

# NM 159 VEHICLE LENGTH RESTRICTIONS

## STUDY & ANALYSIS

## INITIAL SUBMITTAL

**AUGUST 4, 2023**

Prepared For:

NEW MEXICO DEPARTMENT OF TRANSPORTATION  
1120 CERRILLOS RD.  
SANTA FE, NM 87505

Prepared By:

**Bohannon**  **Huston**

Engineering

Spatial Data

Advanced Technologies



**NM 159 VEHICLE LENGTH RESTRICTIONS  
STUDY & ANALYSIS**

**NEW MEXICO DEPARTMENT OF TRANSPORTATION**

**NMDOT CN U900440**

**AUGUST 4, 2023**

**DRAFT SUBMITTAL**

**Prepared by:**

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**Prepared for:**

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1120 CERRILLOS RD.  
SANTA FE, NM 87505**

**PREPARED BY:**

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**AUGUST 4, 2023**

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## **I. INTRODUCTION**

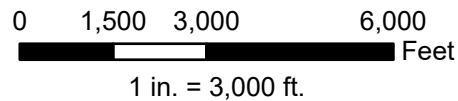
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### **A. STUDY LOCATION**

The NM 159 corridor is located Catron County, NM just east of Alma and Glenwood and just over an hour north of Silver City. NM 159 is a minor collector that runs east from where it begins at its junction with US highway 180, it is primarily a single lane road. From US 180 it climbs approximately 1,600 ft east to access Mogollon, NM and the Gila National Forest. NM 159 extends East of Mogollon for another approximately 15 miles into the Gila National Forest where numerous forest roads provide potential access to other communities such as Apache Creek and Reserve, NM. The study extents include the portion of the corridor from milepost 3, east to milepost 9.5. Within the study extents, NM 159 winds into the mountains through the Gila National Forest and several areas of private property. NM 159 is effectively the only means of access to the community of Mogollon. Additionally, Mogollon and the surrounding area have historically been areas of intense mining activity, although currently there appears to be very little mining activity. The project extents and area can be seen on Figure 1.

### **B. STUDY PURPOSE**

This study serves to analyze and document concerns with the existing NM 159 corridor being traveled by large vehicles. The NMDOT has decided to perform a study to determine if any vehicle size and length restrictions along the corridor should be implemented. The study will look at what design vehicles can safely navigate the existing corridor and determine which vehicles should be restricted from travelling along this corridor. Claims of large vehicles becoming stuck while traversing NM 159 have been reported, this creates a situation in which access from Mogollon to US 180 is effectively closed until the blockage can be cleared. This study will aim to understand how various vehicles operate within the corridor and provide recommendations to improve safety for all vehicles traveling NM 159 through the study extents.



- Mile Post
- Approximate NM 159 Centerline

**NM 159 Vehicle Length Restrictions Study**  
*Vicinity Map*

## **II. EXISTING CONDITIONS**

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### **A. ROADWAY CHARACTERISTICS**

Through the extent of the NM 159 study limits, the roadway exhibits characteristics similar to those seen in the forest roads of the nearby Gila National Forest. These characteristics include steep grades, limited sight distance, substantial elevation changes, in addition to the significant horizontal curvature, narrow roadway widths, and roadside hazards which are discussed qualitatively in the following sections.

#### **1. ROADWAY CURVATURE.**

NM 159 travels to the east from its junction with US 180, climbing into the mountains. This creates a roadway which follows drainage bottoms, switchbacks up mountainsides, and in many cases has steep drop offs just outside the shoulder. Within the limits of the study there are approximately 138 horizontal curves. Of those curves there are several instances of near 180° switchbacks. These more extreme curves lead to problems with vehicle off-tracking and sight distance.

#### **2. ROADWAY WIDTH**

NM 159 is primarily a single lane roadway, beginning at Windy Point (approximately milepost 4.4). Dirt shoulders are also present throughout much of the corridor. However, these vary in width from zero feet to a width sufficient to accommodate a vehicle pulling over. It is not unlikely for passing vehicles to utilize these unimproved shoulders to complete a pass.

#### **3. ROADSIDE FEATURES**

As NM 159 climbs towards Mogollon, a common occurrence is potential roadside hazards. These hazards include drop-offs, rock outcroppings, arroyos, trees, and other features. In some areas roadway drainage has begun to undermine the existing roadway section, creating another potential roadway hazard. While evaluating these hazards is not a goal of this study, they show the severe consequences associated when a vehicle departs the roadway, either from a loss of control or normal off-tracking on sharp curves.

**B. TRAFFIC CHARACTERISTICS**

**1. TRAFFIC VOLUMES**

The NM 159 corridor experiences very low traffic volumes. During the site visit by the team, we witnessed four passenger vehicles over a two-hour period, and we did not observe any large vehicles, although single unit delivery vehicles are reported to travel the corridor regularly. Based upon observations during the study team’s field visit, it was decided that traffic counts would provide little to no value in achieving the goals of this study, therefore, no traffic counts were collected. However, based upon NMDOT’s Transportation Data Management System NM 159 has an AADT of 78 vehicles per day. That AADT is based upon data collected near milepost 13, as such the AADT through the study corridor may be marginally higher. This information further supports the very low traffic volumes observed by the study team.

**2. CRASH HISTORY**

As part of this study crash history details were requested and received for the five-year period spanning from 2017 to 2021. During this time period there were a total of four crashes reported. Of those four crashes, one was a lone vehicle striking a deer with no other vehicles involved. The other three crashes consisted of a collision with an oncoming vehicle, resulting in no fatalities or injuries. None of the reported crashes were indicated to have involved a large vehicle. The crash reports are summarized in Table 1 below and the reports can be found in Appendix A.

**Table 1: Crash History Summary**

<b>Report ID</b>	<b>Date</b>	<b>Approximate Milepost</b>	<b>Number of Vehicles Involved</b>	<b>Fatalities</b>	<b>Crash Analysis</b>
30212282	6/30/2017	4.5	2	No	Oncoming Vehicle
710376074	7/8/2018	1	1	No	Animal - Deer
30212391	10/6/2018	6	2	No	Oncoming Vehicle
30212434	7/7/2019	3.5	2	No	Oncoming Vehicle

**C. PREVIOUS PROJECTS**

A project was completed to address 2013 flooding damage to NM 159 west of and through the community of Mogollon. This project consisted of roadway reconstruction, bridge construction, and drainage improvements. This study did not look at as-builts for this



project, but the study team did ensure that the GIS methods used for roadway delineation accounted for changes resulting from the Mogollon project. An important outcome of the Mogollon project was the reconstruction of bridges. The previous timber bridge structure had an original posted weight limit of 7 tons and a later inspection recommended 5-ton weight limit that was never posted. Documentation related to the weight limits on the previous bridge and associated weight limits can be found in Appendix B. This weight limit effectively limited the size of vehicles travelling along NM 159. Now that a new bridge has been constructed there is no longer a weight limit restriction.

#### **D. EXISTING RESTRICTIONS**

An interim length restriction is in place for NM 159. This restriction prohibits any vehicles longer than 46 feet in length from accessing the corridor from mile marker 4 to mile marker 25. Furthermore, it highly encourages any vehicles between 30 feet and 46 feet in length to utilize a pilot car. The restriction references “steep grades and numerous tight turns” as the reason for the restriction. A print of the NMROADS restriction panel can be found in Appendix C.

#### **E. EXISTING PUBLIC CONCERNS**

Community members have raised concerns about non passenger cars using NM 159 and how these oversize vehicles encroach into oncoming traffic while navigating the numerous curves along the corridor. Some of the emails received by the NMDOT from the public are related to potential exploratory mining operations from a private entity, some reference near crashes on the narrow road and incidents that stifled operations for the community that uses the road to access their homes, some are inquiring about restrictions for either vehicle weight or length, and others alerting the NMDOT about the conditions of the road. The information from this correspondence was used as a basis for the scope of this study and guided the technical analysis that was conducted to determine existing conditions and constraints.

### **III. VEHICLE TRACKING ANALYSIS**

---

To analyze safety and conflict concerns with large vehicles traveling on NM 159, Autodesk Vehicle Tracking was used. The necessary information to determine the path a vehicle would take when driving this corridor are the available roadway surface and the selection of a design vehicle to test. With this analysis multiple vehicles could be analyzed,

and their swept path identified. The swept paths presented show any offtracking that occurs when a vehicle navigates through a curve.

**A. DELINEATION OF ROADWAY SURFACE & CENTERLINE**

For the purpose of this study an approximate edge of available driving surface and the center of roadway was identified. These items were delineated based upon USGS lidar data (2019). GIS analysis was utilized to extract the existing edge of road from the LIDAR data. This method provides an approximate edge of roadway, which is sufficient for the goals of this study. Once the edge of road was established, the center of the road was identified as the midpoint between both edges, then smoothed to provide a representative centerline. For the purposes of this study an engineered centerline was not necessary.

**B. SELECTION OF DESIGN VEHICLE**

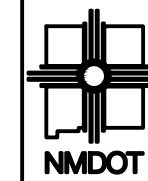
The analysis investigates several design vehicles for the corridor. The initial vehicle tracking analysis was completed using a combination tractor-trailer vehicle (WB-67). Using a very conservative design vehicle allowed the team to identify any curves that would fail to accommodate the worst-case scenario vehicle traveling on NM 159. From there subsequently smaller design vehicles were analyzed to see which curves failed to accommodate them. After the initial analysis with the combination tractor-trailer, smaller vehicles were only analyzed against the curves that failed to accommodate the next larger design vehicle. This means that once a curve was shown to accommodate a design vehicle, it is safe to assume that it will accommodate those smaller than it. In all, the study looked at a WB-67, SU-40, motorhome, a firetruck, and a passenger vehicle with a boat trailer.

**C. VEHICLE TRACKING RESULTS**

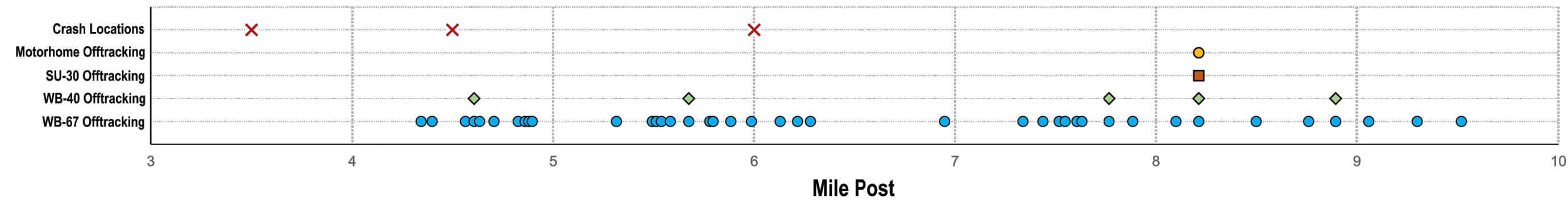
The NM 159 study corridor consists of approximately 138 curves over its length. Of these many will not accommodate a combination tractor-trailer. As the design vehicles analyzed get smaller, with and without trailers, there are more curves that can accommodate them. The results showing how many curves fail to accommodate a given vehicle can be found summarized below in Table 2. A firetruck and a passenger vehicle with boat trailer are both accommodated by all curves in the study limits. Figure 2 shows where in the corridor these vehicles are expected to offtrack at, it also shows where these occur in relation to reported crashes. Figures depicting the swept paths can be found in Appendix D.

**Table 2: Number of Curves Exhibiting Vehicle Offtracking**

	<b>AASHTO Design Vehicle</b>			
	<b>WB-67</b>	<b>WB-40</b>	<b>SU-30</b>	<b>Motorhome</b>
Number of Curves Failing to Accommodate	40	5	1	1



NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
FIGURE 2 - OFFTRACKING LOCATION DIAGRAM

#### **IV. PUBLIC INVOLVEMENT**

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To be completed after public information meeting, to be held after submittal of Draft Technical Report.

#### **V. CONCLUSIONS & RECOMMENDATIONS**

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Based on existing roadway characteristics, the NM 159 Corridor between Milepost 3 and Mogollon operates as a single lane road and the existing curvature limits the size of vehicle that can travel on the existing road. The NMDOT is aware of the situation and has addressed it by placing interim restrictions on the vehicle length that can use the road. The results of our vehicle tracking analysis yields the following conclusions:

- Throughout the 6.5-mile corridor, a WB-67 combination tractor-trailer is expected to off-track beyond the limits of asphalt in 40 locations.
- There are five curves along NM 159 that fail to accommodate a WB-40 tractor-trailer.
- Numerous severe and unprotected roadside hazards exist within the corridor, making roadway departures very dangerous.
- Horizontal sight distance is likely not satisfied at the location of many of these curves.
- One curve located at mile post 8.50, can accommodate a design vehicle no larger than a passenger vehicle with a boat trailer and a firetruck. A larger single unit truck trying to navigate this curve, may have to back up at least once in the curve limits.
- NM 159 functions as a one way in and one way out access to Mogollon, NM and the Gila National Forest. This means that any blockages on the roadway have the potential to halt all access in or out.
- As this highway serves a relatively small number of residents and commuters, reconstruction of it would not yield a large benefit when compared to statewide needs. Any recommendations should primarily focus on improving safety of the current roadway.

Based upon the conclusions described above, we concur with the interim restrictions for NM 159 and recommend that the interim vehicle restrictions along NM 159 be officially adopted for the roadway. The interim restrictions on NM 159 restrict all vehicles matching the description of an AASHTO WB-40 design vehicle (A 45.5-foot overall vehicle length with

a 33-foot trailer) and larger from travelling the corridor. Additionally, a pilot vehicle for vehicles over 30 feet in length is recommended. Alongside the vehicle restrictions, it is recommended that improved signing be implemented at the beginning of the corridor notifying vehicles of the one-lane nature of NM 159 and any restrictions in place. Two signs are recommended, a warning sign notifying travelers of the sharp curves and narrow road, and a regulatory sign notifying vehicles of the length restrictions.

**APPENDIX A:  
CRASH RECORDS**

30212282

CRASH INVESTIGATION  
SH 10074  
REVISED  
Mar. 8, 2009  
NMDOT/CR  
E92809

REPORTING DEPARTMENT

ON PRIVATE PROPERTY  PROPERTY DAMAGE ONLY  HIT AND RUN

Case Number: 9002-27-17  
NMDOT: CAD Num:

CRASH DATE (MM/DD/YY) 6/30/2017 MILITARY TIME 1840 CITY OCCURRED IN COUNTY Catron - 28

Sun M Tu W Th F S OCCURRED ON: (Route No. or Name) NM 159 AT INTERSECTION WITH: TRIBAL LAND?  Yes  No

OTHER LOCATION FEET MILES N NE NW S SE SW E W MILEPOST 4.55 LAT: LONG:

CRASH OCCURRED  On Roadway  Off Roadway CRASH CLASSIFICATION  Overturned  Other N-Col  Pedestrian  Other Vehicle  Vehicle on Other Rdwy  Parked Vehicle  Rollover  R. R. Train  Pedalcyclist  Animal  Fixed Object  Other Object ANALYSIS CODE: 0 From opposite direction

VEHICLE NO. HEADED 1 N NE NW S SE SW E W NM 159 Posted Speed Safe Speed

Drivers Full Name (Last, First, Middle) Address

Driver's License Number State NM D V Restrictions 2018 Interlock City/State Zip Code 88007 Phone

Date of Birth - M/D/YR 1977 Occupation CONSTRUCTION Seat Pos. LF Age 39 Sex M Race O Injury Code O DP Code O DP Used Property N Airbag Deploy N Ejected N EMS # Med Trans

Seat Pos. Occupant's Name (Last, First, Middle) Occupant's Address (City, State, Zip) RF 30 M O N N N

Vehicle Yr. 2004 Vehicle Make CHEV Color WHI Body Style PK Cargo Body Type Vehicle Use (1) Vehicle Use (2) Towed?  Yes  No Damage Severity  Heavy  Moderate  Slight  None  Unknown  All Areas Extent  Disabled  Functional  Appearance  Property  Fire  None  Top  Undercarriage

License Yr. 2018 State NM License Plate Number MAK866 VIN 1GBHC24U24E341965 Towed due to disabling damage?  Yes  No

DOT # Towed By Hazmat Placard 4 digit # OR Hazmat Name AND 1 digit # Hazmat Released?

Carrier's Name Carrier's Address Carrier's Zip

Owner's Name VILLALOBOS, OCTAVIO Owner's Address 5669 CHARLES RUSSEL LAS CRUCES Owner's Zip 88011 Owner's Telephone 575-430-5818

Insured By: (Name of Company) CINCINNATI INS CO Policy Number Trailer or Towed Vehicles (1) Type Year Make License Yr. License State License Number

Trailer or Towed Type

Vehicle No. 2 N NE NW S SE SW E W NM 159 Posted Speed Safe Speed

Drivers Full Name (Last, First, Middle) Address

Driver's License Number State NM D V Restrictions 2024 Interlock City/State Zip Code 88039 Phone

Date of Birth - M/D/YR 1956 Occupation LF Age 60 Sex M Race O Injury Code O DP Code O DP Used Property N Airbag Deploy N Ejected N EMS # Med Trans

Seat Pos. Occupant's Name (Last, First, Middle) Occupant's Address (City, State, Zip) 60 M O N N N

Vehicle Yr. 1989 Vehicle Make MAZD Color BLU Body Style PK Cargo Body Type Vehicle Use (1) Vehicle Use (2) Towed?  Yes  No Damage Severity  Heavy  Moderate  Slight  None  Unknown  All Areas Extent  Disabled  Functional  Appearance  Property  Fire  None  Top  Undercarriage

License Yr. 2018 State NM License Plate Number 743PKD VIN JM2UF313XK0722679 Towed due to disabling damage?  Yes  No

Number of Axles 2  10,000 lbs.  10,001 lbs.  Greater than 26,000 lbs. Hazmat Placard 4 digit # OR Hazmat Name AND 1 digit # Hazmat Released?

Carrier's Name Carrier's Address Carrier's Zip

Owner's Name JAMES OSTLER Owner's Address 1 BURSUM RD Owner's Zip 88039 Owner's Telephone 575-322-0383

Insured By: (Name of Company) ALLSTATE Policy Number Trailer or Towed Vehicles (1) Type Year Make License Yr. License State License Number

Trailer or Towed



ROAD - WEATHER	<b>LIGHTING (Check 1)</b> <input checked="" type="checkbox"/> Daylight <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Dark - Lighted <input type="checkbox"/> Dark - Not Lighted <input type="checkbox"/> Other and not stated	<b>WEATHER (Check 1)</b> <input checked="" type="checkbox"/> Clear <input type="checkbox"/> Raining <input type="checkbox"/> Snowing <input type="checkbox"/> Fog <input type="checkbox"/> Dust <input type="checkbox"/> Wind <input type="checkbox"/> Other <input type="checkbox"/> Sleet or	<b>ROAD COND (Check 1 for each)</b> V1 <input checked="" type="checkbox"/> Dry V0 <input type="checkbox"/> Wet <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Loose <input type="checkbox"/> Other <input type="checkbox"/> Standing or Moving Water <input type="checkbox"/> Slush	<b>ROAD SURFACE (Check 1 for each)</b> V1 <input type="checkbox"/> Paved V0 <input type="checkbox"/> Paved <input type="checkbox"/> Paved Center & Edgeline <input checked="" type="checkbox"/> Unpaved	<b>TRAFFIC CONTROL (Check 1 for each)</b> V1 <input type="checkbox"/> No Passing Zone V0 <input type="checkbox"/> Stop Sign <input type="checkbox"/> Traffic Signals <input type="checkbox"/> Yield Sign <input type="checkbox"/> R.R. Gate <input type="checkbox"/> 4 Way Stop <input type="checkbox"/> Flashers <input type="checkbox"/> No Controls <input type="checkbox"/> Other	<b>ROAD CHARACTER (Check 1)</b> <input type="checkbox"/> Straight <input type="checkbox"/> Curve <b>GRADE (Check 1)</b> <input type="checkbox"/> Level <input type="checkbox"/> Hillcrest <input checked="" type="checkbox"/> On Grade <input type="checkbox"/> Dip	<b>ROAD DESIGN (Check 1 OR more for each)</b> V1 V <input type="checkbox"/> 1 Lane <input type="checkbox"/> 2 Lanes <input type="checkbox"/> 3 Lanes <input type="checkbox"/> 4 + Lanes <input type="checkbox"/> Undivided <input type="checkbox"/> Physical Divider <input type="checkbox"/> Painted V1 V <input type="checkbox"/> One Way <input type="checkbox"/> Ramp <input type="checkbox"/> Full Access Control <input type="checkbox"/> Undeveloped <input type="checkbox"/> Alley <input type="checkbox"/> Other <input type="checkbox"/> Constr. Zone	Crash Report Number <b>30212282</b> Case Number <b>9002-27-17</b>
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EVENT	<b>APPARENT CONTRIBUTING FACTORS (Check 1 or more for each)</b> V1 V0 <input type="checkbox"/> Excessive Speed <input checked="" type="checkbox"/> Speed too fast for conditions <input type="checkbox"/> Failed to yield right of way <input type="checkbox"/> Passed stop sign <input type="checkbox"/> Disregarded traffic signal <input type="checkbox"/> Drove left of center <input type="checkbox"/> Improper overtaking <input type="checkbox"/> Avoid no contact vehicle <input type="checkbox"/> Avoid no contact -other <input type="checkbox"/> Cell phone <input type="checkbox"/> Texting <input type="checkbox"/> Low Visibility due to smoke <input type="checkbox"/> High speed pursuit						<b>APPARENT CONTRIBUTING FACTORS (Check 1 or more for each)</b> V1 V0 <input type="checkbox"/> Following too closely <input type="checkbox"/> Made improper turn <input type="checkbox"/> Driver inattention <input type="checkbox"/> Under influence of alcohol <input type="checkbox"/> Other improper driving <input type="checkbox"/> Pedestrian error <input type="checkbox"/> Inadequate brakes <input type="checkbox"/> Driverless moving vehicle <input type="checkbox"/> Failed to yield - Police Veh(s) <input type="checkbox"/> Failed to yield - Emrgcy Veh(s) <input type="checkbox"/> Under the influence of Drugs <input type="checkbox"/> High speed pursuit						<b>APPARENT CONTRIBUTING FACTORS (Check 1 or more for each)</b> V1 V0 <input type="checkbox"/> Defective steering <input type="checkbox"/> Defective tires <input type="checkbox"/> Other mech. defect <input type="checkbox"/> Road defect <input checked="" type="checkbox"/> Other No driver error <input type="checkbox"/> Traffic control not <input type="checkbox"/> Impropr lane change <input type="checkbox"/> Improper backing <input type="checkbox"/> None <input checked="" type="checkbox"/> Vehicle Skidded						<b>DRIVER ACTIONS (Check 1 or more for each)</b> V1 V0 <input type="checkbox"/> Going Straight <input type="checkbox"/> Overtaking /Passing <input checked="" type="checkbox"/> Right Turn <input checked="" type="checkbox"/> Left Turn <input type="checkbox"/> U Turn <input type="checkbox"/> Slowing <input type="checkbox"/> Backing						<b>DRIVER ACTIONS (Check 1 or more for each)</b> V1 V0 <input type="checkbox"/> Stopped for traffic <input type="checkbox"/> Stopped for sign/signal <input type="checkbox"/> Start in traffic lane <input type="checkbox"/> Start from park <input type="checkbox"/> Parked <input type="checkbox"/> Other						<b>SEQUENCE OF EVENTS (See event codes)</b> V1 V0 FIRST EVENT SECOND THIRD FOURTH EVENT					
-------	---	--	--	--	--	--	--	--	--	--	--	--	---	--	--	--	--	--	---	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--	--	--

DRIVER	<b>DRIVER/PED/BIKE/CYCLIST SOBRIETY (Check 1 or more for each)</b> D1 D2 <input type="checkbox"/> Consumed Alcohol <input type="checkbox"/> Consumed a Controlled Substance <input type="checkbox"/> Had Not Consumed Alcohol <input type="checkbox"/> Sobriety Unknown <input type="checkbox"/> Consumed Medication <input type="checkbox"/> Tested by Instrument <input type="checkbox"/> Breath Test Administered <input type="checkbox"/> Blood Test Administered <input type="checkbox"/> Standard Field Sobriety Test Administered <input type="checkbox"/> Refused Test						<b>DRIVER/PED/BIKE/CYCLIST PHYSICAL COND (Check 1 or more for each)</b> D1 D0 <input type="checkbox"/> Fatigue-Asleep <input type="checkbox"/> Eyesight Imp. <input type="checkbox"/> Hearing Imp. <input type="checkbox"/> Illness <input type="checkbox"/> Medication <input type="checkbox"/> Amputee <input type="checkbox"/> No App. Defects <input type="checkbox"/> *Other Physical Impairment <input type="checkbox"/> Unknown *SPECIFY:						PEDESTRIAN	<b>AT INTERSECTION (Check 1 or more for each)</b> P1 P0 <input type="checkbox"/> With Signal <input type="checkbox"/> Against Signal <input type="checkbox"/> No Signal <input type="checkbox"/> Crossing						<b>AT INTERSECTION (Check 1 or more for each)</b> P1 P0 <input type="checkbox"/> From Behind Obstruction <input type="checkbox"/> No Crosswalk <input type="checkbox"/> Crosswalk <input type="checkbox"/> Walking W/Traffic <input type="checkbox"/> Other						<b>AT INTERSECTION (Check 1 or more for each)</b> P1 P0 <input type="checkbox"/> Walking Against Traffic <input type="checkbox"/> Standing <input type="checkbox"/> Pushing or Working on Vehicle <input type="checkbox"/> Playing in Road					
--------	--	--	--	--	--	--	--	--	--	--	--	--	------------	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

**Describe what happened -- refer to vehicles by number:**

On June 30, 2017, I, Deputy Jeff Fisher, was contacted by dispatch at approximately 18:46 hours regarding a two vehicle crash at milepost 4 on NM 159, which is in Catron County, NM. I and Deputy Eby arrived on scene at approximately 19:48 hours. There was one vehicle, a white Chevrolet bearing NM plate, (MAK866), parked to as far to the north side of the road as possible. The damage on the truck was low, started on the driver's door, ending at the utility bed. The driver, [redacted] and passenger, [redacted] were present. Due to a language barrier, Spanish/English, I interviewed the passenger, [redacted]. He stated that they were traveling west, down the hill, as they came around the curve to the left at approximately 10-15 mph, they saw a small blue truck coming up the hill. [redacted] said that [redacted] had almost come to a stop when the other vehicle struck their's. [redacted] had moved over as far as possible, and had not moved the vehicle since. Several vehicles drove past to the inside while we were conducting the investigation. After the collision, the driver of the blue truck got out, picked up some debris, then left the scene. [redacted] identified the driver as [redacted] a man he had known approximately 10 years. The owner of the vehicle, Tony Villalobos arrived on scene. He translated for me, [redacted] answered questions confirming Andrew's statement. [redacted] further identified the vehicle as a "Mazda" truck. Deputy Eby and I then went to Mogollon, where [redacted] resides, found a blue Mazda truck bearing NM plate (743PKD). It had damage at the driver's headlight area consistent to the evidence at the scene of the crash, there was debris in the back of the truck as described by [redacted] I went to the back door of the museum/ home, no one would answer. I interviewed [redacted] on 7/17/17, he admitted to driving a little to fast, and running into the white chevy, saying that he slid into them.

Use Diagram/Narrative Sheet for additional information

OTHER PROPERTY INVOLVED	DESCRIPTION OF PROPERTY AND DAMAGE
Owner's Name	Owner's Address
Owner's Zip Code	Owner's Telephone

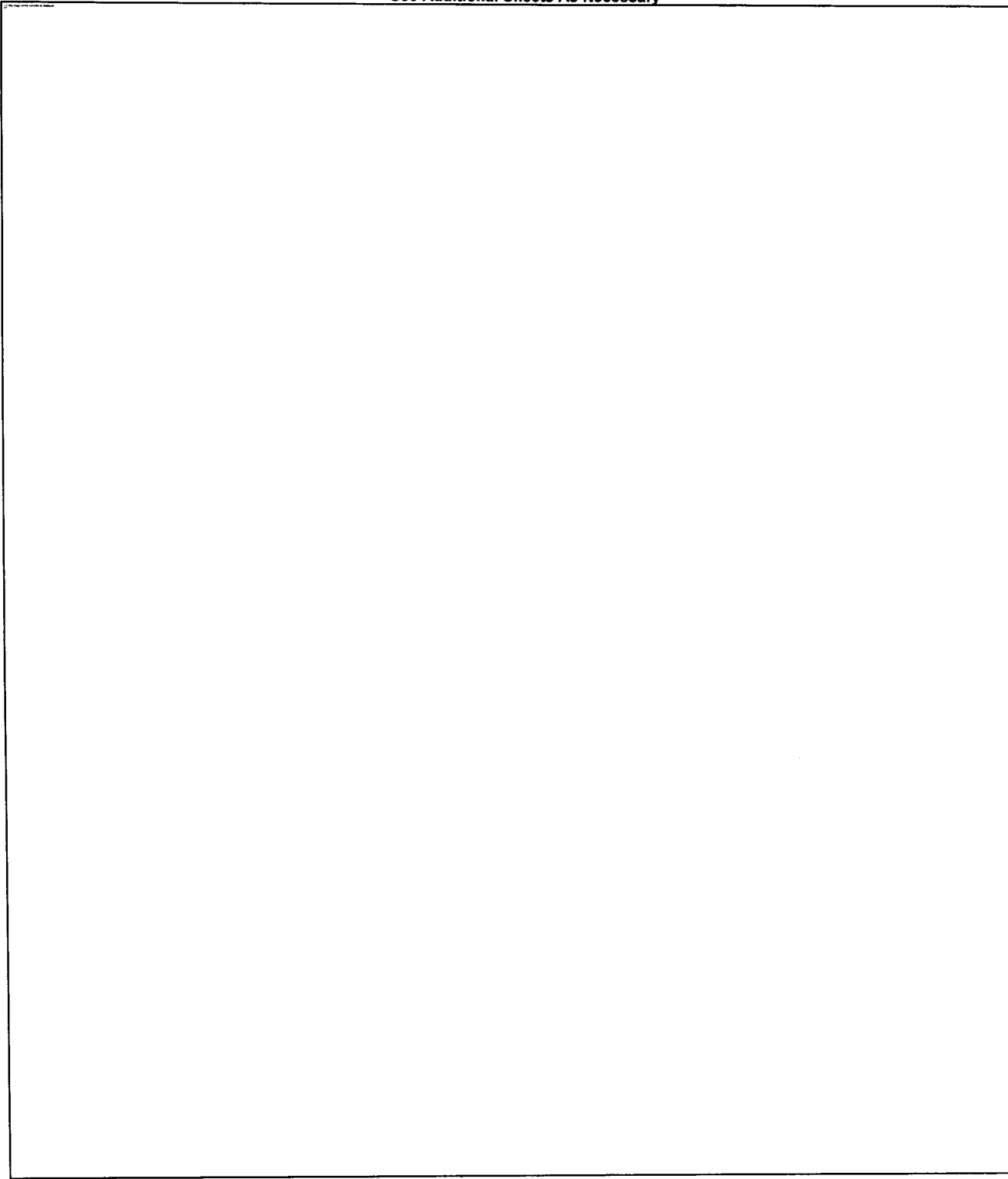
NAME	ADDRESS	TELEPHONE

VEN. NO.	NAME	VIOLATION (COMMON NAME)	ACTION
			<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending
			<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending
			<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending

Time Notified <b>0715</b>	Time Arrived <b>0741</b>	Notified By <b>Catron County Dispatch</b>	Supervisor at Scene	Checked By
Officer's Signature	Printed Officers Name <b>J FISHER</b>	Rank <b>CS</b>	ID No.	District <b>11</b>
Crash Report Number <b>30212282</b>	STATE OF NEW MEXICO UNIFORM CRASH REPORT			Date of Report <b>7/16/2017</b>
Case Number <b>9002-27-17</b>	NM Statute 66-7-209			SHEET
0				OF SHEETS

# DIAGRAM/NARRATIVE

Use Additional Sheets As Necessary



CRASH REPORT NUMBER:  
30212282

CASE NUMBER:  
9002-27-17

DIAGRAM DRAWING BY:  
DEPUTY J. FISHER

MEASUREMENTS TAKEN BY:  
DEPUTY J. FISHER



**VEHICLE 1 MOVED FROM LOCATION OF ACCIDENT**

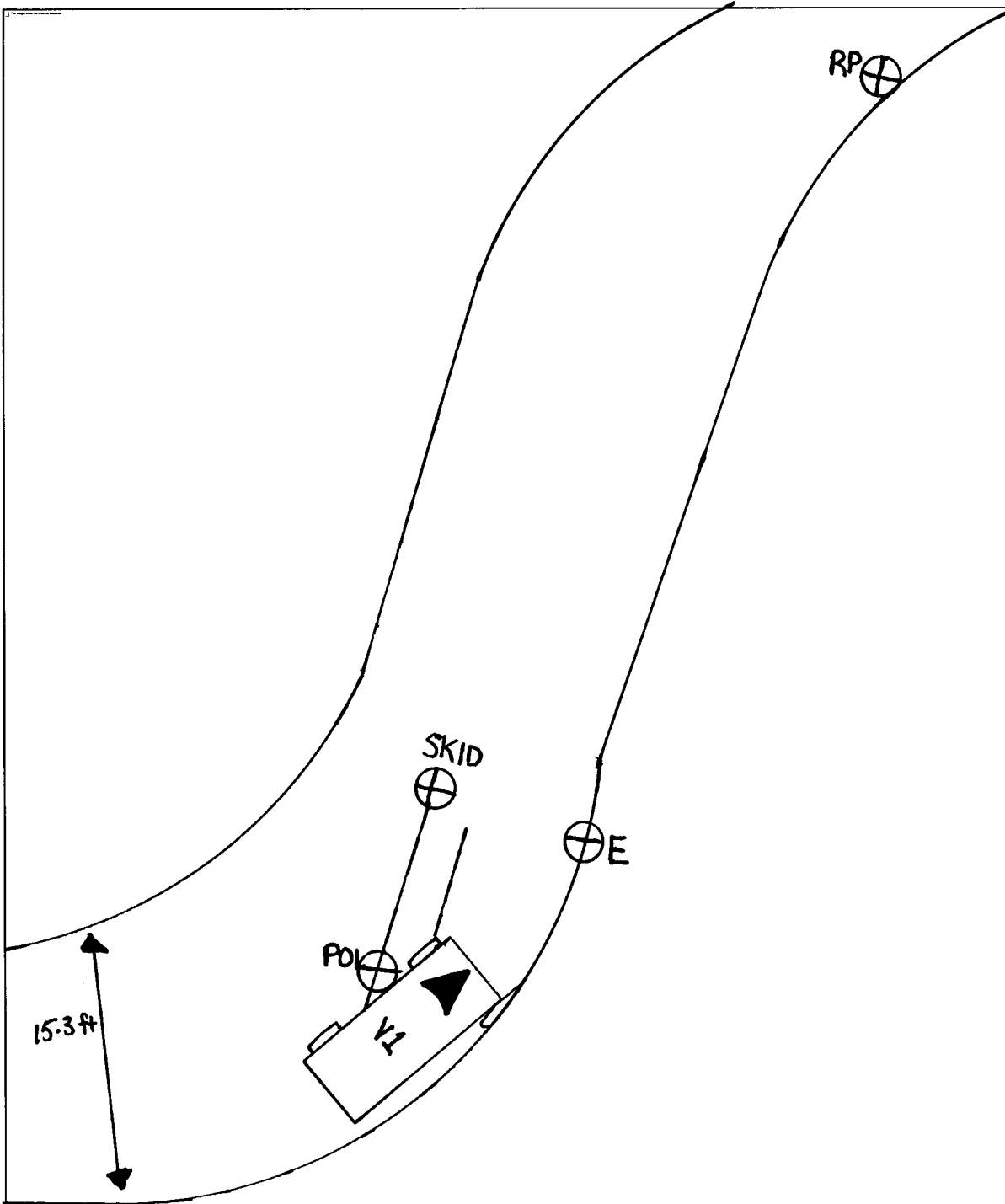
Crash Report Number 000000000  
Case Number 9002-27-17

STATE OF NEW MEXICO UNIFORM CRASH REPORT  
NM Statute 66-7-209

SHEET  
OF SHEETS

# DIAGRAM/NARRATIVE

Use Additional Sheets As Necessary



CRASH REPORT NUMBER  
30212282

CASE NUMBER

DIAGRAM DRAWN BY:  
Trent Eby

MEASUREMENTS TAKEN BY:  
Trent Eby

## LEGEND

RP = Culvert  
 POI = Point of Impact  
 RP = Reference Point  
 LFT = Left Front Tire  
 LRT = Left Rear Tire  
 E = Edge

## MEASUREMENTS (ft)

RP-SKID START = 173.2  
 SKID = 8.9  
 E-POI = 9.5  
 RP-LFT = 175.1  
 RP-POI = 182.1  
 E-SKID = 9.5  
 RP-LRT = 185.4  
 E-LFT = 3.9  
 E-LRT = 7.5



Crash Report Number 0000000000  
 Case Number

STATE OF NEW MEXICO UNIFORM CRASH REPORT

SHEET OF SHEETS

30212391

REPORTING DEPARTMENT

ON PRIVATE PROPERTY, FATAL INJURY, PROPERTY DAMAGE ONLY, UNDER \$500, \$500 OR MORE, HIT AND RUN, TOTAL NUMBER OF VEHICLES: Case Number: 9002-65-18, NMDOT: CAD Num:

CRASH DATE (MM/DD/YYYY) 10/6/2018, MILITARY TIME 1700, CITY OCCURRED IN In County, COUNTY Catron - 28

OTHER LOCATION, OCCURRED ON: (Route No. or Name) State Road 159, AT INTERSECTION WITH: TRIBAL LAND? Yes No

PERMANENT LANDMARK - COUNTY LINE - INTERSECTION Milepost 5-6, Milepost, LAT, LONG

CRASH OCCURRED On Roadway Off Roadway, CRASH CLASSIFICATION: Overturned, Other N-Col, Pedestrian, Other Vehicle, Vehicle on Other Rdwy, Parked Vehicle, Rollover, R. R. Train, Pedalcyclist, Animal, Fixed Object, Other Object, ANALYSIS CODE: 0 From opposite direction

VEHICLE NO. HEADED 1, On: SR 159, Left Scene of Crash N, Posted Speed, Safe Speed

Drivers Full Name (Last, First, Middle), Address

Driver's License Number, State NM, Type E, Status V, Restrictions B, Endorsements W, Expires 02/26, Interlock, City/State, Zip Code 88039, Phone

Date of Birth - M/D/YR /1972, Occupation, Seat Pos LF, Age 45, Sex M, Race C, Injury Code O, OP Code 6, DP Used I, Airbag Deploy N, Ejected N, EMS# N/A, Med Trans N

Seat Pos, Occupant's Name (Last, First, Middle), Occupant's Address (City, State, Zip)

Vehicle Yr, Vehicle Make, Color, Body Style, Cargo Body Type, Vehicle Use (1), Vehicle Use (2), Towed? Yes No, Damage Severity: Heavy, Moderate, Slight, None, Unknown, All Areas, Extent: Disabled, Functional, Appearance, Property, Fire, None, Undercarriage

License Yr, State, License Plate Number, VIN, DOT #, Interstate Carrier Code, Towed By Armstrong Towing, Towed To Quemado, NM

Number of Axles, Vehicle Weight Rating/Gross Combination Weight Rating, HazMat Placard, Hazmat Placard 4 digit #, OR Hazmat Name, AND 1 digit #, Hazmat Released? Yes No

Carrier's Name, Carrier's Address, Carrier's Zip, Owner's Name, Owner's Company Name, Owner's Address 100 Main Street, Reserve, NM, Owner's Zip 87830, Owner's Telephone 575-533-6423

Insured By: (Name of Company) Munich Reinsurance America, Policy Number, Trailer or Towed Vehicles (1), Type, Year, Make, License Yr, License State, License Number

Trailer or Towed Vehicles (2), Type, Year, Make, License Yr, License State, License Number, Trailer or Towed Vehicles (3), Type, Year, Make, License Yr, License State, License Number

Vehicle No. HEADED 2, On: SR 159, Left Scene of Crash N, Posted Speed, Safe Speed

Drivers Full Name (Last, First, Middle), Address

Driver's License Number, State NM, Type D, Status V, Restrictions B, Endorsements, Expires 09/27, Interlock, City/State, Zip Code 88061, Phone

Date of Birth - M/D/YR 47, Occupation, Seat Pos LF, Age 71, Sex M, Race C, Injury Code O, OP Code 6, DP Used I, Airbag Deploy N, Ejected N, EMS# N/A, Med Trans N

Seat Pos, Occupant's Name (Last, First, Middle), Occupant's Address (City, State, Zip)

Vehicle Yr, Vehicle Make, Color, Body Style, Cargo Body Type, Vehicle Use (1), Vehicle Use (2), Towed? Yes No, Damage Severity: Heavy, Moderate, Slight, None, Unknown, All Areas, Extent: Disabled, Functional, Appearance, Property, Fire, None, Undercarriage

License Yr, State, License Plate Number, VIN, DOT #, Interstate Carrier Code, Towed By, Towed To

Number of Axles, Vehicle Weight Rating/Gross Combination Weight Rating, HazMat Placard, Hazmat Placard 4 digit #, OR Hazmat Name, AND 1 digit #, Hazmat Released? Yes No

Carrier's Name, Carrier's Address, Carrier's Zip, Owner's Name, Owner's Company Name, Owner's Address, Owner's Zip, Owner's Telephone

Insured By: (Name of Company) Same as Driver, Policy Number, Trailer or Towed Vehicles (1), Type, Year, Make, License Yr, License State, License Number

Trailer or Towed Vehicles (2), Type, Year, Make, License Yr, License State, License Number, Trailer or Towed Vehicles (3), Type, Year, Make, License Yr, License State, License Number

Crash Report Number 30212391, STATE OF NEW MEXICO UNIFORM CRASH REPORT, SHEET

Case Number 9002-65-18, NM Statute 66-7-209, OF SHEETS

Vehicle No. 1

Vehicle No. 2 or PEDESTRIAN - OTHER

ROAD - WEATHER	LIGHTING (Check 1)	WEATHER (Check 1)	ROAD COND (Check 1 for each)		ROAD SURFACE (Check 1 for each)		TRAFFIC CONTROL (Check 1 for each)		ROAD CHARACTER (Check 1)	Crash Report Number <b>30212391</b>	
	<input checked="" type="checkbox"/> Daylight <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Dark - Lighted <input type="checkbox"/> Dark - Not Lighted <input type="checkbox"/> Other and not stated	<input checked="" type="checkbox"/> Clear <input type="checkbox"/> Raining <input type="checkbox"/> Snowing <input type="checkbox"/> Fog <input type="checkbox"/> Dust <input type="checkbox"/> Wind <input type="checkbox"/> Other <input type="checkbox"/> Sleet or	V1 <input checked="" type="checkbox"/> V2 <input type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Loose Material <input type="checkbox"/> Other <input type="checkbox"/> Standing or Moving Water <input type="checkbox"/> Slush	V1 <input type="checkbox"/> V2 <input type="checkbox"/> Paved <input type="checkbox"/> Paved <input type="checkbox"/> Paved Center & Edgeline <input type="checkbox"/> Unpaved	V1 <input type="checkbox"/> V2 <input type="checkbox"/> No Passing Zone <input type="checkbox"/> Stop Sign <input type="checkbox"/> Traffic Signals <input type="checkbox"/> Yield Sign <input type="checkbox"/> R.R. Gate <input type="checkbox"/> H Way Stop <input type="checkbox"/> Flashers <input type="checkbox"/> No Controls <input type="checkbox"/> Other	<input type="checkbox"/> Straight <input checked="" type="checkbox"/> Curve	GRADE (Check 1) <input type="checkbox"/> Level <input type="checkbox"/> Hillcrest <input checked="" type="checkbox"/> On Grade <input type="checkbox"/> Dip		ROAD DESIGN (Check 1 OR more for each)		Case Number <b>9002-65-18</b>
	V1 <input checked="" type="checkbox"/> V2 <input type="checkbox"/> 1 Lane <input type="checkbox"/> 2 Lanes <input type="checkbox"/> 3 Lanes <input type="checkbox"/> 4 + Lanes <input type="checkbox"/> Undivided <input type="checkbox"/> Physical Divider <input type="checkbox"/> Painted		V1 <input type="checkbox"/> V2 <input type="checkbox"/> One Way <input type="checkbox"/> Ramp <input type="checkbox"/> Full Access Control <input type="checkbox"/> Undeveloped <input type="checkbox"/> Alley <input type="checkbox"/> Other <input type="checkbox"/> Constr. Zone								

EVENT	APPARENT CONTRIBUTING FACTORS (Check 1 or more for each)						DRIVERS' ACTIONS (Check 1 or more for each)				SEQUENCE OF EVENTS (See event codes)									
	V1 <input type="checkbox"/> V2 <input type="checkbox"/> Excessive Speed <input type="checkbox"/> Speed too fast for conditions <input type="checkbox"/> Failed to yield right of way <input type="checkbox"/> Passed stop sign <input type="checkbox"/> Disregarded traffic signal <input type="checkbox"/> Drove left of center <input type="checkbox"/> Improper overtaking <input type="checkbox"/> Avoid no contact vehicle <input type="checkbox"/> Avoid no contact -other <input type="checkbox"/> Cell Phone <input type="checkbox"/> Texting <input type="checkbox"/> Low Visibility due to smoke	V1 <input type="checkbox"/> V2 <input type="checkbox"/> Following too closely <input type="checkbox"/> Made improper turn <input type="checkbox"/> Driver inattention <input type="checkbox"/> Under influence of alcohol <input type="checkbox"/> Other improper driving <input type="checkbox"/> Pedestrian error <input type="checkbox"/> Inadequate brakes <input type="checkbox"/> Driverless moving vehicle <input type="checkbox"/> Failed to yield - Police Veh(s) <input type="checkbox"/> Failed to yield - Emrgcy Veh(s) <input type="checkbox"/> Under the influence of Drugs <input type="checkbox"/> High speed pursuit	V1 <input type="checkbox"/> V2 <input type="checkbox"/> Defective steering <input type="checkbox"/> Defective tires <input type="checkbox"/> Other mech. defect <input type="checkbox"/> Road defect <input type="checkbox"/> Traffic control not <input type="checkbox"/> Improper lane change <input type="checkbox"/> Improper backing <input type="checkbox"/> None <input type="checkbox"/> Vehicle Skidded	V1 <input type="checkbox"/> V2 <input type="checkbox"/> Going Straight <input type="checkbox"/> Overtaking /Passing <input checked="" type="checkbox"/> Right Turn <input checked="" type="checkbox"/> Left Turn <input type="checkbox"/> U Turn <input type="checkbox"/> Slowing <input type="checkbox"/> Backing	V1 <input type="checkbox"/> V2 <input type="checkbox"/> Stopped for traffic <input type="checkbox"/> Stopped for sign/signal <input type="checkbox"/> Start in traffic lane <input type="checkbox"/> Start from park <input type="checkbox"/> Parked <input type="checkbox"/> Other	FIRST EVENT		SECOND EVENT		THIRD EVENT		FOURTH EVENT								
													FIRST EVENT		SECOND EVENT		THIRD EVENT		FOURTH EVENT	
													FIRST EVENT		SECOND EVENT		THIRD EVENT		FOURTH EVENT	

DRIVER	DRIVER/PED/PEDALCYCLIST SOBRIETY (Check 1 or more for each with X)				DRIVER/PED/PEDALCYCLIST PHYSICAL COND (Mark 1 or more for each with X)				PEDESTRIAN/PEDALCYCLIST ACTION							
	D1 <input type="checkbox"/> D2 <input type="checkbox"/> Consumed Alcohol <input type="checkbox"/> Consumed a Controlled Substance <input type="checkbox"/> Had Not Consumed Alcohol <input checked="" type="checkbox"/> Sobriety Unknown <input type="checkbox"/> Consumed Medication <input type="checkbox"/> Tested by Instrument <input type="checkbox"/> Breath Test Administered		D1 <input type="checkbox"/> D2 <input type="checkbox"/> Fatigue-Asleep <input type="checkbox"/> Eyesight Imp. <input type="checkbox"/> Hearing Imp. <input type="checkbox"/> Illness		D1 <input type="checkbox"/> D2 <input type="checkbox"/> Medication <input type="checkbox"/> Amputee <input type="checkbox"/> No App. Defects <input type="checkbox"/> Other Physical Impairment		At Intersection P1 <input type="checkbox"/> P2 <input type="checkbox"/> With Signal <input type="checkbox"/> Against Signal <input type="checkbox"/> No Signal <input type="checkbox"/> Crossing		Not at Intersection P1 <input type="checkbox"/> P2 <input type="checkbox"/> From Behind Obstruction <input type="checkbox"/> No Crosswalk <input type="checkbox"/> Crosswalk <input type="checkbox"/> Walking W/Traffic <input type="checkbox"/> *Other		P1 <input type="checkbox"/> P2 <input type="checkbox"/> Walking Against Traffic <input type="checkbox"/> Standing <input type="checkbox"/> Pushing or Working on Vehicle <input type="checkbox"/> Playing in Road		*SPECIFY D1		*SPECIFY D2	
	gms/210L _____ gms/210L <input type="checkbox"/> Blood Test Administered <input type="checkbox"/> Standard Field Sobriety Test Administered <input type="checkbox"/> Refused Test		*SPECIFY D 1		*SPECIFY D 2											

**Describe what happened - refer to vehicles by number.**

On 10/6/18 I was notified by Catron County Dispatch of a motor vehicle crash on State Road 159. I contacted the reporting party (Driver 1) who stated that he was traveling east on State Road 159, taking the Glenwood VFD Tender (T-404) back to the Mogollon fire station. He stated he had a pilot car in front of him. While traveling up the hill, a pickup (Vehicle 2) was coming down the mountain and pulled off to the side of the road as much as he could and stopped, but Driver 1 was unable to maneuver the curve without colliding with Vehicle 2. The road is very narrow along that road. Both vehicles had already left the scene.

Use Diagram/Narrative Sheet for additional information

OTHER PROPERTY INVOLVED	Property Type	DESCRIPTION OF PROPERTY AND DAMAGE		
	Owner's Name	Owner's Address	Owner's Zip Code	Owner's Telephone

WITNESS	NAME	AGE	ADDRESS	TELEPHONE

ENFORCEMENT ACTION	VEH. NO.	NAME	VIOLATION (COMMON NAME)	ACTION
				<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending
				<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending

Time Notified <b>1739</b>	Time Arrived	Notified By <b>Catron County Dispatch</b>	Supervisor at Scene <b>None</b>	Checked By
Officer's Signature <i>Dusty Choate</i>	Printed Officers Name <b>Dusty Choate</b>	Rank <b>Deputy</b>	ID No. <b>C-6</b>	District <b>11</b>
Crash Report Number <b>30212391</b>	STATE OF NEW MEXICO UNIFORM CRASH REPORT NM Statute 66-7-209			Date of Report <b>10/11/2018</b>
Case Number <b>9002-65-18</b>	SHEET			OF SHEETS

# Catron County Sheriff Department

30212434

CRASH INVESTIGATION  
SH 10074  
REVISED  
Mar. 6, 2009  
NMDOTUCR  
E92809

REPORTING DEPARTMENT

ON PRIVATE PROPERTY     PROPERTY DAMAGE ONLY     HIT AND RUN     Case Number: **9002-35-19**

NMDOT:     CAD Num:

CRASH DATE (MM/DD/YYYY) **7/7/2019**    MILITARY TIME **1700**    CITY OCCURRED IN **IN COUNTY**    COUNTY **catron - 28**

Sun  M  Tu  W  Th  F  S  OCCURRED ON: (Route No. or Name) **STATE ROAD 159**    AT INTERSECTION WITH:    TRIBAL LAND?  Yes  No

OTHER LOCATION **3.5**  FEET  MILES    N  NE  NW  S  SE  SW  E  W  **US. 180**    LAT:    LONG:

CRASH OCCURRED  On Roadway  Off Roadway    CRASH CLASSIFICATION  Overturned  Other N-Col  Pedestrian  Other Vehicle  Vehicle on Other Rdwy  Parked Vehicle  Rollover  R. R. Train  Pedalcyclist  Animal  Fixed Object  Other Object    ANALYSIS CODE:  From opposite direction

VEHICLE NO. HEADED **1**    N  NE  NW  S  SE  SW  E  W  **NEW MEXICO STATE HIGHWAY 159**    Y    Posted Speed    Safe Speed

Drivers Full Name (Last, First, Middle)    Address

Driver's License Number    State **AZ**    D  V     Restrictions    2041    Interlock     City/State    Zip Code **85546**    Phone

Date of Birth - M/D/YR **1976**    Occupation    Seat Pos. **LF**    Age **42**    Sex (MF) **F**    Race **C**    Injury Code **O**    OP Code **6**    DP Used **Y**    Airbag Deploy **N**    Ejected **N**    EMS#    Med Trans

Seat Pos.    Occupant's Name (Last, First, Middle)    Occupant's Address (City, State, Zip)    Age **8**    Sex (MF) **M**    Race **C**    Injury Code **O**    OP Code **6**    DP Used **Y**    Airbag Deploy **N**    Ejected **N**    EMS#    Med Trans

**LF** **ADDISON HINLEY**    **SAME AS DRIVER 1**

Vehicle Yr. **2017**    Vehicle Make **NISS**    Color **BLK**    Body Style **PK**    Cargo Body Type    Vehicle Use (1)    Vehicle Use (2) **P**    Towed?  Yes  No    Damage Severity  Heavy  Moderate  Slight  None  Unknown  All Areas    Extent  Disabled  Functional  Appearance  Property  Fire  None    1 2 3 4 5

License Yr. **2020**    State **AZ**    License Plate Number **CLV7059**    VIN **1N6AA1F13HN502634**    Towed due to disabling damage?  Yes  No    Hazmat Placard 4 digit #    OR    Hazmat Name    AND    1 digit #    Hazmat Released?    6 7 8 9 10 11

DOT #    Towed By **DROVE AWAY**    Carrier's Name    Carrier's Address    Carrier's Zip

Number of Axles **2**    Vehicle Weight Rating/Gross Combination Weight Rating  10,000 lbs. or less  10,001 lbs. to 26,000 lbs.  Greater than 26,000 lbs.    Carrier's Name    Carrier's Address    Carrier's Zip

Owner's Name **DAVID FRANK BLACKWELL AND DRIVER #1**    Owner's Address **SAME AS DRIVER #1**    Owner's Zip **SAME**    Owner's Telephone **SAME**

Insured By: (Name of Company) **PROGRESSIVE**    Policy Number    Trailer or Towed Vehicles (1)    Type    Year    Make    License Yr.    License State    License Number

Trailer or Towed    Type    Year    Make    License Yr.    License State    License Number

Vehicle No. HEADED **2**    N  NE  NW  S  SE  SW  E  W  **NEW MEXICO STATE HIGHWAY 159**    Y    Posted Speed    Safe Speed

Drivers Full Name (Last, First, Middle)    Address

Driver's License Number    State **NM**    D  V     Restrictions    2019    Interlock     City/State    Zip Code **88061**    Phone

Date of Birth - M/D/YR **1948**    Occupation    Seat Pos. **LF**    Age **70**    Sex (MF) **M**    Race **C**    Injury Code **O**    OP Code **6**    DP Used **Y**    Airbag Deploy **N**    Ejected **N**    EMS#    Med Trans

Seat Pos.    Occupant's Name (Last, First, Middle)    Occupant's Address (City, State, Zip)    Age **67**    Sex (MF) **F**    Race **C**    Injury Code **O**    OP Code **6**    DP Used **Y**    Airbag Deploy **N**    Ejected **N**    EMS#    Med Trans

**RF**    **SAME AS DRIVER #2**

Vehicle Yr. **1994**    Vehicle Make **CHEV**    Color **BRO**    Body Style **SV**    Cargo Body Type    Vehicle Use (1)    Vehicle Use (2) **P**    Towed?  Yes  No    Damage Severity  Heavy  Moderate  Slight  None  Unknown  All Areas    Extent  Disabled  Functional  Appearance  Property  Fire  None    1 2 3 4 5

License Yr. **2020**    State **NM**    License Plate Number **HAD190**    VIN **1GBEG25K0RF167397**    Towed due to disabling damage?  Yes  No    Hazmat Placard 4 digit #    OR    Hazmat Name    AND    1 digit #    Hazmat Released?    6 7 8 9 10 11

DOT #    Towed By **DROVE AWAY**    Carrier's Name    Carrier's Address    Carrier's Zip

Number of Axles **1**    Vehicle Weight Rating/Gross Combination Weight Rating  10,000 lbs. or less  10,001 lbs. to 26,000 lbs.  Greater than 26,000 lbs.    Carrier's Name    Carrier's Address    Carrier's Zip

Owner's Name **SAME AS PASSENGER #1**    Owner's Address **SAME**    Owner's Zip **SAME**    Owner's Telephone **SAME**

Insured By: (Name of Company) **USAA**    Policy Number    Trailer or Towed Vehicles (1)    Type    Year    Make    License Yr.    License State    License Number

Trailer or Towed    Type    Year    Make    License Yr.    License State    License Number

ROAD - WEATHER	LIGHTING (Check 1)	WEATHER (Check 1)	ROAD COND (Check 1 for each)	ROAD SURFACE (Check 1 for each)	TRAFFIC CONTROL (Check 1 for each)	ROAD CHARACTER (Check 1)	Crash Report Number <b>30212434</b>
	<input checked="" type="checkbox"/> Daylight <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Dark - Lighted <input type="checkbox"/> Dark - Not Lighted <input type="checkbox"/> Other and not stated	<input checked="" type="checkbox"/> Clear <input type="checkbox"/> Raining <input type="checkbox"/> Snowing <input type="checkbox"/> Fog <input type="checkbox"/> Dust <input type="checkbox"/> Wind <input type="checkbox"/> Other <input type="checkbox"/> Sleet or	V1 <input checked="" type="checkbox"/> V2 <input checked="" type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Loose <input type="checkbox"/> Other <input type="checkbox"/> Standing or Moving Water <input type="checkbox"/> Slush	V1 <input checked="" type="checkbox"/> V2 <input checked="" type="checkbox"/> Paved <input type="checkbox"/> Paved <input type="checkbox"/> Paved Center & Edgeline <input type="checkbox"/> Unpaved	V1 <input type="checkbox"/> V2 <input type="checkbox"/> No Passing Zone <input type="checkbox"/> Stop Sign <input type="checkbox"/> Traffic Signals <input type="checkbox"/> Yield Sign <input type="checkbox"/> R.R. Gate <input type="checkbox"/> 4 Way Stop <input type="checkbox"/> Flashers <input checked="" type="checkbox"/> No Controls <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Straight <input type="checkbox"/> Curve	Case Number <b>9002-35-19</b>
	GRADE (Check 1)						ROAD DESIGN (Check 1 OR more for each)

EVENT	APPARENT CONTRIBUTING FACTORS (Check 1 or more for each)						DRIVERS' ACTIONS (Check 1 or more for each)				SEQUENCE OF EVENTS (See event codes)																																							
	V1 <input type="checkbox"/>	V2 <input type="checkbox"/>	V1 <input type="checkbox"/>	V2 <input type="checkbox"/>	V1 <input type="checkbox"/>	V2 <input type="checkbox"/>	V1 <input type="checkbox"/>	V2 <input type="checkbox"/>	V1 <input type="checkbox"/>	V2 <input type="checkbox"/>	V1 <input type="checkbox"/>	V2 <input type="checkbox"/>																																						
	<input type="checkbox"/> Excessive Speed	<input type="checkbox"/> Speed too fast for conditions	<input type="checkbox"/> Failed to yield right of way	<input type="checkbox"/> Passed stop sign	<input type="checkbox"/> Disregarded traffic signal	<input type="checkbox"/> Drove left of center	<input type="checkbox"/> Improper overtaking	<input type="checkbox"/> Avoid no contact vehicle	<input type="checkbox"/> Avoid no contact -other	<input type="checkbox"/> Cell phone	<input type="checkbox"/> Texting	<input type="checkbox"/> Low Visibility due to smoke	<input type="checkbox"/> Following too closely	<input type="checkbox"/> Made improper turn	<input type="checkbox"/> Driver inattention	<input type="checkbox"/> Under influence of alcohol	<input type="checkbox"/> Other improper driving	<input type="checkbox"/> Pedestrian error	<input type="checkbox"/> Inadequate brakes	<input type="checkbox"/> Driverless moving vehicle	<input type="checkbox"/> Failed to yield - Police Veh(s)	<input type="checkbox"/> Failed to yield - Emrgcy Veh(s)	<input type="checkbox"/> Under the influence of Drugs	<input type="checkbox"/> High speed pursuit	<input type="checkbox"/> Defective steering	<input type="checkbox"/> Defective tires	<input type="checkbox"/> Other mech. defect	<input type="checkbox"/> Road defect	<input type="checkbox"/> Traffic control not	<input type="checkbox"/> Impropr lane change	<input type="checkbox"/> Improper backing	<input type="checkbox"/> None	<input type="checkbox"/> Vehicle Skidded	<input type="checkbox"/> Going Straight	<input type="checkbox"/> Overtaking /Passing	<input type="checkbox"/> Right Turn	<input type="checkbox"/> Left Turn	<input type="checkbox"/> U Turn	<input type="checkbox"/> Slowing	<input type="checkbox"/> Backing	<input type="checkbox"/> Stopped for traffic	<input type="checkbox"/> Stopped for sign/signal	<input type="checkbox"/> Start in traffic lane	<input type="checkbox"/> Start from park	<input type="checkbox"/> Parked	<input checked="" type="checkbox"/> Other	FIRST EVENT	SECOND	THIRD	FOURTH EVENT

DRIVER	DRIVER/PED/PEDALCYCLIST SOBRIETY (Check 1 or more for each with X)				DRIVER/PED/PEDALCYCLIST PHYSICAL COND. (Mark 1 or more for each with X)				PEDESTRIAN/PEDALCYCLIST ACTION																						
	D1 <input type="checkbox"/>	D2 <input type="checkbox"/>	D1 <input type="checkbox"/>	D2 <input type="checkbox"/>	D1 <input type="checkbox"/>	D2 <input type="checkbox"/>	D1 <input type="checkbox"/>	D2 <input type="checkbox"/>	At Intersection		Not at Intersection																				
	<input type="checkbox"/> Consumed Alcohol	<input type="checkbox"/> Consumed a Controlled Substance	<input type="checkbox"/> Had Not Consumed Alcohol	<input checked="" type="checkbox"/> Sobriety Unknown	<input type="checkbox"/> Consumed Medication	<input type="checkbox"/> Tested by Instrument	<input type="checkbox"/> Breath Test Administered	<input type="checkbox"/> Blood Test Administered	<input type="checkbox"/> Standard Field Sobriety Test Administered	<input type="checkbox"/> Refused Test	<input type="checkbox"/> Fatigue-Asleep	<input type="checkbox"/> Eyesight Imp.	<input type="checkbox"/> Hearing Imp.	<input type="checkbox"/> Illness	<input type="checkbox"/> Medication	<input type="checkbox"/> Amputee	<input checked="" type="checkbox"/> No App. Defects	<input type="checkbox"/> *Other Physical Impairment	<input type="checkbox"/> Unknown	<input type="checkbox"/> With Signal	<input type="checkbox"/> Against Signal	<input type="checkbox"/> No Signal	<input type="checkbox"/> Crossing	<input type="checkbox"/> From Behind Obstruction	<input type="checkbox"/> No Crosswalk	<input type="checkbox"/> Crosswalk	<input type="checkbox"/> Walking W/Traffic	<input type="checkbox"/> Other	<input type="checkbox"/> Walking Against Traffic	<input type="checkbox"/> Standing	<input type="checkbox"/> Pushing or Working on Vehicle

**Describe what happened - refer to vehicles by number.**

Driver #1 said she was driving west on New Mexico State Road 159. Driver #1 said she pulled to the cliff edge of the highway to allow vehicle #2 to pass. Driver #1 said vehicle #2 struck vehicle #1 on the drivers side causing damage to vehicle #1. Driver #1 said there was a White Chevrolet pickup truck that witnessed the crash. Driver #1 did not know the identity of the driver of the white chevrolet pickup. Driver #1 said to Deputy Louis Martinez that after the crash she was dizzy and shouldn't drive. Driver #1 said her husband was a driving a vehicle in front of her but did not witness the crash. Driver #1 said Driver #2 exited his vehicle after the crash, looked at his vehicle, said I'm Ok then entered his vehicle and continued driving. Driver #1 said she drove West away from the scene until obtaining cell service and reported the incident.

Driver #2 said he was driving East on New Mexico State Highway 159. Driver #2 said he pulled to the edge of the roadway to allow vehicle #1 to pass. Driver #2 said, Driver 1 and 2 pulled their mirrors inward. Driver #2 said vehicle #1 was driving on the cliff edge of the highway. Driver #2 said vehicle #1 began passing on his drivers side and after passing his drivers door began to cut into vehicle #2 until striking vehicle vehicle #2. Driver #2 said he exited his vehicle and spoke with driver #1. Driver #2 said he asked driver #1 if she was OK. Driver #2 said, driver #1 told him she was dizzy, shouldn't be driving and needed to contact her husband. Driver #2 said there was a white vehicle driving East behind vehicle #2 but Driver #2 could not identify the driver. Driver #2 said, he did not have phone coverage and continued driving to the town of Mogollon where he was contacted by law enforcement. Due to New Mexico State Highway 159 being a one lane paved roadway and both vehicles being moved from the crash scene prior to my arrival and the conflicting reports from Driver 1 and Driver 2 as well as not knowing the indentity of the driver of the white vehicle following vehicle #2. I was unable to determine the facts of the vehicle crash. No injuries were reported

Use Diagram/Narrative Sheet for additional information

DESCRIPTION OF PROPERTY AND DAMAGE			
Owner's Name	Owner's Address	Owner's Zip Code	Owner's Telephone

WITNESS	NAME	AGE	ADDRESS	TELEPHONE

ENFORCEMENT ACTION	VEH. NO.	NAME	VIOLATION (COMMON NAME)	ACTION
				<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending
				<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending

Time Notified 1700	Time Arrived 1715	Notified By Catron County Dispatch	Supervisor at Scene	Checked By <i>[Signature]</i>
Officer's Signature <i>[Signature]</i>	Printed Officers Name Scott Landrum	Rank C5	ID No 4345	District 11

Crash Report Number <b>30212434</b>	STATE OF NEW MEXICO UNIFORM CRASH REPORT NM Statute 66-7-209	SHEET 2
Case Number 9002-35-19	0	OF 1 SHEETS

# DIAGRAM/NARRATIVE

Use Additional Sheets As Necessary

NO DIAGRAM. VEHICLES WERE MOVED PRIOR TO MY ARRIVAL

PHOTGRAPHS WERE TAKEN OF VEHICLE 1 AND VEHICLE 2

CRASH REPORT NUMBER:  
*802124134*

CASE NUMBER:  
9002-35-19

DIAGRAM DRAWING BY:  
Scott Landrum

MEASUREMENTS TAKEN BY:  
Scott Landrum



Crash Report Number 0000000000  
Case Number 9002-35-19

## STATE OF NEW MEXICO UNIFORM CRASH REPORT NM Statute 66-7-209

0

SHEET 3  
OF 3 SHEETS






**NEW MEXICO STATE POLICE**  
REPORTING DEPARTMENT

STATE OF NEW MEXICO  
UNIFORM CRASH REPORT

**710376074**

Private Property? <b>NO</b>	<input type="checkbox"/> Fatal <input type="checkbox"/> Injury	Property Damage Only <input type="checkbox"/> Under \$500 <input checked="" type="checkbox"/> \$500 or More	Hit and Run? <b>NO</b>	Case Number: <b>NMSPR1810402</b>	NMDOT: <b>6</b>	CAD Num: <b>NMSP18182040</b>
Crash Date <b>07/08/2018</b>	Military Time <b>05:30</b>	City Occurred In <b>NOT IN CITY</b>	County <b>CATRON</b>			
Day of Week <b>SUNDAY</b>	Occurred On: (Route No. or Name) <b>NM 159</b>	At Intersection With: <b>UNNAMED STREET</b>			Tribal Land? <b>NO</b>	
Other Location	Measurement <b>813 FT</b>	Direction <b>SOUTH</b>	Permanent Landmark - County Line - Intersection <b>UNNAMED STREET</b>			Milepost Lat: <b>33.3716417</b> Long: <b>-108.88364</b>
Crash Occurred <b>ON ROADWAY</b>	Crash Classification <b>ANIMAL</b>	Analysis Code <b>21 - DEER</b>				

<b>VEHICLE NO. 001</b>	VEHICLE NO. <b>HEADED</b>	Unit Direction <b>01 SOUTH WEST</b>	On: <b>NM 159</b>	Left the Scene of the Crash? <b>YES</b>	Posted Speed <b>45</b>	Safe Speed <b>45</b>										
	Driver's Last Name [REDACTED]		Driver's First Name [REDACTED]		Driver's Middle Name [REDACTED]		Driver's Street Address [REDACTED]									
	Driver's License Number [REDACTED]	State <b>NM</b>	Type <b>D</b>	Status <b>V</b>	Restrictions	Endorsements	Expires <b>01/07/2019</b>									
	City [REDACTED]	State	Zip Code <b>88039-0000</b>	Phone [REDACTED]												
	Date of Birth [REDACTED]/1976	Occupation <b>BUSINESS OWNER</b>			Seat Pos <b>LF</b>	Age <b>41</b>	Sex <b>F</b>	Race <b>C</b>	Injury Code <b>O</b>	OP Code <b>6</b>	OP Used Properly <b>YES</b>	Airbag Deploy <b>N</b>	Ejected <b>N</b>	EMS Num	Med Trans <b>NO</b>	
	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)														
	Veh. Year <b>2017</b>	Veh. Make <b>TOYOTA</b>	Color <b>GRAY - GRY</b>	Body Style <b>SV</b>	Cargo Body Type	Veh. Use1 <b>P</b>	Veh. Use2	Veh. Towed? <b>NO</b>	Vehicle Disabled <b>NO</b>							
	Lic. Year <b>2018</b>	State <b>NM</b>	License Plate Number <b>ACKF70</b>	VIN <b>JTEBU5JR9H5482582</b>	DOT #			Damage Severity <b>MODERATE</b>	Damage Area 12  6 11 10 9 8 7 <b>01,11,12</b>							
	Interstate Carrier?	Towed By	Towed To					Extent <b>APPEARANCE</b>								
	Number of Axles	Gross Vehicle/Comb Weight Rating	HazMat Placard?	Hazmat Placard 4-digit OR Hazmat Name			AND	1-digit #	HazMat Released <b>NO</b>							
Carrier's Name		Street Address			Carrier City			State	Carrier's Zip							
Owner's Last Name <b>ALLISON</b>		Owner's First Name <b>GARY</b>		Owner's Middle Name <b>DON</b>		Owner's Company Name										
Street Address <b>37 HUGH BAR MESA</b>		Owner's City <b>GLENWOOD</b>			State <b>NM</b>	Owner Zip <b>88039-9024</b>	Owner's Phone <b>(575) 539-2144</b>									
Insured By: (Name of Company) <b>STATE FARM</b>			Policy Number [REDACTED]		Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num					
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num			
Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)				Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejecte	EMS Num	Med Trans	


COND	Lighting <b>DAYLIGHT</b>		Weather <b>CLEAR</b>		Road Character <b>STRAIGHT</b>		Road Grade <b>ON GRADE</b>		
	VEH NO. <b>01</b>	Road Condition <b>DRY</b>	Road Surface <b>PAVED CENTER AND EDGE LIN</b>		Traffic Control <b>NO CONTROLS</b>	Road Lanes <b>1 LANE</b>	Road Design Div <b>PAINTED DIVIDE</b>	Road Design <b>OTHER</b>	
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS		
	<b>NONE</b>				<b>GOING STRAIGHT</b>		FIRST EVENT	<b>ANIM</b>	
							SECOND EVENT		
							THIRD EVENT		
FOURTH EVENT									
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION			
	<b>HAD NOT CONSUMED ALCOHOL</b>		<b>NO APP. DEFECTS</b>			At Intersection			
	Breath Test Results		Driver Physical Condition - Other			Not At Intersection			
				Pedestrian Action - Other					
<b>NARRATIVE</b>									
<b>SEE ATTACHED SUPPLEMENTAL NARRATIVE.</b>									
Other Property Involved	Type	Description of Property and Damage							
	Owner's Last Name		Owner's First Name			Owner's Middle Name			
	Owner's Street Address		Owner's City			State	Zip Code	Owner's Phone	
WITNESS	Witness's Last Name		Witness's First Name			Witness's Middle Name		Age	
	Witness's Street Address		Witness's City		State	Zip Code	Witness's Phone		
<b>ENFORCEMENT ACTION - VIOLATIONS</b>									
VEH NO.	Last Name		First Name		Middle Name		Violation (Common Name)		Action
Time Notified <b>13:00</b>	Time Arrived <b>13:40</b>	Notified By <b>OWNER</b>			Supervisor at Scene <b>NONE</b>				
Checked By <b>2871 - NEIL, DAVID - 7/15/2018</b>									
Officer's Signature 		Officer's Name <b>GOETZ, RAY</b>			Rank <b>PTLM</b>	ID Number <b>5016</b>	District <b>D12</b>	Report Date <b>07/08/2018</b>	

Diagram Drawn By

**GOETZ, RAY**

Measurements Taken By

**DIAGRAM**



**STATE OF NEW MEXICO UNIFORM CRASH REPORT - SUPPLEMENTAL NARRATIVE**

Crash Date <b>07/08/2018</b>	Crash Time <b>05:30</b>	Crash Report Number <b>710376074</b>	Agency Case Number <b>NMSPR1810402</b>		
Officer/Person Submitting Supplemental Report <b>GOETZ, RAY</b>		Rank <b>PTLM</b>	ID Number <b>5016</b>	District <b>D12</b>	Report Date <b>07/08/2018</b>

**NARRATIVE**

**SYNOPSIS: ON 07-08-18, AT APPROXIMATELY 13:00 HOURS, I OFFICER RAY GOETZ WAS DISPATCHED TO STATE ROAD 159 MILE MARKER 1 FOR A VEHICLE VERSUS DEER CRASH.**

**VEHICLES: VEHICLE #1 2017 GRAY IN COLOR TOYOTA BEARING NEW MEXICO LICENSE ACKF70.**

**DRIVER'S STATEMENT: DRIVER OF VEHICLE #1 IDENTIFIED AS [REDACTED]. DRIVER #1 STATED SHE WAS TRAVELING SOUTHWEST ON STATE ROAD 159 AT 30 MPH ON HER WAY TO WORK. WHEN TWO DEER JUMPED UP FROM THE RIGHT SIDE OF THE ROAD AND SHE HIT ONE OF THE DEER. DRIVER #1 STATED THAT IT HAPPENED SO FAST SHE DID NOT HAVE TIME TO DO ANYTHING EXCEPT HIT THE DEER. DRIVER #1 STATED THAT SHE KEPT THE VEHICLE STRAIGHT AND CAME TO A STOP. DRIVER #1 DRUG THE DEER TO THE RIGHT SHOULDER OF THE ROADWAY AND WENT ONTO WORK. DRIVER #1 CONTACTED HER INSURANCE AND THEY REQUESTED THAT A CRASH REPORT BE TAKEN.**

**NARRATIVE/INVESTIGATION: UPON ARRIVAL I NOTICED VEHICLE #1 PARKED BEHIND THE ALMA GRILL LOCATED IN ALMA NM. I NOTICED THAT THE VEHICLE HAD FRONT END DAMAGE TO THE FRONT BUMPER, GRILL, RIGHT FRONT HEAD LIGHT, FOG LIGHT AND WINDSHIELD, THE AIR BAGS WERE NOT DEPLOYED. I THEN WENT TO THE LOCATION OF THE CRASH. I LOCATED THE DEER DECEASED AND ON THE WEST SHOULDER OF STATE ROAD 159 APPROXIMATELY 20 FEET SOUTHWEST OF THE DEBRIS WHICH INDICATED THE APPROXIMATE POINT OF IMPACT. I DID NOT SEE ANY SKID MARKS IN THE ROADWAY AND THERE IS NO INDICATION THAT THE DRIVER LEFT HER LANE OF TRAVEL. I DID NOT SEE ANY ADDITIONAL DAMAGE TO THE VEHICLE.**

**CONCLUSION: BASED ON THE STATEMENTS AND THE SCENE THE CRASH WAS CAUSED BY THE DEER.**

**STATE OF NEW MEXICO UNIFORM CRASH REPORT - SUPPLEMENTAL DIAGRAM**

Crash Date <b>07/08/2018</b>	Crash Time <b>05:30</b>	Crash Report Number <b>710376074</b>	Agency Case Number <b>NMSPR1810402</b>
Diagram Drawn By <b>R. E. GOETZ</b>		Measurements Taken By <b>R. E. GOETZ</b>	

**DIAGRAM**



**APPENDIX B:  
BRIDGE DOCUMENTATION**

Br. 2222, SR78, 89 M.E. USFD. In Mingo Co.



4-13' SIBN T.T. or Masonry (plastered)

Looking E. Upstream 7/11/68

BRIDGE MAINTENANCE INSPECTION REPORT

STRUCTURE IDENTIFICATION & DATA

PRIORITY LETTER \_\_\_\_\_

1. Structure No. 222.2 Dist. No. 1 County CATRON Town/City \_\_\_\_\_ F.A. Route No. \_\_\_\_\_
2. Project No. \_\_\_\_\_ Mile Post 0 Year Built unk Last Inspection Date: 5-20-70
3. Feature Intersected & Location Silver Creek - 8 1/2 M. EAST US 180 AT MP
4. Route on Str. SR-78 Dir. EAST Service on Str. Highway Service Under Str. Waterway
5. Defense Section No. \_\_\_\_\_ Defense Mile Point \_\_\_\_\_ Defense Section Length \_\_\_\_\_ Defense Bridge Description \_\_\_\_\_
6. Description 1-14<sup>3</sup> ft. SS. T.T. Multi-Beam
7. No. Lanes on Structure 1 No. Lanes Under Structure 0 Structure Roadway Width 16<sup>5</sup> Temperature NA
8. Structure Overall Width 17<sup>0</sup> Structure Overall Length 154 Median \_\_\_\_\_ Skew Angle 0
9. Approach Pavement Width 17<sup>0</sup> Appr. Rdwy. Width w/shlds. 17<sup>0</sup> Total Horiz. Clearance: 16'-6"
10. Weight Limit Posting 0 Speed Limit Posting 0 Str. Alignment TANG Design Live Load \_\_\_\_\_
11. No. Main Spans 1 No. Approach Spans 0 Max. Span Length 14<sup>3</sup> Structure Flared: NO
12. Minimum Vertical Clearances: a. Over Rdwy. 10' Selected Path unlimited b. Over Bridge Roadway unlimited
13. Min. Under Clearances; Min. Vertical: NA Min. Lateral: Rt. NA Lt. NA
14. Plans Available at NONE Suppl. Plans Available at NONE No. of Shts. Attached 8
15. Longitude \_\_\_\_\_ Latitude \_\_\_\_\_ Bypass, Detour Length NO 99 Mi.
16. Known Utilities \_\_\_\_\_
17. \*Route Under Structure NA Dir. \_\_\_\_\_ Mile Post \_\_\_\_\_ Bypass, Detour Length \_\_\_\_\_ Mi.
18. Defense Section No. \_\_\_\_\_ Defense Mile Point \_\_\_\_\_ Defense Section Length \_\_\_\_\_ Defense Bridge Description \_\_\_\_\_
19. Total Horiz. Clearance: \_\_\_\_\_ Min. Vertical Clearance: Over Rdwy. 10' Selected Path \_\_\_\_\_
20. F. A. Route No. \_\_\_\_\_ Func. Class. \_\_\_\_\_ ADT \_\_\_\_\_ Year \_\_\_\_\_
21. Miscellaneous \_\_\_\_\_

SUPERSTRUCTURE CONDITION

ITEM	CONDITION DESCRIPTION	Mat- erial	Rat- ing
Roadway	Rear: <u>ASP</u>		
Approaches	Fwd: <u>ASP</u>	<u>AS</u>	<u>8</u>
Wearing Surface	<u>asphalt</u>	Th: <u>8 1/2</u> <u>AS</u>	<u>8</u>
Bridge Deck	<u>3x12 planks -</u>		
	<u>No deficiencies</u>	Th: <u>3"</u>	<u>8</u>
Railing	<u>1-3"x8" T.T. on 2-6"x6" T.T. Post</u>		<u>8</u>
Curbs, Sidewalks	<u>NONE</u>		
Drainage	<u>ADEQUATE</u>		
Expansion Joints	<u>NONE</u>		
Bearings	<u>Timber on concrete</u>		
	<u>No deficiencies</u>		
Stringers or Girders	<u>8-15" x 8" T.T.</u>		
	<u>No DEFICIENCIES</u>	b.w.dth = 15" d = depth of 8"	
		Spcg: <u>c/c 26 1/2</u>	
Paint	<u>NA</u>		
Diaphragm	<u>NONE</u>		



ITEM	CONDITION DESCRIPTION	Material	Rating
TRUSSES: Use Sketches to Locate Deficiencies	Floor Beams		
	Top Chord		
	Bottom Chord		
	Verticals		
	Diagonals		
	Head Struts		
	Top Laterals		
	Bottom Laterals		
	Overall Superstr.:		

MATERIAL: Concrete = C, Steel = S, Timber = T, Asphalt = AS, Aluminum = AL, Masonry = M, Rock = R, Wire = W, Earth = E, Prestressed Concrete = PC, Gravel = G, Sandy Soil = SS

**SUBSTRUCTURE CONDITION**

ITEM	CONDITION DESCRIPTION	Material	Rating
Description	MASONRY WITH GROUT		
ABUTMENTS	Front Wall & Bridge Seat		
	Wing Walls		
	Footings or Found. Piles		
PIERS	Description		
	Pier Cap		
	Shaft or Piling		
	Foundations		
	Overall Substr.		

Fill Cover. \_\_\_\_\_

**BOX CULVERT CONDITION**

ITEM	CONDITION DESCRIPTION	Material	Rating
Bottom Slab			
Top Slab			
Barrel Walls			
Parapets	Inlet End		
	Outlet End		
Wing Walls	Inlet End		
	Outlet End		
Overall C B C			

N = Not Applicable  
 9 = New Condition.  
 8 = Good Condition-No Repair Necessary.  
 7 = Minor Items in Need of Repair by Maint. Forces.  
 6 = Major Items in Need of Repair by Maint. Forces.  
 5 = Major Repairs by Contract.  
 4 = Minimum Adequacy to Tolerate Present Traffic-Immediate Rehabilitation Necessary to Keep Open.

**CONDITION RATINGS**  
 3 = Inadequacy to Tolerate Present Heavy Load-Warrants Closing Bridge to Trucks.  
 2 = Inadequacy to Tolerate Any Live Load-Warrants Closing Bridge to all Traffic.  
 1 = Bridge Repairable if Desirable to Open to Traffic.  
 0 = Bridge Conditions Beyond Repair - Danger of Immediate Collapse.

**CHANNEL CONDITION**  
CONDITION DESCRIPTION

Structure No. 2222

ITEM	CONDITION DESCRIPTION	Material	Cond. Rating
Culverts & Retaining Walls	<u>None</u>	X	X
Bank Protection	<u>NONE</u>	X	X
Berms or Aprons	<u>NONE</u>	X	X
Channel	<u>Rocky - Normal to structure</u>		8
Channel Protection	<u>NONE-NONE NEEDED</u>	-	8
Waterway Adequacy	<u>NO DEFICIENCIES</u>		8
		High Water Elevation =	

ITEM	Func. Class.	APPRAISAL DEFICIENCIES	ADT	Year	App. Rating
Structural Condition		<u>Minor Deficiencies</u>			8
Deck Geometry		<u>Inadequate Bridge Rating</u>			7
Under Clearances Vert. & Lateral		<u>NA</u>			X
Clearances Above Deck		<u>unlimited - NO deficiencies</u>			8
Safe Load Capacity		<u>low Rating due to position of stringers</u> <u>Inv. HS 4 Oper HS 7 (legal HS 14 from Chants)</u>			3
Waterway Adequacy		<u>NO DEFICIENCIES</u>			8
Approaches: Align., Shlds., Pavement, Guard Rails		<u>ALIGN - NO DEFICIENCIES - I.N.A.D.E.Q.U.A.T.E. SAFETY DEVICES</u> <u>SHDS - pavement - NO DEFICIENCIES -</u> <u>GUARD RAILS - NONE -</u>			5

**PROPOSED IMPROVEMENTS**

Install type 3 HAZARD MKRS.  
INSTALL GUARD RAIL  
UPGRADE BRIDGE RAILING -  
REMOVE EXCESS OVERLAY

Remarks:

POST FOR SAFE LOAD OF 7 TONS

THIS STRUCTURE IS NOT ON SHD INVENTORY

Inspected By:

APL [Signature]  
5-16-78

Date

5-12-78

Reviewed by:

Date

**APPRAISAL RATINGS**

N = Not Applicable

9 = Condition Superior to Present Desirable Criteria.

8 = Condition Equal to Present Desirable Criteria.

7 = Condition Better Than Present Minimum Criteria.

6 = Condition Equal to Present Minimum Criteria.

5 = Condition Somewhat Better Than Minimum Adequacy to Tolerate Being Left in Place as is.

4 = Condition Meeting Minimum Tolerable Limits To be Left in Place as is.

3 = Basically Intolerable Condition, Requiring High Priority of Repair.

2 = Basically Intolerable Condition Requiring High Priority of Replacement.

1 = Immediate Repair Necessary to Put Back in Service.

0 = Immediate Replacement Necessary to Put Back in Service.

**SKETCHES - PROFILES - CROSS SECTION**

Structure No. 2222

NEW MEXICO STATE HIGHWAY DEPARTMENT

FORM A-267

CONFIRMATION MEMO

#2222

TO Mr. John Nemecek DATE 5-11-78

We have heavy traffic going into Mogollon.

They are mining in Mogollon and we need to

put a weight limit on the first little bridge

for our own protection. Since you are in Santa

Fe today I will try to contact Arlo or ~~Arlo~~ Joy *Muisick*

SIGNED *Paul Richards*

PLEASE REPLY HERE

TO *Don* DATE *5/11*

*Paul brought this in - he said they are hauling heavy equipment in and may already be hauling ore out. He feels it should be signed immediately.*

*If load limit signing takes awhile - is there any kind of temporary signs that could be used?*

*Made Inspection Friday May 12 1978*  
*Joel Muisick* *Don* *Katy*  
*Kenneth McPeak* *BOG #2222, #2226* SIGNED

NOTE: INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON: RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

TO D.K. Moore

Re: Structures Number 2226 & 2222  
S.R. 7B at Mogallon

de  
5/15/78  
de  
complete 212  
we can ask for  
limit for  
boards  
d

These Structures were inspected 5-12-78  
in the company of Mr. Paul Richarte patrol  
foreman at Cliffe.

Structure Number 2226 was found to need  
some work on the Deck and Stringers but  
none critical at this time. The Inventory  
Load was computed to be H.S. 16 and operating H.S. 22

Structure Number 2222 was found to need  
very minor repairs but the Inventory loading  
was computed to be only H.S. 4 with  
an operating loading of H.S. 7 This  
would require that this structure be  
posted for 7 ton limit.

The Stringers on this structure are  
15" x 8" with the 15" width in the horizontal  
plane, if the stringers were placed upright  
with the 15" width in the vertical plane and  
the excess asphalt overlay removed the  
H.S. loading would be in the order of  
H.S. 14 for Inventory and H.S. 19 for operating  
there is at present 8 1/2" overlay on this  
structure

used in load Camps  
 5-16-78  
 Joe Musick

length out to out 150  
 C/C 143 (span length)  
 Hor CL - 163  
 out-to-out 173

Deck - 3" X 12' Planks  
 Overlay - 12" 8 1/2"

b	d	C/C
15" X	8"	28.25"
15" X	8"	25.25"
15" X	8"	24.25"
15" X	8"	24.00"
15" X	8"	25.00"
15" X	8"	27.25"
15" X	8.00"	32.00"
15" X	8"	

186

8   120	X	64	26.57
15"	X	8"	2.21

# SIMPLE SPAN TIMBER BRIDGES

Sheet 1

Live Load Capacity based on Stringer flexural strength.

Comp 5-16-78

BRIDGE No 2222

Check *J. J. J.*

$L$  = length of span  $\frac{1}{2}$  bearings in feet = 14<sup>3</sup>  
 $s$  = average stringer spacing in feet = 2.21  
 $t$  = thickness of surfacing in inches = 8.5  
 $r$  = thickness of floor in inches = 3  
 $b$  = width of stringer in inches = # 15  
 $d$  = net depth of stringer in inches = 8

Values of  $K$  for Inventory Rating

Type of Floor	Roadway Width	
	Under 19'	19' & over
Plank	5/4.0	5/3.75
4" Lam.	5/4.5	5/4.0
6" Lam.	5/5.0	5/4.25

Type of floor 3" x 12" planks  
 Roadway width 16<sup>2</sup> Stringer specie (2)

Note: For operating rating use  $K$  value for rdwy width under 18

Values of "f" for stringer specie:

Inventory Rating    Operating Rating

① West Coast Douglas Fir or Southern Yellow Pine 0.80 1.067

② Native Pine or other species 0.50 0.667

① Generally treated.    ② Generally untreated.

$11t = 93.5$

$0.347bd = 41.64$

$4r = 12$

$105.5 \times \frac{2.21}{(s)} = +233.16$

$\frac{274.80}{(w)} \div 2000 = 0.1374$

\* Stringers in place with "b" dimension in Horiz. plane

## INVENTORY RATING

$15 \times 64 \times 0.50 = 480.00$   
(b)    (d<sup>2</sup>)    (f)

$0.1374 \times 204.49 \times 9 = -252.87$

$(w) \frac{(L^2)}{(L)} \frac{14^3}{(Y_1)} \times 227.13 = 3248$

## OPERATING RATING

$15 \times 64 \times 0.667 = 640.32$   
(b)    (d<sup>2</sup>)    (f)

$0.1374 \times 204.49 \times 9 = -252.87$

$(w) \frac{(L^2)}{(L)} \frac{14^3}{(Y_0)} \times 387.45 = 5541$   
(L)    (L)    (Y<sub>0</sub>)

## SPAN LENGTHS OF 23 FT. AND OVER

~~$L = 7.0$   
 $(K) \times 14.4 = (Z_1)$~~

~~$L = 7.0$   
 $(K) \times 14.4 = (Z_0)$~~

~~$HS = \frac{Y_1}{Z_1} = HS$  Ton Truck~~

~~$HS = \frac{Y_0}{Z_0} = HS$  Ton Truck~~

## SPAN LENGTHS OF LESS THAN 23 FT.

$\frac{204.49}{(L)^2} \times 0.5525 \times 7.2 = \frac{813.46}{(Z_{11})}$

$\frac{204.49}{(L)^2} \times 0.5525 \times 7.2 = \frac{813.46}{(Z_{00})}$

$HS = \frac{Y_1}{Z_{11}} = \frac{3248}{813} = HS$  4.0 Ton Truck

$HS = \frac{Y_0}{Z_{00}} = \frac{5541}{813} = HS$  7 Ton Truck

Date: April 21, 1980

SUBJECT: Request for Posting of Bridge  
 TO: Deputy Chief Highway Administrator for Operations

Pursuant to authority vested in the Highway Department by Section 66-7-415 C, N.M.S.A., 1978 (Motor Vehicle Code), it is recommended that the following bridge be restricted as to the size and weight of the vehicle shown below:

Bridge No. 2222 Route No. NM 78

Location: 8.9 miles E. of US 180

Feature Intersected: Silver Creek

County: Catron Highway District: One

Detour: FAS 1182 or NM 61 (weather permitting)

Restriction:

+ Load Postings

or Type I 7 TONS Per Vehicle (operating load)  
 Type II - TONS Per Semi-Trailer Combination  
       TONS Per Truck and Full Trailer  
 Type III Weight Limit:        TONS Gross Load  
 Type IV Bridge Unsafe for all Vehicles, Closed to Traffic

+ Speed Postings

Type A        MPH on Bridge for Trucks and Buses  
 Type B        MPH on Bridge

(Analysis and Justification Report on File)

RECOMMENDED:

Charles A. [Signature]  
 District Highway Engineer

Ismael Awan  
 Bridge Maintenance Engineer

APPROVED:

Charles H. [Signature]  
 Deputy Chief Highway Administrator  
 for Operations

C.C.  
 MTD  
 Traffic Services  
 DIST one



BRG. POSTING;

052184

GLENN CARTER  
DISTRICT TRAFFIC ENGR.

JOE MUSICK  
DISTRICT BRIDGE MAINTENANCE INSPECTOR.

please order posting (load restriction) signs of 7 tons  
for bridge # 2222.

This bridge is located, 8.9 miles East of US 180,  
in Mogollon.

Glenn - this bridge is on our maintenance system.  
request for posting has been approved since  
April 1980

Thanks  
Joe Musick

posted 060184

arg to Traffic Engineer 052184  
JEM



↓ outlet End      ↑ Inlet End

↑ Looking To Mogollon (3/7/95)



2022



2222



2222



2222



**Inventory Rating for Timber Structures**

**Bridge No.** 2222

Enter Data:	D	8	Inches	WS	140	LB/FT
	B	15	Inches	F'b	1300	LB/Sq.In
	L	14.3	Feet	MHS20	57.2	FT-Kips/Wheel Line
	S	33	Inches	K1	0.611	
	T	14	Inches			
	R	3	Inches			
	K2	0.688				

<b>Dead Load</b>		
Stringers	41.66667	LB/FT

Floor	34.375	LB/FT
-------	--------	-------

Wearing Surface	449.1667	LB/FT
-----------------	----------	-------

W DL	525.2083	LB/FT
------	----------	-------

Live Load

Section Modulus: (Stringer)

Sx	160	IN <sup>3</sup>
----	-----	-----------------

**Bending Moments**

M r	17333.33	FT-LBS
-----	----------	--------

M DL	13424.98	FT-LBS
------	----------	--------

M LL	3908.352	FT-LBS
------	----------	--------

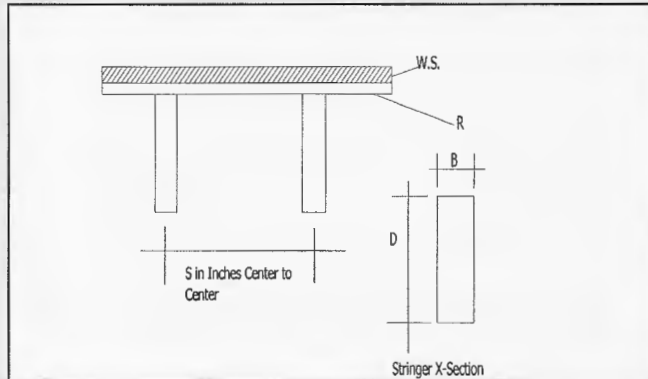
M L	5.680744	FT-K
-----	----------	------

H-Rating	1.986274	Tons
----------	----------	------

HS	1	Tons
----	---	------

**LEGEND**

- B= Stringer Width
- D= Stringer Depth
- T= W.S. Thickness
- R= Deck Thickness
- S= Stringer Spacing
- L= Span Length
- K1 & K2= Live Load Distribution Factors
- F'b= Allowable Unit Stress in Bending
- MHS20= Moment produced by an HS20 Truck
- Fv= Allowable Unit Stress in Shear Parallel to the Grain.



Enter Data: Fv=F'v 90 PSI

Resisting Horizontal Shear 7.2 Kips

Location of Vertical Shear Compression: 3d 2 Ft.  
L/4 3.575 Ft.

Use smaller of the above: X 2 Ft.

Dead Load Shear: V DL 2.704823 KIPS

Shear Available for LL: V LL 4.495177 KIPS

RA 11.86014 KIPS

V HS20 7.63793 KIPS

H-Rating Shear (Inventory) 11.77067 Tons

HS 11 Tons

*Paul Thomas* 10-31-02



**Operating Rating Timber Structures**

**F'b(operating) 1729 PSI**

<b>Bending</b>	<b>M R 23053.33 FT-LBS.</b>
	<b>M DL 13424.98 FT-LBS.</b>

**Available LL w/o Impac M LL 9628.352 FT-LBS.**

**Allowable Moment Per Wheel Line: 15.75835 FT-KIPS M L**

**M HS20 57.2**

**H-Rating (Bending)/Operating 5.509913 Tons**

**HS 5 Tons**

**Posting 9 Tons**

**Horizontal Shear**

**F'v(Oper.) 119.7 PSI**

**V R (Oper.) 9.576 KIPS**

**V DL 2.704823 KIPS**

**V LL w/o impact (Oper.) 6.871177 KIPS**

**R A 11.86014 KIPS**

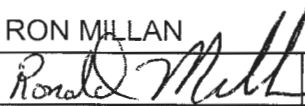

**V HS20 7.63793 KIPS**

**H-Rating Shear (Operating) 17.99225 Tons**

**HS 17 Tons**

**Posting 32 Tons**

New Mexico State Highway and Transportation Department  
**BRIDGE INSPECTION REPORT**

Structure No.	2222	District No.	ONE	(90)Insp. Date	06-17-02
Patrol No.	4144	County	CATRON	Town/City	MOGOLLON
(21)Maintenance Responsibility	STATE	(91) Inspection Frequency	12 MONTHS	Last Inspection Date	05-29-01
Route/Facility Carried	NM-159	Route/Facility Carried	N/A	Route/Facility Carried	N/A
Milepost	8.9	Milepost	N/A	Milepost	N/A
Route Under	N/A	Route Under	N/A	Route Under	N/A
Milepost	N/A	Milepost	N/A	Milepost	N/A
(112) NBIS>20'?	NO	(41) Status	B	(49)Str. Length	15.4'
(6) Feature(s) Intersected	SILVER CREEK				
(9) Location	8.9 MILES EAST OF US-180 AT MOGOLLON				
(43)Description	1 SIMPLE SPAN AT 14.3'. 3" X 12" TIMBER PLANK DECK WITH ASPHALT OVERLAY, 8 - 15" X 8" TREATED TIMBER BEAMS, AND GROUTED MASONRY ABUTMENTS.				
(92) Fracture Critical? Yes or No	NO	Underwater Inspection? Yes or No	NO	(113) Scour Critical? Yes, No & Unknown	UNKNOWN
Other Special Inspection Required? Yes or No	NO	If Yes, complete the following.	Type of Inspection & Special Personnel or Equipment Req'd	NONE	Next Special Inspection Date & Interval
Special Equipment Used during this Inspection	NONE				
Work Done Since Last Inspection	NONE NOTED				
Inspection Performed by: (List members present)	VERONICA TRUJILLO RON MILLAN		Weather conditions at time of inspection	SUNNY, LIGHT WIND, 80° F.	
List additional attachments included with this report	THIS REPORT IS AN ATTACHMENT TO THE NEW PONTIS BRIDGE INSPECTION REPORT FORMAT.				
General Comments	THIS STRUCTURE DOES NOT MEET THE NATIONAL BRIDGE INSPECTION STANDARDS FOR STRUCTURE LENGTH. THIS STRUCTURE SHOULD BE REPLACED WITH A C.M.P. INVENTORY AND OPERATING RATINGS HAVE BEEN UPDATED. THE LOAD RATING SPREADSHEET IS ATTACHED TO THIS REPORT.				
Team Leader	RON MILLAN		Reviewer	EARL FRANKS	
Signature		Date 01-21-03	Signature		Date 01-09-03
Title	BRIDGE INSPECTION TECHNICIAN I.		Title	BRIDGE ENGINEER ASSOCIATE	

Additional attachments should be listed and may include Vertical Clearance sheets, Channel Plan & Profiles, Photographs, Sketches, Deck Survey Sheets, Load Rating Calculations or other documents included as part of this report.

# CONDITION

STRUCTURE NO. 2222

Inspection Date 06-17-02

**(58) Deck Condition:**

Deck	TOPSIDE OF DECK IS UNOBSERVABLE DUE TO ASPHALT OVERLAY. UNDERSIDE OF TIMBER PLANK DECK HAS MODERATE TO HEAVY DECAY, SPLITS, WATER STAINS, AND WEATHERING.	Rating	5
Wearing Surface	ASPHALT IS 14" THICK AND HAS MINOR TRANSVERSE AND MAP CRACKS WITH LOOSE GRAVEL ACCUMULATION AND AN OVERALL ROUGH RIDING SURFACE.	Rating	6
Expansion Joint Devices Type & Cond. Do joints leak?	NONE	Rating	N
Curbs and/or Sidewalks	NONE	Rating	N
Bridge Rails	TIMBER BRIDGE RAILS HAVE MODERATE TO HEAVY DECAY WITH INADEQUATE NAILING. TIMBER POSTS HAVE MODERATE TO HEAVY SPLITTING AND CHECKING WITH INADEQUATE NAILING.	Rating	4
Deck Drains	NONE	Rating	N
<b>(58) Deck Rating</b>			5

**(59) Superstructure Condition:**

Girders	TIMBER BEAMS HAVE MODERATE SPLITS, CHECKS, AND WEATHERING.	Rating	6
Diaphragms	NONE	Rating	N
Bearings	NONE	Rating	N
Coating System	NONE	Rating	N
<b>(59) Superstructure Rating</b>			6

**(60) Substructure Condition:**

Abutments	GROUTED MASONRY ABUTMENTS HAVE MODERATE SCALING AND SPALLS IN THE GROUT WITH UNDERMINING ALONG THE CHANNEL BED. ABUTMENT 1 HAS NUMEROUS VERTICAL AND MAP CRACKS IN THE GROUT WITH A SPALL MEASURING 3.0' WIDE X 3.0' HIGH X 1.0' DEEP. CONCRETE SEATS HAVE MINOR DIRT AND DEBRIS BUILDUP. TIMBER BACKWALLS HAVE MINOR WATER STAINS AND MINOR DECAY. WINGWALLS HAVE MINOR TO MODERATE SPALLS AND DETERIORATION OF CONCRETE WITH MINOR VERTICAL CRACKS.	Rating	5
Piers	NONE	Rating	N
Foundation Settlement Noted?	NO SETTLEMENT NOTED	Rating	8
Slope Protection	NONE	Rating	N
Coating System	NONE	Rating	N
<b>(60) Substructure Rating</b>			5

**STRUCTURE NO.** 2222

**Inspection Date** 06-17-02

**(61) Channel and Channel Protection**

Channel Description and Alignment.	NARROW CHANNEL IS LINED WITH ROCK AND CONCRETE. CHANNEL MEANDERS BEYOND THE STRUCTURE. CHANNEL IS AT A SLIGHT SKEW WITH RESPECT TO THE STRUCTURE.	Rating	6
Scour, Erosion, Silt and/or Obstructions	MINOR UNDERMINING OF ABUTMENTS AT THE CHANNEL BED.	Rating	7
Channel Protection	ROCK WALL AND WIRE ENCLOSED RIPRAP HAS MINOR SETTLEMENT.	Rating	7
High Water Marks	HIGH WATER MARK MEASURED AT THE INLET WAS 1.0' WITH RESPECT TO THE UNDERSIDE OF THE EXTERIOR BEAM.		
<b>(61) Channel and Channel Protection Rating</b>			<b>6</b>

**Approach Roadway Condition**

Pavement	ASPHALT HAS MINOR WHEEL RUTS, TRANSVERSE CRACKS, AND POTHOLES.
Shoulders	SHOULDERS DO NOT EXIST.
Embankment	EMBANKMENTS DO NOT EXIST (HISTORICAL SITE).
Bridge Signing	BRIDGE SIGNING CONSISTS OF WEIGHT LIMIT SIGN (7 TONS) AND TYPE III HAZARD MARKERS.

**Approach Roadway Rating** 7

**Approach Roadway Widths with Shoulders for Roadways**

Route	Direction(s)	Roadway Width	Measured from ( ) to ( )
NM-159	2 WAY - W,E	17.0'	EDGE TO EDGE OF PAVED ROADWAY SECTION
N/A	N/A	N/A	N/A

**(36) Traffic Safety Features**

Rating Table (0,1 or N)

Over	0	0	0	0
Under	N	N	N	N
	1	2	3	4

1- Adequate

0-Inadequate

N-Not Needed

		OVER	UNDER
1	Bridge Railings	SINGLE TIMBER RAIL ON TIMBER POSTS	N/A
2	Transitions	NONE	N/A
3	Approach Guardrail	NONE	N/A
4	Approach Rail Ends	NONE	N/A

**STRUCTURE NO.** 2222

**Inspection Date** 06-17-02

**(68) Deck Geometry**

Provide curb-to-curb, rail-to-rail or curb-to-rail horizontal measurements for each route on the bridge. In the event that rail-to-rail & curb-to-curb conditions exist, list both. Also specify curb heights and widths.

Route	Direction(s)	Horizontal Measurements	Measured from ( ) to ( )
NM-159	2 WAY - W, E	16.5'	FACE TO FACE OF TIMBER RAIL
N/A	N/A	N/A	N/A

Minimum Vertical Clearance Over Roadway UNLIMITED

**(69) Under Clearances**

Provide information for each route under. Provide information sheet(s) for Vertical Clearances and for the 10' Selected Path, if changes are noted.

Route or Feature	Direction(s)	Vertical Measurements	Signed Clearance	Horizontal Clearance	Measured from ( ) to ( )	Lateral Left	Lateral Right
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Is Vertical Signing Adequate? N/A If no, Explain N/A

**(70) Bridge Posting**

If Load Capacity is Revised Attach Computations. Legal Load: HS-17

Bridge

Inven. Rating HS- 1 Oper. Rating HS- 5 Posted? YES Describe: TYPE III: 7 TONS

Rating 0

**(71) Waterway Adequacy**

Rating 8

SLIGHT CHANCE OF OVERTOPPING APPROACH ROADWAYS.

**(72) Approach Roadway Alignment**

Rating 6

HORIZONTAL CURVE EXISTS AT APPROACH. MINOR SPEED REDUCTION IS REQUIRED.

**Recommendations:**

Immediate	REPAIR BRIDGE RAIL POST. REPAIR SPALL AT ABUTMENT ONE. REMOVE TREE FROM ABUTMENT TWO AT INLET SIDE. INSTALL TYPE III 5 TON WEIGHT LIMIT SIGNS AT EACH APPROACH.
Short Term	REPAIR POTHOLES ON APPROACH ROADWAY.
Long Term	UPGRADE BRIDGE RAIL AND INSTALL ADEQUATE TRAFFIC SAFETY FEATURES. REPAIR DECK OR REPLACE STRUCTURE WITH CORRUGATED METAL PIPE.

## PONTIS Data Collection

Structure No. 2222

District No. ONE

Inspection Date 06-17-02

### QUANTITY BY CONDITION STATE

ELEMENT	DESCRIPTION	ENV	TOTAL QUANTITY	CONDITION 1	CONDITION 2	CONDITION 3	CONDITION 4	CONDITION 5
032	WOOD DECK PROTECTED W / ASPHALT OVERLAY	2	255 SF		255 SF			
111	TIMBER BEAM	2	128 LF		128 LF			
217	MASONRY ABUTMENT	2	48 LF		48 LF			
219	CONCRETE WINGWALL	2	24 LF		24 LF			
332	TIMBER BRIDGE RAIL	2	32 LF			32 LF		
336	WIRE ENCLOSED RIPRAP	2	96 SF	96 SF				
337	FLOW CONTROL WALL	2	404 LF	404 LF				

NOTE: THE QUANTITIES ON THIS PAGE DO NOT NECESSARILY CORRESPOND TO THE QUANTITIES LISTED IN THE PONTIS BRIDGE INSPECTION REPORT DUE TO ROUNDING AND CONVERSION ERRORS.

**ROAD SIGN ORDER  
SPECIAL SIGNS**

TRANSACTION CODE 67

Date Order Received: \_\_\_\_\_  
(Traffic Signing Services)

TO BE COMPLETED BY TRAFFIC SERVICES	
Doc. No. 67-	_____
Date Processed:	_____

Page \_\_\_\_\_ of \_\_\_\_\_

ORG.	ACCT.	TASK	ACTIVITY	PROJECT NUMBER	AMOUNT	E.S.N.

District Work Order No. \_\_\_\_\_

Road No. NM-159 Section Patrol 4144 District No. 1

SIGNED ORDERED BY: EARL FRANKS (initials) Date: 01-21-03  
(Name)

A

QTY. \_\_\_\_\_ SIZE \_\_\_\_\_  
COLOR \_\_\_\_\_

B

QTY. \_\_\_\_\_ SIZE \_\_\_\_\_  
COLOR \_\_\_\_\_

C

QTY. \_\_\_\_\_ SIZE \_\_\_\_\_  
COLOR \_\_\_\_\_

D

QTY. \_\_\_\_\_ SIZE \_\_\_\_\_  
COLOR \_\_\_\_\_

E

QTY. \_\_\_\_\_ SIZE \_\_\_\_\_  
COLOR \_\_\_\_\_

F

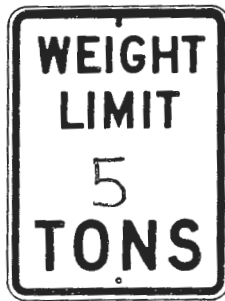
QTY. \_\_\_\_\_ SIZE \_\_\_\_\_  
COLOR \_\_\_\_\_

TOTAL

Quantity Shipped	Unit Price	Amount
A.		
B.		
C.		
D.		
E.		
F.		
TOTAL		

REMARKS Signs ordered By Earl Franks For Patrol 4144 Signs To  
Be Installed on NM-159 Mile Post 9.9. SEE ATTACHED sheet for Dimensions and  
Posting Requirements.

DELIVERED BY \_\_\_\_\_ RECEIVED BY \_\_\_\_\_ TITLE \_\_\_\_\_ DATE \_\_\_\_\_  
(Initial)



R12-1  
24" x 30"

2 - Signs



# BRIDGE INVENTORY

## DELETION NOTICE

---

DISTRICT NO.: ONE

DATE: 01-06-03

DELETED STRUCTURE NO.: 2222

REPLACED BY NEW STRUCTURE NO.: NONE

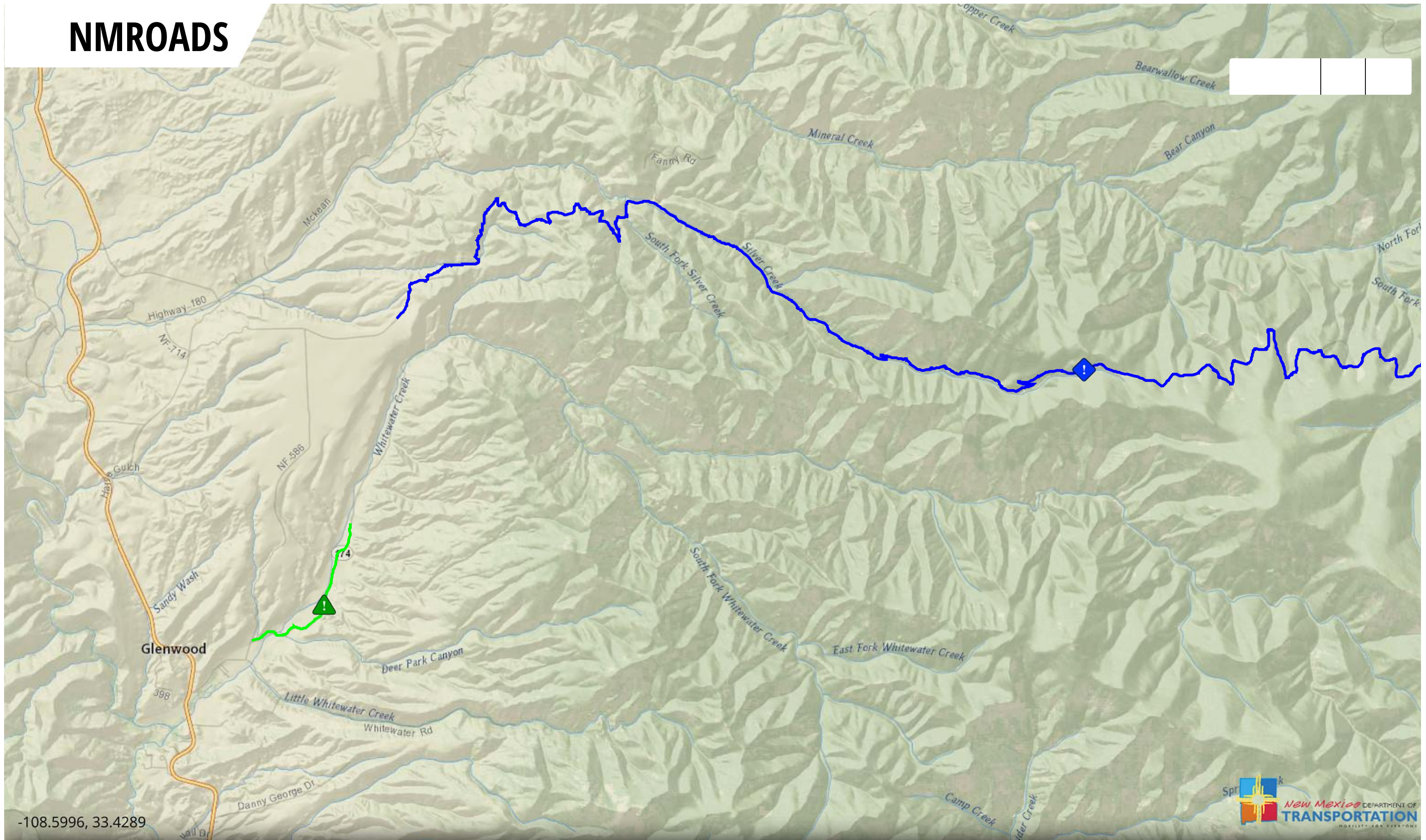
REMARKS: ITEM 49 (STRUCTURE LENGTH) IS LESS  
THAN 20'. THUS, ITEM 112 IS CODED "N" FOR NO.  
WE ARE NOT REQUIRED TO INSPECT THIS  
STRUCTURE BECAUSE ITS LENGTH DOES NOT  
QUALIFY AS A BRIDGE ACCORDING TO ITEM 112  
DEFINITION. PLEASE PROCESS THIS DELETION.

SUBMITTED BY: Earl Frank

TITLE: ENGINEER ASSOCIATE

**APPENDIX C:  
EXISTING NMROADS RESTRICTIONS**

# NMROADS

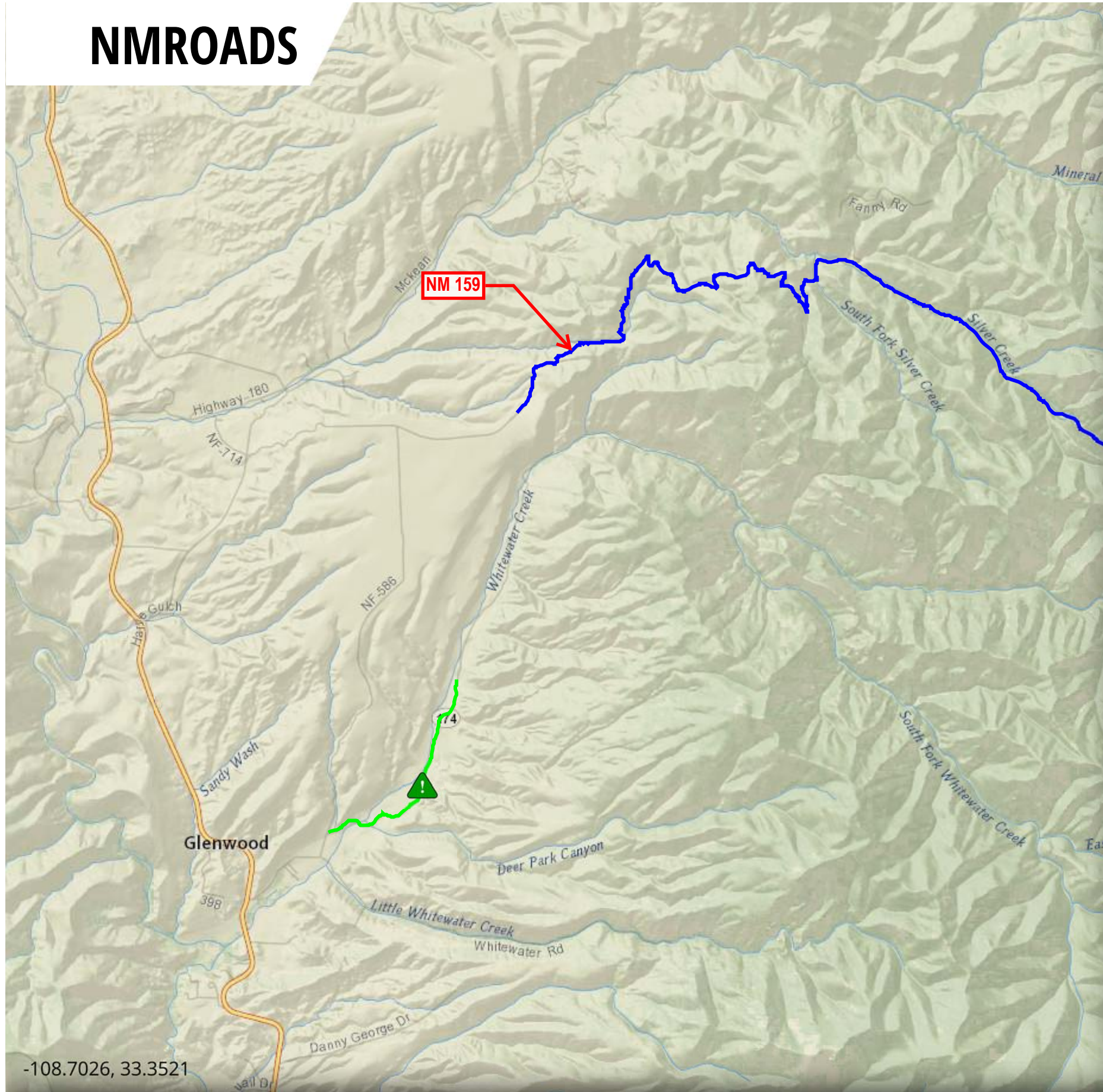


-108.5996, 33.4289



More...

# NMROADS



## Alert, NM 159 from mile marker 4, 4 miles east of US 180 to mile marker 25, Willow Creek Campground.

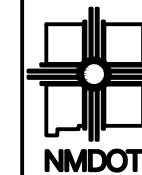
NM 159 from milepost 4 to milepost 25 (Willow Creek Campground). STEEP GRADES AND NUMEROUS TIGHT TURNS. Trucks without retarder brakes and/or longer than 46 feet in length are PROHIBITED on this section of NM 159. Trucks longer than 30 feet are highly encouraged to utilize a pilot vehicle. Consider using an alternate route - US 180 to NM 12 to NM 435 (NF-141). THIS IS A PERMANENT ALERT.

Post Date: 11/23/2022 7:06 AM

Update Date: 7/10/2023 6:46 AM

Expiration Date: unknown

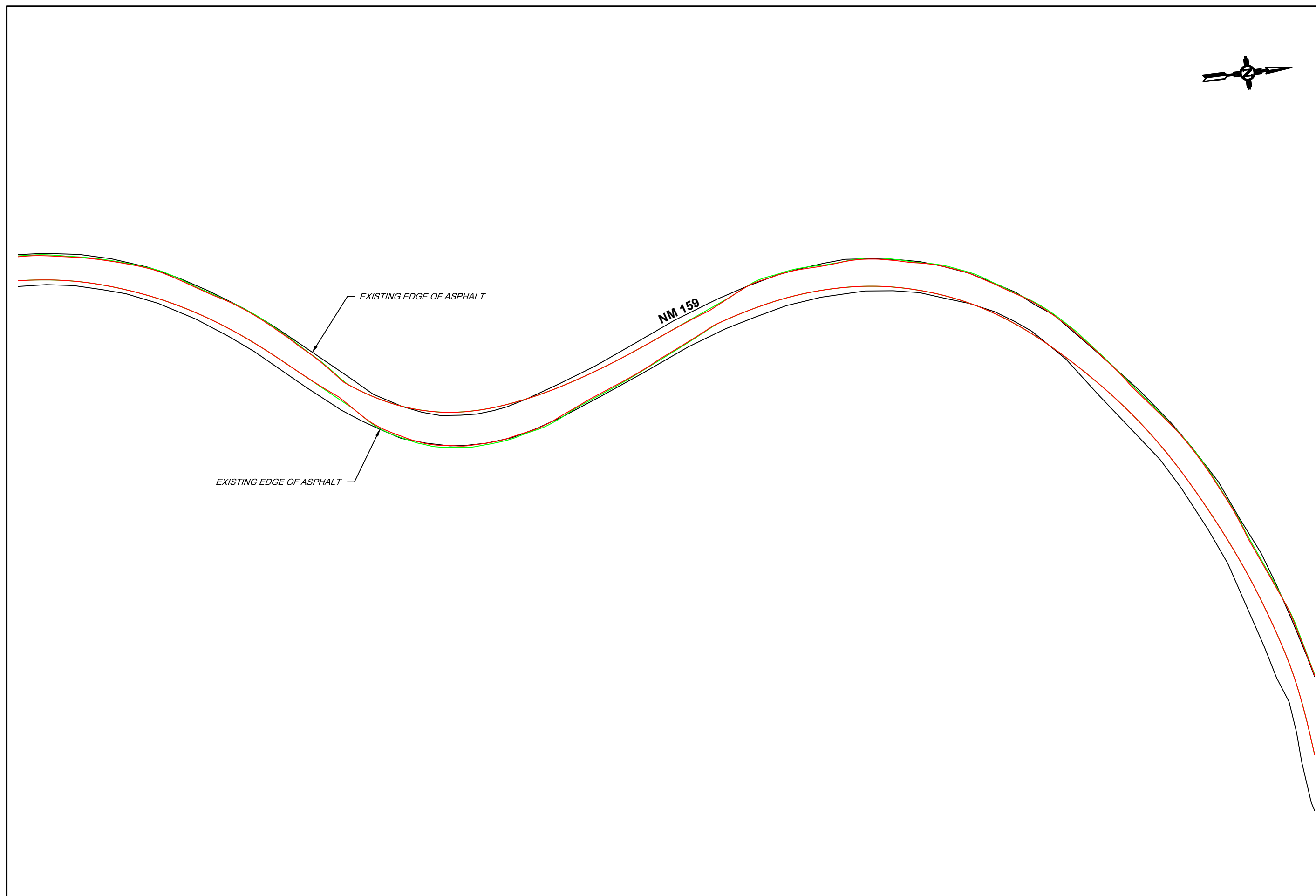
**APPENDIX D:  
TRACKING FIGURES**

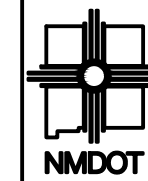


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

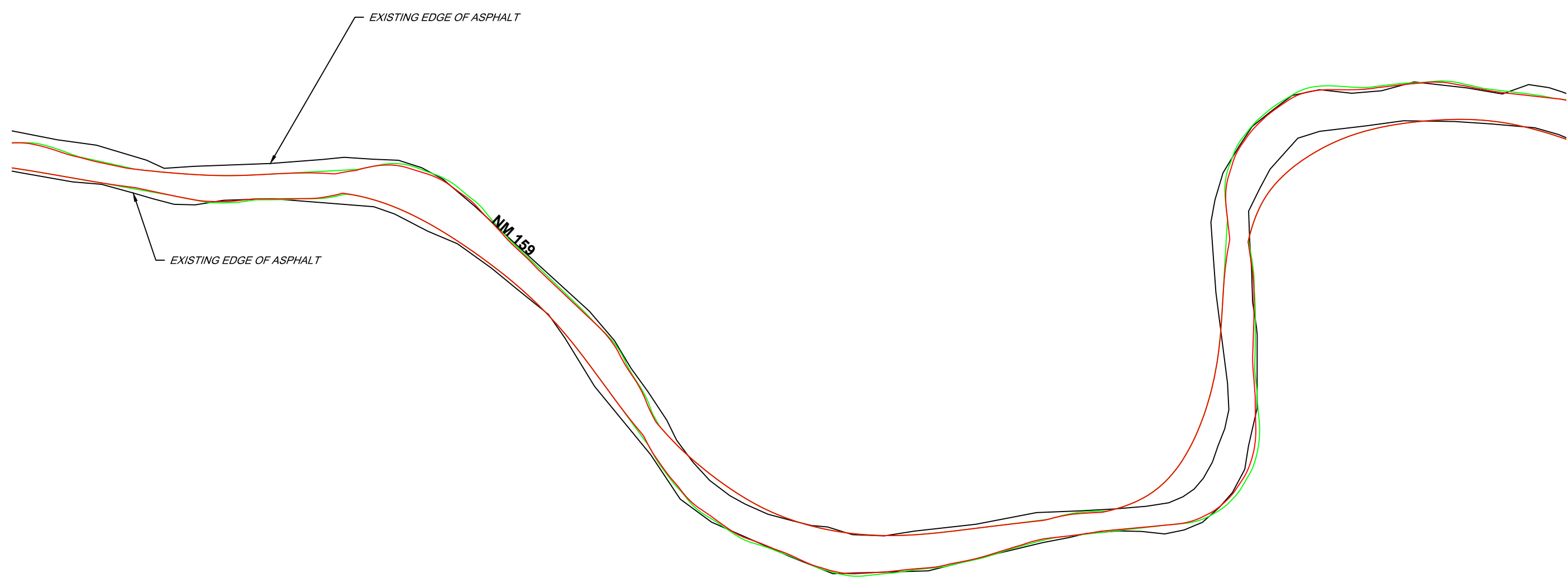
NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 1 OF 21





NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

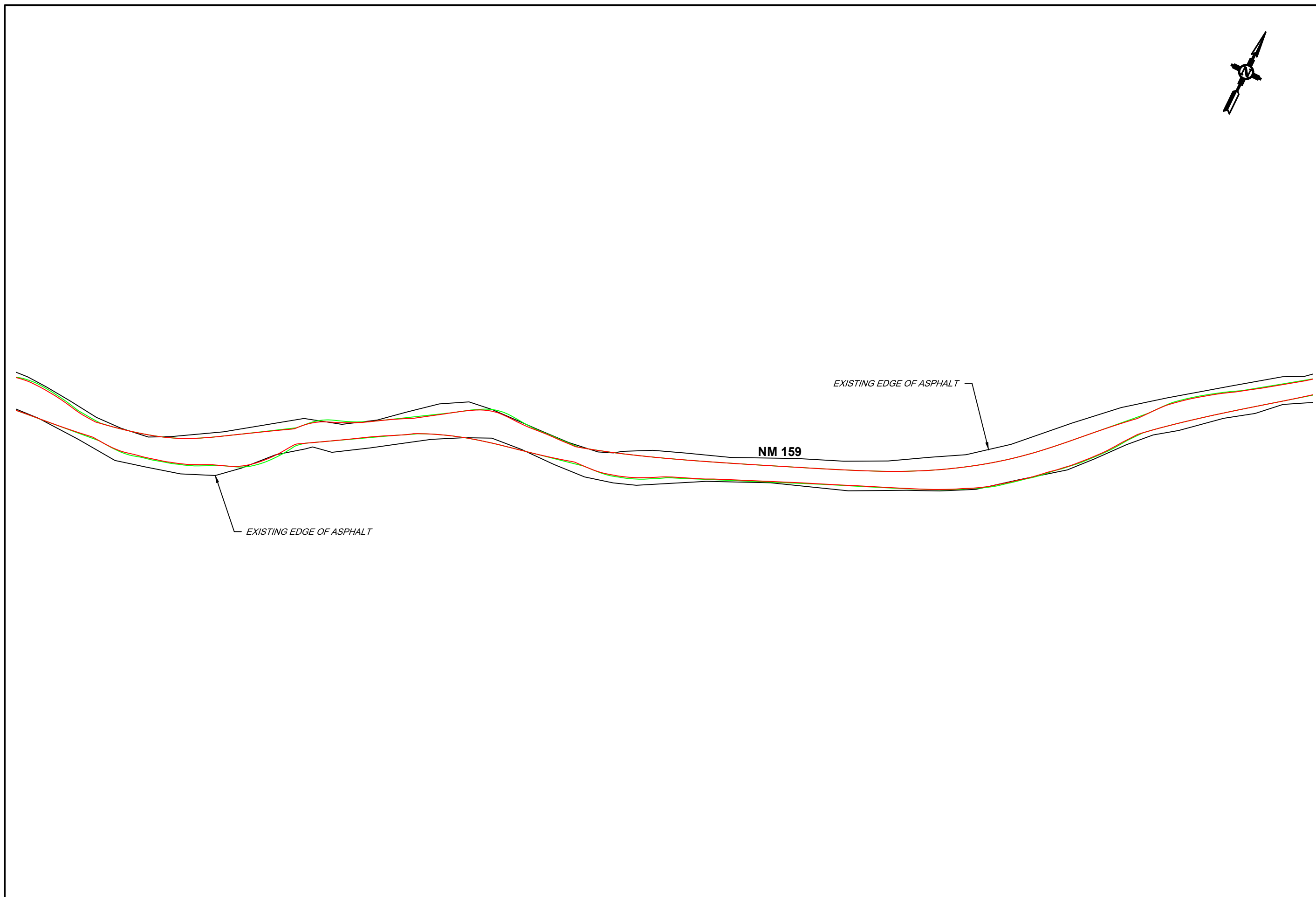


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3			
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1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 2 OF 21



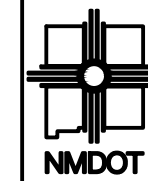
NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



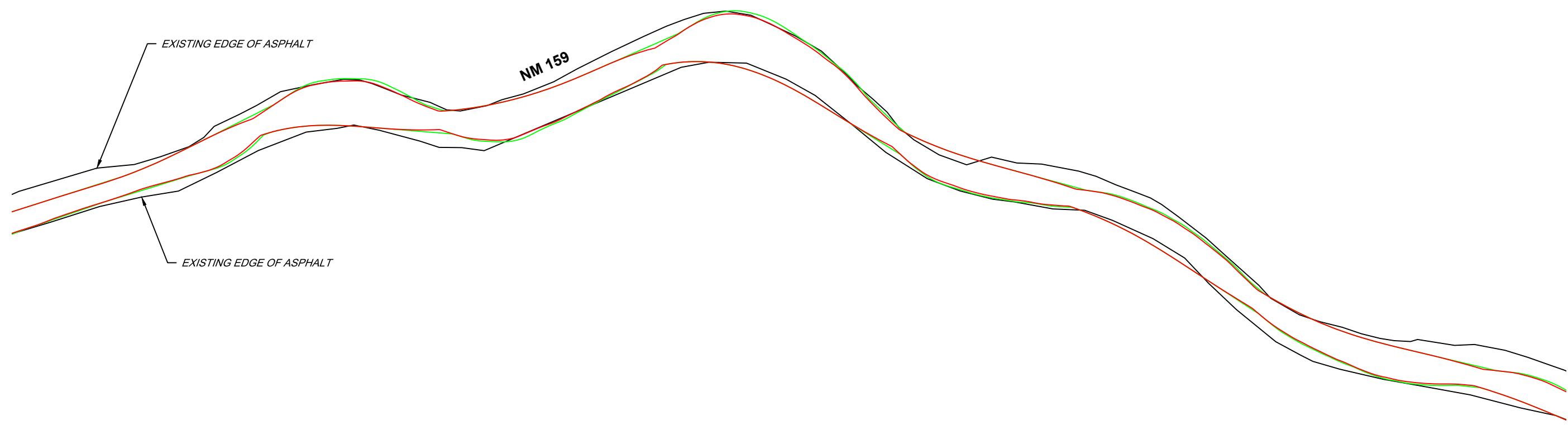
NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 3 OF 21



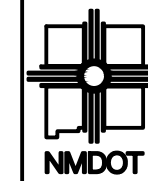


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

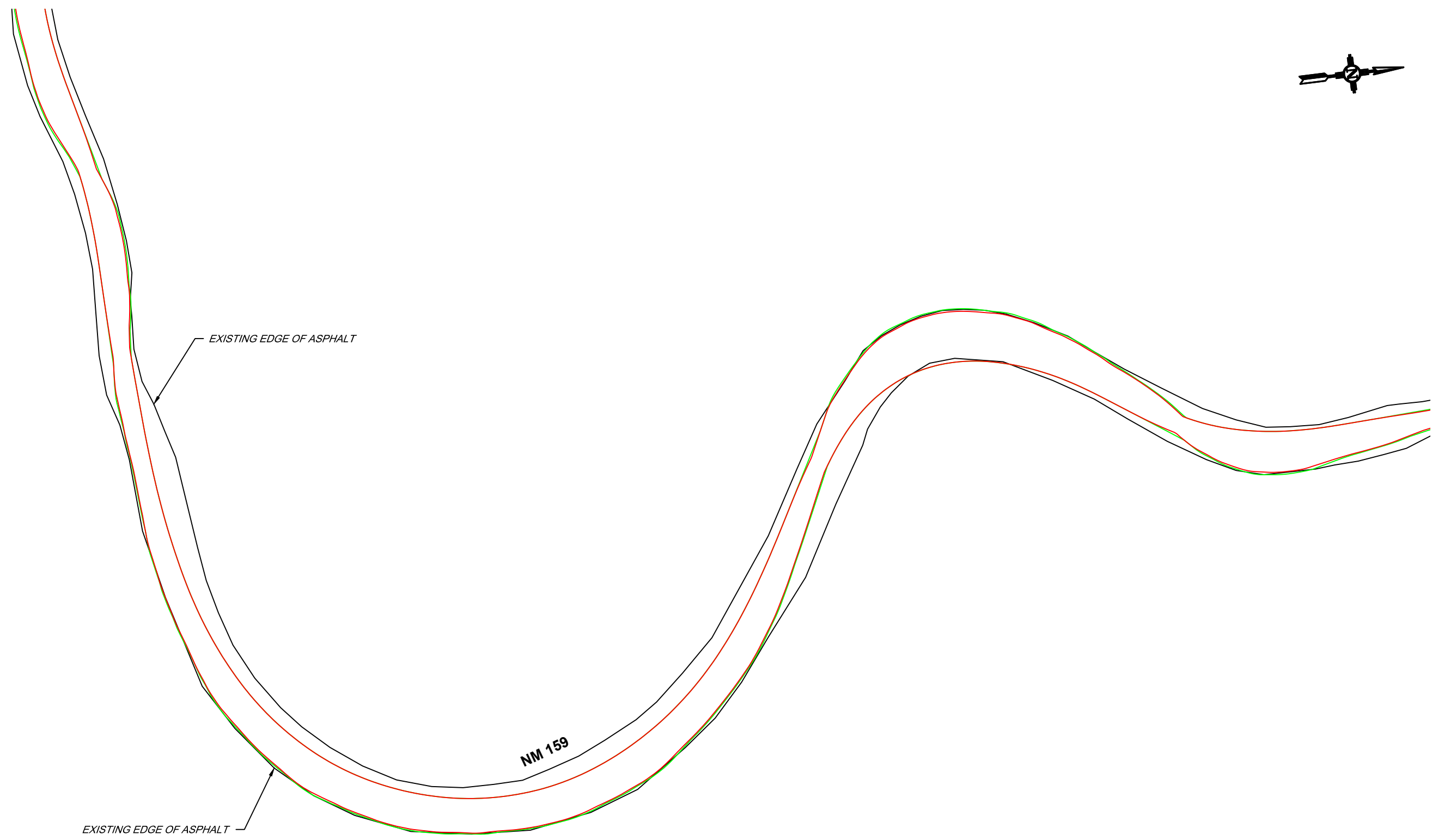


NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 4 OF 21

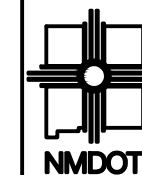


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

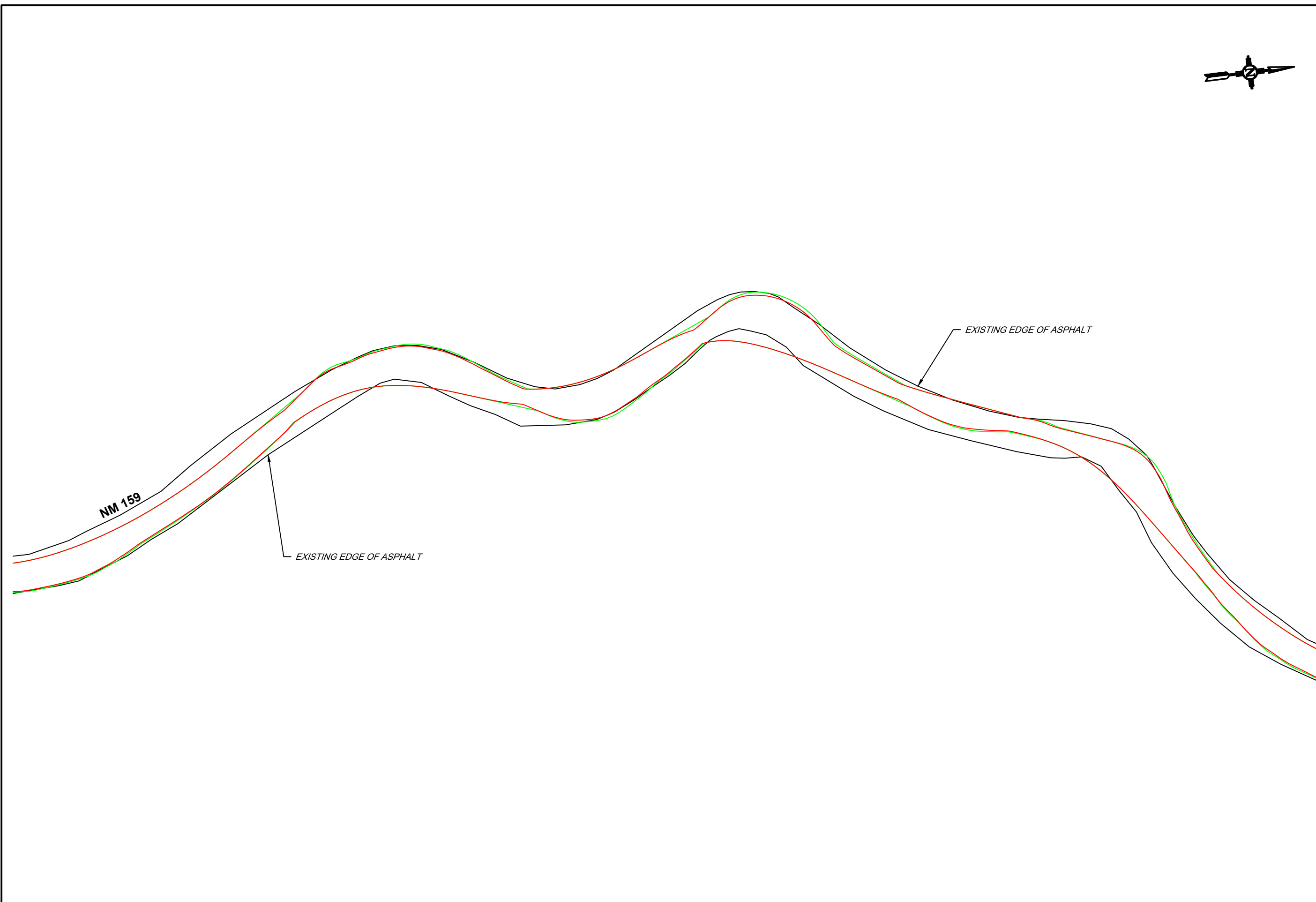
CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 5 OF 21

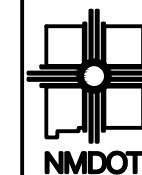


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 6 OF 21

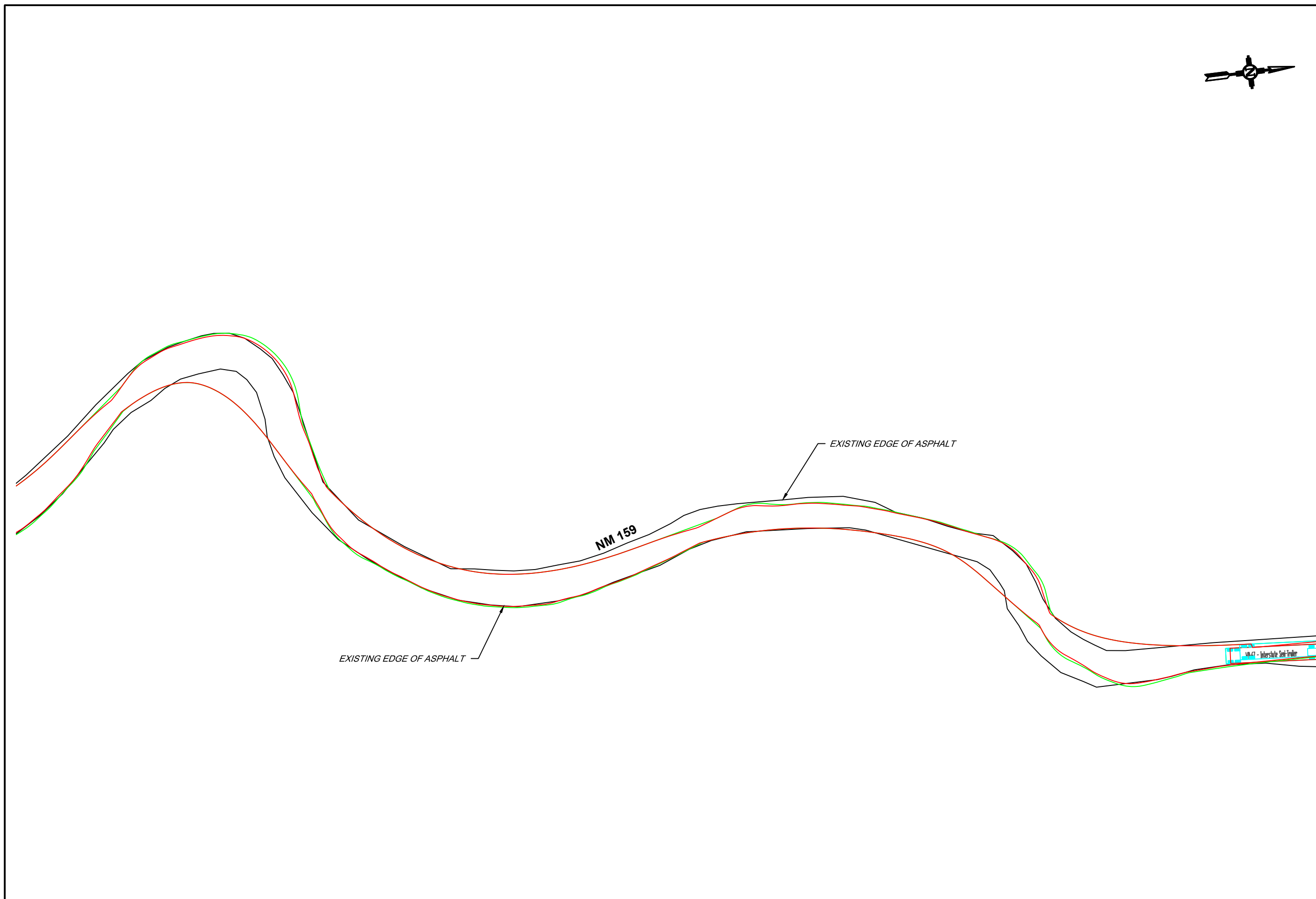


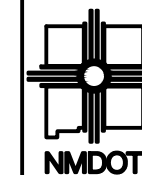


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
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1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 7 OF 21



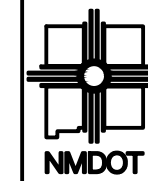


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
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1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 8 OF 21

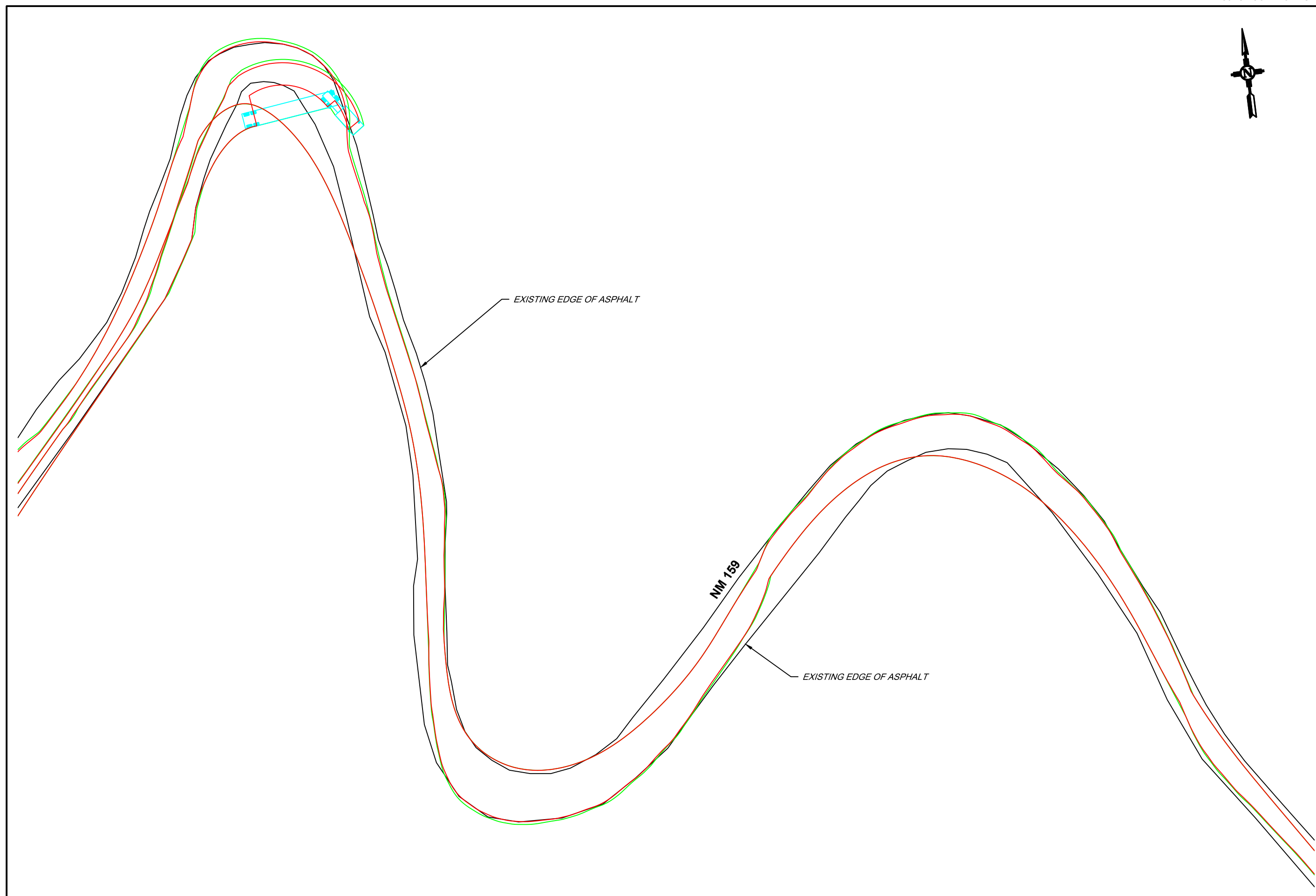


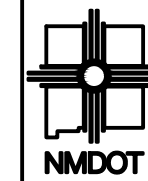


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 9 OF 21

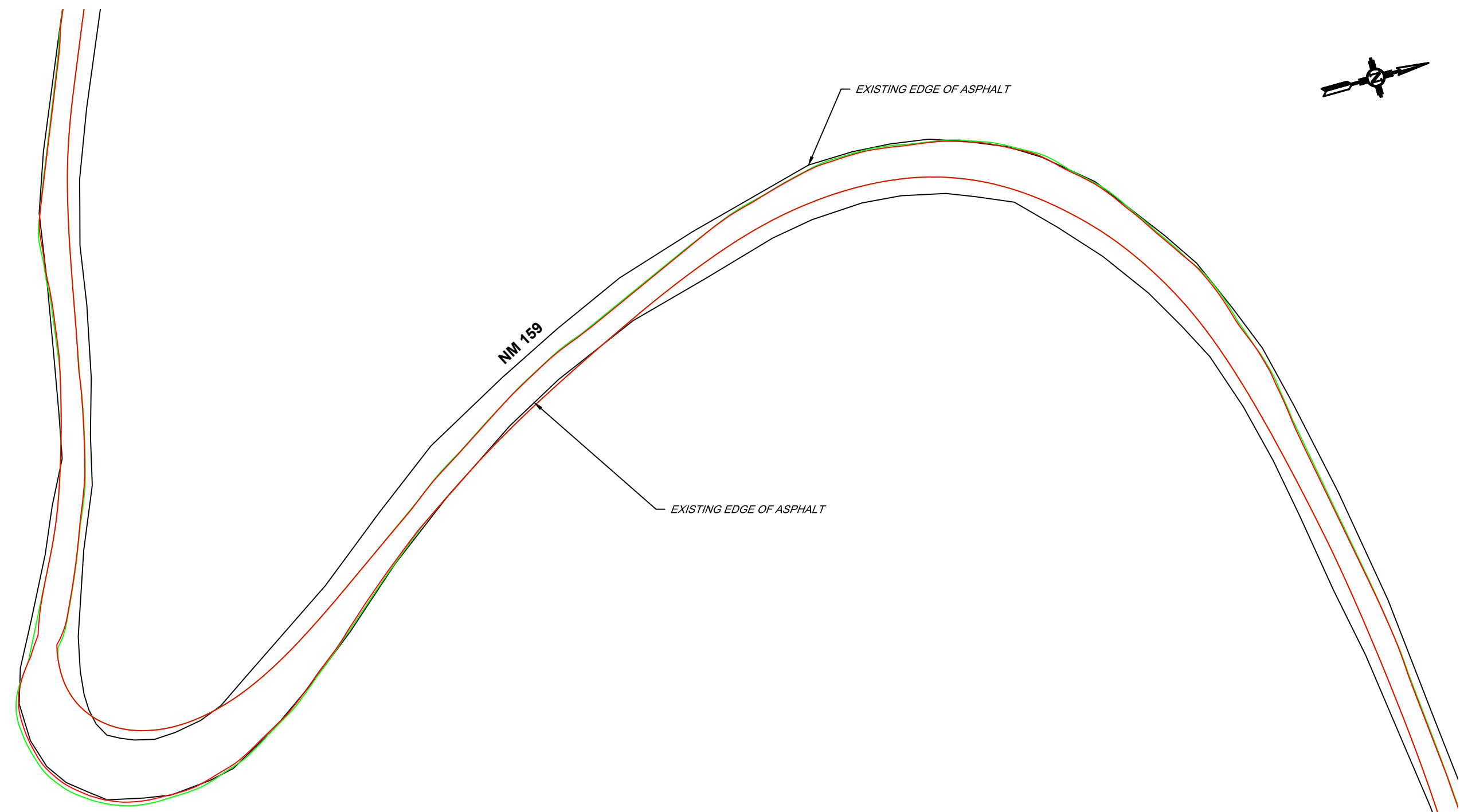




NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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3			
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1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 10 OF 21

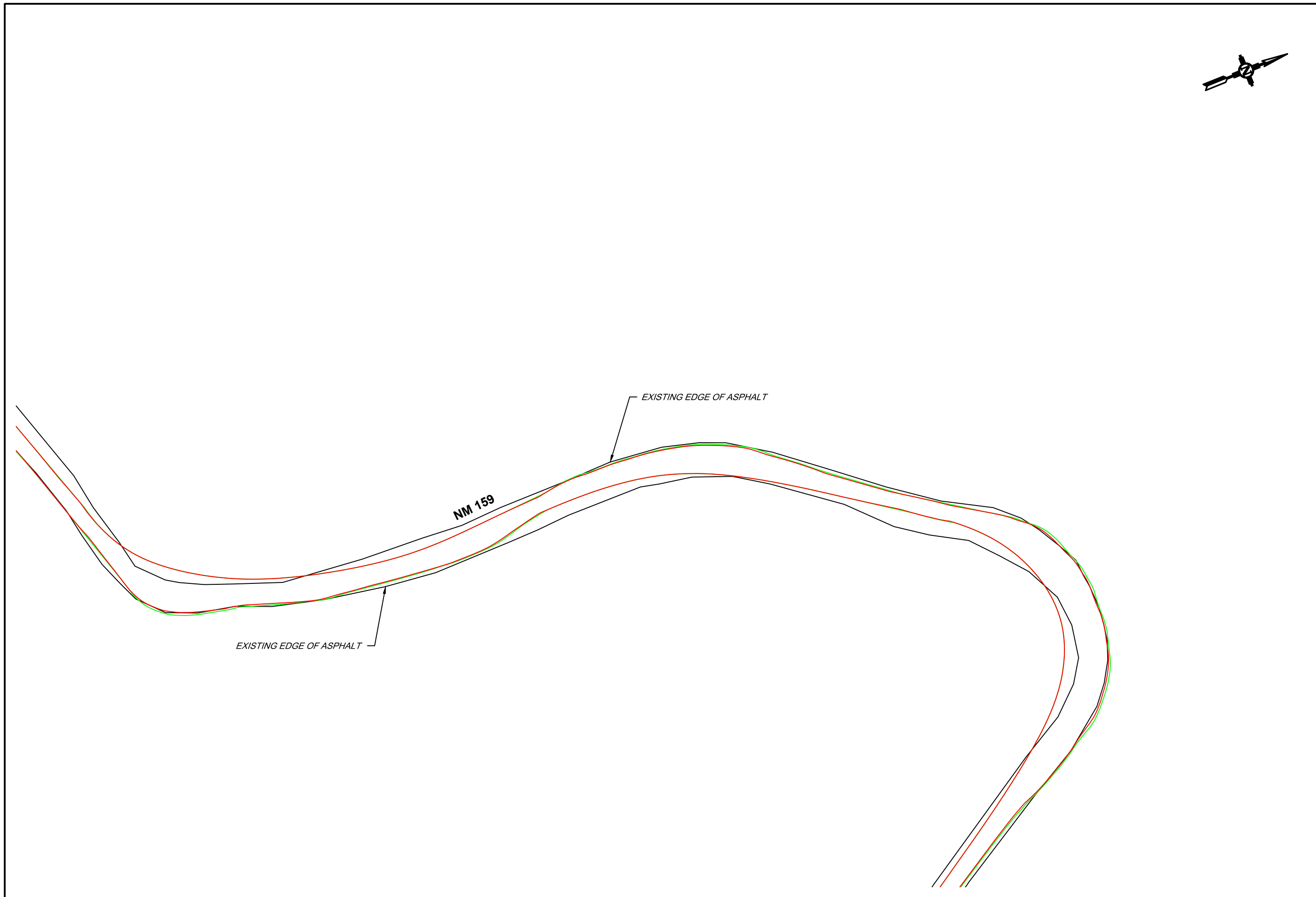




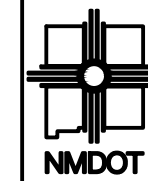
NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
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1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 11 OF 21



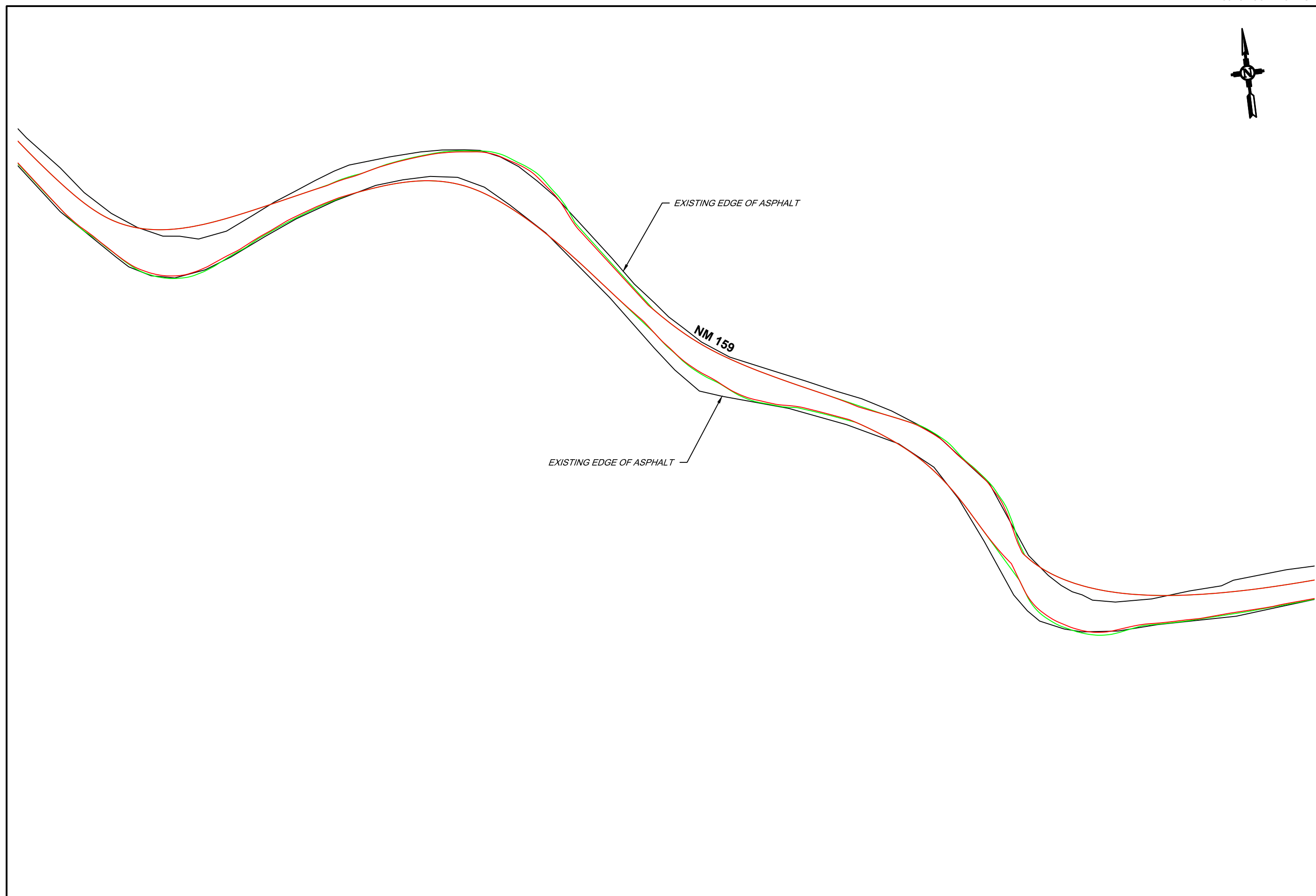


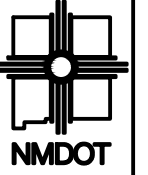


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 12 OF 21

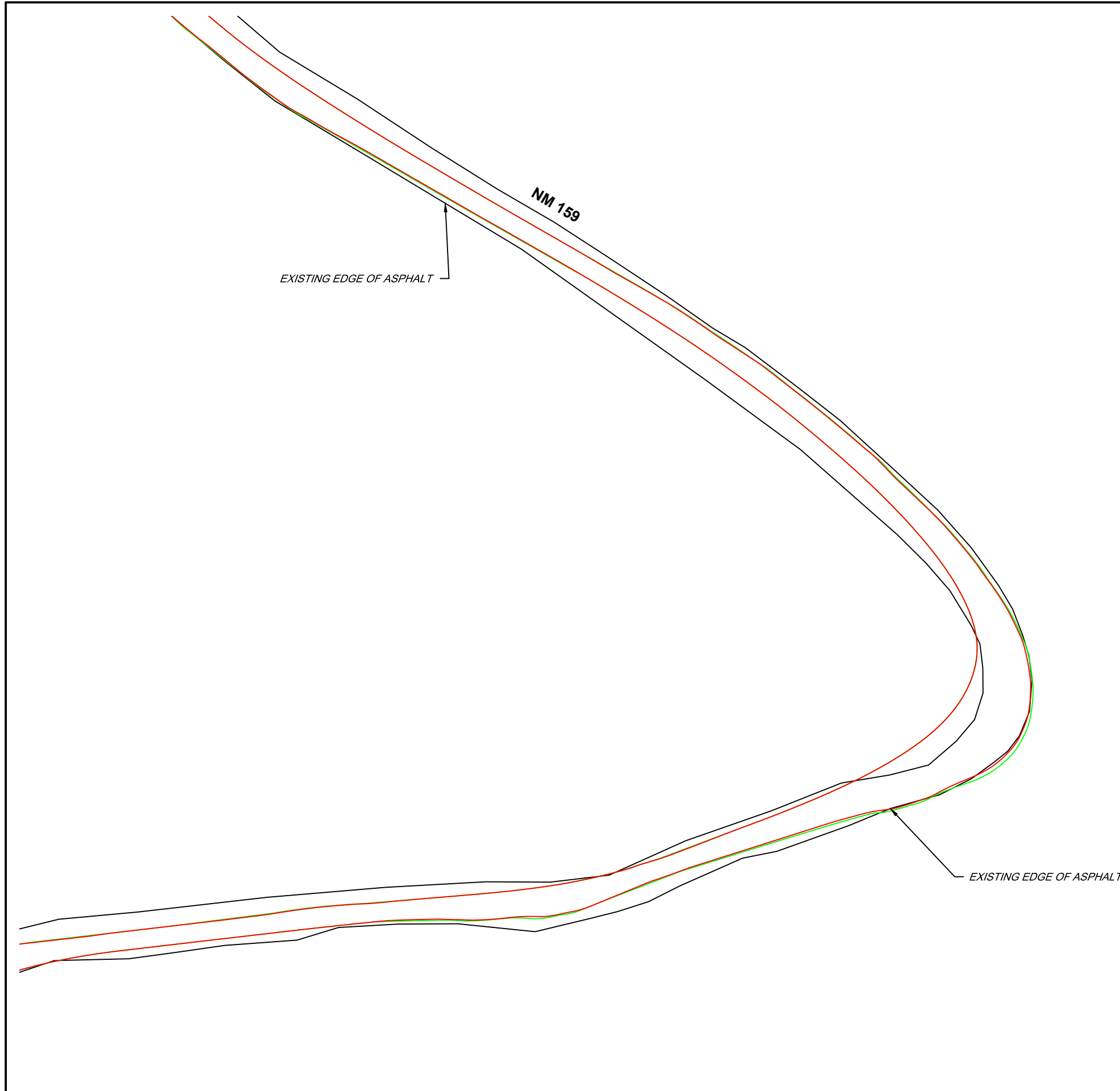


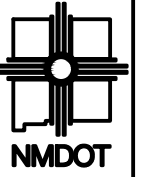


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 13 OF 21

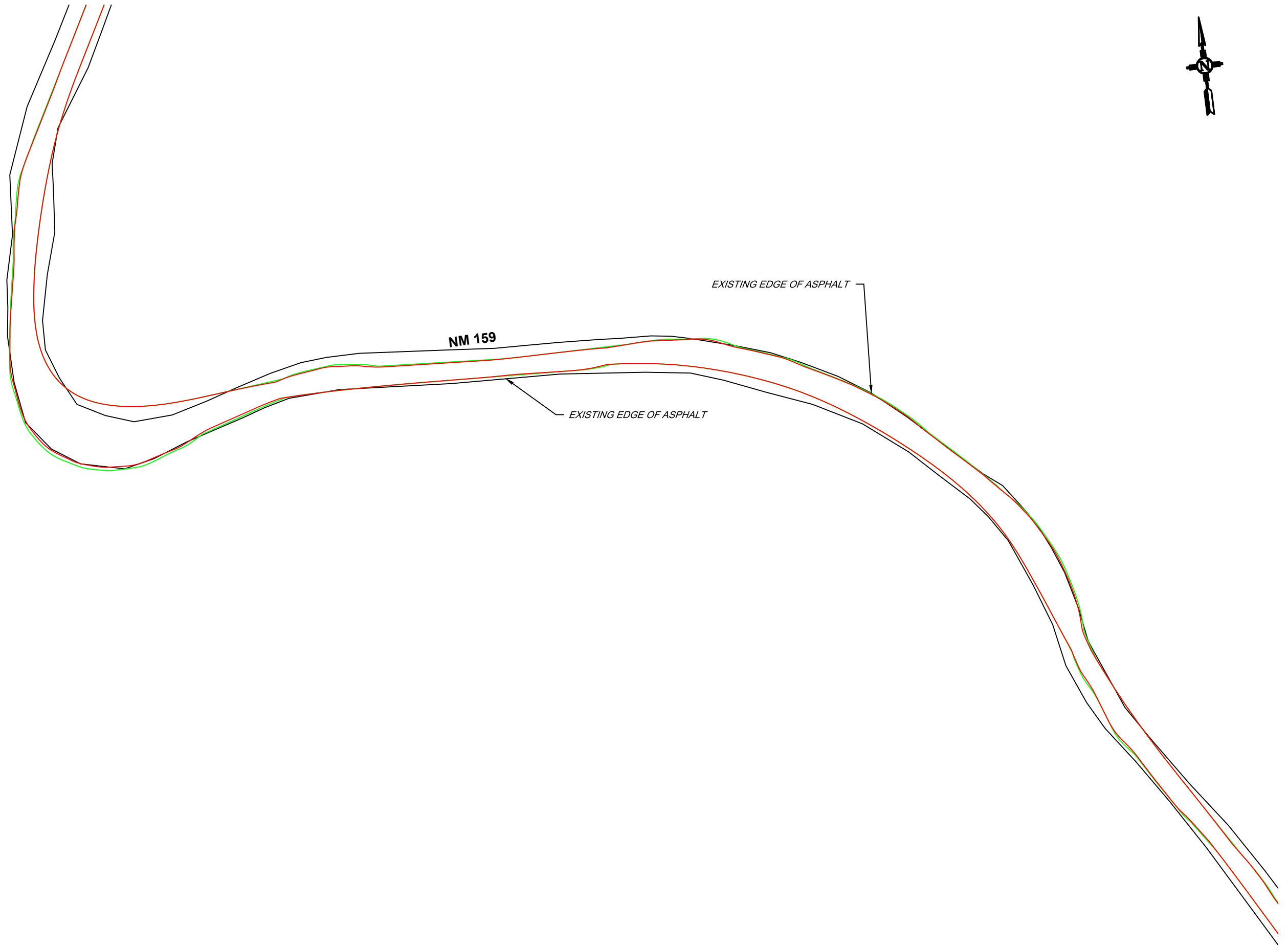


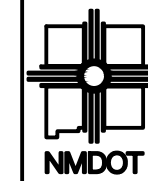


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 14 OF 21

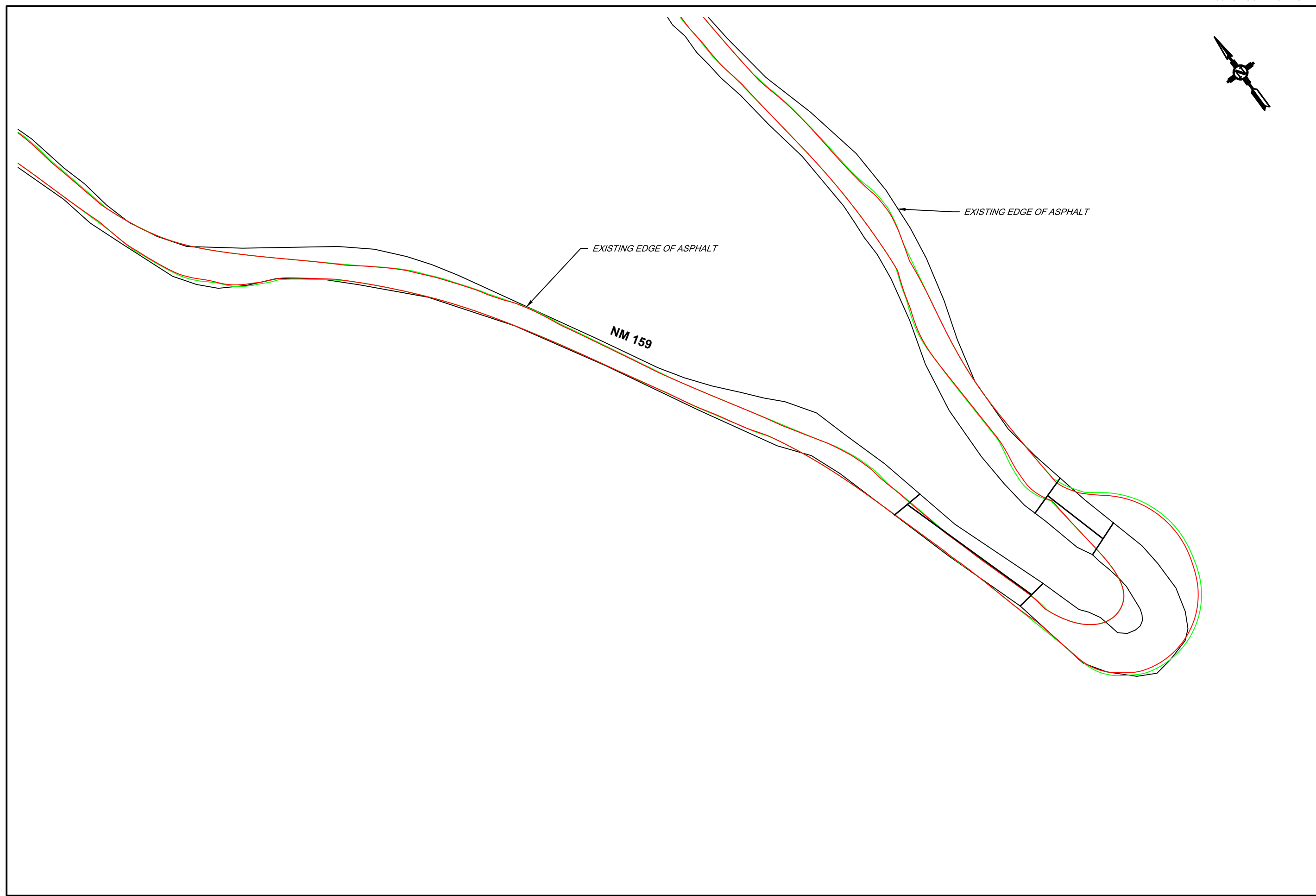


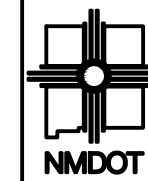


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

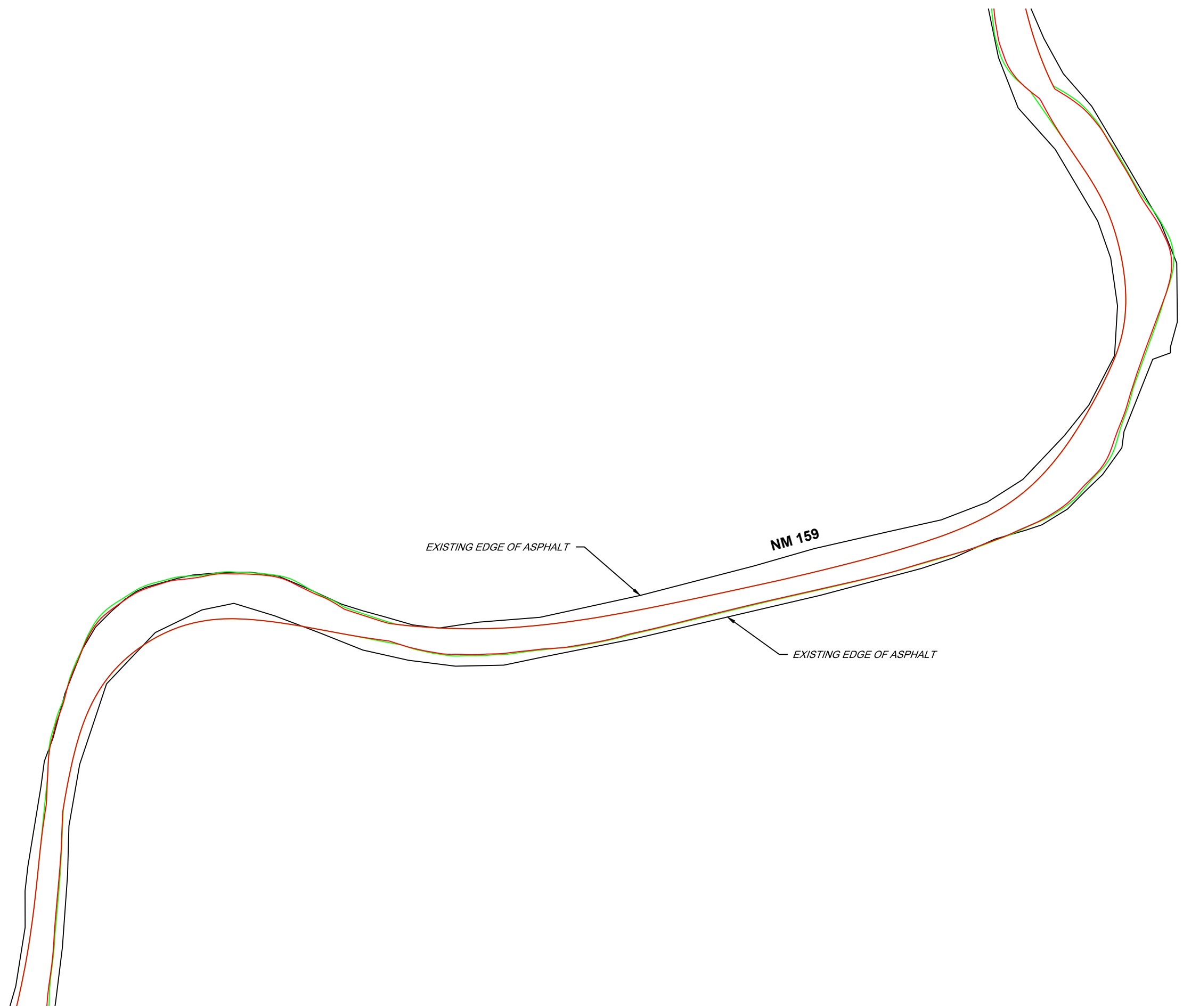
NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 15 OF 21





NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 16 OF 21

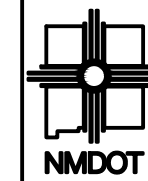


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

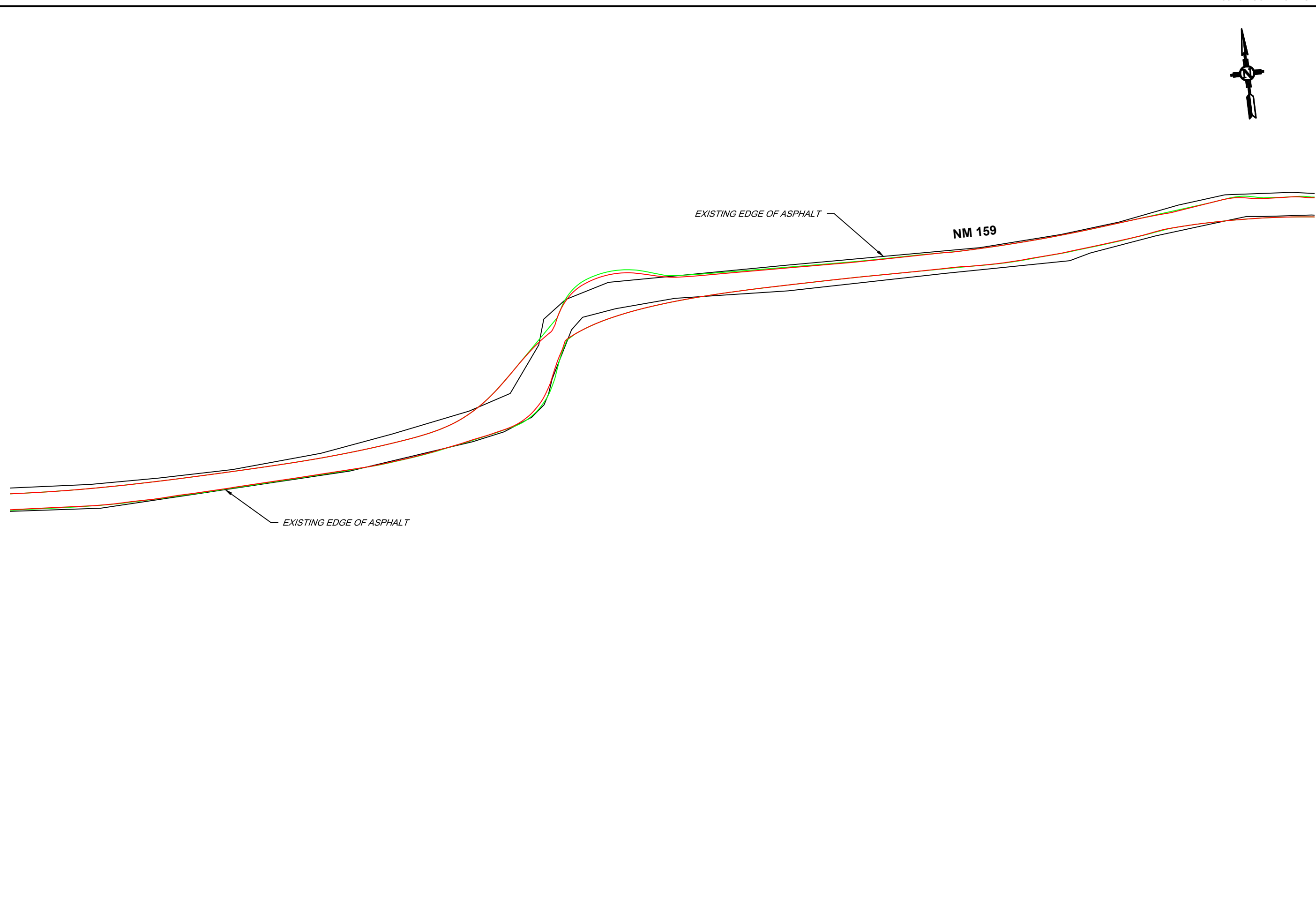
CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 17 OF 21

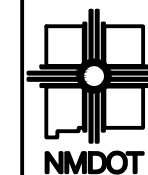


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 18 OF 21

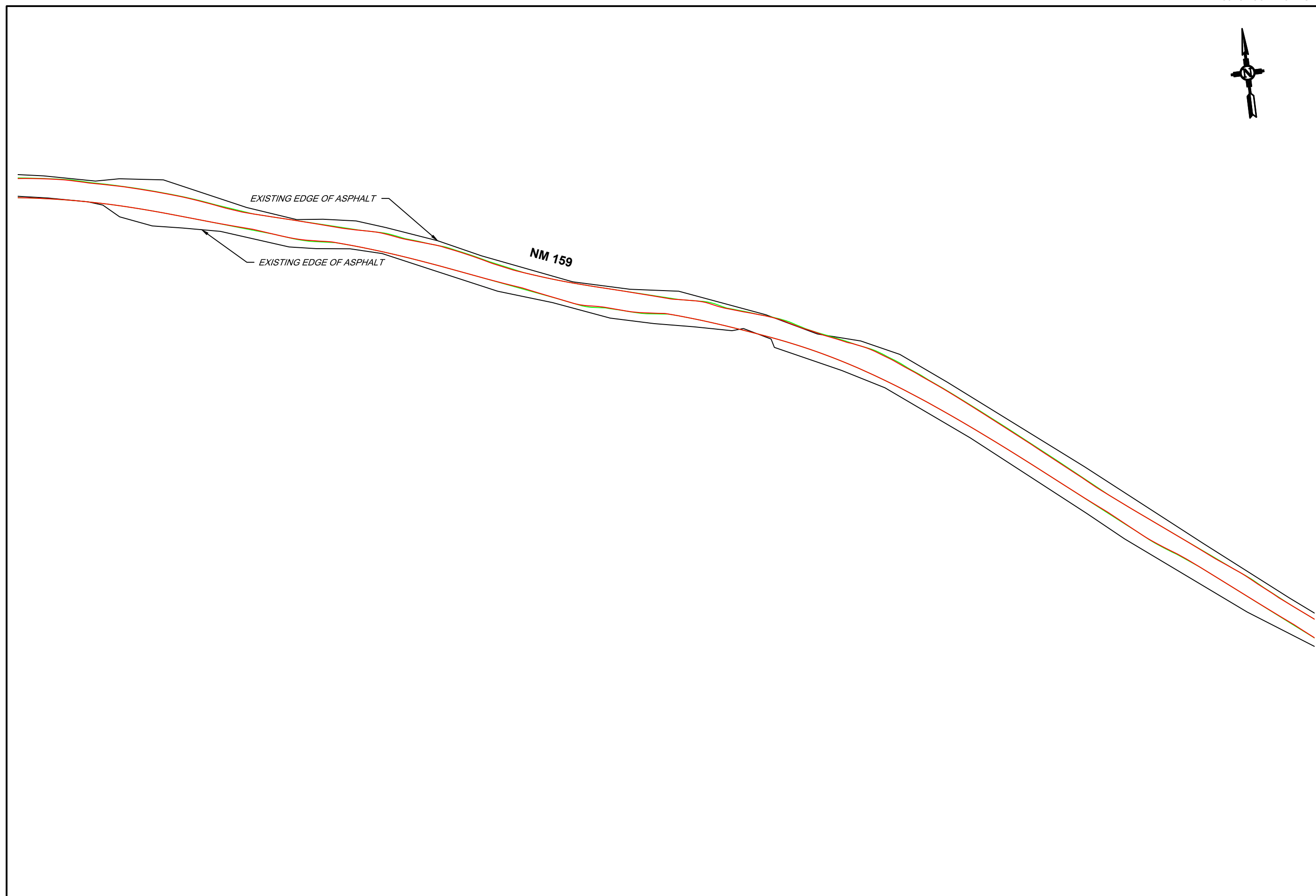




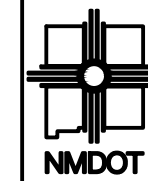
NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 19 OF 21



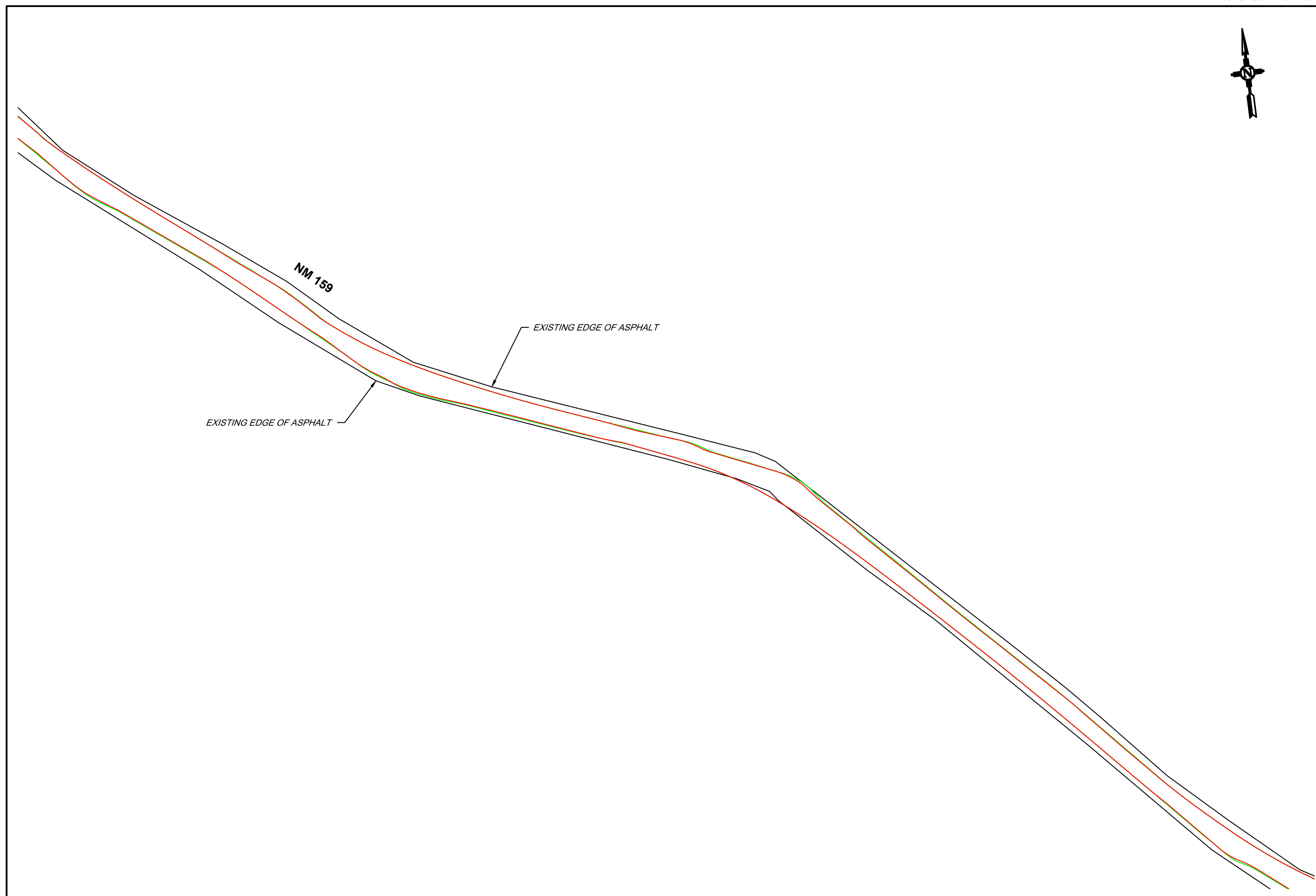


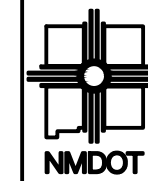


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 20 OF 21

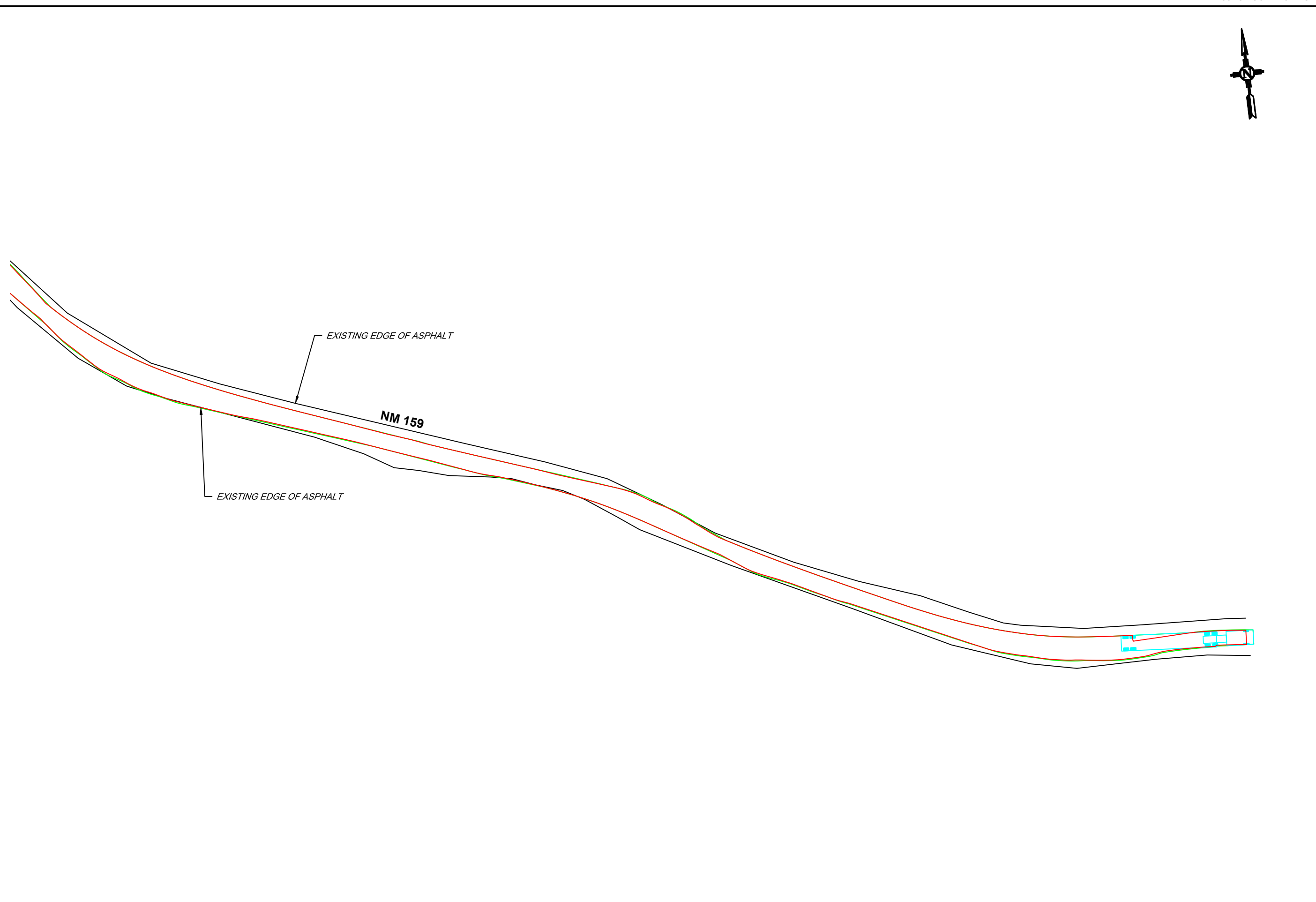


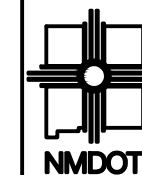


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-67 FIGURE 21 OF 21

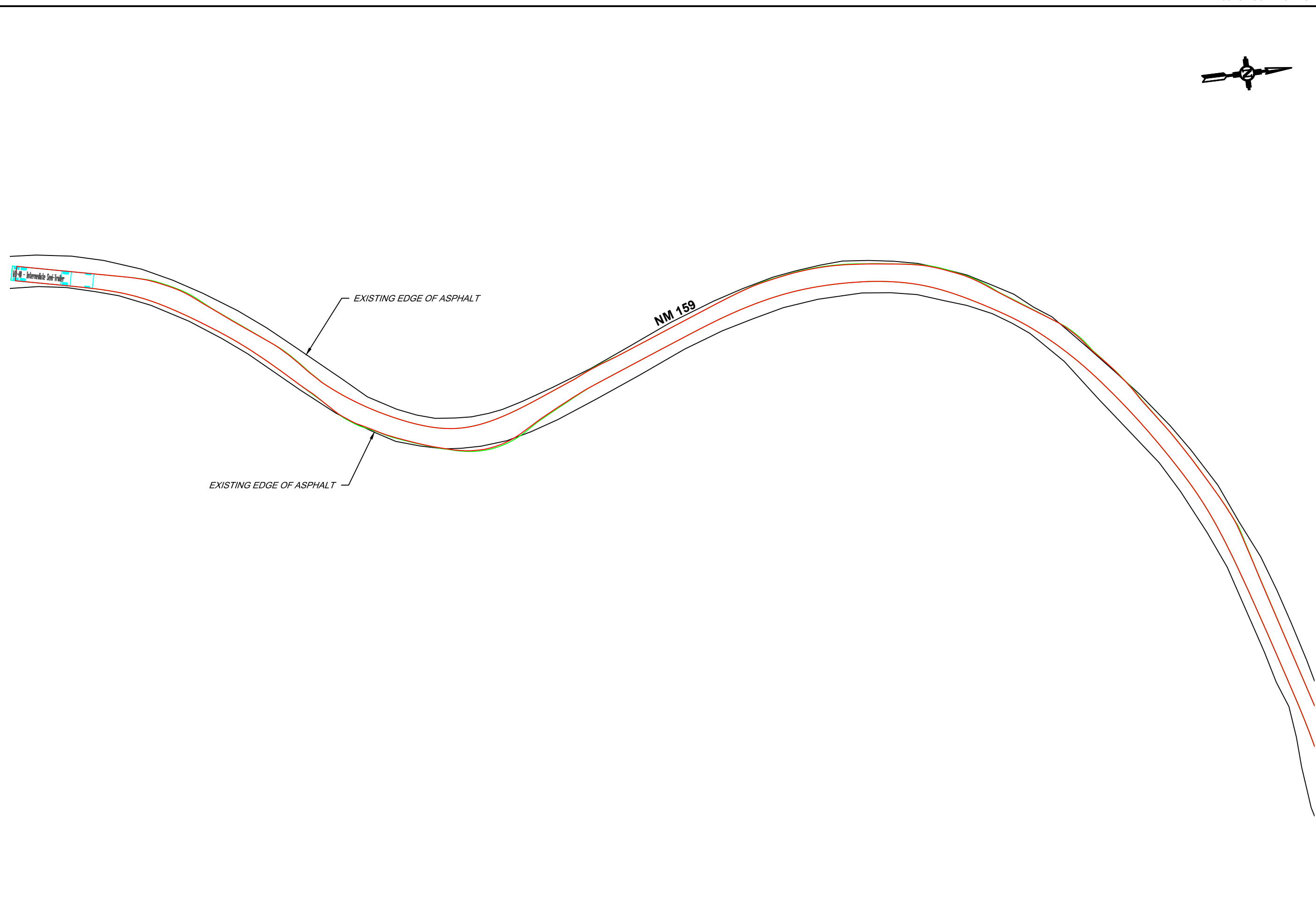




NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 1 OF 21

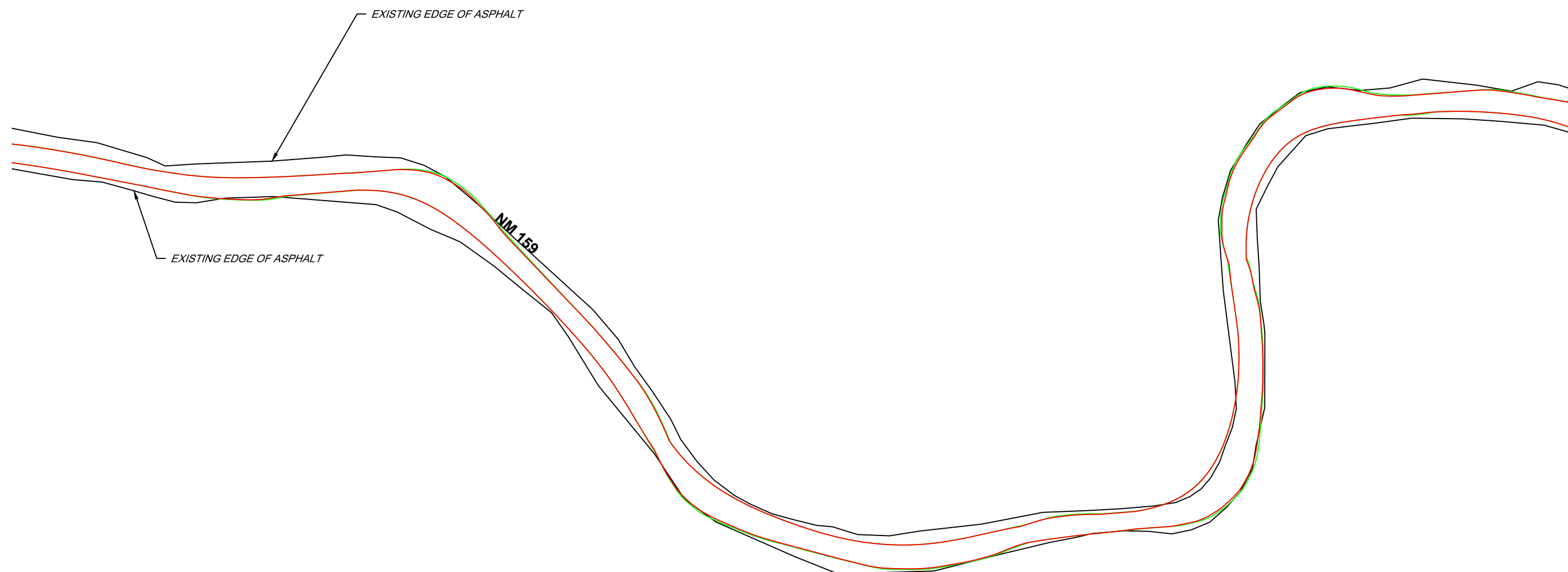




NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

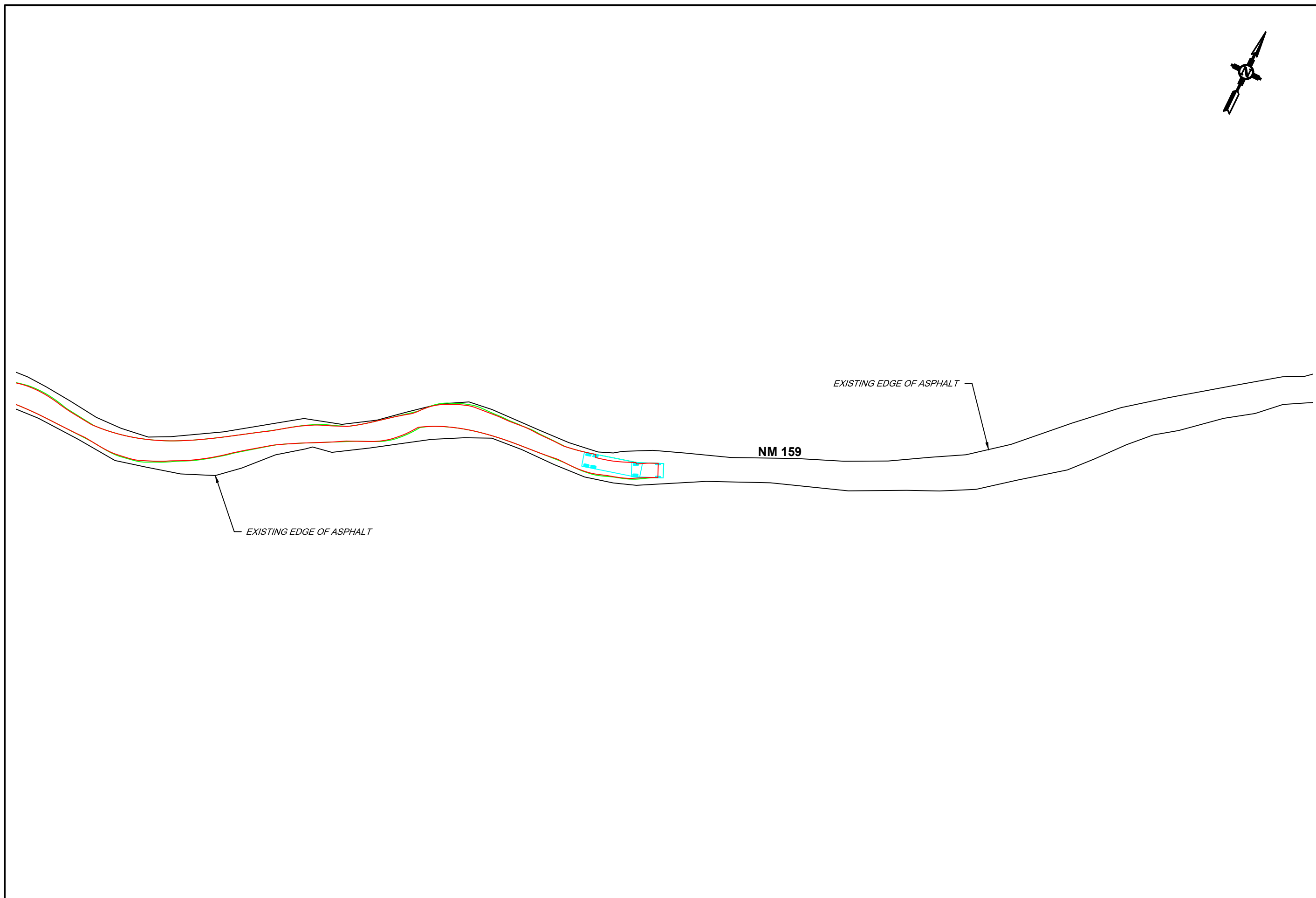
NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 2 OF 21



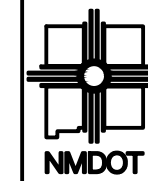


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

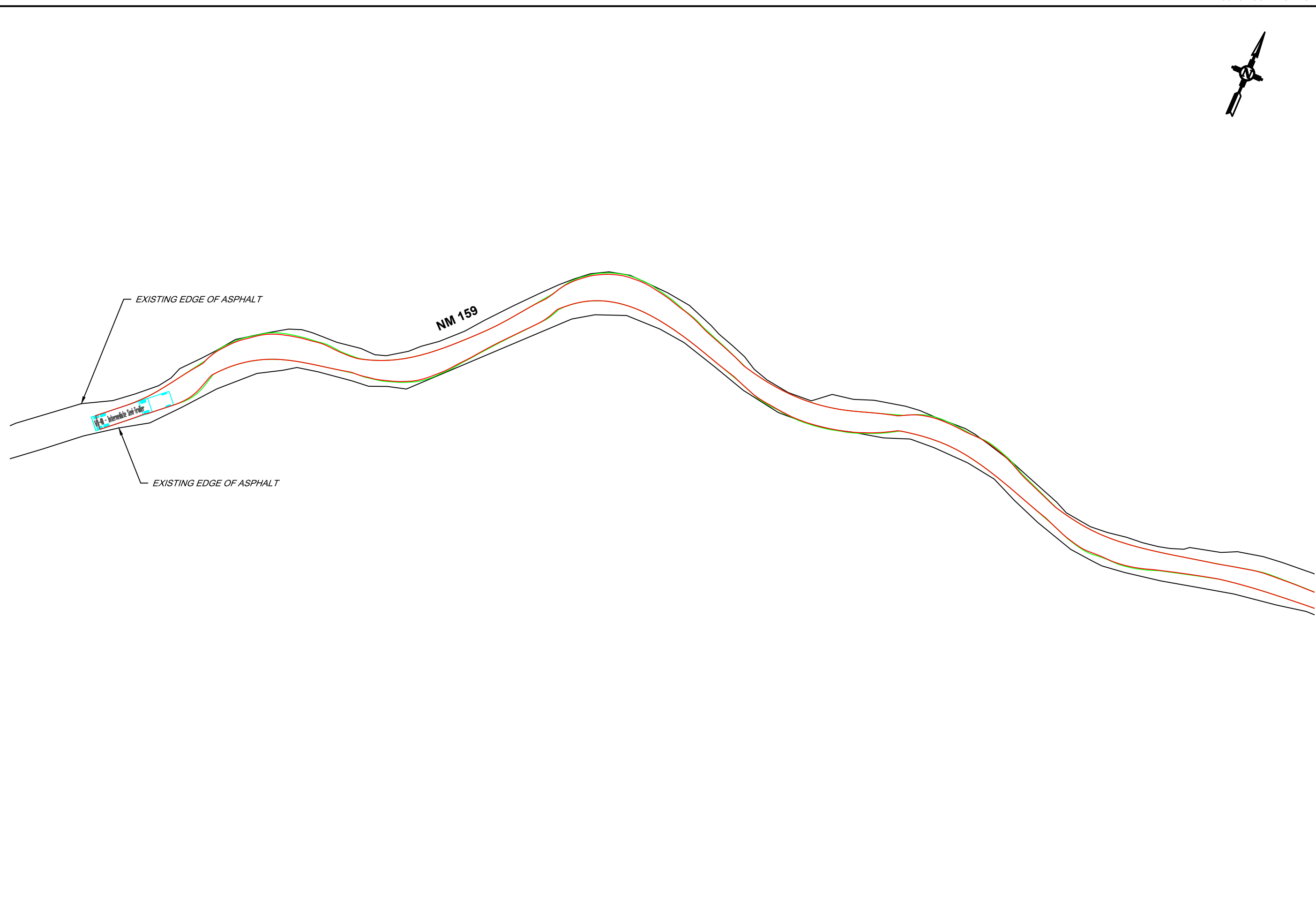


NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 3 OF 21

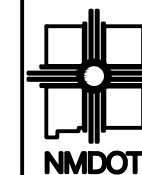


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

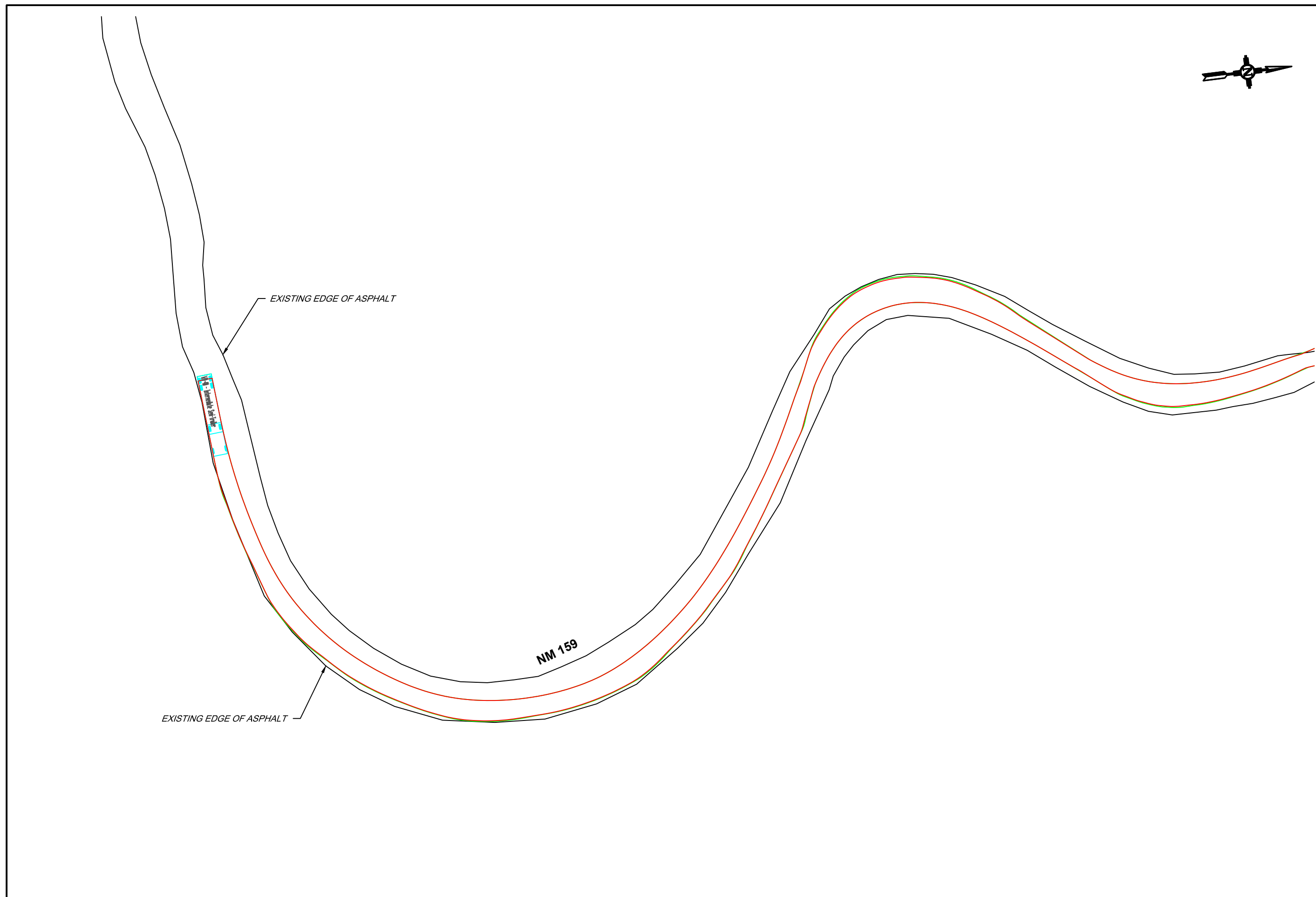
CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 4 OF 21



NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

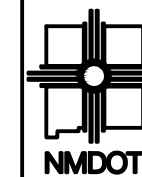
CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 5 OF 21



EXISTING EDGE OF ASPHALT

EXISTING EDGE OF ASPHALT

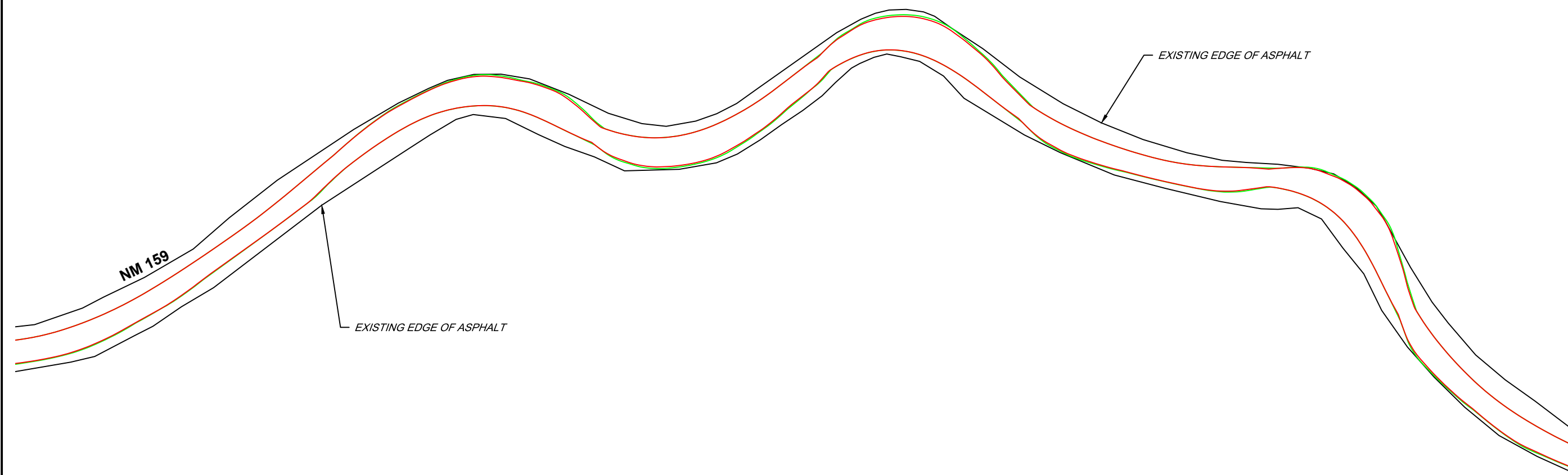
NM 159



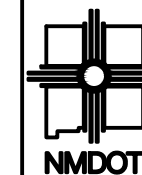
NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 6 OF 21



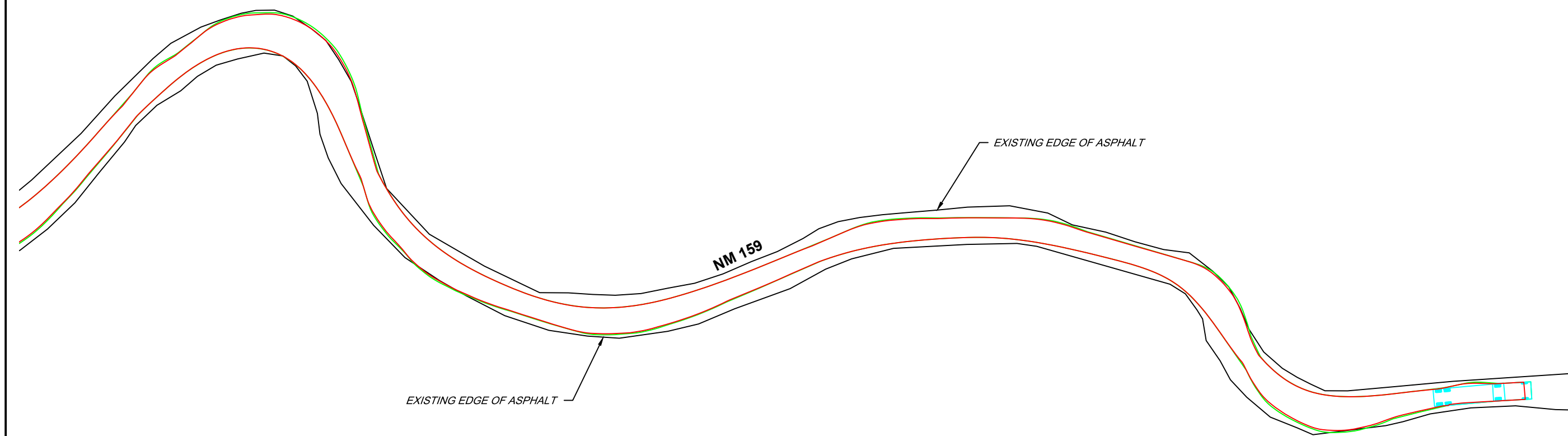


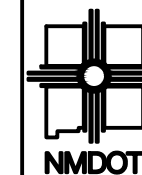


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 7 OF 21

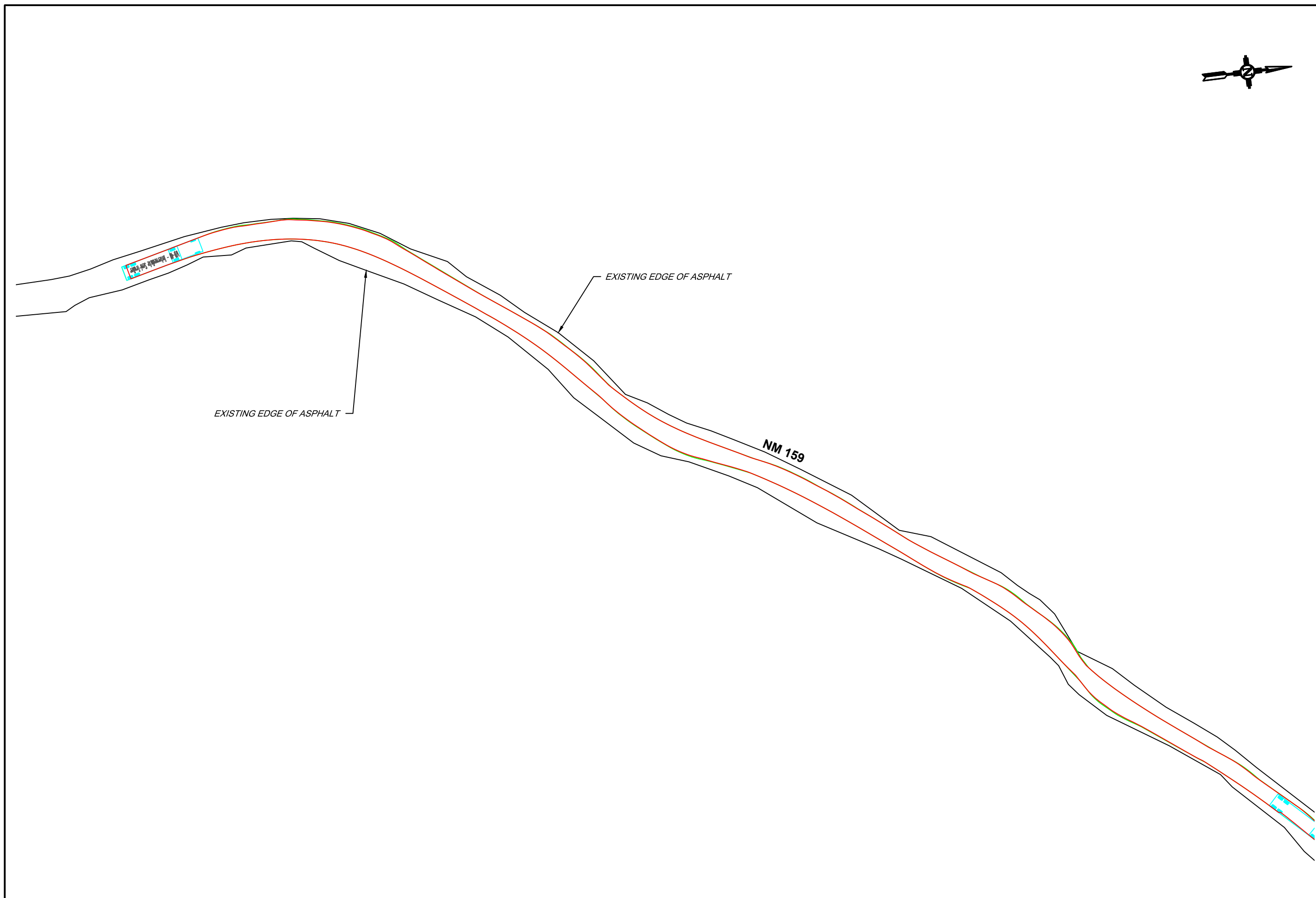


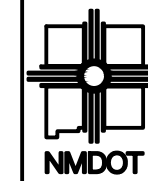


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 8 OF 21

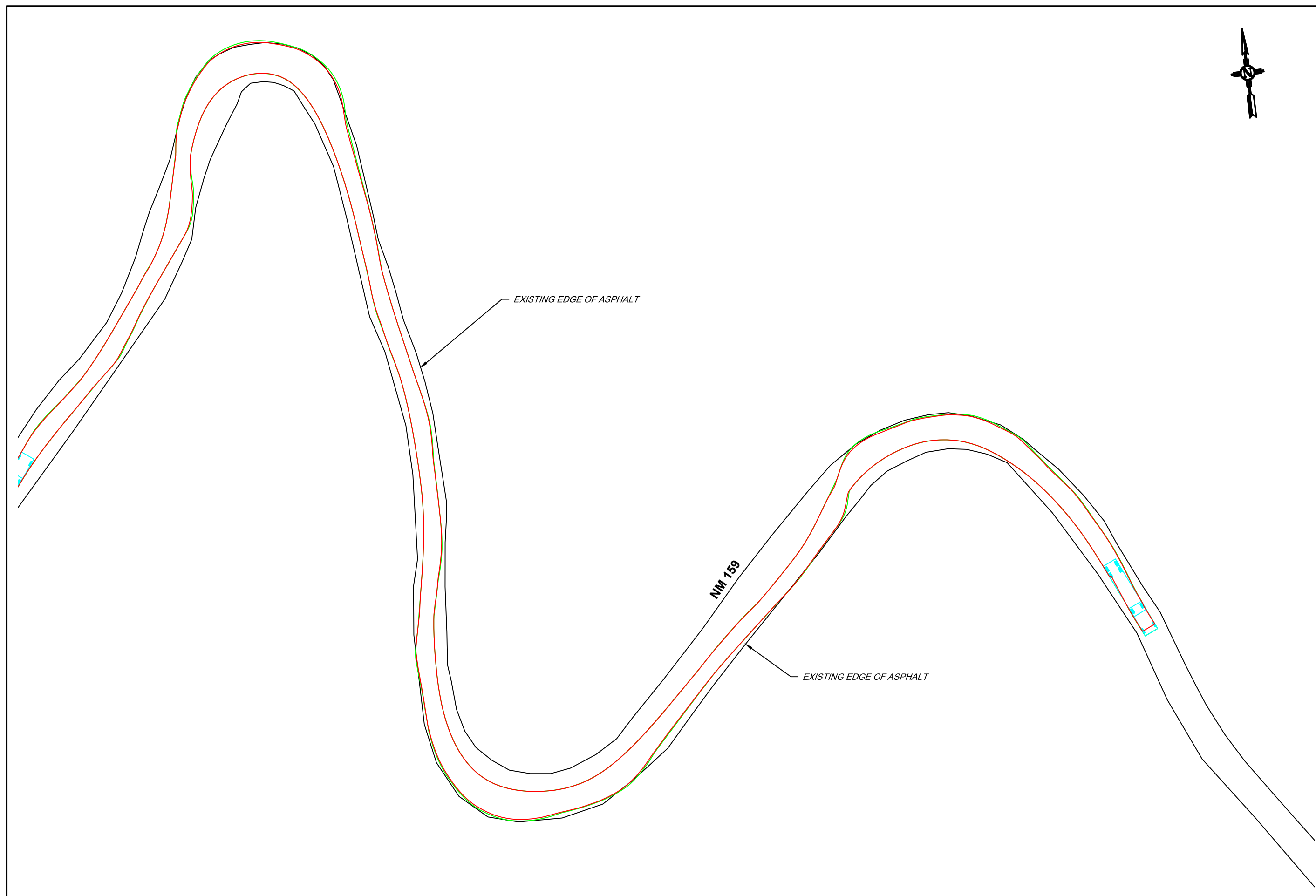




NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 9 OF 21

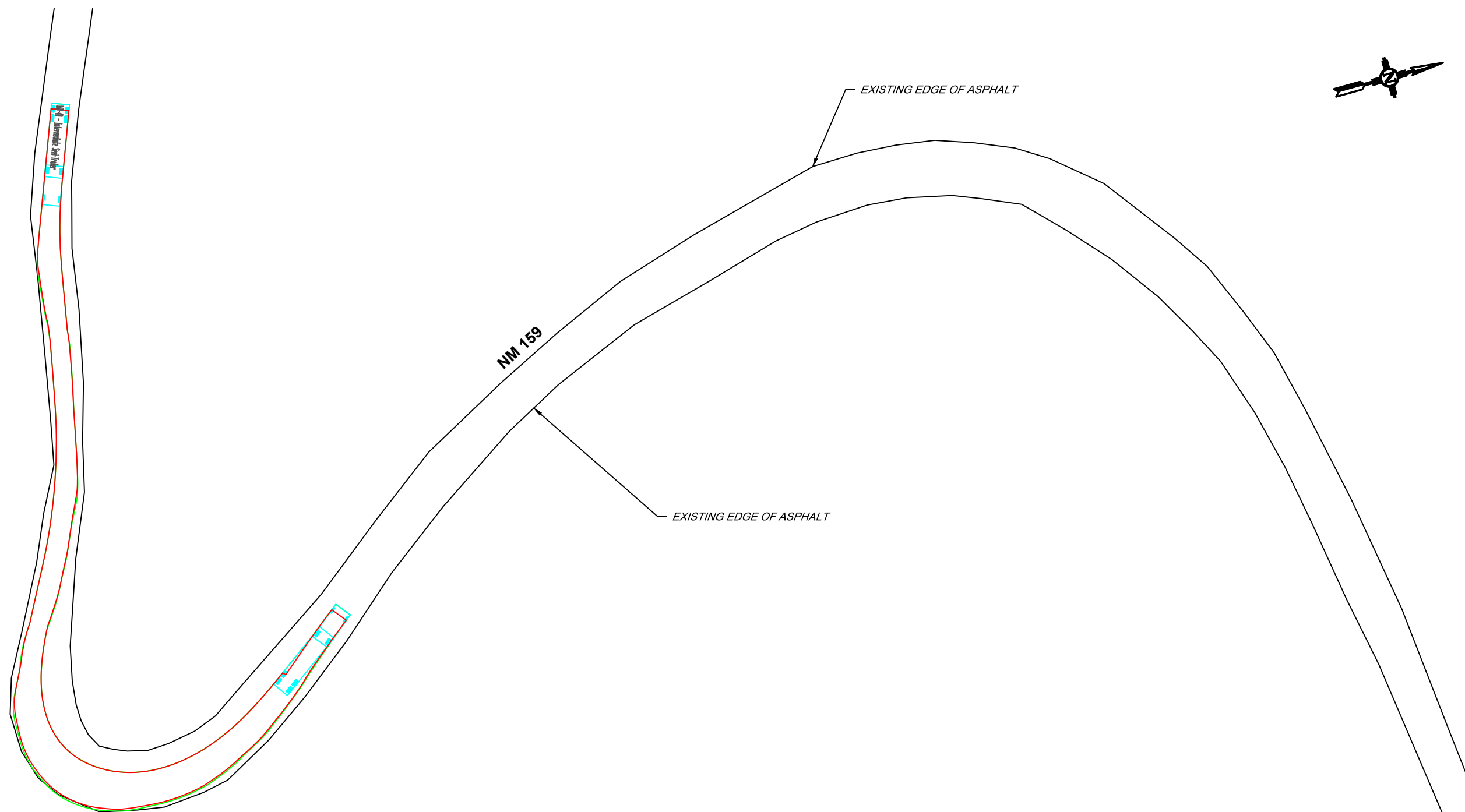




NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 10 OF 21

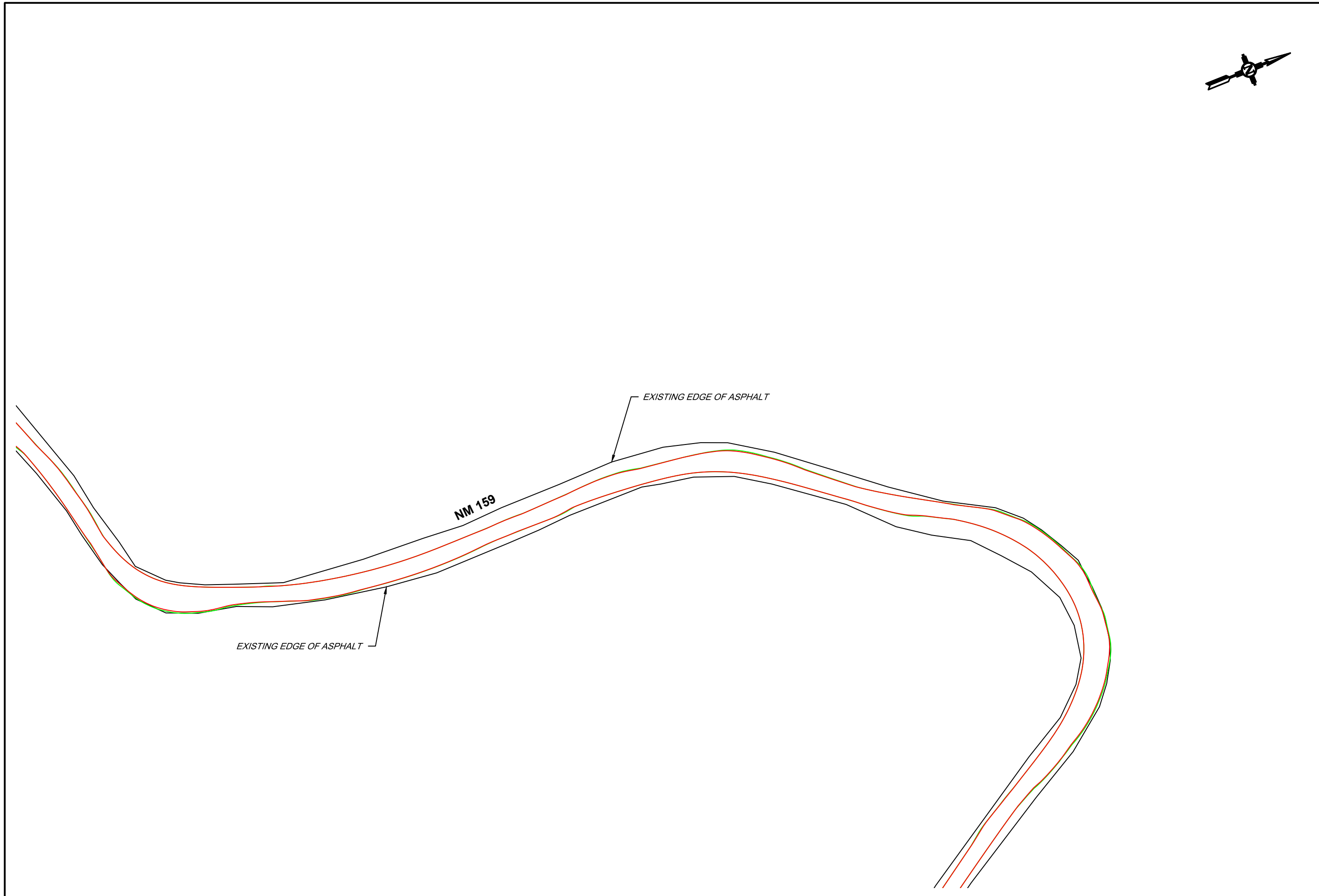


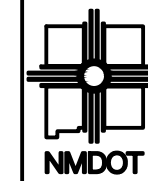


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 11 OF 21

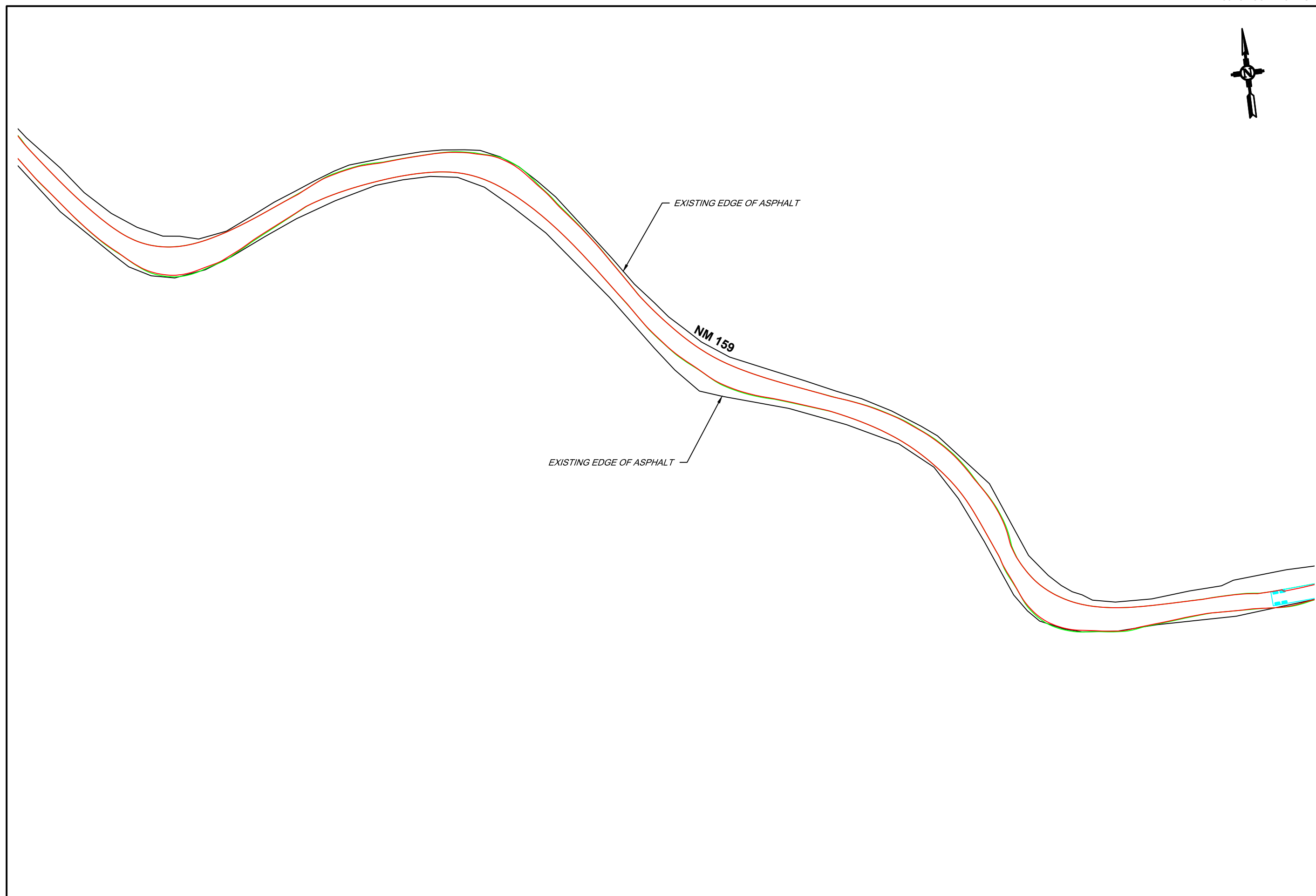


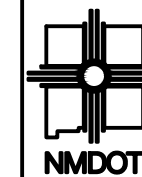


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 12 OF 21

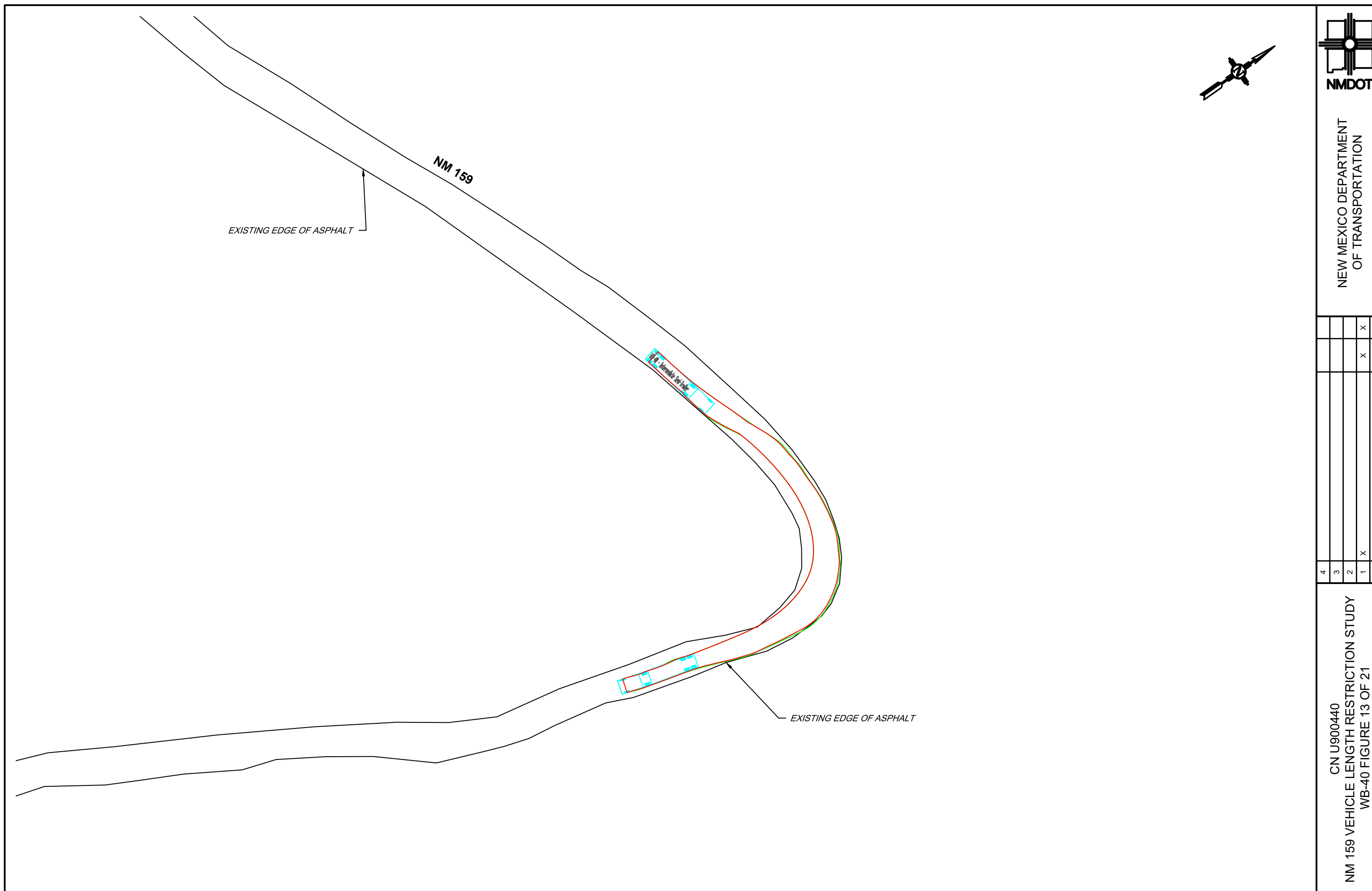


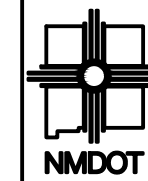


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 13 OF 21

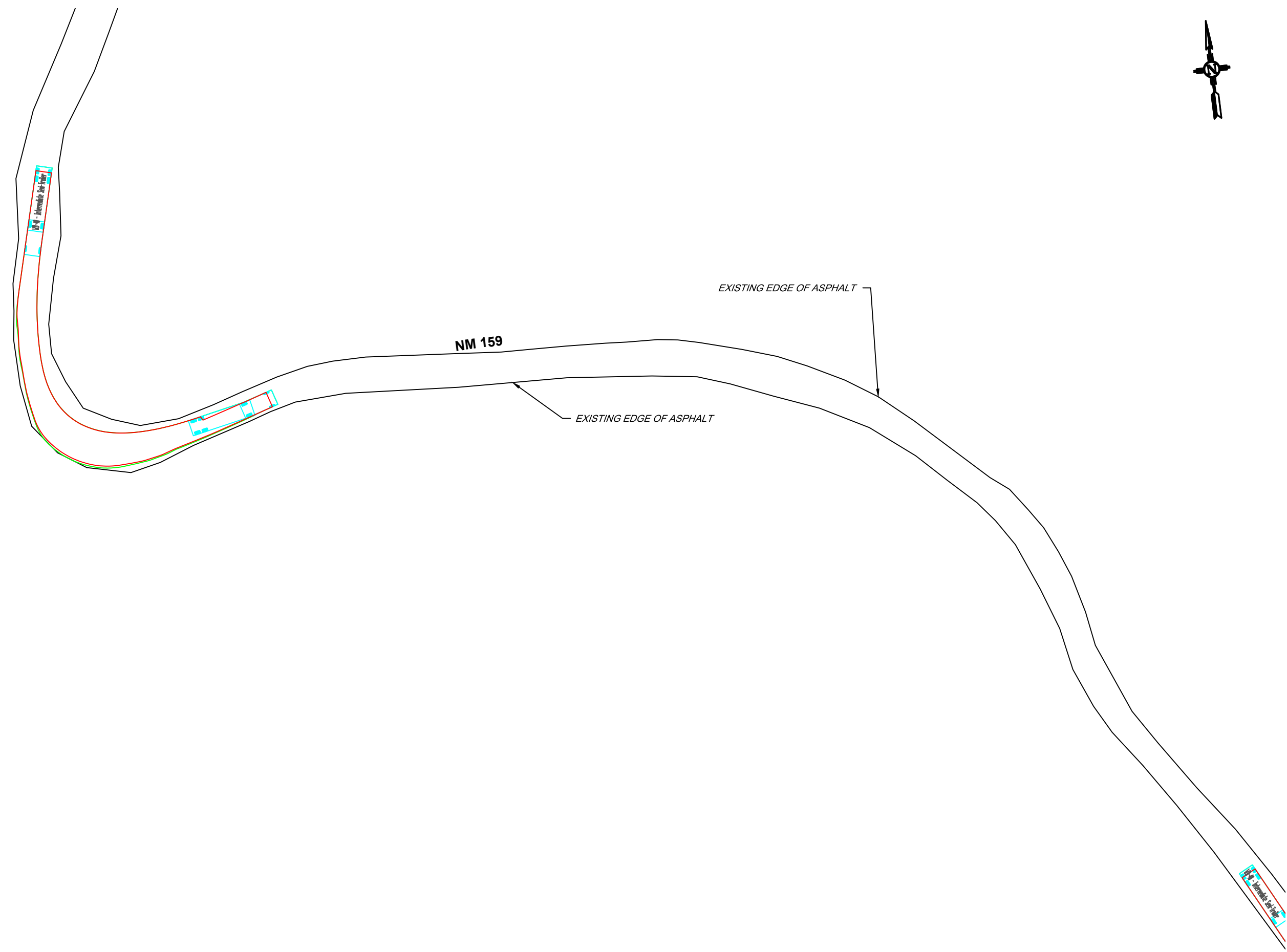




NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 14 OF 21



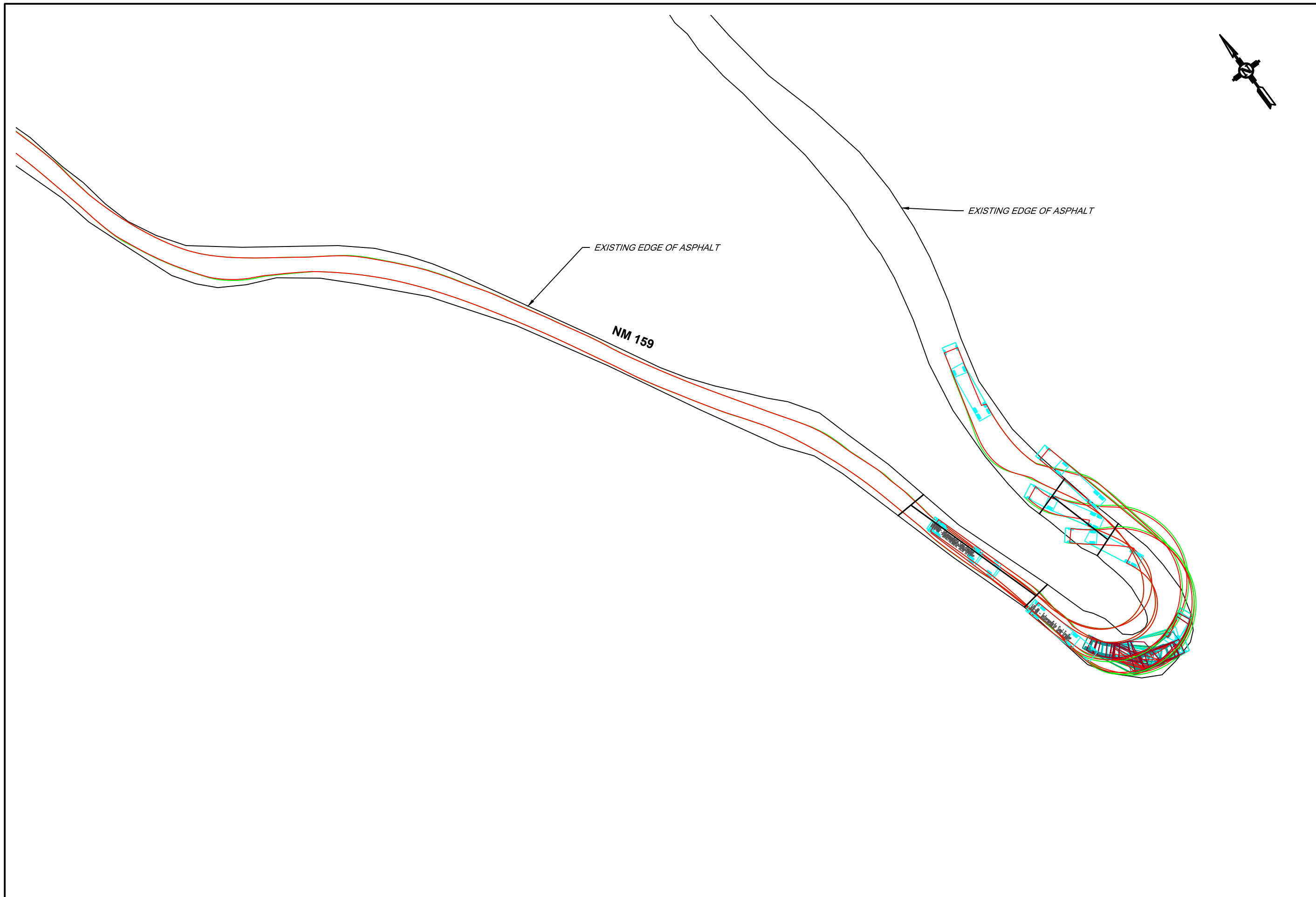


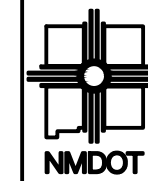


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 15 OF 21

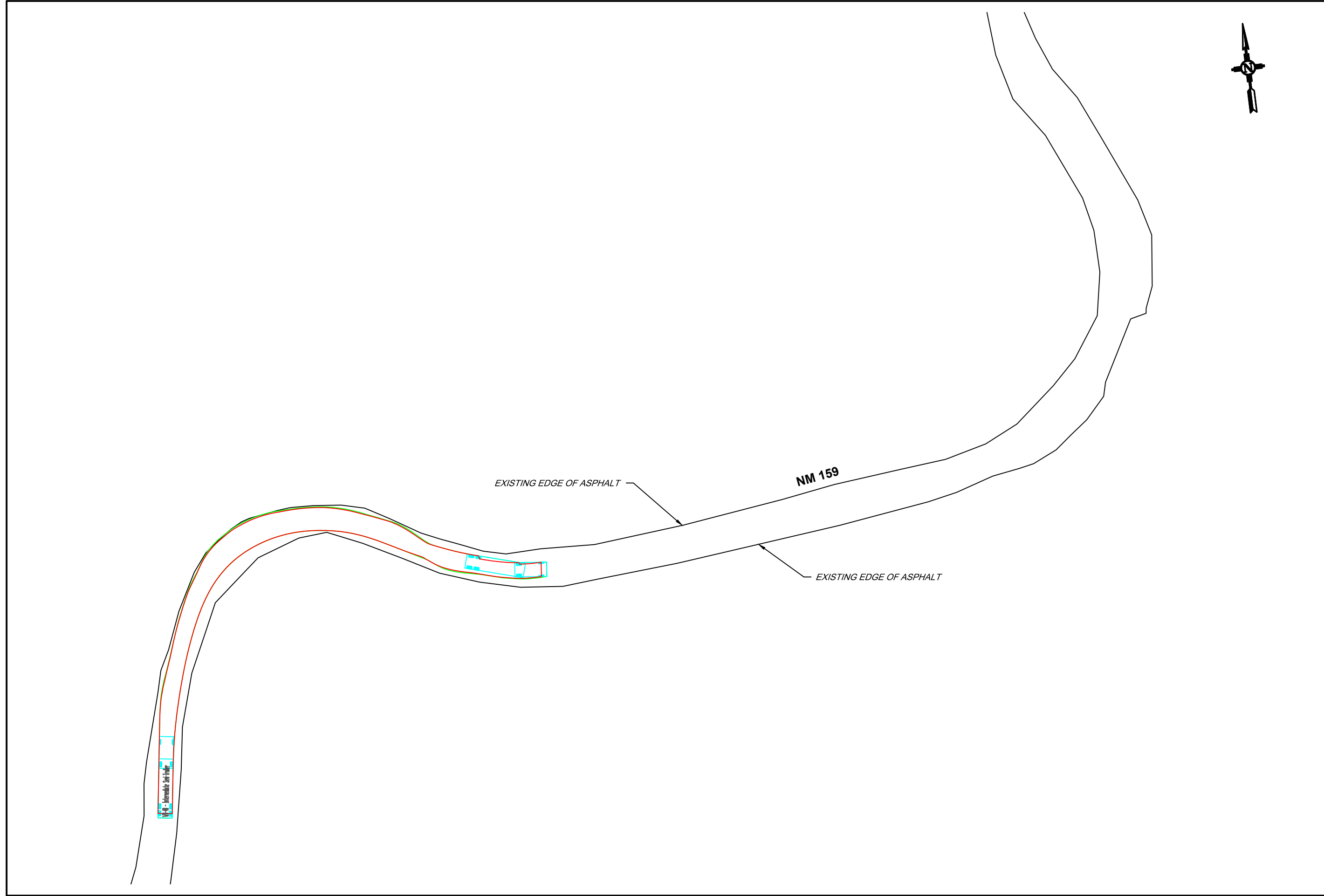


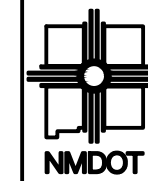


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 16 OF 21





NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



EXISTING EDGE OF ASPHALT

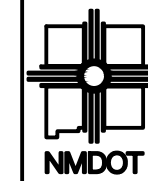
NM 159

EXISTING EDGE OF ASPHALT

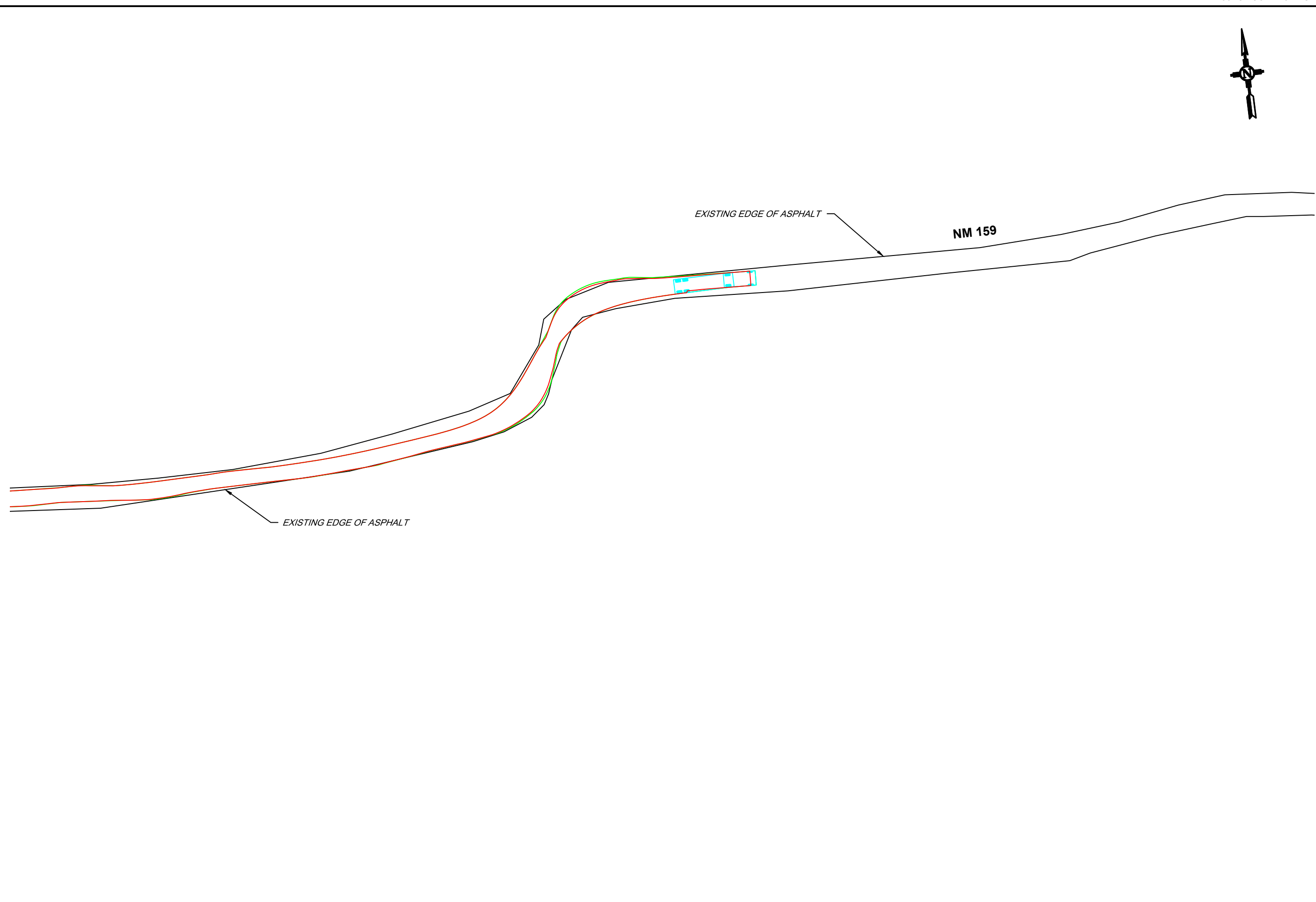
10' - Intersecting Side Fringe

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 17 OF 21



NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

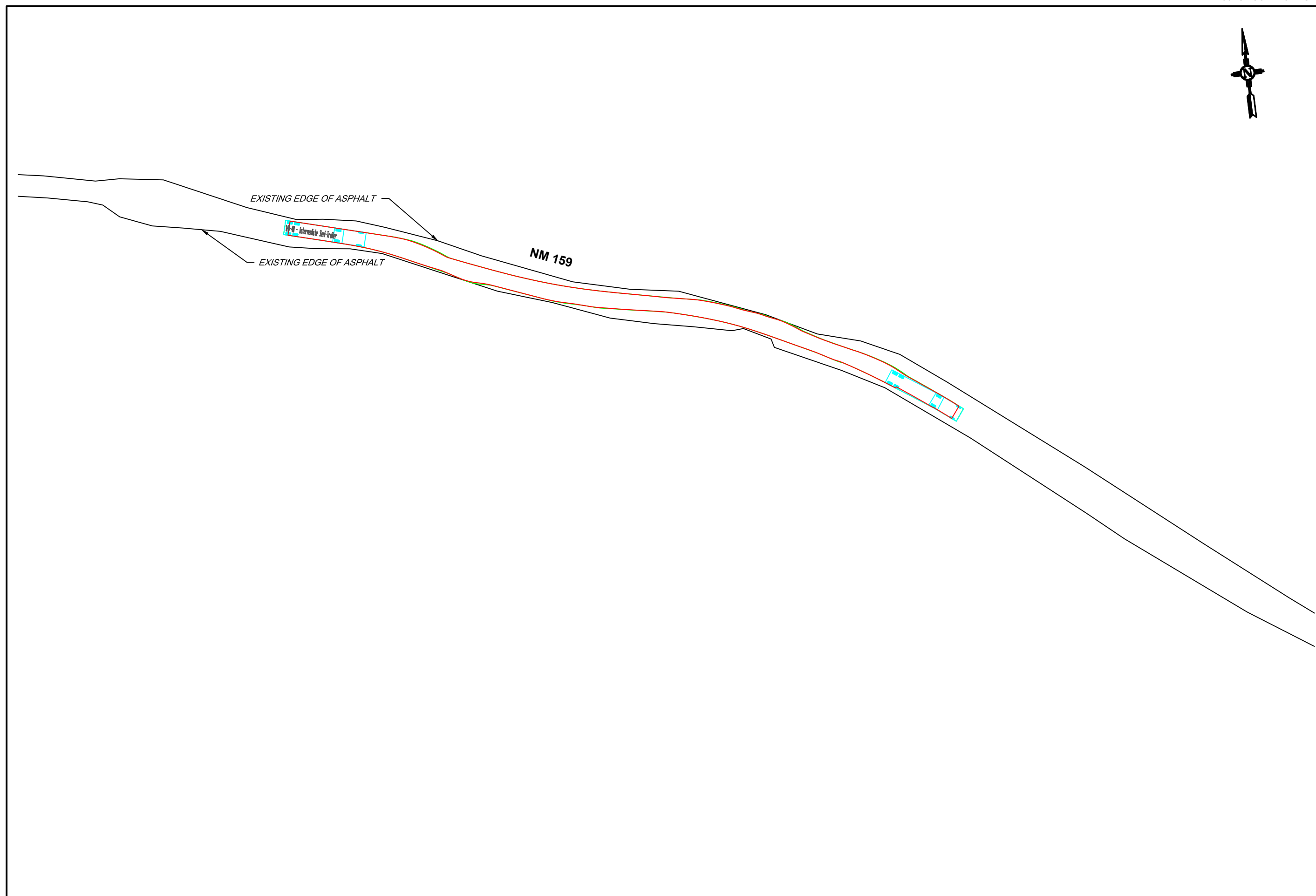
CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 18 OF 21

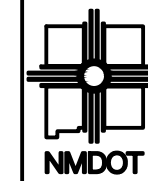


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 19 OF 21

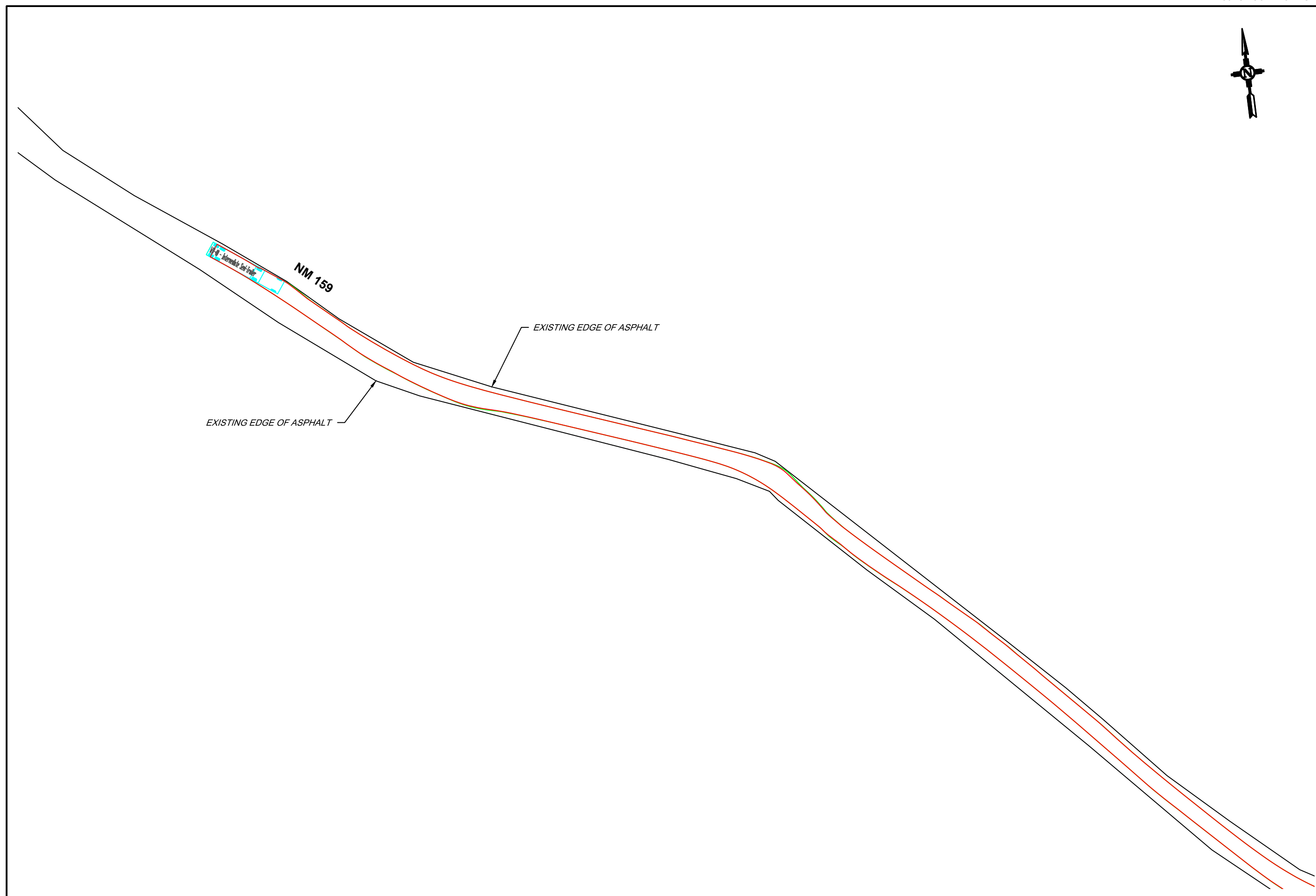




NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 20 OF 21

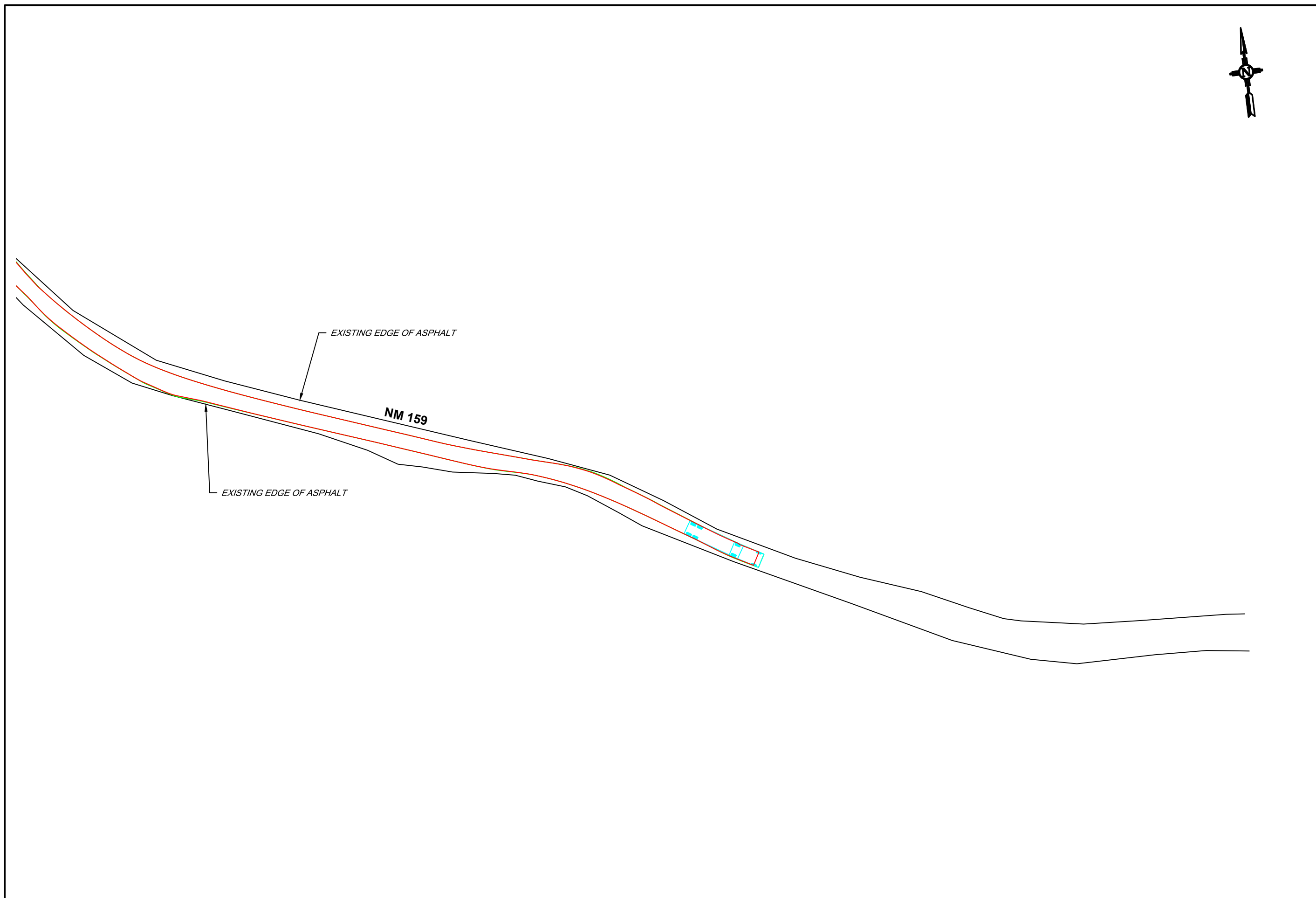


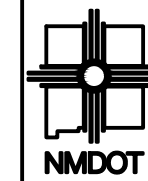


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

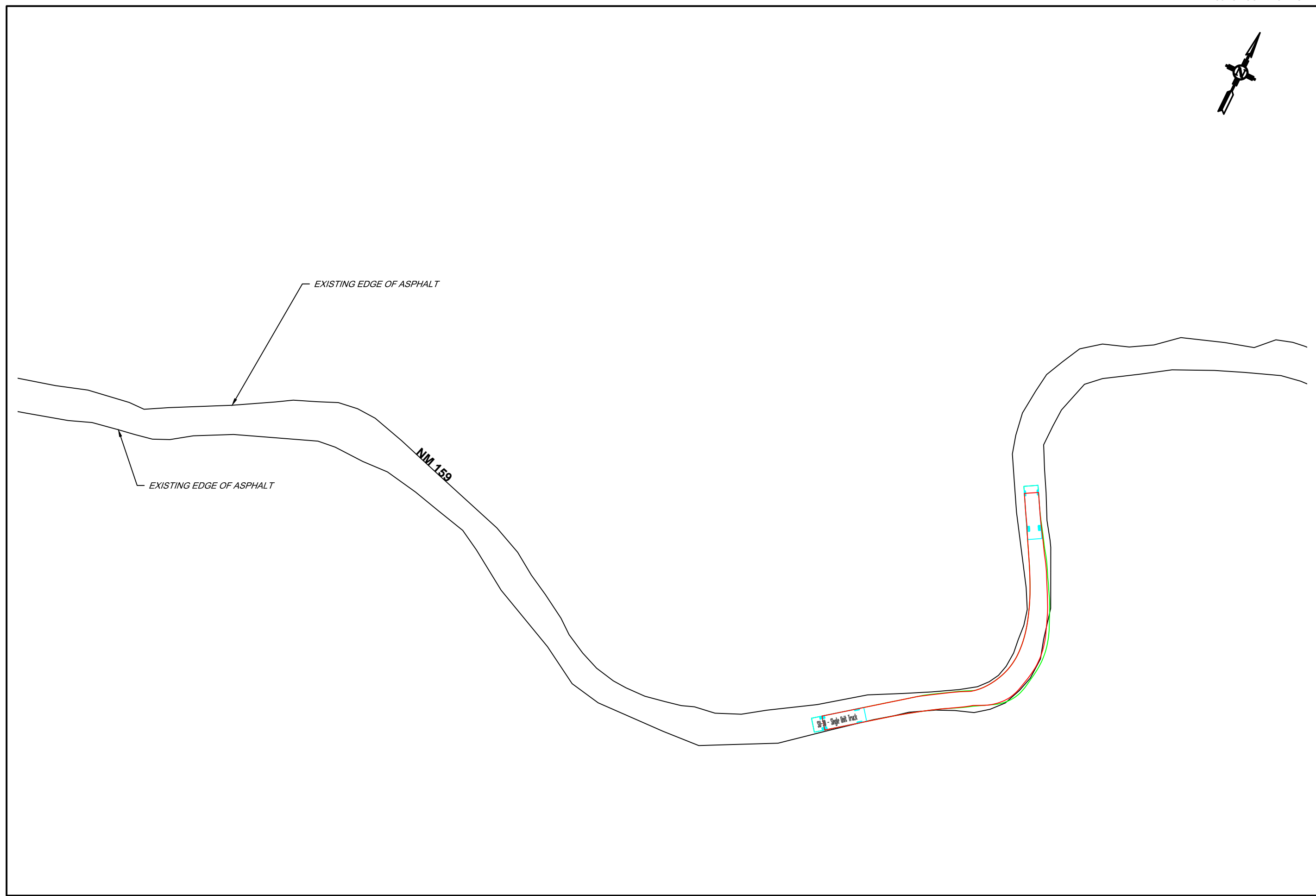
NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
WB-40 FIGURE 21 OF 21





NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
SU-30 FIGURE 1 OF 5



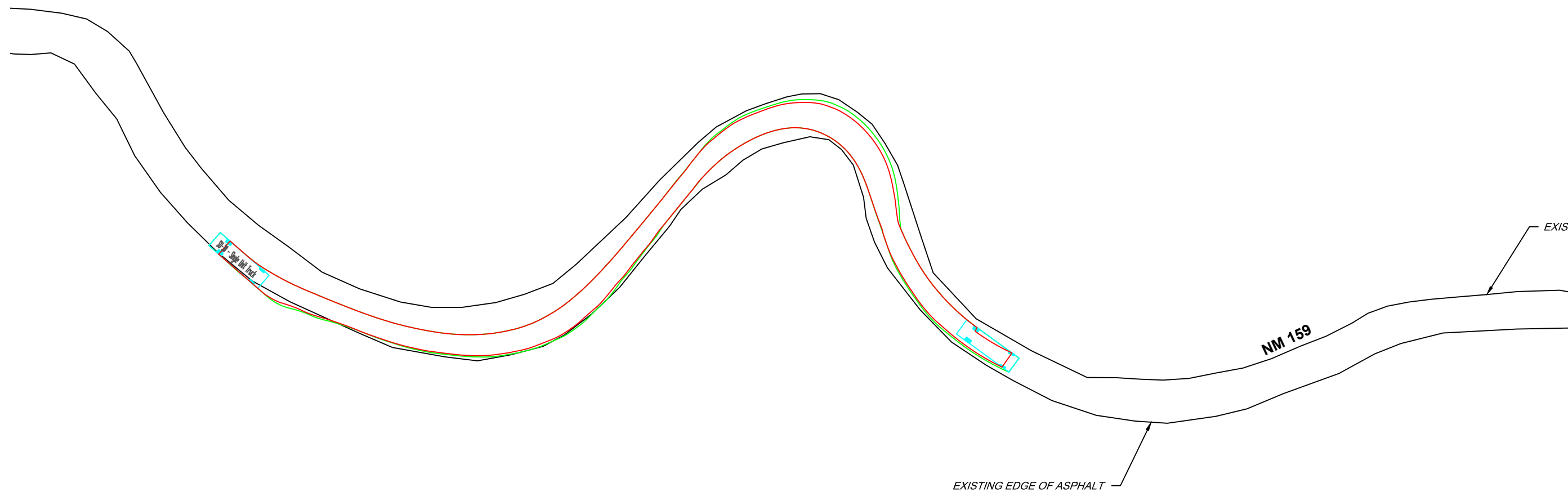


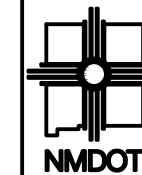
NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
SU-30 FIGURE 2 OF 5

ASPHALT

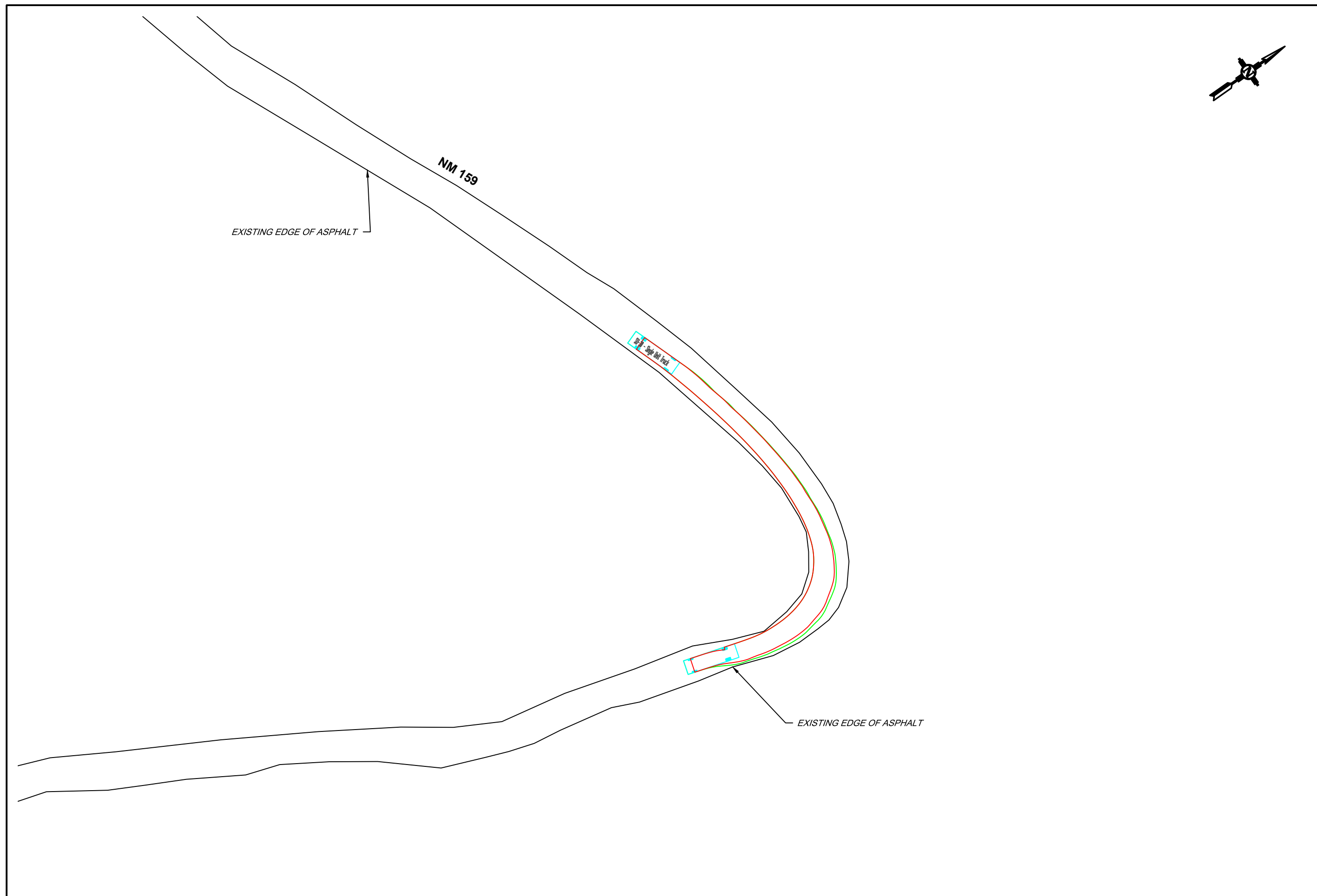




NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
SU-30 FIGURE 3 OF 5





NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
SU-30 FIGURE 4 OF 5

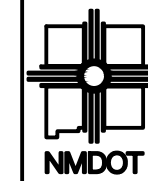


EXISTING EDGE OF ASPHALT

EXISTING EDGE OF ASPHALT

NM 159

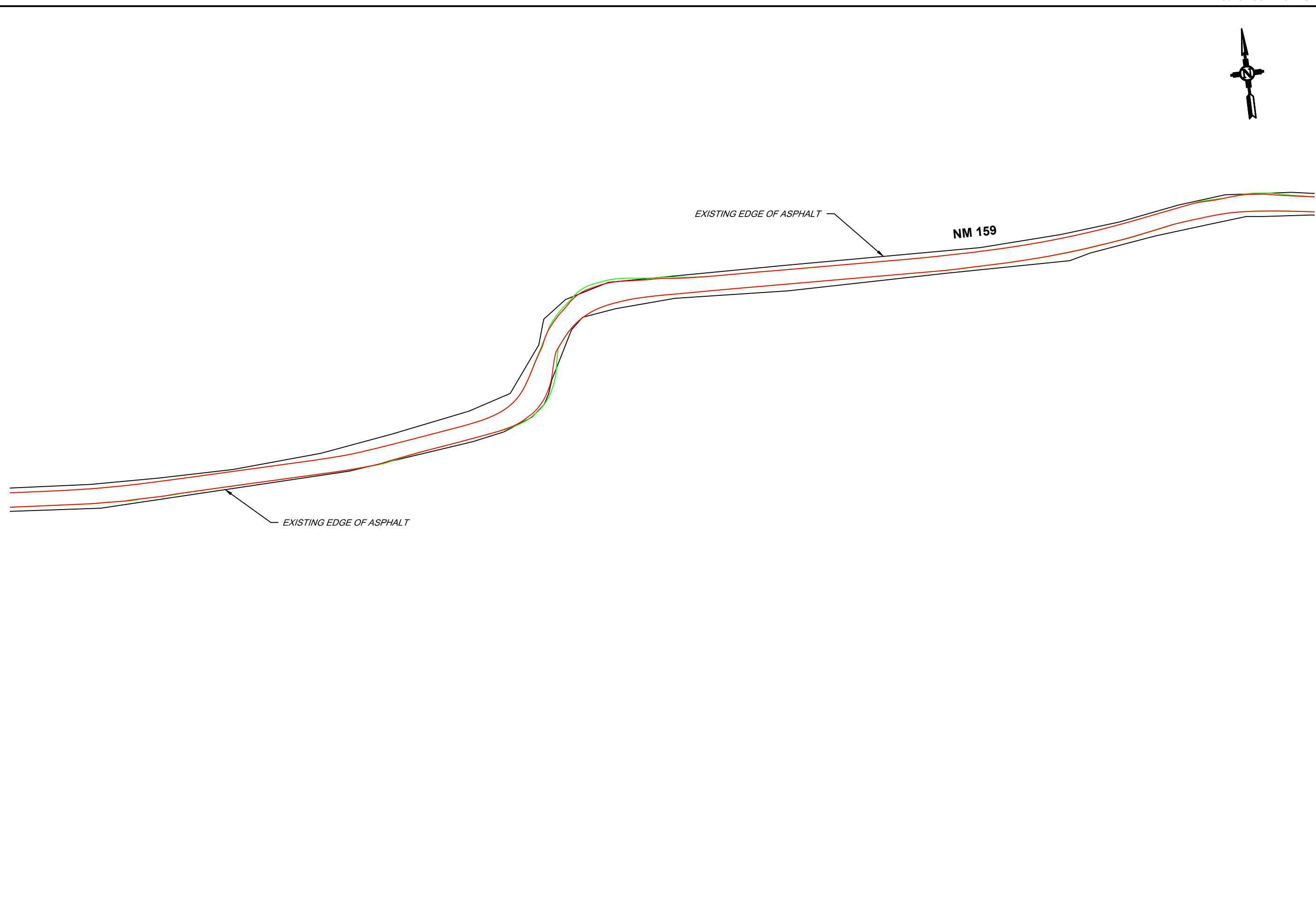


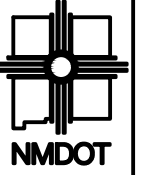


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

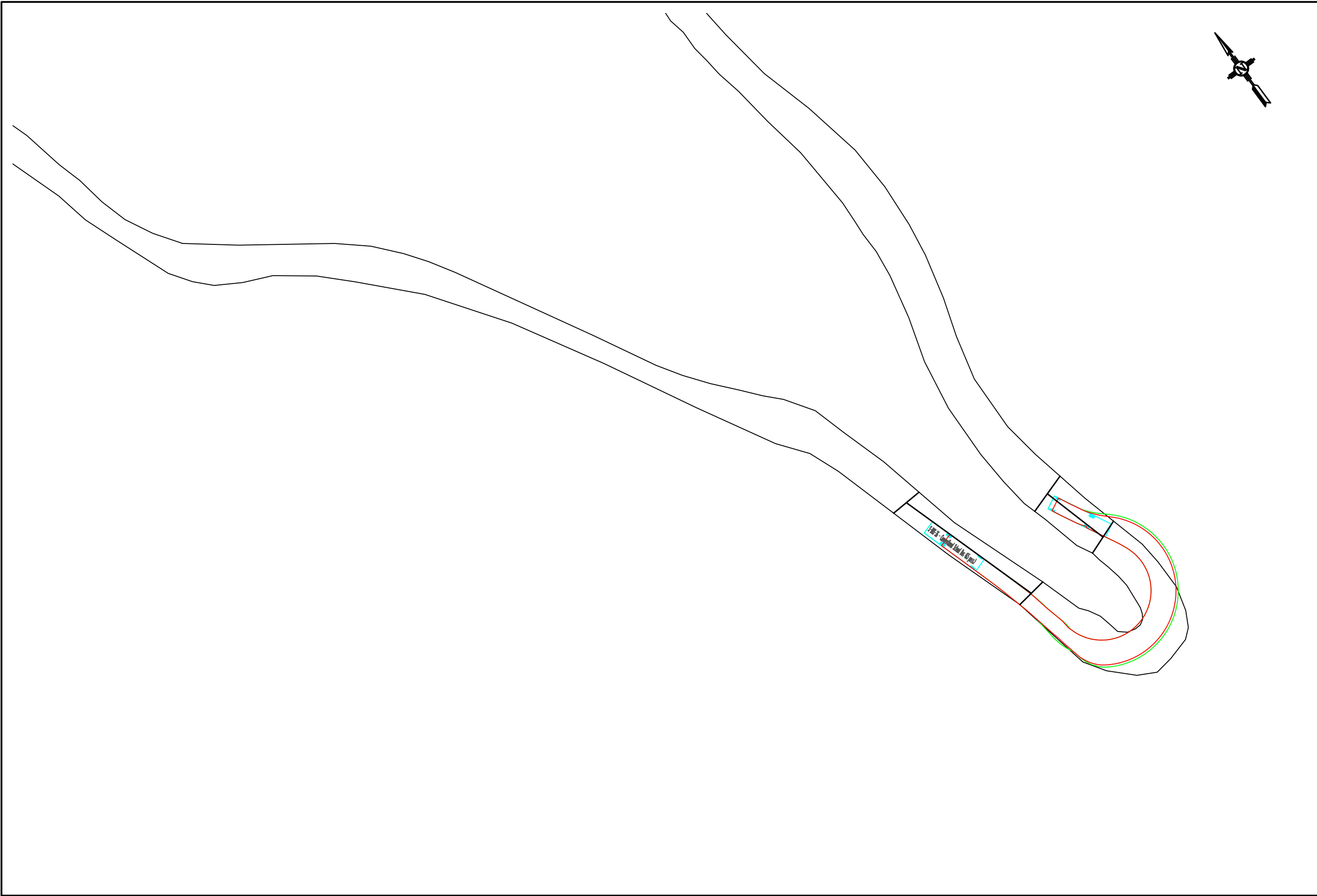
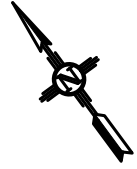
NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
SU-30 FIGURE 5 OF 5



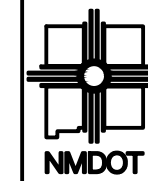


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

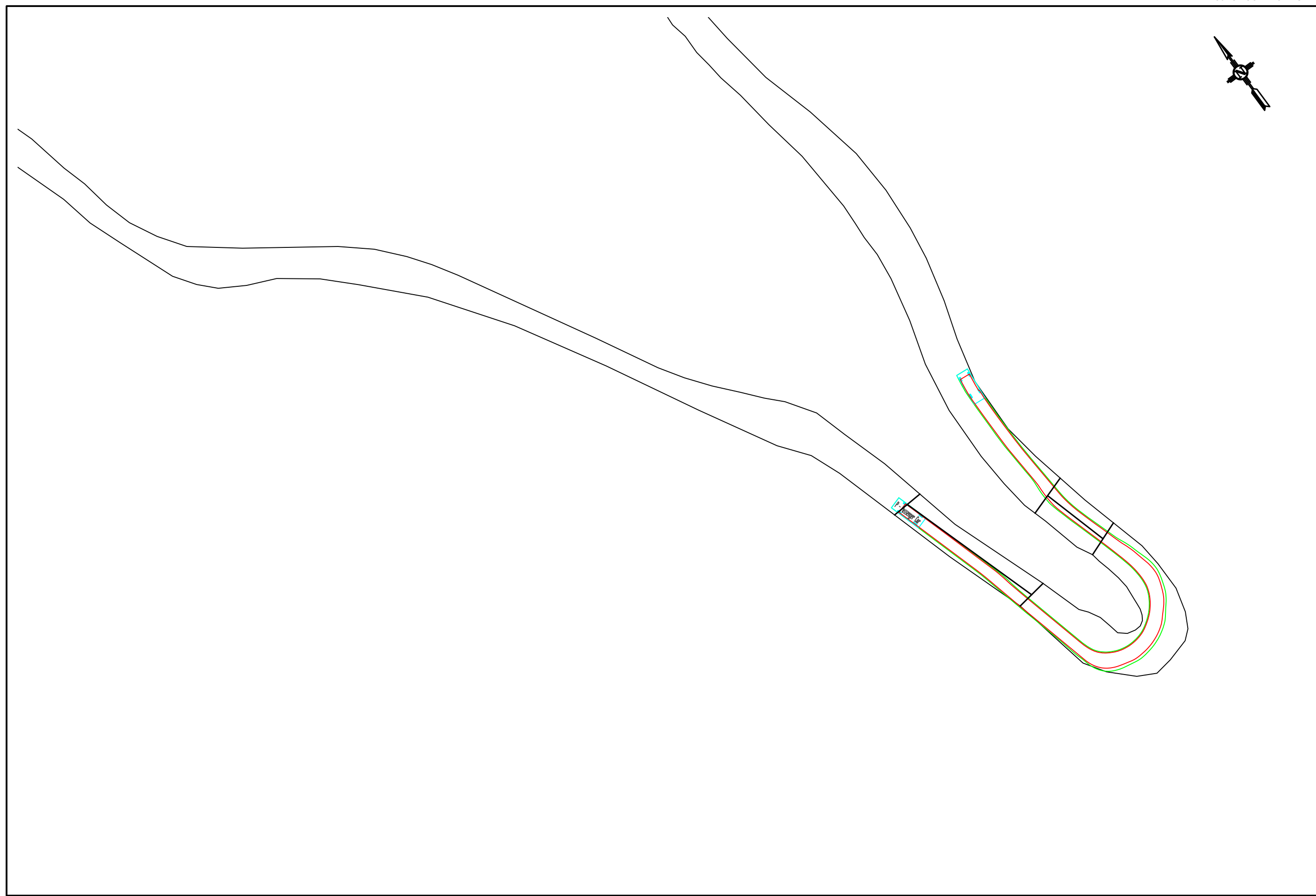


NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
SCHOOL BUS 1 OF 1



NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

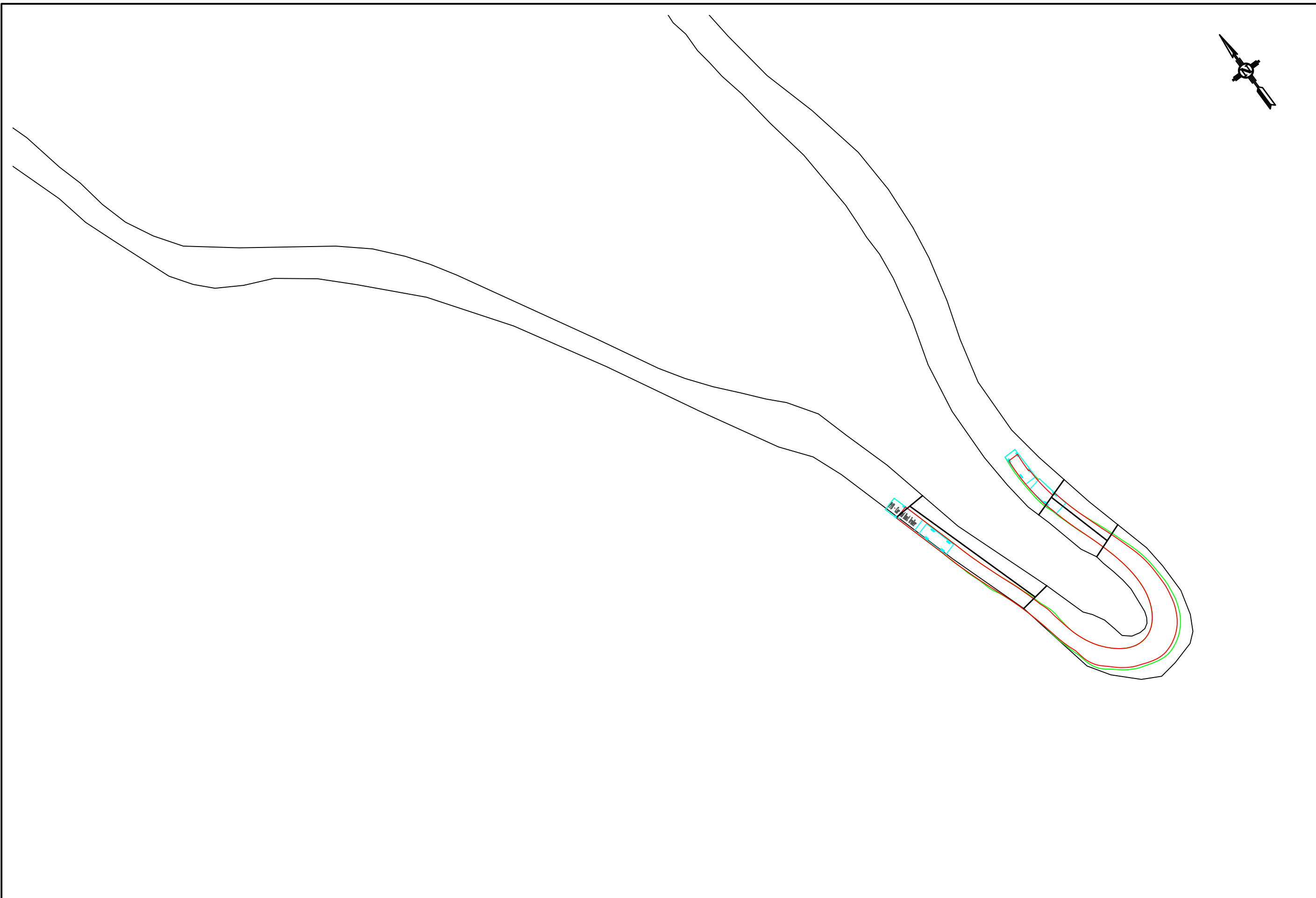


NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
PASSENGER CAR 1 OF 1

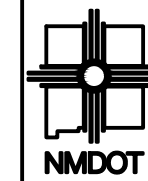


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
PASSENGER CAR WITH BOAT 1 OF 1



NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2		X	X
1		X	X

CN U900440  
NM 159 VEHICLE LENGTH RESTRICTION STUDY  
MOTORHOME FIGURE 1 OF 1

