



A. INTRODUCTION

In order to provide for the health, welfare, and safety of the citizens, now and in the future, the City of Truth or Consequences must develop a comprehensive approach to providing wastewater treatment, drainage, utilities, roads, and water. The City should work towards ensuring that the necessary infrastructure is in place to serve existing development as well as to anticipate future growth.



One of the City's many watertanks adorned with public art.

Infrastructure is the most pressing issue facing Truth or Consequences, for several reasons. First, population projections show a steady increase for Truth or Consequences and the current water and wastewater systems are nearing capacity and are dated. Second, Williamsburg, the neighboring community shares Truth or Consequences' infrastructure, and is looking to annex land, expanding the boundaries of the community. In light of these conditions, the following issues related to Infrastructure and Transportation in Truth or Consequences should be addressed.

1. Key Findings:

- The existing water and wastewater systems are old and need to be improved and/or replaced, water seepage into the wastewater lines needs to be resolved;
- Future growth in Truth or Consequences must be coordinated and planned so as to avoid placing pressure on the existing system;
- The City of Truth or Consequences must coordinate with the Village of Williamsburg due to the Village's desire to annex land and consequently, extend utilities;
- The City of Truth or Consequences has plans to improve the effluent re-use system, which is costly but will result in a decrease in the use of potable water for City parks and the municipal golf course;
- The City's forcemain for the wastewater system is in very poor condition and the current wastewater treatment plant, constructed in 1978, is operating at 75% of capacity;
- Drainage is generally good, however after heavy rains, flooding occurs along Broadway Avenue in Downtown Truth or Consequences;
- The City of Truth or Consequences should initiate immediate discussions with the State Transportation Department on streetscape improvements along Date, Main and Broadway streets;
- In order to grow within the serviced core, the City of Truth or Consequences needs to make the paving of roads a high priority, especially those roads that are currently unpaved.



B. INFRASTRUCTURE GOALS, OBJECTIVES, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 1: Ensure that infrastructure can accommodate Truth or Consequence's future growth. (See also Goal 3, Land Use section)

Objective A: Evaluate the existing water and wastewater production, treatment, distribution, and collection facilities, to ensure adequate capacities for future development.

Objective B: Evaluate proposed residential subdivisions, commercial, and industrial developments to determine the impact on the infrastructure. Determine the requirements for each type of development, such as water demand for fire hydrants, power requirements, etc.

Objective C: Address infrastructure issues/needs for the recently-annexed area and future business park in order to maximize the potential for future industrial/warehouse development.

Objective D: Ensure that existing electric and natural gas distribution and supply systems are adequate for future developments. Work with utility providers to upgrade system as necessary.

Objective E: Continually upgrade existing GIS data bases with locations, sizes, type, etc. of all utilities to improve modeling and evaluation of existing and proposed utility capacity.

Policy 3.1: It is the policy of the City of Truth or Consequences to communicate and collaborate with the Village of Williamsburg and Elephant Butte regarding plans for growth, and future infrastructure needs.

Policy 3.2: It is the policy of the City of Truth or Consequences to evaluate proposed new development to ensure adequate infrastructure capacity.

Policy 3.3: It is the policy of the City of Truth or Consequences to provide adequate infrastructure for industrial development at the future business park, including water pressure and wastewater services that meet insurance requirements, and can accommodate the water flow necessary for fire protection.

Policy 3.4: It is the policy of the City of Truth or Consequences to commit all available resources to upgrade voltage circuits to ensure adequate supply for existing and future developments (residential, commercial, and light industrial).

Policy 3.5: It is the policy of the City of Truth or Consequences to work in collaboration with Sierra County to update infrastructure maps and create growth scenarios using the City GIS system.

Implementation Actions

a. Infrastructure Coordination - On a regular basis, Truth or Consequences will disseminate its land use goals in order to begin discussions on water and wastewater service to new development. In the case of Williamsburg, discussions and coordination for future annexations shall be programmed. The end result of these discussions should be a Memorandum of Understanding in which the following points are made:



- Williamsburg is in dire need of new land in order to increase its revenue potential and for the overall growth and development of the community;
- The Village is reliant on the City for upgrade and expansion of water lines to serve new development;
- The Village and City will work together to address infrastructure needs common to both communities; and
- The growth and development of Williamsburg will benefit the entire Sierra County community.

b. Airport Infrastructure Plan - The City or its designated agent shall create and adopt an Airport Infrastructure Plan that coordinates the expansion of wastewater, water, and electric utilities. If well and septic will be used, those services should also be planned.

c. Create a Business Park Infrastructure List - Create a detailed list of infrastructure needs at the future Broadway Avenue Business Park. The list shall include funding sources for implementing the infrastructure improvements, and a timeline for the implementation of the improvements.

d. Drainage Master Plan - The City shall prepare a Drainage Master Plan that addresses how the community will deal with drainage issues. The plan should identify the source of the problems on the streets identified above and the work that needs to be done to correct the problems. The plan should prioritize the projects that would correct the areas of concern related to drainage.

e. Improvements to Existing Electric Distribution System - The City of Truth of Consequences shall prioritize improvements to the electric distribution system including upgrading low voltage circuits, replacing old power lines and transformers plus planning as needed for future growth.

Goal 2: Conserve limited water resources by maintaining water distribution systems, and utilizing potable water for municipal uses and effluent water for irrigation purposes.

Objective A: Develop an annual infrastructure improvement plan.

Objective B: Install an effluent reuse system for golf course and high school.

Objective C: Encourage the conservation of water through adequate planning, and community education efforts.

Policy 3.6: It is the policy of the City of Truth or Consequences to implement an annual infrastructure improvement program that details the routine replacement and upgrade of water and wastewater system components, and electrical and sanitation systems.

Policy 3.7: It is the policy of the City of Truth or Consequences to promote the preservation of water through the adoption of appropriate water conservation measures and techniques, in conjunction with the Village of Williamsburg.



Policy 3.8: It is the policy of the City of Truth or Consequences to participate in a region-wide drought management plan.

Policy 3.9: It is the policy of the City of Truth or Consequences to consider restricting water use for construction activities to the use of recycled water. Recycled water should be metered and sold to contractors.

Implementation Actions

a. Infrastructure Improvement Plan – On an annual basis, the City of Truth or Consequences will prepare an infrastructure improvement plan for all water and wastewater systems. This plan, which will include the Memorandum of Understanding with the Village of Williamsburg (see Goal 1 above) will detail needed improvements, upgrades, replacements, etc. for the water and wastewater systems, including planning for the effluent reuse program at the Golf Course and High School. The infrastructure improvement plan must be coordinated with the City’s capital outlay program and any other available funding sources.

b. Drought Management Plan – Working in coordination with the Village of Williamsburg, the City of Truth or Consequences will create a drought management plan. The plan should address how the community will conserve water in the case of prolonged drought. The plan shall contain specific steps the City will take to deal with drought conditions, including adoption and implementation of the most appropriate and efficient water conservation methods without imposing an unfair burden on the residents. The Plan should contain a series of implementation steps so that as drought conditions worsen more stringent controls are implemented. The Plan should be approved by Ordinance.

c. Construction Industry Water Conservation Program – Working with representatives from the local construction industry, the City of Truth or Consequences will develop a water conservation program for all construction taking place within the city limits. The program should include the use of recycled water for all construction activities, and set a rate schedule for the use of recycled water in construction activities.

d. Hospitality Industry Water Conservation Program – The hospitality industry could place water conservation information cards in each room. The cards would raise awareness about water saving ideas for lodgers, including shutting off water while brushing teeth, and requesting linens be cleaned every other day or only once during a stay. The card could request the guest indicate when linens should be changed during their stay.

Goal 3: Provide high speed data transfer capabilities.

Objective A: Evaluate the existing telephone and data transfer network.

Objective B: Determine future data transfer needs and equipment required for implementation.

Policy 3.10: It is the policy of the City of Truth or Consequences to work with area providers that supply the City with its high speed telecommunications technology to ensure that this infrastructure is available to all City residents.

Policy 3.11: It is the policy of the City of Truth or Consequences to work with area service providers to plan for future growth and to ensure that the communication needs



of commercial and industrial customers are included in their planned system upgrades and expansions.

Implementation Actions

a. Telecommunications Planning Committee – The City of Truth or Consequences will form a telecommunications planning committee made up of the appropriate City staff, and representatives from any and all active telecommunications providers in the region. The committee will provide a forum for the City to communicate the community’s telecommunications needs to the industry officials, and for the industry officials to describe upcoming technology, marketplace considerations, and funding issues.

C. TRANSPORTATION GOALS, OBJECTIVES, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 4: Analyze streetscape improvements possibilities along major and minor arterials.

Objective A: Ensure that all streetscape improvements comply with State and Federal safety, visibility, and ADA requirements.

Objective B: Identify intersections and medians in need of streetscape improvements.

Policy 3.12: It is the policy of the City of Truth or Consequences to pursue improvements to the streetscape along major and minor arterials.

Policy 3.13: It is the policy of the City of Truth or Consequences to comply with all State and Federal safety, visibility, and ADA requirements when designing and installing streetscape improvements.

Implementation Actions

a. Streetscape Improvements Task Force – The City of Truth or Consequences will create a community transportation and roadway task force with membership from the appropriate City department(s), business owners, youth, and representatives of the New Mexico Transportation Department. The task force will help identify key locations for streetscape improvements, review designs for those improvements, learn about funding sources for those improvements, and educate elected officials and the public about the streetscape improvement process.

Goal 5: Evaluate arterials that will provide access to future developments. Plan for roadway upgrades as needed to accommodate increased traffic flow.

Objective A: Prepare an annual schedule of street resurfacing and paving.

Objective B: Participate in regional transportation planning efforts in order to prepare for future growth.

Policy 3.14: It is the policy of the City of Truth or Consequences to maintain and upgrade arterials throughout the City in a phased, scheduled manner.

Policy 3.15: It is the policy of the City of Truth or Consequences to participate in, and take the lead in facilitating all regional transportation planning efforts.



Implementation Actions

a. City Paving Plan – The City of Truth or Consequences shall prepare a Street Paving Plan that prioritizes which streets will be paved or rehabilitated. The City shall concentrate on paving those streets that are currently not paved and those which handle the most significant amount of traffic.

b. Northside Traffic/Transportation Study - The City shall initiate a transportation study for the land north of the interstate and near the municipal airport. The purpose of the study should be to identify additional access points for the area and/or transportation improvements to this area, necessary to accommodate development. Currently, the two access points serving this area are located at SR 181, SR 195, and SR 52. These access points may be inadequate should wide-scale development take place. The City should limit growth and development in this area until the study is complete and access improvements are identified.

c. Regional Transportation Plan - In conjunction with the Village of Williamsburg, Elephant Butte, and Sierra County, and the Regional Planning Organization, the City shall participate in initiating a Regional Transportation Plan. The purpose of the Plan should be to address region wide transportation issues, such as road improvements on principal arterials shared by all the communities (such as Broadway Ave.), dealing with traffic significant traffic issues, improving regional access to the area, and addressing the transportation needs of seniors, low income residents, and other groups that do not have adequate access to transportation. A Regional Transportation Plan will help each community and the entire region coordinate transportation projects in the future.

Goal 6: Plan for alternative modes of transportation such as bike lanes, on a City-scale, and region-wide level.

Objective A: Identify preferred bike/walk routes through a public involvement effort.

Objective B: Develop plans for bike/walk paths that parallel or cross major streets and intersections.

Objective C: Acquire rights-of-way and easements necessary for paths.

Policy 3.16: It is the policy of the City of Truth or Consequences to install bike paths wherever feasible, and desired by the community.

Policy 3.17: It is the policy of the City of Truth or Consequences to provide opportunities for alternative transportation near the river frontage within the city limits.

Policy 3.18: It is the policy of the City of Truth or Consequences to coordinate with neighboring jurisdictions such as the Village of Williamsburg, City of Elephant Butte, and Sierra County to develop hiking/biking/walking trails that support the entire region.

Policy 3.19: It is the policy of the City of Truth or Consequences to begin a program of right-of-way acquisition for any areas where bike/walk routes have been designated.

Implementation Actions

a. Public Meeting for Bike Route Planning – The City of Truth or Consequences, or its designated agent, shall hold a public meeting to gather input on possible bike/walk route locations.



Parameters for the proposed locations should include issues regarding safety, right-of-way acquisition, contiguousness to or intersection with major arterials, and proximity to the river.

b. Regional Planning for Alternative Transportation – The City of Truth or Consequences will participate in, and facilitate all regional-scale planning for alternative transportation such as hike/bike trails.

c. Right-of-Way Acquisition Protocol – The City of Truth or Consequences will develop and adopt a protocol for the acquisition of rights-of-way along selected bike/walk routes. The protocol will describe how the right-of-way acquisition will be funded, and which bike/walk routes are eligible.

D. BACKGROUND

The Infrastructure Element of the City of Truth or Consequences Comprehensive Plan focuses on the water, wastewater, and storm drainage systems. These systems are critical elements in the day-to-day functions of the city as well as in the future growth and development of the community. The sections that follow provide an overview of each of the systems, and identify issues related to the systems.

1. Water/Wastewater System Overview

a. Water Supply and Storage System

The water system delivers potable water to all residents of Truth or Consequences, commercial businesses, and public uses. The water system serving Truth or Consequences also services the Village of Williamsburg. In essence, Williamsburg residents and the Village itself are customers of Truth or Consequences, which bills residents monthly for use of the water system, therefore any discussion of water must focus on mutual collaboration. The water lines serving the city are located underneath the roadway network with individual properties being tied into the system. Few lines serve the residences located north of the Interstate. Many homes in that area obtain their water from private wells.

The water system consists of 6 wells, 4 ground level storage tanks, a centralized chlorination facility and miles of pipeline. The table on page 38 lists the wells serving the two communities.

The City has a total appropriation of 2,742.76 acre feet of water per annum. In the past the maximum amount of water produced in a single year was 1,920.05 acre ft. in 1995. The Aquifer from which the City draws its water, the Hot Springs Artesian Groundwater Basin, may not be capable of producing the entire 2,742.76 acre ft. For this reason, the City has begun a program of exploratory drilling to find wells in different aquifers that may aid the City in meeting its future water needs. The program is funded by grants.

The City has an additional appropriation of 50 acre ft. of geothermal water for the swimming pool, heating buildings, and related purposes. The City also holds irrigation water rights of 498.0 acre ft. for the irrigation of 83 acres, including an existing golf course (61 acres) and a cemetery (11 acres). The planned expansion



sion of the golf course from 9 to 18 holes will increase the water required to 544.6 acre ft. The existing irrigation wells have only been able to produce 326.1 acre ft. in the past. Additional wells will be required to utilize the existing water rights and additional irrigation water rights will be required to meet the projected demand.

The City's existing water distribution network consists of ductile iron, cast iron, cement asbestos, and PVC water mains. A large percentage of the distribution system is old and deteriorated. During the year 2000 the City had approximately 152,876,000 gallons of water, which were unaccounted for. This is a loss of approximately 26.2 % of their annual production. Some of the water loss is due to fire fighting, leaks in the distribution system, water meter malfunctions, etc. The City has plans to meter as many of these activities as possible. Due to tight budget constraints leaking water mains are repaired rather than replaced and only water meters that are completely inoperative are replaced. A wastewater effluent reuse program is being implemented to reduce the use of potable water for irrigation and construction.

Table 3.1: City Well Data

City Well ID #	Office Of State Engineer File #	Well type	Location
1	HS-11-S-2	Artesian	Hyde & Cook St.
2	HS-11	Artesian	Cook St.
2	HS-147 into HS-11	Artesian	Cook St.
2	HS70 into HS-11	Artesian	Cook St
2	HS70-A-B into HS-11	Artesian	Cook St
2	HS-365 into HS-11	Artesian	Cook St
4	HS-11-S-5	Artesian	Ridge St.
6	HS-11-S-4	Artesian	West of Fair Barn
7	HS-11-S-10	Artesian	Hyde & Veater St.
8	HS-11-S-9	Artesian	Michigan St.
-	HS-11-S-3	Shallow *	Armjillo Park
-	HS-11-S-7	Shallow *	R. Edwards Park

*non-potable

Source: Engineer's Inc.

Disinfection of potable water is currently accomplished at one centralized location. The City uses chlorine gas to disinfect its water supply. The disinfection facility has a 200,000 gallon chlorine contact/detention tank, however only approximately 100,000 gallons are usable due to age and poor condition of the tank. Other equipment including pumps, controllers, etc. are in need of repairs and upgrades to meet the increasing demand for potable water.

The City currently has four ground-level water storage tanks, a 1.2 million gallon, a 1 million gallon, and two 3 million gallon tanks. The total existing water storage is 8.2 million gallons. Both the 1 million gallon and one of the 3 million gallon tanks are in poor condition and in need of repair or replacement. The City plans to add additional storage capacity to ensure an adequate water supply during emergencies such as power outages, and well pump breakdowns and to meet the demands for potable water in the future as population increases.



b. Improvement of Water Distribution System within the Service Area

The primary issue associated with the water distribution system is that the water mains within the city need to be replaced. The existing mains are either small diameter or have reached the end of their operational life, which results in leaks, pipeline breaks and pressure loss. Water pressure in some areas of the city is low. This could be a direct result of the older system and leaks that may exist.

The City Water System Map has been provided to the City Manager in a large scale format to facilitate readability. The map provides an overview of the line sizes that currently serve Truth or Consequences. The size of the water lines serving Truth or Consequences vary from 4" to 12" lines, which serve the residential areas of the city. The system contains some 4" and 6" lines in potential residential growth areas as identified by the Future Land Use Plan. Ideally, for growth and development to occur, especially in the area of commercial uses and light industrial uses, 8" lines should be provided.

Truth or Consequences should collaborate with the Village of Williamsburg in obtaining grants or legislative appropriations to improve the overall quality and reliability of the water system. Improvements to the lines, tanks, and wells are all needed to ensure an adequate and high quality supply of water for the future, for both communities.

2. Wastewater System

The wastewater system is responsible for moving liquid waste from the City to a treatment plant. In Williamsburg, the system is owned by the Village, which in turn, sends the liquid waste to the City of Truth or Consequences' wastewater treatment facility. The treatment facility was built by a grant that was provided to both Truth or Consequences and the Village. Williamsburg retained ownership of the lines and pays the City a fee for processing of the waste once it reaches the treatment plant. Like the water system, wastewater lines are located within the roadway network. Sewer is available to many Truth or Consequences residents with the exception of an area of town located north of the Interstate. Those homes are not hooked up to the wastewater system and are generally on septic tanks.

The wastewater collection system consists of miles of underground gravity flow pipelines, ranging in size from 4" up to 21" with lift stations and forcemains ranging in size from 4" to 6". The gravity pipelines are made of clay tile, asbestos cement, and PVC. The forcemains are all asbestos cement. The manholes are clay brick and precast concrete. The forcemain from the Clancy Street lift station is in the process of being replaced.

a. Age of Wastewater Treatment Facility and System

The original wastewater treatment plant was constructed in 1978. The plant has a design capacity of approximately 1.06 million gallons per day. The facility is currently operating at 75% of its rated capacity. The treatment system consists of a bar screen, a grit removal chamber, an extended aeration oxidation ditch with three horizontal brushes used for aeration, clarifiers, a chlorine contact system,



and sludge handling equipment including vacuum drying beds. The system also includes an effluent recycle system. The majority of the components of the wastewater treatment system are either close to reaching their operational capacity or have reached the end of their life cycle.

A project is under way to upgrade and replace this forcemain and other components of the wastewater treatment system if available funding can be secured. The original project included upgrades to the forcemain, an odor control system, a ferric chloride addition system and much more. Funding restrictions have forced a scale back of the project. The funding is by a Capital Outlay grant.

3. Electricity

The City buys its electricity from WAPA and Sierra Electric. The City owns, operates, and maintains all of its own electrical transmission systems, distribution systems and equipment. This includes, but is not limited to, power lines, poles, switching equipment, meters, and transformers.

Power outages caused by service-provider outages and deficiencies in the City's distribution network are numerous and frequent. Portions of the distribution network are antiquated. The area around Date Street, 3rd Street, and Ash Street is serviced by a low voltage network that should have been replaced with a more updated higher voltage system 20 years ago. Inherent inefficiencies and the age of the old transformers and distribution network cause excessive loss of energy. 15 - 20 % of the City's annual cost of electricity is due to the losses from this old portion of the distribution system. The City currently does not have a backup transformer for this portion of their distribution network. A backup transformer would cost approximately \$85,000. The City would prefer to spend money on upgrading the old part of their distribution system rather than to purchase a backup transformer for a system that needs to be replaced. Lightning strikes are a frequent occurrence around the city. As part of an ongoing program to reduce power outages, the City should include the installation of lightning arrestors at key locations within their distribution network. The City currently has a project underway to upgrade of the distribution network. The project is being reviewed by funding agencies. Should adequate funding become available the City will immediately begin the upgrade process.

4. Transportation Network

The following section describes the City's roadway systems. Truth Or Consequence's transportation system is highly influenced by Interstate 25, the I-25 Business Loop, NM 51 and NM 181. The Interstate and the New Mexico State roads provide access to/from Truth or Consequences from the south, north and east.

The railroads have no direct impact on the City of Truth Or Consequences. The railroad passes to the east of town through Engle, New Mexico.

The City of Truth Or Consequences does have a municipal airport located just a few miles north of the city.



a. City Street Network

The City of Truth Or Consequences has various transportation facilities consisting of State highways and City streets that terminate within or traverse through the city limits.

The Interstate 25 Business Loop (Broadway) enters the city from the southwest and continues through to the northern city limits. The Interstate 25 Business Loop is maintained by the New Mexico Department of Transportation.

Most of the existing City Streets have two lanes and utilize curb and gutter for drainage.

b. City Street Conditions

The City of Truth Or Consequences maintains approximately 60 miles of City streets. Of the 60 miles, 42 miles are paved and 18 miles are dirt roads. In general approximately 65% of the paved roads were constructed with Plant Mix Bituminous Pavement (Hot Mix) and the remaining 35% was constructed using the surface treatment (Chip Seal) materials and methods.

In order to categorize the City street conditions, a Pavement Condition Rating (PCR) system that applies a numerical rating

in three categories of Good, Fair, and Poor is utilized. Table 3.2 is based on discussion with City personnel.

Table 3.2: Surface Street Conditions

Surfaced Street Condition		% of all streets
Poor	(0 – 20 PCR)	35%
Fair	(21 – 80 PCR)	20%
Good	(81 – 100 PCR)	45%

Source: Engineer's Inc.

As this table indicates that approximately a third of the streets are in poor condition. The City has used various State sources including COOP funds in combination with their own matching funds to improve existing streets and to reduce the number of streets in the poor category. The City of Truth Or Consequences has pothole repair equipment that is used as needed. NMDOT COOP funds have been used to repair streets typically utilizing the pavement overlay application method. The City is currently capable of performing Chip Sealing (Surface Treatment) operations to seal various streets. This effort will be accomplished with their labor, chip spreader, haul trucks, and roller equipment.



c. Estimated Street Functional Classification

The Street Functional Classification Summary below has a listing of streets that are estimated to have the greatest amount of traffic. These are separated into four main classifications based on their function. The streets listed are only the ones that are maintained by the City of Truth Or Consequences except for Broadway, NM 51, NM 181.

d. Street Functional Classification Summary

URBAN PRINCIPAL ARTERIAL

-	*Broadway	from	NM 187	to	E. City limits
-	**NM 181	"	Broadway	to	S. City Limits
-	**NM 151	"	Broadway	to	E. City Limits

URBAN COLLECTOR

-	Hyde Ave.	from	Broadway	to	N. terminus
-	Myrtle Ave.	Cook	"	to	N. terminus
-	Henson Ave.	Broadway	"	to	N. terminus
-	Radium St.	"	"	to	N. terminus
-	Veater St.	"	"	to	Riverside Ln.
-	Veater St.	"	"	to	E. City Limits
-	Iron St.	Veater	"	to	Broadway
-	Aluminum St.	"	"	to	"
-	Tungsten St.	"	"	to	"
-	Mercury St.	"	"	to	"
-	Steel St.	"	"	to	"
-	Ore St.	S. terminus	"	to	"
-	Copper St.	Veater	"	to	"
-	Morgan St.	S. terminus	"	to	N. terminus
-	Platinum St.	Veater	"	to	Broadway
-	Corona Ave.	Broadway	"	to	N. terminus
-	Post St.	Wyona	"	to	Myrtle Ave.
-	Clancy St.	"	"	to	"
-	Daniel St.	"	"	to	"
-	Foch St.	"	"	to	"
-	Pershing St.	"	"	to	"
-	Mims St.	"	"	to	"
-	Van Patten	Broadway	"	to	Pershing
-	Marr Ave.	"	"	to	Pershing
-	Austin Ave.	"	"	to	Wyona
-	Main Ave.	Broadway	"	to	Broadway
-	Riverside Dr.	"	"	to	NM 51
-	Joffre	Broadway	"	to	Cedar
-	Second Ave.	W. terminus	"	to	Corbett St.
-	Third Ave.	Juniper	"	to	Broadway
-	NM 51	Broadway	"	to	E. City limit
-	Fourth Ave.	E. Locust	"	to	Coleman St.
-	Fifth Ave.	Poplar	"	to	"
-	Sixth Ave.	Sierra Vista	"	to	Kruger



- Seventh Ave. Spruce “ to “
- Eighth Ave. Palo Verde Dr. “ to “
- Ninth Ave. Sierra Vista Dr. “ to Lucky
- W. Marie Ave. Ninth Ave “ to Cedar
- Bob Barker Pershing “ to “

URBAN LOCAL STREETS

- Cook W. terminus to Henson
- Gold Myrtle to “
- Simpson St. Iron St. to Tin
- Marshall St. Mercury to E. terminus
- Hackberry Cottonwood to Veater
- Cottonwood Rd. Mercury to E. terminus
- Corzine Dr. W. terminus to Morgan St.
- North St. W. terminus to Morgan St.
- Upton “ to E. terminus
- Camino de Mesa Corona to “
- Camino Del Cielo Camino De Mesa to N. terminus
- Gray Post to Daniel
- Wyona W. terminus to Mims St.
- Charles Ave. W. terminus to Foch St.
- McAdoo Main St. to Main St.
- Garst Ave. W. terminus to “
- W. Second Ave. “ to E. terminus
- Riverside Ash to “
- First Birch to Silver
- Sierra Vista Sixth to Ninth
- Palo Verde Dr. “ to Marie
- Spruce St. Seventh to N. terminus
- Poplar St. Broadway to “
- Locust St. Fourth to “
- Kopra St. “ to “
- Juniper St. Second to Marie Ave.
- Ivy St. “ to “
- Grape Fourth to “
- Fir “ to Ninth
- Pershing W. Seventh to N. terminus
- Patten S. terminus to Bob Barker
- Cedar “ to N. terminus
- Birch Riverside to “
- Ash “ to Ninth
- Pine Fifth to “
- Maple S. terminus to Fifth
- Elm Riverside to Ninth
- Magnolia “ to “
- Gold S. terminus to “
- Silver “ to N. terminus
- Oak Second to “
- Lucky Third St. to “
- Corbett Third St. to Eighth St.



- Coleman “ to “
- Tingley S. terminus to “
- Arrowhead Riverside to Caballo Rd.
- Kruger Caballo Rd. to Eighth
- Roberts St. S. terminus to Third St.

A large scale, color-coded map has been provided to the City Manager that shows the definition of the State, County, and City roads or streets in and near the City of Truth Or Consequences and also the functional classification of the City streets. This map and all maps in this Plan are available for public review.

These various streets and their tentative functional classification assignment are based on transportation engineering judgment provided by Engineers Inc. No official traffic counts were obtained.

e. Railways

The railroad routes converge at Engle, New Mexico approximately 20 miles east of the City of Truth or Consequences.

f. Air Transportation

Truth or Consequences is accessible by plane at the local municipal airport located 6 miles North of the City. The airport has one asphalt runway that is 5,599 feet long x 75 feet wide and in good condition. The pavement is rated for single wheel aircraft at 12,500 pounds. The runway designated number is 13/31. In addition the airport has 4 dirt runways that are in good condition. Runway 11/29 is 7000 feet long x 150 feet wide in good condition. Runway 1/19 is 3250 feet long x 130 feet wide in good condition. Runway 15/33 is 3200 feet long x 140 feet wide in good condition. Runway 7/25 is 2900 feet long x 130 feet wide and in good condition.



One of the many private jets utilizing the municipal airport

The airport operational statistics show 33 aircraft based on the field. The average aircraft operations per day is 33. There is also an unmarked helicopter landing area 100 feet by 200 feet south of the paved ramp east of the taxiway.

g. Other Transportation Issues/Concerns

Another transportation issue concerns the use of sidewalks for walking, and bike lanes which could be planned and developed. There are RV parks within the limits of the city that bring in “Snowbirds” in the winter. The pedestrian traffic that is generated by these parks combined with the local pedestrian traffic could benefit from sidewalk improvements that include ADA access along Broadway (I-25 Busi-



ness Loop). The City of Elephant Butte Comprehensive Plan has also suggested bike trails for that community. As a result, there may be ways for all the communities of Sierra County to collaborate in the development of a regional bicycle trail network. Such a trail system could be linked to the State Parks and assist with economic development efforts in diversifying the recreational base of the area.

h. City Land North of Interstate

The City's annexed area north of the Interstate should be developed very carefully given its limited access. Currently, there are a few houses in this area and the municipal airport. Access to the area is provided SR 181 north of town towards the airport and Kopra Rd, which is near the Golf Course, both utilize an underpass. Full development of the area without seeking other access points would put tremendous strain on the Kopra Road access. While the annexed lands represent a significant amount of vacant and developable land for the City, the access issue (along with the topography and utility service constraints identified previously) presents a major obstacle to this area being viable for further development. The City should seek the development of a traffic/transportation study for this area to explore the possibility of additional access points or other transportation related issues before allowing additional development in this area.

i. Drainage

Drainage must be planned and coordinated in and around the city. Generally there is good drainage of the local streets. However there is one area of concern. In the Downtown and Hot Springs area, pooling occurs during heavy rains. A drainage study could illuminate the causes and identify methods for improving drainage in that area.