

Instructions for Completing The 2022 HUTF Mileage Certification

Colorado Department of Transportation
Division of Transportation Development
Information Management Branch
GIS Section
Data Management Unit

September, 2022

CONTENTS

General Reporting Requirements	3
Report Submittal Checklist.....	6
Surface Type Codes and Definitions	7
Functional Classification Codes and Definitions	8
Roadway Schematics	9
Surface Condition Rating Criteria	11
Inventory Listing Contents and Abbreviations.....	13
Inventory Listing Change – County Example	15
Inventory Listing Change – City Example	16
System Change Report – Example	17
Map Change Example.....	18
Blank System Change Report.....	19
Address Change Form	20

Enclosure 1 - Road Inventory Listing with Signature Sheet

Enclosure 2 - Jurisdiction Road Maps (May be mailed under separate cover, if necessary.)

If any of the above attachments or enclosures are missing, or if you have any questions or require assistance in completing your reports, please contact Aaron Rhodes at (303) 512-4843 or aaron.rhodes@state.co.us.

GENERAL REPORTING REQUIREMENTS

The HUTF Annual Mileage Certification is required from all eligible jurisdictions each year. The enclosed Road System Inventory Listing reflects the status of the public roadway system for your jurisdiction as of December 31, 2021. Please review your inventory for accuracy and update it as needed. *Your job is to update this information so that it reflects the status of the public roadway system for your jurisdiction as of December 31, 2022.*

If your inventory listing needs updating, you must decide whether changes should be made:

- 1) **Directly on the Inventory Listing.** Changes to route names, descriptions, surface types, surface width, number of through lanes, administrative classification, surface condition, and abandonments should be noted *directly* on the road inventory listing. Counties should note any former county roads that have been “annexed” by a city or town. Municipalities should note roads returned to county jurisdiction via “de-annexation”. (See examples on pps. 15-16)
- 2) **By adding information to the “System Change Report”.** Changes that involve adding new roads, changing corporate boundaries (with or without adding roads) and changing segment lengths on existing roads need to be submitted on the “System Change Report”. (See examples on pg.17)

If there are no changes to report on your Road System, simply sign the “Signature Sheet” at the end of the inventory listing, write “NO CHANGES” on it, and **return it to the address on page 6.**

1. Inventory Listing Changes

The following types of updates should be marked directly on your Inventory Listing. Cross out any inaccurate information, and type or print any necessary corrections. Refer to Pps.15-16 for Inventory Listing Change Examples. Return a copy of all applicable page(s) with your submittal.

A. Route Name Changes of an existing road or road segment. Cross out the old name and insert the new name. Also, *be sure to change references to the name elsewhere in the inventory listing, including the From and To of cross streets.* On the map, cross out the incorrect name and insert the correct name. If a road has both a name and number, use the name or number that is shown on the map provided. Please use both the name and number, if applicable.

B. Description Changes of a road or road segment should reflect the from-to description and direction of travel, preferably from South to North, West to East, SW to NE or SE to NW.

C. Surface Type Changes of a road or road segment being reported. For the appropriate two-digit code number, refer to pages 7-8 for Surface Type Codes and Definitions.

D. Surface Width Changes of a road segment, measured in feet, between toes of curb pans. If curbs are not present, measure the width of the driving lanes from edge-of-oil to edge-of-oil. On dirt and/or gravel roads, measure the width of the driving lanes. For further details, refer to page 10 for Roadway Schematics.

E. Number of Through Lanes Changes of a road or road segment being reported.

F. Administrative Classification Changes of a road or road segment being reported. Codes are:

- | | |
|-----------------------------------|---|
| 0 – non-chargeable, overlap miles | 7 – future segment the National Highway System |
| 1 – arterial service | 8 – open roadway maintained by another entity, not eligible for HUTF (e.g., private, federal) |
| 2 – local service | |
| 4 – planned local road | 9 – non-maintained, including all primitive surface, type 13 |

The administrative classification number is determined by the County's Commissioners and/or other local official(s). Only roads with an administrative classification code number of (1) or (2) are eligible for HUTF funding. Only report roads that are open to the public as administrative class 1 or 2. Use administrative class 4 for roads that are under construction or planned but not yet built. **DO NOT** report any new primitive roads (surface type = 13), alleys, driveways, etc. in your inventory. These types of facilities should be included in your GIS file submission, if your GIS data includes them.

G. Overlay Thickness Depth of overlay pavement (report only 1/2" or greater). The 'ProjectYr' field should also be updated where Overlay Thickness is updated.

H. Surface Condition Changes (priPSI) of a road or road segment being reported. Refer to pages 11-12 for Surface Condition Rating Criteria. The valid surface condition code letters are:

G – Good F – Fair P – Poor #.# - Value measured by instrumentation (0.0-5.0)

I. Inspection Year may be used as you choose. Initially, the value stored in this column was the year of most recent update (i.e., visual inspection of roadway characteristics).

J. Project Year is intended to contain the year where the roadway is resurfaced or improved (but not built). 'ProjectYr' should be more recent than 'BuiltYr'; could include an update to Overlay Thickness.

K. Built Year is intended to contain the year of initial construction or major reconstruction. Reconstruction typically requires the complete removal and replacement of at least the old pavement surface, and oftentimes the base material as well.

L. Other changes to mark directly on the inventory listing:

- **Abandoned** road segments which are not open or not maintained are not eligible for HUTF money. On the Inventory Listing, cross out the applicable row(s), and write "ABANDONED" over that segment(s).
- **Duplicate Entries.** If a segment is listed more than once in the inventory, please cross out the applicable row(s) and write "DELETE DUPLICATE" over that segment(s).
- **Annexed** roads or road segments are eligible for HUTF money to the annexing jurisdiction. On the Inventory Listing, Counties should cross out the applicable row(s), and write "ANNEXED" over that segment(s). Also, on the map, indicate what was annexed. *Note: Both the receiving and the relinquishing jurisdictions should identify the annexed segment verify that both jurisdictions agree.*
- **Roads not open to the public.** If any alley, primitive road or road closed to the public is on your Inventory Listing and/or map, it should be deleted from your road system inventory.

2. System Change Report

If your jurisdiction has changed the length of existing road segments, annexed road segments, or opened new road segments, report those changes on the “System Change Report”. The report must include the type of change and all the information on the form: route name, description, length, surface type, surface width, number of through lanes, administrative classification, and surface condition, as appropriate. The report includes two additional fields:

- “Map Change Number” is to be used to cross reference new roads or length changes to existing roads on the map that we have provided. Number each change on the “System Change Report”. Then, on the map, accurately sketch in the change, circle it, and label with the corresponding number. This will clearly identify each change, and enable CDOT to correctly update maps. Where necessary, use leader lines to better identify the change on the map. Refer to page 17 for the “System Change Report Example” and to page 18 for a “Map Change Example”.
- “Comments” is used to indicate whether the entry is newly constructed, annexed, or was a length change of an existing road, and to provide any other useful, relevant information.

Legible subdivision plats **with a map scale** must be included and are absolutely necessary for determining proper alignment when updating maps. New roads or length changes to existing roads will not be added to your Road System without adequate plats, engineering drawings or GIS. Please do not send plats from previous years unless they pertain to this year’s report.

- **New Roads**, including annexations, are to be added to the System Change Report by filling in all of the information in each column. Please include a segment number so that the order of the new segment in relation to the preceding or following segments (if any) is clear.
- **Length Changes** are added to the System Change Report by filling in all columns. Enter length to the nearest hundredth (x.xx) of a mile for each change submitted. See page 9 for instructions on correctly measuring lengths.

3. Municipal Boundary Changes

City limit changes must be reported even though they may not change street mileage. A **legible** copy of the Annexation Plat (including a map scale) is sufficient to meet this requirement. If an annexation encompasses all or part of a county road, and that road segment is maintained by the city, that city must report it as an annexed City Street on the System Change Report to have it included in the eligible mileage. The county should mark that segment on the Inventory Report as no longer being eligible for county HUTF money (“ANNEXED”). Please review our maps for accuracy concerning city limits, sketch city limit changes on the map, and, if applicable, label each annexation to assist us in revising city limit boundaries.

Jurisdiction Splits are a special case. To properly calculate road mileage, segments with split jurisdiction are split in half lengthwise, with one jurisdiction have an AdminClass code of “0” on half, and “1” on the other half. The admin class codes are reversed on the other jurisdiction. In this way, each jurisdiction can see that the entire road is represented, and the mileage is correct.

REPORT SUBMITTAL CHECKLIST

A completion checklist is being provided to help in the preparation of your report. It is provided for your internal use only, and need not be returned with your report.

Activity	Date Completed	Completed By
Review Inventory Listing for accuracy		
Alter Inventory Listing by updating fields as necessary		
Prepare “System Change Report” by adding new roads, annexations or length changes.		
Identify on CDOT map, the additions corresponding to entries made on the “System Change Report”		
Provide Plats/GIS for all new Roads, length changes to existing roads and city limit changes.		
Complete “HUTF Address Change Form”, if applicable		
Have Signature Sheet signed by the appropriate official(s)		
Mail inventory report, system change report, map, plats and signature sheet to CDOT (address below)		

Keep a copy of all documents, forms, reports, maps, and plats for your records. The materials that you send to us will not be returned to you, and will only be retained in our files for three years. Please submit your Mileage Certification Report by **February 1, 2023** to:

Colorado Department of Transportation
DTD – 3rd Floor
2829 W. Howard Place
Denver, Colorado 80204
Attn. Aaron Rhodes

SURFACE NAME CODES AND DEFINITIONS

UNPAVED SURFACES:

13 - Primitive Road: An unimproved public road on which no maintenance is performed.

14 - Unimproved Road: A road using the natural surface and maintained as barely passable for motor vehicles, but not conforming to the requirements for a graded and drained road. The road may have been bladed and minor improvements may have been made locally.

15 - Graded and Drained: A road of natural earth aligned and graded to permit reasonably convenient use by motor vehicles and having drainage systems (natural and artificial) sufficient to prevent serious impairment of the road by normal surface water. It is with or without dust palliative treatment or a continuous course of special borrow material to temporarily protect the roadbed, and to facilitate immediate traffic service.

16 - Soil, Gravel or Stone: A road, the surface of which consists of mixed soil, stabilized soil, gravel or stone. Gravel or stone surfaces may also be stabilized.

PAVED SURFACES:

1 – Asphalt – Pavement type characterized by having asphalt from the base layer of the pavement structure to the driving surface. This includes asphalt that is overlaid with asphalt, milled & overlaid asphalt, and recycled asphalt. This also includes asphalt with surface seals such as chip seals, micro surfaces, sand seals, etc.

2 - Asphalt over Concrete Pavement - Pavement type characterized by having asphalt driving surfaces on top of concrete.

3 - Concrete Pavement - Pavement type characterized by having concrete from the base layer of the pavement structure to the driving surface. This includes concrete that is overlaid with concrete, and diamond ground concrete surfaces.

4 - Concrete Over Asphalt. These pavements are concrete driving surfaces on top of asphalt including white topping.

11 – Other - Brick, block, or other combination not included in the other surface type codes: consisting of paving brick; stone, asphalt, wood and other block; steel or wood with or without a bituminous wearing surface less than 1 inch in compacted thickness. Includes roads with combination of wearing surfaces.

FUNCTIONAL CLASSIFICATION CODES AND DEFINITIONS

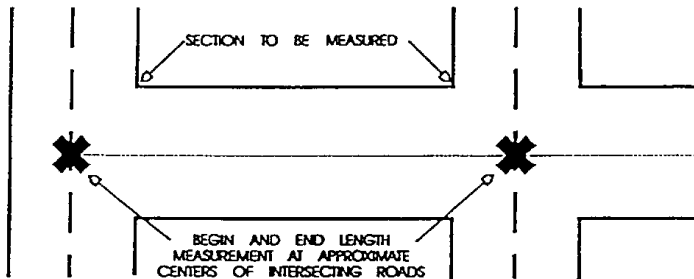
- 1 = Interstate
- 2 = Principal Arterial - Other Freeways or Expressways
- 3 = Principal Arterial - Other
- 4 = Minor Arterial
- 5 = Major Collector
- 6 = Minor Collector
- 7 = Local

NOTE: These classes are set by CDOT and FHWA and cannot be changed by local jurisdictions without initiating a change request through FHWA.

ROADWAY SCHEMATICS

FIGURE 1A

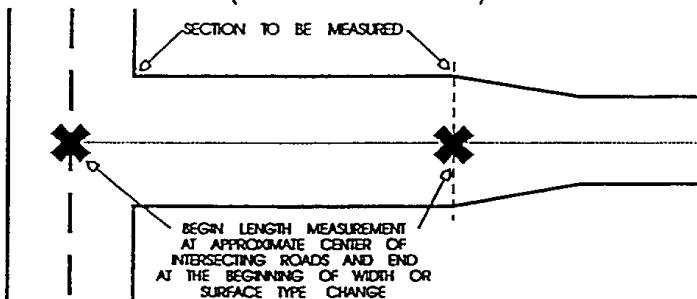
TYPICAL ROADWAY LENGTH MEASUREMENT
(LENGTH OF SECTION)



[RECORD ALL LENGTHS TO THE NEAREST HUNDRETH (0.00) OF A MILE]

FIGURE 1B

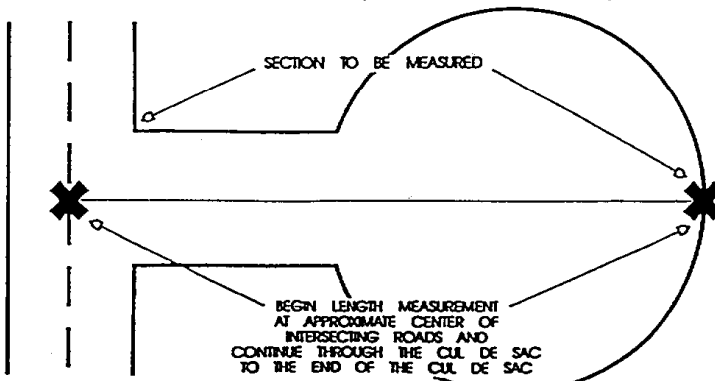
TYPICAL ROADWAY LENGTH MEASUREMENT
(LENGTH OF SECTION)



[RECORD ALL LENGTHS TO THE NEAREST HUNDRETH (0.00) OF A MILE]

FIGURE 1C

TYPICAL ROADWAY LENGTH MEASUREMENT
CUL - DE - SAC (LENGTH OF SECTION)



[RECORD ALL LENGTHS TO THE NEAREST HUNDRETH (0.00) OF A MILE]

PLEASE DO NOT MEASURE A CIRCLE ROUTE

FIGURE 2

WIDTH MEASUREMENT OF PAVED ROAD - NO CURBS
(pri/Surf/Wd)

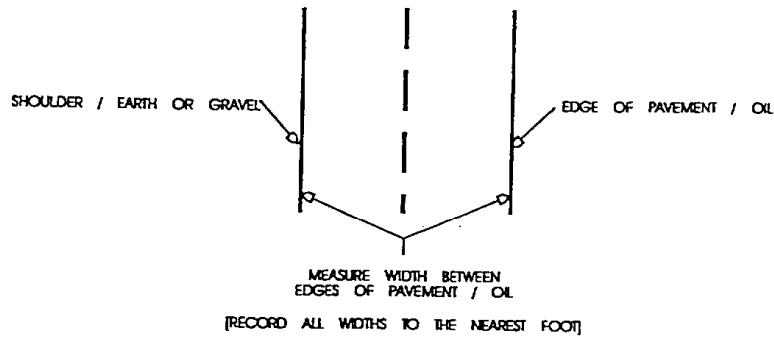


FIGURE 3

WIDTH MEASUREMENT OF PAVED ROAD - WITH CURBS
(pri/Surf/Wd)

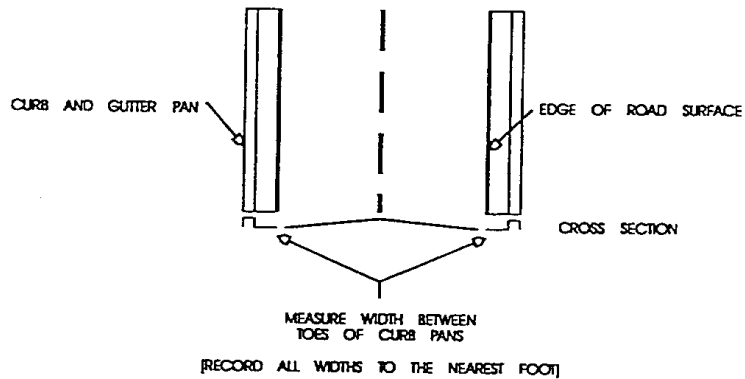
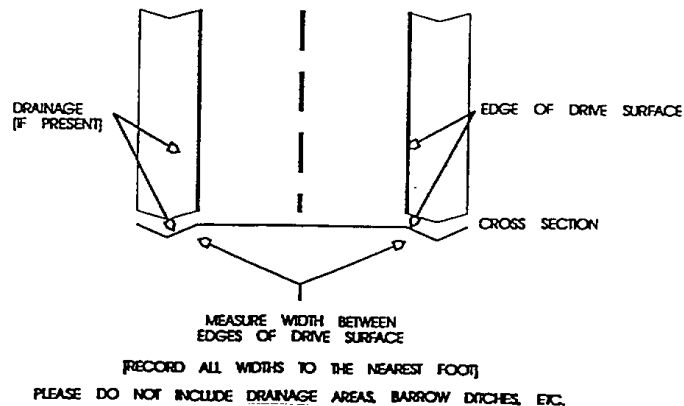


FIGURE 4

WIDTH MEASUREMENT OF DIRT OR GRAVEL ROAD
(pri/Surf/Wd)



SURFACE CONDITION RATING CRITERIA

As required by Section 43-2-120 (5)(a-b), C.R.S. 1973, the annual county, town and city reports will contain information concerning the condition of their streets and roads.

The Road Inventory Listing should be used to update Surface Condition (priPSI) changes. The ratings on the enclosed inventory listing reflect the surface condition of the roadway segment for the most recent reporting year. To update the values, if necessary, for the current year, please cross out any incorrect information, and insert the corrections. Keep the original listing for your records, and return photocopies of those pages where changes were made. The surface condition ratings for new roads that were added to your system (including annexations) should be reported on the Road System Change Report, in the Surface Condition column.

To rate the surface condition of road segments, use the information below as a guideline to determine the correct condition type. Paved roads are those listed in the priSurf column having values of '1' through '4.' The unpaved roads are those with priSurf values of '13' through '16.' Unpaved roads should be rated on typical conditions observed throughout the year and not on best or worst condition.

GOOD SURFACE CONDITION - "G"

PAVED ROADS:

- The pavement is smooth enough to give a "first class" ride.
- Pavements exhibit few, if any visible signs of surface deterioration. Asphalt pavements may be beginning to show evidence of rutting and fine random cracks. Concrete pavements may be beginning to show evidence of slight surface deterioration, such as minor cracks and spalling. This random cracking or patching should not be more than 20 percent of the roadway surface being evaluated.
- Cross-section is uniform. There is positive drainage with good curbs and gutters or ditches.
- *All pavements constructed or resurfaced during the last 12 months should be rated in this category.*

UNPAVED ROADS:

- There is adequate width for safe passage of large vehicles.
- Graded to a uniform cross-section, having a crown and ditches to provide good drainage.
- The surface is smooth with no washboards, rutting or soft areas; vehicles can safely travel at the posted speed limit.
- There is adequate gravel uniformly spread across the surface.
- During periods of wet weather, roads will support traffic.

FAIR SURFACE CONDITION - "F"

PAVED ROADS:

- The ride qualities of pavements are noticeably inferior to those of the good category.
- Asphalt pavement defects may include rutting, cracking, and patching. Concrete pavements may have a few joint failures, faulting and cracking, and some pumping. Cracking or patching should not be more than 60 percent of the section of roadway surface being evaluated.
- Cross-section is not uniform; water puddles in areas; curbs and gutters or ditches may be present but drainage is not consistent.
- *Pavements that are 1-9 years in age may tend to fall into this category.*

UNPAVED ROADS:

- Adequate width for safe passage of cars and pickup trucks.
- Cross-section may vary; the crown is not consistent; ditches and drainage are not adequate.
- The surface has occasional washboards and ruts but irregularities do not interfere with safe vehicle operation at the speed limit.
- Gravel is present, but lacking in the wheel paths or in short stretches.
- During periods of wet weather, puddles develop; the road is slippery but will support normal traffic.

POOR SURFACE CONDITION - "P"

PAVED ROADS:

- The ride qualities of pavements are noticeably inferior to those of the fair category, and are not tolerable for high speed traffic and may be uncomfortable for medium speed traffic.
- Asphalt pavement defects may include extensive rutting, alligator cracking, and extensive patching. Concrete pavements may have several joint failures, faulting and cracking, and major areas of severe pumping. The cracking or patching of a roadway in this category will be greater than 60 percent of the section of roadway surface being evaluated.
- Cross-section varies; water puddles throughout; curbs and gutters or ditches do not function or do not exist.
- Pavements have deteriorated to an extent that they are in need of resurfacing or are in such an extremely deteriorated condition that they may need complete reconstruction.
- *Pavements that are 9 or more years in age may tend to fall into this category.*

UNPAVED ROADS:

- Two cars cannot safely pass.
- Cross-section varies. There is no crown or ditches, and water does not drain from the road.
- The surface has washboards, ruts, soft areas; vehicles must slow to less than the speed limit.
- Gravel is sparse or does not exist.
- During periods of wet weather, cars cannot safely travel.

INVENTORY LISTING CONTENTS AND ABBREVIATIONS

<u>COLUMN NAME</u>	<u>DESCRIPTION</u>
Segm/ID	Segment I.D. number (unique, ordered, sequence number).
Route	County Road number or City Street name. City street names must end with a two letter street-type abbreviation as listed on the next page.
Route Alias	English Name of road or CR nn.n if no English Name (Counties only).
Description	Beginning point, direction, and ending point of road segment. See next page for standard abbreviations and usage.
Length	Length of street segment to the nearest hundredth of a mile (0.00).
Pri/Surf	Surface type. See pps. 7-8 for a detailed listing.
Pri/Surf/WD	For divided streets, total width of driving lanes in the primary and secondary directions, excluding the median width. For undivided streets, total width.
Thru/Ln/Qty	Number of through lanes.
Admin/Class	Administrative classification system. The codes for admin/class are: 0 – overlapping miles, non-chargeable. 1 – arterial service. 2 – local service. 4 – Future local road (under construction). 7 – future segment the National Highway System (CDOT Only). 8 – open road maintained by another entity, not eligible for HUTF. 9 – not-maintained, not eligible for HUTF.
Jur/split	Jurisdictional split. The codes for jur/split are: 1 - county / county split. 2 - city / county split. 3 - city / city split. 5 - on State line, jurisdiction split with neighboring state jurisdiction. 0 or Blank - no jurisdictional split.
Func/Class/ID	Functional classification. (Can only be changed by CDOT and FHWA).
OverlayThick	Depth of overlay pavement (1/2” or greater).
PriPSI	Pavement condition.
InspYr	Year of most recent inspection.
BuiltYr	Year of initial construction or major reconstruction.
ProjYr	Year of surface improvement/resurfacing (overlays should be 1/2” or greater)

Street Type Suffix Abbreviations

St_Abbrev	St_Text
AL	Alley
AV	Avenue
BD	Boulevard
BY	Byway
CD	Cul De Sac
CI	Circle
CR	County Road
CT	Court
CV	Cove
DR	Drive
EX	Expressway
LN	Lane
LP	Loop

St_Abbrev	St_Text
PA	Path
PL	Place
PT	Point
PY	Parkway
RD	Road
RN	Run
SQ	Square
ST	Street
TE	Terrace
TR	Trail
VI	View
WY	Way

From/To Abbreviations

Desc_Abbrev	Desc_Text
BARR	Barrier
BDRY	Boundary
BGN	Begin
CBD	Central business district
CDS	Cul de sac
CG	Cattle guard
CL	City limits
COLI	County line
CRK	Creek
ECL	East city limits
END	End of road
GLCH	Gulch
HOVCH	Begin/End HOV Lanes(s)
HPMS	Begin/End HPMS Sample
LG	Locked gate
LNCHG	Change in # of thru lanes
NAAQBDRY	Nonattainment area Bdry
NCL	North city limits
NFOR	National forest
NGL	National grassland
NMCHG	Name change
NMON	National monument

Desc_Abbrev	Desc_Text
NOCHG	Number change
NP	National park
OPERCH	One-way/Two-way change
OWNCHG	Govlevel Ownership Change
PCG	Posted cattle guard
PG	Posted gate
PRK	Park
RRX	Railroad crossing
RVR	River
SCL	South city limits
SH	State Highway
SPLIT	Jurisdictional split
SRFCH	Surface change
STP	State Park or State Rec. Area
STR	Structure/Bridge
SYSCH	System change
TG	Toll gate
URBDRY	Urban boundary
WCL	West city limits
WIDCH	Width of surface change

8/23/2002

County Road Inventory

FIPS Code: 000

Page 1 of 14

Description				Pri Thru				Func						
Segmid Route	Route Alias	From	Dir To	Length	Pri Surf	Surf Wd	Ln Qty	Admin Class	Jur Split	Class ID	HPMS Sample	Pri PSI	Inspect Yr	Project Yr
100 1.00	1.00	M.00	N K	2.00	40	22	2	2		9	NO	F	1998	
100 10.00	10.00 CLEAR CREEK DR	BGN	N SRFCH	0.59	20	10	1	2		9	NO	F	1977	
200 10.00	10.00 CLEAR CREEK DR	SRFCH	N SH 666	1.88	52	28	2	2		9	NO	G F	2001 1977	2001
300 10.00	10.00	SH 666	N J.00	2.01	40	20	2	2		9	NO	F	1977	
400 10.00	10.00	J.00	N H	0.44	40	20	2	2		9	NO	F	1977	
500 10.00	10.00	H	N G.00	0.90	40	24	2	2		9	NO	G F	2001 1998	
600 10.00	10.00	G.00	NW SRFCH	3.11	40	24	2	2		9	NO	G F	2001 1977	
700 10.50	10.00 10.50	SRFCH	NE SYSCH	3.50	20	8	1	2		9	NO	F	1980	
800 10.50	10.00 10.50	SYSCH	N CL	3.30	20	8	1	8		9	NO	F	1983	
100 11.00	11.00	S	N R	1.00	40	24	2	1		9	NO	P	1977	
200 11.00	11.00	R	N END	0.50	10	24	2	9		9	NO	F	1977	
300 11.00	11.00 BUNGALOW DR	N	N SH 666	0.71	40	18	2	2		9	NO	F	2001 1977	2001
400 11.00	11.00 BUNGALOW DR	SH 666	N M.00	0.10	40	18	2	2		9	NO	F	1977	
500 11.00	11.00	BGN	N J.00 5.00	0.66	10	8	1	9		9	NO	F	1977	
600 11.00	11.00	J.00 5.00	N END	0.41	40	24	2	2		9	NO	F	1977	
100 11.40	11.40 WILDCAT CT	BGN	NE J.00	0.31	40	20	2	2		9	NO	F	1977	
100 11.50	11.50	R.00	S END	0.51	40	20	2	2		9	NO	F	1987	
100 12.00	12.00	M.00	NE J.00	3.57	40	16	2	2		9	NO	F	1977	
100 13.00	13.00	T	N SH 666	1.17	40	16	2	1 2		9	NO	F	2001 1977	
200 13.00	13.00	M.00	N END	1.51	40	16	2	2		9	NO	F	1977	
100 13.50	13.50 ABANDONED	BGN	N R	0.31	40	20	2	2		9	NO	F	1977	
100 14.00	14.00	R	N P.00	1.17	52	24	2	1		9	NO	F	1977	
200 14.00	14.00	P.00	NW M.00	2.08	40	24	2	1		9	NO	F	1977	
300 14.00	14.00	M.00	N M.00	0.25	40	24	2	1		9	NO	F	1977	
400 14.00	14.00	M.00	N END	0.84	20	16	2	2		9	NO	F	1977	
100 15.00	15.00 ANNEXED by (TOWN/CITY)	T	N R	2.02	40	20	2	2		9	NO	F	1998	
200 15.00	15.00	R	N P.00	1.07	40	20	2	2		9	NO	F	1998	
300 15.00	15.00	P.00	N M.00	2.02	40	24	2	2		9	NO	F	1998	

* Denotes roads that are not HUT eligible.

8/23/2002

City Street Inventory

FIPS Code: 12345

Page 1 of 3

16

Segmid	Route	Description			Length	Pri		Thru	Admin	Jur	Func	HPMS	Pri	Inspect	Project
						Surf	Wd								
		From	Dir	To				Ln	Class	Split	ID	Sample	PSI	Yr	Yr
	100 E	ARIZONA AV		BELLAIRE ST	0.06	52	40	2	2	3	19	NO	F	1974	
	100 S	ASH ST		OHIO AV	0.26	52	60	2	2		19	NO	G	1996	
	100 S	BELLAIRE ST		ARIZONA AV	0.13	52	44	4	2		19	NO	G	1984	
	100 S	BIRCH ST		ARIZONA AV	0.06	52	30	2	2	3	19	NO	G	2001 1989	
*	150 S	BIRCH ST		SPLIT	0.06	52	28	2	0	3	19	NO	G	2001 1996	
	200 S	BIRCH ST		MISSISSIPPI AV	0.25	52	28	2	1/2		19	NO	G	2001 1974	
	300 S	BIRCH ST		KENTUCKY AV	0.13	52	30	2	1/2		19	NO	G	2001 1995	
	400 S	BIRCH ST		VIRGINIA AV	0.24	52	40	2	2		19	NO	G	1974	
	100 E	CENTER AV		ELM ST	0.08	61	49	2	2		19	NO	G	2001 1996	2001
	200 E	CENTER AV		FAIRFAX ST	0.04	52	24	2	2		19	NO	G	1996	
	100 S	CHERRY ST		MISSISSIPPI AV	0.06	52	44	4	1	3	19	NO	F	1981	
*	200 S	CHERRY ST		SPLIT	0.06	52	44	4	0	3	19	NO	F	1981	
	300 S	CHERRY ST		TENNESSEE AV	0.41	52	46	4	1		19	NO	G	1974	
	400 S	CHERRY ST		CHERRY CREEK DR	0.01	52	74	4	1		19	NO	G	2000	
	500 S	CHERRY ST		STR	0.22	52	48	4	1		19	NO	G	1990	
	600 S	CHERRY ST		VIRGINIA AV	0.16	52	40	4	1		19	NO	G	1974	
	100 S	CHERRY CREEK DR		COLORADO BD	0.39	61	50	4	1		16	NO	G	1974	
	200 S	CHERRY CREEK DR		CHERRY ST	0.14	61	40	4	1		16	NO	F	2001 1974	2001
	100 S	CLERMONT ST		CDS	0.12	52	28	2	2		19	NO	G	1981	
	100 E	CUSTER PL		FAIRFAX ST	0.04	52	30	2	2		19	NO	G	2000	
	100 S	DAHLIA ST		MISSISSIPPI AV	0.12	52	44	2	2		19	NO	G	1981	
	200 S	DAHLIA ST		TENNESSEE AV	0.06	52	44	2	2	3	19	NO	G	1981	
*	300 S	DAHLIA ST		SPLIT	0.06	52	44	2	0	3	19	NO	G	1981	
	100 S	DEXTER ST		KENTUCKY AV	0.04	52	40	2	2	3	19	NO	F	1981	

* Denotes roads that are not HUT eligible.

ROAD SYSTEM CHANGE REPORT - EXAMPLE

FOR NEW COUNTY ROADS, BRIDGES, AND LENGTH CHANGES TO EXISTING COUNTY ROADS

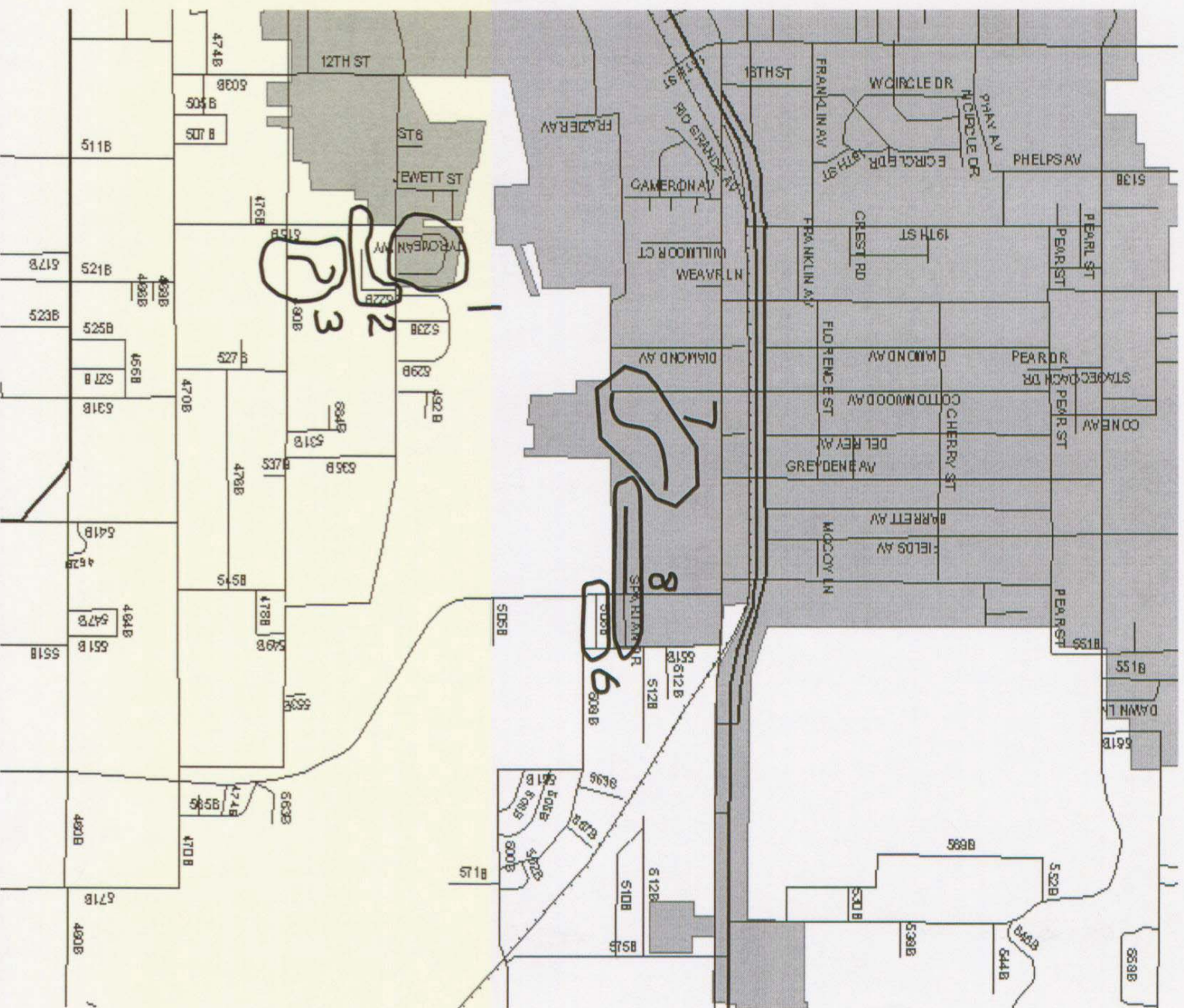
Date: _____

City / Town of: _____

Page Number: _____

MAP CHANGE NUMBER	ROAD NAME / NUMBER AND SEGMENT ID NUMBER	DESCRIPTION			SEGMENT LENGTH	SURFACE TYPE	SURFACE WIDTH	NUMBER OF LANES	ADMIN. CLASS.	SURFACE CONDITION (priPSI)	COMMENTS
		FROM	DIR	TO							
County Examples											
1	TYROLEAN WY CR 516B - SEG (100)	CR 490B	NW	CR 490B	.32	40	30	2	2	F	DE – ANNEXED ROAD
2	RIDGEWOOD CT CR 522B – SEG (100)	CR 515B	E	CR 490B	.22	52	34	2	2	G	LENGTH CHANGED
3	CRANMER PL CR 520B – SEG (100)	CR 480B	E	CDS	.05	40	30	2	2	G	NEWLY CONSTRUCTED ROAD
4											
5											
City Examples											
6	UTE ST SEG (300)	RAYNOLDS AV	E	RHODES AV	.13	61	34	2	2	G	ANNEXED ROAD
7	FOWLER ST SEG (100)	COTTONWOOD AV	E	END	.11	52	30	2	2	G	NEWLY CONSTRUCTED ROAD
8	SPARTAN DR SEG (100)	BGN	E	RHODES AV	.24	61	32	2	2	G	LENGTH CHANGE
9											
10											
12											

MAP EXAMPLE



SYSTEM CHANGE REPORT

FOR NEW ROADS, ANNEXATIONS AND LENGTH CHANGES TO EXISTING ROADS

Date: _____

Jurisdiction: _____

Page Number: _____

[illegible]

Colorado Department of Transportation - HUTF Address Change Form

Please complete this form if your HUTF contacts and/or address have changed

Jurisdiction: _____

HUTF Preparer Mailing Address:

Name: _____

Title: _____

Address1: _____

Address2: _____

City _____ CO _____ Zip _____

Phone Number _____

Fax Number: _____

E-Mail: _____

Preparer Physical Address (For commercial package delivery), if different from Mailing Address:

Address Line 1

Street Address

City State Zipcode

Send to:

Colorado Department of Transportation
DTD – 3rd Floor
2829 W. Howard Place
Denver, Colorado 80204
Attn. Aaron Rhodes