

Pavement Management Plan

Prepared for:



City of Deming
New Mexico
March 1, 2017





CITY OF DEMING PAVEMENT MANAGEMENT PLAN

Executive Summary

The City of Deming has expressed interest in developing a plan to maintain its roadway network. The Community Services Department prepared this Pavement Management Plan (PMP) to assist the City in pavement management decision making. This report summarizes the findings of detailed field inspections, and provides a budget analysis and proposed three-year capital plan.

During the three-year period staff will use PAVER™ 7.0 as the preferred database and analytical tool. Field inspections will begin in the Fall/Winter of 2017. PAVER™ will use this data collected during the field inspections to assign each street a rating, on a scale of 0 to 100, known as the Pavement Condition Index (PCI). The PCI ratings provide a snapshot of the City's overall street condition (see *Table A*). Current table is an estimate made by Community Services Department Staff and will update condition as the database is updated.

Table A – PCI Category Breakdown by % Area

Pavement Condition Category (0-100 PCI)	Excellent (100-86)	Good (85-71)	Satisfactory (70-56)	Poor (55-41)	Very Poor (40-26)	Serious (25-11)	Failed (10-0)
PCI Category by % Area	5%	30%	40%	10%	5%	3%	7%

The City of Deming currently owns and maintains 106 miles of asphalt roadways. **The current area-weighted average PCI of the City is 60 (Satisfactory)**, with approximately 54% of streets by area rated as "Satisfactory" or above.

PAVER™ analyzes the current PCI ratings against historical project data to develop Deterioration Curves that can be used to forecast future pavement condition. Three funding scenarios were estimated by City Staff using current data collected by Staff. The PAVER™ software can use its features to determine the resulting City PCI after 10 years (see *Table B*). Current Table is an estimate and will be updated as the database is updated.



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Table B – Funding Scenario Results

Plan	Beginning PCI	Ending PCI	Deterioration Rate (Per Year)
1. Do Nothing	60	31	±(2.9)
2. Current Pavement Budget (FY16-17) \$450k –Maintenance Grounds/Roadways	60	80	±6.0
4. Backlog Elimination over 5 Years \$350k – Preventative Maintenance	60	80	±4.0

Deming currently has a high percentage of streets in “very poor” to “failed” condition and an unacceptable overall PCI rating. City Staff recommends that we strive to maintain the existing good roads and work towards the Backlog Elimination over 5 years (Plan 3). Based on the funding recommendation under that budget scenario, a three-year plan was created by City Staff. The three-year plan is summarized in *Table C*. Each annual project listed in the three-year plan should be inspected the year before construction to provide a final determination on work type and cost. This will only be the beginning phase of improving our PCI rating to the goal of 80 in five years.

Table C - 3-Year Road Program Plan

Year	Location	Work Type	Approximate Cost
2017	Downtown/Townsite High School Addition	Fog Seal	\$425,000
		Scrub Seal	
		Chip Seal	
		Microseal	
2018	The West Side The North Side	Fog Seal	\$375,000
		Scrub Seal	
		Chip Seal	
		Microseal	
2018	The East Side	Fog Seal	\$400,000
		Scrub Seal	
		Chip Seal	
		Microseal	



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The City should continue preventative maintenance measures utilizing the recommended \$450,000 per year budget for Maintenance/Grounds Roadways. Locations of preventative maintenance will vary by year, with a recommended crack seal project approximately five to seven years, a fog seal approximately three to five years, a scrub seal every four to six years, and a chip seal every seven to ten years after a street is resurfaced, reconstructed, or constructed. Sufficient funding directed toward preventative maintenance can add 20 years or more to a street's life, which amounts to significant savings long term. Micro-seal and other methods will be used sparingly when funding allows.

This document does not cover reconstruction, mill & overlay/inlay, or any other process other than maintenance of an existing roadway. The City of Deming depends on other funding sources for these types of processes and Staff will continue to work towards these outside funding sources to help reconstruct or rehabilitate necessary roads needing complete reconstruction. Determination of need for new construction will be determined by the PAVER™ software and City Staff with the data taken during this PMP period.

The PMP is a living document that should be evaluated on a regular basis. Deming-wide condition assessments should be performed in conjunction with the preparation of subsequent five-year capital plans to ensure that the PMP is meeting the goals of the City. Initial PMP plan is for three years but is suggested to update on a five-year plan in future revisions.



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I. Introduction

The City of Deming understands the value and importance of properly maintaining its roadway network. The City Council authorized the preparation of this report to assist the City Staff in pavement management decision making. Community Services Department staff performed a comprehensive study of Deming's roadways. The resulting Pavement Management Plan (PMP) summarizes the findings of detailed field inspections, and provides recommendations for annual maintenance and capital improvement project funding for 2017 through 2019.

The main goals of the PMP are to answer the following questions:

1. How many lane miles of roadway does the City maintain?
2. What is the current condition of the City's pavements?
3. How fast are the roads deteriorating?
4. What prevention, maintenance, and rehabilitation strategies can be used?
5. How can the pavement life be extended?
6. How much funding is necessary to meet City goals?

The City of Deming owns and maintains 106 miles of asphalt roadways. As more streets are added to the City's network, the City must anticipate the need for increased maintenance funding obligations.

Further, at reconstruction costs approaching \$1 million per mile, it is important that the City develop and implement a plan to effectively manage its roadway assets. The PMP aims to protect the investment already made in the network by establishing maintenance standards and prioritizing maintenance treatments.



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II. Pavement Management Theory

Why Manage Pavement?

Years ago, asphalt pavements were expected to last 25 years with little maintenance. Today, it is becoming more and more apparent that these pavements in many cases barely last half that time. Experts point to various reasons. The product “asphalt” is vastly different from what was produced years ago. Oil refineries are now able to refine crude oil to a much greater extent, extracting more fuels, perfumes and other products, resulting in an asphalt product of lesser quality. Also, traffic has increased substantially. From 1970 to 1990, the growth of vehicles outpaced the population growth by 50% and today there are 40% more registered vehicles than in 1980.

Highway engineers have studied the life cycle of pavements over the years and found that pavements deteriorate over time at a fairly predictable rate. *Figure 1* presents a typical Pavement Deterioration Curve and illustrates how the pavement condition changes over time. In the first three-quarters of a pavement’s life, the rate of deterioration is fairly slow. However, the next 17% of its life, the deterioration accelerates rapidly.

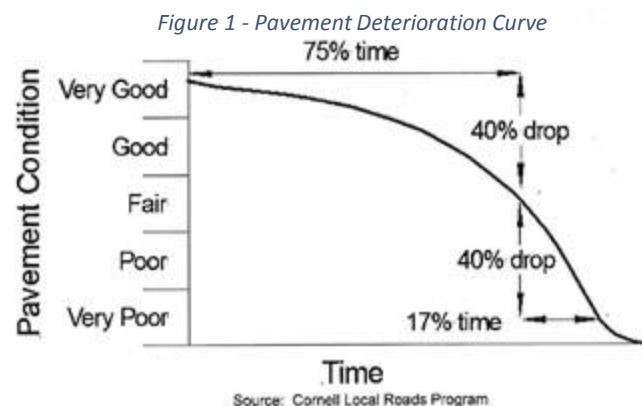
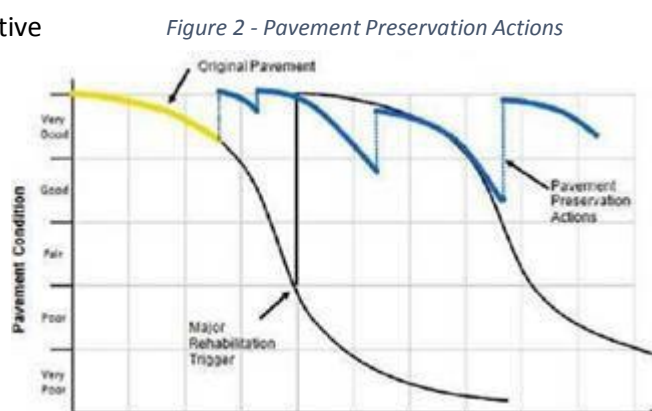


Figure 2 shows how repeated Preventative Maintenance will extend the life of a pavement. **Preventative Maintenance applied when the pavement is in good condition will keep the pavement in good condition, delay the point in time when the rapid deterioration will occur, and extend the life of the pavement.** These repairs include crack sealing and other surface treatments which are relatively inexpensive. As the pavement further deteriorates, more extensive (and expensive) repairs become necessary. When a pavement reaches the Very Poor stage, the pavement is usually structurally deficient and needs to be reconstructed. The cost of reconstruction is significantly greater than the cost of the minor repairs.



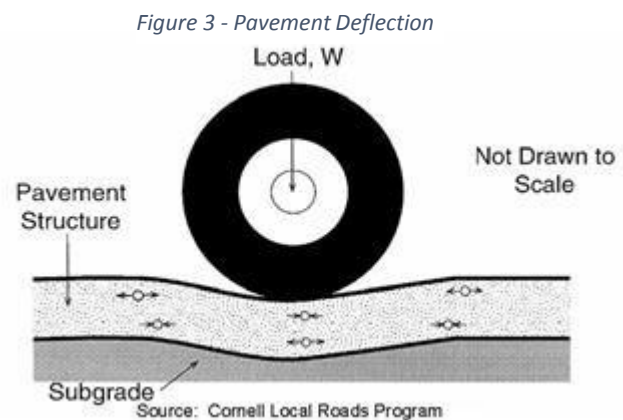


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This concept illustrates the underlying principle of a Pavement Management Plan - that it is cheaper to keep roads in good shape than it is to fix roads that are broken. The “keeping good roads good” philosophy is similar to what we practice in our own lives. We change our car’s oil regularly rather than waiting for the engine to fail and replacing it. We periodically paint the siding or repair damaged roof shingles on our homes rather than waiting to replace the entire siding or roof structure.

Why Do Pavements Fail?

In a perfect world, pavement would last forever, but unfortunately, this is not the case. To understand why a pavement fails, we need to understand what a road is. Asphalt pavements are called “flexible pavements” as they resist traffic loads by deflection (flexing or bending). Asphalt pavements are constructed as a system of layers that work together to bend when traffic loads are placed on them *Figure 3*. The bottom layer is the “Subgrade” or the earth below the pavement materials. The “Pavement Structure” is typically a layer of aggregate base material covered by layers of hot mix asphalt. As the pavement flexes, there is a combination of pushing and pulling stress in the pavement. The thicker the Pavement Structure, the less deflection and stress in the Subgrade. When a pavement is subjected to repeated wheel loads and subsequent structural deflection, the pavement becomes fatigued, resulting in cracking.



Pavements fail for a number of reasons and often these factors combine to compound the issue.

Water is probably the greatest contributor to pavement failure. The strength of the base and Subgrade is substantially reduced when saturated. These materials become overly flexible and in turn cause excessive stress in the Pavement Structure. Further, a saturated pavement is susceptible to frost heave from repeated freeze thaw cycles. As the water freezes, ice pushes up on the pavement causing additional stresses that accelerate cracking. When the ice thaws the gap left by the ice weakens the pavement structure. Repeated freeze thaw cycles also break the bond between the asphalt materials and the aggregate within the bituminous mix. Each step in the freeze thaw cycle has a detrimental effect on the Pavement Structure.

Pavements may fail due to poor quality construction. Improper compaction of the Subgrade and the asphalt materials may leave excessive voids in the materials. Excessive voids allow water to enter the materials where freeze thaw cycles and compression forces of vehicle loads contribute to fatigue of the pavement. It is also important to compact asphalt materials at the correct temperatures as cooled asphalt cannot be compacted adequately.



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A Wisconsin Asphalt Association study identifies a current subdivision construction practice may contribute to subdivision pavement failures. Residential roads are generally designed for residential traffic and the occasional heavy vehicle such as buses and garbage trucks. During the construction process, the roadway construction is staged so as not to build the final layer of the asphalt until a majority of the homes have been completed. The intent is to protect the finished surface from cosmetic damage. However, this practice exposes the limited pavement structure to repeated use by heavy construction traffic not originally accounted for in the pavement design and potentially causing the pavement to fail prematurely.

Pavement Distresses

Individual pavement failures are often called distresses and common asphalt pavement distresses can be categorized as Cracking, Surface Deformations, and Disintegration.

Cracking

Cracks caused in asphalt pavements can take many forms. Cracks usually start as very thin cracks that widen and erode with age. If cracks are not addressed in a timely fashion, they can ravel and develop into multiple cracks requiring more extensive repairs. The most common types of cracks found in streets include Fatigue, Longitudinal, Traverse, and Edge cracking.

Fatigue Cracking is a series of interconnected cracks forming many sided pieces resembling the skin of an alligator (fatigue cracking is also known as Alligator Cracking) and is caused by the inability of the pavement structure to sustain the repetitive traffic loading (fatigue). Alligator cracking is usually associated with either drainage problems of the base materials or insufficient thickness of the pavement structure for the traffic utilizing the pavement. Alligator cracking only occurs in areas subjected to repeated loading. For arterial roads (State or County Roads) this tends to be the wheel paths, however residential traffic tends to use all parts of the pavement and alligator cracking can occur almost anywhere in the pavement. Small areas may be fixed with a patch or area repair. Larger areas require reclamation or reconstruction as the distress derives from base problems. Drainage must be carefully examined in all cases.





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Longitudinal Cracks are long cracks that run parallel to the center line of the roadway. These may be caused by failure of the paving construction joint down the center of the road, by frost heave or by base failure due to traffic loading. Left untreated, multiple parallel cracks will form and the width of the cracks will expand, allowing water to enter and infiltrate the base material. When subjected to repeated traffic loading, alligator cracking forms. Longitudinal cracks should be filled or sealed when the cracks are narrow. Multiple cracks or alligatoring may require patching.



Transverse Cracks form at right angles to the centerline and are created by contraction of the pavement due to cold temperatures. The cracks initially occur at long consistent spacing intervals, approximately 50 to 100 feet apart. As the pavement ages, its exposure to the elements causes it to harden and become brittle (sometimes termed "Oxidation"), no longer allowing the pavement to expand and contract with changes in temperature. Over time, the crack spacing interval becomes smaller and at about 10 feet spacing, the cracking is termed "Block Cracking." Left untreated, the width of the cracks will expand, allowing water to enter and infiltrate the base material. When subjected to repeated traffic loading, alligator cracking forms. Transverse and Block Cracks should be filled or sealed when the cracks are narrow and not too deteriorated. Multiple cracks or alligatoring may require patching. Periodic surface treatment will slow the age hardening of the asphalt binder and retard development of thermal cracks.



Edge Cracking is parallel to the edge of pavement / curb and gutter and is generally within a few feet of the pavement edge. Edge cracking usually results from the lack of support due to weakened base material from excessive moisture. Similar to other cracks, untreated cracks will widen, allow infiltration of water to the base materials and when subjected to repeated traffic loading, alligator cracking will form. At low severity, the cracks may be filled. However, as the severity increases, patches and replacement of the distressed areas may be required. In all cases, excess moisture should be eliminated.





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Surface Deformations

Pavement deformation is the result of weakness in one or more layers of the pavement. Typical deformation distresses in residential pavements include Rutting, Shoving and Swell.

Rutting is characterized by a surface depression parallel to the centerline, usually in the wheel paths or along parking lanes. In many instances, ruts become noticeable only after a rainfall when the wheel paths fill with waters. Rutting is caused by a permanent deformation in one of the pavement layers or subgrade, resulting from the consolidation or displacement of the materials under traffic loads. Minor surface rutting can be filled with paver placed surface treatments. Deeper ruts caused by base failures may require patches or reconstruction.

Shoving is a longitudinal displacement of an area of the pavement surface caused by traffic loading. When traffic pushes against the pavement, it produces a short abrupt wave in the pavement surface. Shoving is normally attributed to asphalt mixtures with too much asphalt cement or fine aggregates. Minor shoving areas can be repaired by patching; larger areas may require milling and resurfacing.



A swell is characterized by an upward bulge in the pavement surface, a long gradual wave more than 10 feet long and can be accompanied by surface cracking. Swells are an expansion of the supporting layers beneath surface course and are typically caused by excessive moisture and frost heaving. Swells are repaired by excavating the inferior subgrade and reconstruction the section of the road.

Disintegration

The progressive breaking up of the pavement into small, loose pieces is called Disintegration and can be related to problems with the supporting layers or with the surface. Typical Disintegration distresses include potholes, patching and weathering.

Potholes are localized holes or voids that form in the pavement structure. Potholes start as fragments of the asphalt surface dislodge, and over time continue downward into the lower layers of the pavement. Potholes are formed when the pavement disintegrates under traffic loading due to water related issues in one or more layers of the pavement. Pothole often appears after rain or during thaw periods when pavements are weaker. Potholes should be patched by removing the deteriorate asphalt pavement and replacing with new materials. Area repairs or reconstruction may be required for extensive potholes along with an investigation of potential drainage issues.





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Patches are portions of the pavement that has been replaced with a new material to repair the existing pavement or to cover a utility trench. The edges of patches inherently introduce cracks to the pavement. If these cracks expand, water will enter the patch and degrade the pavement base, causing the patch to fail again. Additionally, if the patch did not correct a base or subgrade problem that originally existed, the problem will continue and the area will eventually fail. Patches over utility trenches often settle when the base material is not compacted adequately and settlement occurs. A deteriorating patch needs to be expanded and repaired.



Weathering or raveling of the pavement surface occurs when there is a loss of asphalt content in the surface mix. Asphalt is a sticky, black and highly viscous liquid that acts as the binding agent to “lock” aggregates together in pavements. The asphalt content is lost or weakened over time through exposure to extreme temperatures and sun radiation. Without asphalt, aggregate dislodges from the pavement structure. Raveling can be accelerated by traffic and freezing weather. Surface treatments such as asphalt rejuvenator can be applied in the early stages of pavement life to retard weathering and raveling impacts. Small localized areas may require surface patching and if left untreated, large areas may require milling and overlay of new asphalt surface.



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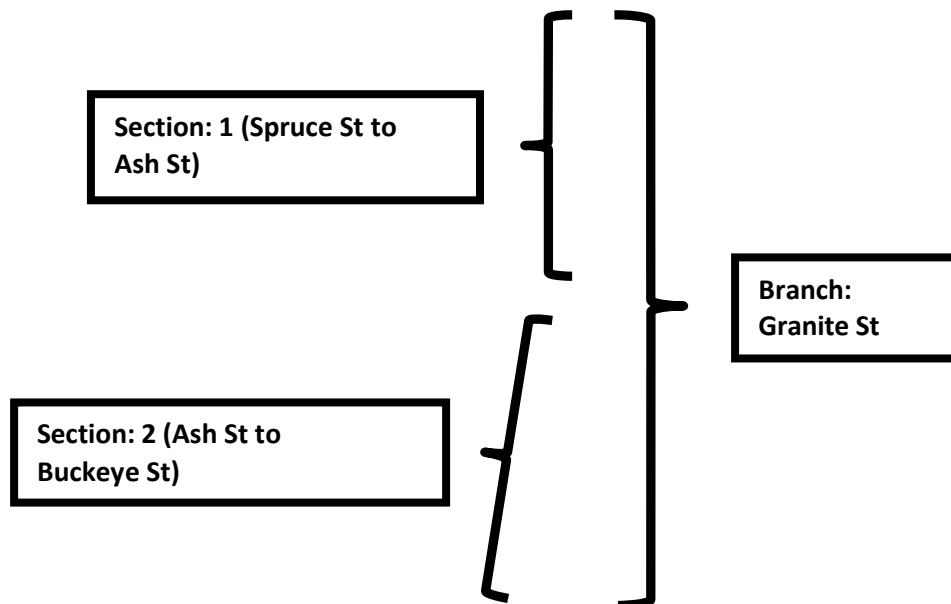
III. Approach

Community Services Department Staff analyzed each street and prepared preliminary cost estimates for the PMP. PAVERTM utilizes the **Pavement Condition Index (PCI) rating system** to establish a snapshot of the existing pavement conditions. The PCI rating methodology was developed by the US Army Corps of Engineers and the University of Illinois. It is the only pavement rating system to have received an American Society of Testing Materials (ASTM) standard designation (D6433) and is the only pavement rating system recognized for rating road and parking lot pavements. The PCI method works on a numerical system from 0 (Failed) to 100 (Excellent). Within the PCI range of 56-100, a street is considered to be in satisfactory to excellent condition, while a PCI of 0-55 is considered to be in failed to poor condition. Staff has analyzed and given an estimate index due to not having the appropriate software to help determine the actual PCI. As field inspections are completed and updated into the PAVERTM software, a more definitive PCI will be available for analysis.

Network Identification

The first step in the process is to create the roadway network in PAVERTM. In PAVERTM, streets are further broken down into branches and sections. Because Staff did not have software to add to the database, Staff used other methods to document and log the roadway network into an individual database. See *Figure 4* below of an example that the staff used as a guide.

Figure 4 - PAVER Branch & Section





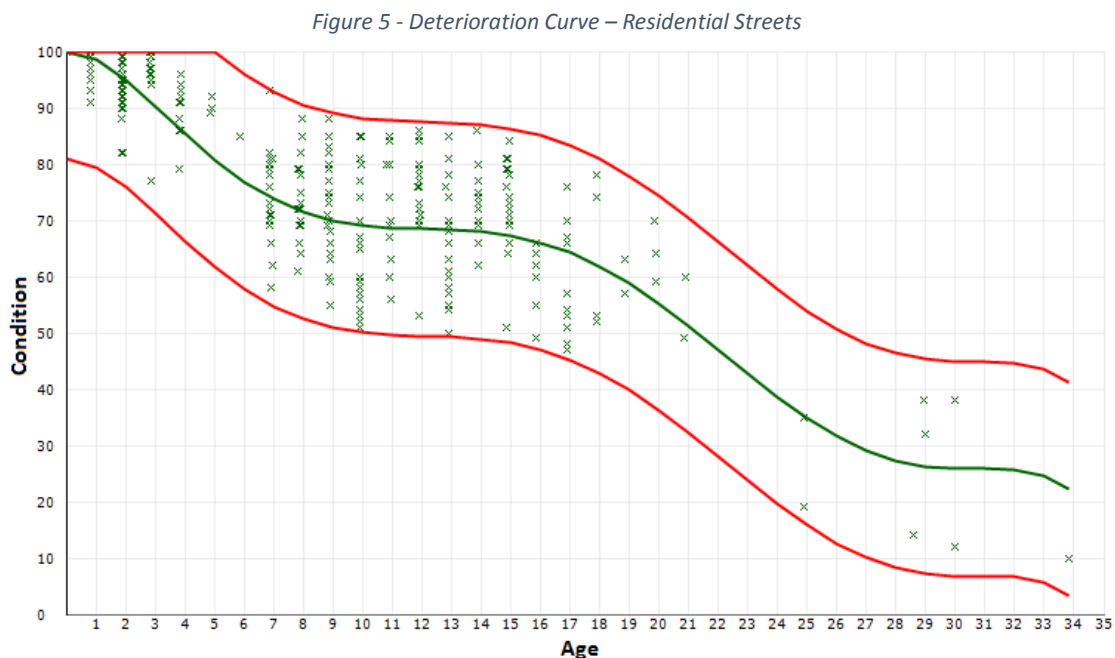
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Pavement Condition Assessment

The next step is to determine the PCI of each City owned street. A one to two-person field crew inspected each street for different distress classifications, including alligator cracking, longitudinal cracking, potholes, patching, etc, and analyzed the comfort of the drive (Driveability). All City streets were driven and inspected by the field crew to be representative of the street as a whole. Once complete Staff determined the grade/condition the road was in, it was marked on a map for later analysis.

Deterioration Curves

To predict future pavement condition, PAVERTM has a tool called a "PCI Family Model." A PCI Family Model is a prediction modeling tool that uses actual historical data input by the user to determine a rate of deterioration. PAVERTM uses the historical data in conjunction with the current PCI of each street to graph the anticipated deterioration of City streets over time, as shown in *Figure 5*. Because historical data was difficult to put together, Figure 5 is an example of a common community's Residential Streets.



The green trend line shown in *Figure 5* is the average deterioration rate of City residential streets. Since the rate of deterioration is greatly dependent on the traffic loading and pavement



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cross-section, PAVERTM creates a separate deterioration curve for each classification (or “family”) of street - industrial, residential, collector, and arterial.

Maintenance and Repair Strategies

Once the deterioration rate of each City street has been predicted, Maintenance and Repair (M&R) plans can be produced. To do this, “M&R families” must also be created, in a similar fashion to PCI Family Models. PAVERTM has the ability to assign costs to repair a street based on the PCI rating. For instance, a street with a PCI of 60 will cost less to repair than a street with a PCI of 30. But there are other factors: Does the street have curb and gutter, sidewalk, or thicker pavement? For that reason, M&R families are created that assign customized repair costs depending on the presence of one or more of the abovementioned factors. Because the PAVERTM software was not available until after initial analysis Staff will estimate costs based on their suggested PCI ratings.

The remainder of this section details recommended maintenance and rehabilitation strategies based on their PCI categories. Recommendations are intended to be used as a planning tool and not to give definitive street-by-street repair data. Detailed project scoping and field verification is necessary before proceeding to construction.



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Category – Excellent (PCI 86-100), little to no maintenance required

If a pavement section is categorized as “excellent”, it will have been recently resurfaced or constructed. In most cases no maintenance is required, however the City may choose to be proactive by crack sealing along the curb line and center seam to prevent seepage into the base of the road.

Figure 6 - (Excellent)



Category – Good (PCI 71-85), preventive maintenance required

Streets with a rating of “good” are usually 3-6 years old, and have experienced enough freeze thaw cycles to show signs of increased distress. While the distresses may still be relatively minor, they are prime candidates for preventative maintenance techniques. It is recommended that the City use a combination of crack sealing, fog sealing, asphalt rejuvenator, and spot patching to restore deteriorating areas of the roads.

Figure 7 - (Good)





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Category – Satisfactory/Poor (PCI 41-70), scrub or crack seal required

It is at this point in the pavement's lifecycle that there will be distresses ranging from low to high severity. Maintenance tactics such as crack sealing and fog sealing likely will not be effective, as the structural integrity of these streets has typically been compromised. Streets in the satisfactory and poor categories are recommended to be scrub or crack sealed to utilize the existing pavement and prolong the life of a typical residential road.

Figure 8 - (Satisfactory)



Figure 9 - (Poor)





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Category – Very Poor/Serious/Failed (PCI 0-40) full depth removal and reconstruction required

When the PCI rating is 40 or below, the street will be showing high severity distresses at multiple locations. Rehabilitation for these streets can become very costly, so every effort should be made to keep streets from entering into these categories. Typically, streets of this category will need to have extensive rehabilitation performed or will require reconstruction. The extensive rehabilitation methodologies could include base repair with full-depth pavement patching, pulverization of existing asphalt pavement with placement of new asphalt pavement, or resurfacing of the full asphalt pavement thickness. If the street has deteriorated to the point where the structural integrity has completely diminished, reconstruction is the recommended course of action. Reconstruction involves removing the pavement at full depth, through the surface layers of asphalt and into the stone base, and constructing the street to its original state.

While resurfacing costs on average \$4.00/sq. ft., reconstruction can cost upwards of \$8.00/sq. ft. In extreme circumstances, reconstruction is necessary, however rehabilitation techniques can be implemented in the earlier stages of the pavement deterioration process which can remedy structural failures without the need for an expensive reconstruction. The City of Deming will reclaim the existing roadway and reconstruct the base then add a chip seal over the top. Different methods like a double pin or adding a fog or scrub seal will be used depending on the roadway use.

Figure 10 - (Very Poor/Serious/Failed)





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IV. Existing Conditions

The PAVER™ analysis yielded Pavement Condition Index (PCI) ratings for every street in the City, providing a snapshot of current pavement conditions. City Staff has estimated current PCI ratings for every street in the City. Each section of roadway has its own PCI value, which is computed using algorithms based on the type and severity of measured distresses. PCI ratings are separated into seven (7) categories. City Staff will obtain this information from the existing database and will update the PAVER™ software as changes are made. The City's distribution per category is shown in *Figure 12*.

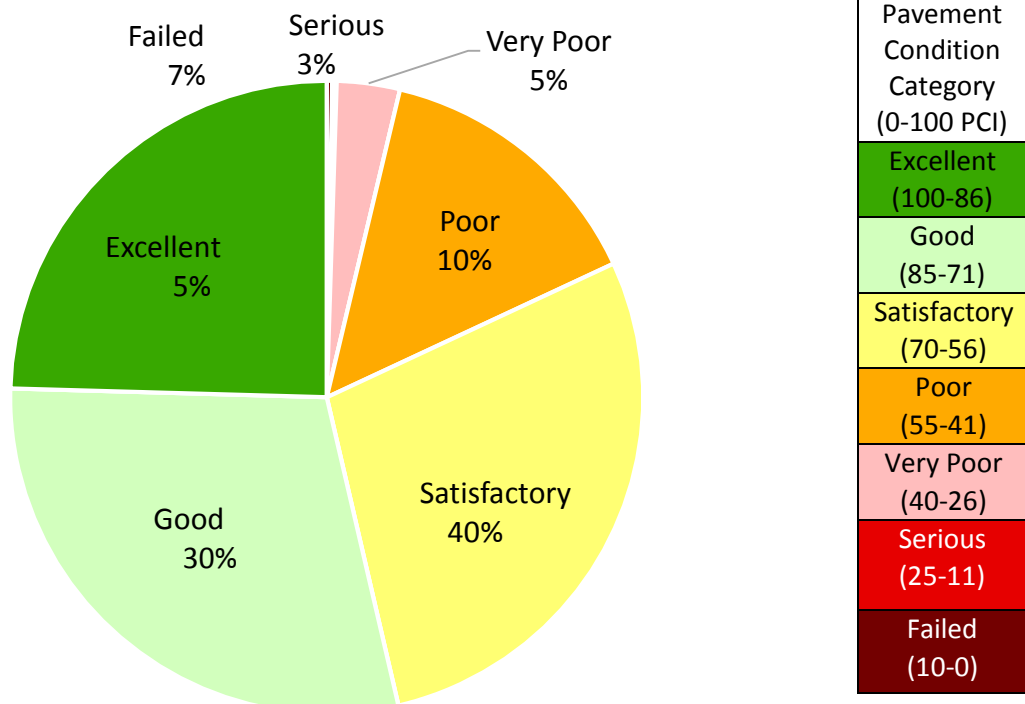


Figure 11 - PCI by Area Breakdown

The City of Deming currently has an area-weighted average PCI of 60. Based on the categorization of PCI ratings, the City has a score in the low range of "Satisfactory". Moreover, approximately 54% of City streets by area are in the category of "Satisfactory" or above.



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V. Budget Analysis

Deming has a major investment in its roadway network. A main goal of the PMP is to determine how much funding is necessary to maintain the City's streets over the long term. City Staff evaluated three (3) funding scenarios and the associated impacts on the overall PCI rating of the City.

Scenario 1: Do Nothing (Rate of Deterioration)

The "do nothing" scenario is a good starting point when comparing various funding alternatives because it shows the rate of deterioration that the City must overcome through its maintenance and rehabilitation programs. **Given no funding over the next 10 years, the City pavement condition would deteriorate at a rate of approximately 2-3 PCI points per year**, going from a PCI of 60 in 2017, to 31 in 2026. The City must provide funding which will offset this natural deterioration rate.

Scenario 2: Current Pavement Budget (FY16-17)

In 2016, the City budget included \$450,000 for Maintenance of Grounds/Roadways. Under this funding scenario the PCI is projected to increase from 60 to 80 between 2017 and 2026, respectively. This scenario confirms that the current program budget is sufficient to counteract the rate of deterioration over time. This estimate does not consider for new construction which is vital to continue the health of the road network. If other funds become scarce, the City should look at additional funding with the City's General Fund or other sources to offset the lost revenue.

Scenario 3: Backlog Elimination

If funding permits, another potential goal is to have no streets below the rating of "good". To restore all streets in the "failed" thru "poor" categories, a plan was formulated to eliminate this backlog over 5 years. The plan would cost the City \$350,000 for preventative maintenance. This backlog elimination plan represents a conservative plan to raise the standards of the City's streets. Over a five year period, the City's PCI would increase to 80.



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VI. Three-Year Capital Plan

The proposed Three-Year Capital Plan was estimated using the “Backlog Elimination over 5 Years” funding scenario. The estimations were analyzed to determine the highest priority street sections over the given time period. The output was refined based on limitations of the database, site inspections, project location planning, drainage issues, and City staff input. A summary of each project is presented below.

2017 Road Program: Deming Downtown/Townsite and High School Addition

The 2017 Road Program will consist of the streets in the Townsite/Downtown area of the City. The 2018 Road Program will consist of the streets on the north and west side of the City, and the average condition rating for the area is Satisfactory.

It is recommended that pavement core reports and area drainage be reviewed in detail to determine the final scope of repair work. For the purposes of this report, Staff determined a modified chip seal and fog seal would be best for the majority of the roads, which consists use of recycled asphalt. This method improves the structure of the road, and gives it 5-7 years of more life.

2018 Road Program: The West Side & North Side

The 2018 Road Program will consist of the streets on the north and west side of the City. The majority of the roads were built between 1959 to 1965 and still have original pavement installed below multiple layers of various asphalt seals. The average rating on the west side is satisfactory, and poor on the north side.

It is recommended that pavement core reports and area drainage be reviewed in detail to determine the final scope of repair work. For the purposes of this report, Staff determined a modified chip seal and fog seal would be best for the majority of the roads, which consists use of recycled asphalt. This method improves the structure of the road, and gives it 5-7 years of life.

2019 Road Program: The East Side & Industrial/Outlying Areas

The 2019 Road Program will consist of the streets on the east side of town and all other roads that haven’t been included in the 2017 or 2018 Road Program. The majority of the roads were built between 1959 to 1965 and still have original pavement installed below multiple layers of various asphalt seals. The current rating for the highlighted streets is Poor.

It is recommended that pavement core reports and area drainage be reviewed in detail to determine the final scope of repair work. For the purposes of this report, Staff determined a modified chip seal and fog seal would be best for the majority of the roads, which consists use of recycled asphalt. This method improves the structure of the road, and gives it 5-7 years of more life.



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VII. Conclusion

The comprehensive pavement evaluation revealed that Deming's overall Roadway Network is in satisfactory condition (PCI –60). The City currently allocates the majority of its road program funds to major repair projects. One goal of this PMP is to promote a robust routine and preventative maintenance program – following the “keeping good roads good” philosophy. Preventative maintenance on “good” and “fair” roads is a cost effective way to increase pavement life, and in turn reduce the frequency of major repairs.

The Plan includes helpful information on the types of pavement distresses commonly observed in Deming along with recommended maintenance and repair strategies. The PMP is meant to serve as a guideline for a City roadway maintenance policy. Further, the PMP is a living document that should be evaluated on a regular basis to ensure it is meeting the goals of the City. Updating the PAVER™ database as new information becomes available will increase the accuracy of the deterioration curves and pavement condition forecasting tools.

Based on the findings of this study, City Staff offers the following recommendations:

- Adopt the PMP as framework for future maintenance of City streets.
 - Strive to set in place annual preventative maintenance and major repair budgets to maintain the current PCI long term.
 - Refine budgets and work plans as new streets are added to the City inventory (expansion of City Limits).
 - Account for construction price inflation when budgeting for future annual road programs.
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- Coordinate Public Works Utility upgrades and repairs in advance of projected road construction projects.
 - Perform pavement coring and field inspection to develop the appropriate maintenance and repair strategies before proceeding to construction.
 - Update the PAVER™ database regularly when streets are transferred to the City or annual work is being performed.
 - Perform City-wide pavement condition inspections (every three to five years) in conjunction with the preparation of subsequent five-year capital plans.

Pavement Management Plan

Appendix 1



Street Data & Cost

Street Name	Area	From	To	Pave Width (Feet)	Pave Length (Feet)	Sq.Yds	Modified Chip Seal Cost	Chip Seal Cost	Fog Seal Cost	Microseal Cost	Full Depth Reclamation Cost
10th	West	Cedar	Pine	60	330	2200.00	\$770.00	\$5,500.00	\$330.00	\$6,050.00	\$12,496.00
10th	West	Pine	Hwy 418	36	530	2120.00	\$742.00	\$5,300.00	\$318.00	\$5,830.00	\$12,041.60
10th	West	Hwy 418	Hickory	36	2320	9280.00	\$3,248.00	\$23,200.00	\$1,392.00	\$25,520.00	\$52,710.40
10th	West	Hickory	Locust	36	1065	4260.00	\$1,491.00	\$10,650.00	\$639.00	\$11,715.00	\$24,196.80
11th	West	Hickory	Locust	36	1065	4260.00	\$1,491.00	\$10,650.00	\$639.00	\$11,715.00	\$24,196.80
11th	West	Cedar	Pine	53	330	1943.33	\$680.17	\$4,858.33	\$291.50	\$5,344.17	\$11,038.13
11th	West	Pine	Hwy 418	36	950	3800.00	\$1,330.00	\$9,500.00	\$570.00	\$10,450.00	\$21,584.00
11th	West	Hwy 418	Hickory	36	1850	7400.00	\$2,590.00	\$18,500.00	\$1,110.00	\$20,350.00	\$42,032.00
12th	West	Cedar	Pine	50	330	1833.33	\$641.67	\$4,583.33	\$275.00	\$5,041.67	\$10,413.33
12th	West	Pine	Hwy 418	32	1370	4871.11	\$1,704.89	\$12,177.78	\$730.67	\$13,395.56	\$27,667.91
12th	West	Hwy 418	Hickory	33	1485	5445.00	\$1,905.75	\$13,612.50	\$816.75	\$14,973.75	\$30,927.60
13th	West	Pine	Hwy 418	36	1060	4240.00	\$1,484.00	\$10,600.00	\$636.00	\$11,660.00	\$24,083.20
13th	West	Hwy 418	Hickory	33	720	2640.00	\$924.00	\$6,600.00	\$396.00	\$7,260.00	\$14,995.20
14th	West	Hwy 418	Hickory	33	645	2365.00	\$827.75	\$5,912.50	\$354.75	\$6,503.75	\$13,433.20
14th	West	Hemlock	Hwy 418	33	1485	5445.00	\$1,905.75	\$13,612.50	\$816.75	\$14,973.75	\$30,927.60
7th	North	Gold	Diamond	30	1400	4666.67	\$1,633.33	\$11,666.67	\$700.00	\$12,833.33	\$26,506.67
8th	West	2nd	City Limits	24	3220	8586.67	\$3,005.33	\$21,466.67	\$1,288.00	\$23,613.33	\$48,772.27
8th	West	Jarvis	Orno	24	3300	8800.00	\$3,080.00	\$22,000.00	\$1,320.00	\$24,200.00	\$49,984.00
9th	West	Cedar	Pine	50	330	1833.33	\$641.67	\$4,583.33	\$275.00	\$5,041.67	\$10,413.33
9th	West	Pine	Hickory	36	2950	11800.00	\$4,130.00	\$29,500.00	\$1,770.00	\$32,450.00	\$67,024.00
9th	West	Hickory	Locust	33	1050	3850.00	\$1,347.50	\$9,625.00	\$577.50	\$10,587.50	\$21,868.00
9th	West	Locust	Pear	33	3250	11916.67	\$4,170.83	\$29,791.67	\$1,787.50	\$32,770.83	\$67,686.67
9th	West	Dona Ana	Orno	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Acoma Dr	East	Laguna	Dead End	26	475	1372.22	\$480.28	\$3,430.56	\$205.83	\$3,773.61	\$7,794.22
Airport Rd	East	Pine	Airport	24	930	2480.00	\$868.00	\$6,200.00	\$372.00	\$6,820.00	\$14,086.40
Alamogordo	West	Locust	Florida	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Alamogordo	West	Pear	Jarvis	28	650	2022.22	\$707.78	\$5,055.56	\$303.33	\$5,561.11	\$11,486.22
Alamogordo	West	Dona Ana	Orno	38	1250	5277.78	\$1,847.22	\$13,194.44	\$791.67	\$14,513.89	\$29,977.78
Allen	East	Florida	Walnut	36	1100	4400.00	\$1,540.00	\$11,000.00	\$660.00	\$12,100.00	\$24,992.00
Ally?	North	Pearl	Queen Anne	24	330	880.00	\$308.00	\$2,200.00	\$132.00	\$2,420.00	\$4,998.40
Apple	High Sch	8th	Hwy 11	34	2850	10766.67	\$3,768.33	\$26,916.67	\$1,615.00	\$29,608.33	\$61,154.67
Arena	East	Hemlock	Maple	26	350	1011.11	\$353.89	\$2,527.78	\$151.67	\$2,780.56	\$5,734.11
Ash	East	Country Club	Chaney Dr	30	675	2250.00	\$787.50	\$5,625.00	\$337.50	\$6,187.50	\$12,780.00
Ash	East	Columbus	Grand	30	1400	4666.67	\$1,633.33	\$11,666.67	\$700.00	\$12,833.33	\$26,506.67
Ash	Townsite	8th	Platinum	32	4250	15111.11	\$5,288.89	\$37,777.78	\$2,266.67	\$41,555.56	\$85,831.11
Ash	Townsite	Platinum	Columbus	32	1075	3822.22	\$1,337.78	\$9,555.56	\$573.33	\$10,511.11	\$21,710.22
Ash	West	Hwy 418	8th	34	2125	8027.78	\$2,809.72	\$20,069.44	\$1,204.17	\$22,076.39	\$45,597.78
Atlantic Way	East	Country Club	Cardenas	26	2075	5994.44	\$2,098.06	\$14,986.11	\$899.17	\$16,484.72	\$34,048.44
Belen	West	Dona Ana	Orno	38	1250	5277.78	\$1,847.22	\$13,194.44	\$791.67	\$14,513.89	\$29,977.78
Birch	East	Columbus	Country Club	30	5280	17600.00	\$6,160.00	\$44,000.00	\$2,640.00	\$48,400.00	\$99,968.00
Birch	Townsite	8th	Columbus	36	5325	21300.00	\$7,455.00	\$53,250.00	\$3,195.00	\$58,575.00	\$120,984.00
Birch	West	Hwy 418	8th	34	1800	6800.00	\$2,380.00	\$17,000.00	\$1,020.00	\$18,700.00	\$38,624.00
Birch	West	Hwy 418	13th	40	230	1022.22	\$357.78	\$2,555.56	\$153.33	\$2,811.11	\$5,806.22
Blue Bonnet	West	Hickory	Encanto Circle	24	880	2346.67	\$821.33	\$5,866.67	\$352.00	\$6,453.33	\$13,329.07
Bogie Ct	East	Dona Ana	Cul de sac	30	530	1766.67	\$618.33	\$4,416.67	\$265.00	\$4,858.33	\$10,034.67
Bridle Trail	East	Saddler	Gilmore	30	1200	4000.00	\$1,400.00	\$10,000.00	\$600.00	\$11,000.00	\$22,720.00
Bryant	East	Florida	Plum	30	1900	6333.33	\$2,216.67	\$15,833.33	\$950.00	\$17,416.67	\$35,973.33
Bryant	East	Plum	Pear	30	700	2333.33	\$816.67	\$5,833.33	\$350.00	\$6,416.67	\$13,253.33
Buckeye	East	Santa Catalina	Saddler	30	450	1500.00	\$525.00	\$3,750.00	\$225.00	\$4,125.00	\$8,520.00
Buckeye	East	Columbus	Santa Barbara	36	1050	4200.00	\$1,470.00	\$10,500.00	\$630.00	\$11,550.00	\$23,856.00
Buckeye	Townsite	8th	Cody	26	5250	15166.67	\$5,308.33	\$37,916.67	\$2,275.00	\$41,708.33	\$86,146.67
Calle Jaime	East	Birch	Dead End	26	600	1733.33	\$606.67	\$4,333.33	\$260.00	\$4,766.67	\$9,845.33
Calle Ricardo	East	Birch	Dead End	26	600	1733.33	\$606.67	\$4,333.33	\$260.00	\$4,766.67	\$9,845.33
Camila	High Sch	8th	Lime	26	525	1516.67	\$530.83	\$3,791.67	\$227.50	\$4,170.83	\$8,614.67
Cardenas	East	J Street	Atlantic Way	26	2200	6355.56	\$2,224.44	\$15,888.89	\$953.33	\$17,477.78	\$36,099.56
Carlsbad	West	Locust	Florida	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Cedar	East	Pine	Pine	36	12200	48800.00	\$17,080.00	\$122,000.00	\$7,320.00	\$134,200.00	\$277,184.00
Cedar	West	11th	8th	30	1100	3666.67	\$1,283.33	\$9,166.67	\$550.00	\$10,083.33	\$20,826.67
Chamuscado	East	J Street	D Street	36	2685	10740.00	\$3,759.00	\$26,850.00	\$1,611.00	\$29,535.00	\$61,003.20
Chaney Dr	East	Ash	Mimbres	36	750	3000.00	\$1,050.00	\$7,500.00	\$450.00	\$8,250.00	\$17,040.00
Chaparral	North	8th	Gold	26	2400	6933.33	\$2,426.67	\$17,333.33	\$1,040.00	\$19,066.67	\$39,381.33
Chaparral	North	Gold	Silver	30	600	2000.00	\$700.00	\$5,000.00	\$300.00	\$5,500.00	\$11,360.00
Chartley Way	East	Gilmore	Country Club	30	1300	4333.33	\$1,516.67	\$10,833.33	\$650.00	\$11,916.67	\$24,613.33
Cody	Townsite	Gold	Florida	46	3200	16355.56	\$5,724.44	\$40,888.89	\$2,453.33	\$44,977.78	\$92,899.56
Copper	High Sch	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Copper	North	1st	Courtland	26	1825	5272.22	\$1,845.28	\$13,180.56	\$790.83	\$14,498.61	\$29,946.22
Copper	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Copper	Townsite	Spruce	Ash	36	1800	7200.00	\$2,520.00	\$18,000.00	\$1,080.00	\$19,800.00	\$40,896.00
Copper	Townsite	Ash	Florida	36	3000	12000.00	\$4,200.00	\$30,000.00	\$1,800.00	\$33,000.00	\$68,160.00

Corte de Consuelo	East	Country Club	Cul de sac	30	550	1833.33	\$641.67	\$4,583.33	\$275.00	\$5,041.67	\$10,413.33
Corte de Diana	East	Country Club	Cul de sac	30	550	1833.33	\$641.67	\$4,583.33	\$275.00	\$5,041.67	\$10,413.33
Corte de Loretta	East	Country Club	Cul de sac	30	550	1833.33	\$641.67	\$4,583.33	\$275.00	\$5,041.67	\$10,413.33
Country Club	East	City Limits	Florida	24	6500	17333.33	\$6,066.67	\$43,333.33	\$2,600.00	\$47,666.67	\$98,453.33
Country Club	East	Pine	Cedar	24	1400	3733.33	\$1,306.67	\$9,333.33	\$560.00	\$10,266.67	\$21,205.33
Courtland	North	Iron		34	650	2455.56	\$859.44	\$6,138.89	\$368.33	\$6,752.78	\$13,947.56
D Street	East	Raymond Reed	DeVargas	30	3375	11250.00	\$3,937.50	\$28,125.00	\$1,687.50	\$30,937.50	\$63,900.00
Del Sol	East	Pine	Dead End	38	1850	7811.11	\$2,733.89	\$19,527.78	\$1,171.67	\$21,480.56	\$44,367.11
DeVargas	East	J Street	Raymond Reed	46	2425	12394.44	\$4,338.06	\$30,986.11	\$1,859.17	\$34,084.72	\$70,400.44
Diamond	High Schd	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Diamond	North	2nd	7th	36	1375	5500.00	\$1,925.00	\$13,750.00	\$825.00	\$15,125.00	\$31,240.00
Diamond	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Diamond	Townsite	Spruce	Cody	42	3050	14233.33	\$4,981.67	\$35,583.33	\$2,135.00	\$39,141.67	\$80,845.33
Diamond	Townsite	Cody	Florida	36	1775	7100.00	\$2,485.00	\$17,750.00	\$1,065.00	\$19,525.00	\$40,328.00
Dona Ana	East	Hwy 11	Country Club	24	5280	14080.00	\$4,928.00	\$35,200.00	\$2,112.00	\$38,720.00	\$79,974.40
Dona Ana	East	Country Club	McCann	24	5280	14080.00	\$4,928.00	\$35,200.00	\$2,112.00	\$38,720.00	\$79,974.40
Driver	East	Dona Ana	Play Thru	30	800	2666.67	\$933.33	\$6,666.67	\$400.00	\$7,333.33	\$15,146.67
E 1st	North	Gold	Ruby	34	1600	6044.44	\$2,115.56	\$15,111.11	\$906.67	\$16,622.22	\$34,332.44
E 1st	North	Ruby	Pearl	34	300	1133.33	\$396.67	\$2,833.33	\$170.00	\$3,116.67	\$6,437.33
E 2nd	North	Gold	Pearl	28	1885	5864.44	\$2,052.56	\$14,661.11	\$879.67	\$16,127.22	\$33,310.04
E 3rd	North	Gold	Diamond	28	1150	3577.78	\$1,252.22	\$8,944.44	\$536.67	\$9,838.89	\$20,321.78
E 4th	North	Gold	San Luis	24	3780	10080.00	\$3,528.00	\$25,200.00	\$1,512.00	\$27,720.00	\$57,254.40
E 5th	North	Gold	Maria Dr	26	1320	3813.33	\$1,334.67	\$9,533.33	\$572.00	\$10,486.67	\$21,659.73
Eagle	East	Water Hazard	Cul de sac	30	1050	3500.00	\$1,225.00	\$8,750.00	\$525.00	\$9,625.00	\$19,880.00
Elm	East	Columbus	Grand	30	1400	4666.67	\$1,633.33	\$11,666.67	\$700.00	\$12,833.33	\$26,506.67
Elm	Townsite	8th	Columbus	36	5225	20900.00	\$7,315.00	\$52,250.00	\$3,135.00	\$57,475.00	\$118,712.00
Elm	West	Hwy 418	8th	34	1500	5666.67	\$1,983.33	\$14,166.67	\$850.00	\$15,583.33	\$32,186.67
Elm	West	Hwy 418	13th	40	650	2888.89	\$1,011.11	\$7,222.22	\$433.33	\$7,944.44	\$16,408.89
Emerson	East	Florida	Plum	30	1900	6333.33	\$2,216.67	\$15,833.33	\$950.00	\$17,416.67	\$35,973.33
Emerson	East	Plum	Pear	30	700	2333.33	\$816.67	\$5,833.33	\$350.00	\$6,416.67	\$13,253.33
Encanto Circle	West	Blue Bonnet	Hickory	36	1770	7080.00	\$2,478.00	\$17,700.00	\$1,062.00	\$19,470.00	\$40,214.40
Fairway	East	Country Club	Wedge	30	750	2500.00	\$875.00	\$6,250.00	\$375.00	\$6,875.00	\$14,200.00
G Street	East	Chamuscado	Tapia	36	5600	22400.00	\$7,840.00	\$56,000.00	\$3,360.00	\$61,600.00	\$127,232.00
Garland	East	Dona Ana	Chartley Way	30	950	3166.67	\$1,108.33	\$7,916.67	\$475.00	\$8,708.33	\$17,986.67
Gila Ct	East	Del Sol	Dead End	30	225	750.00	\$262.50	\$1,875.00	\$112.50	\$2,062.50	\$4,260.00
Gilmore	East	Dona Ana	Chartley Way	30	1275	4250.00	\$1,487.50	\$10,625.00	\$637.50	\$11,687.50	\$24,140.00
Gold	High Schd	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Gold	High Schd	Florida	City Limits	34	2000	7555.56	\$2,644.44	\$18,888.89	\$1,133.33	\$20,777.78	\$42,915.56
Gold	North	Hwy 180	7th	36	750	3000.00	\$1,050.00	\$7,500.00	\$450.00	\$8,250.00	\$17,040.00
Gold	Townsite	Pine	Cody	75	2675	22291.67	\$7,802.08	\$55,729.17	\$3,343.75	\$61,302.08	\$126,616.67
Gold	Townsite	Cody	Florida	46	3450	17633.33	\$6,171.67	\$44,083.33	\$2,645.00	\$48,491.67	\$100,157.33
Golf Course Rd	East	Pine	Cul de sac	30	1350	4500.00	\$1,575.00	\$11,250.00	\$675.00	\$12,375.00	\$25,560.00
Grand	East	Poplar	Elm	36	1275	5100.00	\$1,785.00	\$12,750.00	\$765.00	\$14,025.00	\$28,968.00
Grand	East	Birch	Maple	24	650	1733.33	\$606.67	\$4,333.33	\$260.00	\$4,766.67	\$9,845.33
Granite	High Schd	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Granite	High Schd	Pear	Wilcox	26	1300	3755.56	\$1,314.44	\$9,388.89	\$563.33	\$10,327.78	\$21,331.56
Granite	North	1st	2nd	30	350	1166.67	\$408.33	\$2,916.67	\$175.00	\$3,208.33	\$6,626.67
Granite	Townsite	Spruce	Ash	36	1800	7200.00	\$2,520.00	\$18,000.00	\$1,080.00	\$19,800.00	\$40,896.00
Granite	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Granite	Townsite	Ash	Buckeye	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Guadalupe	North	San Carlos	San Luis	24	1050	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Hemlock	East	Arena	Mesa	24	600	1600.00	\$560.00	\$4,000.00	\$240.00	\$4,400.00	\$9,088.00
Hemlock	Townsite	8th	Columbus	36	5100	20400.00	\$7,140.00	\$51,000.00	\$3,060.00	\$56,100.00	\$115,872.00
Hemlock	West	Hwy 418	8th	36	800	3200.00	\$1,120.00	\$8,000.00	\$480.00	\$8,800.00	\$18,176.00
Hemlock	West	Hwy 418	13th	34	1000	3777.78	\$1,322.22	\$9,444.44	\$566.67	\$10,388.89	\$21,457.78
Hickory	West	Hwy 418	8th	30	3600	12000.00	\$4,200.00	\$30,000.00	\$1,800.00	\$33,000.00	\$68,160.00
Holly	East	Hwy 11	Tennyson	30	4000	13333.33	\$4,666.67	\$33,333.33	\$2,000.00	\$36,666.67	\$75,733.33
Holly	High Schd	8th	Hwy 11	34	4815	18190.00	\$6,366.50	\$45,475.00	\$2,728.50	\$50,022.50	\$103,319.20
Honeysuckle	East	Myrtle	Dead End	30	650	2166.67	\$758.33	\$5,416.67	\$325.00	\$5,958.33	\$12,306.67
Hook	East	Water Hazard	Cul de sac	30	1050	3500.00	\$1,225.00	\$8,750.00	\$525.00	\$9,625.00	\$19,880.00
Iron	High Schd	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Iron	High Schd	Juniper	Dona Ana	40	1275	5666.67	\$1,983.33	\$14,166.67	\$850.00	\$15,583.33	\$32,186.67
Iron	North	1st	Courtland	28	1725	5366.67	\$1,878.33	\$13,416.67	\$805.00	\$14,758.33	\$30,482.67
Iron	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Iron	Townsite	Spruce	Buckeye	36	3350	13400.00	\$4,900.00	\$33,500.00	\$2,010.00	\$36,850.00	\$76,112.00
Iron	Townsite	Buckeye	Florida	26	1400	4044.44	\$1,415.56	\$10,111.11	\$606.67	\$11,122.22	\$22,972.44
Isleta	East	Del Sol	Dead End	30	225	750.00	\$262.50	\$1,875.00	\$112.50	\$2,062.50	\$4,260.00
J Sreet	East	Country Club	Tapia	24	10580	28213.33	\$9,874.67	\$70,533.33	\$4,232.00	\$77,586.67	\$160,251.73
James	East	Birch	Pine	34	1400	5288.89	\$1,851.11	\$13,222.22	\$793.33	\$14,544.44	\$30,040.89
Jarvis	High Schd	8th	Granite	26	1100	3177.78	\$1,112.22	\$7,944.44	\$476.67	\$8,738.89	\$18,049.78
Jarvis	High Schd	Gold	Silver	26	300	866.67	\$303.33	\$2,166.67	\$130.00	\$2,383.33	\$4,922.67
Jemez	East	Del Sol	Dead End	30	225	750.00	\$262.50	\$1,875.00	\$112.50	\$2,062.50	\$4,260.00
Jewel	North	Pearl	San Carlos	20	330	733.33	\$256.67	\$1,833.33	\$110.00	\$2,016.67	\$4,165.33
Joseph	North	4th	Dead End	40	550	2444.44	\$855.56	\$6,111.11	\$366.67	\$6,722.22	\$13,884.44
Juarez St	East	Birch	Maple	30	650	2166.67	\$758.33	\$5,416.67	\$325.00	\$5,958.33	\$12,306.67
Kipling	East	Florida	Holly	30	640	2133.33	\$746.67	\$5,333.33	\$320.00	\$5,866.67	\$12,117.33

Kipling	East	Peach	Plum	30	575	1916.67	\$670.83	\$4,791.67	\$287.50	\$5,270.83	\$10,886.67
Kipling	East	Plum	Pear	30	700	2333.33	\$816.67	\$5,833.33	\$350.00	\$6,416.67	\$13,253.33
Klondike	East	Maple	Elm	24	625	1666.67	\$583.33	\$4,166.67	\$250.00	\$4,583.33	\$9,466.67
Laguna Dr	East	Del Sol	Acoma Dr	30	300	1000.00	\$350.00	\$2,500.00	\$150.00	\$2,750.00	\$5,680.00
Laguna Dr	East	Country Club	Tovar	30	1950	6500.00	\$2,275.00	\$16,250.00	\$975.00	\$17,875.00	\$36,920.00
Las Cruces	West	Locust	Florida	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Las Cruces	West	Pear	Jarvis	28	650	2022.22	\$707.78	\$5,055.56	\$303.33	\$5,561.11	\$11,486.22
Las Cruces	West	Dona Ana	Orno	38	1250	5277.78	\$1,847.22	\$13,194.44	\$791.67	\$14,513.89	\$29,977.78
Lead	High Schd	Pear	Florida	36	2500	10000.00	\$3,500.00	\$25,000.00	\$1,500.00	\$27,500.00	\$56,800.00
Lead	North	1st	4th	26	1100	3177.78	\$1,112.22	\$7,944.44	\$476.67	\$8,738.89	\$18,049.78
Lead	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Lead	Townsite	Spruce	Oak	36	2200	8800.00	\$3,080.00	\$22,000.00	\$1,320.00	\$24,200.00	\$49,984.00
Lime	High Schd	Florida	Pear	36	2500	10000.00	\$3,500.00	\$25,000.00	\$1,500.00	\$27,500.00	\$56,800.00
Lime	High Schd	Pear	Camila	26	2000	5777.78	\$2,022.22	\$14,444.44	\$866.67	\$15,888.89	\$32,817.78
Lisa Dr	East	Pear	Peach	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Locust	East	Cody	Santa Catalina	36	2300	9200.00	\$3,220.00	\$23,000.00	\$1,380.00	\$25,300.00	\$52,256.00
Locust	Townsite	Iron	Hwy 11	36	2550	10200.00	\$3,570.00	\$25,500.00	\$1,530.00	\$28,050.00	\$57,936.00
Locust	West	Lovington	8th	36	2500	10000.00	\$3,500.00	\$25,000.00	\$1,500.00	\$27,500.00	\$56,800.00
Lori Dr	East	Pear	Peach	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Los Luna	East	Saddler	Santa Monica	26	600	1733.33	\$606.67	\$4,333.33	\$260.00	\$4,766.67	\$9,845.33
Lovington	West	Locust	Florida	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Mallery	East	Florida	Dead End	36	1900	7600.00	\$2,660.00	\$19,000.00	\$1,140.00	\$20,900.00	\$43,168.00
Maple	East	Columbus	Rose	32	2500	8888.89	\$3,111.11	\$22,222.22	\$1,333.33	\$24,444.44	\$50,488.89
Maple	Townsite	8th	Columbus	36	5200	20800.00	\$7,280.00	\$52,000.00	\$3,120.00	\$57,200.00	\$118,144.00
Maple	West	Hwy 418	8th	34	1150	4344.44	\$1,520.56	\$10,861.11	\$651.67	\$11,947.22	\$24,676.44
Maple	West	Hwy 418	13th	36	675	2700.00	\$945.00	\$6,750.00	\$405.00	\$7,425.00	\$15,336.00
Maria	North	4th	Dead End	40	550	2444.44	\$855.56	\$6,111.11	\$366.67	\$6,722.22	\$13,884.44
McCann	East	J Street	Solana	24	7200	19200.00	\$6,720.00	\$48,000.00	\$2,880.00	\$52,800.00	\$109,056.00
Memory Lane	West	Hickory	Cul de sac	36	875	3500.00	\$1,225.00	\$8,750.00	\$525.00	\$9,625.00	\$19,880.00
Mesa St	East	Maple	Spruce	26	625	1805.56	\$631.94	\$4,513.89	\$270.83	\$4,965.28	\$10,255.56
Mesilla	West	Locust	Florida	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Mesquite	High Schd	8th	Hwy 11	34	5175	19550.00	\$6,842.50	\$48,875.00	\$2,932.50	\$53,762.50	\$111,044.00
Milo	North	Pearl	Queen Anne	15	330	550.00	\$192.50	\$1,375.00	\$82.50	\$1,512.50	\$3,124.00
Mimbres	East	Ash	Birch	26	900	2600.00	\$910.00	\$6,500.00	\$390.00	\$7,150.00	\$14,768.00
Mountaineire	East	Florida	Suncrest	36	500	2000.00	\$700.00	\$5,000.00	\$300.00	\$5,500.00	\$11,360.00
Mulberry	High Schd	8th	Diamond	34	4200	15866.67	\$5,553.33	\$39,666.67	\$2,380.00	\$43,633.33	\$90,122.67
Myrtle	East	Birch	Pine	34	1400	5288.89	\$1,851.11	\$13,222.22	\$793.33	\$14,544.44	\$30,040.89
N. 6th	North	Gold	Silver	24	1570	4186.67	\$1,465.33	\$10,466.67	\$628.00	\$11,513.33	\$23,780.27
N. Ruby	North	E 4th	Railroad Blvd	24	1600	4266.67	\$1,493.33	\$10,666.67	\$640.00	\$11,733.33	\$24,234.67
Nickel	High Schd	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Nickel	High Schd	Pear	Juniper	26	1250	3611.11	\$1,263.89	\$9,027.78	\$541.67	\$9,930.56	\$20,511.11
Nickel	North	1st	4th	26	1100	3177.78	\$1,112.22	\$7,944.44	\$476.67	\$8,738.89	\$18,049.78
Nickel	Townsite	Oak	Buckeye	24	1000	2666.67	\$933.33	\$6,666.67	\$400.00	\$7,333.33	\$15,146.67
Nickel	Townsite	Spruce	Oak	36	2200	8800.00	\$3,080.00	\$22,000.00	\$1,320.00	\$24,200.00	\$49,984.00
Nickel	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Nine Iron	East	Water Hazard	Cul de sac	30	350	1166.67	\$408.33	\$2,916.67	\$175.00	\$3,208.33	\$6,626.67
Oak	East	Columbus	Grand	30	1400	4666.67	\$1,633.33	\$11,666.67	\$700.00	\$12,833.33	\$26,506.67
Oak	Townsite	Tin	Gold	36	1925	7700.00	\$2,695.00	\$19,250.00	\$1,155.00	\$21,175.00	\$43,736.00
Oak	Townsite	Platinum	Columbus	36	1000	4000.00	\$1,400.00	\$10,000.00	\$600.00	\$11,000.00	\$22,720.00
Oak	Townsite	Lead	Nickel	36	340	1360.00	\$476.00	\$3,400.00	\$204.00	\$3,740.00	\$7,724.80
Oak	West	Hwy 418	8th	34	2450	9255.56	\$3,239.44	\$23,138.89	\$1,388.33	\$25,452.78	\$52,571.56
Olive	East	Columbus	Santa Barbara	36	1050	4200.00	\$1,470.00	\$10,500.00	\$630.00	\$11,550.00	\$23,856.00
Olive	East	Country Club	Dead End	36	650	2600.00	\$910.00	\$6,500.00	\$390.00	\$7,150.00	\$14,768.00
Olive	Townsite	Zinc	Cody	36	2150	8600.00	\$3,010.00	\$21,500.00	\$1,290.00	\$23,650.00	\$48,848.00
Olive	Townsite	Cody	Columbus	36	475	1900.00	\$665.00	\$4,750.00	\$285.00	\$5,225.00	\$10,792.00
Olive	West	11st	8th	36	1050	4200.00	\$1,470.00	\$10,500.00	\$630.00	\$11,550.00	\$23,856.00
Orange	East	Cody	Tennyson	36	3550	14200.00	\$4,970.00	\$35,500.00	\$2,130.00	\$39,050.00	\$80,656.00
Orange	Townsite	Iron	Hwy 11	36	2550	10200.00	\$3,570.00	\$25,500.00	\$1,530.00	\$28,050.00	\$57,936.00
Orno	West	8th	Alamogordo	24	1300	3466.67	\$1,213.33	\$8,666.67	\$520.00	\$9,533.33	\$19,690.67
Out of Bounds	East	Water Hazard	Cul de sac	30	350	1166.67	\$408.33	\$2,916.67	\$175.00	\$3,208.33	\$6,626.67
Peach	East	San Miguel	Santa Catalina	26	1350	3900.00	\$1,365.00	\$9,750.00	\$585.00	\$10,725.00	\$22,152.00
Peach	East	Saddler	Tennyson	30	1150	3833.33	\$1,341.67	\$9,583.33	\$575.00	\$10,541.67	\$21,773.33
Peach	High Schd	Slate	Hwy 11	34	4450	16811.11	\$5,883.89	\$42,027.78	\$2,521.67	\$46,230.56	\$95,487.11
Pear	East	Hwy 11	Country Club	32	5280	18773.33	\$6,570.67	\$46,933.33	\$2,816.00	\$51,626.67	\$106,632.53
Pear	High Schd	8th	Hwy 11	26	5280	15253.33	\$5,338.67	\$38,133.33	\$2,288.00	\$41,946.67	\$86,638.93
Pear	West	Hermanas Gr	8th	24	4350	11600.00	\$4,060.00	\$29,000.00	\$1,740.00	\$31,900.00	\$65,888.00
Pearl	North	E 4th	Milo	30	740	2466.67	\$863.33	\$6,166.67	\$370.00	\$6,783.33	\$14,010.67
Pearl	Townsite	Cedar	Pine	36	400	1600.00	\$560.00	\$4,000.00	\$240.00	\$4,400.00	\$9,088.00
Pearl	Townsite	Pine	Hemlock	36	300	1200.00	\$420.00	\$3,000.00	\$180.00	\$3,300.00	\$6,816.00
Pearl	Townsite	Hemlock	Birch	30	1450	4833.33	\$1,691.67	\$12,083.33	\$725.00	\$13,291.67	\$27,453.33
Pinon	West	Pear	Jarvis	28	650	2022.22	\$707.78	\$5,055.56	\$303.33	\$5,561.11	\$11,486.22
Platinum	High Schd	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Platinum	North	1st	7th	36	1775	7100.00	\$2,485.00	\$17,750.00	\$1,065.00	\$19,525.00	\$40,328.00
Platinum	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Platinum	Townsite	Spruce	Cody	36	2800	11200.00	\$3,920.00	\$28,000.00	\$1,680.00	\$30,800.00	\$63,616.00
Platinum	Townsite	Cody	Florida	36	2000	8000.00	\$2,800.00	\$20,000.00	\$1,200.00	\$22,000.00	\$45,440.00

Play Thru	East	Country Club	Out of Bounds	30	1850	6166.67	\$2,158.33	\$15,416.67	\$925.00	\$16,958.33	\$35,026.67
Plum	East	Lori	Santa Monica	26	550	1588.89	\$556.11	\$3,972.22	\$238.33	\$4,369.44	\$9,024.89
Plum	East	Saddler	Tennyson	30	1150	3833.33	\$1,341.67	\$9,583.33	\$575.00	\$10,541.67	\$21,773.33
Plum	High Sch	8th	Hwy 11	34	5175	19550.00	\$6,842.50	\$48,875.00	\$2,932.50	\$53,762.50	\$111,044.00
Poplar	East	Gold	Country Club	44	7000	34222.22	\$11,977.78	\$85,555.56	\$5,133.33	\$94,111.11	\$194,382.22
Putting Green	East	Water Hazard	Cul de sac	30	1050	3500.00	\$1,225.00	\$8,750.00	\$525.00	\$9,625.00	\$19,880.00
Quail Run	North	N. Copper	N. Iron	24	370	986.67	\$345.33	\$2,466.67	\$148.00	\$2,713.33	\$5,604.27
Quail Run	North	Tin	Iron	26	350	1011.11	\$353.89	\$2,527.78	\$151.67	\$2,780.56	\$5,743.11
Queen Anne	North	4th	1st	24	670	1786.67	\$625.33	\$4,466.67	\$268.00	\$4,913.33	\$10,148.27
Raymond Reed	East	Country Club	D Street	26	4100	11844.44	\$4,145.56	\$29,611.11	\$1,776.67	\$32,572.22	\$67,276.44
Raymond Reed	East	D Street	DeVargas	26	3500	10111.11	\$3,538.89	\$25,277.78	\$1,516.67	\$27,805.56	\$57,431.11
Robert	High Sch	Gold	Silver	26	300	866.67	\$303.33	\$2,166.67	\$130.00	\$2,383.33	\$4,922.67
Rose	East	Maple	Myrtle	30	650	2166.67	\$758.33	\$5,416.67	\$325.00	\$5,958.33	\$12,306.67
Roswell	West	Locust	Florida	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Ruby	High Sch	Peach	Pear	36	720	2880.00	\$1,008.00	\$7,200.00	\$432.00	\$7,920.00	\$16,358.40
Ruby	Townsite	Cedar	Pine	46	400	2044.44	\$715.56	\$5,111.11	\$306.67	\$5,622.22	\$11,612.44
Ruby	Townsite	Pine	Spruce	36	300	1200.00	\$420.00	\$3,000.00	\$180.00	\$3,300.00	\$6,816.00
Ruby	Townsite	Spruce	Ash	45	1800	9000.00	\$3,150.00	\$22,500.00	\$1,350.00	\$24,750.00	\$51,120.00
Ruby	Townsite	Oak	Florida	36	2700	10800.00	\$3,780.00	\$27,000.00	\$1,620.00	\$29,700.00	\$61,344.00
Saddler	East	Dona Ana	Pear	26	2550	7366.67	\$2,578.33	\$18,416.67	\$1,105.00	\$20,258.33	\$41,842.67
Saddler	East	Florida	Pear	30	2550	8500.00	\$2,975.00	\$21,250.00	\$1,275.00	\$23,375.00	\$48,280.00
Saddler	East	Florida	Buckeye	36	1650	6600.00	\$2,310.00	\$16,500.00	\$990.00	\$18,150.00	\$37,488.00
San Carlos	North	Guadalupe	E. 4th	24	450	1200.00	\$420.00	\$3,000.00	\$180.00	\$3,300.00	\$6,816.00
San Jose	North	Guadalupe	E. 4th	24	400	1066.67	\$373.33	\$2,666.67	\$160.00	\$2,933.33	\$6,058.67
San Juan	North	Guadalupe	E. 4th	24	400	1066.67	\$373.33	\$2,666.67	\$160.00	\$2,933.33	\$6,058.67
San Luis	North	Guadalupe	E. 4th	24	400	1066.67	\$373.33	\$2,666.67	\$160.00	\$2,933.33	\$6,058.67
San Miguel	East	Florida	Poplar	36	2575	10300.00	\$3,605.00	\$25,750.00	\$1,545.00	\$28,325.00	\$58,504.00
San Miguel	East	Poplar	Elm	36	1275	5100.00	\$1,785.00	\$12,750.00	\$765.00	\$14,025.00	\$28,968.00
Sand Trap	East	Water Hazard	Cul de sac	30	350	1166.67	\$408.33	\$2,916.67	\$175.00	\$3,208.33	\$6,626.67
Sandberg	East	Florida	Dead End	36	650	2600.00	\$910.00	\$6,500.00	\$390.00	\$7,150.00	\$14,768.00
Sandburg	East	Birch	Dead End	32	800	2844.44	\$995.56	\$7,111.11	\$426.67	\$7,822.22	\$16,156.44
Santa Barbara	East	Florida	Peach	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Santa Barbara	East	Florida	Poplar	36	2575	10300.00	\$3,605.00	\$25,750.00	\$1,545.00	\$28,325.00	\$58,504.00
Santa Barbara	East	Poplar	Elm	36	1275	5100.00	\$1,785.00	\$12,750.00	\$765.00	\$14,025.00	\$28,968.00
Santa Catalina	East	Florida	Peach	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Santa Catalina	East	Florida	Cul de sac	36	550	2200.00	\$770.00	\$5,500.00	\$330.00	\$6,050.00	\$12,496.00
Santa Clara	East	Dona Ana	Pear	26	2550	7366.67	\$2,578.33	\$18,416.67	\$1,105.00	\$20,258.33	\$41,842.67
Santa Clara	East	Florida	Peach	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Santa Clara	East	Florida	Walnut	36	1300	5200.00	\$1,820.00	\$13,000.00	\$780.00	\$14,300.00	\$29,536.00
Santa Cruz	East	Florida	Peach	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Santa Cruz	East	Florida	Walnut	36	1300	5200.00	\$1,820.00	\$13,000.00	\$780.00	\$14,300.00	\$29,536.00
Santa Fe	East	Orange	Olive	26	1325	3827.78	\$1,339.72	\$9,569.44	\$574.17	\$10,526.39	\$21,741.78
Santa Fe	East	Poplar	Dead End	36	450	1800.00	\$630.00	\$4,500.00	\$270.00	\$4,950.00	\$10,224.00
Santa Fe	East	Poplar	Elm	36	1275	5100.00	\$1,785.00	\$12,750.00	\$765.00	\$14,025.00	\$28,968.00
Santa Monica	East	Dona Ana	Pear	26	2550	7366.67	\$2,578.33	\$18,416.67	\$1,105.00	\$20,258.33	\$41,842.67
Santa Monica	East	Florida	Peach	36	1250	5000.00	\$1,750.00	\$12,500.00	\$750.00	\$13,750.00	\$28,400.00
Santa Monica	East	Pear	Plum	36	600	2400.00	\$840.00	\$6,000.00	\$360.00	\$6,600.00	\$13,632.00
Santa Monica	East	Florida	Walnut	36	1300	5200.00	\$1,820.00	\$13,000.00	\$780.00	\$14,300.00	\$29,536.00
Santa Monica	East	Poplar	Birch	36	1150	4600.00	\$1,610.00	\$11,500.00	\$690.00	\$12,650.00	\$26,128.00
Santa Rosa	East	Maple	Elm	24	625	1666.67	\$583.33	\$4,166.67	\$250.00	\$4,583.33	\$9,466.67
Shelly	East	Florida	Plum	30	1900	6333.33	\$2,216.67	\$15,833.33	\$950.00	\$17,416.67	\$35,973.33
Shelly	East	Plum	Pear	30	700	2333.33	\$816.67	\$5,833.33	\$350.00	\$6,416.67	\$13,253.33
Shelly	East	Orange	Dead End	36	1350	5400.00	\$1,890.00	\$13,500.00	\$810.00	\$14,850.00	\$30,672.00
Sherwood	North	N. Copper	N. Iron	24	400	1066.67	\$373.33	\$2,666.67	\$160.00	\$2,933.33	\$6,058.67
Sierra	East	Hemlock	Maple	26	325	938.89	\$328.61	\$2,347.22	\$140.83	\$2,581.94	\$5,332.89
Silver	High Sch	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Silver	High Sch	Pear	City Limits	26	2000	5777.78	\$2,022.22	\$14,444.44	\$866.67	\$15,888.89	\$32,817.78
Silver	North	1st	7th	26	2225	6427.78	\$2,249.72	\$16,069.44	\$964.17	\$17,676.39	\$36,509.78
Silver	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Silver	Townsite	Spruce	Ash	36	1800	7200.00	\$2,520.00	\$18,000.00	\$1,080.00	\$19,800.00	\$40,896.00
Slate	High Sch	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Slate	High Sch	Pear	Wilcox	26	1300	3755.56	\$1,314.44	\$9,388.89	\$563.33	\$10,327.78	\$21,331.56
Slate	Townsite	Hemlock	Ash	36	1450	5800.00	\$2,030.00	\$14,500.00	\$870.00	\$15,950.00	\$32,944.00
Slice	East	Water Hazard	Cul de sac	30	1050	3500.00	\$1,225.00	\$8,750.00	\$525.00	\$9,625.00	\$19,880.00
Socorro	West	Pear	Jarvis	28	650	2022.22	\$707.78	\$5,055.56	\$303.33	\$5,561.11	\$11,486.22
Socorro	West	Dona Ana	Orno	38	1250	5277.78	\$1,847.22	\$13,194.44	\$791.67	\$14,513.89	\$29,977.78
Socorro	West	Locust	Florida	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Spruce	Townsite	13th	Pine	32	8425	29955.56	\$10,484.44	\$74,888.89	\$4,493.33	\$82,377.78	\$170,147.56
Suncrest	East	Florida	Country Club	36	1050	4200.00	\$1,470.00	\$10,500.00	\$630.00	\$11,550.00	\$23,856.00
Sunday Drive	East	Saddler	Garland	30	2050	6833.33	\$2,391.67	\$17,083.33	\$1,025.00	\$18,791.67	\$38,813.33
Sunset Blvd	West	Hickory	Encanto Circle	26	1300	3755.56	\$1,314.44	\$9,388.89	\$563.33	\$10,327.78	\$21,331.56
Surry	North	Pearl	Queen Anne	12	330	440.00	\$154.00	\$1,100.00	\$66.00	\$1,210.00	\$2,499.20
Tangerine	High Sch	Pear	Camila	26	2000	5777.78	\$2,022.22	\$14,444.44	\$866.67	\$15,888.89	\$32,817.78
Taos	East	Del Sol	Dead End	30	225	750.00	\$262.50	\$1,875.00	\$112.50	\$2,062.50	\$4,260.00
Tapia	East	Dona Ana	Hwy 549	24	10500	28000.00	\$9,800.00	\$70,000.00	\$4,200.00	\$77,000.00	\$159,040.00
Tennyson	East	Florida	Holly	30	650	2166.67	\$758.33	\$5,416.67	\$325.00	\$5,958.33	\$12,306.67

Tennyson	East	Florida	Poplar	26	2600	7511.11	\$2,628.89	\$18,777.78	\$1,126.67	\$20,655.56	\$42,663.11
Tennyson	East	Birch	Dead End	32	800	2844.44	\$995.56	\$7,111.11	\$426.67	\$7,822.22	\$16,156.44
Tin	High Schd	Florida	Pear	38	2500	10555.56	\$3,694.44	\$26,388.89	\$1,583.33	\$29,027.78	\$59,955.56
Tin	High Schd	Pear	Juniper	26	1250	3611.11	\$1,263.89	\$9,027.78	\$541.67	\$9,930.56	\$20,511.11
Tin	North	1st	Quail Run	26	1500	4333.33	\$1,516.67	\$10,833.33	\$650.00	\$11,916.67	\$24,613.33
Tin	North	Quail Run	Chaparral	26	1000	2888.89	\$1,011.11	\$7,222.22	\$433.33	\$7,944.44	\$16,408.89
Tin	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Tin	Townsite	Spruce	Hickory	36	2600	10400.00	\$3,640.00	\$26,000.00	\$1,560.00	\$28,600.00	\$59,072.00
Tovar	East	J Street	Atlantic Way	26	1625	4694.44	\$1,643.06	\$11,736.11	\$704.17	\$12,909.72	\$26,664.44
Tovar	East	Pine	Laguna	30	1250	4166.67	\$1,458.33	\$10,416.67	\$625.00	\$11,458.33	\$23,666.67
Tularosa	West	Locust	Florida	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
W 1st	North	Copper	Granite	26	2285	6601.11	\$2,310.39	\$16,502.78	\$990.17	\$18,153.06	\$37,494.31
W 2nd	North	Gold	8th	25	2765	7680.56	\$2,688.19	\$19,201.39	\$1,152.08	\$21,121.53	\$43,625.56
W 3rd	North	Gold	8th	28	2660	8275.56	\$2,896.44	\$20,688.89	\$1,241.33	\$22,757.78	\$47,005.16
W 4th	North	8th	Iron	26	1800	5200.00	\$1,820.00	\$13,000.00	\$780.00	\$14,300.00	\$29,536.00
Walnut	East	Cody	Tennyson	36	4000	16000.00	\$5,600.00	\$40,000.00	\$2,400.00	\$44,000.00	\$90,880.00
Walnut	Townsite	Iron	Hwy 11	36	2550	10200.00	\$3,570.00	\$25,500.00	\$1,530.00	\$28,050.00	\$57,936.00
Walnut	West	10th	8th	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Water Hazard	East	Wedge	Out of Bounds	30	1875	6250.00	\$2,187.50	\$15,625.00	\$937.50	\$17,187.50	\$35,500.00
Wedge	East	Dona Ana	Fairway	30	1300	4333.33	\$1,516.67	\$10,833.33	\$650.00	\$11,916.67	\$24,613.33
Whittier	East	Florida	Dead End	36	650	2600.00	\$910.00	\$6,500.00	\$390.00	\$7,150.00	\$14,768.00
Whittier	East	Birch	Dead End	32	800	2844.44	\$995.56	\$7,111.11	\$426.67	\$7,822.22	\$16,156.44
Wilcox/Juniper	High Schd	8th	Iron	32	2600	9244.44	\$3,235.56	\$23,111.11	\$1,386.67	\$25,422.22	\$52,508.44
Willow	Townsite	Cody	Columbus	32	600	2133.33	\$746.67	\$5,333.33	\$320.00	\$5,866.67	\$12,117.33
Willow Way	West	Hickory	Memory Lane	36	500	2000.00	\$700.00	\$5,000.00	\$300.00	\$5,500.00	\$11,360.00
Winston	North	Copper	Gold	26	350	1011.11	\$353.89	\$2,527.78	\$151.67	\$2,780.56	\$5,743.11
Yucca Dr	East	Poplar	Birch	32	1150	4088.89	\$1,431.11	\$10,222.22	\$613.33	\$11,244.44	\$23,224.89
Yucca Dr	East	Birch	Dead End	36	500	2000.00	\$700.00	\$5,000.00	\$300.00	\$5,500.00	\$11,360.00
Zia	East	Del Sol	Dead End	30	225	750.00	\$262.50	\$1,875.00	\$112.50	\$2,062.50	\$4,260.00
Zinc	North	1st	4th	26	1050	3033.33	\$1,061.67	\$7,583.33	\$455.00	\$8,341.67	\$17,229.33
Zinc	Townsite	Cedar	Spruce	36	700	2800.00	\$980.00	\$7,000.00	\$420.00	\$7,700.00	\$15,904.00
Zinc	Townsite	Spruce	Buckeye	36	3325	13300.00	\$4,655.00	\$33,250.00	\$1,995.00	\$36,575.00	\$75,544.00
Totals				10621	562020		\$706,256.25	\$5,044,687.50	\$302,681.25	\$5,549,156.25	\$11,461,530.00