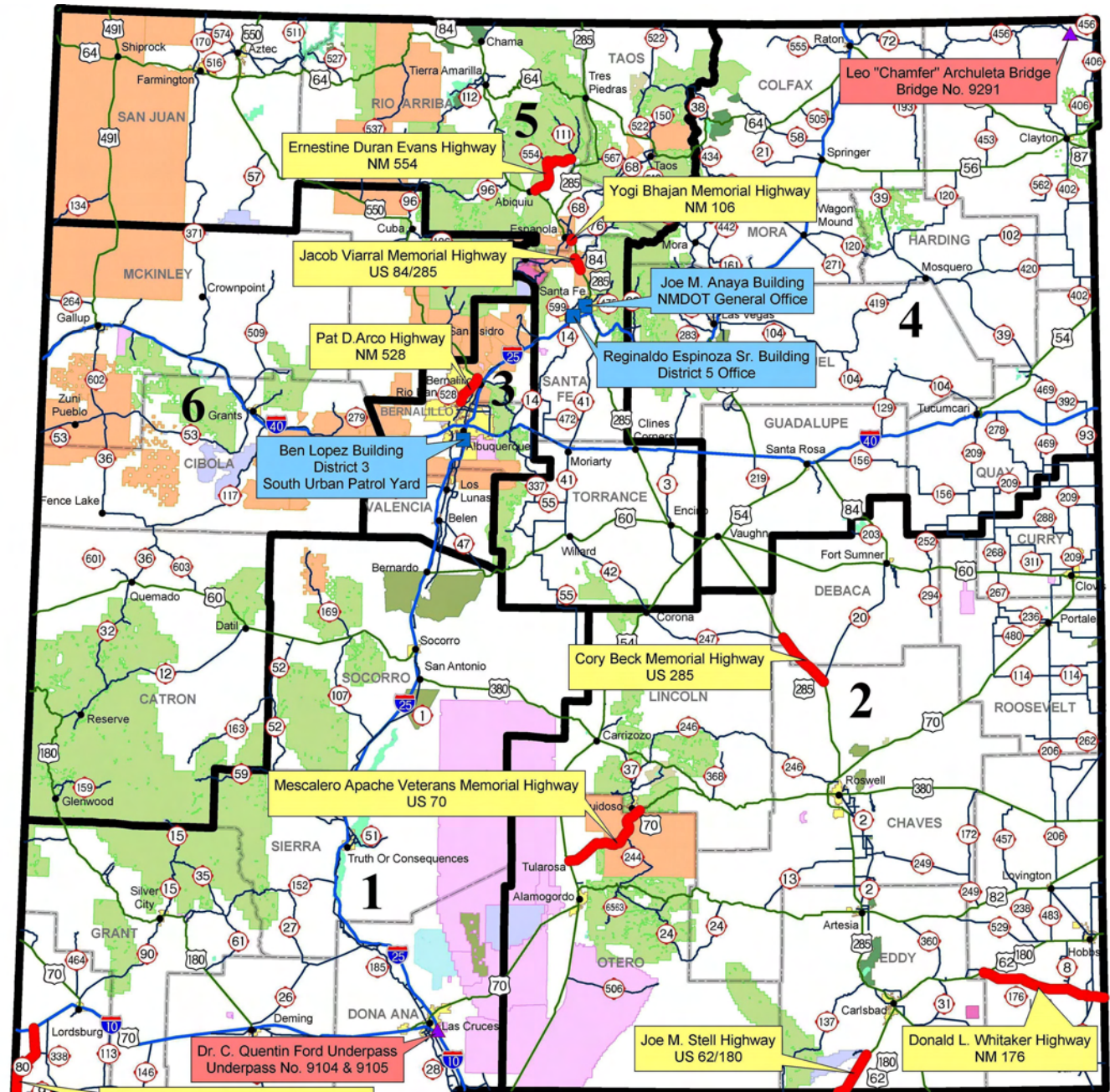
MAP OF
NEW MEXICO
SHOWING

PREPARED BY
NEW MEXICO STATE HIGHWAY
AND
TRANSPORTATION DEPARTMENT
PLANNING AND RESEARCH DIVISION
CARTOGRAPHY SECTION

1990



Memorial and Dedication Project Map 2005 - 2007 Locations



LEGEND		
● City	US FISH & WILDLIFE	■ BUILDINGS
□ COUNTY	INDIAN RES/TRUST LANDS	▲ BRIDGES
■ Incorporated Cities	NATIONAL PARK SERVICE	■ HIGHWAYS
■ DEPT OF DEFENSE	STATE GAME & FISH	
■ DEPT OF ENERGY	STATE PARK	
■ DEPT OF AG EXPERIMENTAL STA	VALLIS CALDERA NATIONAL PARK	
■ FOREST SERVICE	BLM RECREATION AREAS	□ DOT District



BUILDINGS

- Building A Ben Lopez Building
- Building B Reginaldo Espinoza, Sr. Building
- Building C Joe M. Anaya Building

DISTRICT THREE : County of Bernalillo

New Mexico Department of Transportation District 3 building in Albuquerque at the South Urban Patrol Yard (formerly West Mesa Patrol)

MEMORIALIZED OR DEDICATED NAME AND DATE

Ben Lopez Building

On August 17, 2006, the STC passed Resolution 2006-07 (August) re-designating the former District 3 building in Albuquerque at the South Urban Patrol Yard as the “Ben Lopez Building.” The Commission directed the Department to provide funding for the manufacture, erection and maintenance of the signage.

HISTORICAL BACKGROUND AND ANALYSIS

Ben C. Lopez was a native of New Mexico, born on May 3, 1951, in Gallup, New Mexico. He enlisted in the United States Marine Corps on February 20, 1971, served for 8 years in Vietnam and Japan and received a honorable discharge. He began his fourteen-year career as a Highway Maintainer 1 in September of 1991 as a Highway Maintainer 1 and attained the position of Assistant Patrol Foreman with the West Mesa Patrol. In August of 2005, while serving as Acting Patrol Foreman, his career was ended through a senseless and violent act of murder. He is survived by his wife, three sons, eight grandchildren and many friends.

ADDITIONAL COMMENTS

In November of 2006, Transportation Secretary Rhonda Faught and the State Transportation Commissioners attended the dedication ceremony at the District Three Complex. Attending the dedication ceremony were Commission Chairman Johnny Cope, District Three Transportation Commissioner Norman Assed and several other figures from New Mexico’s Transportation System. “All of us at the NMDOT considered Ben to be part of our family. He was like a brother to most of us, and I know that all of us miss him greatly,” said Secretary Faught at the dedication ceremony Thursday afternoon. “We will remain eternally grateful for the privilege of knowing him and working with him.”

“Ben Lopez made immense strides in his commitments to promise New Mexico a better way of life,” said Transportation Commission Chairman Johnny Cope. “He deserves the utmost recognition for all of his sacrifices and accomplishments.”

“It was devastating that the life of such a wonderful human being was taken in such tragic circumstances,” said District Three Transportation Commissioner Norman Assed. “That’s why it is important for all of us to continue to honor not only what he gave to us but for the commitment he always gave throughout his prolific life.”

DISTRICT FIVE : County of Santa Fe

New Mexico Department of Transportation District 5 office building in Santa Fe

MEMORIALIZED OR DEDICATED NAME AND DATE

Reginaldo Espinoza, Sr. Building

On August 18, 2005, the STC passed Resolution 2005-05 (August) designating the former District 5 office building in Santa Fe as the “Reginaldo Espinoza, Sr. Building.”

HISTORICAL BACKGROUND AND ANALYSIS

Reginaldo Espinoza, Sr. was born on June 22, 1912 in Ortiz, Colorado. He served in the New Mexico State legislature from Santa Fe County for fourteen consecutive years, three terms as State Representative from 1943 to 1949 and two terms as State Senator from 1949 to 1957, during which time he was Republican floor leader in both houses. He served a six-year term on the New Mexico State Highway Commission from January 25, 1967 to January 26, 1973, and during his tenure served as Chairman and Secretary. He served on the New Mexico Reciprocity Commission and was a member of the Historic Sites Commission. At the time of his death on June 27, 1991, he was a member of the Highway Users Conference and had served on its Board of Directors for several years. He was survived by his wife, Josephine G. Espinoza. He was also survived by his son, Carlos Espinoza, and three grandchildren: Valerie Espinoza; Reginaldo “Chip” Espinoza III; and Cholene Espinoza.

ADDITIONAL COMMENTS

In August of 2005, the STC dedicated the NMDOT District Five office building in Santa Fe as the “Reginaldo Espinoza, Sr. Building.” “This Commission is honored to name one of our buildings after a prominent New Mexican who dedicated his life to public service,” Transportation Commission Chairman Johnny Cope said. “So, it’s only fitting that we honor his memory by naming one of our buildings in Santa Fe after him.” “Senator Espinoza was a true public servant who dedicated most of his life to help others in need,” said David Schutz, District Five Transportation Commissioner from Santa Fe. “He touched many lives all across New Mexico, especially in the County of Santa Fe. I am honored and proud to be part of this dedication.”

In December of 2005, Governor Bill Richardson dedicated the New Mexico Department of Transportation District Five Office Building in the name of Mr. Reginaldo Espinoza, Sr. “As we look to the future, to a state with better highways, commuter rail options and a world class multimodal transportation system, we are standing on the shoulders of people like Reginaldo Espinoza,” Governor Richardson said.

DISTRICT FIVE : County of Santa Fe

New Mexico Department of Transportation General Office building in Santa Fe, New Mexico.

MEMORIALIZED OR DEDICATED NAME AND DATE

Joe M. Anaya Building

On September 16, 2004, the STC passed Resolution 2004-08 (August) designating the New Mexico Department of Transportation General Office Building in Santa Fe, New Mexico as the “Joe M. Anaya Building.” When the new State Transportation Complex is completed in 2008-2009, the new dedicated name of the building will be changed to “Joe M. Anaya Memorial Complex.”

HISTORICAL BACKGROUND AND ANALYSIS

Joe M. Anaya was born on June 24, 1934, in Santa Fe, New Mexico. A native New Mexican, Joe Anaya graduated from Stanley High School before he attended and graduated from St. Michael’s College (now known as the College of Santa Fe) in 1957. While attending St. Michael’s College, he began his career with the New Mexico State Highway Department, Traffic Services Division, for thirty years until he retired in 1986. In 1990, Governor Bruce King appointed Mr. Anaya as a member of the New Mexico State Highway Commission for six years until 1995, and served as the Chairman of the Commission from 1994-1995. In 1994, then-President Bill Clinton asked Joe Anaya to serve on the National Motor Carrier Advisory Committee. Mr. Anaya was also a member of the Los Alamos National Laboratory Diversity External Advisory Council. At the time of his death in the summer of 2001, he was survived by his wife, Mary Ann, his four sons, and two daughters. He was also survived by his twelve grandchildren.

ADDITIONAL COMMENTS

In September of 2004, the STC dedicated the NMDOT General Office Building in Santa Fe as the “Joe. M. Anaya Building.” “It is an honor and privilege for this Commission to name the headquarters of the Transportation Department after a great public servant who not only worked for this Department but also served as its Commissioner,” said Commission Chairman Johnny Cope. “Joe Anaya was not only a personal friend of mine, but he was a great friend of hundreds of employees of the Department of Transportation,” said District Five Commissioner David Schutz of Santa Fe. “Joe Anaya spent his entire life at the Department and he was a true champion of our Department and what we do,” Transportation Secretary Rhonda Faught said. “We’re very, very proud and honored that our building is named after him.”

In October of 2004, Governor Bill Richardson dedicated the New Mexico Department of Transportation General Office Complex in Santa Fe in honor of Joe M. Anaya. The building, located on 1120 Cerrillos Road in Santa Fe, will now be known as the “Joe M. Anaya Memorial Complex.” Governor Richardson also thanked the 2003 New Mexico State Legislature for recognizing the work of Joe Anaya in a Joint Memorial, and making the dedication a reality.

EXHIBITS

Memorial or Honorary Designation or Dedication of Highways and Structures

Commission Policy 61

March 15, 2004

NEW MEXICO STATE TRANSPORTATION COMMISSION



CP 61
04/15/04

Memorial or Honorary Designation or Dedication of Highways, Transportation Facilities and Structures

Reference: NMSA 1978, Section 67-3-40

This Commission Policy supersedes Commission Policy No. 61 dated September 19, 2002.

It is the policy of the New Mexico State Transportation Commission (Commission) that all requests for the designation or dedication by name of any New Mexico Department of Transportation building, bridge, interchange, highway, transportation facility or other structure shall be submitted to the Commission for approval.

- A. The Commission shall consider written requests for designation or dedication by name only under the following circumstances:
1. The requested designation or dedication by name is intended as a memorial to an event, person, or persons of historical significance, or intended as an honor to a person or persons of national esteem;
 2. The request is accompanied by a resolution from the governing body of each local government entity, in which the building, bridge, interchange, highway, transportation facility or other structure requested for designation or dedication by name is located, recommending the designation or dedication and committing to:
 - a. install within one year of the designation or dedication by the Commission the appropriate signs or plaques in accordance with the "Manual on Uniform Traffic Control Devices" at no cost to the Department; and
 - b. inspect the signs annually and perform all maintenance, repairs and replacement of the signs or plaques at no cost to the Department.
 3. The building, bridge, interchange, highway, transportation facility or other structure is complete;
 4. The building, bridge, interchange, highway, transportation facility or other structure has not previously been designated or dedicated by name, except that the Commission reserves the right to allow dual designations; and

5. The recommended name will not cause confusion or safety concerns for the traveling public, as determined by the Secretary of Transportation (hereinafter "Secretary").
 - B. The Commission may designate or dedicate by name a Department building, bridge, interchange, highway, transportation facility or other structure. The Department shall bear the cost of installation and maintenance of signs or plaques for designations or dedications made by the Commission.
 - C. The Commission shall rescind a prior designation or dedication in instances where the local government entity that requested the prior designation or dedication has not performed the requisite installation, inspection, maintenance, repairs or replacement of signs or plaques as set forth in section A.2 of this Policy. The appropriate district shall remove any signs or plaques installed pursuant to the prior designation or dedication.
 - D. The Secretary shall formulate suitable directives and procedures for the implementation of this Policy.
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GETTING NEW MEXICO'S TRANSPORTATION SYSTEMS



FROM THE 1800'S INTO THE 21ST CENTURY

