

**OVERLAND PASS PIPELINE PROJECT
TRAFFIC AND TRANSPORTATION MANAGEMENT PLAN**

DRAFT

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**OVERLAND PASS PIPELINE PROJCT
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TABLE OF CONTENTS**

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1
2.0 GENERAL REQUIREMENTS	1
2.1 Temporary Access Roads	1
2.2 Permanent Access Roads	2
2.3 Public Road Use.....	2
2.3.1 Wyoming	3
2.3.2 Colorado	3
2.3.3 Kansas.....	3
2.4 Road Crossings	4
2.5 Special Roadway Requirements	5
2.5.1 Ditches and Waterways	5
2.5.2 Rangeland	6
2.5.3 Residential Areas	6
2.5.4 Dust Control.....	6
2.5.5 Reclamation and Abandonment.....	7
2.6 Removal of Obstructions	7

LIST OF ATTACHMENTS

Table 1 Access Road

1.0 INTRODUCTION

The purpose of this Traffic and Transportation Management Plan (Traffic Plan) is to describe how Overland Pass Pipeline Company LLC (Overland Pass) will comply with federal policy and standards relative to planning, location, improvement, maintenance, and operation of roads for the project. Additionally, the plan describes how Overland Pass will implement equipment access to and from the right-of-way, describe drainage improvement procedures, how dust control and maintenance measures will be implemented, and how reclamation and abandonment of roads will be accomplished.

2.0 GENERAL REQUIREMENTS

The maintenance of existing access roads required for the Overland Pass Pipeline Project would include implementing proper drainage measures, minimizing soil erosion, and preserving topsoil. Permits required for installation of the pipeline underneath existing public roads and, as needed, to transport equipment would be obtained prior to construction.

2.1 Temporary Access Roads

Overland Pass intends to use 525 existing access roads on a temporary basis to transport personnel, equipment, vehicles including high clearance vehicles and heavy trucks, and materials to the work areas. 129 access roads would be used in Wyoming, 110 roads would be used in Colorado, and 286 roads would be used in Kansas. These access roads include Federal and state highways, and numerous county, BLM, FS, and private roads. Table 1 (see Attachment A) identifies existing public and private access roads to be utilized by the project. Maps depicting access roads are contained under separate cover..

All access roads to be utilized during the project are divided into two condition classifications:

- roads that will not require improvement prior to or during use, and
- roads that may or will require improvement prior to, during, or after use for the project.

Table 1 identifies the condition of each access road to be utilized by Overland Pass and their Contractors.

The Project may involve improvements to approximately 119 existing roads to provide a safe and level transportation surface for construction vehicles (61 in roads in Wyoming, 11 roads in Colorado, and 47 roads in Kansas). These existing roads consist mostly of dirt roads, such as farm, ranch, BLM, or FS access roads and two-track trails. "Improvement" is defined for this project as, "grading, blading, or straightening activities that would result in changing the roads' current condition, prior to use".

The use of dirt roads, particularly farm and ranch roads and two-track trails, by construction vehicles and equipment may result in road deterioration even without rain events. Overland Pass proposes to perform road maintenance to maintain roads in their existing condition where there is evidence that the roads have been previously graded. This maintenance will only occur within the existing footprint of the road (i.e., the road may not be widened). "Maintenance" is defined for this project as, "blading or filling activities that would be required to maintain the roads' current condition prior to use". Mud would not be bladed off the existing road grade.

Where there is no evidence of previous grading or the existing road requires widening, road improvement would be allowed only after Overland Pass completes required cultural resources and biological surveys, and associated agency consultations. Roads would be used and improved only with permission of the

landowner. Access roads used for construction that require grading would be restored to their preconstruction condition, at the discretion of the landowner.

If snow removal is necessary on roads, removal equipment will be outfitted with shoes to keep removal blades six inches off of the road surface. Overland Pass will attempt to leave some snow pack on unpaved roads to prevent thawing and take precautions to ensure that uneven road areas and vegetation are not destroyed.

Erosion control, revegetation, and restoration measures outlined in Overland Pass' Construction Mitigation Plan would be implemented when applicable to improvements to existing access roads.

Overland Pass will consult with local landowners and county road departments to determine the preferred protocols for road maintenance and improvement activities.

Borrow material needed to improve access roads on Federal land would be obtained only from sources approved by the BLM or FS.

Overland Pass would work with the local law enforcement, fire departments, and emergency medical services to coordinate access for effective emergency response. During construction, signs will be posted at road entrances to indicate to construction personnel and the public, which roads are being utilized at any given time. Speed limits will also be posted. State laws require that unimproved dirt roads have maximum speed limits of 25 miles-per-hour.

Rutting on access roads will be monitored by the EIs and agency monitors. If excessive rutting takes place on BLM roads, Overland Pass will either perform maintenance activities on the road prior to continued use, or discontinue use of the road. Rutting will be considered excessive if more than four inches deep on Federally-managed roads, except for the PNG where a three-inch rutting standard will apply.

2.2 Permanent Access Roads

Overland Pass intends to construct two new pump stations:

As a part of its permanent aboveground facilities, Overland Pass may construct short permanent access roads from existing public roads to access pump station and meter station sites. These roads will be wholly contained within the ROW, or constructed within parcels that Overland Pass has identified for the construction of aboveground facilities (see Appendix A of the POD for plot plans of aboveground facilities).

No new roads will be built to access project facilities or workspace. No roads will be lengthened prior to use during construction. See Table 1 for access road locations that will provide permanent access to mainline valve sites along the route.

2.3 Public Road Use

In most cases, existing public highways would be used to transport construction equipment to the approved access roads and yards, with the appropriate approvals from the state Departments of Transportation (DOT), BLM, FS, or county highway departments.

Temporary impacts on public highway traffic during construction would result from the daily commuting of the construction workforce to the construction site(s). Overland Pass anticipates that approximately

750 to 1,200 construction personnel would be required to complete the project, which would be divided into 5 construction spreads, each consisting of about 150 to 300 workers, depending on the length of each construction spread. Construction personnel would consist of Overland Pass' employees, contractor employees, construction inspection staff, and environmental inspection staff. The majority of these workers would commute to the construction right-of-way and/or yards during early in the morning and return in the evening during non-peak traffic hours.

Eleven (11) pipe and/or contractor yards would be used on a temporary basis to support construction activities. Contractor yards would be used to stage construction, store materials, park equipment, and set up temporary construction offices.

Major highways and county roads that would be traveled to reach each access road proposed for use during construction and/or yards and the anticipated relative use levels are described below:

2.3.1 Wyoming

Temporary traffic increases will occur during construction on several primary public roads in Wyoming. Interstate-80 will be utilized to access the project area from Green River to Cheyenne. From Opal to Green River, State Highway 30 will provide primary access to the project area. State Highways that will experience significant, temporary increases in traffic include 789, 130, and 287. These roads will provide construction crews with access to lodging and the construction area access roads.

2.3.2 Colorado

Traffic increases will be significant during construction on Interstates-25 and -76 between Fort Collins and Greeley. Significant, temporary increases will also occur on State Highways 287, 85, 34, and 71 which will provide access to the entire northeast portion of the project area and lodging facilities for construction crews.

2.3.3 Kansas

Traffic increases will be significant during construction on Interstate-70 from the Colorado border to the Hays area of Kansas. Significant, temporary traffic increases will also occur on State Highways 83, 283, 147, and 183. These roads will provide access to lodging for construction crews and county roads (section line roads) to be utilized as access roads for the project area.

Up to approximately 7 pipe stringing trucks would be making up to 2 or 3 roundtrips per day on each construction spread from the 11 proposed pipe storage yards to reach access roads to the construction right-of-way. It is also expected that water trucks and transport trucks would make as many as necessary to deliver materials and equipment to the construction right-of-way. Once a vehicle leaves a pipe yard, the exact route taken would vary depending on the current location of construction activity and the construction spread it is serving.

Overland Pass would require its construction contractor to comply with local load weight restrictions when using existing public roads and crossing public bridges. The construction contractor would also be directed to remove soil left on the road surface by equipment crossings. At the end of each workday, mats or other appropriate measures (e.g., sweeping) would be used to reduce deposition of mud and soils on public roads and highways.

Construction workers, rubber tired vehicles, and heavy equipment would be restricted to operating within approved construction right-of-way and TUAs. Unauthorized cross-country vehicular travel by construction and maintenance crews would be prohibited.

In order to reduce traffic congestion and roadside parking hazards that could result from construction activities, Overland Pass would implement the following measures:

- Project personnel would exercise caution when commuting to and from the construction area to minimize the potential for accidents, and local speed limits will be enforced. Peak traffic hours on main highways would be between 5:30 and 7:30 a.m. and between 5:00 and 6:30 p.m.
- Overland Pass would provide the construction contractor with an equipment yard to be used as a primary parking area for employee personal vehicles. Most contractor personal vehicles would be parked at the construction contractor yards except in special circumstances for supervisory agency or inspection personnel. Personal vehicles would not be allowed within the construction right-of-way or along roadsides near the right-of-way. The construction contractor would provide buses for transporting workers that do not require personal vehicles to the work site from the yard.

Overall, the number and frequency of construction vehicle trips on major highways would be low on any particular roadway at any one time because construction activities would move sequentially along the Project right-of-way. Travel by vehicles on the right-of-way on a regular basis (e.g., 90 pickups, 12 buses, 25 welding rigs) would be distributed along the length of the pipeline route over time as the pipe is installed and construction activity progresses to a different part of the right-of-way.

Following pipeline construction, long-term traffic on existing roads associated with operation and maintenance of the new pipeline is anticipated to be minimal as only x to x permanent workers would be required to operate the pipeline on an on-going basis.

2.4 Road Crossings

The Project would involve 440 existing road crossings. Road crossings would be installed using either a boring technique or the open-cut method. Major paved roads generally would be crossed by boring or drilling underneath the road. During pipeline construction, little or no disruption of traffic would result at road crossings that are bored or drilled.

The open-cut construction method would be used across lightly-traveled gravel roads and unimproved dirt roads. Overland Pass would attempt to maintain at least one lane of traffic open with detours around construction, plating over the open portion of the trench, or use other suitable methods when open cutting a road. However, in a worst-case scenario, this construction method may require the road to be closed for up to 24 hours. In these instances, Overland Pass would develop a detour for public traffic to bypass the construction area.

At road crossings, Overland Pass would require the construction contractor to post caution signs on roads, where appropriate, to alert motorists of pipeline construction and warn them of slow traffic. Traffic control measures such as flaggers, warning signs, lights, and barriers would be used during construction to ensure safety and to minimize traffic congestion. Pipe trucks transporting pipe joints and low boys hauling heavy equipment would travel with an escort vehicle that is equipped with flashing yellow caution lights. The construction contractor would use flagmen on paved roads during equipment crossings to ensure safe passage of local traffic.

2.5 Special Roadway Requirements

2.5.1 Ditches and Waterways

Where culverts are required to improve a class B access road at stream crossings, such culverts would be of adequate size to accommodate storm runoff as required by Federal, state, or county road permits, and of sufficient strength to support construction and maintenance equipment. Where possible, Overland Pass will attempt to utilize low water crossing methods, rather than culverts on federal land.

The following road maintenance requirements were developed utilizing the fourth edition of BLM's "Surface Operating Standards for Oil and Gas Exploration and Development" (2006, referred to as "The Gold Book").

- All culverts will be 18 inches diameter or greater. Engineering approval is required for all single or multiple culvert or bridge installations exceeding a total opening of 35 square feet.
- Culverts will be constructed of concrete (RCP), corrugated metal pipe (CMP) made of steel, or properly bedded and backfilled corrugated plastic pipe.
- The discharge end of all culverts should extend a minimum of 1 foot from the toe of slope and have appropriately-sized erosion protection.
- Low water crossings will be constructed of gravel, riprap, or grooved concrete bottoms. The road will be "dipped down" to the bed of the drainage and may be used in combination with culverts if the structure is stable and self cleaning.
- Excavation, bedding, and backfilling will conform to established engineering practice for the site soils.
- Occasionally, improvements would include the construction of ditches adjacent to the access roads. Where ditches are installed, provisions would be made to manage the accumulated water by using one of the following methods.
- Per BLM guidelines, the grade of drainage ditches will not be less than 0.5 percent.
- Surface drainage would be directed under or across the roadway by means of culverts or grade dips. Such structures would be designed and installed so that erosion would not occur on the outlet slope.
- If any groundwater or spring is encountered during improvement, the water would be captured and diverted outside of the road right-of-way.
- Existing culverts and drainage ditches associated with permanent access roadways would be maintained as follows.
- Culvert maintenance shall include clean out of the invert in (entrance) and invert out (exit) of each pipe. The pipe barrel would also be thoroughly cleaned to provide unobstructed flow.
- Any erosion-prone or loose material on the backslope adjacent to the entrance of culverts would be removed.
- All roadway ditches, culvert entrances and exits, and lead-in ditches would be cleaned of any material (slash, spoil, loose soil) that would obstruct flow.
- The work would be accomplished so that reasonable conformance to design alignment, slope, grade, and cross-section would be achieved.

2.5.2 Rangeland

As needed in rangeland, permanent cattle guards or steel gates would be installed across access roads to:

- avoid safety hazards,
- replace a permanent existing cattle guard when damaged or destroyed by construction activities,
- fulfill the Authorized Officer's requirements,
- provide temporary cattle guards or a metal gate on all fences crossed by temporary roads,
- provide temporary or permanent cattle fencing, and
- allow access by heavy equipment where needed.

Overland Pass' construction contractor would determine if existing cattle guards can support trucks and other equipment prior to crossing the guards. The construction contractor would be responsible for either strengthening the cattle guard or using another access route.

2.5.3 Residential Areas

No residences are located near the Overland Pass right-of-way within Federal land. However, should the pipeline be rerouted near a residential area, Overland Pass would take special care to minimize traffic disruption, and to control noise and dust generation to the extent practicable. The following measures would be implemented to minimize construction impacts where residents are located near the right-of-way.

- Overland Pass would notify landowners prior to the start of construction adjacent to a residence.
- Overland Pass would install exclusion fencing at the construction work area boundaries to keep construction equipment, materials, and spoil in the construction right-of-way and minimize the potential for unauthorized access.
- Overland Pass would maintain traffic flow and emergency vehicle access on roadways with traffic control personnel or detour signs where necessary.
- Overland Pass would backfill and restore residential areas as soon as possible, and fence off or plate sections of trench left open near residences at the end of the construction day.
- Overland Pass would periodically inspect road surfaces near residences and, if necessary, clean street surfaces and wet exposed soil to prevent generation of fugitive dust.

2.5.4 Dust Control

Dust control measures would be used on access roads and the construction right-of-way when fugitive dust resulting from construction activities creates a nuisance to nearby residences or a safety hazard. Overland Pass' EIs and agency monitors will determine on a case-by-case basis whether or not dust has become a nuisance or hazard in a particular area.

The construction contractor would be responsible for dust control, and may use one or more of the following methods to control dust:

- apply water or magnesium chloride to access roads;

- curtail dust-generating activities during high winds;
- implement mandatory speed limits on vehicles using access roads or traveling the right-of-way; and/or
- limit of number of vehicles allowed on the right-of-way, if necessary.

Overland Pass will only apply magnesium chloride to road surfaces, as needed. Magnesium chloride will not be used on federal roads administered by the PNG.

2.5.5 Reclamation and Abandonment

It is not anticipated that Overland Pass would use roads that require reclamation or abandonment after construction is complete. However, if required, construction and mitigation procedures found in Overland Pass' Construction Mitigation Plan would be implemented.

2.6 Removal of Obstructions

Obstructions affecting access roads would be cleared as follows.

Removal of trees, limbs, brush, and other obstructions would be limited to those obstructing the driver's sight distance, or within 14 feet of vertical clearance above the roadway.

Limbing would be accomplished by use of pruning saws, power saws, nippers, bow saws, or crosscuts. Limbs would be pruned flush with the trunk of the tree, except for portions of overhanging limbs. Use of axes for limbing would be prohibited. Material removed would be disposed in an approved location.

Cattle guards crossed by construction vehicles would be cleaned of all material, where necessary, after construction. Any cattle guard damaged by the construction contractor would be replaced with guards of equal or better quality. Overland Pass will attempt to install cattle guards where necessary, rather than gates, if requested by BLM field office staff.

As directed by the landowner, OPP may block access to the right-of-way using gates, boulders, or other barriers to minimize unauthorized use by ATVs or other off-road vehicles.

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Table 1

Access Roads



**OVERLAND PASS PIPELINE PROJECT
PUBLIC AND PRIVATE ACCESS ROADS by MP**

STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
WYOMING ^{b/}					
Lincoln					
	3.20	LN-2	Dirt - May Req Improvements	Federal and Private	Rd. East from ROW then N to 30
	6.20	LN-3	Dirt - May Req Improvements	Federal and Private	ACCESS ROAD follows ROW
	9.00	LN-4	Dirt - No Improvements	Federal and Private	ACCESS ROAD follows ROW
	13.90	LN-5	Dirt - No improvements	Federal and Private	Oilfield Rds. Merge
	15.20	LN-6	Gravel - No improvements	Federal and Private	Oilfield Rds. Merge
	16.50	LN-7	Gravel - No improvements	Federal	Oilfield Rd. Permanent - block valve access
	18.20	LN-8	Gravel - No improvements	Federal	
	19.00	LN-9	Gravel - No improvements	Federal and Private	Oilfield Rd.
Uinta					
	18.20	LN-8	Gravel - No Improvements	Federal and Private	Permanent - block valve access
	18.20	LN-8	Gravel - No Improvements	Private and State	Oilfield Rd.
Sweetwater					
	22.20	SW-1	Gravel - No improvements	Federal and Private	
	23.90	CR 233	No improvements	SWCR	Permanent - block valve access
	27.00	SW-2	Gravel - No improvements	Private	
	28.00	SW-3	No improvements	Other	
	32.80	SW-4	Dirt - May Req Improvements	Federal and Private	
	35.60	SW-5	No improvements	SWCR	Permanent - block valve access
	40.80	Harborlight RD	Gravel - No improvements	State Federal [Sweetwater County Roads]	
	42.80	SW-6	Gravel - No improvements	SWCR	
	47.80	Peru Cutoff RD	No improvements	Federal and Private and State	Permanent - block valve access
	50.00	Telephone Canyon Rd.	Gravel - Needs Improvements	State	
	54.00	SW-7	Gravel - No improvements	Private	
	59.00	10 mi. Rd.	Gravel - No improvements	Federal and Private and State	Permanent - block valve access off pub rd ACCESS ROAD Follows ROW





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	60.00	SW-8	Dirt - No Improvements	Federal and Private and State	Permanent - block valve access off pub rd ACCESS ROAD Follows ROW
	62.00	Little Firehole RD	No Improvements	Federal and Private and State	
	62.50	SW-10	No improvements	SWCR	
	66.20	Little Bitter Creek RD	No improvements	SWCR	
	67.00	SW-11	Dirt - No Improvements	Federal and Private	ACCESS ROAD Follows ROW North of SW-11 and runs along Rock Canyon coming off CR 29 and going east
	68.00	Rock Canyon RD	Dirt - No Improvements	Federal and Private	
	71.50	Aspen RD	No improvements	SWCR	
	76.00	SW-12	Paved - No improvements	Federal and Private	
	79.00	Sweeney Ranch RD	Dirt - No improvements	Federal and Private and State	
	83.00	SW-13	Dirt - No improvements	Federal	Permanent - block valve access off pub rd Follows ROW Permanent - block valve access off pub rd
	83.00	SW-13	Dirt - No improvements	Private	
	85.80	SW-14	No improvements	Private	
	89.00	Brady Field RD	No improvements	SWCR	
	92.00	SW-15	Dirt - No Improvements	Federal and Private	
	93.00	SW-16	Dirt - Needs improvements Gravel to Dirt - No Improvements	Private and Federal	Permanent - block valve access
	96.00	SW-17	Improvements	Federal and Private	
	102.5 & 103.5 & 105.5	Patrick Draw RD	No improvements	SWCR	Follows ROW
	107.30	SW-18	Gravel - No improvements	Federal	
	109.50	Well Road	Dirt - No improvements	Federal and Private	Permanent - block valve access
	117.20	Table Rock RD	No improvements	SWCR	
	123.90	Tipton Station RD	No improvements	SWCR	
	126.8 & 124.5	SW-20	Dirt - No improvements	Federal and Private	
	131.00	Red Desert RD	Dirt - No Improvements	Private	Permanent - block valve access
	139.00	Wamsutter Crooks Gap Rd	Gravel - No Improvements	Federal	
	141.0 - 146.5	CA-1	Gravel to Dirt - No Improvements	State and Private	Permanent - block valve access Permanent - block valve access
	151.00	SW-21	Gravel - No improvements	Private	Permanent - block valve access
	159.0 & 160.1 & 161.5	SW-23	Dirt - No Improvements	Federal and Private	Access off Riner RD





STATE / County	Milepost	Name ^{al}	Class	Land Ownership	Notes
	163.20	Riner RD	No improvements	Federal and Private	
	164.20	SW-24	No Improvements	Private	
	N/A	SW-23a	Needs Improvements	Federal and Private	
Carbon					
	141.0 - 146.5	CA-1	Gravel to Dirt - No Improvements	Federal/Private	Permanent - block valve access
	146.50	CA-2	Gravel - No improvements	Federal and Private	
	149.20	CA-3	Gravel - No improvements	Private	T's into MP 148.7 Road
	151.50	SW-22	Gravel - No Improvements	Federal and Private	Permanent - block valve access
	153.20	SW-22a	No Improvements	Federal and Private	
	166.10	CA-4	Gravel - No Improvements	State/Private	Permanent - block valve access
	167.40	Daley RD	Dirt - No Improvements	Federal and Private	
	N/A	CA-5	Dirt - No Improvements	Federal	East to I-80 @ 21-21-89
	169.50	CA-6	Dirt - No Improvements	Federal/Private	T's into MP 148.7rd
	N/A	CA-6a	Needs Improvements	Federal and Private	
	N/A	CA-6b	Needs Improvements	Federal and Private	
	170.00	CA-7	No Improvements	Federal and Private	
	171.00	CA-8	No Improvements	Federal and Private	
	171.50	CA-9	No Improvements	Federal and Private	
	172.20	CA-10	No Improvements	Federal and Private	
	172.50	CA-11	No Improvements	Federal and Private	
	175.50	CA-12	Dirt - No Improvements	Federal/State/Private	
	177.00	Twenty Mile RD	No Improvements	County	
	178.40	CA-13	Dirt - No Improvements	Private	
	178.50	CA-14	Dirt - No Improvements	Federal	
	180.50	CA-15	Dirt - No Improvements	State	Permanent - block valve access
	N/A	CA-15	Paved - No improvements	Federal and Private	Permanent - block valve access
	181.50	CA-16	Dirt - No Improvements	Private	Permanent - block valve access
	183.00	CA-17	Dirt - No Improvements	Federal/Private	T's into MP 183 Road
	183.80	CA-18	No Improvements	Federal/Private	T's into MP 183 Road
	189.60	CR 407 - Plant Road	Paved to Gravel - No improvements	State/Private	T's into MP 183 Road Permanent - #7 tee w/ LOR block valve #21 Mapped by Golden
	195.40	CR 347 - Savage Ranch Road	Paved and Gravel - No improvements	Other	Permanent - access to block valve #22 Mapped by Golden & Entrega





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	195.50	CA-19	Paved to Gravel, Dirt on Private Land - Needs Improvements	Private	Mapped by Entrega
	197.00	CA-21	Dirt - Needs Improvements	Federal/Private	Mapped by Entrega
	201.30	CR 215	Gravel - No improvements	Private	ACCESS RD FOLLOWS ROW Mapped by Entrega
	204.00	CA-22	Paved to Dirt - No Improvements	Private	Mapped by Entrega
	206.30	CA-23	Dirt - Needs Improvements	Private	Mapped by Entrega
	208.20	CA-24	Dirt - Needs Improvements	Private	Permanent - remote valve #23 Mapped by Entrega
	211.30	CA-25	Gravel - No Improvements	Federal/Private	Mapped by Entrega
	223.60	CR 115	Gravel - No improvements	County	Mapped by Entrega
	224.40	CA-26	Gravel to Dirt - Needs Improvements	Private	Mapped by Entrega
	226.00	CA-26	Dirt - Needs Improvements	Private	Permanent - block valve #25
	228.60	CR 3	Gravel - No improvements	County	Mapped by Entrega
	229.40	CR 3 / CA-27	Gravel to Dirt - Needs Improvements	Private	Mapped by Entrega
	230.30	CR 3 / CA-28	Gravel to Dirt - Needs Improvements	Private	Mapped by Entrega
	234.50	CR 402	Dirt - Needs Improvements	County/Private	Mapped by Entrega
	235.30	CR 402	Dirt - Needs Improvements	County/Private	Mapped by Entrega
	236.90	CR 402	Dirt - Needs Improvements	County/Private	Permanent Mapped by Entrega
	237.00	CR 402	Dirt - Needs Improvements	County/Private	Permanent - block valve #26 Mapped by Entrega
	237.70	CR 402	Dirt - Needs Improvements	County	Mapped by Entrega
	240.20	CA-29	Gravel - No improvements	Private	Mapped by Entrega
	243.10	CA-30	Gravel to Dirt - Needs Improvements	Federal/Private	Mapped by Entrega and Golden
	246.10	CA-31	Gravel to Dirt - Needs Improvements	Private	Permanent - block valve #27 Mapped by Entrega and Golden
	247.30	CR 57	Dirt - Needs Improvements	County	Mapped by Entrega and Golden
Albany	250.60	CR 57	Dirt - Needs Improvements	County	Mapped by Entrega
	252.60	Dutton Creek Rd.	Gravel to Dirt - No Improvements	County	Mapped by Entrega





STATE / County	Milepost	Name ^{al}	Class	Land Ownership	Notes
		CR 59			
	253.70	Quealy Dome Rd.	Dirt - Needs Improvements	Private	Mapped by Golden
	257.30	Quealy Dome Rd.	Gravel - No Improvements	Private	Mapped by Golden
					Permanent - scraper trap 6 & 7, block valve #28
	257.90	Hunt RD	Paved - No Improvements	Private	Mapped by Golden
	261.10	AL-1	Gravel - No Improvements	Private	
					Mapped by Entrega and Golden
	264.30	State Hwy. 12 / Herrick Lane	Paved - No Improvements	State	
			Gravel to Dirt - Needs		
	265.80	AL-2	Improvements	Private	Permanent - block valve #29
					Mapped by Entrega and Golden
	272.50	AL-3	Dirt - No Improvements	Private	
	276.70	AL-4	Gravel - No Improvements	Private	Mapped by Golden
	278.40	River Ranch RD	Gravel - No Improvements	Private	
					Mapped by Entrega and Golden
	279.90	CR 34 / Sand Creek Road	Gravel - No Improvements	County	
	281.30	AL-5	Gravel - Needs Improvements	Private	
					Permanent - block valve #31
					Mapped by Entrega and Golden
	282.50	AL-6	Gravel - No Improvements	Private	
			Gravel to Dirt - Needs		
	285.30	AL-7	Improvements	Private	Mapped by Entrega and Golden
				Private	
				(Pending Survey	
	287.50	AL-8	Dirt - Needs Improvements	Permission)	Mapped by Entrega
	288.50	AL-9	Dirt - Needs Improvements	Private	Mapped by Entrega
		Vedauwoo Road (Shown as			Mapped by Entrega and
	293.00	Monument)	Gravel - No Improvements	Private	Golden
					Permanent
					Mapped by Entrega and
	295.00	Monument Road / CR 234	Gravel - No Improvements	County	Golden
					Mapped by Entrega
	299.80	UPRR / AL-10	Gravel - Needs Improvements	Private	RR notification req'd
Laramie					
	304.40	CR 106 / CR 206	Gravel - No Improvements	County	Mapped by Entrega
			Paved to Gravel - No		
	305.00	CR 106 / CR 206	Improvements	County	
			Paved to Gravel - No		
	305.40	CR 106 / CR 206	Improvements	Private	
					Permanent
					Mapped by Entrega and
	307.30	State Hwy. 218 / Harriman Road	Paved - No Improvements	State	Golden





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	308.80	LA-1	Paved - No Improvements Gravel to Dirt - No	Private	Mapped by Entrega and Golden
	311.70	UPRR / LA-2	Improvements	Private	Mapped by Entrega
	311.80	LA-3	Dirt - May Req Improvements	Private	Mapped by Entrega and Golden
	312.30	Upper Duck Creek Road / LA -4	Dirt - Needs Improvements	Private	Mapped by Entrega and Golden
	316.30	Upper Duck Creek Road / LA -4	Dirt - Needs Improvements	Private	Mapped by Entrega and Golden
	316.80	Upper Duck Creek Road / LA-5	Gravel - May Req Improvements	Private	Mapped by Entrega and Golden
	319.30	Upper Duck Creek Road / LA-5	Gravel - May Req Improvements	Private	Mapped by Entrega and Golden
	321.00	Soapstone Ranch Road	Gravel - No Improvements	Private	Mapped by Entrega and Golden Cattle Guards may need removed
COLORADO					
Weld					
	322.7	WC-1	Paved - No improvements	Private	
	323.50	WC-2	Paved - No improvements	Private	
	324.10	WC-3	Paved - No improvements	Private	
	337.90	CR 45	Gravel - No Improvements	County	
	338.90	CR 45	Paved - No improvements	County	
	343.00	CR 122	Gravel - No Improvements	County	
	344.50	CR 55	Gravel - No Improvements	County	
	350.40	CR 67	Gravel - No Improvements	County	
	350.60	CR 120	Gravel - No Improvements	County	
	351.80	CR 69	Gravel - No Improvements	County	
	354.40	CR 114	Gravel - No Improvements	County	
	357.60	CR 77	Gravel - No Improvements	County	
	361.90	CR 85	Gravel - No Improvements	County	
	362.60	CR 106	Gravel - No Improvements	County	
	364.20	CR 89	Gravel - No Improvements	County	
	369.30	CR 100	Gravel - No Improvements	County	
	372.00	CR 103	Gravel - No Improvements	County	
	373.20	CR 105	Gravel - No Improvements	County	
	376.00	CR 390	Gravel - No Improvements	County	
	379.60	CR 115	Gravel - No Improvements	County	
	383.80	CR 123	Gravel - No Improvements	County	
	386.00	CR 127	Gravel - No Improvements	County	





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	387.20	CR 129	Gravel - No Improvements	County	
	388.30	CR 131	Gravel - No Improvements	Other	Temporary
	389.80	CR 84	Gravel - No Improvements	Other	Temporary
	390.00	CR 135	Gravel - No Improvements	Other	Temporary
	392.00	CR 82	Gravel - No Improvements	Other	Temporary
	392.30	CR 139	Gravel - No Improvements	Other	Temporary
	397.00	CR 78	Gravel - No Improvements	Other	Temporary
	397.80	CR 149	Gravel - No Improvements	Other	Temporary
	398.80	CR 151	Gravel - No Improvements	Other	Temporary
	399.50	CR 76	Gravel - No Improvements	Other	Temporary
Morgan					
	404.30	CR JJ	Gravel - No Improvements	Other	Temporary
	404.50	CR 32	Gravel - No Improvements	Other	Temporary
	406.60	CR 34	Gravel - No Improvements	Other	Temporary
	406.80	CR li	Gravel - No Improvements	Other	Temporary
	407.80	CR 35	Gravel - No Improvements	Other	Temporary
Logan					
	410.20	CR 15	Gravel - No Improvements	Other	Temporary
	411.90	CR GG/6	Gravel - No Improvements	Other	Temporary
	412.10	CR 17.7	Gravel - No Improvements	Other	Temporary
	412.60	West N. Sterling Ditch Access	Dirt - Needs Improvements	Private	Temporary
	412.65	East N. Sterling Ditch Access	Dirt - Needs Improvements	Private	Temporary
	415.55	CR 25	Gravel - No Improvements	Other	Temporary
	415.95	West Prewitt Ditch Access	Needs Improvements	Private	Temporary
	416.05	East Prewitt Ditch Access	Needs Improvements	Private	Temporary
	416.20	CR 4	Gravel - No Improvements	Other	Temporary
Washington					
	424.20	CR 57	Gravel - No Improvements	Other	Temporary
	425.50	CR 57.3	May Need Improvements	Other	Temporary
			Dirt to Sand - Needs		
	426.40	CR EE	Improvements	Other	Temporary
	428.60	CR GG	Gravel - No Improvements	Other	Temporary
	430.80	CR 55	Gravel - No Improvements	Other	Temporary
	430.85	CR JJ	Gravel - No Improvements	Other	Temporary
	431.95	CR KK	Gravel - No Improvements	Other	Temporary
	433.00	CR 54	Gravel - May Req Improvement	Other	Temporary
	434.40	CR NN	Gravel - No Improvements	Other	Temporary
	435.10	CR 53	Gravel - No Improvements	Other	Temporary
	435.45	CR PP	Gravel - No Improvements	Other	Temporary
	437.30	CR 52	Gravel - No Improvements	Other	Temporary





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	438.75	CR SS	Gravel - No Improvements	Other	Temporary
	439.50	CR 51	Gravel - May Req Improvement	Other	Temporary
	439.95	CR TT	Gravel - May Req Improvement	Other	Temporary
	441.10	CR UU	Gravel - May Req Improvement	Other	Temporary
	441.75	CR 50	Gravel - No Improvements	Other	Temporary
	442.25	CR V V	Gravel - No Improvements	Other	Temporary
	443.40	CR WW	Gravel - No Improvements	Other	Temporary
	444.45	CR XX	Gravel - No Improvements	Other	Temporary
	445.60	CR YY	Gravel - No Improvements	Other	Temporary
	446.70	CR 48	Gravel - No Improvements	Other	Temporary
	446.71	CR ZZ	Gravel - No Improvements	Other	Temporary
	447.90	CR AAA	Gravel - No Improvements	Other	Temporary
Yuma	447.90	CR B	Gravel - No improvements	Other	Temporary
	449.00	CR C	Gravel - No improvements	Other	Temporary
	450.05	CR D	Gravel - No improvements	Other	Temporary
	451.10	CR E	Gravel - No improvements	Other	Temporary
	451.60	CR 46	Gravel - No improvements	Other	Temporary
	453.40	CR G	Gravel - No improvements	Other	Temporary
	453.80	CR 45	Gravel - No improvements	Other	Temporary
	454.55	CR H	Gravel - No improvements	Other	Temporary
	455.60	CR J	Gravel - No improvements	Other	Temporary
	456.50	CR 44	Gravel - No improvements	Other	Temporary
	456.70	CR K	Gravel - No improvements	Other	Temporary
	458.95	CR M	Gravel - No improvements	Other	Temporary
	460.10	CR N	Gravel - No improvements	Other	Temporary
	462.35	CR Q	Gravel - No improvements	Other	Temporary
	465.60	CR T	Paved - No improvements	Other	Temporary
	466.90	CR 39.5	Gravel - No improvements	Other	Temporary
	N/A	CR Y	Gravel - No improvements	Other	Temporary
	472.10	CR Z	No Improvements	Other	Temporary
	475.65	CR CC	Gravel - No improvements	Other	Temporary
	477.90	CR EE	Gravel - No improvements	Other	Temporary
		CR GG			
	480.00	Connector	Dirt - Needs improvements	Private	Temporary
	480.10	CR GG	Gravel - No improvements	Other	Temporary
	482.50	CR 32	Gravel - No improvements	Other	Temporary
	482.80	CR JJ	Gravel - No improvements	Other	Temporary
	484.00	CR KK	Gravel - No improvements	Other	Temporary
	484.60	CR 31	Gravel - No improvements	Other	Temporary
	485.10	CR LL	Gravel - No improvements	Other	Temporary
	486.30	CR MM	Gravel - No improvements	Other	Temporary
	486.50	CR 30	Gravel - No improvements	Other	Temporary





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	487.65	CR NN	Gravel - No improvements	Other	Temporary
	488.65	CR PP	Gravel - No improvements	Other	Temporary
KANSAS					
Cheyenne					
	493.50	CR 2	Gravel - Needs improvements	Other	Temporary
	496.00	CR AA	Gravel - No improvements	Other	Temporary
	496.80	CR 5	Gravel - No improvements	Other	Temporary
	498.00	CR Z	Gravel - No improvements	Other	Temporary
	500.10	CR 8	Dirt - Needs improvements	Other	Temporary
	503.50	CR 11	Gravel - No improvements	Other	Temporary
	504.60	CR 12	Gravel - No improvements	Other	Temporary
	504.70	CR W	Gravel - No improvements	Other	Temporary
	505.70	CR 13	Gravel - No improvements	Other	Temporary
	507.90	CR 15	Gravel - No improvements	Other	Temporary
	509.60	CR 17	Gravel - No improvements	Other	Temporary
	509.80	FAS 115/River Road	Gravel - No improvements	Other	Temporary
	512.40	CR 19	Gravel - No improvements	Other	Temporary
	513.60	CR 5	Gravel - No improvements	Other	Temporary
	516.90	CR 23	Gravel - No improvements	Other	Temporary
	519.10	CR 25	Gravel - No improvements	Other	Temporary
	520.40	CR P	Gravel - No improvements	Other	Temporary
	521.40	CR 27	Gravel - No improvements	Other	Temporary
	522.50	CR O	Dirt - Needs improvements	Other	Temporary
	523.10	CR 28.5	Gravel - No improvements	Other	Temporary
	523.60	CR 29	Gravel - Needs improvements	Other	Temporary
	524.30	Nebraska Kansas Colorado Railroad (NKCR)			
	524.90	CR 30	Dirt - Needs improvements	Other	Temporary
	525.90	CR 31	Gravel - No improvements	Other	Temporary
	526.60	CR M	Dirt - Needs improvements	Other	Temporary
	527.20	CR 32	Dirt - Needs improvements	Other	Temporary
	528.30	CR 33	Gravel - No improvements	Other	Temporary
	528.60	CR LL	Gravel - No improvements	Other	Temporary
	529.40	CR 34	Gravel - No improvements	Other	Temporary
	530.60	CR 35	Gravel - No improvements	Other	Temporary
Rawlins					
	533.00	CR 3/CR 410	Gravel - No improvements	Other	Temporary
	535.30	CR 5	Gravel - No improvements	Other	Temporary
	535.90	CR H	Dirt - Needs improvements	Other	Temporary
	537.90	CR G	Dirt to Gravel - Needs improvements	Other	Temporary





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	540.50	CR 9/CR 888	Gravel - No improvements	Other	Temporary
	541.70	CR E	Dirt - Needs improvements	Other	Temporary
	542.30	CR 11	Dirt - Needs improvements	Other	Temporary
	543.70	CR 12	Gravel - No improvements	Other	Temporary
	543.30	CR D	Dirt - Needs improvements	Other	Temporary
	545.70	CR C	Gravel - No improvements	Other	Temporary
	545.80	CR 14	Gravel - No improvements	Other	Temporary
	546.90	CR 15	Gravel - No improvements	Other	Temporary
	547.70	CR B	Gravel - No improvements	Other	Temporary
	548.00	CR 16	Dirt - Needs improvements	Other	Temporary
	549.80	CR A	Dirt - Needs improvements	Other	Temporary
Thomas	551.70	CR 18	Dirt - Needs improvement	Other	Temporary
	551.80	CR DD	Dirt - Needs improvement	Other	Temporary
	553.90	CR CC	Gravel - No improvements	Other	Temporary
	554.00	CR 20	Gravel - No improvements	Other	Temporary
	555.10	CR 21	Gravel - No improvements	Other	Temporary
	557.30	CR 23	Gravel - No improvements	Other	Temporary
	559.80	CR 25	Dirt - Needs improvement	Other	Temporary
	561.50	CR Y	Gravel - Needs improvement	Other	Temporary
		CR Y	Dirt - Needs improvements	Other	Needs grading between CR 28 and CR 29
	562.12	CR 27	Paved - No improvements	Other	Temporary
	563.27	CR 28	Gravel - No improvements	Other	None
	563.40	CR X	Gravel & Dirt - No improvements	Other	Needs grading on west side of section 2, 11but not on west side of section 14 or 23
	564.45	CR 29	Dirt - Needs improvements	Other	(1) Needs grading between CR 28 and CR 29
	565.32	CR W	Gravel & Dirt - Needs improvements	Other	(2) Needs grading between CR 35 and CR 36
	565.65	CR 30	Dirt - Needs improvements	Other	Needs grading on west side of section 13 to US Highway 83 and west
	566.95	CR V	Gravel & Dirt - No improvements	Other	
	566.95	CR 31	Dirt - No improvements	Other	
	568.00	CR 32	Gravel & Dirt - No improvements	Other	
	569.10	CR U	Dirt - No improvements	Other	



STATE / County	Milepost	Name ^{al}	Class	Land Ownership	Notes
	569.15	CR 33	Dirt - Needs improvements	Other	Needs grading between CR T and CR S
	570.35	CR 34	Dirt - Needs improvements	Other	Needs grading between CR T and CR S
	570.50	CR T	Gravel & Dirt - Needs improvements	Other	Needs grading between CR 31 and CR 33
	571.50	CR 35	Dirt - Needs improvements	Other	Needs grading between CR T and CR S
	572.70	CR 36	Paved - No improvements	Other	
	572.90	CR S	Dirt - Needs improvements	Other	Needs grading between CR 33 and CR 35
	573.90	CR 37	Dirt - No improvements	Other	
	N / A	CR Q	Gravel - No improvements	Other	
	N / A	FAS 647	Paved - No improvements	Other	
	N / A	FAS 180	Paved - No improvements	Other	
Sheridan					
	575.02	140th West	Dirt - No Improvements	Other	
	576.20	130th West	Gravel to Dirt - No Improvements	Other	
	576.85	00th South	Dirt - Needs Improvements	Other	Needs grading from CR 90th West to CR 80th West
	577.40	120th West	Gravel to Dirt - No Improvements	Other	
	578.57	110th West	Improvements	Other	
	578.80	10th South	Gravel to Dirt - No Improvements	Other	
	579.72	100th West	Gravel - No Improvements	Other	
	580.80	20th South	Gravel - No Improvements	Other	
	N/A	30th South	Dirt to Gravel - No Improvements	Other	
	580.90	90th West	Gravel - No Improvements	Other	
	582.05	80th West	Gravel - No Improvements	Other	
	583.20	70th West	Dirt - No improvements	Other	
	584.32	60th West	Gravel - No Improvements	Other	
	584.55	40th South	Gravel to Dirt - No Improvements	Other	
	585.55	50th West	Improvements	Other	
	586.55	50th South	Gravel to Dirt - No Improvements	Other	
	588.50	60th South	No improvements	Other	
	586.70	40th West	Dirt - No Improvements	Other	
	587.80	30th West	Dirt - No improvements	Other	
	587.80	30th West	Gravel to Dirt - No Improvements	Other	





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	588.95	20th West	Gravel - No Improvements	Other	
	N/A	10th West	Gravel to Dirt - No Improvements	Other	
	590.60	70th South	Gravel - No Improvements	Other	
	592.40	10th East	Gravel to Dirt - No Improvements	Other	
	592.60	80th South	Improvements	Other	
	593.53	20th East	Dirt - No Improvements	Other	
	594.65	90th South	Gravel - No Improvements	Other	
	594.70	30th East	Gravel - No Improvements	Other	
	595.80	40th East	Gravel - No Improvements	Other	
	N / A	45th East	Gravel - No improvements	Other	
	596.60	100th South	Gravel to Dirt - No Improvements	Other	
	597.00	50th East	Improvements	Other	
	598.13	60th East	Gravel - No Improvements	Other	
	598.65	110th South	Gravel to Dirt - No Improvements	Other	This road should be restricted to light truck traffic between CR 10th East and CR 40th East and CR 60th East and CR 80th East
	599.30	70th East	Gravel - No Improvements	Other	
	600.45	80th East	Dirt - Needs Improvements	Other	Needs grading from CR 110th South to CR 120th South This road for light trucks only
	601.60	90th East	Dirt - May Req Improvements	Other	
	602.70	100th East	Gravel - No Improvements	Other	
	602.90	130th South	Gravel - No Improvements	Other	
	603.80	110th East	Gravel - No Improvements	Other	
	604.93	120th East	Dirt - Needs Improvements	Other	Needs grading from CR 130th South to CR 140th South
	605.10	140th South	Gravel to Dirt - No Improvements	Other	
	606.10	130th East	Improvements	Other	
	607.20	140th East	No improvements	Other	
	607.27	140th East	Gravel - No Improvements	Other	
	607.27	150th South	Gravel - No Improvements	Other	
	608.70	160th South	Dirt - No improvements	Other	
	N / A	150th East	No improvements	Other	
	N / A	40th North	Gravel to Dirt - No Improvements	Other	
	N / A	30th North	Improvements	Other	Needs grading from CR 130th West to CR 120th West
	N / A	30th North	Gravel to Dirt - Needs Improvements	Other	



STATE / County	Milepost	Name ^{al}	Class	Land Ownership	Notes
					Needs grading between CR 70 East and CR 80 East
	N/A	120th South	Dirt - Needs Improvements	Other	Travel should be restricted to light trucks between CR 90 East and CR 110 East
Graham	N / A	CR 110	Dirt - Needs Improvements	Other	
	N / A	CR 120	Dirt - No Improvements	Other	
	N / A	CR 130	Dirt - Needs Improvements	Other	
	N / A	CR 140	Gravel - No Improvements	Other	
	N / A	CR A	Gravel to Dirt - No Improvements	Other	
	N / A	CR B	Gravel to Dirt - No Improvements	Other	
	N / A	CR C	Gravel - No Improvements	Other	
Gove	N / A	CR 58	Dirt - No Improvements	Other	
	N / A	CR 59	Dirt - No Improvements	Other	
	N / A	CR 72	Gravel - No Improvements	Other	
	N / A	CR 74	Gravel - No Improvements	Other	
	N / A	CR 76	Gravel - No Improvements	Other	
	N / A	CR 78	Gravel - No Improvements	Other	
	N / A	CR EE	Dirt - No Improvements	Other	
	N / A	CR DD	Paved - No Improvements	Other	
	N / A	CR CC	Gravel - No Improvements	Other	
	N / A	CR Z	Gravel - No Improvements	Other	
Trego	610.80	CR 1	Gravel - No Improvements	Other	
	611.90	CR 2	Gravel to Dirt - No Improvements	Other	
	613.20	CR 3	Gravel - No Improvements	Other	
	615.40	CR 5	Gravel - No Improvements	Other	
	616.50	CR 6 / Voda RD	Gravel - No Improvements	Other	
	617.60	CR 7	Gravel to Dirt - No Improvements	Other	
	618.70	CR 8	Gravel - No Improvements	Other	
	618.90	CR KN	Gravel - No Improvements	Other	
	619.90	CR 9	Dirt - Needs Improvements	Other	
	621.00	CR 10	Gravel - No Improvements	Other	
	622.70	CR IN	Gravel - No Improvements	Other	





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
			Gravel to Dirt - No Improvements	Other	
	623.40	CR 12	Gravel - No Improvements	Other	
	624.60	CR HN	Gravel - No Improvements	Other	
	626.40	CR GN	Gravel - No Improvements	Other	
	627.00	CR 15	Gravel - No Improvements	Other	
	628.10	CR 16	Dirt - Needs Improvements	Other	Restricted to Light Trucks
	629.30	CR 17	Gravel - No Improvements	Other	
	628.30	CR FN	Dirt - Needs Improvements	Other	
	630.00	CR EN	Gravel - No Improvements	Other	
	630.50	CR 18	Gravel - No Improvements	Other	
	631.70	CR 19	Gravel - No Improvements	Other	
	631.80	CR DN	Gravel - No Improvements	Other	
	632.90	CR 20	Gravel - No Improvements	Other	
	633.60	CR CN	Gravel - No Improvements	Other	
	634.10	CR 21	Dirt - Needs Improvements	Other	
	635.40	CR BN	Gravel - No Improvements	Other	
	636.50	CR 23	Gravel - No Improvements	Other	
	637.30	CR A	Gravel - No Improvements	Other	
	637.70	CR 24	Gravel - No Improvements	Other	
	638.80	CR 25	Gravel - No Improvements	Other	
	640.00	CR 26	Gravel - No Improvements	Other	
	641.10	CR 27	Gravel - No Improvements	Other	
	641.30	CR CS	Gravel - No Improvements	Other	
	642.30	CR 28	Gravel - No Improvements	Other	
	643.30	CR DS	Gravel - No Improvements	Other	
	643.50	CR 29	Gravel - No Improvements	Other	
	644.60	CR 30	Gravel - No Improvements	Other	
	N/A	CR 4	Gravel - No Improvements	Other	
	N/A	CR 7.5	Dirt - No Improvements	Other	
	N/A	CR 11	Gravel - No Improvements	Other	
	N/A	CR 13	Gravel to Dirt - No Improvements	Other	
	626.00	CR 14	Paved - No Improvements	Other	
	N/A	CR PN	Dirt - No Improvements	Other	
	N/A	CR ON	Gravel - No Improvements	Other	
	N/A	CR NN	Gravel to Dirt - No Improvements	Other	
	N/A	CR MN	Gravel - No Improvements	Other	
	N/A	CR LN	Gravel to Dirt - No Improvements	Other	
	620.90	CR JN	Gravel - No Improvements	Other	
	N/A	CR BS	Gravel - No Improvements	Other	
	N/A	CR FS	Gravel - No Improvements	Other	





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
Ellis	644.60	100th Ave.	Gravel - No Improvements	Other	
	645.80	110th Ave.	Gravel - No Improvements	Other	
	647.00	Ellis Ave.	Paved - No Improvements	Other	
	647.00	Spring Hill Road	Gravel - No Improvements	Other	
	648.20	130th Ave.	Gravel - No Improvements	Other	
	648.80	Mount Pleasant Road	Gravel - No Improvements	Other	
	650.60	150th Ave.	Gravel - No Improvements	Other	
	650.60	Munjour Road	Gravel & Dirt - No Improvements	Other	
	651.60	160th Ave.	Gravel - No Improvements	Other	
	652.70	170th Ave.	Gravel - No Improvements	Other	
	654.70	Yocemento Ave.	Gravel - No Improvements	Other	
	655.70	200th Ave.	Gravel - No Improvements	Other	
	655.90	Butterfield Trail Road	Gravel - No Improvements	Other	
	656.80	210th Ave.	Gravel - No Improvements	Other	
	657.80	220th Ave.	Gravel - No Improvements	Other	
	658.90	230th Ave.	Gravel - No Improvements	Other	
	659.90	240th Ave.	Paved - No Improvements	Other	
	661.90	260th Ave.	Gravel - No Improvements	Other	
	661.90	Antonino Road	Paved & Gravel - No Improvements	Other	
	663.00	270th Ave.	Gravel - No Improvements	Other	
	664.00	280th Ave.	Paved - No Improvements	Other	
	665.00	Toulon Ave.	Gravel - No Improvements	Other	
	667.30	310 Ave.	Gravel - No Improvements	Other	
	668.30	320th Ave.	Gravel - No Improvements	Other	
	669.30	330th Ave.	Gravel & Dirt - No Improvements	Other	
	669.60	Norfolk Road	Gravel & Dirt - No Improvements	Other	
	670.50	Pfeifer Ave.	Paved - No Improvements	Other	
	671.50	350th Ave.	Gravel - No Improvements	Other	
	672.60	Vincent Ave.	Dirt - No Improvements	Other	
	672.80	Chetocho Gold Road	Gravel - No Improvements	Other	
	673.60	370th Ave.	Gravel - No Improvements	Other	
	674.70	Walker Ave.	Gravel - No Improvements	Other	
	675.70	390th Ave.	Gravel - No Improvements	Other	
	675.70	Smoky Hill River Road	Dirt - No Improvements	Other	
	N/A	Victoria Road	Gravel - No Improvements	Other	
	N/A	Grants Villa Road	Gravel & Dirt - No Improvements	Other	
	N/A	Pheasant Road	Gravel - No Improvements	Other	





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
Russell					
	677.90	176th Ave.	Gravel - No Improvements	Other	
	678.80	Michaelis Road	Gravel - No Improvements	Other	
	680.00	178th Ave.	Gravel - No Improvements	Other	
	681.00	179th Ave. / Balta Galatia RD	Paved - No Improvements	Other	
	682.00	South County Line Road	Paved & Gravel - No Improvements	Other	
	N/A	Mitchell Road	Gravel - No Improvements	Other	
Barton					
	682.00	NW 230 Road	Gravel - No Improvements	Other	
	682.70	NW 90 Ave.	Paved & Gravel - No Improvements	Other	
	683.80	NW 80 Ave.	Improvements	Other	
	684.70	NW 220 Road	Gravel - No Improvements	Other	
	684.80	NW 70 Ave.	Gravel - No Improvements	Other	
	685.90	NW 60 Ave.	Paved - No Improvements	Other	
	686.90	NW 50 Ave.	Gravel - No Improvements	Other	
	687.60	NW 210 Road	Gravel - No Improvements	Other	
	689.10	NW 30 Ave.	Gravel - No Improvements	Other	
	690.20	NW 20 Ave.	Gravel - No Improvements	Other	
	691.10	NW 200 Road	Gravel - No Improvements	Other	
	691.30	NW 10 Ave.	Gravel - No Improvements	Other	
	692.40	Susank Road	Gravel - No Improvements	Other	
	693.40	NE 10 Ave.	Paved - No Improvements	Other	
	694.00	NW 190 Road	Gravel - No Improvements	Other	
	694.00	NE 190 Road	Gravel - No Improvements	Other	
	694.60	NE 20 Ave.	Gravel - No Improvements	Other	
	695.70	NE 30 Ave.	Gravel - No Improvements	Other	
	696.70	NE 40 Ave.	Paved - No Improvements	Other	
	696.80	NE 180 Road	Gravel - No Improvements	Other	
	697.90	NE 50 Ave.	Gravel - No Improvements	Other	
	698.90	NE 60 Ave.	Paved - No Improvements	Other	
	699.90	NE 70 Ave.	Gravel - No Improvements	Other	
	700.00	NE 170 Road	Gravel - No Improvements	Other	
	701.00	NE 80 Ave.	Gravel - Needs Improvements	Other	
	702.10	NE 90 Ave.	Gravel - No Improvements	Other	
	703.00	NE 160 Road	Paved - No Improvements	Other	
	703.20	NE 100 Ave.	Gravel & Dirt - Needs Improvements	Other	
	704.30	NE 110 Ave.	Gravel - No Improvements	Other	
	705.40	NE 120 Ave.	Gravel - No Improvements	Other	
	705.40	NE 150 Road	Gravel & Dirt - Needs Improvements	Other	





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	706.40	NE 130 Ave.	Paved - No Improvements	Other	
	707.50	NE 140 Ave.	Gravel - No Improvements	Other	
	708.50	NE 150 Ave.	Gravel - No Improvements	Other	
	709.60	NE 160 Ave. / 1st Road	Paved - No Improvements	Other	
	N/A	NW 100 Ave.	Paved - No Improvements	Other	
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Ellsworth					
	709.60	1st Road / NE 160 Ave.	Paved - No Improvements	Other	
	710.60	2nd Road	Gravel - Needs Improvements	Other	
	711.70	3rd Road	Gravel - No Improvements	Other	
	712.70	4th Road	Gravel - No Improvements	Other	
	713.20	Ave W	Gravel - Needs Improvements	Other	
	713.70	5th Road	Paved - No Improvements	Other	
	714.70	6th Road	Gravel - No Improvements	Other	
	715.70	7th Road	Gravel - Needs Improvements	Other	
	716.50	Ave X	Gravel - No Improvements	Other	
			Paved & Gravel - No		
	717.50	Ave Y	Improvements	Other	
	N/A	8th Road	Gravel - No Improvements	Other	
	N/A	9th Road	Gravel - No Improvements	Other	
	N/A	10th Road	Gravel - No Improvements	Other	
	N/A	Ave V	Gravel - No Improvements	Other	
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Rice					
	718.20	CR 8	Paved - No Improvements	Other	
	719.00	CR B	Gravel - No Improvements	Other	
	719.20	CR 9	Gravel - No Improvements	Other	
	720.20	CR 10	Gravel - No Improvements	Other	
	721.20	CR 11	Gravel - No Improvements	Other	
	722.30	CR 12	Gravel - No Improvements	Other	
	723.50	CR 13	Gravel - No Improvements	Other	
	723.70	CR D	Gravel - No Improvements	Other	
	724.70	CR 14	Gravel - No Improvements	Other	
	725.50	CR E	Gravel - No Improvements	Other	
	726.00	CR 15	Gravel - No Improvements	Other	
	727.10	CR F	Gravel - No Improvements	Other	
	728.50	CR 17	Gravel - No Improvements	Other	
			Gravel to Dirt - Needs		
	728.90	CR G	Improvements	Other	
	729.80	CR 18	Gravel - No Improvements	Other	
	730.60	CR H	Gravel - No Improvements	Other	
	731.00	CR 19	Gravel - No Improvements	Other	
	732.30	CR 20	Gravel - No Improvements	Other	
	732.30	CR I	Gravel - No Improvements	Other	





STATE / County	Milepost	Name ^{a/}	Class	Land Ownership	Notes
	733.50	CR 21	Gravel - No Improvements	Other	
	734.00	CR J	Gravel - No Improvements	Other	
	734.80	CR 22	Paved - No Improvements	Other	
	736.20	CR 23	Gravel - No Improvements	Other	
	737.10	CR 24	Gravel - No Improvements	Other	
	738.10	CR 25	Dirt - No Improvements	Other	
	739.10	CR 26	Gravel - No Improvements	Other	
	740.10	CR 27	Gravel - No Improvements	Other	
	741.10	CR 28	Paved - No Improvements	Other	
	742.20	CR 29	Dirt - No Improvements	Other	
	743.20	CR 30	Gravel - No Improvements	Other	
	744.20	CR 31	Paved - No Improvements	Other	
	N/A	CR C	Gravel - No Improvements	Other	
	N/A	CR L	Gravel to Dirt - Needs Improvements	Other	
	N/A	CR M	Gravel - No Improvements	Other	
McPherson	744.20	Plum	Paved - No Improvements	Other	
	745.20	1st Street	Gravel - No Improvements	Other	
	746.20	2nd Street	Gravel - No Improvements	Other	
	747.20	3rd Street	Gravel - No Improvements	Other	
	748.20	4th Street	Paved - No Improvements	Other	
	749.20	5th Street	Gravel - No Improvements	Other	
	N/A	Kiowa Road	Gravel - No Improvements	Other	

a/ Roads named xx-# (i.e. SW-1) are arbitrary names assigned via County abbreviations and a corresponding number - ascending from west to east

b/ Roads in Wyoming that are designated as "Federal and Private" are privately administered roads that cross sections of BLM land in checkerboard areas

c/ Any unpaved roads classified under "No Improvements" are subject to maintenance practices as outlined in the Traffic and Transportation Plan