



Colorado Department of Transportation La Plata Co Signature Sheet

1/16/2024

FIPS Code : 067

- 432.640 miles of arterial streets
- 210.540 miles of local streets
- 643.180 total miles of H.U.T. eligible streets
- 280.590 miles of non H.U.T. eligible streets - Maintained by others
- 4.720 miles of non H.U.T. eligible streets - Not maintained

This mileage is the certified total as of December 31, 2023

I declare under penalty of perjury in the second degree, and any other applicable state or federal laws, that the statements made on this document are true and complete to the best of my knowledge.

The Colorado Department of Transportation can contact the following person with questions regarding this report:

Max Jalle 1-23-24
 Commissioner Date

Marshall Patrick 1-23-24
 Commissioner Date

Clyde Church 1-23-24
 Commissioner Date

 Commissioner Date

 Commissioner Date

 Name Phone

Submit this signed copy with your annual mileage change report to the Colorado Department of Transportation.

We are required to inform you that a penalty of perjury statement is required pursuant to section 18-8-503 C.R.S. 2005, concerning the removal of requirements that certain forms be notarized.



ITEM NO. (ID # 8643)

DATE: 01/23/2024

AGENDA REQUEST

*CONSENT AGENDA

MEETING GROUP: Board of County Commissioners

STAFF RESOURCE: Jim Davis, Director
Recy Reider

REQUESTING DEPT: Public Works Department

TYPE: Reports

SUBJECT: Approval of a Highway User Tax Fund 2023 Annual Mileage Certification

BACKGROUND:

La Plata County is required each year to submit an audit of all county roads to the Colorado Department of Transportation (CDOT). The Highway Users Tax Fund (HUTF) inventory has each road listed as to the type of road, its length, surfacing, administrative class, and jurisdiction so that subsequent state and federal funding may be allocated to each county. The Public Works department reviewed the current HUTF inventory which resulted in minimal revisions from the 2022 report to the 2023 report (these reports are done in arrears).

Notable changes involved;

- *surface change of 2.2 miles of County Road 301 from gravel to asphalt (chip seal),
- *surface change of 1.0 mile of County Road 304 from gravel to asphalt (chip seal),
- *surface change of 2.5 miles of County Road 501 from gravel to asphalt (chip seal).

The total miles of eligible H.U.T. county roads for 2023 was 643.18, unchanged from 2022.

Summary as Reported;

- 432.640 miles of arterial streets
- 210.540 miles of local streets
- 643.180 total miles of H.U.T. eligible streets
- 280.590 miles of non H.U.T. eligible streets - Maintained by others
- 4.720 miles of non H.U.T. eligible streets - Not maintained

FISCAL IMPACT:

No significant change or fiscal impact is anticipated as a result of filing the 2023 HUTF annual mileage certification.

RECOMMENDED ACTION:

Approve and sign the Highway User Tax Fund 2023 Annual Mileage Certification.

MEETING NARRATIVE:

REVIEWED BY:

ATTACHMENTS:

- SignatureSheet 2023 (PDF)
- 2023 HUTF Street Inventory Report for La Plata County (PDF)
- HUTF Legend (PDF)

Street Inventory Report for: La Plata Co

FIPS Code :067 All Segments

Route Name:
County Road Number

Route	Route Name	Seg ID From Feature	Dir To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	Fun Cl	Overlay Thick	Cond	InspYr	ProjYr
100	100	100 BGN	E 100	0.00	16		2	2	0	7	0.0	P	1980	
100	100	150 109			16		2	2	0	7	0.0	P	1995	
100	100	200 108			16		2	2	0	7	0.0	P	1998	
100	100	300 110	E 105	3.15	16	22	2	1			0.0	G		
100	100						2	1			0.0	G		
100	100						2	1			0.0	G		
100	100						2	1			0.0	G		
100	100						2	1			0.0	G		
101	101						2	2			0.0	G		
101	101						2	2			0.0	G		
101	101						2	2			0.0	G		
102	102						2	2			0.0	G	1999	
102	102						2	2			0.0	G	1999	
102	102						2	2			0.0	G	2002	
103	103						2	2			0.0	F	1998	
103	103						2	1			0.0	G	1999	
* 103A	103A						1	8			0.0	F	1996	
103A	103A						1	2			0.0	F	1996	
103B	103B	100 BGN	E SH 140	0.15	16	14	1	2			0.0	F	1996	
103C	103C						1	2			0.0	F	1998	
103D	103D						1	2			0.0	F	1977	
103E	103E	100 BGN	N SH 140	0.25	16	14	1	2			0.0	F	1998	
103E	103E	200 SH 140	E 103A	0.10	16	14	1	2			0.0	F	1977	
* 104	104						1	1			0.0	P	1977	
104	104	200 100	S SH 140	1.66	16	20	2	1	0	7	0.0	G	2002	
105	105	100 100	N STR	0.50	16	20	2	1	0		0.0	G	1999	
105	105	20					2	1	0		0.0	G	2009	
105	105	30					2	1	0		0.0	G	1995	
105	105	40					2	1	0	6	0.0	G	1999	
106	106	10					1	2	0	7	0.0	P	1982	
106	106	20					1	2	0	7	0.0	P	1981	
106	106	30					1	2	0	7	0.0	P	1982	
107	107	10					2	2	0	7	0.0	F	1999	
108	108	10					2	2	0	7	0.0	P	1977	
108A	108A	10					2	2	0	7	0	P	1977	

Length: Length of street segment to the nearest hundredth of a mile (x.xx).

Primary Surface:
PAVED
2 - Conventional Asphalt Concrete (Bituminous)
3 - Jointed Plain Concrete Pavement (JPCP)
4 - Jointed Reinforced Concrete Pavement (JRCP)
5 - Continuously Reinforced Concrete Pavement (CRCP)
6 - AC (Bituminous) Overlay over Existing AC (Bituminous) Pavement
7 - AC (Bituminous) Overlay over Existing Jointed Concrete Pavement
8 - AC (Bituminous) Overlay over Existing CRCP
9 - Unbonded Joint Concreted Overlay on PCC Pavements
10 - Bonded PCC Overlays on PCC Pavements
UNPAVED
11 - Other (Surface types not covered by 1 - 10)
12 - Unimproved Road
13 - Primitive Road
14 - Unimproved Road
15 - Graded and Drained
16 - Soil, Gravel or Stone

Primary Surface Width: For divided streets, total width of driving lanes in the primary and secondary directions, excluding the median width. For undivided streets, total width.

Lane Quantity: Number of through lanes - does NOT include turn lanes.

Administrative Classification System:
The codes for Admin/Cl are:
0. Overlapping miles, non chargeable.
1. Arterial Service (The County decides this, not hinged on ADT Counts, just what roads we think are major/minor roads).
2. Local Service.
3. Future local road (under construction).
4. Future segment the National Highway System (CDOT OnI).
7. Future segment the National Highway System (CDOT OnI).
8. Open road maintained by another entity. Not eligible for HUTF.
9. Open - not maintained; not eligible for HUTF
*We can decide what is maintained: once a year, once every three years
1 & 2 are the only HUTF Roads

Jurisdiction Split:
Codes for jur/split are:
1 - City/County
2 - State/County
3 - City/City
5 - on State line, jurisdiction split with neighboring state jurisdiction.
0 or Blank - no jurisdictional split

Functional Class Codes: These classes are set by DCPT and FHWA and cannot be changed by local jurisdictions.
1 - Interstate
2 - Principal Arterial - other Freeways or Expressways
3 - Principal Arterial - other
4 - Minor Arterial
5 - Major Collector
6 - Minor Collector
7 - Local

Overlay Thickness: Depth of overlay pavement (if applicable)

Surface Condition:
G = Good
F = Fair
P = Poor

Inspection Year:
Year of most recent inspection.

Project Year: Year of last surface improvement.

Street Inventory Report for: La Plata Co

FIPS Code :067 All Segments

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCI	Jur Split	FunCI	Overlay Thick	Cond	InspYr	ProjYr
100	100	100	BEGIN	E	109	1.000	15	16	2	2	0	7	0	P	1980	
100	100	150	109	E	108	1.000	16	16	2	2	0	7	0	P	2013	
100	100	200	108	E	110	1.000	16	16	2	2	0	7	0	P	2013	
100	100	300	110	E	105	3.150	16	24	2	1	0	7	0	G	2018	
100	100	400	105	S	STR	0.150	1	22	2	1	0	6	0	G	2013	
100	100	500	STRUCTUREBRIDGE	SE	SRFCH	1.350	1	22	2	1	0	6	0	G	2013	
100	100	600	SURFACE CHANGE	E	SH 140	1.270	1	22	2	1	0	6	0	G	2013	2001
100	100	700	SH 140	E	134	1.610	1	24	2	1	0	6	0	G	2013	
101	101	100	BEGIN	N	WIDTH OF SURFACE CHANGE	1.020	16	18	2	2	0	7	0	G	2013	
101	101	150	WIDTH OF SURFACE CHANGE	N	100	0.250	16	22	2	2	0	7	0	G	2013	
101	101	200	CR 100	N	SH 140	0.510	16	22	2	2	0	7	0	F	2013	
101	101	400	SH140	N	102	0.470	16	22	2	2	0	7	0	F	2013	
101	101	500	102	N	119	1.740	16	22	2	2	0	7	0	F	2013	
102	102	100	100	N	101	2.000	16	22	2	2	0	7	0	F	2013	
102	102	150	101	E	SH 140	0.450	16	20	2	2	0	7	0	F	2013	
102	102	200	SH 140	E	134	0.540	16	18	2	2	0	7	0	F	2013	
103	103	100	BEGIN	W	103A	0.320	16	14	2	2	0	7	0	F	2013	
103	103	150	103A	W	SH 140	0.080	16	21	2	2	0	7	0	F	2013	
103	103	200	103	N	SH 140	0.130	16	21	2	1	0	7	0	G	2013	
103	103	300	SH140	N	100	0.850	16	22	2	1	0	7	0	G	2013	
* 103A	103A	50	BGN	N	SUBD BDRY	0.050	16	14	1	8	0	7	0	F	1996	
103A	103A	100	SUBD BDRY	N	103	0.360	16	16	1	2	0	7	0	G	2013	
103B	103B	100	BGN	E	SH 140	0.150	16	14	1	2	0	7	0	F	2013	
103C	103C	100	SH 140	E	103A	0.090	16	14	1	2	0	7	0	F	2013	
103D	103D	100	SH 140	E	103A	0.090	16	16	1	2	0	7	0	F	2013	
103E	103E	100	BGN	N	SH 140	0.250	16	16	1	2	0	7	0	F	2013	
103E	103E	200	SH 140	E	103A	0.100	16	20	1	2	0	7	0	F	2013	
* 104	104	100	BEGIN	S	100	0.250	13	8	1	9	0	7	0	P	2013	
104	104	200	100	S	SH 140	1.660	16	21	2	1	0	7	0	G	2013	
105	CHERRY CREEK	100	100	N	STR	0.500	16	23	2	1	0	6	0	G	2013	
105	CHERRY CREEK	200	STRUCTUREBRIDGE	N	IR	6.840	16	23	2	1	0	6	0	G	2013	
105	CHERRY CREEK	300	IR	N	STR	1.110	16	23	2	1	0	6	0	G	2013	
105	CHERRY CREEK	400	STRUCTUREBRIDGE	N	SH 160	8.150	16	23	2	1	0	6	0	G	2018	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
106	106	100	CG	S	CR 100	0.510	15	12	1	2	0	7	0	P	2019	
106	106	200	CR 100	S	W DR	0.510	16	20	1	2	0	7	0	F	2019	
106	106	300	W DR	S	SRFCH	1.270	15	12	1	2	0	7	0	P	2019	
* 106	106	400	SRFCH	S	LG	0.720	13	12	1	9	0	7	0	G	2019	2019
107	107	100	BGN	N	100	1.020	16	18	2	2	0	7	0	G	2013	
108	108	100	BGN	N	100	0.510	16	16	2	2	0	7	0	F	2013	
108A	108A	100	BGN	E	100	1.580	15	16	2	2	0	7	0	P	1977	
109	109	100	LG	N	100	2.260	15	16	2	2	0	7	0	P	1990	
* 109A	109A	100	100	N	SRFCH	0.190	16	20	2	8	0	7	0	P	1983	
* 109A	109A	200	SRFCH	N	WIDCH	0.560	14	20	2	8	0	7	0	P	1983	
* 109A	109A	300	WIDCH	N	112	1.150	14	8	1	8	0	7	0	P	1983	
110	110	200	100	N	113	3.000	16	22	2	1	0	7	0	G	2013	
110	110	300	113	N	114	1.000	16	22	2	1	0	7	0	G	2013	
110	110	400	114	N	END	1.000	15	22	2	2	0	7	0	P	1998	
* 111	111	100	BGN	E	110	0.500	13	12	1	9	0	7	0	P	1977	
112	112	100	BGN	S	SRFCH	1.350	14	14	1	2	0	7	0	P	1977	
112	112	200	SRFCH	S	110	1.000	14	14	1	2	0	7	0	P	1977	
113	113	100	BGN	E	110	0.990	14	18	2	2	0	7	0	P	1977	
113	113	200	110	E	105	3.510	16	20	2	1	0	7	0	G	2013	
114	114	100	BGN	E	110	2.080	16	20	2	2	0	7	0	F	2013	
115	115	100	114	N	P LG	1.500	15	16	2	2	0	7	0	P	2009	
116	116	100	105	E	119	5.660	16	22	2	1	0	6	0	F	2013	
116	116	200	119	N	120	0.800	16	22	2	1	0	6	0	G	2013	
117	117	100	116	N	IR	3.000	15	18	2	2	0	7	0	P	1977	
117	117	200	IR	E	120	1.420	15	18	2	1	0	7	0	P	1998	
* 117A	117A	100	120	NE	END	1.670	14	10	1	8	0	7	0	P	1977	
* 117B	DE ORO WAY	100	117	N	LG	0.750	15	24	2	8	0	7	0	G	2015	
118	118	100	116	N	117	0.760	15	14	1	2	0	7	0	P	1977	
119	119	100	BEGIN	W	SH 140	0.390	16	24	2	1	0	7	0	F	2013	
119	119	200	SH 140	W	STR	1.650	1	24	2	1	0	7	0	G	2010	
119	119	300	STRUCTUREBRIDGE	N	SRFCH	0.580	1	24	2	1	0	7	0	G	2010	
119	119	350	SURFACE CHANGE	N	END 116	2.510	16	22	2	1	0	7	0	G	2013	
119	119 WYE	400	SURFACE CHANGE	NW	122	0.190	16	20	2	1	0	7	0	P	2013	
* 119A	119A	100	BGN	E	119	0.750	14	10	1	8	0	7	0	P	2000	
120	HAY GULCH	140	S 140	W	SRFCH	2.910	1	22	2	1	0	6	0	G	1999	2003
120	HAY GULCH	170	SRFCH	W	116	0.910	16	22	2	1	0	6	0	G	2013	2007
120	HAY GULCH	200	116	N	117	1.190	16	22	2	1	0	6	0	G	2013	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
120	HAY GULCH	300	117	E	SRFCH	2.070	16	22	2	1	0	6	0	G	2022	
120	HAY GULCH	500	SRFCH	E	N140	6.610	1	24	2	1	0	6	0	G	2022	
121	121	100	120	N	WIDTH OF SURFACE CHANGE	1.680	16	21	2	2	0	7	0	G	2013	
121	121	200	WIDTH OF SURFACE CHANGE	N	END	0.600	16	18	2	2	0	7	0	G	2013	
122	122	100	130	N	SH 140	0.690	16	22	2	1	0	7	0	G	2013	
122	122	200	SH 140	N	STR	1.220	16	22	2	1	0	7	0	G	2013	
122	122	300	STR	N	120	2.490	16	23	2	1	0	7	0	F	2013	
122A	122A	100	122	E	END	0.250	16	21	2	2	0	7	0	G	2013	
123	123	100	120	N	WIDCH	1.290	16	21	2	2	0	7	0	G	2013	
123	123	300	WIDCH	N	END	0.040	16	14	1	2	0	7	0	P	2013	
124	LA PLATA CANYON	100	SH 160	N	SRFCH	4.590	1	24	2	1	0	6	0	G	2008	
124	LA PLATA CANYON	300	SRFCH	NW	WIDCH	0.300	16	20	2	2	0	7	0	G	2013	
124	LA PLATA CANYON	325	WIDCH	NW	SRFCH	3.530	16	16	2	2	0	7	0	F	2013	
124	LA PLATA CANYON	400	SRFCH	NE	WIDCH	4.050	14	16	2	2	0	7	0	P	2008	
124	LA PLATA CANYON	425	WIDCH	NE	END	2.540	14	12	1	2	0	7	0	P	2008	
124A	124A	100	124	NE	STR	0.030	14	16	2	2	0	7	0	P	1982	
124A	124A	200	STR	E	END	2.780	14	14	1	2	0	7	0	P	1977	
* 124B	124B	100	124	NW	END	3.260	14	8	1	8	0	7	0	P	2008	
* 124C	FS571D	100	124	NW	124	0.140	14	8	1	8	0	7	0	P	2008	
125	125	100	SH 140	SE	SRFCH	0.340	1	24	2	1	1	7	0	G	1990	
125	125	200	SRFCH	SE	SRFCH	3.620	1	24	2	1	1	7	0	F	2013	
125	125	210	SRFCH	SE	141	0.070	1	24	2	2	1	7	0	G	2017	2017
126	126	200	128	N	141	4.400	16	21	2	1	0	7	0	F	2013	
127	127	100	BGN	E	126	0.250	16	16	2	2	0	7	0	P	2013	
127	127	200	126	E	END	0.360	16	16	2	2	0	7	0	P	2013	
128	128	200	122	E	SRFCH	3.470	16	22	2	1	0	7	0	G	2013	
128	128	300	SURFACE CHANGE	E	136	0.890	16	16	2	2	0	7	0	G	2013	
129	129	100	131	E	130	1.990	16	22	2	2	0	7	0	G	2013	
129	129	200	130	N	128	1.010	16	24	2	2	0	7	0	G	2013	
129	129	300	128	N	SH 140	1.670	16	22	2	1	0	7	0	F	2013	
* 130	130	100	BEGIN	E	134	0.470	16	14	1	8	0	7	0	P	2013	
130	130	200	134	E	SH 140	0.160	16	16	2	2	0	7	0	F	2013	
130	130	300	SH 140	E	131	0.830	16	24	2	1	0	7	0	G	2013	
130	130	400	131	E	129	1.000	16	22	2	1	0	7	0	G	2013	
* 130	130	500	129	E	END	0.480	16	18	2	8	0	7	0	G	2013	
* 130A	130A	100	BGN	E	101	0.520	13	8	1	9	0	7	0	P	1977	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
131	131	100	136	N	SRFCH	1.550	14	14	1	2	0	7	0	P	2000	
131	131	200	SURFACE CHANGE	N	WIDCH	0.300	16	18	2	1	0	7	0	P	2013	
131	131	300	WIDTH OF SURFACE CHANGE	N	132	0.500	16	24	2	2	0	7	0	P	2013	
131	131	400	132	N	133	0.500	16	24	2	2	0	7	0	G	2013	
131	131	500	133	N	129	1.000	16	22	2	1	0	7	0	G	2013	
131	131	600	129	N	130	1.000	16	22	2	1	0	7	0	G	2013	
132	132	100	131	E	P LG	0.500	16	22	2	2	0	7	0	G	2013	
133	133	100	134	E	133D	0.150	1	22	2	1	0	7	0	G	1999	
133	133	200	133D	E	131	0.900	16	22	2	1	0	7	0	G	2013	
133	133	300	131	E	END	0.570	16	18	2	2	0	7	0	G	2013	
133A	133A	100	133	N	BARR	0.220	16	18	2	2	0	7	0	F	2013	
* 133B	FIRST AVE.	300	133	N	133F	0.070	14	10	1	4	0	7	0	P	2007	2007
133B	FIRST AVE.	400	133F	N	SRFCH	0.120	16	14	1	2	0	7	0	P	2013	
* 133B	FIRST AVE.	500	SRFCH	N	END	0.030	14	10	1	4	0	7	0	P	2007	2007
133C	133C	100	133	N	133F	0.070	16	14	1	2	0	7	0	P	2013	
133D	133D	100	133	S	SRFCH	0.080	16	24	2	2	0	7	0	G	2013	
* 133D	133D	200	SRFCH	S	END	0.070	16	10	1	4	0	7	0	P	2013	2007
133E	133E	100	134	E	133B	0.150	16	18	1	2	0	7	0	F	2013	
* 133F	MILLER ST.	400	134	E	133A	0.080	14	10	1	4	0	7	0	P	2007	2007
133F	MILLER ST.	500	133A	E	SRFCH	0.130	16	14	1	2	0	7	0	F	2013	
* 133F	MILLER ST.	600	SRFCH	E	END	0.030	14	10	1	4	0	7	0	P	2007	2007
133G	LA PLATA ST.	100	134	E	133A	0.080	16	22	2	2	0	7	0	G	2013	2007
* 133G	LA PLATA ST.	200	133A	E	END	0.150	14	10	1	4	0	7	0	P	2007	2007
* 133H	SECOND AVE.	100	133	N	END	0.230	14	10	1	4	0	7	0	P	2007	2007
133I	SECOND AVE.	100	133	S	SRFCH	0.080	16	24	2	2	0	7	0	G	2013	2007
* 133I	SECOND AVE.	200	SRFCH	S	END	0.070	14	10	1	4	0	7	0	P	2007	2007
* 133J	MAIN AVE.	100	133	S	END	0.150	14	10	1	4	0	7	0	P	2007	2007
* 133K	PINE ST.	100	134	E	133I	0.230	14	10	1	4	0	7	0	P	2007	2007
* 133L	SPRUCE ST.	100	134	E	133I	0.230	14	10	1	4	0	7	0	P	2007	2007
134	134	105	136	NW	SRFCH	3.700	16	20	2	1	0	6	0	G	2013	
134	134	260	SRFCH	N	SH140	2.030	1	22	2	1	0	6	0	G	2013	
* 135	135	100	BGN	N	SRFCH	0.650	14	10	1	8	0	7	0	P	1982	
135	135	200	SRFCH	N	134	2.000	16	22	2	2	0	7	0	G	2013	
136	RIDGE ROAD	100	SH 140	NE	134	4.850	15	22	2	2	0	7	0	G	2012	
136	RIDGE ROAD	200	134	NE	SRFCH	2.280	15	22	2	2	0	7	0	G	2012	
136	RIDGE ROAD	225	SURFACE CHANGE	NE	128	4.220	16	22	2	2	0	7	0	F	2013	

Route	Route Name	Seg ID	From Feature	Dir To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
136	RIDGE ROAD	260	128	NE WIDTH OF SURFACE CHANGE	3.900	16	22	2	2	0	7	0	F	2013	
136	RIDGE ROAD	360	WIDTH OF SURFACE CHANGE	NE 141	0.950	16	24	2	2	0	7	0	F	2013	
139	139	100	GATE	NW 105	1.620	16	20	2	2	0	7	0	F	2013	
* 139A	139A	100	GATE	E 139	0.410	16	12	1	8	0	7	0	P	1986	
140	140	100	BGN	E SH 160	0.430	16	20	2	2	0	7	0	G	2013	
141	WILDCAT CANYON	50	SH 140	E 126	1.390	1	22	2	1	0	5	0	G	1996	
141	WILDCAT CANYON	100	126	E 136	2.010	1	22	2	1	0	5	0	G	1996	
141	WILDCAT CANYON	150	136	E I.R.	1.490	1	24	2	1	0	5	0	F	1996	
141	WILDCAT CANYON	200	IR	NE 211	1.330	1	24	2	1	0	5	0	G	1998	1995
141	WILDCAT CANYON	250	211	NE 125	1.130	1	24	2	1	0	5	0	G	1997	1995
141	WILDCAT CANYON	300	125	E WIDCH	0.440	1	24	2	1	0	5	0	F	2012	1995
141	WILDCAT CANYON	325	WIDCH	E WIDCH	0.410	1	32	2	1	0	5	5.00	G	2012	
141	WILDCAT CANYON	335	WIDCH	E 142	0.320	1	24	2	1	0	5	0	F	2012	1995
141	WILDCAT CANYON	350	142	E STR	1.360	1	24	2	1	0	5	0	G	1998	1995
141	WILDCAT CANYON	400	STR	NE STR	0.560	1	22	2	1	0	5	0	G	1997	1995
141	WILDCAT CANYON	500	STR	N STR	0.950	1	22	2	1	0	5	0	G	1997	1995
141	WILDCAT CANYON	600	STR	N URBDRY	0.140	1	22	2	1	0	5	0	G	1998	1995
141	WILDCAT CANYON	700	URBDRY	N SH 160	0.040	1	22	2	1	0	5	0	G	1998	1995
* 141A	HERITAGE CI	100	141	E 141B	0.630	16	28	2	8	0	7	0	G	1995	
* 141A	HERITAGE CI	200	141B	N 211	1.280	16	28	2	8	0	7	0	G	1995	
* 141B	THUNDERBIRD	100	141A	W END	0.190	16	20	2	8	0	7	0	G	1995	
142	MEADOW RD	100	141	N 142H	0.700	1	22	2	1	0	7	0	G	1999	
142	MEADOW RD	200	142H	N 142A	0.800	1	24	2	1	0	7	0	G	1999	
* 142	MEADOW RD	300	142A	NE END	0.470	15	16	2	8	0	7	0	P	1977	
* 142A	DEER TRAIL RD	100	142	NW END	1.330	15	16	2	8	0	7	0	F	1977	
* 142B	RIDGE RD	100	142	E 142C	0.360	15	30	2	8	0	7	0	F	1977	
* 142B	RIDGE RD	200	142C	NE END	0.360	16	16	2	8	0	7	0	F	1977	
* 142C	SAWMILL RD	100	142B	E END	0.900	15	30	2	8	0	7	0	F	1977	
* 142D	PINE RD	100	BGN	N 142C	0.110	15	30	2	8	0	7	0	F	1977	
* 142E	PINON RD	100	142C	NE END	0.400	15	30	2	8	0	7	0	F	1977	
* 142F	LANE DR	100	BGN	E 142G	0.100	15	30	2	8	0	7	0	F	1977	
* 142G	WEST FORK RD	100	142H	E 142C	0.790	15	30	2	8	0	7	0	F	1977	
* 142H	SPRING RD	100	142	E 142G	0.360	16	30	2	8	0	7	0	F	1977	
* 142H	SPRING RD	200	142G	E 141	0.960	16	16	2	8	0	7	0	F	1977	
* 142I	MOUNTAIN TOP RD	100	142H	E END	0.550	16	16	2	8	0	7	0	F	1977	
* 142J	WILDCAT RD	100	142R	E 142	0.400	16	16	2	8	0	7	0	F	1977	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* 142K	142K	100	142	E	END	0.310	16	30	2	8	0	7	0	F	1977	
* 142L	BROWNS LAKE	100	142S	N	END	0.290	14	16	2	8	0	7	0	P	1977	
* 142M	MOUNTAIN VIEW CI	100	142S	N	END	0.060	15	30	2	8	0	7	0	P	1977	
* 142N	DEER LICK	100	BGN	N	142S	0.070	15	30	2	8	0	7	0	P	1977	
* 142P	ELK RUN	100	142S	N	CDS	0.190	15	30	2	8	0	7	0	F	1977	
* 142R	LOWER RD	100	142	W	142J	0.450	16	16	2	8	0	7	0	F	1977	
* 142S	RIGHT FORK RD	100	142P	E	142	0.370	15	30	2	8	0	7	0	P	1977	
* 142T	ELK RUN	200	142S	W	CDS	0.300	15	30	2	8	0	7	0	P	1977	
160A	TRAILWOOD DR	100	CDS	NE	160B	0.150	1	36	2	2	0	7	0	F	1982	
160A	TRAILWOOD DR	200	160B	NE	SH 160	0.070	1	48	2	2	0	7	0	F	1982	
160B	FOREST RIDGE	100	CDS	SE	SRFCH	0.060	16	36	2	2	0	7	0	F	1982	
160B	FOREST RIDGE	200	SRFCH	SE	160A	0.240	1	36	2	2	0	7	0	P	1982	
160B	FOREST RIDGE	300	160A	SE	160C	0.280	1	24	2	2	0	7	0	P	1983	
160C	LAZY PINE DR	100	160D	N	160B	0.120	1	24	2	2	0	7	0	P	1983	
160D	WOOD CREST DR	100	160E	E	160C	0.200	1	24	2	2	0	7	0	P	1983	
160E	MOSS ROAD TR	100	160D	N	160B	0.180	1	24	2	2	0	7	0	P	1983	
160F	HOLLYHOCK TR	100	CDS	N	160E	0.120	1	26	2	2	0	7	0	P	1982	
160G	CANYON CREEK TR	100	160A	SE	160B	0.200	1	36	2	2	0	7	0	P	1982	
160H	HIDDEN LN	100	CDS	E	160D	0.090	1	24	2	2	0	7	0	P	1983	
160I	TIMBER DR	100	160B	SW	160C	0.210	1	24	2	2	0	7	0	P	1983	
160J	PINE DALE LN	100	CDS	E	160C	0.030	1	24	2	2	0	7	0	P	1983	
160K	VALLEY VIEW WY	100	CDS	NE	160G	0.040	1	36	2	2	0	7	0	P	1982	
160L	CHOKE CHERRY CI	100	160A	NW	SRF	0.020	1	36	2	2	0	7	0	P	1982	
160L	CHOKE CHERRY CI	200	SRF	NW	CDS	0.070	16	36	2	2	0	7	0	P	1982	
160L	CHOKE CHERRY CDS	210	CDS	NE	160L	0.040	16	36	2	2	0	7	0	P	1982	
160L	CHOKE CHERRY CDS	220	160L	NE	CDS	0.050	16	36	2	2	0	7	0	P	1982	
160M	PONDEROSA TR	100	CDS	N	160B	0.080	1	36	2	2	0	7	0	P	1982	
160N	WOOD HAVEN WY	100	CDS	NE	160B	0.130	16	36	2	2	0	7	0	P	1982	
160N	WOOD HAVEN WY	110	CDS	NW	160N	0.030	16	36	2	2	0	7	0	P	1982	
162A	CEDAR DR	100	CDS	SE	162E	0.280	1	36	2	2	0	7	0	F	1982	
162B	SPRUCE DR	100	162A	N	END	0.220	1	36	2	2	0	7	0	F	1982	
162C	CEDAR CT	100	162A	N	CDS	0.040	1	36	2	2	0	7	0	F	1982	
162D	ASPEN CT	100	CDS	NE	162E	0.050	1	36	2	2	0	7	0	F	1982	
162E	ASPEN DR	100	BGN	NE	162B	0.170	1	24	2	2	0	7	0	F	1982	
162E	ASPEN DR	200	162B	E	SH 160	0.370	1	36	2	2	0	7	0	F	1982	
162F	ELM CT	100	162H	NW	CDS	0.050	1	36	2	2	0	7	0	F	1982	
162G	SPRUCE CT	100	162B	NE	CDS	0.050	1	36	2	2	0	7	0	F	1982	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
162H	OAK DR	100	162E	N	WIDCH	0.290	1	36	2	2	0	7	0	F	1983	
162H	OAK DR	200	WIDCH	E	162L	0.800	1	30	2	2	0	7	0	G	1989	
162H	OAK DR	300	162L	NW	162L	0.340	1	36	2	2	0	7	0	F	1983	
162I	WILLOW DR	100	162H	E	CDS	0.180	1	36	2	2	0	7	0	F	1982	
162J	WILLOW CT	100	CDS	N	162I	0.030	1	36	2	2	0	7	0	F	1982	
162K	OAK CT	100	CDS	E	162H	0.050	1	36	2	2	0	7	0	F	1982	
162L	FIR DR	100	162E	NE	162H	0.490	1	36	2	2	0	7	0	F	1982	
162M	FIR CT	100	162L	NE	CDS	0.040	1	36	2	2	0	7	0	F	1982	
162N	PINE RIDGE LP	100	162L	S	162H	0.370	1	36	2	2	0	7	0	F	1982	
162P	OAK VIEW CI	100	162H	N	CDS	0.050	14	20	2	2	0	7	0	F	1992	
162Q	OAK PL	100	CDS	N	162H	0.020	1	36	2	2	0	7	0	F	1992	
162R	MICHAEL WY	100	162H	NE	162H	0.140	1	30	2	2	0	7	0	G	1993	
* 166	FS166	100	SH 550	E	END	1.200	16	20	2	8	0	7	0	F	1977	
200	200	100	SH 550	E	END	0.980	1	20	2	1	0	7	0	G	1995	
201	201	100	203	N	NFOR	2.070	1	24	2	1	0	7	0	P	1995	
201	201	200	NFOR	N	END	1.900	16	24	2	2	0	7	0	P	2013	
* 201A	LOCKES MOUNTAIN RD	100	SH 550	NW	END	0.220	1	22	2	8	0	7	0	F	1986	
202	202	100	203	NW	SRFCH	0.800	1	18	2	1	0	7	0	G	1989	
* 202	202	200	SRFCH	NW	END	0.110	16	16	2	8	0	7	0	F	2013	
* 203	WEST ANIMAS	100	SH 550	N	CL	0.030	1	24	2	0	0	7	0	F	1997	
203	WEST ANIMAS	200	CL	NE	NFOR	1.010	1	24	2	1	0	5	0	F	1997	
203	WEST ANIMAS	250	NFOR	N	203C	2.460	1	24	2	1	0	5	0	F	1992	
203	WEST ANIMAS	350	203C	N	STR	3.230	1	24	2	1	0	6	0	F	1997	
203	WEST ANIMAS	400	STR	NE	SH 550	0.190	1	24	2	1	0	6	0	F	1977	
* 203A	203A	100	203	E	SH 550	0.210	16	16	2	8	0	7	0	P	1992	
* 203B	203B	100	203	E	SH 550	0.090	16	20	2	8	0	7	0	F	1989	
* 203C	203C	100	203	E	END	0.100	1	40	2	8	0	7	0	G	1986	
* 203D	203D	100	203	SE	203D	0.370	1	24	2	8	0	7	0	G	1992	
* 203E	203E	100	203D	NE	203D	0.060	1	24	2	8	0	7	0	G	1992	
* 203F	203F	100	203	NW	CDS	0.100	1	24	2	8	0	7	0	G	1992	
204	JUNCTION CREEK	100	NCL	NW	URBDRY	0.700	1	22	2	1	0	5	0	G	1994	
204	JUNCTION CREEK	125	URBDRY	NW	205	1.340	1	22	2	1	0	5	0	G	1994	
204	JUNCTION CREEK	150	205	NW	NFOR	0.550	1	22	2	1	0	5	0	P	2009	
204	JUNCTION CREEK	200	NFOR	NW	SRFCH	7.100	16	18	2	2	0	6	0	G	2013	
* 204	JUNCTION CREEK	250	SRFCH	NW	END	12.950	16	18	2	8	0	6	0	G	2013	
* 204A	204A	100	204	SW	MINOR	0.010	16	20	2	8	0	7	0	F	1977	

Route	Route Name	Seg ID	From Feature	Dir To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* 204A	204A	300	MINOR	SW END	0.170	16	20	2	8	0	7	0	F	1977	
204B	204B	100	204	NW CAMPGROUND	0.250	16	16	2	2	0	7	0	P	1981	
* 204W	204W	100	204	NE END	2.270	14	18	2	8	0	7	0	P	1977	
* 204Y	HIDDEN VALLEY	100	CDS	E WCL	0.040	1	40	2	0	0	7	0	F	1992	
* 204Z	HIDDEN VALLEY	100	CDS	E WCL	0.020	1	99	2	0	0	7	0	F	1992	
205	205	100	204	N URBDRY	1.000	1	24	2	1	0	7	0	G	1999	
205	205	200	URBDRY	N NFOR	1.210	1	24	2	1	0	7	0	G	1999	
205	FALLS CRK RD	300	NFOR	N URBDRY	2.080	1	24	2	1	0	7	0	G	2007	2007
* 205A	205A	100	205	E END	0.160	15	12	1	8	0	7	0	F	1977	
* 205B	205B	100	PG	N 205A	0.300	15	12	1	8	0	7	0	F	1977	
* 205C	205C	100	205	E 205B	0.170	16	20	2	8	0	7	0	F	1977	
* 205D	205D	100	BGN	N 205	0.130	1	12	1	8	0	7	0	F	1977	
207	LIGHTER CREEK	100	SH 160	N STR	0.300	1	22	2	1	0	7	0	G	2007	
207	LIGHTER CREEK	150	STR	NW SRFCH	2.130	1	22	2	1	0	7	0	G	2008	
207	LIGHTER CREEK	200	SRFCH	W END	1.910	16	20	2	1	0	7	0	F	2013	
208	208	100	207	N P LG	2.310	16	18	2	2	0	7	0	F	2013	
208A	208A	100	208	NE P LG	0.280	15	14	1	2	0	7	0	G	2008	
210	210	100	BGN CR141	NE CR 212	3.690	1	28	2	1	0	7	0	G	2010	2010
210	210	200	212	NE SRFCH	0.410	1	28	2	1	0	7	0	G	2010	
210	210	300	SRFCH	NE URBDRY	1.150	1	28	2	1	0	7	0	G	2010	
211	211	100	141	E POSTED GATE	0.780	16	19	2	1	0	7	0	G	2013	
211	211	150	SRFCH	E BDRY	1.090	14	20	2	1	0	7	0	P	2010	
212	212	100	210	NW LG	1.400	14	18	2	2	0	7	0	P	2005	
* 212	212	200	LG	NE END	1.400	14	18	2	8	0	7	0	P	2005	
213	LA POSTA	200	SH550	NW STR	5.670	1	24	2	1	0	6	0	G	2005	2005
213	LA POSTA	300	STR	NE 214	2.240	1	24	2	1	0	6	0	G	2005	2005
213	LA POSTA	400	214	N SRFCH	1.600	1	32	2	1	0	6	0	G	2007	
213	LA POSTA	450	SRFCH	N STR	1.010	1	32	2	1	0	6	0	G	2013	
213	LA POSTA	500	STR	N SRFCH	0.110	1	24	2	1	0	6	0	G	2006	
213	LA POSTA	525	SRFCH	N URBDRY	0.250	1	30	2	1	0	6	0	G	2006	
213	LA POSTA	700	URBDRY	N SYSCH	3.690	1	30	2	1	0	5	0	G	2002	
* 213	LA POSTA	800	SYSCH	N CL - DURANGO	0.130	1	20	2	8	0	5	0	P	2000	
* 213	LA POSTA	850	CL - DURANGO	N 213A	0.980	1	20	2	8	0	5	0	P	2000	
* 213	LA POSTA	900	213A	NW 211	0.050	1	24	2	8	0	5	0	P	2000	
* 213B	213B RIVER ROAD	100	CR213	N CL	0.160	1	30	2	0	0	7	0	G	2004	2004
* 213B	213B RIVER ROAD	200	CL	N STR	0.030	1	30	2	0	2	7	0	G	2004	2004
* 213X	213X	100	BGN	E 213Y	0.180	16	40	2	8	0	7	0	F	1977	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* 213Y	213Y	100	213		NW 213X	0.700	1	28	2	8	0	7	0	F	2008	
* 213Y	213Y	200	213X		N END	0.320	15	28	2	8	0	7	0	F	1977	
* 213Z	213Z	100	BGN		E 213Y	0.720	14	30	2	8	0	7	0	P	1977	
214	214	100	213		E STR	0.030	1	24	2	1	0	6	0	G	2013	
214	214	200	STR		SE 215	0.920	1	24	2	1	0	6	0	G	2022	
214	214	300	215		E SH 550	1.370	1	22	2	1	0	6	0	G	2010	
214	214	400	SH 550		E END	0.580	1	20	2	2	0	7	0	G	2010	
215	215	100	SH 550		W 216	0.580	1	22	2	1	0	7	0	G	1989	
215	215	200	216		N 214	2.620	16	21	2	1	0	7	0	G	2013	
216	216	100	BGN		N SRFCH	0.350	11	24	2	2	0	7	0	G	2000	
216	216	200	SRFCH		N 215	0.860	1	24	2	2	0	7	0	G	2017	2017
217	217	100	SH 550		E SYSCH	0.400	16	18	2	2	0	7	0	G	2013	
* 217	217	200	SYSCH		N END	0.810	16	16	2	8	0	7	0	G	2013	
218	218	100	SH 550		E L PG	1.130	16	18	2	2	0	7	0	G	2013	
* 218A	COUNTRYMANS WY	100	SH 550		E CDS	0.110	16	12	1	8	0	7	0	F	1986	
219	219	100	SH 550		N SH 550	0.830	16	18	2	2	0	7	0	G	2013	
* 219A	TWELVE MILE	100	SH 550		W GATE	0.450	16	14	1	8	0	7	0	F	1986	
220	220	100	SH 550		E 301	1.200	1	22	2	1	0	6	0	F	1996	
220	220	200	301		E SH 172	1.490	1	22	2	1	0	6	0	F	1996	
* 220A	220A	100	220		N PG	0.170	16	20	2	8	0	7	0	P	1977	
221	221	100	SH 172		E SRFCH	0.240	1	22	2	1	0	7	0	G	2000	
221	221	200	SRFCH		E END	1.000	16	20	2	1	0	7	0	G	2013	
222	222	100	221		SE SRFCH	2.340	16	21	2	1	0	7	0	G	2013	
222	222	150	SRFCH		N SRFCH	0.330	1	21	2	1	0	7	0	G	2013	
222	222	190	SRFCH		N SRFCH	1.110	16	21	2	2	0	7	0	G	2017	2017
222	222	200	SRFCH		N END	1.310	1	24	2	1	0	7	0	G	2013	
222	222	300	END		N SH 160	0.050	16	24	2	1	0	7	0	G	2013	
222A	RANCHOS FLORIDA DRIVE	100	222		E 222C-RIVER FRONT ROAD	0.500	16	20	2	2	0	7	0	F	2018	
222A	RANCHOS FLORIDA DRIVE	300	222C-RIVER FRONT ROAD		E 222B-PIONEER CIRCLE	0.620	16	20	2	2	0	7	0	F	2018	
222A	RANCHOS FLORIDA DRIVE	400	222B-PIONEER CIRCLE		E END	0.020	14	10	1	2	0	7	0	F	2018	
222B	PIONEER CIRCLE	100	222A		N 222C	0.970	16	20	2	2	0	7	0	F	2018	
222C	RIVER FRONT ROAD	100	222A		N 222J - RIVER FRONT PLACE	0.260	16	20	2	2	0	7	0	F	2018	
222D	FLORIDA PLACE	100	BGN		N 222B - PIONEER CIRCLE	0.090	16	20	2	2	0	7	0	F	2018	
222E	CASSIDY DRIVE	100	222A - RANCHOS FLORIDA DRIVE		S 510	0.730	16	20	2	2	0	7	0	F	2018	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
222F	PIONEER PLACE	100	222B - PIONEER CIRCLE	W	CDS	0.100	16	16	2	2	0	7	0	F	2018	
222G	BRICE PLACE	100	222E	N	CDS	0.180	16	16	2	2	0	7	0	F	2018	
222H	SUNDANCE CIRCLE	100	222E	W	222E	1.080	16	24	2	2	0	7	0	G	2018	
222I	UTE PLACE	100	CDS	NE	222E-CASSIDY DRIVE	0.130	16	22	2	2	0	7	0	G	2018	
222J	RIVER FRONT PLACE	100	222C	W	CDS	0.110	16	20	2	2	0	7	0	G	2018	2018
223	223	100	SH 160	N	STR	0.630	1	24	2	1	0	7	0	G	2010	
223	223	300	STR	E	225	0.270	1	24	2	1	0	7	0	G	2010	
223	223	400	225	E	SH 160	5.160	1	24	2	1	0	7	0	F	1999	
224	224	100	228	SE	227A	0.750	16	22	2	2	0	7	0	G	2013	
225	225	100	223	N	SRFCH	2.220	1	24	2	1	0	7	0	G	1983	
225	225	200	SRFCH	NW	234	1.750	16	20	2	1	0	7	0	F	2013	
225A	225A	200	BGN CR510	N	END CR223	1.110	1	32	2	1	0	7	0	G	2010	2010
225A WYE	225A	300	CR225	N	CR 223	0.100	1	32	2	1	0	7	0	G	2010	2010
226	RUSTIC RD	100	225	E	END	0.720	16	21	2	2	0	7	0	G	2013	
227	227	100	224	E	227B	1.440	16	20	2	2	0	7	0	G	2013	
* 227A	D	100	K DR	N	227	1.910	15	24	2	8	0	7	0	P	1977	
227B	MEADOWS RD	100	227	N	227	0.610	16	18	2	2	0	7	0	G	2013	
* 227C	RIM DR	100	227A	N	SRFCH	0.180	14	14	1	8	0	7	0	P	1977	
* 227C	RIM DR	200	SRFCH	NE	227B	0.280	16	20	2	8	0	7	0	P	1977	
227D	SPUR DR	100	227	N	END	0.150	16	20	2	2	0	7	0	G	2013	
* 227E	SAWMILL RD	100	227D	NE	END	0.220	14	30	2	8	0	7	0	P	1977	
* 227F	LANDCASTER WY	100	227	E	END	0.470	16	16	2	8	0	7	0	F	1986	
* 227G	227G	100	227F	S	END	0.190	16	18	2	8	0	7	0	P	1989	
228	228	100	234	E	STR	0.200	16	20	2	1	0	7	0	G	2013	
228	228	150	STRUCTUREBRIDGE	E	229	0.250	16	16	2	1	0	7	0	G	2013	
228	228	200	229	E	SRFCH	1.020	16	22	2	1	0	7	0	G	2013	
228	228	250	SURFACE CHANGE	N	STR	0.260	1	24	2	1	0	7	0	G	1990	
228	228	300	STRUCTUREBRIDGE	NE	225	0.170	1	24	2	1	0	7	0	G	1990	
228	228	400	225	NE	224	1.950	1	24	2	1	0	7	0	G	1991	
228	228	500	224	NE	502	3.340	16	22	2	1	0	7	0	G	2013	
* 228A	MEADOW VIEW RD	100	228	N	END	0.460	14	20	2	8	0	7	0	F	1977	
* 228B	HOOD WY	100	228A	E	228C	1.270	14	20	2	8	0	7	0	P	1977	
* 228C	WATERS WY	100	228	N	END	0.830	16	30	2	8	0	7	0	F	1977	
229	229	100	SH 160	N	228	1.010	16	22	2	2	0	7	0	G	2013	
230	230	100	229	E	223	1.520	16	21	2	2	0	7	0	G	2013	
231	231	100	BGN	E	SH 172	0.400	16	19	2	2	0	7	0	G	2013	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
231A	VISTA LINDA	100	LG	N	231	0.220	16	19	2	2	0	7	0	G	2013	
231B	SIERA AV	100	BGN	N	231	0.180	16	18	2	2	0	7	0	G	2013	
* 231C	COLINA PLACE	100	BGN	N	SH 172	0.250	14	16	2	8	0	7	0	F	1977	
232	232	100	SH 160	S	SH 160	0.550	16	20	2	1	0	7	0	F	2013	
233	233	100	THREE SPRINGS BLVD	NE	SH 160	1.020	1	20	2	1	0	7	0	F	2010	
234	234	50	SH 160	N	URBDRY	0.510	1	26	2	1	0	5	0	G	1999	
234	234	100	URBDRY	N	228	0.490	1	26	2	1	0	6	0	G	1999	
234	234	125	228	N	235	0.500	1	32	2	1	0	6	0	G	2010	
234	234	150	235	N	SRFCH	1.390	1	32	2	1	0	6	0	G	2007	2007
234	234	175	SRFCH	N	STR	0.470	1	30	2	1	0	6	0	G	2006	
234	234	200	STR	NE	225	0.220	1	30	2	1	0	6	0	G	2006	
234	234	300	225	NW	STR	0.720	1	22	2	1	0	6	0	F	2009	
234	234	400	STR	NE	STR	0.480	1	22	2	1	0	6	0	F	2009	
234	234	450	STR	NE	WIDCH	0.630	1	28	2	1	0	6	0	F	2009	2002
234	234	500	WIDCH	N	240	1.050	1	22	2	1	0	6	0	F	2009	
234A	234A	100	234	W	END	0.420	16	20	2	2	0	7	0	G	2018	
* 234B	SQUAW APPLE RD	100	234	W	CDS	0.180	16	16	2	8	0	7	0	F	1986	
* 235	235	100	P LG	E	GATE	0.600	15	12	1	8	0	7	0	P	1983	
235	235	200	GATE	E	234	0.950	16	18	2	2	0	7	0	F	2013	
236	236	100	234	E	END	0.750	16	18	2	2	0	7	0	G	2013	
* 237	237	100	ECL	E	SRFCH	1.730	15	10	2	8	0	7	0	P	2010	
* 237	237	175	SRFCH	NE	URBDRY	1.450	15	10	2	8	0	7	0	P	2004	
237	237	200	URBDRY	NE	LG	0.250	15	20	2	2	0	7	0	P	1996	
237	237	300	LG	E	234	2.000	16	20	2	2	0	7	0	G	2013	
* 239	239	200	239A	E	END	0.260	15	16	2	8	0	7	0	P	1978	
* 240	FLORIDA ROAD	150	CL	E	ASPEN DR	0.360	1	30	2	0	0	7	0	F	1998	
* 240	FLORIDA ROAD	200	ASPEN DR	NE	250	0.780	1	30	2	0	0	7	0	G	2001	
* 240	FLORIDA ROAD	700	250	NE	CL DURANGO	1.130	1	30	2	0	0	7	0	G	2001	
240	FLORIDA ROAD	1000	CL DURANGO	NE	240K	1.980	1	30	2	1	0	5	0	G	1990	
240	FLORIDA ROAD	1050	240K	NE	234	2.060	1	30	2	1	0	5	0	G	1990	
240	FLORIDA ROAD	1100	234	NE	STR	1.470	1	22	2	1	0	5	0	G	1999	
240	FLORIDA ROAD	1300	STR	NE	STR	0.300	1	26	2	1	0	5	0	G	1995	
240	FLORIDA ROAD	1400	STR	NE	NFOR	1.950	1	22	2	1	0	5	0	P	1989	
240	FLORIDA ROAD	1500	NFOR	N	245	1.310	1	22	2	1	0	5	0	G	1998	
240	FLORIDA ROAD	1550	245	N	NFOR	1.310	1	22	2	1	0	5	0	G	2018	
240	FLORIDA ROAD	1600	NFOR	E	243	1.220	1	22	2	1	0	5	0	G	2018	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
240	FLORIDA ROAD	1700	243	S	STR	0.140	1	26	2	1	0	5	0	G	1994	
240	FLORIDA ROAD	1800	STR	S	501	2.820	1	24	2	1	0	5	0	G	1988	
240A	240A	200	LG	E	240	0.410	1	20	2	2	0	7	0	P	1994	
* 240C	240C	100	QUASAR	N	240C	0.370	16	14	1	8	0	7	0	P	1994	
* 240E	TIMBERLINE DR	100	240	S	240E	0.660	1	22	2	8	0	7	0	P	1989	
* 240F	HIGHLAND DR	100	240E	SW	240E	0.440	1	22	2	8	0	7	0	F	1989	
* 240G	OAK RIDGE PL	100	BGN	E	240E	0.100	1	22	2	8	0	7	0	F	1989	
* 240H	OAK VALLEY	100	BGN	E	240G	0.120	1	22	2	8	0	7	0	F	1989	
* 240I	240I	100	BGN	NE	240	0.250	14	14	1	8	0	7	0	F	1977	
* 240J	240J	100	240	N	GATE	0.780	16	14	1	8	0	7	0	F	1977	
* 240K	240K	100	BGN	E	240	0.230	16	14	1	8	0	7	0	F	1977	
* 241A	COPPER BELL	100	241B	NE	240	0.130	1	25	2	8	0	7	0	F	1985	
* 241B	EAGLE PASS	100	CDS	SE	241A	0.070	1	25	2	8	0	7	0	F	1985	
* 241B	241B	200	241A	E	241C	0.180	1	25	2	8	0	7	0	F	1985	
* 241B	241B	300	241C	E	241E	0.340	1	25	2	8	0	7	0	F	1985	
* 241C	IRON KING	100	241B	SE	241E	0.590	1	24	2	8	0	7	0	F	1985	
* 241D	SILVER QUEEN	100	241B	SE	241E	0.390	1	24	2	8	0	7	0	F	1985	
* 241E	GOLDEN DIPPER	100	CDS	NE	241C	0.040	1	29	2	8	0	7	0	F	1985	
* 241E	241E	200	241C	NE	241D	0.400	1	29	2	8	0	7	0	F	1985	
243	243	100	240	NE	NFOR	0.200	1	20	2	1	0	6	0	G	2008	
243	243	200	NFOR	NE	STR	0.390	1	20	2	1	0	6	0	G	2008	
243	243	300	STR	N	SRFCH	0.210	1	20	2	1	0	6	0	G	2008	
243	243	400	SRFCH	N	SRFCH	0.800	1	20	2	1	0	6	0	G	2008	
243	243	500	SRFCH	NE	NFOR	3.500	1	24	2	1	0	6	0	G	2022	
243	243	600	NFOR	N	BDRY	1.750	16	20	2	2	0	7	0	G	2013	
243	FS 596	700	BDY	N	TRANSFER PARK CG	1.450	16	20	2	2	0	7	0	G	2015	2015
* 243A	WILDERNESS DR	100	243	NE	END	0.670	15	20	2	8	0	7	0	P	1977	
* 243B	MCCOY CREEK DR	100	243A	E	END	0.690	15	20	2	8	0	7	0	P	1977	
* 243C	FOREST DR	100	243B	E	243D	0.280	15	20	2	8	0	7	0	P	1977	
* 243D	ASPEN DR	100	BGN	W	243E	0.230	15	20	2	8	0	7	0	P	1977	
* 243E	243E	100	243D	E	BGN	0.290	15	20	2	8	0	7	0	P	1977	
* 243E	243E	200	243D	NE	END	0.280	15	20	2	8	0	7	0	P	1977	
245	TEXAS CREEK	100	240	S	STR	0.150	1	22	2	1	0	7	0	G	1996	
245	TEXAS CREEK	300	STR	S	NFOR	1.030	16	20	2	1	0	7	0	F	2013	
245	TEXAS CREEK	400	NFOR	E	502	3.100	16	20	2	1	0	7	0	G	2013	
246	246	100	240	N	NFOR	0.500	16	20	2	2	0	7	0	G	2013	
246	246	200	NFOR	NW	SRFCH	0.480	16	20	2	2	0	7	0	G	2013	

Route	Route Name	Seg ID	From Feature	Dir To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* 246	246	300	SRFCH	NW END	0.940	15	22	2	8	0	7	0	P	1977	
247	247	100	240	W END	0.760	16	18	2	1	0	7	0	F	2013	
248	ESTATE RD	100	240	SE STR	0.500	16	20	2	2	0	7	0	G	2013	
248	ESTATE RD	300	STR	S END	0.110	16	16	1	2	0	7	0	F	2013	
* 248A	248A	100	248	E END	0.100	14	14	1	8	0	7	0	G	1997	
248B	DORSET LN	100	248	NE END	0.070	16	14	1	2	0	7	0	F	2013	
248C	CHILDERS LN	100	248	E END	0.100	16	14	1	2	0	7	0	F	2013	
248D	RIVER RD	100	248E	S END	0.080	16	14	2	2	0	7	0	F	2013	
248E	NE CI	100	248	E CDS	0.380	16	20	1	2	0	7	0	G	2013	
249	SORTAIS RD	100	240	N SRFCH	0.170	1	20	1	2	0	7	0	G	1999	
249	SORTAIS RD	150	SRFCH	NE SRFCH	0.620	16	23	1	2	0	7	0	G	2013	
249	SORTAIS RD	175	SRFCH	S 240	0.050	1	21	1	2	0	7	0	G	2013	
249A	MAPEL LN	100	249	E 249	0.230	16	20	1	2	0	7	0	G	2013	
249B	NUSBAUM RD	100	249	NW SYSCH	0.120	16	20	2	2	0	7	0	G	2013	
* 249B	NUSBAUM RD	200	SYSCH	N 249E	1.610	16	20	2	8	0	7	0	P	1977	
249C	249C	100	240	NW CDS	0.070	16	20	2	2	0	7	0	F	2013	
249D	NEWLAND CI	100	249	E CDS	0.040	16	14	1	2	0	7	0	G	2013	
* 249E	SILVER MESA	100	249D	NW 249J	0.910	16	20	2	8	0	7	0	P	1977	
* 249E	SILVER MESA	200	249J	N NFOR	0.300	15	20	2	8	0	7	0	P	1977	
* 249F	STAGECOACH TR	100	249D	NW 249E	1.190	16	20	2	8	0	7	0	P	1977	
* 249G	SAGEBRUSH TR	100	249E	E 249F	0.690	16	20	2	8	0	7	0	P	1977	
* 249H	LAMP POST CI	100	CDS	NE 249F	0.100	15	20	2	8	0	7	0	P	1977	
* 249I	SADDLE TR	100	BGN	SE 249F	0.200	14	12	1	8	0	7	0	P	1977	
* 249I	SADDLE TR	200	249F	NE END	0.360	15	20	2	8	0	7	0	P	1977	
* 249J	DURANGO RD	100	249E	W 249E	1.240	14	20	2	8	0	7	0	P	1977	
* 249K	CANYON DR	100	BGN	E 249J	0.280	14	20	2	8	0	7	0	P	1977	
* 249L	OVERLOOK DR	100	BGN	NE 249J	0.130	14	20	2	8	0	7	0	P	1977	
* 249M	SPUR DR	100	BGN	NE 249J	0.050	14	20	2	8	0	7	0	P	1977	
* 249N	MIDWAY DR	100	BGN	SE 249J	0.060	14	20	2	8	0	7	0	P	1977	
* 249O	249O	100	249J	N 249J	0.140	14	20	2	8	0	7	0	F	1977	
250	EAST ANIMAS	200	251	NE SRFCH	0.080	1	22	2	1	0	5	0	F	1997	
250	EAST ANIMAS	210	SRFCH	NE SRFCH	0.720	1	22	2	1	0	5	3.00	G	2012	2012
250	EAST ANIMAS	225	SRFCH	NE SRFCHG	0.310	1	22	2	1	0	5	0	F	1997	
250	EAST ANIMAS	250	SRFCHG	NE URBDRY	0.290	1	22	2	1	0	5	0	F	1977	
250	EAST ANIMAS	300	URBDRY	NE NFOR	2.360	1	22	2	1	0	5	0	F	1977	
250	EAST ANIMAS	400	NFOR	N 252	2.820	1	22	2	1	0	5	0	G	1996	
250	EAST ANIMAS	425	252	N 253	3.100	1	22	2	1	0	5	0	G	1996	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
250	EAST ANIMAS	450	253	N	STR	3.090	1	22	2	1	0	5	0	G	1996	
250	EAST ANIMAS	500	STR	NW	STR	0.080	1	22	2	1	0	5	0	G	1996	
250	EAST ANIMAS	600	STR	S	250C	0.430	1	22	2	1	0	5	0	G	1996	
250	EAST ANIMAS	700	250C	SW	SH 550	0.170	1	24	2	1	0	5	0	G	1996	
* 250B	250B	100	250	NE	P LG	0.480	14	14	1	8	0	7	0	P	1977	
250C	250C	100	250	N	SH 550	2.940	1	22	2	2	0	7	0	F	2009	
* 251	251	100	ECL	E	HOLLY ST	0.140	1	46	2	0	0	7	0	G	1997	
251	251	200	HOLLY ST	E	250	0.520	1	22	2	1	0	4	0	F	2010	
252	TRIMBLE LANE	100	203	E	SH 550	0.090	1	24	2	1	0	5	0	F	1997	
252	TRIMBLE LANE	200	SH 550	E	RRX	0.010	1	24	2	1	0	5	0	G	1989	
252	TRIMBLE LANE	300	RRX	E	252A	0.350	1	24	2	1	0	5	0	F	2009	
252	TRIMBLE LANE	350	252A	E	STR	0.380	1	24	2	1	0	5	0	F	2009	
252	TRIMBLE LANE	400	STR	SE	250	0.170	1	24	2	1	0	5	0	F	2009	
* 252A	252A	100	252A	E	252	0.820	1	24	2	8	0	7	0	G	1992	
* 252B	252B	100	252A	E	252B	0.280	1	24	2	8	0	7	0	G	1992	
253	MISSIONARY RIDGE RD	100	250	NE	SYSCH	1.170	16	16	2	1	0	6	0	G	2013	
253	MISSIONARY RIDGE RD	200	SYSCH	NE	NFOR	0.610	16	16	2	2	0	6	0	G	2013	
* 253A	253A	100	253	E	END	3.950	14	12	1	8	0	7	0	P	1977	
* 253D	253D	100	BGN	E	253	0.800	14	12	1	8	0	7	0	P	1977	
254	NAVAJO LN	100	250	NW	254C	0.170	1	24	2	2	0	7	0	G	2000	
254A	CHINLE PL	100	254	E	END	0.090	1	22	2	2	0	7	0	G	2000	
254B	ENTRADA CREEK	100	254	NE	254C	0.090	1	20	2	2	0	7	0	G	2000	
254C	CUTLER DR	100	254E	E	254	0.140	1	24	2	2	0	7	0	G	2000	
254C	CUTLER DR	200	254	N	254D	0.150	1	24	2	2	0	7	0	G	2000	
254D	TODILTO LN	100	254A	N	254C	0.120	1	22	2	2	0	7	0	G	2000	
254E	MANCOS LN	100	BGN	NE	254C	0.220	1	22	2	2	0	7	0	G	2000	
254F	WINGATE LN	100	254G	N	254C	0.120	1	22	2	2	0	7	0	G	2000	
254G	MOENKOPI DR	100	254E	E	END	0.110	1	20	2	2	0	7	0	G	2000	
* 255	HERMOSA MESA RD	100	SH 550	E	RRX	0.010	1	24	2	8	0	7	0	F	1994	
* 255	HERMOSA MESA RD	200	RRX	E	END	0.450	1	24	2	8	0	7	0	F	1994	
* 284	284	100	243	NW	END	0.310	16	20	2	8	0	7	0	F	1977	
* 285	SIERRA VERDE	100	243	N	PG	1.070	16	20	2	8	0	7	0	F	1977	
* 285A	285A	100	285	N	END	0.530	14	20	2	8	0	7	0	P	1977	
* 294	294	100	BGN	E	295	0.130	16	20	2	8	0	7	0	P	1977	
* 295	295	100	295	N	SH 160 LP	0.430	16	16	2	8	0	7	0	P	1977	
* 296	296	100	BGN	SE	FRONTAGE SH 160	0.240	14	10	1	8	0	7	0	P	1992	
* 297	297	100	SH 160	S	END	0.430	16	12	1	8	0	7	0	F	1992	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* 297A	297A	100	BGN		SE 297	0.130	16	12	1	8	0	7	0	F	1992	
* 298	298	200	ESCALANTE DR		NE SH 160	0.080	1	24	2	8	0	7	0	G	1994	
* 299	299	100	SH 160		E END	0.170	16	20	2	8	0	7	0	F	1992	
* 299A	299A	100	SH 160		E 299	0.050	14	20	2	8	0	7	0	P	1992	
300	300	100	W END		E 301	1.000	16	19	2	2	0	7	0	G	2013	
300	300	200	301		SE END	0.750	1	18	2	2	0	7	0	P	2010	
301	301	100	300		N 302	1.000	1	22	2	1	0	7	0.00	P	2023	
301	301	200	302		N 303	0.930	16	21	2	1	0	7	0.00	G	2023	
301	301	300	303		N 220	2.200	1	24	2	2	0	7	0.00	G	2023	2023
302	302	100	SH 550		E 301	2.000	1	22	2	1	0	6	0	G	2010	
302	302	150	301		E 304	2.740	1	24	2	1	0	6	0	F	2008	
302	302	200	304		E SH 172	0.750	1	24	2	1	0	6	0	F	1993	
* 302A	302A	100	302		N SH 172	0.120	1	20	2	8	0	7	0	P	1988	
* 302B	MEADOW RD	100	SH 172		E 302C	0.420	16	16	2	8	0	7	0	F	1977	
* 302C	MORNING GLORY	100	BGN		N 302B	0.130	16	16	2	8	0	7	0	F	1977	
* 302C	MORNING GLORY	200	302B		N END	0.140	16	16	2	8	0	7	0	F	1977	
* 302D	CLOVER PL	100	BGN		N 302B	0.120	16	16	2	8	0	7	0	F	1977	
* 302D	CLOVER PL	200	302B		N SRFCH	0.070	16	16	2	8	0	7	0	F	1977	
* 302D	CLOVER PL	300	SRFCH		N END	0.240	14	16	2	8	0	7	0	P	1977	
* 302E	FLORIDA MEAD LN	100	SH 172		W MOON LN	0.430	16	26	2	8	0	7	0	F	1986	
* 302E	FLORIDA MEAD LN	200	MOON LN		NW END	0.090	16	20	2	8	0	7	0	F	1986	
* 302F	MOON LN	100	302E		S 302G	0.300	16	26	2	8	0	7	0	F	1986	
* 302G	SUNCREST LN	100	CDS		NW 302F	0.100	16	26	2	8	0	7	0	F	1986	
* 302G	302G	200	302F		NW CDS	0.100	16	26	2	8	0	7	0	F	1986	
* 302H	HIGH LN	100	302E		S CS	0.150	16	20	2	8	0	7	0	P	1995	
303	303	100	BGN		E 301	0.500	16	18	2	2	0	7	0	G	2013	
303	303	200	301		E 302	1.000	16	19	2	2	0	7	0	G	2013	
304	304	100	301		E 302	1.010	1	24	2	1	0	7	0.00	G	2023	
305	305	100	P LG		N 302	1.230	1	16	2	2	0	7	0	F	2010	
306	306	100	302		E SYSCH	0.380	14	14	1	2	0	7	0	F	2010	
* 306	306	200	SYSCH		E END	0.660	14	10	1	8	0	7	0	P	1977	
307	307	100	309A		W STR	2.160	16	20	2	1	0	7	0	F	2013	
307	307	200	STR		N SRFCH	1.120	16	22	2	1	0	7	0	G	2013	
307	307	300	SRFCH		N 308	2.000	1	24	2	1	0	7	0	F	1990	
307	307	400	308		N SH 172	2.000	1	24	2	1	0	7	0	F	1990	
308	308	100	307		E SH 172	2.950	16	22	2	1	0	7	0	G	2013	
309	309	200	309A		N SH 172	0.800	1	24	2	1	0	5	0	F	2008	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
309A	309A	50	318	N	310	1.000	16	25	2	1	0	7	0	G	2013	
309A	309A	100	310	N	307	2.000	16	23	2	1	0	6	0	G	2013	
309A	309A	200	307	NE	SRFCH	1.430	16	22	2	1	0	6	0	G	2013	
309A	309A	300	SRFCH	NW	309	1.210	1	24	2	1	0	6	0	G	2008	
* 309B	VISTA LAPLATA	100	309A	W	SAME	0.750	16	16	2	8	0	7	0	F	1986	
310	310	100	SH 550	E	STR	0.350	1	29	2	1	0	5	0	F	1999	
310	310	200	STR	SE	318	5.290	1	29	2	1	0	5	0	F	1999	
310	310	300	318	N	WIDCH	2.700	16	20	2	2	0	7	0	F	2013	
310	310	350	WIDCH	E	WIDCH	1.300	16	16	2	2	0	7	0	F	2013	
310	310	400	WIDCH	E	309A	1.300	16	22	2	2	0	7	0	G	2013	
310	310	500	309A	E	311	1.000	16	22	2	1	0	6	0	G	2013	
311	311	100	318	N	314	3.530	16	22	2	1	0	6	0	G	2013	
311	311	200	314	N	SH 172	2.540	16	24	2	1	0	7	0	G	2013	
312	312	100	TURNOUT	NW	311	0.580	16	20	2	2	0	7	0	G	2013	
313	313	100	311	E	END	0.910	16	14	1	2	0	7	0	G	2013	
314	314	100	311	E	SRFCH	3.700	16	22	2	1	0	6	0	P	2013	
314	314	200	SRFCH	E	SH 172	0.500	1	22	2	1	0	6	0	G	2013	
315	315	100	316	E	SH 172	3.490	16	22	2	1	0	7	0	G	2013	
316	316	100	314	N	SH 172	2.500	16	22	2	1	0	7	0	G	2013	
317	317	100	316	E	SH 172	0.500	16	22	2	1	0	7	0	G	2013	
318	318	100	310	E	309A	3.270	1	29	2	1	0	5	0	F	2008	
318	318	150	309A	E	311	1.100	1	29	2	1	0	5	0	F	2008	
318	318	200	311	E	319	4.650	1	29	2	1	0	5	0	P	2010	
318	318	300	319	E	SH 172	0.450	1	29	2	1	0	5	0	G	2010	
* 318A	JACQUES DR	100	318	S	END	0.450	16	16	2	8	0	7	0	F	1986	
* 319	319	100	BGN	SW	SRF SYSCH	2.010	16	10	1	8	0	7	0	P	2013	
319	319	200	SRF SYSCH	N	318	3.380	16	20	2	1	0	7	0	G	2013	
321	321	100	328	W	SRFCH	5.300	16	22	2	1	0	6	0	G	2018	
321	321	200	SURFACE CHANGE	W	322	2.010	1	24	2	1	0	6	0	F	2009	
321	321	300	322	NW	SH 151	2.120	1	24	2	1	0	6	0	F	1993	
322	322	100	SH 172	E	STR	0.360	1	22	2	2	0	7	0	F	2008	
322	322	200	STR	N	SRFCH	1.860	1	22	2	2	0	7	0	F	2008	
322	322	300	SRFCH	N	321	2.440	1	24	2	2	0	7	0	G	2008	
323	323	100	GATE	N	321	1.950	16	18	2	2	0	7	0	G	2013	
324	324	100	321	N	SH 151	1.980	16	22	2	1	0	7	0	G	2013	
325	325	100	BGN	SE	321	0.860	16	20	2	1	0	7	0	G	2013	
326	326	100	328	W	321	2.310	16	18	2	1	0	7	0	G	2018	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
327	327	100	BGN	E	326	1.500	16	16	1	2	0	7	0	G	2013	
328	328	100	STLI NM	N	321	2.450	16	22	2	1	0	7	0	G	2013	
328	328	200	321	N	SH 151	0.400	16	22	2	1	0	6	0	G	2013	
* 328A	328A	100	BGN	E	328	0.140	15	20	2	8	0	7	0	F	1977	
329	329	100	328	SE	330	1.900	16	24	2	1	0	7	0	G	2013	
329	329	200	330	E	SH 151	0.710	1	24	2	1	0	7	0	F	1999	
329A	JEWEL DRIVE	100	329	N	SH 151	0.080	1	24	2	2	0	7	0	P	1977	
330	330	100	STLI NM	N	329	1.900	16	21	2	1	0	7	0	G	2013	
330	330	200	329	N	SH 151	0.280	1	21	2	1	0	7	0	F	2013	
330	330	300	SH 151	N	331	1.510	16	18	2	1	0	7	0	F	2013	
330	330	400	331	W	SH 151	2.000	16	20	2	1	0	7	0	F	2013	
331	331	100	330	N	COLI	1.090	16	20	2	1	0	7	0	F	2013	
332	332	100	BEGIN	E	330	0.800	16	16	1	1	0	7	0	G	2013	
332	332	200	330	E	COLI	0.850	16	16	1	1	0	7	0	G	2013	
333	333	100	SH 151	W	SH 151	2.170	16	20	2	1	0	7	0	F	2013	
334	334	100	SH 151	N	STR	2.000	16	22	2	1	0	6	0	G	2013	
334	334	200	STRUCTUREBRIDGE	N	STR	1.000	16	20	2	1	0	6	0	G	2013	
334	334	300	STRUCTUREBRIDGE	W	523	0.040	16	22	2	1	0	6	0	G	2013	
334	334	350	523	W	STR	0.300	16	18	2	1	0	7	0	G	2013	
334	334	400	STR	S	336	0.630	16	18	2	1	0	7	0	G	2013	
334	334	500	336	W	521	3.990	16	20	2	1	0	7	0	G	2013	
* 335	335	200	334	NE	NFOR	0.210	16	10	1	8	0	7	0	F	2013	
* 335	335	300	NFOR	NE	COLI	5.120	16	10	1	8	0	7	0	F	2013	
* 335	335	400	COLI	NE	END	0.210	14	10	1	8	0	7	0	P	1988	
* 335A	335A	100	335	N	END	2.010	14	10	1	8	0	7	0	P	1977	
336	336	100	SH 151	N	334	2.020	16	18	2	1	0	7	0	G	2013	
337	337	100	BGN	N	302	0.190	16	14	1	2	0	7	0	F	2013	
338	338	100	SH 172	N	END	0.550	16	18	2	2	0	7	0	G	2013	
* 352	352	100	PG	N	310	0.270	16	18	2	8	0	7	0	P	2013	
500	500	100	501	N	NFOR	2.700	1	20	2	1	0	6	0	G	2010	
501	501	150	CL	N	STR	0.670	1	22	2	1	0	5	0	G	1998	
501	501	200	STR	N	STR	4.010	1	22	2	1	0	5	0	G	1998	
501	501	300	STR	N	STR	1.420	1	22	2	1	0	5	0	G	1998	
501	501	400	STR	NW	STR	1.380	1	22	2	1	0	5	0	G	1998	
501	501	500	STR	SW	502	0.140	1	22	2	1	0	5	0	G	1998	
501	501	600	502	N	240	0.750	1	24	2	1	0	5	0	G	2006	
501	501	650	240	N	NFOR	1.000	1	24	2	1	0	5	0	G	2006	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
501	501	700	NFOR	N	CONDCH	3.000	1	24	2	1	0	5	0	G	2006	
501	501	750	CONDCH	N	SRFCH	4.500	1	22	2	1	0	5	0	F	1996	
501	501	800	SRFCH	NE	500	1.140	1	23	2	1	0	5	0.00	F	2023	
501	501	900	500	E	STR	0.220	1	23	2	1	0	6	0.00	F	2023	
501	501	1000	STR	E	STR	0.090	1	23	2	1	0	6	0.00	F	2023	
501	501	1100	STR	E	STR	0.200	1	23	2	1	0	6	0.00	F	2023	
501	501	1200	STR	E	CR 501G	0.440	1	23	2	1	0	6	0.00	G	2023	
501	501	1250	CR 501G	E	SRFCH	0.250	1	23	2	1	0	6	0.00	G	2023	
501	501	1300	SRFCH	S	WIDCH	2.500	1	23	2	1	0	6	0.00	F	2023	
501	501	1400	WIDCH	N	CG TURNAROUND	3.700	16	16	2	2	0	6	0.00	P	2013	
501A	501A	100	501	E	MINOR	0.800	1	26	2	2	0	6	0	G	2004	
501A	501A	300	SRFCH	SE	END	3.360	16	22	2	2	0	6	0	F	2013	
* 501B	501B	100	501	NW	END	0.520	14	12	1	8	0	7	0	P	1977	
* 501C	501C	100	BGN	E	501	0.420	14	12	1	8	0	7	0	P	1977	
* 501D	RIVER RANCH CI	100	501	S	END	0.460	1	24	2	8	0	7	0	F	1985	
* 501E	PINESTONE DR	100	501D	NW	501D	0.290	1	24	2	8	0	7	0	F	1985	
* 501F	BRIGHT WATER LN	100	501D	NW	END	0.180	1	24	2	8	0	7	0	F	1985	
501G	MIDDLE MOUNTAIN RD	100	CR 501	NE	NFOR	0.500	16	20	2	2	0	7	0	F	2015	2010
502	502	100	SH 160	N	505	2.300	1	24	2	1	0	7	0	G	2010	
502	502	300	505	W	228	5.970	16	22	2	1	0	7	0	G	2018	
502	502	400	228	N	501	5.800	16	22	2	1	0	7	0	G	2013	
503	503	100	BGN	N	502	0.840	16	20	2	2	0	7	0	G	2013	
503A	HIGHVIEW RD	100	503	W	503	1.510	16	20	2	2	0	7	0	F	2013	
503B	VISTA LN	100	CDS	N	503A	0.650	16	20	2	2	0	7	0	F	2013	
504	504	100	502	N	P LG	1.230	16	20	2	2	0	7	0	G	2013	
505	505	100	502	N	WIDCH	1.800	16	22	2	2	0	7	0	G	2013	
505	505	200	WIDCH	N	END	0.550	16	18	2	2	0	7	0	G	2013	
* 505A	505A	100	505	E	END	0.640	16	14	1	8	0	7	0	G	1977	
506	506	100	SH 160	NW	P LG	0.510	16	16	2	2	0	7	0	G	2013	
507	507	200	SH 160	N	END	0.220	1	16	2	2	0	7	0	G	2009	
* 508	GEM LN	100	SH 160	N	END	2.920	16	14	1	8	0	7	0	G	2013	
* 508A	508A	100	BGN	N	SRFCH	0.170	14	24	2	8	0	7	0	F	1977	
* 508A	508A	200	SRFCH	N	508	0.070	16	24	2	8	0	7	0	F	1977	
509	509	100	SH 172	NE	520	3.050	16	21	2	1	0	6	0	G	2013	
509	509	200	520	N	STR	0.620	16	22	2	1	0	6	0	G	2013	
509	509	300	STR	NE	INDIAN RES	0.580	1	24	2	1	0	6	0	G	2009	
509	509	400	INDIAN RES	NE	BAYFIELD PARKWAY	0.610	1	24	2	1	0	6	0	G	2009	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
509	509	500	BAYFIELD PARKWAY	N	STR	0.060	1	22	2	1	0	7	0	G	1995	
509	509	600	STR	SE	BAYFIELD PARKWAY	0.420	16	20	2	1	0	7	0	F	2013	
509A	509A	150	SH 172	NE	509	0.450	16	20	2	1	0	7	0	G	2013	
* 509B	509B	100	509	N	END	0.200	13	8	1	9	0	7	0	G	1977	
510	510	100	222	E	STR	0.260	1	24	2	1	0	7	0	G	2008	
510	510	200	STRUCTUREBRIDGE	E	IR	1.320	1	24	2	1	0	7	0	G	2008	2001
510	510	300	IR	SE	SRFCH	0.900	1	24	2	1	0	7	0	G	2008	2001
510	510	350	SURFACE CHANGE	SE	513	0.680	1	20	2	1	0	7	0	G	2013	2001
510	510	400	513	E	511	2.720	16	22	2	1	0	7	0	G	2013	
510	510	500	511	NE	509	3.380	16	22	2	1	0	7	0	G	2013	
* 510A	510A	100	510	N	END	0.160	16	20	2	8	0	7	0	F	1977	
510B	RIDGE PLACE	100	510	SW	END	0.100	16	16	2	2	0	7	0	F	1986	
510C	OXFORD PLACE	100	510	NE	CDS	0.200	16	16	2	2	0	7	0	F	1986	
510D	VALLEY TRAIL	100	510E-VALLEY PLACE	E	510	0.100	16	20	2	2	0	7	0	F	2018	
510E	VALLEY PLACE	100	CDS	N	510D-VALLEY TRAIL	0.300	16	20	2	2	0	7	0	F	2018	
510E	VALLEY PLACE	200	510D-VALLEY TRAIL	N	CDS	0.100	16	20	2	2	0	7	0	F	2018	
511	511	100	514	N	510	1.000	16	20	2	1	0	7	0	G	2013	
512	512	100	514	N	510	1.000	16	18	1	2	0	7	0	F	2013	
513	513	100	SH 172	N	514	1.000	16	22	1	1	0	7	0	G	2013	
513	513	200	514	N	510	1.550	16	20	1	1	0	7	0	G	2013	
514	514	100	513	E	SH 172	4.920	16	21	1	1	0	7	0	G	2013	
515	515	100	SH 172	N	514	0.990	16	21	2	1	0	7	0	G	2013	
516	RAINBOW ROAD	100	SH 172	E	STR	0.830	1	20	1	1	0	7	0	G	2009	
516	RAINBOW ROAD	300	STR	E	517	0.100	1	24	2	1	0	7	0	G	2009	
516	RAINBOW ROAD	400	517	NE	520	3.780	1	24	2	1	0	7	0	F	1995	
516	RAINBOW ROAD	500	520	N	IR	1.100	1	24	2	1	0	7	0	G	1999	
516	RAINBOW ROAD	600	IR	N	BAYFIELD PARKWAY	0.620	1	24	2	1	0	7	0	G	1999	
517	517	100	SH 172	E	HOWE DR	0.780	1	26	2	1	0	7	0	F	2009	
517	517	200	HOWE DR	E	516	1.000	1	26	2	1	0	7	3.00	G	2012	
518	518	100	516	E	516	3.550	1	24	2	1	0	7	0	F	2010	
520	520	100	509	E	MINOR	0.130	16	20	2	1	0	7	0	G	2013	
520	520	300	MINOR	E	516	0.870	16	20	2	1	0	7	0	G	2013	
521	BUCK HIGHWAY	50	SH 151	N	522A	4.180	1	22	2	1	0	5	0	G	2007	
521	BUCK HIGHWAY	100	522A	N	524	1.910	1	22	2	1	0	5	0	G	2007	
521	BUCK HIGHWAY	150	524	N	IR	2.590	1	22	2	1	0	5	0	G	2007	
521	BUCK HIGHWAY	200	IR	NW	SRFCH	0.290	1	22	2	1	0	5	0	G	1996	
521	BUCK HIGHWAY	300	SRFCH	N	BAYFIELD CL	0.040	3	24	2	1	0	5	0	G	1996	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
522	522	100	523	W	STR	0.850	16	20	2	1	0	6	0	F	2013	
522	522	200	STRUCTUREBRIDGE	NW	STR	0.600	16	20	2	1	0	6	0	F	2013	
522	522	300	STR	N	BDRY	0.820	16	20	2	2	0	7	0	F	2014	
522A	522A	100	521	NE	522	0.250	16	22	2	2	0	6	0	F	2013	
523	523	100	334	N	522	0.500	16	22	2	1	0	6	0	G	2013	
523	523	150	522	N	524	3.360	16	21	2	1	0	7	0	G	2013	
523	523	200	524	N	526	3.650	16	22	2	1	0	7	0	G	2013	
523	523	300	526	N	SRFCH	0.330	16	22	2	1	0	7	0	G	2013	
523	523	400	SURFACE CHANGE	W	521	0.180	1	24	2	1	0	7	0	G	2013	
524	524	100	521	E	523	1.400	16	22	2	1	0	7	0	G	2013	
525	525	100	523	E	PG	1.050	16	14	1	2	0	7	0	G	2013	
526	526	100	523	N	IR	0.150	16	24	2	1	0	7	0	G	2013	
526	526	200	IR	N	NFOR	1.750	16	20	2	1	0	7	0	G	2013	
526	526	300	NATIONAL FOREST	E	SH 160	0.950	16	22	2	1	0	7	0	G	2013	
526A	526A	100	SH 160	E	526	0.120	1	20	2	1	0	7	0	G	2002	2002
527	SAULS CREEK	100	526	E	STR	0.150	16	18	2	2	0	7	0	G	2013	
527	SAULS CREEK	200	STRUCTUREBRIDGE	E	END	3.850	16	18	2	2	0	7	0	G	2013	
* 528	528	100	527	SE	END	1.240	14	12	1	8	0	7	0	G	2009	
530	ALPINE FOREST DR	100	501	NE	SAN MORITZ DR	1.060	16	24	2	2	0	7	0	G	1990	
530	ALPINE FOREST DR	200	SAN MORITZ DR	N	PINE	0.050	16	22	2	2	0	7	0	G	1990	
530A	ANTELOPE DR	100	MESA DR	E	CDS	0.500	16	20	2	2	0	7	0	F	1990	
530B	BERRY DR	100	DEER RIDGE DR	NW	TIMBER DR	0.130	16	22	2	2	0	7	0	F	1990	
530B	BERRY DR	150	TIMBER DR	NE	ELK DR	0.260	16	22	2	2	0	7	0	F	1990	
530B	BERRY DR	200	ELK	NW	BUCKHORN RD	0.130	16	20	2	2	0	7	0	F	1990	
530C	BLUE RIDGE CI	100	CDS	SE	NFOR	0.380	16	20	2	2	0	7	0	P	1990	
530D	BLUE RIDGE DR	100	NFOR	E	CDS	1.010	16	22	2	2	0	7	0	P	1990	
530E	BLUE RIDGE LP	100	BLUE RIDGE	S	END	0.120	16	20	2	2	0	7	0	F	1990	
530F	BUCKHORN RD	100	CDS	E	BERRY DR	0.270	16	22	2	2	0	7	0	F	1990	
530F	BUCKHORN RD	200	BERRY DR	E	BLUE RIDGE	0.340	16	20	2	2	0	7	0	F	1990	
530G	CHATEAU LN	100	ALPINE FOREST DR	S	CDS	0.190	16	22	2	2	0	7	0	G	1990	
530H	DEER RIDGE DR	100	NFOR	SE	CDS	1.370	16	22	2	2	0	7	0	F	1990	
530I	ELK DR	100	NFOR	SE	BERRY DR	0.520	16	20	2	2	0	7	0	P	1990	
530J	FAWN DR	100	PINE CONE CI	N	NFOR	0.320	16	20	2	2	0	7	0	P	1990	
530K	FOREST LAKES	100	NFOR	NE	PINE VALLEY RD	0.770	16	24	2	2	0	7	0	G	1990	
530L	FOREST LAKES E	100	CDS	SE	PINE TREE DR	0.570	16	20	2	2	0	7	0	F	1990	
530M	FOREST LN	100	NFOR	SE	BLUE RIDGE	0.150	16	20	2	2	0	7	0	P	1990	
530N	FRONTAGE RD	100	501	E	PINE CONE	0.230	16	20	2	2	0	7	0	P	1990	

Route	Route Name	Seg ID	From Feature	Dir To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
530P	GREENRIDGE DR	100	BLUE RIDGE	NE RID	0.070	16	22	2	2	0	7	0	F	1990	
530P	GREENRIDGE DR	200	RIDGE TOP CI	E HILL	0.180	16	20	2	2	0	7	0	F	1990	
530P	GREENRIDGE DR	300	HILLSIDE	SE CDS	0.070	16	22	2	2	0	7	0	P	1990	
530Q	HILLSIDE CI	100	HILLSIDE	E CDS	0.310	16	20	2	2	0	7	0	P	1990	
530R	HILLSIDE DR	100	GREENRIDGE DR	NE PINE	0.900	16	22	2	2	0	7	0	F	1990	
530S	HILLTOP DR	100	HILLSIDE	NE NFOR	0.970	16	20	2	2	0	7	0	F	1990	
530T	LAKE VIEW CI	100	CDS	NE LAKE VIEW	0.230	16	20	2	2	0	7	0	P	1990	
530U	LAKE VIEW DR	100	PINE	NW VALLEY	0.460	16	20	2	2	0	7	0	P	1990	
530V	LITTLE BEAR DR	100	CDS	NE LITTLE BEAR	0.060	16	22	2	2	0	7	0	F	1990	
530V	LITTLE BEAR DR	200	LITTLE BEAR	NE PINE	0.250	16	20	2	2	0	7	0	F	1990	
530W	LITTLE BEAR LN	100	CDS	E LITTLE BEAR	0.080	16	20	2	2	0	7	0	F	1990	
530X	MEADOWBROOK DR	100	SAN MORITZ DR	SE SAN MORITZ DR	0.450	16	20	2	2	0	7	0	F	1990	
530Y	MESA DR	100	NFOR	NE PINE VALLEY RD	0.190	16	20	2	2	0	7	0	F	1990	
530Y	MESA DR	200	PINE VALLEY RD	N DEER RIDGE DR	0.190	16	20	2	2	0	7	0	F	1990	
531	PINE VALLEY RD	100	PINE	E PINE T	0.220	16	20	2	2	0	7	0	F	1990	
531	PINE VALLEY RD	200	PINE	SE FOREST	1.360	16	22	2	2	0	7	0	P	1990	
531A	MOUNTAIN OAKS DR	100	ALPINE FOREST DR	NE FOREST	0.130	16	22	2	2	0	7	0	G	1990	
531B	PINE CONE CI	100	CDS	NW PINE VALLEY RD	0.150	16	20	2	2	0	7	0	P	1990	
531C	PINE CONE DR	100	PINE TREE DR	E NFOR	0.380	16	20	2	2	0	7	0	F	1990	
531D	PINE TOP DR	100	PINE TREE DR	NE NFOR	0.260	16	20	2	2	0	7	0	P	1990	
531E	PINE TOP DR	100	NFOR	N PINE VALLEY RD	0.160	16	20	2	2	0	7	0	P	1990	
531F	PINE TREE DR	100	NFOR	NW NFOR	1.300	16	22	2	2	0	7	0	F	1990	
531G	PINE RIDGE DR	100	HILLTOP DR	N WID	0.310	16	22	2	2	0	7	0	P	1990	
531G	PINE RIDGE DR	200	WIDCH	E NFOR	0.070	16	20	2	2	0	7	0	P	1990	
531H	PINEWOOD DR	100	HILLTOP DR	E NFOR	0.230	16	20	2	2	0	7	0	P	1990	
531I	PINEY DR	100	PINE TOP DR	SE NFOR	0.160	16	20	2	2	0	7	0	P	1990	
531J	RAE DR	100	NFOR	NE FAWN DR	0.080	16	20	2	2	0	7	0	P	1990	
531K	RIDGE RD	100	RIDGE TOP DR	NE NFOR	0.080	16	20	2	2	0	7	0	P	1990	
531L	RIDGE TOP CI	100	PINE TREE DR	N CDS	0.230	16	20	2	2	0	7	0	P	1990	
531M	RIDGE TOP DR	100	NFOR	SE GREENRIDGE DR	0.200	16	20	2	2	0	7	0	F	1990	
531N	SAN MORITZ DR	100	MOUNTAIN OAKS DR	NE ALPINE FOREST DR	0.700	16	22	2	2	0	7	0	F	1990	
531P	SHORT DR	100	RIDGE TOP CI	NE BLUE RIDGE	0.070	16	20	2	2	0	7	0	P	1990	
531Q	TIMBER DR	100	NFOR	SE NFOR	0.720	16	22	2	2	0	7	0	P	1990	
531R	VALLEY VIEW DR	100	NFOR	E PINE	0.640	16	20	2	2	0	7	0	P	1990	
531S	VALLEY VIEW DR	100	DEER	E DEER	0.460	16	20	2	2	0	7	0	P	1990	
* 550A	550A	100	SH 550	E PG	0.790	16	16	2	8	0	7	0	P	1977	
* 578	FS578	100	COLI	S SRFCH	0.950	14	16	2	8	0	7	0	P	1997	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* 578	FS578	200	SRFCH	E	SRFCH	0.900	15	16	2	8	0	7	0	P	1997	
* 578	FS578	300	SRFCH	E	COLI	3.730	16	16	2	8	0	7	0	P	1997	
* 578	FS578	400	COLI	N	COLI	0.740	16	16	2	0	0	7	0	F	1997	
* 578	FS578	500	COLI	S	SH 550	3.990	16	16	2	8	0	7	0	F	1997	
* 581	FS581	100	BGN	E	SRFCH	3.050	14	10	1	8	0	7	0	P	1997	
* 581	581	200	SRFCH	N	578	2.580	15	14	1	8	0	7	0	P	1977	
* 671	HAVILAND LAKE	100	166	NE	END	0.630	14	18	2	8	0	7	0	P	1977	
* AL1	AL1	100	BGN	NW	329	0.270	15	22	2	8	0	7	0	P	1977	
* BA12	BA12	100	P LG	E	BAYFIELD CL	0.050	16	22	2	8	0	7	0	P	1977	
* BA2	BA2	100	BGN	S	521	0.070	16	20	2	8	0	7	0	P	1977	
* BIA111	BIA111	100	136	SE	BIA111	7.500	14	14	1	8	0	7	0	P	1993	
* BIA111	BIA111	150	STLI NM	N	BIA111	0.790	14	14	1	8	0	7	0	P	2000	
* BIA111	BIA111	200	BIA111	NW	BIA114	2.530	14	14	1	8	0	7	0	P	1993	
* BIA111	BIA111	300	114	SE	213	14.780	14	14	1	8	0	7	0	P	1993	
* BIA112	BIA112	100	111	N	138	6.510	14	14	1	8	0	7	0	P	1993	
* BIA113	BIA113	100	134	N	138	6.810	14	14	1	8	0	7	0	P	1993	
* BIA114	BIA114	100	BIA111	N	SYSCH	3.210	14	16	2	8	0	7	0	P	1994	
* BIA114	BIA114	200	SYSCH	N	136	9.430	14	16	2	8	0	7	0	P	2000	
* BIA150	BIA150	100	STLI	N	BIA151	7.500	14	14	1	8	0	7	0	P	1993	
* BIA150	BIA150	200	BIA150	NE	BIA150	3.370	14	14	1	8	0	7	0	P	1993	
* BIA150	BIA150	300	BIA150	E	BIA151	5.280	14	14	1	8	0	7	0	P	1993	
* BIA151	BIA151	100	STLI	N	318	9.470	14	14	1	8	0	7	0	P	1993	
* BIA159	BIA159	100	SH 151	E	COLI	3.300	14	14	1	8	0	7	0	P	1993	
* BIA171	BIA171	100	518	E	518	0.810	14	14	1	8	0	7	0	P	1993	
* BIA172	BIA172	100	BGN	N	SH 151	0.400	14	14	1	8	0	7	0	P	1993	
* BIA173	BIA173	100	BGN	N	SH 151	0.500	14	14	1	8	0	7	0	P	1993	
* BIA311	BIA311	100	BGN	N	314	0.100	14	14	1	8	0	7	0	P	1993	
* BIA314	BIA314	100	BGN	N	314	0.100	14	14	1	8	0	7	0	P	1993	
* BIA315	BIA315	100	SH 172	E	SH 172	0.790	14	14	1	8	0	7	0	P	1993	
* FL10	FL10	100	SH 140	NW	END	0.490	14	14	1	8	0	7	0	F	1977	
* FL11	FL11	100	BGN	NE	FL10	0.300	16	14	1	8	0	7	0	F	1977	
* FL12	FL12	100	FL11	NW	FL10	0.070	16	16	2	8	0	7	0	F	1977	
* FL13	FL13	100	FL11	E	SH 140	0.110	16	16	2	8	0	7	0	F	1977	
* FL14	FL14	100	FL11	NW	FL10	0.070	16	16	2	8	0	7	0	F	1977	
* FS068	FLORIDA CG	100	243	W	243	0.200	16	18	2	8	0	7	0	G	1991	
* FS126	FS126	100	FS316	SE	END	0.920	14	8	1	8	0	7	0	P	1977	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* FS135	FS135	100	SH 160	N	COLI	2.050	16	20	2	8	0	7	0	F	1995	
* FS135	FS135	200	COLI	NW	END	3.300	16	20	2	8	0	7	0	P	1995	
* FS253	FS 253	225	NFOR	NE	SYSCH	10.390	16	16	2	8	0	6	0	P	1997	
* FS253	FS 253	250	SYSCH	NE	SRFCH	5.800	16	16	2	8	0	6	0	F	1997	
* FS253	FS 253	300	SRFCH	N	MINOR	1.240	14	14	1	8	0	7	0	P	1997	
* FS253	FS 253	400	MINOR	N	END	8.310	14	12	1	8	0	7	0	P	1997	
* FS316	FS316	100	SH 160	NW	COLI	0.500	14	10	1	0	0	7	0	F	1995	
* FS316	FS316	200	COLI	NW	COLI	0.750	14	10	1	8	0	7	0	F	1995	
* FS316	FS316	300	COLI	NW	COLI	1.000	14	10	1	0	0	7	0	F	1995	
* FS316	FS316	400	COLI	NW	COLI	1.000	14	10	1	8	0	7	0	F	1995	
* FS316	FS316	500	COLI	NW	COLI	0.750	14	10	1	0	0	7	0	F	1995	
* FS316	FS316	600	COLI	SE	END	3.500	14	10	1	8	0	7	0	F	1995	
* FS579	FS 579	100	FS 578	NE	SAN JUAN COLI	0.100	16	20	2	8	0	7	0	F	1997	
* FS594	FS594	100	BGN	NE	MINOR	0.800	14	10	1	8	0	7	0	P	1977	
* FS594	FS594	300	MINOR	N	FS578	0.090	14	10	1	8	0	7	0	P	1977	
FS597	FS597	100	243	NE	LG	0.500	15	16	2	2	0	7	0	P	1977	
* FS597	FS597	150	LG	NE	SRFCH	8.570	15	16	2	8	0	7	0	P	1977	
* FS597	FS597	200	SRFCH	NE	END	1.510	14	12	1	8	0	7	0	P	1977	
* FS597A	FS597A	100	597	SE	END	0.560	14	12	1	8	0	7	0	P	1977	
* FS597B	FS597B	100	597	E	END	3.250	14	12	1	8	0	7	0	P	1977	
* FS597C	FS597C	100	597B	NE	END	1.610	14	12	1	8	0	7	0	P	1977	
FS724	MIDDLE MOUNTAIN RD	200	NFOR	NE	SRFCH	12.000	16	20	2	2	0	7	0	F	2015	2010
* HM10	HM10	100	BGN	E	SH 550	0.230	16	20	2	8	0	7	0	F	1977	
* HM11	HM11	100	203	E	SH 550	0.170	16	16	2	8	0	7	0	F	1977	
* HM11	ANIMOSA DR	200	SH 550	SE	RRX	0.020	16	24	2	8	0	7	0	F	1977	
* HM11	ANIMOSA DR	300	RRX	SE	END	0.850	16	24	2	8	0	7	0	F	1977	
* HM12	ANIMOSA CI	100	BGN	N	HM11	0.100	16	24	2	8	0	7	0	F	1977	
* HM13	HM13	100	SH 550	SE	RRX	0.010	14	16	2	8	0	7	0	F	1977	
* HM13	HM13	200	RRX	SE	SRFCH	0.190	14	16	2	8	0	7	0	F	1977	
* HM13	HM13	300	SRFCH	S	HM14	0.210	13	8	1	9	0	7	0	P	1977	
* HM15	HM15	100	203	NW	END	0.260	16	16	2	8	0	7	0	F	1977	
* HM16	HERMOSA ACRES	100	201	N	SRFCH	0.210	16	20	2	8	0	7	0	F	1977	
* HM16	HERMOSA ACRES	200	SRFCH	SE	END	0.500	14	20	2	8	0	7	0	P	1977	
* HM17	RIM ROCK	100	HM16	NE	SRFCH	0.210	16	20	2	8	0	7	0	P	1977	
* HM17	RIM ROCK	200	SRFCH	NE	END	0.400	15	20	2	8	0	7	0	F	1977	
* HM18	HM18	100	HM10	E	HM10	0.240	16	24	2	8	0	7	0	F	1977	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* IA10	IA10	100	BGN	N	SRFCH	0.120	1	14	1	8	0	7	0	P	1977	
* IA10	IA10	200	SRFCH	N	IA11	0.230	1	18	2	8	0	7	0	P	1977	
* IA11	IA11	100	SH 172	NE	STR	0.400	1	36	2	8	0	7	0	P	1977	
* IA11	IA11	300	STR	E	521	0.330	1	18	2	8	0	7	0	P	1977	
* IA12	IA12	100	IA11	N	517	0.280	1	36	2	8	0	7	0	P	1977	
* IA13	IA13	100	IA12	N	517	0.080	1	34	2	8	0	7	0	P	1977	
* IA14	IA14	100	SH 172	E	517	0.340	1	34	2	8	0	7	0	F	1977	
* IA15	IA15	100	IA14	N	IA14	0.230	1	34	2	8	0	7	0	F	1977	
* IA16	IA16	100	SH 172	E	IA15	0.050	1	34	2	8	0	7	0	F	1977	
* IA17	IA17	100	BGN	E	517	0.090	1	34	2	8	0	7	0	G	1977	
* IA18	IA18	100	IA17	N	IA19	0.090	1	34	2	8	0	7	0	F	1977	
* IA19	IA19	100	IA14	E	IA17	0.080	1	34	2	8	0	7	0	F	1977	
* IA20	IA20	100	IA11	N	END	0.220	1	36	2	8	0	7	0	F	1977	
* IA21	IA21	100	IA20	E	IA11	0.030	1	36	2	8	0	7	0	F	1977	
* IA22	IA22	100	517	NW	IA22	0.130	1	36	2	8	0	7	0	F	1977	
* IA23	IA23	100	517	NW	IA23	0.130	1	36	2	8	0	7	0	F	1977	
* IG10	IG10	100	SH 172	E	SRFCH	0.140	13	24	2	9	0	7	0	F	1977	
* IG10	IG10	200	SRFCH	N	IGNACIO SCL	0.300	1	30	2	8	0	7	0	F	1977	
* IG12	IG12	100	CL	NW	CL	0.070	1	28	2	0	0	7	0	F	1987	
* IG12	IG12	200	NCL	N	END	0.120	16	18	2	8	0	7	0	F	1987	
* IG13	IG13	100	NCL	N	END	0.050	16	14	1	8	0	7	0	F	1977	
* IG14	IG14	100	NCL	N	END	0.170	16	14	1	8	0	7	0	F	1977	
* KL10	KL10	100	FENCE	N	122	0.270	15	14	1	8	0	7	0	F	1977	
KL10	KL10	200	122	E	SRFCH	0.080	16	14	1	2	0	7	0	F	1977	
* KL10	KL10	300	SRFCH	E	BARR	0.040	15	14	1	8	0	7	0	P	1977	
* KL11	ADOBE HOUSE RD.	100	KL10	N	SRFCH	0.120	15	14	1	8	0	7	0	P	2022	
* KL11	ADOBE HOUSE RD.	150	SRFCH	E	SYSCH	0.060	16	14	1	8	0	7	0	F	2022	
KL11	ADOBE HOUSE RD.	175	SYSCH	E	122	0.060	16	14	1	2	0	7	0	F	2022	
KL11	ADOBE HOUSE RD.	200	122	E	END	0.190	16	14	1	2	0	7	0	F	2022	
* KL12	KL12	100	KL11	N	KL13	0.120	15	14	1	8	0	7	0	F	1977	
KL13	KL13	100	122	E	END	0.220	16	16	2	2	0	7	0	F	1977	
* NV10	TWEEN RIVER	100	501	N	END	0.180	14	14	1	8	0	7	0	F	1977	
* NV11	VALLECITO	100	501	N	NV14	0.330	16	19	2	8	0	7	0	F	1977	
* NV12	GRIMES DR	100	NV11	W	NV13	0.450	14	12	1	8	0	7	0	P	1977	
* NV13	GRIMES RD	100	500	N	NV15	0.520	14	12	1	8	0	7	0	P	1977	
* NV14	DECKER DR	100	BGN	W	NV13	0.280	14	14	1	8	0	7	0	P	1977	
* NV14	HOMES RD	200	NV16	N	NV18	0.350	14	14	1	8	0	7	0	P	1977	

Route	Route Name	Seg ID	From Feature	Dir	To Feature	Len	Surface	Width	Ln Qty	AdminCl	Jur Split	FunCl	Overlay Thick	Cond	InspYr	ProjYr
* NV15	CREEK RD	100	NV14	N	NV16	0.220	14	18	2	8	0	7	0	P	1977	
* NV16	VALLECITO RD	100	NV14	E	END	0.130	14	16	2	8	0	7	0	P	1977	
* NV17	VALLECITO RD	100	NV16	N	500	0.990	14	16	2	8	0	7	0	P	1977	
* NV18	HOMES DR	100	BGN	E	NV17	0.150	14	16	2	8	0	7	0	P	1977	
* NV19	MOUNTAIN RIVER	100	NV17	E	MINOR	0.060	14	14	1	8	0	7	0	P	1977	
* NV19	MOUNTAIN RIVER	300	MINOR	E	NV20	0.040	14	14	1	8	0	7	0	P	1977	
* NV20	RANCH RD	100	NV19	N	END	0.320	13	8	1	9	0	7	0	P	1977	
* NV21	TRUST DR	100	BGN	N	500	0.720	14	14	1	8	0	7	0	P	1977	
* NV22	VALLECITO MOUNTAIN	100	NV21	E	END	0.230	13	8	1	9	0	7	0	P	1977	
* NV23	FAITH LN	100	NV24	N	500	0.290	13	8	1	9	0	7	0	P	1977	
* NV24	HOPE LN	100	500	SE	NV21	0.110	14	12	1	8	0	7	0	P	1977	
* NV25	TUCKER LN	100	501	N	SRFCH	0.750	16	30	2	8	0	7	0	F	1977	
* NV25	TUCKER LN	200	SRFCH	E	END	0.260	14	20	2	8	0	7	0	F	1977	
* NV26	TUCKER DR	100	CDS	N	NV25	0.110	14	12	1	8	0	7	0	P	1977	
NV27	NV27	100	500	E	STR	0.020	16	30	2	2	0	7	0	F	1977	
NV27	NV27	300	STR	E	PG	0.040	16	24	2	2	0	7	0	F	1977	
* NV28	NV28	100	501	S	SRFCH	0.590	16	30	2	8	0	7	0	F	1977	
* NV28	NV28	200	SRFCH	E	END	0.130	14	10	1	8	0	7	0	F	1977	
* NV29	NV29	100	CDS	SE	NV30	0.140	16	36	2	8	0	7	0	F	1977	
* NV29	NV29	200	NV30	S	CDS	0.230	16	36	2	8	0	7	0	F	1977	
* NV30	NV30	100	NV29	E	NV31	0.040	16	36	2	8	0	7	0	F	1977	
* NV31	NV31	100	CDS	N	501	0.360	16	36	2	8	0	7	0	F	1977	
* VA10	LAKE VIEW DR	100	501	N	END	0.610	14	12	1	8	0	7	0	P	1977	
* VA11	VA11	200	501	N	END	0.260	14	12	1	8	0	7	0	F	1977	