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**Forest Service**

Stanislaus
National Forest

R5-MB-200

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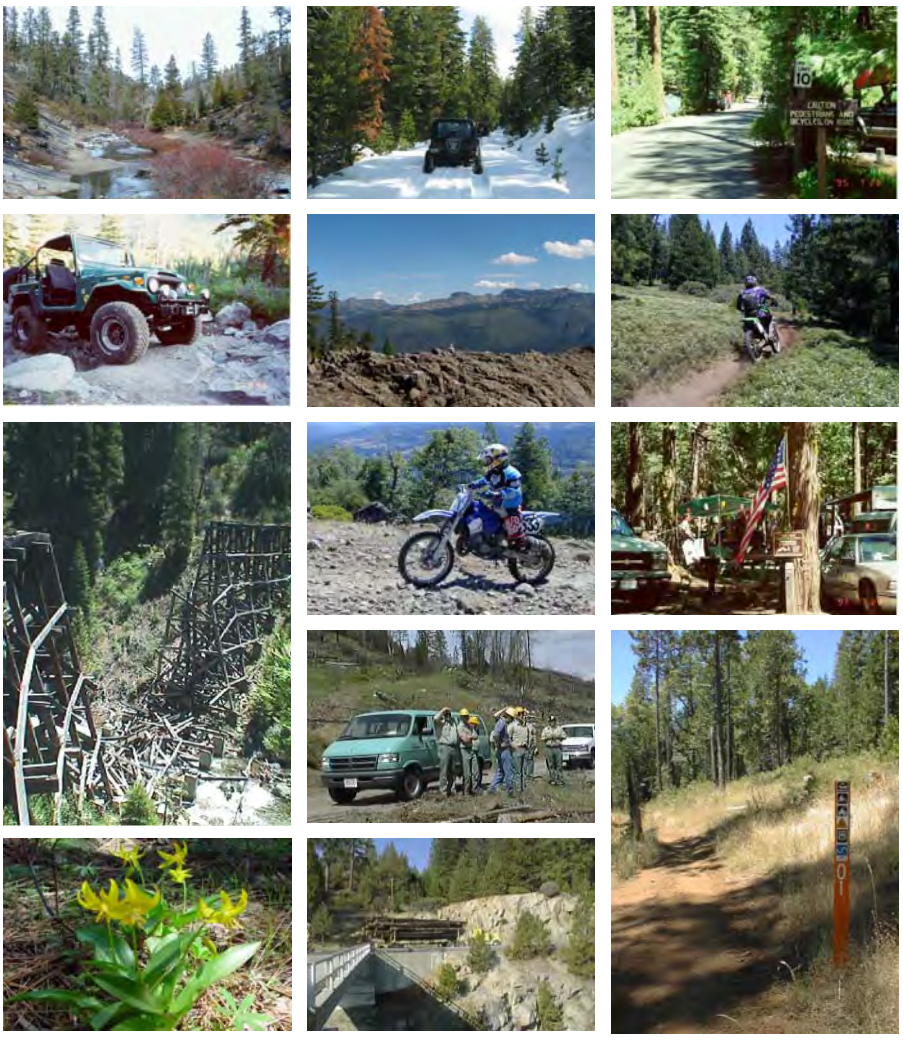
# Motorized Travel Management (17305)

# Record of Decision

## Stanislaus National Forest



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# Record of Decision

## Stanislaus National Forest


**Lead Agency**: USDA Forest Service

**Cooperating Agencies**: None

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**Abstract**: An Environmental Impact Statement (EIS) that discusses alternatives for motorized travel management on the Stanislaus National Forest is available for public review in the Forest Supervisor's Office at 19777 Greenley Road, Sonora, CA, 95370. This Record of Decision (ROD) documents the Deciding Officer's decision pertaining to the proposed action identified in the EIS.

The decision (1) prohibits motor vehicle travel off designated National Forest Transportation System (NFTS) roads and motorized trails by the public except as allowed by permit or other authorization (excluding snowmobile use); (2) adds 136.77 miles of existing unauthorized routes to the NFTS currently open to the public for motor vehicle use; and, (3) makes vehicle class changes to the existing NFTS on 616.80 miles of roads including season of use on all routes that replaces all existing seasonal closures and restrictions.

# Cover Photos

| | | |
|---|---|---|
| Clavey River looking north from 3N01 | Wheeled Over Snow use | Developed Camping |
| 4WD on trail | Dardanelles overlook from 6N38Y | Motorcycle trail |
| Bourland Creek Trestle Special Interest Area | Motorcycle trail | Developed Camping |
| | Administrative use | ATV trail |
| Tuolumne Fawn Lily | Log truck | |

# Table of Contents



# List of Tables



# List of Figures

# 1. INTRODUCTION

This Record of Decision (ROD) documents the Deciding Officer's decision on the Stanislaus National Forest Motorized Travel Management Environmental Impact Statement (EIS). The purpose of this travel management project is to implement provisions of the 2005 Travel Management Rule (36 CFR Part 212, Subpart B) designed to enhance management of National Forest System lands; sustain natural resource values through more effective management of motor vehicle use; and provide opportunities for motorized recreation experiences on National Forest System lands. The EIS discloses the environmental impacts associated with the agency's Proposed Action, a No Action alternative, and three additional action alternatives developed to meet the purpose and need and respond to issues raised by the public.

## 1.01 Background

On November 9, 2005, the Forest Service published final travel management regulations (70 Federal Register 216, November 9, 2005; p. 68264-68291). Subpart B of the final Travel Management Rule (36 CFR 212), requires designation of roads and trails for motor vehicle use. The Travel Management Rule does not require the Forest Supervisor to reconsider decisions authorizing motor vehicle use on the existing National Forest Transportation System (NFTS). Part 261 – Prohibitions, Subpart A (36 CFR 261.13) of the final rule, prohibits the use of motor vehicles off designated roads, trails and areas, as well as use of motor vehicles on roads and trails that is not consistent with the designations. All the National Forests, including the Stanislaus, must complete Subpart B and any associated changes to the NFTS by 2010.

About 2,279 miles of NFTS roads and motorized trails are currently available for public motorized use on the Stanislaus National Forest. In addition, about 246 miles of known unauthorized routes exist. These unauthorized routes vary from narrow single-track motorcycle trails to wider routes passable by trucks and other full-size vehicles. Although many of these unauthorized routes are used by the public, none of them are part of the official NFTS. To designate an unauthorized road or trail for motorized use, it must first be added to the NFTS.

In accordance with Subpart B of the Travel Management Rule (36 CFR 212.56) the Stanislaus will publish a Motor Vehicle Use Map (MVUM) designating all NFTS roads and motorized trails open to motor vehicle use. If unauthorized routes are not designated, motor vehicle use on these routes will be prohibited. Once a road or motorized trail is part of the system, it will be designated by vehicle class and season of use with the publication of the MVUM. Publication of the MVUM completes the designation process. The prohibition on motor vehicle use off the designated system goes into effect and is enforceable when routes are designated on the MVUM.

The unauthorized roads and motorized trails not included in this decision are not precluded from future consideration for either removal from the landscape and restoration to the natural condition or addition to the NFTS and designation on a MVUM. Future decisions associated with changes to the NFTS and MVUM are dependent on available staff and resources and may trigger the need for additional environmental analysis, public involvement and documentation.

## 1.02 Location

The project location is the Stanislaus National Forest including all four Ranger Districts (see Figure 1.02-1). The Forest contains 898,099 acres located in the central Sierra Nevada. The Forest is bounded on the north by the Mokelumne River and the Eldorado National Forest; on the east by the Humboldt-Toiyabe National Forests and Yosemite National Park; on the south by the Merced River and the Sierra National Forest; and on the west by the Sierra foothills.

Figure 1.02-1 Stanislaus National Forest Vicinity Map


## 1.03 Purpose and Need for Action

This section provides a brief overview of the project purpose and need for action (EIS Chapter 1.03).

1. There is a need for regulation of unmanaged wheeled motor vehicle travel by the public.
2. There is a need for limited changes to the National Forest Transportation System to:
    a. Maintain motor vehicle access to dispersed recreation opportunities (camping, hunting, fishing, hiking, horseback riding, etc.).
    b. Provide a diversity of motorized recreation opportunities (4WD, motorcycles, ATVs, passenger vehicles, etc.).

    In making any limited changes to the NFTS, the Stanislaus will consider criteria contained in Subpart B of the Travel Management Rule, which include the following:

    a. Impacts to natural and cultural resources.
    b. Public safety.
    c. Access to public and private lands.
    d. Availability of resources for maintenance and administration of roads and motorized trails that would arise if the uses under consideration are designated.
    e. Minimizing damage to soil, watershed, vegetation, and other forest resources.
    f. Minimizing harassment of wildlife and significant disruption of wildlife habitat.
    g. Minimizing conflicts between motor vehicles and existing or proposed recreational uses of NFS lands or neighboring federal lands.
    h. Minimizing conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.
    i. Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

When making any changes to NFTS roads, the Stanislaus will also consider the following:

1. Speed, volume, composition and distribution of traffic on roads.
2. Compatibility of vehicle class with road geometry and road surfacing
3. Maintaining valid existing rights of use and access (rights-of-way)

# 2. DECISION AND REASONS FOR DECISION

While considering the various alternatives presented in the EIS, I talked with resource specialists, planners, community members, local organizations and government officials. Tribal government members actively participated in the process through consultation meetings with me and members of my staff. I personally talked with many individuals at public meetings, on the telephone or by e-mail. All of you expressed your heartfelt interests for continued access to your National Forest without negatively affecting the environment.

The Stanislaus holds a unique place in the Sierra Nevada, located within easy access to Central Valley and Bay Area residents. Its landscapes and views are unparalleled, with deep incised canyons, magnificent granite sculptures and rushing streams. All of you come to recreate or re-create yourselves in this beautiful setting. Some of you come to fish, hunt or hike. Others come to ride on trails and experience a variety of settings in the motorized portions of the forest or enjoy the challenges of the ride itself. Still others seek solitude in the stillness of the forest. All of you come to enjoy the beauty and the companionship being in the outdoors brings. All of you care about the environment in which you live and recreate.

I made a decision that considers all of these values. I believe we can provide motor vehicle recreation while minimizing resource impacts and respecting each other's needs for motorized access and quiet. I believe we can work together to make this decision work.

## 2.01 Decision

Based on the analysis in the EIS and the information contained in the associated planning record, I decided to implement Alternative 1 (Proposed Action) as modified and described below. Hereafter I will refer to this decision as Modified Alternative 1 (see Table 2.02-1 for a summary of the decision). My decision includes modifications I made in response to public comments, as described below and analyzed in the EIS. Figure 2.01-1 shows a map of the season of use and wheeled over snow routes included in my decision (also see separate ROD Map). I believe that Modified Alternative 1 best meets the purpose and need and responds to the issues identified during public scoping by providing access to motorized recreation opportunities while protecting resources. My decision includes the following four main components.

1. **Cross Country Travel**: Motor vehicle travel off NFTS routes by the public is prohibited except as allowed by permit or other authorization. Parking is allowed within one vehicle length[1] off of NFTS routes unless otherwise prohibited.
2. **Additions to the NFTS**: 136.77 miles of unauthorized routes are added to the NFTS as motorized trails (see Table 2.01-1). Appendix R (Route Data), Table R.01-1 shows the specified vehicle class, season of use and required mitigations.

Table 2.01-1 Additions to the NFTS

| Ranger District | Vehicle Class (miles) | | | | |
|---|---|---|---|---|---|
| | ALL | ATV | MC | 4WD | Total |
| Calaveras | 1.49 | 2.53 | 3.28 | 4.64 | 11.94 |
| Groveland | 4.39 | 6.06 | 0.60 | 9.04 | 20.12 |
| Mi-Wok | 22.44 | 25.86 | 49.46 | 6.95 | 104.71 |
| Summit | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **total** | 28.32 | 34.52 | 53.34 | 20.63 | 136.77 |

**4WD**=4 Wheel Drive; **ALL**=All Vehicles; **ATV**=All Terrain Vehicle; **MC**=Motorcycle

**Modifications to Alternative 1**: I dropped 14.86 miles from Alternative 1 (see Table R.04-1).

[1] Vehicle Length equals the length of the vehicle along with the trailer it tows.

3. **Changes to the existing NFTS**: Vehicle class changes and season of use changes as described below. Appendix R (Route Data), Table R.02-1 shows the specified vehicle class, season of use and required mitigations.

### Vehicle Class

Table 2.01-2 shows vehicle class changes will occur on 616.80 miles of NFTS roads including: opening 67.37 miles of closed roads; closing to public use 45.98 miles of open roads; converting 93.36 miles of roads from highway legal only to all vehicles; and, converting 400.56 miles of roads from all vehicles to highway legal only. This alternative also converts 62.17 miles of the 616.80 miles of NFTS roads to motorized trails (the mileage overlaps with the other changes described above and shown in Table 2.01-2).

**Mixed Use**: The vehicle class changes shown in Table 2.01-2 include: 81.57 miles of roads previously maintained for passenger cars that will now be available for all motorized use (motorized mixed use); and, and 12.05 miles of roads maintained for passenger cars that will be available for highway-legal mixed with non-highway legal vehicles (combined use) contingent on concurrence by the California Highway Patrol (EIS Chapter 3.08).

Table 2.01-2 Vehicle Class Changes

| ↓ From ↓ | | ← Vehicle Class Changes To → | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Class** | **miles** | **ADM** | **ALL** | **ML1** | **HLO** | **t-ALL** | **t-ATV** | **t-MC** | **t-4WD** |
| **ALL** | 453.42 | 27.37 | 0.00 | 15.94 | 400.56 | 0.30 | 0.00 | 1.98 | 7.26 |
| **ML1** | 67.37 | 0.00 | 12.57 | 0.00 | 2.17 | 26.06 | 1.94 | 1.58 | 23.05 |
| **HLO** | 96.02 | 2.66 | 93.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| **Total** | **616.80** | **30.03** | **105.92** | **15.94** | **402.73** | **26.36** | **1.94** | **3.56** | **30.31** |

**ADM**=Administrative; **ALL**=All Vehicles; **ML1**=Maintenance Level 1; **HLO**=Highway Legal Only; t-**ALL**=All Vehicles trail; **t-ATV**=All Terrain Vehicle trail; **t-MC**=Motorcycle trail; t-**4WD**=4 Wheel Drive trail; **ADM** and **ML1** are closed to public motorized use

### Season of Use

Season of use on ***all routes*** based on elevation replaces all existing seasonal closures and restrictions (EIS Table 2.02-7):

Except as allowed by permit or other authorization (i.e. wheeled over snow routes), NFTS motorized routes are open to motorized use during the season of use shown below, unless specifically prohibited. Roads open year round are not maintained for winter travel; however, they are available for over snow travel consistent with the vehicle class designation.

1. Lower Elevations Open year round
2. Other Elevations Open April 15 – December 15 (except roads in Table R.05-1)

Wheeled Over Snow (WOS) Routes: wheeled over snow use is prohibited, except by ATVs when 12 inches or more of snow is present, on the routes listed in Table 2.01-3. These routes are dual designated as Snow Trails.

**Modifications to Alternative 1**: I changed the season of use dates in zones 2 and 3 combining them into one set of consistent dates with 167 miles of selected roads open year round (see Table R.05-1); I dropped the wet weather closure; and, I dropped 03N01 (Long Barn Road, 45.49 miles) from the list of wheeled over snow routes.

Table 2.01-3 Wheeled Over Snow Routes

| Route | District | Miles[1] |
|---|---|---|
| 04N12 | Summit | 19.37 |
| 04N34Y | Summit | 0.02 |
| 05N17 | Summit | 1.01 |
| 05N40Y | Summit | 3.87 |
| 07N05 | Calaveras | 4.62 |
| 07N09 | Calaveras | 25.05 |
| 07N23 | Calaveras | 5.98 |
| 18EV306 | Summit | 0.41 |
| | total | 60.33 |

[1] National Forest System lands. Note: other roads open year round are available for over snow travel by 4WD and other vehicles consistent with the vehicle class designation.

4. **Forest Plan Amendments**: includes the amendments shown in Tables 2.01-4, 2.01-5 and 2.01-6.

   **Modifications to Alternative 1**: I dropped 7.13 miles of specific Western Pond Turtle Forest Plan Amendment routes consistent with the Additions to the NFTS modifications described above.

## MITIGATION INCLUDED IN THE DECISION

Based on their site specific review of each proposed addition to the NFTS, resource specialists identified mitigation measures to reduce some of the potential impacts caused by the various alternatives (Resource Analysis Database Summary Report in the project record). EIS Chapter 2.03 and EIS Appendix F (Maintenance and Mitigation Definitions) describe and define the mitigations.

My decision includes implementation of the mitigation measures shown in Tables R.01-1 and R.02-1 in Appendix R (Route Data). These mitigations minimize, reduce or eliminate impacts on sensitive resources. Specific mitigations must be completed before the identified route segment becomes available for public motorized use and appears as a designated route on the MVUM.

## BEST AVAILABLE SCIENCE

I adopted all practicable means to avoid or minimize environmental harm in the design of this decision. I included all of the project design features and mitigation measures that I believe are necessary to avoid, minimize, or rectify impacts on resources affected by the implementation of this decision. My conclusions are based on a review of the record that is based on the best available science. The resource sections in Chapter 3 of the EIS identify the effects analysis methodologies, reference scientific sources which informed the analysis, discuss responsible opposing views and disclose limitations of the analysis.

Table 2.01-4 Forestwide Forest Plan Amendment

| Practice | Existing S&G | Amendment |
|---|---|---|
| **Forestwide S&Gs**<br>Restricted Motor Vehicle Management [10-G-2, C1i2] (USDA 2005a[2], p. 55-56) | Permit motor vehicle travel up to 100 feet from roads, routes and established travel ways for direct access to campsites, parking, woodcutting, or gathering forest products provided that:<br>a. no resource damage occurs; and,<br>b. such access is not otherwise prohibited. | Prohibit public motor vehicle travel off NFTS routes except as allowed by permit or other authorization. Allow parking within one vehicle length (vehicle and trailer) off of NFTS routes unless otherwise prohibited. |

Table 2.01-5 Western Pond Turtle Forest Plan Amendment

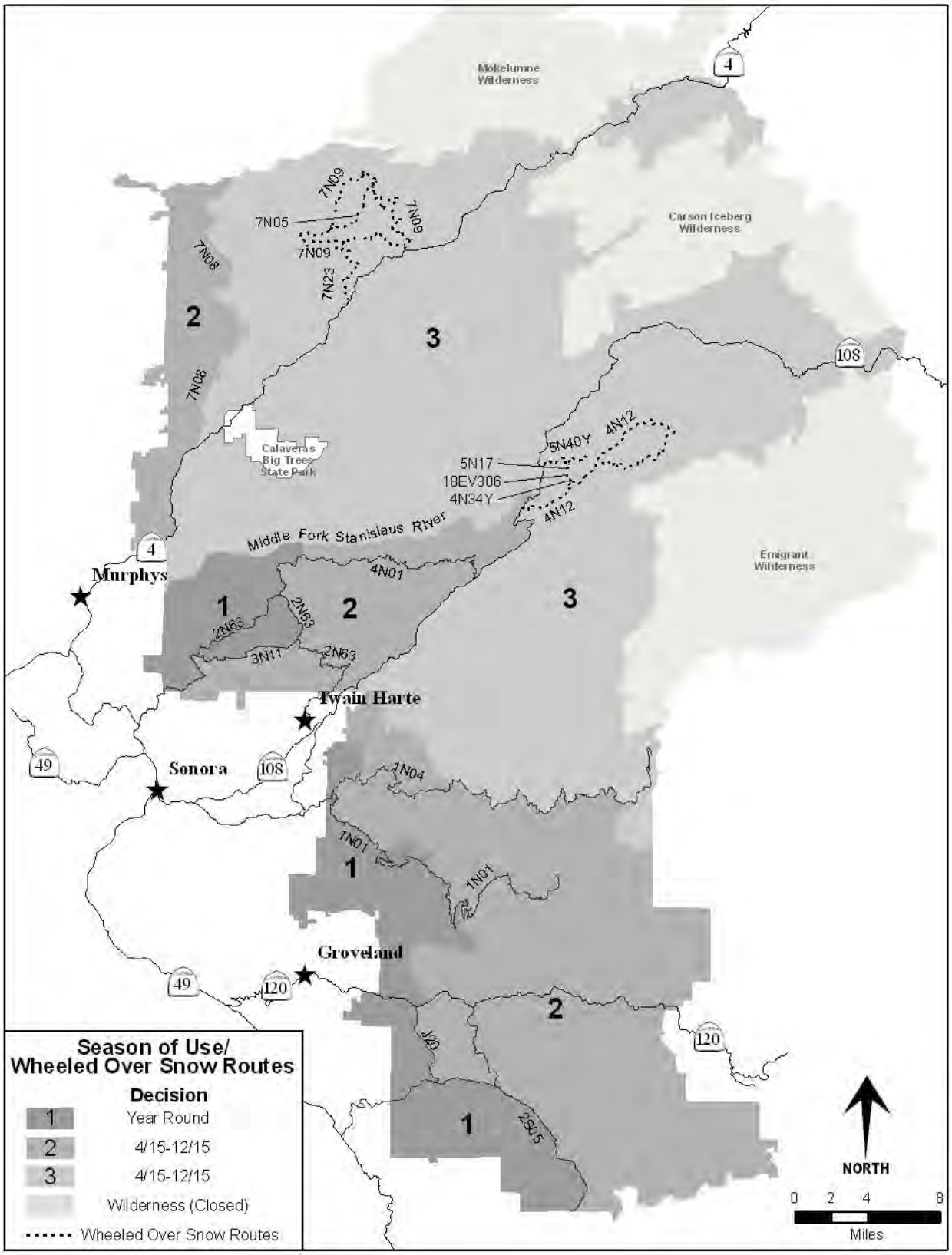
| Practice | Existing S&G | Amendment | Route | Miles |
|---|---|---|---|---|
| **Forestwide S&Gs**<br>Restricted Motor Vehicle Management [10-G-2, B3a4c1] (USDA 2005a, p. 52) | In areas adjacent to waters with known populations of western pond turtle: Construct new roads or trails or use existing off-road routes for motorized vehicles only if at least ¼ mile from occupied habitat or where approved by a Wildlife Biologist. | In areas adjacent to waters with known populations of western pond turtle: Construct new roads or trails or use existing off-road routes for motorized vehicles only if at least ¼ mile from occupied habitat or where approved by a Wildlife Biologist except for the routes identified in this table. | 1S1727<br>FR98486<br>FR98515<br>FR98520<br>FR98537<br>FR98539<br>FR98548<br>FR98560<br>FR98599<br>**total** | 0.87<br>0.21<br>0.09<br>0.03<br>0.09<br>0.10<br>0.04<br>0.06<br>0.04<br>**1.53** |

Table 2.01-6 Non-Motorized Forest Plan Amendment

| Practice | Existing S&G | Amendment | Route | Miles |
|---|---|---|---|---|
| **Forestwide S&Gs** | | | | |
| ROS Semi-primitive Non-motorized [10-B-2] (USDA 2005a, p. 51) | Motorized use is normally prohibited. | Motorized use is normally prohibited, except for the routes identified in this table. | 4N80Y<br>5N02R | 0.20<br>1.50 |
| Closed Motor Vehicle Travel Management [10-G-1a] (USDA 2005a, p. 51) | Closed to motorized use. | Closed to motorized use except for the routes identified in this table. | | |
| Restricted Motor Vehicle Management [10-G-2, C1a] (USDA 2005a, p. 55) | Prohibit motorized use and close motorized routes in non-motorized areas. | Prohibit motorized use and close motorized routes in non-motorized areas, except for the routes identified in this table. | | |
| **Wild and Scenic River** | | | | |
| ROS Semi-primitive Non-motorized [10-B-2] (USDA 2005a, p. 105) | Manage to the ROS Class of Semi-primitive Non-motorized. | Manage to the ROS Class of Semi-primitive Non-motorized, except for the routes identified in this table. | | |
| Closed Motor Vehicle Travel Management [10-G-1] (USDA 2005a, p. 105) | Manage to Forestwide S&Gs for Closed Motor Vehicle Travel Management. | Manage to Forestwide S&Gs for Closed Motor Vehicle Travel Management, except for the routes identified in this table. | **total** | **1.70** |

[2] Stanislaus National Forest, Forest Plan Direction. Forest Service, Pacific Southwest Region, Stanislaus National Forest. Sonora, CA. July 2005. 178 p. http://www.fs.fed.us/r5/stanislaus/publications/forest-plan-direction-07-2005.pdf

Figure 2.01-1 Decision Map: Season of Use and Wheeled Over Snow Routes



## 2.02 Reasons for the Decision

I selected Modified Alternative 1 for the reasons described below. In making this decision, I reviewed the public comments and considered the information submitted along with the effects of the alternatives as disclosed in the EIS. It is important to me to continue providing motor vehicle opportunities historically enjoyed on this National Forest. It is also important to balance overall recreation access with resource protection. I believe Modified Alternative 1 represents the best balance of recreation and resource needs by providing: a range of motorized recreation opportunities through additions to the NFTS; year round motorized access to some portions of the Forest where it is well suited and seasonal restrictions on motorized access in other areas of the Forest; increased 4WD over snow travel opportunities on roads open year round; and, resource protection for botanical, soil, visual, water, wildlife and aquatic species. Modified Alternative 1 considers the issues of motorized noise and trespass, raised by adjacent landowners, by changing the vehicle class on some roads to Highway Legal Only, not showing roads without legal public access, and by not adding motorized trails where these issues occur. These changes should reduce conflicts between motorized use on the forest and adjacent landowners.

Modified Alternative 1 enhances motorized recreation opportunities by including interconnected loops with linkages and removing duplicative routes. This decision results in a more manageable system of roads and motorized trails to help residents and visitors discover the Forest.

Modified Alternative 1 also meets resource objectives related to the conservation of rare plant and animal species and their habitats, protection of important cultural heritage sites, roadless area conservation, and the enhancement of watershed values. Modified Alternative 1 includes only unauthorized routes that meet current standards, or where resource impacts can be mitigated, as additions to the NFTS.

I considered the need for and availability of resources for maintenance and administration of the NFTS in this decision. Currently, the Forest receives $200,000 to $300,000 in OHV grant funds annually as well as $170,000 in appropriated dollars for trail maintenance. While annual road maintenance costs identified in Chapter 3.08 are large, the costs of maintaining the transportation system vary annually depending on weather conditions and Forest project access needs. While the annual road maintenance budget runs about $350,000, not every mile of every road needs annual maintenance. Modified Alternative 1 reduces overall road maintenance costs and deferred maintenance by changing some Maintenance Level (ML) 3 roads to ML 2 and converting 62 miles of roads to motorized trails. My decision reduces total road maintenance costs by $783,724 and increases motorized trail maintenance costs by $100,000 (EIS Chapter 3.08). Modified Alternative 1 utilizes a mixed use strategy on some higher maintenance level roads to allow all motorized use on some portions of the roads to access motorized trails or provide loop opportunities. Although both appropriated and grant funding levels can change from year to year, I believe we will be able to secure adequate funding to complete needed maintenance over the long-term. We will continue to pursue all sources of grant funding and continue to rely on our volunteer partners. Roads and motorized trails will be maintained to meet management objectives.

I believe Modified Alternative 1 results in a well-planned system of roads and trails available for public motorized use. More importantly, I believe my decision offers better opportunities for quality, long-term motor vehicle use and better economic opportunities for individuals and communities, than either the existing network of NFTS and unauthorized routes or the other action alternatives. The opportunity to access and enjoy the Stanislaus National Forest for motorized travel remains while protecting resources.

In determining which routes to include as additions to the NFTS and which mitigations to implement, I considered whether these additions and mitigations could in fact occur without causing harm to the

environment. Through site-specific reviews, resource specialists determined that these additions and mitigations will not result in harm to the environment (EIS Chapter 3). I agree with their findings.

Modified Alternative 1 balances the need to provide access to the Forest, while substantially reducing impacts from vehicle traffic to resources. It does this by implementing mitigation measures aimed at reducing impacts to sensitive resources in specific locations on the identified route segments.

In making this decision, I considered the following significant issues (EIS Chapter 1.08).

- **Significant Issue Statement 1**: Changes to NFTS routes that reduce motorized opportunities, increase restrictions on vehicle class and season of use, and prohibit cross-country travel, may affect forest visitors.
- **Significant Issue Statement 2**: Changes to NFTS routes that increase motorized opportunities, reduce restrictions on vehicle class and season of use, and allow cross-country travel, may affect forest resources, private property and forest visitors.

I also considered the issue of allowing motorized access to all inventoried dispersed campsites across the Forest. While the EIS considers some routes that provide this opportunity, unfortunately schedules and other circumstances did not allow for the required site-specific review of all access routes at this time. I realize this portion of my decision negatively affects Forest visitors who enjoy dispersed camping and direct motorized access to their favorite destinations. My decision includes 145 campsite access routes totaling about 22 miles as additions to the NFTS. Dispersed camping will continue across the Forest, although not all sites will be fully accessed through motorized travel. Many campsites are within convenient walking distance of the parking location along the main route.

## DECISION COMPONENTS AND RATIONALE

1. **Cross Country Travel**

   - Prohibition of cross country travel implements 36 CFR 212.50 by limiting motorized use to the NFTS. Cross country travel prohibitions protect resources by preventing route proliferation. Parking for dispersed recreation is allowed within one vehicle length (including the vehicle and trailer) off of designated routes.

2. **Additions to the NFTS**

   - I approved 136.77 miles of additions to the NFTS to: provide a variety of motorized trail opportunities where it historically occurred in popular areas such as Deer Creek, Hull Creek, Crandall Peak, Liberty Hill and Black Springs; enhance loop opportunities; access camp sites and other destinations; and, reduce conflicts between different uses. Of these additions, 11.94 miles are on the Calaveras Ranger District; 20.12 miles are on the Groveland Ranger District; and, 104.71 miles are on the Mi-Wok Ranger District. These 386 motorized trail segments provide varying degrees of difficulty and experiences including opportunities for motorcycles, ATVs and 4WDs. About 22 miles access dispersed camp sites across the Forest.
   - I modified the proposed additions to the NFTS by dropping 14.86 miles from Alternative 1 because of negative impacts to the various resources. Upon further evaluation, I determined that resource impacts on these routes could not be mitigated.

3. **Changes to the existing NFTS**

   Vehicle Class

   - Opening 67.37 miles of closed roads provides access to destinations and enhances loop opportunities by connecting motorized trails.
   - Closing 45.98 miles of open roads addresses roads identified as not needed for recreational access and reduces conflicts between different uses. Some isolated roads are closed because no legal right of way exists to cross the private property and access the isolated segment.

- Changing 93.36 miles of roads from Highway Legal Only to All Vehicles provides access to a variety of motorized opportunities, enhances loop opportunities by connecting motorized trails, and reduces road maintenance and deferred maintenance backlog needs by changing maintenance levels.
- Changing 400.56 miles of roads from All Vehicles to Highway Legal Only reduces conflicts along county roads by discouraging illegal use of county roads by non highway legal vehicles and reduces motorized incursions into and through private property where no legal right of way exists. Some of these roads are short segments that do not access other types of motorized opportunities. Changing the vehicle class on these roads does not increase the road maintenance costs. These roads will be maintained as ML2 for high clearance vehicles.
- Converting 62.17 miles of roads to motorized trails provides access to popular destinations. After concluding that these roads are no longer needed as a road, I decided that they serve a better purpose as a motorized trail. Converting these roads to motorized trails helps reduce the overall road maintenance and deferred maintenance backlogs costs on the Forest.

### Season of Use

- I approved a Season of Use with exceptions to protect forest resources.
- I replaced the existing NFTS closures and restrictions (EIS Table 2.02-7) because those year round closures and restrictions are out-of-date and no longer needed.
- I modified the season of use dates to allow for a longer period of recreation access and hunting and fishing activities. Upon further evaluation of California Hunting and Fishing Regulations dates and public comments, I decided that a season of use of April 15 - December 15 allows a broader range of activities, for a longer period of time, while still protecting resources during critical times. The EIS discloses the effects of this modification within the analysis of Alternative 4 (Resources).
- I modified the season of use in elevation zones 2 and 3 by combining them into one set of dates, reducing confusion by providing consistent dates instead of three dates for three different zones. Routes are either open year round or from April 15 - December 15. This addresses a concern shared by many of you for easily understandable and enforceable restrictions. The EIS discloses the effects of this modification within the analysis of Alternative 4 (Resources).
- I modified the season of use by allowing year round use on 167 miles of selected roads (see Table R.05-1) in season of use elevation zones 2 and 3. These roads provide: access to year round recreation facilities such as trailheads; opportunities for over snow travel by 4WD vehicles; and, year round access across more of the Forest. Roads open year round are not maintained for winter travel; however, they are available for over snow travel consistent with the vehicle class designation. The EIS discloses the effects of this modification within the analysis of Alternative 3 (Cross Country Prohibited).
- I modified the season of use by deciding not to implement the wet weather closure as a component of the restrictions. Upon evaluation of the analysis and review of public comments, I determined that the wet weather closure was too confusing and difficult to effectively implement. This also addresses a concern shared by many of you for easily understandable and enforceable restrictions. Forest Service regulations are available to temporarily close a route or area if public safety or resources are at risk. The EIS discloses the effects of this modification within the analysis of Alternative 3 (Cross Country Prohibited).
- I included 60.33 miles of wheeled over snow routes (see Table 2.01-3) as an exception to the season of use to provide winter over snow travel opportunities for ATVs while those roads are not open to other wheeled vehicles. These routes are dual designated as Snow Trails.
- I modified the list of wheeled over snow routes by dropping 03N01 (45.49 miles) due to resource concerns, public safety concerns and user conflicts along this main forest system

road. The EIS discloses the effects of this modification within the analysis of Alternative 5 (Resources).

4. **Forest Plan Amendments**

- I approved a Forestwide Forest Plan Amendment (see Table 2.01-4) to bring the Forest Plan into compliance with the rest of this decision and the Travel Management Rule.
- I approved a modified Western Pond Turtle Forest Plan Amendment in order to allow 1.53 miles of route specific exceptions for the 9 segments described below (see Table 2.01-5):
  - One segment of 1S1727 (0.87 miles) provides an important loop opportunity by connecting to several roads open to all vehicles. This trail, one of the few motorized trails on the Groveland Ranger District, is on a ridge and provides scenic views of the Tuolumne Wild and Scenic River Canyon.
  - Eight other segments (0.66 miles) access dispersed recreation opportunities located off of main roads not otherwise readily available in the nearby areas. Traffic levels are low on these motorized trails compared to other motorized trails.
  - Analysis of these additions to the NFTS resulted in a determination of may impact individuals or habitat, but will not likely contribute towards federal listing or cause a loss of viability to the population or species for the western pond turtle (EIS Chapter 3.10 and Wildlife Biological Evaluation).
  - I dropped 7.13 miles of routes from this Forest Plan Amendment because I dropped those routes from the decision (see Table R.01-4).
- I approved a Non-Motorized Forest Plan Amendment in order to allow 1.70 miles of route specific exceptions for the two routes described below (see Table 2.01-6):
  - One NFTS road segment of 4N80Y (0.16 miles) and one NFTS road segment of 5N02R (1.48 miles) change from all vehicles to highway legal only. Both of these roads are currently available for public motorized use as part of the existing NFTS.
  - Analysis of these vehicle class changes shows they improve Wild and Scenic River values because they prohibit non-highway legal vehicles, reducing overall motor vehicle use and noise, and are located within or adjacent to existing road corridors and developed areas. Although these two roads are located within proposed Wild River corridors, continued highway legal only use will not preclude future Wild and Scenic River designation of these segments of the North Fork Stanislaus River (EIS Chapter 3.05).

## IMPLEMENTATION OF SUBPART B OF THE TRAVEL MANAGEMENT RULE

I carefully designed my decision to implement the provisions of Subpart B of the Travel Management regulations (36 CFR 212) and the Executive Orders those regulations are intended to implement. The Executive Orders direct Federal agencies to ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands. The Travel Management regulations implement those orders by requiring designation of roads, trails and areas for motor vehicle use and prohibiting motor vehicle use off the designated system. My decision fully implements this direction. Publication of a Motor Vehicle Use Map (MVUM) will complete the designation process by identifying the roads and trails designated for public motorized use. The prohibition on motor vehicle use off the designation system will take effect once the MVUM is published.

## IMPLEMENTATION AND MONITORING SCHEDULE

As an initial step toward implementation of this decision I will direct the ID team to prepare an Implementation and Monitoring Schedule which includes: prioritization of mitigations; a strategy for accomplishing the mitigations; production of the MVUM and any interim updates; resource monitoring; and, frequency of conducting trail condition surveys.

Table 2.02-1 Summary of the Decision and Reasons for the Decision

| Component | | Alternative 1[1] (Proposed Action) | Modification | Decision | Reasons for the Decision | Effects Disclosed |
|---|---|---|---|---|---|---|
| Cross Country Travel | | prohibited | no change | prohibited | manage recreation and protect resources | Alternative 1 |
| Parking allowed off NFTS | | one vehicle length | no change | one vehicle length | provide safe access to dispersed recreation | Alternative 1 |
| Add existing unauthorized routes to the NFTS (miles) | | 151.64 | drop 14.86 | 136.77 | provide diversity of motorized recreation and protect resources | Alternative 1 |
| Convert NFTS roads to NFTS motorized trails (miles) | | 62.17 | no change | 62.17 | provide diversity of motorized recreation | Alternative 1 |
| Change NFTS roads from Closed to Open (miles) | | 67.37 | no change | 67.37 | provide diversity of motorized recreation | Alternative 1 |
| Change NFTS Roads from Open to Closed (miles) | | 45.98 | no change | 45.98 | protect resources and reduce conflicts | Alternative 1 |
| Change NFTS roads from HLO to ALL (miles) | | 93.36 | no change | 93.36 | provide diversity of motorized recreation | Alternative 1 |
| Change NFTS roads from ALL to HLO (miles) | | 400.56 | no change | 400.56 | provide diversity of motorized recreation and reduce conflicts | Alternative 1 |
| Existing Closures and Restrictions | | replaced | no change | replaced | provide consistent and up-to-date restrictions | Alternative 1 |
| Season of Use | Elevation 1 | year round | no change | year round | provide year round access | Alternative 1 |
| | Elevation 2 | 4/1-11/30 | 4/15-12/15 [2] | 4/15-12/15 [2] | provide year round access where appropriate and protect resources with consistent dates across the Forest | Alternative 4 (15-days less at either end of season for additional resource protection) |
| | Elevation 3 | 5/15-11/30 | 4/15-12/15 [2] | 4/15-12/15 [2] | | |
| Wet Weather Closures (native surface routes) | | during the season of use when 1" rain occurs in 24 hours and allowing 72 hours for drying | not implemented | not included | difficult to implement and enforce | Alternative 3 |
| Wheeled Over Snow Routes (miles) | | 105.92 | drop 45.49 | 60.33 | provide winter motorized recreation opportunity | Alternative 1 |
| Forest Plan Amendments (miles) | | 10.36 | drop 7.13 miles consistent with additions to the NFTS above | 3.28 | provide diversity of motorized recreation and Forest Plan consistency | Alternative 1 |

[1] The information presented here in this column, as described in EIS Chapter 2.02, does not reflect the decision
[2] Certain roads are open year round with effects disclosed under Alternative 3

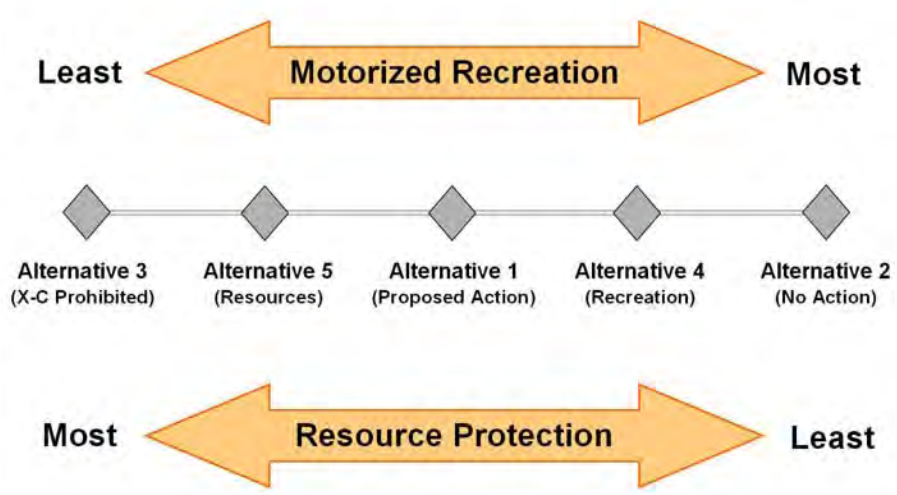
# 3. OTHER ALTERNATIVES CONSIDERED

The following sections present the other alternatives considered in detail but not selected; the alternatives considered but eliminated from detailed study; and, the environmentally preferred alternative.

## 3.01 Alternatives Considered in Detail but Not Selected

In addition to Alternative 1 (Proposed Action), the EIS considers three other action alternatives (Alternatives 3, 4 and 5) and the no action alternative (Alternative 2) in detail (EIS Map Package and project record for detailed maps of each alternative). The no action alternative represents the continuation of cross-country travel including continued use of all unauthorized routes by motor vehicles. Alternative 2, required by NEPA implementing regulations, serves as a baseline for comparison among the alternatives (73 Federal Register 143, July 24, 2008; p. 43084-43099). EIS Chapter 2.05 provides a detailed comparison of the alternatives across a wide range of issues and indicators while EIS Chapter 3 describes the environmental consequences of the alternatives. Figure 3.01-1 shows how the five alternatives considered in detail represent a wide range of motorized recreation opportunities and resource protection addressing the identified significant issues.

Figure 3.01-1 Range of Alternatives Considered in Detail




The following information briefly describes the alternatives considered in detail along with my reasons for not selecting them.

### *Alternative 2 (No Action)*

The No Action Alternative provides a baseline for comparing the other alternatives. Under the No Action alternative, current management plans would continue to guide management of the project area. This alternative would ***not*** change the use of any NFTS roads and would ***not*** add any miles of NFTS motorized trails. Under this alternative the agency would take no affirmative action (no change from current management or direction) and cross country travel with continued use of unauthorized routes would occur. It would include only existing closures and would ***not*** include any restrictions on motorized dispersed recreation access. No changes would be made to the current NFTS and no cross country travel prohibition would be put into place. The Travel Management Rule would ***not*** be implemented and no MVUM would be produced. Motor vehicle travel by the public would not be limited to NFTS routes. Unauthorized routes would continue to have no status or authorization as NFTS facilities.

I did not select Alternative 2 (No Action) because:

- It does not implement the Travel Management Rule and does not meet the need for regulation of unmanaged wheeled motor vehicle travel as required by the Rule because cross country travel with continued route proliferation would cause continued adverse resource impacts;
- It does not prohibit cross country travel leading to continued route proliferation and more resource impacts than any other alternative;
- It does not prohibit cross country travel causing the greatest conflicts with adjacent landowners and highest impacts on non-motorized or quiet recreation activities;
- It only includes existing seasonal closures and restrictions without the additional resource protections provided by the season of use restrictions in the other Alternatives 1, 4 and 5;
- While it would meet future recreation demands, this alternative creates the most serious effects on botanical, cultural, recreation, roadless and special area, soil, visual, water and wildlife resources.

### *Alternative 3 (Cross Country Prohibited)*

Alternative 3 responds to the administration and resource issues by prohibiting cross country travel without adding any new facilities to the NFTS. This alternative also provides a baseline for comparing the impacts of other alternatives that propose changes to the NFTS in the form of new facilities (roads and motorized trails). None of the currently unauthorized routes would be added to the NFTS under this alternative. Alternative 3 would not change the use of the NFTS and would not add any miles to the NFTS. It would include seasonal closures on routes with existing closures and restrictions (EIS Table 2.02-7) and prohibit motorized access beyond existing NFTS routes. Motor vehicle travel off NFTS routes by the public would be prohibited except as allowed by permit or other authorization. Parking is allowed within one vehicle length off of NFTS routes unless otherwise prohibited.

Alternative 3 meets the purpose and need by regulating unmanaged motor vehicle use. The diversity of motor vehicle recreation opportunities and access to dispersed recreation are all on existing NFTS roads and trails under this alternative. In comparison, Modified Alternative 1 adds 136.77 miles of trails to the NFTS without adversely affecting Forest resources. Modified Alternative 1 provides a greater diversity of motor vehicle recreation and access opportunities without adversely affecting Forest resources and better meets public demand.

### *Alternative 4 (Recreation)*

Alternative 4 responds to the motorized recreation opportunities issue by providing additional routes and reducing restrictions. This alternative would maximize motorized recreation opportunities (including those accessing dispersed recreation activities thereby partially replacing the need for travel corridors). Motor vehicle travel off NFTS routes by the public would be prohibited except as allowed by permit or other authorization. Parking is allowed within one vehicle length off of NFTS routes unless otherwise prohibited. 175.97 miles of unauthorized routes would be added to the NFTS as motorized trails. Vehicle class changes would occur on 367.94 miles of NFTS roads. Season of use on ***native surface*** routes based on elevation and wet weather closures on ***native surface*** routes replace existing closures and restrictions (EIS Table 2.02-7). All ***surfaced routes***, except wheeled over snow routes (EIS Table 2.02-2), are open year round.

Alternative 4 meets the purpose and need by regulating unmanaged motor vehicle uses and providing for a diversity of motor vehicle recreation opportunities and access to dispersed recreation activities. I did not select Alternative 4 because it does not provide as high a level of resource protection as Modified Alternative 1 and it does not avoid conflicts with adjacent landowners or quiet recreation activities to the same degree as Modified Alternative 1.

### *Alternative 5 (Resources)*

Alternative 5 responds to the administration, private property, recreation and resource issues by limiting additions to the NFTS and increasing restrictions that would reduce conflicts and provide additional resource protection. This alternative would limit motorized recreation opportunities (including those accessing dispersed recreation activities) by providing greater protection for forest resources. Motor vehicle travel off NFTS roads and NFTS motorized trails by the public would be prohibited except as allowed by permit or other authorization. Parking is allowed within one vehicle length off of NFTS routes unless otherwise prohibited. 28.37 miles of unauthorized routes would be added to the NFTS as motorized trails. Vehicle class changes would occur on 525.73 miles of NFTS roads. Season of use on ***all routes*** based on elevation and wet weather closures on ***native surface*** routes replace existing closures and restrictions (EIS Table 2.02-7).

Alternative 5 meets the purpose and need by regulating unmanaged motor vehicle use. The diversity of motor vehicle recreation opportunities and access to dispersed recreation are only available on existing NFTS roads and trails and 28.37 miles of additions to the NFTS under this alternative. In comparison, Modified Alternative 1 adds 136.77 miles of trails to the NFTS without adversely affecting Forest resources. Modified Alternative 1 provides a greater diversity of motor vehicle recreation and access opportunities without adversely affecting Forest resources and better meets public demand.

## 3.02 Alternatives Considered but Eliminated from Detailed Study

EIS Chapter 2.04 provides a detailed description of a wide range of other alternatives considered but eliminated from detailed study along with the reasons why each was eliminated. These alternatives range from prohibiting all motorized travel to maximum use, OHV parks, open play areas and providing a buffer around Yosemite National Park. This decision incorporates some elements of alternatives submitted by the public including changes to routes, season of use dates and wheeled over snow opportunities.

## 3.03 Environmentally Preferred Alternative

The environmentally preferable alternative is often interpreted as the alternative that causes the least damage to the biological and physical environment, or the alternative which best protects and preserves historic, cultural and natural resources. But, other factors relevant to this determination are provided in Section 101 of NEPA (42 USC 4321) which states that it is the continuing responsibility of the Federal Government to:

- Fulfill the responsibilities of each generation as a trustee of the environment for succeeding generations;
- Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
- Attain the widest range of beneficial uses of the environment without degradations, risk to health of safety, or other undesirable and unintended consequences;
- Preserve important historic, cultural and natural aspects of our national heritage and maintain, wherever possible, an environment which supports diversity and variety of individual choice;
- Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
- Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

Based on my consideration of the factors listed above and the effects disclosed in the EIS, I determined that Alternative 3 (Cross Country Prohibited) is the Environmentally Preferred Alternative for the following reasons:

- Roadless characteristics and special area values improve over time as unauthorized routes passively restore to natural conditions.
- Vegetation growth on most unauthorized routes stabilizes them to background erosion rates.
- Highest positive effect on the overall scenery; reduced motorized touring and enjoyment of the scenery at many locations.
- Most reduction in direct, indirect and cumulative watershed effects.
- More reduction in impacts on wildlife and aquatic species with fewer closed roads opened, more routes closed and fewer stream crossings.
- Reduced risk of noxious weed spread through motorized vehicle traffic off road.

# 4. PUBLIC INVOLVEMENT

The Interdisciplinary Team (IDT) relied on public involvement to ensure that a full range of alternatives, representing a broad array of perspectives, would be analyzed in the EIS. Public involvement occurred during four key periods: first, in 2003 when a group of concerned publics held a community forum to discuss OHV recreation on the Stanislaus National Forest. Over 150 individuals attended to identify issues and possible management solutions for OHV recreation. As a result of the forum, a group called the Stanislaus Recreation Stakeholders (SRS) formed with the Forest Service as an ad hoc member to discuss OHV and associated recreational issues (see EIS Chapter 1.02); second, a broadened public collaboration process for Travel Management that began in 2005 (see EIS Chapter 1.02); third, during the 60-day public scoping period for the proposed action (see EIS Chapters 1.07 and 1.08); and, fourth, during the 75-day public comment period on the DEIS (see EIS Chapters 1.07, 1.08 and Appendix J, Response to Comments).

# 5. LEGAL AND REGULATORY COMPLIANCE

My decision complies with the laws, policies and executive orders listed below and described in EIS Chapter 3.

## 5.01 Forest Plan Consistency

My decision includes three amendments to the management direction contained in the Stanislaus National Forest Land and Resource Management Plan (Forest Plan) as amended.

a. **Forestwide Forest Plan Amendment**: amends Forestwide Standard and Guideline for Restricted Motor Vehicle Management to prohibit motor vehicle travel off NFTS routes and allow parking within one vehicle length off of NFTS routes (see Table 2.01-4).
b. **Western Pond Turtle Forest Plan Amendment**: amends Forestwide Standard and Guideline for Restricted Motor Vehicle Management to allow motor vehicle use on 9 motorized trail segments (1.53 miles) in areas adjacent to waters with known populations of western pond turtle (see Table 2.01-5).
c. **Non-Motorized Forest Plan Amendment**: amends Forestwide and Wild and Scenic River Standard and Guidelines for ROS Semi-Primitive Non-Motorized, Closed Motor Vehicle Travel Management and Restricted Motor Vehicle Travel Management to allow continued highway legal vehicle use on existing NFTS roads 4N80Y and 5N02R (see Table 2.01-6).

### EVALUATION OF SIGNIFICANCE

The National Forest Management Act (NFMA) requires evaluation of whether proposed forest plan amendments would constitute a significant change in the long-term goods, outputs and services projected for the National Forest. The following criteria are used to determine the significance of forest plan amendments (FSM 1926.51-52).

**FSM 1926.51 - Changes to the Forest Plan that are Not Significant**. Changes to the Forest Plan that are not significant can result from:

1. **Actions that do not significantly alter the multiple-use goals and objectives for long-term land and resource management**;

    a. The Forestwide amendment is consistent with the Forest Plan goal to provide a variety of off-highway vehicle (OHV) recreational opportunities in a manner consistent with protection of wildlife and other resources, and with non-motorized recreation (USDA 2005a, p. 6).
    b. The Western Pond Turtle amendment is consistent with the Forest Plan goals to provide a variety of off-highway vehicle (OHV) recreational opportunities in a manner consistent with protection of wildlife and other resources, and with non-motorized recreation (USDA 2005a, p. 6) and to maintain and improve habitat for Threatened and Endangered species and give special attention to sensitive species to see that they do not become Federally listed as Threatened or Endangered (USDA 2005a, p. 5).
    c. The Non-Motorized amendment is consistent with the Forest Plan goals to provide a wide range of recreation opportunities directed at various experience levels to meet current and projected demand, including campgrounds, hiking trails, picnic areas, OHV trails, etc. (USDA 2005a, p. 6) and to manage Wild and Scenic Rivers and their immediate environments to preserve their free flowing condition and to protect their outstandingly remarkable values (USDA 2005a, p. 7).

2. **Adjustments of management area boundaries or management prescriptions resulting from further on-site analysis when adjustments do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management**;

    a. The Forestwide amendment does not change management area or management prescription boundaries. The amendment does not change the classification and management of recreation opportunities on the Forest, or in the purpose and intent of ROS as a tool to assess the distribution of recreation opportunities. Ultimately, this amendment supports resource protection by prohibiting cross country travel and restricting motor vehicles to designated routes.
    b. The Western Pond Turtle amendment does not change management area or management prescription boundaries. The amendment does not change the classification and management of recreation opportunities on the Forest, or in the purpose and intent of ROS as a tool to assess the distribution of recreation opportunities. Ultimately, this amendment supports providing a variety of motorized recreation opportunities in a manner consistent with protection of wildlife and other resources.
    c. The Non-Motorized amendment does not change management area or management prescription boundaries. The amendment does not change the classification and management of recreation opportunities on the Forest, or in the purpose and intent of ROS as a tool to assess the distribution of recreation opportunities. Ultimately, this amendment supports providing a variety of motorized recreation opportunities by allowing continued highway legal vehicle use on existing NFTS roads 4N80Y and 5N02R.

3. **Minor changes in standards and guidelines; and**,

    a. The Forestwide amendment is a minor change in one Standard and Guideline that restricts motor vehicles to designated routes and parking within one vehicle length rather than allowing travel within 100 feet of roads. This amendment brings the Forest Plan into compliance with the rest of this decision and the Travel Management Rule.

b. The Western Pond Turtle amendment is a minor change in one Standard and Guideline that allows motor vehicle use on 9 motorized trail segments (1.53 miles) in areas adjacent to waters with known populations of western pond turtle. Evaluation of these routes resulted in the determination of no effect to the resources and/or could be mitigated.
c. The Non-Motorized amendment is a minor change in several Forestwide and Wild and Standard and Guidelines that allows continued highway legal vehicle use on existing NFTS roads 4N80Y and 5N02R both previously open to all vehicles. Evaluation of these routes resulted in the determination of no effect to the resources and/or could be mitigated.

4. **Opportunities for additional management practices that will contribute to achievement of the management prescription**.

a. Forestwide direction for recreation management includes: "prohibit cross-country overland OHV travel" and, "treat different types of motorized use fairly" (USDA 2005a, p. 56). Forestwide direction for wheeled vehicles from the Sierra Nevada Framework Forest Plan Amendment S&G 69 states: "Prohibit wheeled vehicle travel off of designated routes, trails and limited off highway vehicle (OHV) use areas. Unless otherwise restricted by current forest plans or other specific area standards and guidelines, cross-country travel by over-snow vehicles would continue" (USDA 2004c[3], ROD p. 59). The Forestwide Amendment contributes to achieving these objectives by prohibiting all public motor vehicle travel off NFTS routes while allowing parking within one vehicle length off of NFTS routes.
b. Forestwide direction for fish and wildlife habitat includes: "maintain and improve habitat for Federally listed Threatened and Endangered species and give special attention to sensitive species to see that they do not become Threatened or Endangered" (USDA 2005a, p. 40). The Western Pond Turtle amendment allows motor vehicle use on 9 motorized trail segments (1.53 miles) in areas adjacent to waters with known populations of western pond turtle. This is a significant reduction from the Western Pond Turtle Amendment from EIS Alternative 1 (Proposed Action) which included 39 motorized trail segments (8.66 miles) where the Biological Evaluation (project record) determined that alternative may impact individuals or habitat, but will not likely contribute towards federal listing or cause a loss of viability to the population or species for the western pond turtle.
c. Forestwide direction for semi-primitive non-motorized land allocations includes: "manage to the ROS class of semi-primitive non-motorized" where, "motorized use is normally prohibited" (USDA 2005a, p. 52). The Non-Motorized amendment provides an exception that allows continued highway legal vehicle use on existing NFTS roads 4N80Y and 5N02R both previously open to all vehicles. The surrounding areas will continue to meet the ROS objectives of semi-primitive non-motorized where interaction between visitors is low but there is evidence of other users and resource improvements will normally be limited to minimum, unobtrusive facilities.

**FSM 1926.52 - Changes to the Land Management Plan That are Significant**. The following examples indicate circumstances that may cause a significant change to a land management plan:

1. **Changes that would significantly alter the long-term relationship between levels of multiple-use goods and services originally projected (section 219.10(e) of the planning regulations in effect before November 9, 2000 (36 CFR parts 200 to 299, revised as of July 1, 2000))**.

a. The Forestwide amendment only prohibits public motor vehicle travel off NFTS routes with parking allowed within one vehicle length. It does not alter the long-term relationships between the levels of goods and services projected in the Forest Plan.

[3] USDA 2004c. Sierra Nevada Forest Plan Amendment Final Supplemental Environmental Impact Statement and Record of Decision. http://www.fs.fed.us/r5/snfpa/final-seis

b. The Western Pond Turtle amendment only allows motor vehicle use on 9 motorized trail segments. It does not alter the long-term relationships between the levels of goods and services projected in the Forest Plan.
c. The Non-Motorized amendment only allows continued highway legal vehicle use on two existing NFTS roads. It does not alter the long-term relationships between the levels of goods and services projected in the Forest Plan.

2. **Changes that may have an important effect on the entire land management plan or affect land and resources throughout a large portion of the planning area during the planning period**.

a. The Forestwide amendment only prohibits public motor vehicle travel off NFTS routes with parking allowed within one vehicle length. It does not change land allocations or management direction for other elements of the Forest Plan.
b. The Western Pond Turtle amendment only allows motor vehicle use on 9 motorized trail segments. It does not change land allocations or management direction for other elements of the Forest Plan.
c. The Non-Motorized amendment only allows continued highway legal vehicle use on two existing NFTS roads. It does not change land allocations or management direction for other elements of the Forest Plan.

#### CONCLUSIONS

As discussed in the Evaluation of Significance above, the Forest Plan Amendments included in my decision:

- Do not significantly alter the multiple-use goals and objectives for long-term land and resource management.
- Do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management.
- Represent minor changes in standards and guidelines.
- Provide opportunities for additional management practices that contribute to achievement of the management prescription.
- Do not alter the long-term relationships between the levels of goods and services projected in the Forest Plan.
- Do not change land allocations or management direction for other elements of the Forest Plan.

Based on consideration of the factors above and the analysis contained in the EIS, I determined that these Forest Plan Amendments are not significant in the context of NFMA. I hereby amend the Forest Plan with the non-significant amendments shown in Tables 2.01-4, 2.01-5 and 2.01-6.

## 5.02 Travel Management Regulations

The Travel Management regulations require consideration of certain criteria when designating routes for motor vehicle use (36 CFR 212.55(a) through (e)). The Stanislaus National Forest considered these criteria throughout all stages of this process beginning with the Purpose and Need (EIS Chapter 1.03), the alternatives (EIS Chapter 2), the analysis of effects (EIS Chapter 3) and ultimately my decision to implement Modified Alternative 1. The following details underscore the importance I gave to these criteria in my decision:

- **Impacts to Natural Resources**: I adopted all practicable means to avoid or minimize environmental harm in the design of this decision. I included all of the project design features and mitigation measures that I believe are necessary to avoid, minimize or rectify impacts on

resources (EIS Chapter 3). Mitigation measures shown in Appendix R (Route Data) minimize, reduce or eliminate impacts on sensitive resources.

- **Impacts to Cultural Resources**: My decision reduces impacts to cultural resources by mitigating all identified and potential adverse effects to the 76 cultural resource sites associated with use of routes added to the NFTS. Further, this decision fully complies with Programmatic Agreements with the State of California (EIS Chapter 3.03).
- **Public Safety**: My decision authorizes the use of ML 2 roads and motorized trails determined to be generally safe for use by all vehicles (EIS Chapter 3.08). In addition, public safety is my top priority when considering whether to allow mixed use on passenger car roads and allow new mixed use on roads previously managed for passenger cars (EIS Chapter 3.08 and Mixed Use Report).
- **Access to public and private lands**: When identifying routes to add to the NFTS, I focused on meeting the needs of the public by providing access to the most desired routes and areas on the Forest. In addition, my decision will not impact access to private lands, as this project does not designate roads or motorized trails through private lands where the Forest Service does not have right-of-way nor will it change existing rights-of-way for adjacent private landowners. Year round access will be provided to private parcels in the Season of Use zones.
- **Availability of resources for maintenance and administration of roads, trails and areas that would arise if the uses under consideration are designated**: As stated previously, the additions would result in an increased annual motorized trail maintenance cost of approximately $100,000. Total annual road maintenance costs are reduced by $783,724.36 (EIS Chapter 3.08). In reaching my decision, I considered the need for maintenance and administration.
- **Minimizing damage to soil, watershed, vegetation and other forest resources**: The additions to the NFTS included in my decision are expected to maintain and improve water quality and satisfy all federal and state water quality requirements (EIS Chapter 3.10). My decision minimizes impacts to both soil and water resources, including riparian and aquatic habitats, by only adding routes where adverse impacts could be either avoided or mitigated to acceptable levels (EIS Chapters 3.07, 3.10 and 3.11). My decision minimizes impacts to known sensitive plant populations and reduces the effects of noxious weed spread by dropping 35 segments (8.36 miles) of proposed additions to the NFTS within close proximity to sensitive plant occurrences. With respect to botanical resources, the analysis determined that my decision is not likely to result in a trend toward federal listing or loss of viability for any sensitive or watch list plant species (EIS Chapter 3.02).
- **Minimizing harassment of wildlife and significant disruption of wildlife habitat**: For all threatened, endangered or sensitive species, it was determined that Alternative 1 (Proposed Action) would not result in a trend towards federal listing or a loss of population viability. A forestwide Season of Use approach minimizes disturbance of these species and the possibilities of harassment from motor vehicle use. The evaluations determined that no additions to the NFTS would contribute to habitat loss. (EIS Chapter 3.11)
- **Minimizing conflicts between motor vehicles and existing or proposed recreational uses of NFS lands**: The Proposed Action was developed in an interdisciplinary setting, with the objective of avoiding potential conflict between motor vehicle use and non-motorized recreational use. My decision minimizes the potential for conflicts, in part by ensuring the compatibility of route additions with recreation direction contained in the Forest Plan. My decision does not include and Recreational Opportunity Spectrum (ROS) class changes (EIS Chapter 3.04).
- **Minimizing conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands**: I considered the vehicle class and use of routes on adjacent lands to ensure compatible designations for the adjoining route segments on National Forest System lands. As described previously, mixed use proposals maintain safety for the public and minimize conflicts between different vehicle classes on passenger car roads (EIS Chapter 3.08).

- **Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, etc**: Although most of the additions to the NFTS are located far from populated areas, my decision reduces the total miles of routes available to non-highway legal vehicles within 1/4 mile of communities, areas with higher densities of residences, commercial buildings, and/or administrative sites from 187 miles to 67 miles (EIS Chapter 3.04).
- S**peed, volume, composition, and distribution of traffic on roads**: The number of roads and available for public motorized use in the decision is expected to result in a low traffic density, although I expect some congestion near staging areas and on more popular routes. Signs to warn drivers of the class of vehicles authorized and expected on particular roads will be posted as part of the implementation of this decision. ML 3 NFTS roads designated for mixed use will be signed appropriately to warn drivers of mixed use (EIS Chapter 3.08).
- **Compatibility of vehicle class with road geometry and road surfacing**: The analysis of each ML 3 road proposed for motorized mixed use considered the compatibility of each vehicle class with the road geometry and surfacing based on an assessment of the type and size of vehicle in conjunction with the driver's level of skill. In some cases, ML 3 roads were reduced to ML 2, maintained for high clearance vehicles only, reflecting a need to manage the road differently based on the recreational need and location (EIS Chapter 3.08).

## 5.03 Findings Required by Other Laws and Regulations

The National Environmental Policy Act (NEPA) of 1969 directs "to the fullest extent possible, agencies shall prepare draft environmental impact statements concurrently with and integrated with …other environmental review laws and executive orders." The EIS was prepared in accordance with the following:

**National Historic Preservation Act (NHPA) of 1966**: Section 106 requires federal agencies to consider the potential effects of a Preferred Alternative on historic, architectural, or archaeological resources that are eligible for inclusion on the National Register of Historic Places and to afford the President's Advisory Council on Historic Preservation an opportunity to comment. Section 110 requires federal agencies to identify, evaluate, inventory, and protect National Register of Historic Places resources on properties they control. Potential impacts to archaeological and historic resources were evaluated in compliance with Section 106 (EIS Chapter 3.03).

**Executive Order 12898 Environmental Justice**: EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (issued February 11, 1994), requires that each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high or adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. None of the alternatives disproportionately affect minority and low-income populations (EIS Chapter 3.06).

**Clean Water Act**: regulates the dredging and filling of freshwater and coastal wetlands. Section 404 (33 USC 1344) prohibits the discharge of dredged or fill material into waters (including wetlands) of the United States without first obtaining a permit from the U.S. Army Corps of Engineers. Wetlands are regulated in accordance with federal Non-Tidal Wetlands Regulations (Sections 401 and 404). No dredging or filling is part of this proposed action and no permits are required. The Clean Water Act also delegates authority for management of water quality to the states, and waives sovereign immunity for state and local laws pertaining to water-quality protection. Compliance with the federal CWA is primarily through the California Porter-Cologne Act as administered by Central Valley Regional Water Quality Control Board Basin Plan and implementation of Best Management Practices (EIS Chapter 3.10).

**Clean Air Act of 1970**: provides for the protection and enhancement of the nation's air resources. No exceeding of the federal and state ambient air quality standards is expected to result from any of the alternatives (EIS Chapter 3.01).

**Endangered Species Act (ESA) of 1973**: requires that any action authorized by a federal agency not be likely to jeopardize the continued existence of a threatened or endangered species, or result in the destruction or adverse modification of habitat of such species that is determined to be critical. Section 7 of the ESA (16 USC 1531 et seq.), as amended, requires the responsible federal agency to consult the USFWS and the National Marine Fisheries Service concerning endangered and threatened species under their jurisdiction (EIS Chapter 3.11 and Biological Assessment/Biological Evaluation (BA/BE) for Fish and Wildlife).

**National Forest Management Act (NFMA) of 1976**: amends the Forest and Rangeland Renewable Resources Planning Act of 1974 and sets forth the requirements for Land and Resource Management Plans (Forest Plans) for the National Forest System. Alternative 1 is consistent with the NFMA and the Forest Plan.

## 5.04 Roadless and Special Areas

I determined that my decision complies with laws, regulations and policies that pertain to the following roadless and special areas (EIS Chapter 3.05). In addition, I believe the portion of my decision that prohibits cross country travel protects and enhances the values that make these roadless and special areas unique.

### *Roadless Areas*

The Stanislaus National Forest manages seventeen inventoried roadless areas. Six do not contain NFTS or unauthorized motorized routes while the remaining eleven contain 44.88 miles of motorized routes (41.97 NFTS and 2.91 unauthorized) of which 26.63 miles are available for public motor vehicle use.

- My decision adds 1.88 miles of motorized trails to the NFTS that provide unique and much desired semi-primitive motorized recreation opportunities, with minor local effects on non-motorized recreation opportunities.
- My decision changes vehicle class on 9.27 miles of existing NFTS roads including: converting 1.60 miles of closed roads to motorized trails that provide unique and much desired semi-primitive motorized recreation opportunities with only minor local effects on non-motorized recreation; improving roadless values by eliminating existing motor vehicle use on 3.53 miles of NFTS roads; and, converting 4.12 miles of NFTS roads from all vehicles to highway legal only.

### *Research Natural Areas*

The Stanislaus National Forest manages four Research Natural Areas. No NFTS or unauthorized motorized routes exist within these Research Natural Areas.

### *Special Interest Areas*

The Stanislaus National Forest manages eleven Special Interest Areas. Five do not contain NFTS or unauthorized motorized routes while the remaining six contain 11.71 miles of motorized routes (10.94 NFTS and 0.77 unauthorized) of which 10.29 miles are available for public motorized use.

- My decision adds one segment (0.21 miles) to the NFTS that provides recreation access, with no effects on values because it is a short route within and adjacent to existing developed road corridors.

- My decision changes vehicle class on 0.86 miles of NFTS roads including: closing 0.54 miles of open roads, improving values by eliminating existing motor vehicle use; and, changing 0.32 miles from all vehicles to highway legal only, improving values by reducing overall motor vehicle use.

### *Wild and Scenic Rivers*

The Stanislaus National Forest manages portions of two designated Wild and Scenic Rivers (Tuolumne and Merced) with 8.24 miles of existing NFTS roads and no unauthorized routes.

- My decision does not add any unauthorized routes to the NFTS in designated Wild and Scenic Rivers.
- My decision changes vehicle class on three NFTS road segments (6.06 miles) from all vehicles to highway legal only, improving Wild and Scenic River values because they prohibit non-highway legal vehicles, reducing overall motor vehicle use and noise.

### *Proposed Wild and Scenic Rivers*

The Stanislaus National Forest manages all or portions of eight Proposed Wild and Scenic Rivers. One does not contain NFTS or unauthorized motorized routes while the remaining seven contain 76.05 miles of motorized routes (69.51 NFTS and 6.54 unauthorized) of which 62.16 miles are available for public motorized use.

- My decision adds 18 segments (4.02 miles) to the NFTS that access popular dispersed recreation opportunities in the Scenic portions of the Clavey and Recreational portion of the North Fork Mokelumne, with no effects on values because they are short motorized trails within and adjacent to existing developed road corridors.
- My decision changes vehicle class on 17.31 miles of NFTS roads including: converting 0.25 miles of closed road to an ATV trail that provides a desirable loop opportunity, with no effects on values because it is a short motorized trail within and adjacent to an existing developed road corridor; closing 0.80 miles of open roads, improving values by eliminating existing motorized use; changing 1.79 miles from highway legal only to all vehicles with no effects on values because they are main Forest roads in existing developed road corridors; and, changing 14.54 miles from all vehicles to highway legal only, improving values by reducing overall motor vehicle use.
- The portion of my decision to change vehicle class on one NFTS road segment of 4N80Y (0.16 miles) and one NFTS road segment of 5N02R (1.48 miles) from all vehicles to highway legal only includes a Forest Plan Amendment (see Table 2.01-6). Both of these roads are currently available for public motor vehicle use. The analysis in EIS Chapter 3.05 shows that these vehicle class changes improve values by reducing overall motor vehicle use and the segments are located within or adjacent to existing road corridors and developed areas. I agree with those findings. I determined that although these two roads are located within proposed Wild River corridors, continued highway legal only use will not preclude future Wild and Scenic River designation of these segments of the North Fork Stanislaus River.

### *Wilderness*

The Stanislaus National Forest manages all or portions of three designated Wildernesses. No NFTS or unauthorized motorized routes exist within these designated Wildernesses.

### *Proposed Wilderness*

The Stanislaus National Forest manages two Proposed Wildernesses. The Bald Peak Proposed Wilderness contains one NFTS road segment (0.02 miles) that is not available for public motorized use. No other NFTS or unauthorized motorized routes exist within these Proposed Wildernesses.

## 6. IMPLEMENTATION DATE

If no appeals are filed within the 45-day time period, implementation of the decision may occur on, but not before, the 5th business day following the close of the appeal filing period [36 CFR 215.9(a)]. When appeals are filed, implementation may occur on, but not before, the 15th business day following the date of the last appeal disposition. In the event of multiple appeals, the implementation date is controlled by the date of the last appeal disposition [36 CFR 215.9(b)].

## 7. ADMINISTRATIVE REVIEW OR APPEAL OPPORTUNITIES

This decision is subject to appeal pursuant to 36 CFR 215. In accordance with the April 24, 2006 order issued by the U. S. District Court for the Missoula Division of the District of Montana in Case No. CV 03-119-M-DWM, only those individuals and organizations who provided comments during the comment period are eligible to appeal [36 CFR 215.11(a), 1993 version].

Appeals must be filed within 45 days from the publication date of the legal notice in the Union Democrat. Notices of appeal must meet the specific content requirements of 36 CFR 215.14. An appeal, including attachments, must be filed (regular mail, fax, e-mail, hand-delivery, express delivery, or messenger service) with the appropriate Appeal Deciding Officer [36 CFR 215.8] within 45 days following the publication date of the legal notice. The publication date of the legal notice is the exclusive means for calculating the time period to file an appeal [36 CFR 215.15 (a)]. Those wishing to appeal should not rely upon dates or timeframe information provided by any other source. Appeals must be submitted to Regional Forester, USDA Forest Service, 1323 Club Drive, Vallejo, CA 94592, (707) 562-8737. Appeals may be submitted by FAX [(707) 562-9091] or by hand-delivery to the Regional Office, at the address shown above, during normal business hours (Monday-Friday 8:00am to 4:00pm). Electronic appeals, in acceptable [plain text (.txt), rich text (.rtf) or Word (.doc)] formats, may be submitted to appeals-pacificsouthwest-regional-office@fs.fed.us with Subject: **Stanislaus Motorized Travel Management**.

For electronically mailed appeals, the sender should normally receive an automated electronic acknowledgment from the agency as confirmation of receipt. If the sender does not receive an automated acknowledgment of the receipt of the appeal, it is the sender's responsibility to ensure timely receipt by other means [36 CFR 215.6(a)(4)(iii)].

## 8. CONTACT PERSON

For additional information contact: Sue Warren, Team Leader; Stanislaus National Forest; 19777 Greenley Road; Sonora, CA 95370; phone (209) 532-3671 ext. 321; or, e-mail swarren@fs.fed.us.

## 9. SIGNATURE AND DATE

November 12, 2009

**SUSAN SKALSKI**
Forest Supervisor
Stanislaus National Forest

Date

# R. ROUTE DATA

The decision includes a number of additions to the NFTS and changes to the existing NFTS. This appendix shows the route data listing of all additions and changes included in the decision. The route data identifies:

- the type of vehicles allowed;
- season when the route would be open; and,
- mitigation measures that would be implemented on the route prior to publication on a MVUM and allowing public use (see EIS Appendix F, Maintenance and Mitigation Definitions).

## R.01 Additions to the NFTS

Table R.01-1 lists the vehicle class, season of use and mitigations for the additions to the NFTS included in the decision.

Table R.01-1 Additions to the NFTS: Vehicle Class, Season of Use and Mitigations

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 22 | MW | 0.08 | INV | UNT | ATV | NAT | ATV | 4743 | Twain Harte | 2 | |
| 11715A | MW | 0.52 | MAP | UNR | ALL | NAT | ALL | 4571 | Duckwall Mt | 2 | |
| 15EV38 | MW | 0.60 | INV | UNT | ALL | NAT | ALL | 4754 | Columbia SE | 2 | rock barriers 50' at base of incline; waterbars 3200' |
| 15EV43G | MW | 0.51 | INV | UNT | ALL | NAT | 4WD | 4753 | Columbia | 1 | hardened drain dips > 15% grade 1800' and drain dips remainder |
| 15EV46 | MW | 0.28 | INV | UNT | ATV | NAT | ATV | 4754 | Columbia SE | 2 | hardened drain dips and tread harden >25%% grade 500' and drain dips remainder |
| 15EV47 | MW | 0.63 | INV | UNT | ATV | NAT | ATV | 4754 | Columbia SE | 2 | annual maintenance |
| 15EV47A | MW | 0.12 | INV | UNT | ATV | NAT | ATV | 4754 | Columbia SE | 2 | hardened drain dips and tread harden >25% grade 200' and drain dips remainder |
| 15EV48 | MW | 0.64 | INV | UNT | MC | NAT | MC | 4754 | Columbia SE | 2 | hardened drain dips and tread harden >25% grade 1000' and drain dips remainder |
| 15EV54 | MW | 0.18 | INV | UNT | ALL | NAT | ALL | 4754 | Columbia SE | 2 | hardened drain dips > 15% grade 200' and drain dips remainder |
| 16E182 | MW | 0.27 | GIS | UNT | ALL | NAT | ALL | 4571 | Duckwall Mt | 3 | drain dips 925' MP 0.0-0.175; drain dips 700' from 16E182A to end |
| 16E182A | MW | 0.19 | INV | UNT | ALL | NAT | ALL | 4571 | Duckwall Mt | 3 | drain dips 400' MP 0.025-0.1; rock barriers 40' to block access beyond the corral |
| 16E183 | MW | 1.26 | GIS | UNT | ALL | NAT | ALL | 4743 | Twain Harte | 3 | |
| 16EV01 | MW | 0.05 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | drain dips 245' |
| 16EV101 | MW | 1.90 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden 300' MP 0.4 to 0.45; hardened drain dips and tread harden >20% grade 300' and drain dips remainder |
| 16EV106 | MW | 1.50 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | tread harden 3 sections 230' MP 0.8-0.85, 1.0-1.05, and 1.4-1.45 |
| 16EV108 | MW | 0.74 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | rock barriers 50' at base of hill climb; tread harden 260' MP 0.525-0.575; hardened drain dips and tread harden >20% grade 700' and drain dips remainder |
| 16EV109 | MW | 0.61 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | hardened drain dips and tread harden >20% grade 900' and drain dips remainder |
| 16EV109 | MW | 1.14 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | hardened drain dips and tread harden >20% grade 400' and drain dips remainder |
| 16EV110 | MW | 1.15 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV111 | MW | 0.44 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden 150' MP 0.05-0.1; hardened drain dips and tread harden >20% grade 150' and drain dips remainder |
| 16EV112 | MW | 0.17 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | drain dips 900' |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 16EV115 | MW | 2.40 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | tread harden 260' MP 0.75-0.8 |
| 16EV117 | MW | 0.21 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV123 | MW | 0.33 | INV | UNT | ATV | NAT | ATV | 4742 | Crandall Peak | 2 | |
| 16EV124 | MW | 0.15 | INV | UNT | ATV | NAT | ATV | 4742 | Crandall Peak | 2 | |
| 16EV133 | MW | 0.43 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | drain dips 2200' |
| 16EV136 | MW | 1.19 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | hardened drain dips and tread harden >20% grade 600' and drain dips remainder |
| 16EV137 | MW | 0.45 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | tread harden 2 sections 240' MP 0.19-0.23 and 0.25-0.26; hardened drain dips and tread harden >20% grade 400' and drain dips remainder |
| 16EV141 | MW | 0.87 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | tread harden ephemeral drainage 20' MP 0.55; hardened drain dips and tread harden >20% grade 200' and drain dips on remainder; tread harden crossing 15' each side of channel |
| 16EV152 | MW | 0.33 | INV | UNT | ATV | NAT | ATV | 4742 | Crandall Peak | 2 | |
| 16EV152 | MW | 0.56 | INV | UNT | ATV | NAT | ATV | 4742 | Crandall Peak | 2 | |
| 16EV154 | MW | 1.13 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV155 | MW | 0.06 | INV | UNT | ALL | NAT | ALL | 4742 | Crandall Peak | 2 | |
| 16EV160 | MW | 1.31 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | tread harden 70' MP 0.25; tread harden ephemeral drainage 5 sections 195' total; boardwalk 10' |
| 16EV176 | MW | 0.04 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | drain dips 2600' |
| 16EV176 | MW | 0.50 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV177 | MW | 0.27 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | drain dips 1400' |
| 16EV178 | MW | 0.66 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | hardened drain dips and tread harden >20% grade 400' and drain dips remainder |
| 16EV210 | MW | 0.09 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| 16EV211 | MW | 0.08 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| 16EV213 | MW | 0.06 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| 16EV223 | MW | 1.35 | INV | UNT | ATV | NAT | ATV | 4743 | Twain Harte | 2 | hardened drain dips and tread harden >20% grade 700' and drain dips remainder |
| 16EV229 | MW | 0.37 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden ephemeral drainage 60' MP 0.37; tread harden 2 sections 500' MP 0.075-0.125 and 0.225-0.275; hardened drain dips and tread harden >20% grade 700' and drain dips remainder |
| 16EV230 | MW | 0.78 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden ephemeral drainage 3 sections 165' MP 0.0, 0.4, and 0.525; tread harden 2 sections 300' MP 0.01-0.05 and 0.35-0.4; hardened drain dips and tread harden >20% grade 800' and drain dips remainder |
| 16EV236 | MW | 0.96 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV237 | MW | 0.09 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| 16EV243 | MW | 0.31 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | padding 60' x 3' |
| 16EV244 | MW | 0.49 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV247 | MW | 0.68 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV248 | MW | 0.93 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden 2 sections 1850' MP 0.2-0.25 and 0.4-0.7 |
| 16EV249 | MW | 0.28 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden 160' MP 0.21-0.24 |
| 16EV251 | MW | 0.32 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden 240' MP 0.21-0.27 |
| 16EV253 | MW | 0.89 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden 2 sections 320' MP 0.32-0.34 and 0.5-0.54 |
| 16EV254 | MW | 0.51 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden ephemeral drainage; 2 sections 120' MP 0.3 and 0.38.; hardened drain dips and tread harden >20% grade 800' and drain dips remainder; drain dips 50' MP 0.375 on left approach looking upstream |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 16EV255 | MW | 0.43 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden ephemeral drainage 40' MP 0.18; tread harden 135' MP 0.35-0.375.; hardened drain dips and tread harden >20% grade 400' and drain dips remainder |
| 16EV256 | MW | 0.24 | INV | UNT | ALL | NAT | ALL | 4742 | Crandall Peak | 2 | |
| 16EV257 | MW | 1.46 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV257A | MW | 0.03 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV258 | MW | 0.47 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden ephemeral drainage; 2 sections 110' total. MP 0.01 and 0.2. |
| 16EV259 | MW | 0.45 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV259A | MW | 0.17 | MAP | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | padding 300' x 4' |
| 16EV262 | MW | 0.09 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV263 | MW | 0.02 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| 16EV265 | MW | 0.12 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | rock barriers 182' along occurrence; tread harden Deer Creek 75' MP 0.025 |
| 16EV266 | MW | 0.21 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | padding 300' x 4'; barriers (rock, log or fence) 30' |
| 16EV266A | MW | 0.03 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | OHV cattleguard on existing fence line MP 0.02 |
| 16EV267 | MW | 0.27 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | hardened drain dips and tread harden >20% grade 300' and drain dips remainder |
| 16EV268 | MW | 0.38 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV269 | MW | 0.22 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden ephemeral drainage 50' |
| 16EV272 | MW | 0.53 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV292 | MW | 0.14 | INV | UNT | ALL | NAT | 4WD | 4742 | Crandall Peak | 2 | |
| 16EV296 | MW | 0.36 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV302 | MW | 0.31 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV303 | MW | 0.20 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV304 | MW | 0.09 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 16EV306 | MW | 0.16 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | |
| 16EV318 | MW | 0.45 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | hardened drain dips >15% grade 600' and drain dips remainder |
| 16EV54 | MW | 2.36 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | tread harden ephemeral drainage 9 sections 500' MP 0.3, 0.55, 0.78, 1.1, 1.28, 1.5, 1.88, 2.0, 2.1, 2.23, and 2.43. tread harden 260' MP 0.275-0.325; drain dip at MP 2.1; tread harden 10' above drain dip |
| 16EV78 | MW | 0.19 | INV | UNT | ATV | NAT | ATV | 4743 | Twain Harte | 2 | |
| 16EV81 | MW | 0.54 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | 2 | low impact barriers 2850' each side |
| 17EV104 | MW | 0.87 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 17EV11 | MW | 0.40 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | drain dips 2500' |
| 17EV11 | MW | 0.91 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV117 | MW | 0.55 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 17EV117 | MW | 0.57 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 17EV118 | MW | 1.37 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | tread harden ephemeral drainage 15' MP 0.52; tread harden 100' MP 0.52-0.54; hardened drain dips and tread harden >20% grade 1000' and drain dips remainder |
| 17EV120 | MW | 0.11 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 17EV130 | CAL | 0.81 | INV | UNT | MC | NAT | MC | 4911 | Tamarack | 3 | low impact barriers 300' north side; hardened drain dips and tread harden >20% grade 700' and drain dips remainder |
| 17EV14 | MW | 0.74 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | low impact barriers 250' each side; tread harden ephemeral drainage 3 sections 600' MP 1.19, 1.2, and 1.28; tread harden segment 1 spring crossing with rock ballast; tread harden segment 2 stream crossing and approaches 20' either side |
| 17EV153 | MW | 0.25 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV153 | MW | 0.31 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 17EV157 | MW | 0.11 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV15B | MW | 0.79 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | low impact barriers 50' each side |
| 17EV160 | MW | 0.15 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV162 | MW | 0.19 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV182 | GR | 0.02 | INV | UNT | ALL | NAT | ALL | 4391 | Buckhorn Peak | 1 | |
| 17EV183 | GR | 0.64 | INV | UNT | ALL | NAT | ALL | 4391 | Buckhorn Peak | 1 | hardened drain dips >15% grade 1000' and drain dips remainder |
| 17EV184 | GR | 0.60 | INV | UNT | MC | NAT | MC | 4391 | Buckhorn Peak | 1 | drain dips 3000' |
| 17EV202 | MW | 0.38 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| 17EV205 | MW | 0.25 | INV | UNT | ATV | NAT | ATV | 4743 | Twain Harte | 3 | annual maintenance |
| 17EV210 | MW | 1.09 | INV | UNT | ATV | NAT | ATV | 4742 | Crandall Peak | 2 | hardened drain dips and tread harden >20% grade 700' and drain dips remainder |
| 17EV210A | MW | 0.32 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | |
| 17EV231 | MW | 0.32 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| 17EV235 | MW | 0.59 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | 2 | tread harden ephemeral drainage 30' MP 0.2 |
| 17EV236 | MW | 0.26 | INV | UNT | ATV | NAT | ATV | 4742 | Crandall Peak | 2 | hardened drain dips and tread harden >20% grade 400' and drain dips remainder |
| 17EV237 | MW | 0.16 | INV | UNT | ATV | NAT | ATV | 4742 | Crandall Peak | 2 | |
| 17EV238 | MW | 0.68 | INV | UNT | ALL | NAT | ALL | 4741 | Strawberry | 2 | |
| 17EV238A | MW | 0.29 | INV | UNT | ALL | NAT | ALL | 4741 | Strawberry | 2 | |
| 17EV239 | MW | 0.24 | INV | UNT | ALL | NAT | ALL | 4741 | Strawberry | 2 | |
| 17EV240 | MW | 0.19 | INV | UNT | ALL | NAT | ALL | 4741 | Strawberry | 2 | |
| 17EV241 | MW | 0.27 | INV | UNT | ATV | NAT | ATV | 4741 | Strawberry | 2 | |
| 17EV245 | MW | 0.07 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 2 | |
| 17EV261A | MW | 0.07 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| 17EV264 | MW | 0.14 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV275 | CAL | 0.01 | INV | UNT | ALL | NAT | ALL | 4911 | Tamarack | 3 | |
| 17EV275 | CAL | 0.02 | INV | UNT | MC | NAT | MC | 4911 | Tamarack | 3 | |
| 17EV278 | CAL | 1.06 | INV | UNT | ATV | NAT | ATV | 4911 | Tamarack | 3 | hardened drain dips and tread harden >20% grade 400' and drain dips remainder |
| 17EV279 | CAL | 1.08 | INV | UNT | ATV | NAT | ATV | 4911 | Tamarack | 3 | hardened drain dips and tread harden >20% grade 500' and drain dips remainder |
| 17EV280 | CAL | 0.48 | INV | UNT | MC | NAT | MC | 4911 | Tamarack | 3 | hardened drain dips and tread harden >20% grade 400' and drain dips remainder |
| 17EV281 | MW | 0.27 | INV | UNT | ALL | NAT | ALL | 4741 | Strawberry | 2 | |
| 17EV282 | MW | 0.10 | INV | UNT | ALL | NAT | ALL | 4741 | Strawberry | 2 | |
| 17EV283 | MW | 0.20 | INV | UNT | MC | NAT | MC | 4741 | Strawberry | 2 | |
| 17EV28A | MW | 0.08 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV290 | MW | 0.40 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV293 | MW | 0.79 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV299 | MW | 0.59 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV300 | MW | 0.23 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV303 | MW | 0.83 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV307 | CAL | 0.09 | INV | UNT | ALL | NAT | ALL | 4914 | Liberty Hill | 3 | |
| 17EV317 | GR | 0.06 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV318 | GR | 0.13 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV319 | GR | 0.21 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV320 | GR | 0.13 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV321 | GR | 0.05 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV322 | GR | 0.04 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV323 | GR | 0.03 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV324 | GR | 0.03 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV325 | GR | 0.03 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV326 | GR | 0.02 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV327 | GR | 0.17 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | hardened drain dips and tread harden >25% grade 700' and drain dips remainder |
| 17EV328 | GR | 0.06 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 17EV329 | GR | 0.05 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | tread harden wet seep/spring 150' MP 0.025 |
| 17EV330 | GR | 0.10 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV331 | GR | 0.11 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | |
| 17EV332 | GR | 0.05 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | tread harden 265' MP 0.0-0.05 |
| 17EV34 | MW | 0.27 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV37 | MW | 0.93 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV45 | MW | 1.68 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV51 | MW | 3.06 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV53 | MW | 2.97 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV54 | MW | 0.50 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV58 | MW | 1.19 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV60 | MW | 0.51 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV60 | MW | 0.55 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV67 | MW | 0.28 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | tread harden ephemeral drainage 40' MP 0.17 (Wrights Creek) |
| 17EV67A | MW | 0.36 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV71 | MW | 1.14 | INV | UNT | ATV | NAT | ATV | 4743 | Twain Harte | 3 | tread harden 20' (seep/spring area) MP 0.7 |
| 17EV75 | MW | 0.46 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | hardened drain dips and tread harden >20% grade 400' and drain dips remainder |
| 17EV78 | MW | 0.30 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV79 | MW | 1.29 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 17EV80 | MW | 0.23 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | tread harden ephemeral drainage 40' MP 0.19 (Wrights Cr) |
| 17EV85 | MW | 2.01 | INV | UNT | MC | NAT | MC | 4744 | Hull Creek | 3 | |
| 17EV88 | MW | 1.53 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 17EV91 | MW | 1.03 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV100 | MW | 0.08 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | barriers (rock, log or fence) 100' prior to Trout Creek; drain dips 200' to west of 31820G |
| 18EV105 | MW | 0.69 | INV | UNT | MC | NAT | MC | 4744 | Hull Creek | 3 | No Vehicles signs 100' each side; tread harden ephemeral drainage 60' MP 0.1; tread harden crossing and approaches 20' each side of intermittent tributary to Trout Creek |
| 18EV110 | MW | 1.33 | INV | UNT | MC | NAT | MC | 4744 | Hull Creek | 3 | |
| 18EV133 | MW | 0.35 | INV | UNT | ALL | NAT | ATV | 4744 | Hull Creek | 3 | hardened drain dips >15% grade 200' and drain dips remainder |
| 18EV134 | MW | 3.19 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | hardened drain dips >15% grade 500' and drain dips remainder |
| 18EV170 | MW | 1.13 | INV | UNT | MC | NAT | MC | 4744 | Hull Creek | 3 | |
| 18EV170 | MW | 1.69 | INV | UNT | MC | NAT | MC | 4744 | Hull Creek | 3 | |
| 18EV257 | MW | 0.18 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV258 | MW | 0.57 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | low impact barriers 360' each side MP 0.0-0.05 (3N56Y to 3N56YA) |
| 18EV260 | MW | 0.28 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV268 | GR | 0.51 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | hardened drain dips and tread harden >25% grade 200' and drain dips remainder |
| 18EV269 | GR | 0.16 | INV | UNT | ALL | NAT | ALL | 4574 | Jawbone Ridge | 2 | |
| 18EV270 | MW | 0.36 | INV | UNT | ALL | NAT | ALL | 4732 | Pinecrest | 3 | |
| 18EV271 | MW | 0.67 | INV | UNT | ATV | NAT | ATV | 4732 | Pinecrest | 3 | |
| 18EV276 | MW | 0.10 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | barriers (rock, log or fence) 20' MP 0.1 |
| 18EV277 | MW | 0.09 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 18EV282 | MW | 0.15 | INV | UNT | MC | NAT | MC | 4732 | Pinecrest | 3 | drain dips 800' |
| 18EV283 | MW | 0.28 | INV | UNT | ALL | NAT | 4WD | 4732 | Pinecrest | 3 | |
| 18EV284 | MW | 0.07 | INV | UNT | ALL | NAT | 4WD | 4732 | Pinecrest | 3 | |
| 18EV286 | CAL | 0.39 | INV | UNT | ATV | NAT | ATV | 4911 | Tamarack | 3 | |
| 18EV287 | CAL | 1.34 | INV | UNT | ALL | NAT | ALL | 4911 | Tamarack | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 18EV288 | CAL | 1.96 | INV | UNT | MC | NAT | MC | 4911 | Tamarack | 3 | hardened drain dips and tread harden >20% grade 300' and drain dips remainder; tread harden approaches to 15' each side crossing 2; replace fill over culverts at crossing 6 |
| 18EV292 | CAL | 0.08 | INV | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| 18EV293 | CAL | 0.06 | INV | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| 18EV295 | CAL | 0.30 | INV | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| 18EV295A | CAL | 0.06 | INV | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| 18EV297 | CAL | 0.08 | INV | UNT | ALL | NAT | 4WD | 4902 | Spicer Mdw Res | 3 | |
| 18EV298 | CAL | 0.18 | INV | UNT | ALL | NAT | 4WD | 4902 | Spicer Mdw Res | 3 | |
| 18EV299 | CAL | 0.14 | INV | UNT | ALL | NAT | 4WD | 4902 | Spicer Mdw Res | 3 | |
| 18EV300 | CAL | 0.08 | INV | UNT | ALL | NAT | 4WD | 4902 | Spicer Mdw Res | 3 | |
| 18EV301 | CAL | 0.09 | INV | UNT | ALL | NAT | 4WD | 4902 | Spicer Mdw Res | 3 | |
| 18EV303 | CAL | 0.10 | INV | UNT | ALL | NAT | 4WD | 5063 | Pacific Valley | 3 | |
| 18EV304 | MW | 0.13 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV304 | MW | 0.19 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV308 | MW | 0.12 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | low impact barriers 30' south side MP 0.04, block just before creek; tread harden ephemeral drainage 2 sections 155' MP 0.003 and 0.125 |
| 18EV309 | MW | 0.04 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | tread harden drainage (Hull Cr) 60' MP 0.028. |
| 18EV34 | MW | 0.65 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV34 | GR | 1.27 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV56 | MW | 1.38 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | hardened drain dips and tread harden >20% grade 500' and drain dips remainder |
| 18EV57 | MW | 0.86 | INV | UNT | MC | NAT | MC | 4744 | Hull Creek | 3 | hardened drain dips and tread harden >20% grade 500' and drain dips remainder |
| 18EV63 | MW | 0.26 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV67 | MW | 1.68 | INV | UNT | MC | NAT | MC | 4744 | Hull Creek | 3 | low impact barriers and No Vehicle signs 50' each side; tread harden ephemeral drainage 2 sections 60' MP 0.35 and 0.8; barriers (rock, log or fence) 700' MP 1.26-1.39 |
| 18EV70 | MW | 0.68 | INV | UNT | MC | NAT | MC | 4744 | Hull Creek | 3 | |
| 18EV77 | MW | 1.54 | INV | UNT | MC | NAT | MC | 4733 | Cherry Lake N | 3 | hardened drain dips and tread harden >20% grade 300' and drain dips remainder |
| 18EV88 | MW | 0.03 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV88 | MW | 0.70 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | tread harden ephemeral drainage (Rush Cr) 60' MP 0.25.; drain dips 130' on left (looking upstream) approach to channel |
| 18EV90 | MW | 0.81 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | 3 | |
| 18EV91 | MW | 0.33 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | tread harden ephemeral drainage 50' MP 0.07; hardened drain dips >15% grade 900' and drain dips remainder |
| 18EV95 | MW | 0.33 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | tread harden ephemeral drainage 75' MP 0.01; tread harden Trout Creek crossing 80' MP 0.28; drain dips 1750' |
| 19EV101 | MW | 0.57 | INV | UNT | ALL | NAT | 4WD | 4732 | Pinecrest | 3 | hardened drain dips >15% grade 600' and drain dips remainder |
| 19EV110 | CAL | 0.09 | INV | UNT | ALL | NAT | 4WD | 5063 | Pacific Valley | 3 | |
| 19EV111 | CAL | 0.32 | INV | UNT | ALL | NAT | 4WD | 5063 | Pacific Valley | 3 | |
| 19EV111A | CAL | 0.14 | INV | UNT | ALL | NAT | 4WD | 5063 | Pacific Valley | 3 | |
| 19EV112 | CAL | 0.04 | INV | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | |
| 19EV113 | CAL | 0.04 | INV | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | |
| 19EV29 | MW | 0.47 | INV | UNT | ATV | NAT | 4WD | 4732 | Pinecrest | 3 | |
| 1N1829 | GR | 0.08 | MAP | UNT | ALL | NAT | ALL | 4571 | Duckwall Mt | 3 | |
| 1S1727 | GR | 0.87 | | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | low impact barriers 100' north side; hardened drain dips and tread harden >25% grade 600' and drain dips remainder |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 1S1736 | GR | 0.46 | MAP | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | 2 | low impact barriers 1300' each side; hardened drain dips and tread harden >25% grade 400' and drain dips remainder |
| 1S1822B | GR | 0.05 | MAP | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| 1S1909 | GR | 0.25 | MAP | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| 1S1930 | GR | 1.69 | MAP | UNT | ALL | NAT | ATV | 4563 | Ascension Mt | 2 | hardened drain dips >15% grade 600' and drain dips remainder |
| 1S1933 | GR | 0.37 | MAP | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | low impact barriers and No Vehicles signs 500' each side |
| 20EV100 | CAL | 0.09 | INV | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | rock barriers 30' MP 0.08 to block access |
| 20EV101A | CAL | 0.05 | INV | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | |
| 21703A | MW | 0.08 | GIS | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 21703C | MW | 0.52 | GIS | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 21704A | MW | 0.39 | GIS | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 21704B | MW | 0.21 | GIS | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 2N1905 | GR | 0.25 | MAP | UNT | ALL | NAT | ALL | 4733 | Cherry Lake N | 3 | hardened drain dips >15% grade 600' and drain dips remainder |
| 2S1906 | GR | 0.42 | MAP | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | hardened drain dips >15% grade 500' and drain dips remainder |
| 31614C | MW | 0.05 | GIS | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | barriers (rock, log or fence) 150' MP 0.05 |
| 31623G | MW | 0.41 | GIS | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| 31734B | MW | 0.09 | GIS | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| 31736A | MW | 0.17 | GIS | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| 31818G | MW | 0.15 | GIS | UNR | ATV | NAT | ATV | 4741 | Strawberry | 3 | drain dips 800' |
| 31821C | MW | 0.20 | GIS | UNR | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | barriers (rock, log or fence) 20' MP 0.12; hardened drain dips >15% grade 400' and drain dips remainder |
| 41735B | MW | 0.06 | GIS | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 3 | |
| EV681 | MW | 0.09 | INV | UNT | ALL | NAT | 4WD | 4732 | Pinecrest | 3 | |
| FR10176 | CAL | 0.09 | MAP | UNT | ALL | NAT | 4WD | 4912 | Calaveras Dome | 3 | |
| FR13563 | MW | 0.05 | GPS | UNT | ALL | NAT | ALL | 4744 | Hull Creek | 3 | |
| FR14617 | CAL | 0.04 | GPS | UNT | ALL | NAT | ALL | 4912 | Calaveras Dome | 3 | |
| FR14721 | GR | 0.12 | MAP | UNR | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR4688 | GR | 0.73 | MAP | UNR | ALL | NAT | ALL | 4574 | Jawbone Ridge | 1 | |
| FR5540 | GR | 0.47 | MAP | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR6468 | GR | 0.02 | MAP | UNR | ALL | NAT | ALL | 4564 | Ackerson Mt | 2 | |
| FR6468 | GR | 0.04 | MAP | UNR | ALL | NAT | ALL | 4564 | Ackerson Mt | 2 | |
| FR6468 | GR | 0.18 | MAP | UNR | ALL | NAT | ALL | 4564 | Ackerson Mt | 2 | |
| FR6550 | GR | 2.27 | MAP | UNR | ALL | NAT | ALL | 4573 | Groveland | 1 | hardened drain dips >15% grade 1400' and drain dips remainder |
| FR8165 | GR | 0.05 | MAP | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR8437 | CAL | 0.13 | MAP | UNT | ALL | NAT | 4WD | 4901 | Dardanelles Cone | 3 | |
| FR8472 | GR | 0.18 | MAP | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 3 | |
| FR8762 | GR | 0.13 | MAP | UNT | ALL | NAT | 4WD | 4564 | Ackerson Mt | 2 | |
| FR8784 | CAL | 0.07 | MAP | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | |
| FR8843 | GR | 0.86 | MAP | UNT | ALL | NAT | 4WD | 4391 | Buckhorn Peak | 1 | |
| FR8986 | GR | 0.32 | MAP | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR9084 | CAL | 0.17 | MAP | UNT | ALL | NAT | 4WD | 4913 | Boards Crossing | 3 | |
| FR9090 | CAL | 0.11 | MAP | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| FR9140 | GR | 0.04 | MAP | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR9359 | GR | 0.13 | MAP | UNR | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR9438 | CAL | 0.10 | MAP | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | drain dips 75' at pull-out parking |
| FR9439 | CAL | 0.16 | MAP | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | |
| FR9440 | CAL | 0.04 | MAP | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | |
| FR9441 | CAL | 0.18 | MAP | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | segment 2: rock barriers 300' between trail and Silver Creek; rock barriers 20' at high water line of North Fork Diversion |
| FR9501 | CAL | 0.09 | MAP | UNR | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| FR98472 | GR | 0.67 | MAP | UNT | ALL | NAT | 4WD | 4564 | Ackerson Mt | 2 | |
| FR98476 | GR | 0.50 | INV | UNT | ALL | NAT | 4WD | 4381 | El Portal | 2 | hardened drain dips >15% grade 500' and drain dips remainder |
| FR98477 | GR | 0.13 | INV | UNT | ALL | NAT | 4WD | 4381 | El Portal | 2 | |
| FR98479 | GR | 0.06 | INV | UNT | ALL | NAT | 4WD | 4381 | El Portal | 2 | |
| FR98483 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | 2 | |
| FR98484 | GR | 0.04 | INV | UNT | ALL | NAT | 4WD | 4391 | Buckhorn Peak | 2 | |
| FR98485 | GR | 0.08 | INV | UNT | ALL | NAT | 4WD | 4391 | Buckhorn Peak | 1 | |
| FR98486 | GR | 0.21 | INV | UNT | ALL | NAT | 4WD | 4391 | Buckhorn Peak | 2 | |
| FR98491 | GR | 0.19 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | 2 | |
| FR98492 | GR | 0.09 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | 2 | |
| FR98494 | GR | 0.02 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98496 | GR | 0.28 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98501 | GR | 0.08 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98502 | GR | 0.02 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98503 | GR | 0.09 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98506 | GR | 0.14 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98515 | GR | 0.09 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | 2 | |
| FR98520 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | 2 | |
| FR98522 | GR | 0.04 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98523 | GR | 0.08 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98524 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98529 | GR | 0.13 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98530 | GR | 0.07 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98531 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98533 | GR | 0.10 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98535 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | drain dips 180' MP 0.0-0.03 |
| FR98537 | GR | 0.09 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98538 | GR | 0.14 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98539 | GR | 0.10 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98540 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4561 | Lake Eleanor | 2 | |
| FR98544 | GR | 0.08 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 3 | |
| FR98545 | GR | 0.05 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 3 | |
| FR98546 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98547 | GR | 0.08 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98548 | GR | 0.04 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | 2 | |
| FR98549 | GR | 0.04 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | 2 | |
| FR98550 | GR | 0.17 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | 2 | |
| FR98551 | GR | 0.02 | INV | UNT | ALL | NAT | 4WD | 4381 | El Portal | 2 | |
| FR98553 | GR | 0.14 | INV | UNT | ALL | NAT | 4WD | 4391 | Buckhorn Peak | 2 | |
| FR98555 | GR | 0.02 | INV | UNT | ALL | NAT | 4WD | 4564 | Ackerson Mt | 2 | |
| FR98560 | GR | 0.06 | INV | UNT | ALL | NAT | 4WD | 4564 | Ackerson Mt | 2 | |
| FR98563 | GR | 0.09 | INV | UNT | ALL | NAT | 4WD | 4564 | Ackerson Mt | 1 | |
| FR98577 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4561 | Lake Eleanor | 2 | |
| FR98580 | GR | 0.13 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98581 | GR | 0.11 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98582 | GR | 0.06 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98583 | GR | 0.07 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98584 | GR | 0.06 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98585 | GR | 0.06 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98586 | GR | 0.06 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98587 | GR | 0.04 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98590 | MW | 0.10 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| FR98592 | GR | 0.08 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | drain dips last 1000' |
| FR98593 | GR | 0.09 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98596 | MW | 0.10 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| FR98597 | MW | 0.09 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98598 | MW | 0.08 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98599 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98601 | MW | 0.05 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98602 | MW | 0.08 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98603 | MW | 0.07 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | No Vehicles signs 100' each side |
| FR98604 | MW | 0.03 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98607 | CAL | 0.05 | INV | UNT | ALL | NAT | 4WD | 4924 | Dorrington | 3 | |
| FR98608 | MW | 0.07 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98609 | MW | 0.05 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 3 | |
| FR98616 | MW | 0.03 | INV | UNT | ALL | NAT | 4WD | 4742 | Crandall Peak | 2 | |
| FR98617 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4754 | Columbia SE | 2 | |
| FR98618 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4754 | Columbia SE | 2 | |
| FR98620 | MW | 0.08 | INV | UNT | ALL | NAT | 4WD | 4754 | Columbia SE | 2 | |
| FR98622 | CAL | 0.04 | INV | UNT | ALL | NAT | 4WD | 4913 | Boards Crossing | 3 | |
| FR98623 | CAL | 0.05 | INV | UNT | ALL | NAT | 4WD | 4913 | Boards Crossing | 3 | |
| FR98624 | CAL | 0.20 | INV | UNT | ALL | NAT | 4WD | 4913 | Boards Crossing | 3 | |
| FR98625 | CAL | 0.06 | INV | UNT | ALL | NAT | 4WD | 4913 | Boards Crossing | 3 | |
| FR98627 | CAL | 0.06 | INV | UNT | ALL | NAT | 4WD | 4913 | Boards Crossing | 3 | |
| FR98630 | CAL | 0.04 | INV | UNT | ALL | NAT | 4WD | 4914 | Liberty Hill | 3 | |
| FR98631 | CAL | 0.06 | INV | UNT | ALL | NAT | 4WD | 4914 | Liberty Hill | 3 | |
| FR98633 | CAL | 0.10 | INV | UNT | ALL | NAT | 4WD | 4921 | Garnet Hill | 3 | |
| FR98634 | CAL | 0.05 | INV | UNT | ALL | NAT | 4WD | 4921 | Garnet Hill | 3 | |
| FR98636 | CAL | 0.11 | INV | UNT | ALL | NAT | 4WD | 4912 | Calaveras Dome | 3 | |
| FR98637 | CAL | 0.07 | INV | UNT | ALL | NAT | 4WD | 4912 | Calaveras Dome | 3 | |
| FR98638 | CAL | 0.04 | INV | UNT | ALL | NAT | 4WD | 4912 | Calaveras Dome | 3 | |
| FR98639 | CAL | 0.14 | INV | UNT | ALL | NAT | 4WD | 4912 | Calaveras Dome | 3 | |
| FR98643 | CAL | 0.08 | INV | UNT | ALL | NAT | 4WD | 4912 | Calaveras Dome | 3 | |
| FR98644 | CAL | 0.06 | INV | UNT | ALL | NAT | 4WD | 4912 | Calaveras Dome | 3 | |
| FR98646 | CAL | 0.05 | INV | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| FR98647 | CAL | 0.04 | INV | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| FR98660 | CAL | 0.05 | INV | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| FR98661 | CAL | 0.12 | INV | UNT | ALL | NAT | 4WD | 4911 | Tamarack | 3 | |
| FR98662 | CAL | 0.07 | INV | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | |
| FR98663 | CAL | 0.05 | INV | UNT | ALL | NAT | 4WD | 5064 | Ebbetts Pass | 3 | |
| FR98670 | GR | 0.20 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | 2 | |
| FR98672 | GR | 0.07 | INV | UNT | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98674 | GR | 0.06 | INV | UNR | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98675 | GR | 0.06 | INV | UNR | ALL | NAT | 4WD | 4562 | Cherry Lake S | 2 | |
| FR98676 | GR | 0.06 | INV | UNR | ALL | NAT | 4WD | 4562 | Cherry Lake S | 3 | |
| FR98679 | MW | 0.07 | INV | UNT | ALL | NAT | 4WD | 4754 | Columbia SE | 1 | barriers (rock, log or fence) 200' MP 0.07 |
| FR98680 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4754 | Columbia SE | 1 | barriers (rock, log or fence) 100' MP 0.04 |
| FR98682 | MW | 0.05 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| FR98683 | MW | 0.06 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| FR98685 | MW | 0.03 | INV | UNT | ALL | NAT | 4WD | 4742 | Crandall Peak | 2 | |
| FR98686 | MW | 0.03 | INV | UNT | ALL | NAT | 4WD | 4742 | Crandall Peak | 2 | |
| FR98688 | MW | 0.05 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 2 | |
| FR98689 | MW | 0.06 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 2 | |
| FR98692 | MW | 0.07 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 2 | barriers (rock, log or fence) 350' MP 0.0-0.07 |
| FR98693 | MW | 0.01 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | barriers (rock, log or fence) 200' MP 0.01 |
| FR98694 | MW | 0.03 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 1 | |
| FR98695 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 2 | |
| FR98696 | MW | 0.03 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 2 | |
| FR98697 | MW | 0.12 | INV | UNT | ALL | NAT | 4WD | 4742 | Crandall Peak | 2 | barriers (rock, log or fence) 50' MP 0.12 |
| FR98699 | MW | 0.05 | INV | UNT | ALL | NAT | 4WD | 4733 | Cherry Lake N | 3 | barriers (rock, log or fence) 75' MP 0.05 |
| FR98700 | MW | 0.02 | INV | UNT | ALL | NAT | 4WD | 4733 | Cherry Lake N | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| FR98701 | MW | 0.02 | INV | UNT | ALL | NAT | 4WD | 4733 | Cherry Lake N | 3 | |
| FR98702 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4742 | Crandall Peak | 2 | |
| FR98703 | MW | 0.06 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 2 | |
| FR98705 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | 2 | |
| FR98707 | MW | 0.02 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | 2 | |
| FR98708 | MW | 0.02 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | 2 | |
| **total** | | **136.77** | | | | | | | | | |

**Legend**

**4WD** 4 Wheel Drive
**ADM** Administrative Use Only (closed to public motorized use)
**ALL** All Vehicles
**ATV** ATV (open to ATV and Motorcycle)
**CAL** Calaveras
**GIS** Geographic Information System
**GR** Groveland
**INV** Inventory
**MC** Motorcycle
**MI** Miles
**MW** Mi-Wok
**NAT** Native Material
**RD** Ranger District
**ROD** Record of Decision
**SEA** Season of Use (1) year round; (2) 4/15-12/15; (3) 4/15-12/15
**SRC** Source
**SUR** Surface
**SYS** System (National Forest System)
**UNR** Unauthorized Road
**UNT** Unauthorized Trail

## R.02 Changes to the Existing NFTS: Vehicle Class

Table R.02-1 lists the vehicle class, season of use and mitigations for the existing NFTS with vehicle class changes included in the decision.

Table R.02-1 Changes to the Existing NFTS: Vehicle Class, Season of Use and Mitigations

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 01N01 | MW | 0.02 | GIS | HLO | HLO | NAT | ALL | 4572 | Tuolumne | 1 | mixed use signing |
| 01N01 | GR | 0.03 | GIS | HLO | HLO | AC | ALL | 4562 | Cherry Lake S | 2 | mixed use signing |
| 01N01 | GR | 0.36 | GIS | HLO | HLO | AC | ALL | 4562 | Cherry Lake S | 2 | mixed use signing |
| 01N01 | GR | 0.43 | GIS | HLO | HLO | AC | ALL | 4562 | Cherry Lake S | 2 | mixed use signing |
| 01N01 | GR | 7.77 | GIS | HLO | HLO | AGG | ALL | 4571 | Duckwall Mt | 2 | mixed use signing |
| 01N01 | MW | 8.47 | GIS | HLO | HLO | AC | ALL | 4572 | Tuolumne | 1 | |
| 01N01C | GR | 0.19 | GIS | ML1 | | NAT | t-ALL | 4562 | Cherry Lake S | 2 | |
| 01N01D | GR | 0.50 | GIS | ML1 | | NAT | t-ALL | 4571 | Duckwall Mt | 2 | |
| 01N01J | MW | 0.28 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 1 | |
| 01N04 | GR | 1.81 | GIS | ALL | ALL | NAT | HLO | 4562 | Cherry Lake S | | |
| 01N04 | GR | 3.33 | GIS | ALL | ALL | AGG | HLO | 4562 | Cherry Lake S | 3 | |
| 01N04A | GR | 0.44 | GIS | ML1 | | AGG | t-4WD | 4562 | Cherry Lake S | 3 | |
| 01N04C | GR | 0.91 | GIS | ML1 | | NAT | t-4WD | 4733 | Cherry Lake N | 3 | |
| 01N07A | GR | 0.80 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01N07Y | GR | 0.50 | GIS | ALL | ALL | NAT | HLO | 4562 | Cherry Lake S | 2 | |
| 01N07Y | GR | 1.07 | GIS | ALL | ALL | NAT | HLO | 4562 | Cherry Lake S | 2 | |
| 01N09 | GR | 6.62 | GIS | ALL | ALL | NAT | ADM | 4571 | Duckwall Mt | 2 | |
| 01N10 | GR | 5.14 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 01N10 | GR | 6.62 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 01N10A | GR | 0.53 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 01N10B | GR | 0.16 | GIS | ML1 | | NAT | t-4WD | 4571 | Duckwall Mt | 2 | |
| 01N14 | GR | 1.04 | GIS | ALL | ALL | AGG | HLO | 4562 | Cherry Lake S | 3 | |
| 01N14 | GR | 2.72 | GIS | ALL | ALL | AGG | HLO | 4562 | Cherry Lake S | 3 | |
| 01N14A | GR | 0.82 | GIS | ALL | ALL | AGG | HLO | 4562 | Cherry Lake S | 3 | |
| 01N14F | GR | 0.44 | GIS | ALL | ALL | NAT | HLO | 4562 | Cherry Lake S | 3 | |
| 01N15 | GR | 1.09 | GIS | ALL | ALL | NAT | ML1 | 4571 | Duckwall Mt | 2 | |
| 01N23 | GR | 1.98 | GIS | ALL | ALL | NAT | HLO | 4562 | Cherry Lake S | 2 | |
| 01N32Y | GR | 0.91 | GIS | ML1 | | NAT | t-4WD | 4562 | Cherry Lake S | 2 | rock barriers 30' MP 0.91 to block access |
| 01N33 | MW | 0.73 | GIS | ALL | ALL | AGG | HLO | 4572 | Tuolumne | 2 | |
| 01N33Y | GR | 0.29 | GIS | ML1 | | NAT | t-4WD | 4571 | Duckwall Mt | 2 | |
| 01N37 | GR | 1.43 | GIS | ML1 | ALL | NAT | ALL | 4571 | Duckwall Mt | 2 | mixed use signing |
| 01N40Y | GR | 1.91 | GIS | ALL | ALL | AGG | HLO | 4562 | Cherry Lake S | 3 | |
| 01N45 | GR | 1.73 | GIS | ML1 | | NAT | t-4WD | 4562 | Cherry Lake S | 2 | |
| 01N45Y | GR | 0.48 | GIS | ALL | ALL | AGG | HLO | 4562 | Cherry Lake S | 3 | |
| 01N58A | MW | 0.40 | GIS | ALL | ALL | NAT | ML1 | 4571 | Duckwall Mt | 2 | |
| 01N60 | GR | 0.76 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 01N60A | GR | 0.35 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 01N69 | GR | 1.14 | GIS | ML1 | | NAT | t-ALL | 4571 | Duckwall Mt | 2 | |
| 01N76 | GR | 0.67 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 01N76 | GR | 0.74 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 01N76 | GR | 0.97 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 01N81 | GR | 0.72 | GIS | ML1 | | NAT | t-4WD | 4562 | Cherry Lake S | 2 | |
| 01N88 | GR | 0.63 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 01N91 | GR | 0.58 | GIS | ML1 | | NAT | t-4WD | 4571 | Duckwall Mt | 2 | |
| 01N97 | GR | 5.01 | GIS | ALL | ALL | AGG | HLO | 4562 | Cherry Lake S | 3 | |
| 01S01Y | GR | 0.07 | GIS | ALL | | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S01Y | GR | 0.59 | GIS | ALL | | NAT | ML1 | 4563 | Ascension Mt | 2 | |
| 01S01YA | GR | 0.17 | GIS | ALL | ALL | NAT | ML1 | 4563 | Ascension Mt | 2 | |
| 01S01YB | GR | 0.66 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 01S01YC | GR | 0.13 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S03 | GR | 0.01 | GIS | HLO | HLO | AGG | ALL | 4564 | Ackerson Mt | 2 | mixed use signing |
| 01S03 | GR | 0.68 | GIS | HLO | HLO | AGG | ALL | 4564 | Ackerson Mt | 2 | mixed use signing |
| 01S03 | GR | 0.91 | GIS | HLO | HLO | AGG | ALL | 4563 | Ascension Mt | 2 | mixed use signing |
| 01S03 | GR | 2.33 | GIS | HLO | HLO | AGG | ALL | 4564 | Ackerson Mt | 2 | mixed use signing |
| 01S03A | GR | 0.63 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S04 | GR | 0.51 | GIS | ML1 | ALL | AGG | ALL | 4563 | Ascension Mt | 2 | mixed use signing |
| 01S04 | GR | 1.28 | GIS | ML1 | ALL | AGG | ALL | 4563 | Ascension Mt | 2 | mixed use signing |
| 01S05Y | GR | 1.96 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 01S06 | GR | 0.03 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S06 | GR | 0.30 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S06 | GR | 0.37 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S06B | GR | 0.11 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S11C | GR | 0.07 | GIS | ML1 | | NAT | t-ALL | 4564 | Ackerson Mt | 1 | |
| 01S11C | GR | 0.07 | GIS | ML1 | | NAT | t-ALL | 4564 | Ackerson Mt | 2 | |
| 01S11C | GR | 0.08 | GIS | ML1 | | NAT | t-ALL | 4564 | Ackerson Mt | 2 | |
| 01S11C | GR | 0.22 | GIS | ML1 | | NAT | t-ALL | 4564 | Ackerson Mt | 2 | |
| 01S11C | GR | 0.68 | GIS | ML1 | | NAT | t-ALL | 4564 | Ackerson Mt | 1 | |
| 01S11D | GR | 0.98 | GIS | ML1 | | NAT | t-ALL | 4563 | Ascension Mt | 2 | |
| 01S11Y | GR | 1.44 | GIS | ALL | ALL | NAT | ML1 | 4563 | Ascension Mt | 2 | |
| 01S12 | GR | 2.25 | GIS | ALL | ALL | AGG | HLO | 4381 | El Portal | 2 | |
| 01S13 | GR | 0.70 | GIS | ALL | ALL | AGG | HLO | 4574 | Jawbone Ridge | 2 | |
| 01S13Y | GR | 1.22 | GIS | ALL | ALL | AGG | HLO | 4563 | Ascension Mt | 2 | |
| 01S14K | GR | 0.17 | GIS | ML1 | ALL | NAT | t-ALL | 4574 | Jawbone Ridge | 2 | |
| 01S14L | GR | 0.58 | GIS | ML1 | ALL | NAT | t-ALL | 4574 | Jawbone Ridge | 2 | |
| 01S15C | GR | 0.57 | GIS | ML1 | | NAT | t-4WD | 4574 | Jawbone Ridge | 2 | |
| 01S15Y | GR | 0.14 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 01S15Y | GR | 3.14 | GIS | ALL | ALL | NAT | ADM | 4574 | Jawbone Ridge | 2 | |
| 01S15YA | GR | 1.36 | GIS | ALL | ALL | NAT | ML1 | 4563 | Ascension Mt | 2 | |
| 01S15YB | GR | 0.18 | GIS | ALL | ALL | NAT | ADM | 4563 | Ascension Mt | 2 | |
| 01S16A | GR | 0.27 | GIS | ALL | ALL | NAT | ADM | 4574 | Jawbone Ridge | 2 | |
| 01S16B | GR | 0.25 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 01S16Y | GR | 1.87 | GIS | ALL | ALL | AGG | HLO | 4563 | Ascension Mt | 2 | |
| 01S17 | GR | 0.04 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S17 | GR | 0.30 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S17 | GR | 2.68 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S17A | GR | 0.56 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S17D | GR | 0.20 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S19Y | GR | 0.47 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S20 | GR | 0.30 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S20Y | GR | 0.65 | GIS | ALL | ALL | NAT | HLO | 4561 | Lake Eleanor | 2 | |
| 01S23C | GR | 0.27 | GIS | ML1 | | NAT | t-ALL | 4574 | Jawbone Ridge | 2 | |
| 01S23Y | GR | 0.67 | GIS | ALL | ALL | AC | HLO | 4562 | Cherry Lake S | 2 | |
| 01S26 | GR | 2.21 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S26 | GR | 2.69 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S26A | GR | 0.10 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | gate at MP 0.10 |
| 01S26C | GR | 0.69 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S26E | GR | 0.21 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S27 | GR | 0.80 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S27Y | GR | 0.84 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 01S30 | GR | 0.15 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S30 | GR | 0.63 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 01S30 | GR | 1.25 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S30A | GR | 0.24 | GIS | ML1 | | NAT | t-4WD | 4574 | Jawbone Ridge | 2 | |
| 01S30B | GR | 0.55 | GIS | ALL | ALL | NAT | ML1 | 4563 | Ascension Mt | 2 | |
| 01S32A | GR | 0.50 | GIS | ML1 | | NAT | t-ALL | 4561 | Lake Eleanor | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 01S33 | GR | 1.72 | GIS | ALL | ALL | NAT | ML1 | 4573 | Groveland | 1 | |
| 01S35Y | GR | 1.32 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S35YA | GR | 0.39 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S36Y | GR | 0.50 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S39Y | GR | 0.89 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S39YA | GR | 0.10 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S39YB | GR | 0.38 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S40Y | GR | 0.51 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S43 | GR | 0.25 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S45Y | GR | 0.04 | GIS | ML1 | | NAT | ALL | 4574 | Jawbone Ridge | 2 | mixed use signing |
| 01S45Y | GR | 0.35 | GIS | ML1 | | NAT | t-ALL | 4574 | Jawbone Ridge | 2 | |
| 01S46 | GR | 0.25 | GIS | ML1 | | NAT | t-4WD | 4574 | Jawbone Ridge | 2 | |
| 01S50 | GR | 0.43 | GIS | ALL | ALL | NAT | ADM | 4574 | Jawbone Ridge | 2 | |
| 01S51 | GR | 2.24 | GIS | ALL | ALL | AGG | HLO | 4563 | Ascension Mt | 2 | |
| 01S51A | GR | 0.77 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S52 | GR | 0.15 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 01S52Y | GR | 0.49 | GIS | ML1 | | NAT | t-4WD | 4574 | Jawbone Ridge | 1 | |
| 01S53 | GR | 1.08 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S54Y | GR | 0.50 | GIS | ML1 | | NAT | t-ALL | 4574 | Jawbone Ridge | 2 | |
| 01S55Y | GR | 0.17 | GIS | ALL | ALL | AC | HLO | 4573 | Groveland | 1 | |
| 01S55Y | GR | 1.34 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 01S56Y | GR | 0.60 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S57 | GR | 1.96 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S57B | GR | 1.45 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S57Y | GR | 0.66 | GIS | ML1 | | NAT | t-4WD | 4564 | Ackerson Mt | 2 | |
| 01S58 | GR | 3.00 | GIS | ALL | ALL | NAT | ADM | 4563 | Ascension Mt | 2 | |
| 01S59 | GR | 0.87 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S60Y | GR | 0.51 | GIS | ML1 | | NAT | t-ALL | 4563 | Ascension Mt | 2 | |
| 01S61Y | GR | 0.26 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S61YA | GR | 0.55 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S62 | GR | 1.42 | GIS | ALL | ALL | NAT | ML1 | 4563 | Ascension Mt | 2 | |
| 01S63 | GR | 0.09 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 01S63Y | GR | 2.26 | GIS | ALL | ALL | NAT | ADM | 4571 | Duckwall Mt | 2 | |
| 01S63YA | GR | 0.10 | GIS | ALL | ALL | NAT | ADM | 4571 | Duckwall Mt | 2 | |
| 01S65Y | GR | 0.45 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S66Y | GR | 0.49 | GIS | ML1 | | NAT | t-ALL | 4563 | Ascension Mt | 2 | |
| 01S70A | GR | 0.34 | GIS | ALL | ALL | NAT | ML1 | 4563 | Ascension Mt | 2 | |
| 01S73Y | GR | 2.12 | GIS | ML1 | ALL | NAT | ALL | 4574 | Jawbone Ridge | 2 | mixed use signing |
| 01S79 | GR | 0.12 | GIS | ML1 | ATV | NAT | t-ATV | 4563 | Ascension Mt | 2 | |
| 01S81 | GR | 1.90 | GIS | ALL | ALL | AGG | HLO | 4563 | Ascension Mt | 2 | |
| 01S81Y | GR | 1.00 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 1 | |
| 01S82 | GR | 1.39 | GIS | ALL | ALL | AGG | HLO | 4563 | Ascension Mt | 2 | |
| 01S86 | GR | 2.77 | GIS | ML1 | HLO | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S86B | GR | 0.57 | GIS | ML1 | | NAT | t-4WD | 4563 | Ascension Mt | 2 | |
| 01S96 | GR | 1.52 | GIS | ALL | ALL | NAT | HLO | 4564 | Ackerson Mt | 2 | |
| 01S96A | GR | 0.22 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 01S97 | GR | 0.90 | GIS | ML1 | | NAT | t-4WD | 4564 | Ackerson Mt | 2 | |
| 02N03Y | MW | 0.02 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N03Y | MW | 0.02 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N03Y | MW | 0.03 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N03Y | MW | 0.04 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 02N03Y | MW | 0.08 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N03Y | MW | 0.16 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N03Y | MW | 0.29 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 02N03Y | MW | 0.58 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N03Y | MW | 0.79 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 02N03YA | MW | 0.31 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N04 | GR | 0.22 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 3 | |
| 02N04 | GR | 1.11 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 3 | |
| 02N05 | GR | 0.83 | GIS | HLO | HLO | NAT | ALL | 4733 | Cherry Lake N | 3 | mixed use signing |
| 02N07 | MW | 0.92 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 02N07D | MW | 0.05 | GIS | ML1 | | NAT | t-ALL | 4743 | Twain Harte | 2 | |
| 02N08 | MW | 0.30 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N08 | MW | 0.42 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N08 | MW | 0.43 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N08A | MW | 0.29 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N09 | MW | 0.14 | GIS | ALL | ALL | NAT | ADM | 4572 | Tuolumne | 1 | |
| 02N09 | MW | 1.13 | GIS | ALL | ALL | NAT | ADM | 4572 | Tuolumne | 1 | |
| 02N09A | MW | 0.36 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 02N09D | MW | 0.11 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N09D | MW | 0.19 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N10 | MW | 0.05 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N10 | MW | 0.05 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N10 | MW | 0.06 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N10 | MW | 0.07 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N10 | MW | 0.07 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N10 | MW | 0.10 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N10 | MW | 0.86 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N10 | MW | 1.17 | GIS | ALL | ALL | AGG | HLO | 4572 | Tuolumne | 1 | |
| 02N10 | MW | 1.77 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N13Y | MW | 0.26 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 3 | |
| 02N13Y | MW | 0.85 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 3 | |
| 02N14 | GR | 1.81 | GIS | HLO | HLO | AGG | ALL | 4744 | Hull Creek | 3 | mixed use signing |
| 02N14 | GR | 2.57 | GIS | HLO | HLO | AGG | ALL | 4744 | Hull Creek | 3 | mixed use signing |
| 02N14 | MW | 3.50 | GIS | HLO | HLO | AGG | ALL | 4744 | Hull Creek | 3 | mixed use signing |
| 02N26 | MW | 0.21 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N26 | MW | 0.47 | GIS | ALL | ALL | AC | HLO | 4743 | Twain Harte | 2 | |
| 02N26 | MW | 0.59 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N32Y | MW | 0.03 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N34 | MW | 2.63 | GIS | ALL | ALL | AGG | HLO | 4572 | Tuolumne | 2 | |
| 02N34A | MW | 0.84 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N34B | MW | 0.56 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N34C | MW | 0.47 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N39 | MW | 0.86 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N39A | MW | 0.71 | GIS | ALL | ALL | NAT | HLO | 4572 | Tuolumne | 2 | |
| 02N44 | MW | 0.17 | GIS | ALL | ALL | IMP | HLO | 4572 | Tuolumne | 2 | |
| 02N44 | MW | 0.32 | GIS | ALL | ALL | IMP | HLO | 4572 | Tuolumne | 2 | |
| 02N44 | MW | 0.50 | GIS | ALL | ALL | IMP | HLO | 4572 | Tuolumne | 2 | |
| 02N44 | MW | 0.65 | GIS | ALL | ALL | IMP | HLO | 4572 | Tuolumne | 2 | |
| 02N44 | MW | 1.60 | GIS | ALL | ALL | IMP | HLO | 4572 | Tuolumne | 2 | |
| 02N44A | MW | 0.08 | GIS | ALL | ALL | NAT | HLO | 4571 | Duckwall Mt | 2 | |
| 02N58 | MW | 0.80 | GIS | ALL | ALL | NAT | ML1 | 4744 | Hull Creek | 3 | |
| 02N63A | MW | 0.08 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N63B | MW | 0.15 | MAO | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 02N64 | GR | 0.71 | GIS | ML1 | | NAT | t-ALL | 4744 | Hull Creek | 3 | |
| 02N75 | MW | 0.82 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 1 | |
| 02N75A | MW | 0.30 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 1 | |
| 02N87 | GR | 0.13 | GIS | ALL | ALL | NAT | ADM | 4562 | Cherry Lake S | 3 | |
| 02N88 | MW | 1.35 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 1 | |
| 02N88A | MW | 0.28 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 1 | |
| 02N93 | MW | 1.02 | GIS | ALL | ALL | NAT | ML1 | 4743 | Twain Harte | 2 | |
| 02S01 | GR | 0.07 | GIS | ALL | ALL | NAT | HLO | 4564 | Ackerson Mt | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 02S01 | GR | 0.32 | GIS | ALL | ALL | NAT | HLO | 4564 | Ackerson Mt | 2 | |
| 02S01 | GR | 0.67 | GIS | ALL | ALL | NAT | HLO | 4564 | Ackerson Mt | 2 | |
| 02S01 | GR | 0.79 | GIS | ALL | ALL | NAT | HLO | 4564 | Ackerson Mt | 2 | |
| 02S01 | GR | 1.26 | GIS | ALL | ALL | AGG | HLO | 4564 | Ackerson Mt | 2 | |
| 02S01 | GR | 7.71 | GIS | ALL | | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 02S01A | GR | 0.92 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 02S01C | GR | 0.39 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 02S01G | GR | 0.01 | GIS | ALL | ALL | NAT | HLO | 4564 | Ackerson Mt | 2 | |
| 02S01G | GR | 0.08 | GIS | ALL | ALL | NAT | HLO | 4564 | Ackerson Mt | 2 | |
| 02S01G | GR | 0.30 | GIS | ALL | ALL | NAT | HLO | 4564 | Ackerson Mt | 2 | |
| 02S02 | GR | 0.10 | GIS | HLO | HLO | AGG | ALL | 4382 | Kinsley | 2 | mixed use signing |
| 02S02 | GR | 2.37 | GIS | HLO | HLO | AGG | ALL | 4382 | Kinsley | 2 | mixed use signing |
| 02S02 | GR | 5.35 | GIS | HLO | HLO | AGG | ALL | 4563 | Ascension Mt | 2 | mixed use signing |
| 02S04 | GR | 1.47 | GIS | ALL | ALL | NAT | ADM | 4563 | Ascension Mt | 2 | |
| 02S04Y | GR | 0.38 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S04YA | GR | 0.44 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 1 | |
| 02S07 | GR | 2.88 | GIS | ML1 | | NAT | ALL | 4574 | Jawbone Ridge | 1 | mixed use signing |
| 02S07Y | GR | 1.45 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 02S08 | GR | 3.47 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 02S09Y | GR | 1.12 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 02S11Y | GR | 0.76 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 02S12Y | GR | 0.45 | GIS | ML1 | | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 02S12YA | GR | 0.28 | GIS | ML1 | | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 02S13 | GR | 0.91 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 02S13 | GR | 2.75 | GIS | ALL | ALL | AGG | HLO | 4382 | Kinsley | 2 | |
| 02S17Y | GR | 1.27 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 02S18A | GR | 0.55 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S18Y | GR | 1.51 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 2 | |
| 02S20 | GR | 1.73 | GIS | ALL | ALL | NAT | HLO | 4381 | El Portal | 2 | |
| 02S21 | GR | 0.02 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S21 | GR | 0.03 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S21 | GR | 1.54 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S21 | GR | 3.51 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S21Y | GR | 0.30 | GIS | ALL | ALL | NAT | t-ALL | 4563 | Ascension Mt | 2 | |
| 02S21Y | GR | 1.53 | GIS | ML1 | | NAT | t-ALL | 4563 | Ascension Mt | 2 | |
| 02S22Y | GR | 1.15 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 1 | |
| 02S23 | GR | 0.02 | GIS | ALL | ALL | NAT | HLO | 4392 | Coulterville | 1 | |
| 02S23 | GR | 1.43 | GIS | ALL | ALL | NAT | HLO | 4392 | Coulterville | 1 | |
| 02S23 | GR | 1.64 | GIS | ALL | ALL | NAT | HLO | 4392 | Coulterville | 1 | |
| 02S23YA | GR | 0.73 | GIS | ML1 | | NAT | t-ALL | 4564 | Ackerson Mt | 2 | |
| 02S24 | GR | 0.47 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 02S24Y | GR | 0.32 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 2 | |
| 02S30 | GR | 1.11 | GIS | HLO | HLO | BIT | ALL | 4563 | Ascension Mt | 2 | combined use signing |
| 02S30A | GR | 0.18 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 02S30B | GR | 0.34 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 02S34 | GR | 0.24 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 02S35 | GR | 0.29 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 02S37 | GR | 1.60 | GIS | ALL | ALL | NAT | HLO | 4573 | Groveland | 1 | |
| 02S37YB | GR | 0.74 | GIS | ML1 | | NAT | t-ALL | 4381 | El Portal | 2 | |
| 02S39B | GR | 0.85 | GIS | ML1 | | NAT | t-ALL | 4574 | Jawbone Ridge | 2 | |
| 02S41 | GR | 1.60 | GIS | ML1 | | NAT | ALL | 4574 | Jawbone Ridge | 2 | mixed use signing |
| 02S43 | GR | 1.40 | GIS | ML1 | | NAT | t-4WD | 4391 | Buckhorn Peak | 1 | |
| 02S44 | GR | 1.49 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S45 | GR | 1.19 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 1 | |
| 02S47 | GR | 0.27 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S50Y | GR | 0.73 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 02S52 | GR | 0.35 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S53 | GR | 0.11 | GIS | ML1 | HLO | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S53 | GR | 0.97 | GIS | ML1 | HLO | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S53A | GR | 0.09 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S56 | GR | 1.13 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S56A | GR | 0.21 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S57 | GR | 0.29 | GIS | ALL | ALL | NAT | ADM | 4391 | Buckhorn Peak | 1 | |
| 02S57 | GR | 0.67 | GIS | ALL | ALL | NAT | ADM | 4391 | Buckhorn Peak | 1 | |
| 02S58 | GR | 0.20 | GIS | ALL | ALL | NAT | HLO | 4391 | Buckhorn Peak | 1 | |
| 02S64C | GR | 0.73 | GIS | ML1 | | NAT | t-ALL | 4563 | Ascension Mt | 2 | |
| 02S65D | GR | 0.22 | GIS | ALL | ALL | NAT | ML1 | 4563 | Ascension Mt | 2 | |
| 02S68 | GR | 1.81 | GIS | ML1 | | NAT | ALL | 4563 | Ascension Mt | 2 | mixed use signing |
| 02S82 | GR | 0.34 | GIS | ML1 | | NAT | t-4WD | 4381 | El Portal | 2 | |
| 02S83 | GR | 1.83 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 02S83B | GR | 0.38 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| 02S84 | GR | 0.50 | GIS | ALL | ALL | NAT | HLO | 4381 | El Portal | 2 | |
| 02S86 | GR | 0.08 | GIS | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 1 | |
| 02S93C | GR | 0.36 | GIS | ML1 | | NAT | t-ALL | 4563 | Ascension Mt | 2 | |
| 02S97 | GR | 0.40 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 02S97 | GR | 0.63 | GIS | ALL | ALL | AGG | HLO | 4382 | Kinsley | 2 | |
| 03N01 | GR | 0.30 | GIS | HLO | HLO | AC | ALL | 4571 | Duckwall Mt | 3 | combined use signing |
| 03N01 | GR | 0.31 | GIS | HLO | HLO | AC | ALL | 4571 | Duckwall Mt | 3 | combined use signing |
| 03N01 | GR | 0.57 | GIS | HLO | HLO | AGG | ALL | 4733 | Cherry Lake N | 2 | combined use signing |
| 03N01 | GR | 0.60 | GIS | HLO | HLO | AC | ALL | 4562 | Cherry Lake S | 3 | combined use signing |
| 03N01 | GR | 0.86 | GIS | HLO | HLO | AGG | ALL | 4733 | Cherry Lake N | 3 | combined use signing |
| 03N01 | MW | 1.69 | GIS | HLO | HLO | AGG | ALL | 4733 | Cherry Lake N | 3 | mixed use signing |
| 03N01 | MW | 1.80 | GIS | HLO | HLO | AGG | ALL | 4744 | Hull Creek | 3 | combined use signing |
| 03N01 | MW | 5.77 | GIS | HLO | HLO | AGG | ALL | 4744 | Hull Creek | 3 | mixed use signing |
| 03N01C | GR | 0.11 | GIS | ALL | ALL | NAT | HLO | 4562 | Cherry Lake S | 2 | |
| 03N01D | MW | 0.15 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 3 | |
| 03N01P | GR | 0.44 | GIS | ALL | ALL | NAT | HLO | 4562 | Cherry Lake S | 2 | |
| 03N01P | GR | 0.61 | GIS | ALL | ALL | NAT | t-4WD | 4562 | Cherry Lake S | 2 | |
| 03N01Q | GR | 0.20 | GIS | ALL | ALL | NAT | HLO | 4562 | Cherry Lake S | 2 | |
| 03N01U | MW | 0.07 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 3 | |
| 03N01Y | MW | 1.69 | GIS | ALL | MC | NAT | t-MC | 4743 | Twain Harte | 2 | |
| 03N02 | MW | 0.11 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 2 | |
| 03N03 | MW | 0.08 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N03 | MW | 3.43 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N03B | MW | 0.77 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N03C | MW | 0.21 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N04 | MW | 0.09 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 03N06Y | MW | 0.02 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N06Y | MW | 0.89 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N07 | MW | 1.80 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 2 | |
| 03N08Y | MW | 0.49 | GIS | ML1 | ALL | NAT | t-ATV | 4744 | Hull Creek | 3 | |
| 03N10Y | MW | 0.57 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 2 | |
| 03N10YA | MW | 0.19 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 2 | |
| 03N11 | MW | 0.03 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N11 | MW | 0.32 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N11 | MW | 0.53 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N11 | MW | 0.61 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N11 | MW | 5.13 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N11A | MW | 1.10 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 2 | |
| 03N11B | MW | 0.32 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 2 | |
| 03N11C | MW | 0.22 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 2 | |
| 03N12 | MW | 3.28 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 03N12A | MW | 1.11 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N12B | MW | 1.04 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N14 | MW | 0.13 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 03N14 | MW | 0.16 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 03N14 | MW | 0.34 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 03N14 | MW | 0.89 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 03N15 | MW | 3.56 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N20YC | MW | 0.81 | GIS | ALL | ALL | NAT | HLO | 4733 | Cherry Lake N | 3 | |
| 03N24 | MW | 4.87 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 03N24D | MW | 0.30 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N26YB | MW | 0.14 | GIS | ML1 | ALL | NAT | ALL | 4744 | Hull Creek | 3 | mixed use signing |
| 03N26YB | MW | 0.15 | GIS | ML1 | ALL | NAT | ALL | 4744 | Hull Creek | 3 | mixed use signing |
| 03N30 | MW | 0.04 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N30 | MW | 0.08 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N30 | MW | 0.14 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N30 | MW | 0.20 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N30 | MW | 0.20 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N30 | MW | 0.38 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N30 | MW | 0.62 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N30 | MW | 1.02 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N30 | MW | 1.75 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N34 | MW | 1.63 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 2 | |
| 03N34A | MW | 0.27 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N34Y | MW | 3.21 | GIS | HLO | HLO | AGG | ALL | 4733 | Cherry Lake N | 3 | |
| 03N38 | MW | 0.04 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N39 | MW | 3.16 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 03N41 | MW | 1.68 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 2 | |
| 03N44 | MW | 1.62 | GIS | ALL | ALL | NAT | HLO | 4753 | Columbia | 1 | |
| 03N45 | MW | 0.19 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N46 | MW | 0.28 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N46 | MW | 0.42 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N48 | MW | 0.07 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 03N48 | MW | 0.12 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 03N48 | MW | 0.59 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 03N48 | MW | 2.30 | GIS | ALL | ALL | AGG | HLO | 4741 | Strawberry | 3 | |
| 03N48A | MW | 0.53 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 03N48B | MW | 0.80 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 03N48Y | MW | 0.75 | GIS | ML1 | ALL | NAT | t-ALL | 4744 | Hull Creek | 3 | |
| 03N50 | MW | 0.91 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 2 | |
| 03N50 | MW | 2.05 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 2 | |
| 03N53 | MW | 0.50 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N58 | MW | 0.29 | GIS | ALL | ALL | NAT | t-MC | 4743 | Twain Harte | 2 | |
| 03N59 | MW | 0.52 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 03N60 | MW | 1.33 | GIS | ML1 | ATV | NAT | t-ATV | 4744 | Hull Creek | 3 | |
| 03N68 | MW | 1.71 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N68Y | MW | 0.88 | GIS | ALL | ALL | NAT | HLO | 4754 | Columbia SE | 1 | |
| 03N69 | MW | 0.56 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 03N69 | MW | 0.82 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 03N69 | MW | 3.83 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N69A | MW | 0.61 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N69Y | MW | 0.06 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 03N69Y | MW | 0.42 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 03N70A | MW | 0.13 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 3 | |
| 03N71 | MW | 0.01 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 3 | |
| 03N71 | MW | 0.08 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N71 | MW | 0.64 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 03N71Y | MW | 0.28 | GIS | ML1 | MC | NAT | t-MC | 4742 | Crandall Peak | 2 | |
| 03N71Y | MW | 1.30 | GIS | ML1 | MC | NAT | t-MC | 4742 | Crandall Peak | 2 | |
| 03N72 | MW | 1.43 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 3 | |
| 03N73 | MW | 2.05 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 2 | |
| 03N73B | MW | 0.31 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 2 | |
| 03N77 | MW | 0.56 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 3 | |
| 03N84 | MW | 0.47 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 3 | |
| 03N87 | MW | 0.19 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 03N87 | MW | 2.04 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 03N89 | MW | 0.72 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 3 | |
| 03N90 | MW | 3.77 | GIS | ALL | ALL | AGG | HLO | 4744 | Hull Creek | 3 | |
| 03N91 | MW | 0.05 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N91 | MW | 0.06 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 3 | |
| 03N91 | MW | 0.12 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N91 | MW | 0.17 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 03N92 | MW | 0.30 | GIS | ALL | ALL | AGG | HLO | 4744 | Hull Creek | 3 | |
| 03N92 | MW | 0.88 | GIS | ALL | ALL | AGG | HLO | 4744 | Hull Creek | 3 | |
| 03N95 | MW | 1.12 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 3 | |
| 03N95A | MW | 0.56 | GIS | ALL | ALL | NAT | HLO | 4744 | Hull Creek | 3 | |
| 03N99 | MW | 0.15 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 3 | |
| 03N99 | MW | 0.87 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 3 | |
| 03N99 | MW | 1.50 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 04N01 | MW | 0.38 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 2 | |
| 04N01 | MW | 0.41 | GIS | ALL | ALL | AGG | HLO | 4751 | Stanislaus | 2 | |
| 04N01 | MW | 0.52 | GIS | ALL | ALL | AGG | HLO | 4751 | Stanislaus | 2 | |
| 04N01 | MW | 2.26 | GIS | ALL | ALL | AGG | HLO | 4741 | Strawberry | 1 | |
| 04N01 | MW | 2.32 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 2 | |
| 04N01A | MW | 0.31 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N01B | MW | 0.58 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 2 | |
| 04N01C | MW | 0.07 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N01Y | MW | 0.59 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 2 | |
| 04N02 | MW | 0.16 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 04N02 | MW | 0.17 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 04N02 | MW | 0.54 | GIS | ALL | ALL | NAT | HLO | 4743 | Twain Harte | 2 | |
| 04N02 | MW | 1.07 | GIS | ALL | ALL | AGG | HLO | 4743 | Twain Harte | 2 | |
| 04N02Y | SU | 1.86 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N04 | MW | 0.25 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N04 | MW | 0.38 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N04 | MW | 2.29 | GIS | ALL | ALL | AGG | HLO | 4751 | Stanislaus | 1 | |
| 04N04A | MW | 0.77 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N04C | MW | 1.10 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N04Y | CAL | 0.05 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 3 | |
| 04N05 | MW | 0.48 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N05 | MW | 1.25 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N06 | CAL | 0.24 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 3 | |
| 04N06YA | SU | 0.07 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N09 | MW | 0.04 | GIS | ML1 | ALL | NAT | t-ALL | 4732 | Pinecrest | 3 | |
| 04N09 | MW | 0.30 | GIS | HLO | HLO | BIT | ALL | 4744 | Hull Creek | 3 | combined use signing |
| 04N09 | MW | 0.62 | GIS | ML1 | ALL | NAT | ALL | 4732 | Pinecrest | 1 | |
| 04N10 | SU | 2.43 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N10A | SU | 0.82 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N10B | SU | 0.66 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N11 | SU | 2.38 | GIS | ALL | ALL | AGG | HLO | 4732 | Pinecrest | 3 | |
| 04N11 | MW | 4.94 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N12Q | SU | 0.17 | MAP | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N13 | SU | 0.34 | GIS | ALL | ALL | AC | HLO | 4741 | Strawberry | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 04N13 | MW | 1.02 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N13 | SU | 2.08 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N15Y | MW | 0.48 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N16Y | MW | 0.62 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N16YA | MW | 0.28 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N17 | MW | 0.03 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 2 | |
| 04N17 | MW | 0.28 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 2 | |
| 04N17D | MW | 0.59 | GIS | ALL | ALL | NAT | ML1 | 4742 | Crandall Peak | 2 | |
| 04N17E | MW | 0.32 | GIS | ALL | ALL | NAT | ML1 | 4742 | Crandall Peak | 2 | |
| 04N17F | MW | 0.63 | GIS | ALL | ALL | NAT | ML1 | 4742 | Crandall Peak | 2 | |
| 04N18 | MW | 0.69 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 2 | |
| 04N18 | MW | 0.92 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 2 | |
| 04N20Y | MW | 1.17 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N20YA | MW | 0.20 | GIS | ALL | ALL | NAT | ML1 | 4751 | Stanislaus | 1 | |
| 04N24 | SU | 0.30 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N25 | MW | 0.44 | GIS | HLO | HLO | AGG | ALL | 4732 | Pinecrest | 3 | combined use signing |
| 04N25A | SU | 0.27 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N26B | SU | 0.78 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N26C | SU | 0.35 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N27Y | SU | 0.84 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N31 | SU | 0.05 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N31 | SU | 0.79 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N31A | SU | 0.36 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N32 | SU | 0.60 | GIS | ALL | ALL | AGG | HLO | 4741 | Strawberry | 3 | |
| 04N32 | MW | 2.00 | GIS | ALL | ALL | AC | HLO | 4741 | Strawberry | 3 | |
| 04N32A | MW | 0.88 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N32C | MW | 0.42 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N33 | SU | 1.75 | GIS | ALL | ALL | BIT | HLO | 4732 | Pinecrest | 3 | |
| 04N34 | SU | 1.22 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N34 | SU | 2.27 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N34 | SU | 2.44 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N35Y | MW | 0.50 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N35Y | SU | 2.04 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N38 | CAL | 2.64 | GIS | ALL | ALL | AC | HLO | 4751 | Stanislaus | 3 | |
| 04N47 | SU | 4.03 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N47D | SU | 0.19 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N47Y | SU | 1.76 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N49Y | MW | 0.16 | GIS | ALL | ALL | NAT | ML1 | 4732 | Pinecrest | 3 | |
| 04N49YA | MW | 0.13 | GIS | ML1 | | NAT | t-4WD | 4732 | Pinecrest | 3 | |
| 04N51Y | SU | 0.51 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N54 | SU | 1.17 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N55 | SU | 0.48 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N55 | SU | 0.71 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N57 | SU | 0.15 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N57A | SU | 0.37 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N61A | MW | 0.69 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N65 | SU | 0.08 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 3 | |
| 04N65 | SU | 0.08 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 3 | |
| 04N65 | SU | 0.23 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 3 | |
| 04N65 | SU | 0.76 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 3 | |
| 04N67 | SU | 0.32 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N67A | SU | 0.31 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N68Y | SU | 1.52 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N69 | MW | 1.63 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N70 | SU | 1.51 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N71 | SU | 1.13 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 04N71A | SU | 0.58 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 04N73 | SU | 0.78 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N74 | MW | 0.26 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 1 | |
| 04N75 | MW | 1.80 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 2 | |
| 04N76Y | SU | 0.23 | GIS | ALL | ALL | NAT | HLO | 4742 | Crandall Peak | 3 | |
| 04N76Y | SU | 0.37 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N77Y | SU | 0.38 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N78 | MW | 2.86 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N78Y | SU | 0.50 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N78YA | SU | 0.34 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N78YB | SU | 0.21 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N80Y | CAL | 0.16 | GIS | ALL | ALL | AGG | HLO | 4751 | Stanislaus | 3 | |
| 04N80Y | CAL | 0.59 | GIS | ALL | ALL | AGG | HLO | 4751 | Stanislaus | 3 | |
| 04N80Y | CAL | 1.14 | GIS | ALL | ALL | AGG | HLO | 4751 | Stanislaus | 3 | |
| 04N80Y | CAL | 1.17 | GIS | ALL | ALL | AGG | HLO | 4751 | Stanislaus | 3 | |
| 04N90 | MW | 4.05 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 04N91 | SU | 0.14 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N91 | SU | 0.43 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N91 | SU | 0.59 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N95 | MW | 0.22 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N95 | MW | 0.36 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N95 | MW | 0.48 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 04N98 | MW | 1.22 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 05N01 | SU | 0.47 | GIS | HLO | HLO | NAT | ALL | 4904 | Dardanelle | 3 | mixed use signing |
| 05N01 | SU | 0.55 | GIS | HLO | HLO | NAT | ALL | 4904 | Dardanelle | 3 | mixed use signing |
| 05N01 | SU | 0.71 | GIS | HLO | HLO | NAT | ALL | 4904 | Dardanelle | 3 | mixed use signing |
| 05N01 | SU | 2.30 | GIS | HLO | HLO | AGG | ALL | 4904 | Dardanelle | 3 | mixed use signing |
| 05N01 | SU | 2.61 | GIS | HLO | HLO | NAT | ALL | 4904 | Dardanelle | 3 | mixed use signing |
| 05N02B | CAL | 0.89 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 05N02C | SU | 0.16 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N02C | SU | 0.22 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N02D | SU | 0.21 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 2 | |
| 05N02F | SU | 0.24 | GIS | ALL | ALL | AGG | HLO | 4741 | Strawberry | 3 | |
| 05N02H | SU | 0.22 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 05N02L | SU | 0.13 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 05N02L | SU | 0.19 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 05N02R | CAL | 0.40 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 05N02R | CAL | 1.48 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 05N04 | SU | 0.30 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 05N14 | CAL | 0.02 | GIS | HLO | HLO | NAT | ALL | 4914 | Liberty Hill | 3 | mixed use signing |
| 05N14 | CAL | 0.34 | GIS | HLO | HLO | NAT | ALL | 4914 | Liberty Hill | 3 | mixed use signing |
| 05N14 | CAL | 0.53 | GIS | HLO | HLO | AGG | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 05N14 | CAL | 0.55 | GIS | HLO | HLO | AGG | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 05N14 | CAL | 0.60 | GIS | HLO | HLO | NAT | ALL | 4914 | Liberty Hill | 3 | mixed use signing |
| 05N14 | CAL | 0.71 | GIS | HLO | HLO | NAT | ALL | 4914 | Liberty Hill | 3 | mixed use signing |
| 05N14 | CAL | 1.12 | GIS | HLO | HLO | NAT | ALL | 4914 | Liberty Hill | 3 | mixed use signing |
| 05N14 | CAL | 3.25 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 05N14 | CAL | 4.62 | GIS | HLO | HLO | NAT | ALL | 4914 | Liberty Hill | 3 | mixed use signing |
| 05N14D | SU | 0.66 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N14L | CAL | 1.13 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 05N14M | CAL | 0.10 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 05N17Y | SU | 0.15 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 05N26Y | SU | 1.15 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N29Y | SU | 0.18 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 05N29Y | SU | 0.76 | GIS | ALL | ALL | NAT | HLO | 4741 | Strawberry | 3 | |
| 05N35 | CAL | 1.65 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 05N35B | CAL | 0.46 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 3 | |
| 05N40 | CAL | 0.15 | GIS | HLO | HLO | NAT | ADM | 4924 | Dorrington | 3 | |
| 05N44 | SU | 0.03 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N44 | SU | 0.06 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N44 | SU | 0.15 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N44 | SU | 0.20 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N44 | SU | 0.27 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N51Y | CAL | 1.58 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 3 | |
| 05N51YA | CAL | 0.44 | GIS | ALL | ALL | NAT | HLO | 4751 | Stanislaus | 3 | |
| 05N53Y | CAL | 0.08 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 05N56 | CAL | 0.01 | GIS | ALL | ALL | AGG | HLO | 4924 | Dorrington | 2 | |
| 05N59 | SU | 1.03 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N73Y | SU | 0.29 | GIS | ALL | ALL | NAT | HLO | 4732 | Pinecrest | 3 | |
| 05N85Y | SU | 0.92 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N85YA | SU | 0.90 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 05N93 | SU | 1.44 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 06N06A | SU | 0.31 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N06B | SU | 0.05 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N06B | SU | 0.09 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N06B1 | SU | 0.27 | MAP | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N06C | SU | 0.26 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N06F | SU | 0.08 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N07Y | SU | 0.08 | GIS | ALL | ALL | NAT | HLO | 4893 | Sonora Pass | 3 | |
| 06N08Y | SU | 0.06 | GIS | ALL | ALL | NAT | HLO | 4893 | Sonora Pass | 3 | |
| 06N09Y | SU | 0.04 | GIS | ALL | ALL | NAT | HLO | 4893 | Sonora Pass | 3 | |
| 06N11Y | CAL | 0.81 | GIS | ALL | | NAT | ADM | 4913 | Boards Crossing | 3 | |
| 06N12 | SU | 0.34 | GIS | ALL | ALL | NAT | HLO | 4904 | Dardanelle | 3 | |
| 06N13X | CAL | 0.30 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 06N14 | SU | 0.37 | GIS | ALL | ALL | NAT | HLO | 4904 | Dardanelle | 3 | |
| 06N16A | SU | 0.21 | GIS | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| 06N17A | CAL | 0.09 | MAP | ML1 | | NAT | t-ALL | 4913 | Boards Crossing | 3 | |
| 06N17A | CAL | 0.46 | GIS | ML1 | | NAT | t-ALL | 4913 | Boards Crossing | 3 | |
| 06N17B | CAL | 0.65 | GIS | ML1 | | NAT | t-ALL | 4913 | Boards Crossing | 3 | |
| 06N17D | CAL | 0.35 | GIS | ML1 | | NAT | t-ALL | 4913 | Boards Crossing | 3 | |
| 06N17J | CAL | 0.52 | GIS | ML1 | | NAT | t-ALL | 4911 | Tamarack | 3 | |
| 06N17P | CAL | 0.41 | GIS | ML1 | ALL | NAT | t-ALL | 4911 | Tamarack | 3 | |
| 06N19 | SU | 0.48 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 06N19A | SU | 0.15 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 06N24 | SU | 0.13 | GIS | ALL | ALL | AGG | ADM | 4903 | Donnell Lake | 3 | |
| 06N24 | SU | 0.32 | GIS | ALL | ALL | AGG | ML1 | 4903 | Donnell Lake | 3 | |
| 06N24 | SU | 0.49 | GIS | ALL | ALL | AGG | HLO | 4903 | Donnell Lake | 3 | |
| 06N24A | SU | 0.19 | GIS | ALL | ALL | AGG | HLO | 4903 | Donnell Lake | 3 | |
| 06N27 | CAL | 1.53 | GIS | ML1 | ALL | NAT | t-ALL | 4914 | Liberty Hill | 3 | |
| 06N27 | CAL | 3.23 | GIS | ML1 | ALL | NAT | t-ALL | 4914 | Liberty Hill | 3 | |
| 06N29Y | CAL | 0.98 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 06N30 | SU | 0.72 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 06N30A | SU | 0.10 | GIS | ALL | ALL | NAT | HLO | 4914 | Liberty Hill | 3 | |
| 06N33Y | SU | 0.92 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N34Y | SU | 2.91 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N34YD | SU | 0.25 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N36Y | SU | 0.04 | GIS | ALL | ALL | NAT | HLO | 4904 | Dardanelle | 3 | |
| 06N36Y | SU | 0.21 | GIS | ALL | ALL | NAT | HLO | 4904 | Dardanelle | 3 | |
| 06N36Y | SU | 1.12 | GIS | ALL | ALL | NAT | ADM | 4904 | Dardanelle | 3 | |
| 06N37Y | SU | 0.09 | GIS | ALL | ALL | NAT | HLO | 4893 | Sonora Pass | 3 | |
| 06N39Y | SU | 0.10 | GIS | ALL | ALL | NAT | HLO | 4893 | Sonora Pass | 3 | |
| 06N40 | CAL | 0.09 | GIS | ALL | ALL | NAT | HLO | 4923 | Fort Mt | 2 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 06N44Y | SU | 0.12 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N45Y | SU | 0.26 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 06N47Y | SU | 0.25 | GIS | ALL | ALL | NAT | HLO | 4904 | Dardanelle | 3 | |
| 06N58 | CAL | 0.03 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 06N58 | CAL | 0.08 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 06N58 | CAL | 0.12 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 06N58 | CAL | 0.18 | GIS | HLO | HLO | NAT | ALL | 4924 | Dorrington | 3 | mixed use signing |
| 06N58 | CAL | 0.25 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 06N58 | CAL | 0.36 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 06N58 | CAL | 0.46 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 06N58 | CAL | 0.70 | GIS | HLO | HLO | NAT | ALL | 4924 | Dorrington | 3 | mixed use signing |
| 06N58 | CAL | 0.79 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 06N58 | CAL | 0.90 | GIS | HLO | HLO | NAT | ALL | 4913 | Boards Crossing | 3 | mixed use signing |
| 06N58 | CAL | 1.74 | GIS | HLO | HLO | NAT | ALL | 4924 | Dorrington | 3 | mixed use signing |
| 06N60Y | CAL | 0.02 | GIS | ALL | ALL | NAT | HLO | 4922 | Devils Nose | 2 | |
| 06N62 | CAL | 1.35 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 06N64 | CAL | 0.93 | GIS | ALL | ALL | NAT | ML1 | 4924 | Dorrington | 3 | |
| 06N66YB | CAL | 0.82 | GIS | ML1 | | NAT | t-ALL | 4914 | Liberty Hill | 3 | |
| 06N71Y | CAL | 1.35 | GIS | ALL | ALL | NAT | ADM | 4924 | Dorrington | 3 | |
| 06N76YA | CAL | 0.25 | GIS | ML1 | | NAT | t-ALL | 4914 | Liberty Hill | 3 | |
| 06N80 | CAL | 0.05 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 06N80Y | CAL | 0.78 | GIS | ML1 | | NAT | t-ALL | 4914 | Liberty Hill | 3 | |
| 06N80YA | CAL | 0.11 | GIS | ML1 | | NAT | t-ALL | 4914 | Liberty Hill | 3 | |
| 06N81Y | CAL | 0.14 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 06N81Y | CAL | 0.26 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 06N81Y | CAL | 0.42 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 06N81Y | CAL | 0.46 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 06N81YA | CAL | 0.51 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 06N82 | CAL | 0.12 | GIS | ALL | ALL | NAT | HLO | 4913 | Boards Crossing | 3 | |
| 06N82Y | SU | 0.24 | GIS | ALL | ALL | NAT | HLO | 4904 | Dardanelle | 3 | |
| 06N85 | CAL | 0.72 | GIS | ML1 | ALL | NAT | t-ALL | 4914 | Liberty Hill | 3 | |
| 06N85A | CAL | 0.39 | GIS | ML1 | | NAT | t-ALL | 4914 | Liberty Hill | 3 | |
| 06N94 | CAL | 1.68 | GIS | ALL | ALL | NAT | ML1 | 4914 | Liberty Hill | 3 | |
| 07N01C | CAL | 0.18 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N01E | CAL | 0.36 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N01G | CAL | 0.13 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N02 | CAL | 2.39 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N05 | CAL | 0.53 | GIS | HLO | HLO | NAT | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 07N08 | CAL | 0.37 | GIS | ALL | ALL | NAT | ADM | 4924 | Dorrington | 2 | |
| 07N08 | CAL | 0.45 | GIS | ALL | ALL | NAT | HLO | 4924 | Dorrington | 3 | |
| 07N08 | CAL | 1.94 | GIS | ALL | ALL | NAT | HLO | 4921 | Garnet Hill | 3 | |
| 07N08 | CAL | 2.52 | GIS | HLO | HLO | NAT | ADM | 4924 | Dorrington | 3 | |
| 07N08 | CAL | 2.57 | GIS | ALL | ALL | NAT | HLO | 4921 | Garnet Hill | 2 | |
| 07N09 | CAL | 0.01 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 07N09 | CAL | 0.44 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 07N09 | CAL | 0.48 | GIS | HLO | HLO | NAT | ALL | 4912 | Calaveras Dome | 3 | combined use signing |
| 07N09 | CAL | 0.59 | GIS | HLO | HLO | NAT | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 07N09 | CAL | 0.84 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | combined use signing |
| 07N09 | CAL | 1.09 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | combined use signing |
| 07N09 | CAL | 1.13 | GIS | HLO | HLO | NAT | ALL | 4912 | Calaveras Dome | 3 | combined use signing |
| 07N09 | CAL | 2.23 | GIS | HLO | HLO | NAT | ALL | 4912 | Calaveras Dome | 3 | combined use signing |
| 07N09 | CAL | 2.94 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 07N09A | CAL | 0.86 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N09B | CAL | 0.45 | GIS | ML1 | | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N09C | CAL | 0.62 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N09D | CAL | 0.16 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 07N09E | CAL | 0.29 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N09F | CAL | 0.13 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N09G | CAL | 0.12 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N09H | CAL | 0.54 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N09J | CAL | 0.26 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N09W | CAL | 0.24 | GIS | ML1 | | NAT | t-ALL | 4912 | Calaveras Dome | 3 | |
| 07N13 | SU | 0.60 | GIS | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| 07N13A | SU | 0.15 | GIS | ALL | | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| 07N14C | CAL | 0.47 | GIS | ML1 | | NAT | t-ALL | 4912 | Calaveras Dome | 3 | |
| 07N16A | CAL | 0.20 | GIS | ML1 | | NAT | t-ALL | 4912 | Calaveras Dome | 3 | |
| 07N16X | CAL | 1.37 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N17 | CAL | 2.24 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N17 | CAL | 2.79 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N17A | CAL | 0.08 | GIS | ML1 | | NAT | t-4WD | 4911 | Tamarack | 3 | |
| 07N17B | CAL | 0.57 | GIS | ALL | ALL | AGG | ADM | 4911 | Tamarack | 3 | |
| 07N18Y | CAL | 0.90 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 07N18YC | CAL | 0.32 | GIS | ML1 | | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N19X | CAL | 0.11 | GIS | ML1 | | NAT | t-ALL | 4911 | Tamarack | 3 | |
| 07N22 | CAL | 0.01 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N22 | CAL | 0.05 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N22 | CAL | 0.43 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N22 | CAL | 1.03 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N28 | CAL | 0.91 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 07N28 | CAL | 0.96 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 07N28 | CAL | 1.35 | GIS | HLO | HLO | AGG | ALL | 4912 | Calaveras Dome | 3 | mixed use signing |
| 07N29Y | CAL | 3.96 | GIS | ALL | ALL | AGG | HLO | 4911 | Tamarack | 3 | |
| 07N30Y | SU | 0.23 | GIS | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| 07N30YA | SU | 0.09 | GIS | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| 07N30YB | SU | 0.09 | GIS | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| 07N38 | CAL | 0.75 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N40Y | CAL | 0.20 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N48A | CAL | 0.22 | GIS | ML1 | | NAT | t-ALL | 4912 | Calaveras Dome | 3 | |
| 07N49Y | CAL | 0.36 | GIS | ML1 | HLO | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N55 | CAL | 1.06 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 07N55A | CAL | 0.59 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 07N55Y | CAL | 0.40 | GIS | ALL | ALL | NAT | HLO | 4902 | Spicer Mdw Res | 3 | |
| 07N56YA | CAL | 0.71 | GIS | ML1 | | NAT | t-ALL | 4912 | Calaveras Dome | 3 | |
| 07N57 | CAL | 0.29 | GIS | ALL | ALL | NAT | ADM | 4912 | Calaveras Dome | 3 | |
| 07N58 | CAL | 0.12 | GIS | ALL | ALL | NAT | HLO | 4921 | Garnet Hill | 3 | |
| 07N58 | CAL | 1.77 | GIS | ALL | | NAT | ADM | 4921 | Garnet Hill | 3 | |
| 07N60 | CAL | 0.40 | GIS | ALL | ALL | NAT | ADM | 4912 | Calaveras Dome | 3 | |
| 07N70 | CAL | 0.77 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 07N75C | CAL | 0.49 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N77 | CAL | 0.96 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N82 | CAL | 0.95 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 07N82A | CAL | 0.24 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 07N87 | CAL | 1.70 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N87A | CAL | 0.14 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N87A | CAL | 0.20 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N87B | CAL | 0.11 | GIS | ALL | ALL | NAT | t-4WD | 4912 | Calaveras Dome | 3 | |
| 07N93 | CAL | 2.68 | GIS | ALL | ALL | NAT | HLO | 4911 | Tamarack | 3 | |
| 07N94 | CAL | 0.44 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 07N94A | CAL | 0.73 | GIS | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| 07N95 | CAL | 0.08 | GIS | ALL | | NAT | ADM | 4912 | Calaveras Dome | 3 | |
| 07N95A | CAL | 0.11 | GIS | ALL | ALL | NAT | ADM | 4912 | Calaveras Dome | 3 | |
| 08N01A | CAL | 0.12 | GIS | ALL | ALL | NAT | HLO | 5064 | Ebbetts Pass | 3 | |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | SEA | Mitigations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | |
| 08N04 | CAL | 0.01 | GIS | ALL | ALL | NAT | HLO | 5064 | Ebbetts Pass | 3 | |
| 08N04 | CAL | 0.23 | GIS | ALL | ALL | NAT | HLO | 5064 | Ebbetts Pass | 3 | |
| 08N13 | CAL | 0.54 | GIS | ALL | ALL | NAT | HLO | 5063 | Pacific Valley | 3 | |
| 08N14 | CAL | 0.11 | GIS | ALL | ALL | NAT | HLO | 5063 | Pacific Valley | 3 | |
| 21904B | GR | 0.06 | GIS | ALL | ALL | NAT | HLO | 4563 | Ascension Mt | 2 | |
| 41899Z21 | SU | 0.08 | MAP | ALL | ALL | AC | HLO | 4732 | Pinecrest | 3 | |
| 51913A1 | SU | 0.06 | MAP | ALL | ALL | NAT | HLO | 4904 | Dardanelle | 3 | |
| 61919A | SU | 0.16 | GIS | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 61931B04 | SU | 0.06 | MAP | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 61932B | SU | 0.05 | MAP | ALL | ALL | NAT | HLO | 4903 | Donnell Lake | 3 | |
| 62127C | SU | 0.06 | GIS | ALL | ALL | NAT | HLO | 4893 | Sonora Pass | 3 | rock barriers 30' MP 0.06 to block access |
| 72032C | SU | 0.05 | GIS | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| FR10831 | CAL | 0.03 | MAP | ALL | ALL | NAT | HLO | 4902 | Spicer Mdw Res | 3 | |
| FR11116 | CAL | 0.04 | MAP | ALL | ALL | AC | HLO | 4902 | Spicer Mdw Res | 3 | |
| FR12088 | CAL | 0.11 | MAP | ALL | ALL | AC | HLO | 4911 | Tamarack | 3 | |
| FR12476 | CAL | 0.05 | MAP | ALL | ALL | AC | HLO | 4911 | Tamarack | 3 | |
| FR12477 | CAL | 0.37 | MAP | ALL | ALL | AC | HLO | 4911 | Tamarack | 3 | |
| FR12607 | SU | 0.19 | MAP | ALL | ALL | AC | HLO | 4741 | Strawberry | 3 | |
| FR14823 | SU | 0.25 | MAP | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| FR14833 | SU | 0.09 | MAP | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| FR4898 | GR | 0.09 | GIS | ALL | ALL | NAT | ADM | 4574 | Jawbone Ridge | 2 | |
| FR4898 | GR | 0.22 | GIS | ALL | ALL | NAT | ADM | 4574 | Jawbone Ridge | 2 | |
| FR5219 | CAL | 0.03 | MAP | ALL | ALL | NAT | HLO | 5063 | Pacific Valley | 3 | |
| FR7181 | CAL | 0.16 | MAP | ALL | ALL | AC | HLO | 4911 | Tamarack | 3 | |
| FR7856 | GR | 0.14 | MAP | ALL | ALL | NAT | HLO | 4574 | Jawbone Ridge | 2 | |
| FR8080 | CAL | 0.04 | GIS | ALL | ALL | NAT | HLO | 4921 | Garnet Hill | 3 | |
| FR8319 | CAL | 0.05 | MAP | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| FR8319 | CAL | 0.33 | MAP | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| FR8319 | CAL | 0.48 | MAP | ALL | ALL | NAT | HLO | 4912 | Calaveras Dome | 3 | |
| FR8322 | CAL | 0.08 | MAP | ALL | ALL | NAT | HLO | 5063 | Pacific Valley | 3 | |
| FR8323 | CAL | 0.06 | MAP | ALL | ALL | NAT | HLO | 5063 | Pacific Valley | 3 | |
| FR8445 | GR | 0.05 | MAP | ALL | ALL | AC | HLO | 4562 | Cherry Lake S | 3 | |
| FR8602 | GR | 0.23 | MAP | ALL | ALL | NAT | ADM | 4574 | Jawbone Ridge | 2 | |
| FR8925 | CAL | 0.04 | MAP | ALL | ALL | AC | HLO | 4911 | Tamarack | 3 | |
| FR9330 | CAL | 0.11 | MAP | ALL | ALL | NAT | HLO | 4902 | Spicer Mdw Res | 3 | |
| FR9331 | CAL | 0.33 | MAP | ALL | ALL | NAT | HLO | 4901 | Dardanelles Cone | 3 | |
| FS83231 | CAL | 0.06 | MAP | ALL | ALL | NAT | HLO | 5064 | Ebbetts Pass | 3 | |
| **total** | | **616.80** | | | | | | | | | |

## Legend

**4WD** 4 Wheel Drive
**AC** Asphalt
**ADM** Administrative Use Only (closed to public motorized)
**AGG** Aggregate or Gravel
**ALL** All Vehicles
**ATV** ATV (open to ATV and Motorcycle)
**CAL** Calaveras
**GIS** Geographic Information System
**GR** Groveland
**HLO** Highway Legal Only
**INV** Inventory
**MC** Motorcycle
**MI** Miles
**MW** Mi-Wok
**NAT** Native Material
**RD** Ranger District
**ROD** Record of Decision
**SEA** Season of Use
- **1** year-round
- **2** 4/15-12/15 (with certain selected roads open year round)
- **3** 4/15-12/15 (with certain selected roads open year round)

**SRC** Source
**SUR** Surface
**SYS** System (National Forest System)
**t-ALL** convert road to All Vehicle trail
**t-ATV** convert road to ATV trail
**t-MC** convert road to MC trail
**t-4WD** convert road to 4WD trail

## R.03 Changes to the Existing NFTS: Season of Use

Table R.03-1 lists the existing NFTS routes with season of use changes included in the decision. By the nature of the decision, this table lists **all** existing NFTS routes open to public motorized.

Table R.03-1 Changes to the Existing NFTS: Season of Use

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 01N01 | GR | 1.58 | AC | 2 | year round |
| 01N01 | GR | 4.22 | NAT | 2 | year round |
| 01N01 | MW | 5.79 | NAT | 1 | year round |
| 01N01 | GR | 7.77 | AGG | 2 | year round |
| 01N01 | MW | 8.47 | AC | 1 | year round |
| 01N01A | GR | 0.61 | NAT | 2 | 4/15-12/15 |
| 01N01C | GR | 0.19 | NAT | 2 | 4/15-12/15 |
| 01N01D | GR | 0.49 | NAT | 2 | 4/15-12/15 |
| 01N01H | MW | 0.66 | NAT | 1 | year round |
| 01N01J | MW | 0.28 | NAT | 1 | year round |
| 01N01K | MW | 0.57 | NAT | 1 | year round |
| 01N01L | GR | 0.12 | NAT | 2 | 4/15-12/15 |
| 01N02 | MW | 1.38 | IMP | 1 | year round |
| 01N02Y | MW | 1.53 | NAT | 2 | 4/15-12/15 |
| 01N02YA | MW | 0.23 | NAT | 2 | 4/15-12/15 |
| 01N04 | GR | 0.18 | AC | 3 | year round |
| 01N04 | GR | 0.44 | AC | 2 | year round |
| 01N04 | MW | 0.49 | AC | 1 | year round |
| 01N04 | GR | 0.56 | AGG | 3 | 4/15-12/15 |
| 01N04 | GR | 1.81 | NAT | 3 | 4/15-12/15 |
| 01N04 | GR | 3.33 | AGG | 3 | 4/15-12/15 |
| 01N04 | MW | 12.89 | AC | 2 | year round |
| 01N04 | GR | 12.93 | AC | 2 | year round |
| 01N04A | GR | 0.44 | AGG | 3 | 4/15-12/15 |
| 01N04B | MW | 0.66 | NAT | 3 | 4/15-12/15 |
| 01N04C | GR | 0.90 | NAT | 3 | 4/15-12/15 |
| 01N04Y | MW | 0.50 | NAT | 2 | 4/15-12/15 |
| 01N05 | GR | 2.65 | NAT | 2 | 4/15-12/15 |
| 01N07 | GR | 17.68 | AC | 2 | year round |
| 01N07A | GR | 0.80 | NAT | 2 | 4/15-12/15 |
| 01N07C | GR | 0.60 | NAT | 2 | 4/15-12/15 |
| 01N07Y | GR | 1.57 | NAT | 2 | 4/15-12/15 |
| 01N08 | GR | 1.51 | AGG | 2 | 4/15-12/15 |
| 01N09Y | MW | 0.36 | NAT | 2 | 4/15-12/15 |
| 01N10 | GR | 5.14 | NAT | 2 | 4/15-12/15 |
| 01N10 | GR | 6.62 | NAT | 2 | year round |
| 01N10A | GR | 0.53 | NAT | 2 | 4/15-12/15 |
| 01N10B | GR | 0.16 | NAT | 2 | 4/15-12/15 |
| 01N11 | MW | 2.27 | NAT | 1 | year round |
| 01N11B | MW | 0.45 | NAT | 1 | year round |
| 01N11Y | GR | 2.43 | NAT | 2 | 4/15-12/15 |
| 01N12 | MW | 1.03 | NAT | 2 | 4/15-12/15 |
| 01N13 | MW | 2.03 | NAT | 1 | year round |
| 01N13A | MW | 0.48 | NAT | 1 | year round |
| 01N13B | MW | 0.96 | NAT | 1 | year round |
| 01N14 | GR | 3.76 | AGG | 3 | 4/15-12/15 |
| 01N14A | GR | 0.82 | AGG | 3 | 4/15-12/15 |
| 01N14F | GR | 0.44 | NAT | 3 | 4/15-12/15 |
| 01N14Y | GR | 0.95 | AC | 2 | 4/15-12/15 |
| 01N16 | MW | 0.42 | NAT | 2 | 4/15-12/15 |
| 01N17 | MW | 2.38 | NAT | 1 | year round |
| 01N17A | MW | 0.16 | NAT | 1 | year round |
| 01N17Y | MW | 0.59 | NAT | 2 | 4/15-12/15 |
| 01N17YA | MW | 0.34 | NAT | 2 | 4/15-12/15 |
| 01N18 | MW | 1.37 | NAT | 1 | year round |
| 01N18A | MW | 0.17 | NAT | 1 | year round |
| 01N18Y | GR | 0.35 | AC | 3 | year round |
| 01N19 | MW | 1.32 | NAT | 1 | year round |
| 01N20 | MW | 1.69 | AGG | 1 | year round |
| 01N20A | MW | 0.66 | NAT | 1 | year round |
| 01N20B | MW | 0.46 | NAT | 1 | year round |
| 01N22 | MW | 2.72 | IMP | 1 | year round |
| 01N22A | MW | 0.54 | NAT | 1 | year round |
| 01N23 | GR | 1.98 | NAT | 2 | 4/15-12/15 |
| 01N24 | MW | 3.90 | NAT | 1 | year round |
| 01N24A | MW | 0.09 | NAT | 1 | year round |
| 01N24B | MW | 0.34 | NAT | 1 | year round |
| 01N24C | MW | 1.16 | NAT | 1 | year round |
| 01N24D | MW | 0.30 | NAT | 1 | year round |
| 01N25 | MW | 0.34 | AGG | 2 | year round |
| 01N25A | MW | 0.09 | NAT | 2 | 4/15-12/15 |
| 01N25B | MW | 0.29 | AGG | 2 | 4/15-12/15 |
| 01N25Y | GR | 0.73 | IMP | 2 | 4/15-12/15 |
| 01N26 | GR | 3.78 | IMP | 2 | 4/15-12/15 |
| 01N26A | GR | 0.26 | NAT | 2 | 4/15-12/15 |
| 01N26B | GR | 0.44 | NAT | 2 | 4/15-12/15 |
| 01N26C | GR | 0.31 | NAT | 2 | 4/15-12/15 |
| 01N26D | GR | 0.28 | NAT | 2 | 4/15-12/15 |
| 01N27 | MW | 0.97 | AGG | 1 | year round |
| 01N27A | MW | 0.64 | NAT | 1 | year round |
| 01N27B | MW | 0.42 | AGG | 1 | year round |
| 01N28 | GR | 0.38 | NAT | 2 | 4/15-12/15 |
| 01N28A | GR | 0.11 | NAT | 2 | 4/15-12/15 |
| 01N30 | GR | 2.88 | NAT | 2 | 4/15-12/15 |
| 01N31Y | GR | 0.93 | NAT | 2 | 4/15-12/15 |
| 01N31YA | GR | 0.26 | NAT | 2 | 4/15-12/15 |
| 01N32 | GR | 0.92 | NAT | 2 | 4/15-12/15 |
| 01N32A | GR | 0.13 | NAT | 2 | 4/15-12/15 |
| 01N32Y | GR | 0.91 | NAT | 2 | 4/15-12/15 |
| 01N33 | MW | 0.73 | AGG | 2 | 4/15-12/15 |
| 01N33Y | GR | 0.29 | NAT | 2 | 4/15-12/15 |
| 01N34Y | MW | 1.07 | NAT | 1 | year round |
| 01N35 | MW | 0.92 | NAT | 1 | year round |
| 01N36 | MW | 0.76 | NAT | 2 | 4/15-12/15 |
| 01N36A | MW | 0.50 | NAT | 2 | 4/15-12/15 |
| 01N37 | GR | 1.42 | NAT | 2 | 4/15-12/15 |
| 01N38 | MW | 0.26 | NAT | 1 | year round |
| 01N39 | MW | 0.87 | NAT | 1 | year round |
| 01N40 | MW | 0.22 | NAT | 1 | year round |
| 01N40Y | GR | 1.91 | AGG | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 01N41 | MW | 0.52 | NAT | 2 | 4/15-12/15 |
| 01N42Y | GR | 1.12 | NAT | 2 | 4/15-12/15 |
| 01N42YC | GR | 0.39 | NAT | 2 | 4/15-12/15 |
| 01N43 | MW | 6.00 | AGG | 1 | year round |
| 01N43A | MW | 0.86 | NAT | 1 | year round |
| 01N43B | MW | 0.61 | NAT | 1 | year round |
| 01N43C | MW | 0.52 | NAT | 1 | year round |
| 01N43D | MW | 0.21 | NAT | 1 | year round |
| 01N44 | MW | 0.52 | NAT | 1 | year round |
| 01N45 | GR | 1.73 | NAT | 2 | 4/15-12/15 |
| 01N45Y | GR | 0.48 | AGG | 3 | 4/15-12/15 |
| 01N46 | MW | 0.92 | NAT | 1 | year round |
| 01N48 | MW | 0.84 | NAT | 1 | year round |
| 01N48A | MW | 0.60 | NAT | 1 | year round |
| 01N48B | MW | 0.18 | NAT | 1 | year round |
| 01N49 | MW | 1.42 | NAT | 1 | year round |
| 01N49 | MW | 2.78 | NAT | 2 | 4/15-12/15 |
| 01N49A | MW | 0.22 | NAT | 1 | year round |
| 01N49B | MW | 0.37 | NAT | 2 | 4/15-12/15 |
| 01N50 | MW | 2.70 | NAT | 2 | 4/15-12/15 |
| 01N50A | MW | 0.44 | NAT | 2 | 4/15-12/15 |
| 01N50C | MW | 1.13 | NAT | 2 | 4/15-12/15 |
| 01N51 | MW | 0.65 | NAT | 1 | year round |
| 01N53 | MW | 0.38 | NAT | 2 | 4/15-12/15 |
| 01N54A | MW | 0.10 | NAT | 1 | year round |
| 01N56 | MW | 3.21 | NAT | 2 | 4/15-12/15 |
| 01N56A | MW | 1.16 | NAT | 2 | 4/15-12/15 |
| 01N57 | MW | 2.20 | NAT | 2 | 4/15-12/15 |
| 01N58 | MW | 1.95 | NAT | 2 | 4/15-12/15 |
| 01N58B | MW | 0.20 | NAT | 2 | 4/15-12/15 |
| 01N59 | GR | 0.19 | NAT | 2 | 4/15-12/15 |
| 01N60 | GR | 0.76 | NAT | 2 | 4/15-12/15 |
| 01N60A | GR | 0.35 | NAT | 2 | 4/15-12/15 |
| 01N61 | MW | 1.69 | NAT | 2 | 4/15-12/15 |
| 01N67 | MW | 1.22 | NAT | 2 | 4/15-12/15 |
| 01N69 | GR | 1.14 | NAT | 2 | 4/15-12/15 |
| 01N70Y | MW | 0.74 | NAT | 2 | 4/15-12/15 |
| 01N70YB | MW | 0.19 | NAT | 2 | 4/15-12/15 |
| 01N74 | GR | 4.31 | NAT | 2 | 4/15-12/15 |
| 01N74C | GR | 0.33 | NAT | 2 | 4/15-12/15 |
| 01N76 | GR | 2.38 | NAT | 2 | 4/15-12/15 |
| 01N77 | MW | 1.10 | NAT | 2 | 4/15-12/15 |
| 01N77A | MW | 0.18 | NAT | 2 | 4/15-12/15 |
| 01N78 | MW | 0.23 | AGG | 2 | 4/15-12/15 |
| 01N78 | MW | 0.28 | NAT | 2 | 4/15-12/1 |
| 01N78A | MW | 0.17 | AGG | 2 | 4/15-12/1 |
| 01N79 | GR | 3.34 | NAT | 2 | 4/15-12/15 |
| 01N79A | GR | 0.51 | NAT | 2 | 4/15-12/15 |
| 01N79B | GR | 0.74 | NAT | 2 | 4/15-12/15 |
| 01N80 | GR | 1.44 | NAT | 2 | 4/15-12/15 |
| 01N81 | GR | 0.72 | NAT | 2 | 4/15-12/15 |
| 01N82 | GR | 0.30 | AGG | 2 | 4/15-12/15 |
| 01N83 | GR | 1.95 | NAT | 2 | 4/15-12/15 |
| 01N88 | GR | 0.63 | NAT | 2 | 4/15-12/15 |
| 01N89 | GR | 0.52 | NAT | 2 | 4/15-12/15 |
| 01N91 | GR | 0.58 | NAT | 2 | 4/15-12/15 |
| 01N94 | GR | 0.55 | NAT | 2 | 4/15-12/15 |
| 01N94A | GR | 0.40 | NAT | 2 | 4/15-12/15 |
| 01N96 | GR | 4.94 | AGG | 2 | 4/15-12/15 |
| 01N96E | GR | 0.52 | AGG | 2 | 4/15-12/15 |
| 01N97 | GR | 5.01 | AGG | 3 | 4/15-12/15 |
| 01N98 | GR | 0.64 | NAT | 2 | 4/15-12/15 |
| 01S01Y | GR | 0.07 | NAT | 2 | 4/15-12/15 |
| 01S01YB | GR | 0.65 | NAT | 2 | 4/15-12/15 |
| 01S01YC | GR | 0.13 | NAT | 2 | 4/15-12/15 |
| 01S02 | GR | 7.27 | AC | 2 | 4/15-12/15 |
| 01S03 | GR | 1.53 | AC | 2 | year round |
| 01S03 | GR | 9.75 | AGG | 2 | year round |
| 01S03A | GR | 0.63 | NAT | 2 | 4/15-12/15 |
| 01S04 | GR | 1.17 | AGG | 2 | 4/15-12/15 |
| 01S04 | GR | 1.79 | AGG | 2 | 4/15-12/15 |
| 01S04A | GR | 0.85 | NAT | 2 | 4/15-12/15 |
| 01S05 | GR | 4.00 | AGG | 2 | 4/15-12/15 |
| 01S05Y | GR | 1.96 | NAT | 2 | 4/15-12/15 |
| 01S06 | GR | 0.70 | NAT | 1 | year round |
| 01S06B | GR | 0.11 | NAT | 1 | year round |
| 01S07 | GR | 0.28 | AGG | 1 | year round |
| 01S07 | GR | 0.47 | IMP | 1 | year round |
| 01S07 | GR | 2.01 | NAT | 1 | year round |
| 01S07D | GR | 0.53 | NAT | 1 | year round |
| 01S08 | GR | 1.46 | NAT | 2 | 4/15-12/15 |
| 01S08Y | GR | 1.08 | NAT | 2 | 4/15-12/15 |
| 01S09 | GR | 2.03 | NAT | 2 | 4/15-12/15 |
| 01S10 | MW | 0.66 | NAT | 1 | year round |
| 01S10A | MW | 0.31 | NAT | 1 | year round |
| 01S11 | GR | 3.11 | NAT | 2 | 4/15-12/15 |
| 01S11A | GR | 0.86 | NAT | 2 | 4/15-12/15 |
| 01S11C | GR | 1.11 | NAT | 2 | 4/15-12/15 |
| 01S11D | GR | 0.98 | NAT | 2 | 4/15-12/15 |
| 01S11F | GR | 0.57 | NAT | 2 | 4/15-12/15 |
| 01S12 | GR | 18.47 | AGG | 2 | 4/15-12/15 |
| 01S12D | GR | 0.73 | NAT | 2 | 4/15-12/15 |
| 01S12E | GR | 1.20 | NAT | 2 | 4/15-12/15 |
| 01S12G | GR | 0.77 | NAT | 2 | 4/15-12/15 |
| 01S12H | GR | 0.77 | NAT | 2 | 4/15-12/15 |
| 01S13 | GR | 0.70 | AGG | 2 | 4/15-12/15 |
| 01S13 | GR | 15.93 | NAT | 2 | 4/15-12/15 |
| 01S13C | GR | 2.00 | NAT | 2 | 4/15-12/15 |
| 01S13Y | GR | 1.22 | AGG | 2 | 4/15-12/15 |
| 01S14 | GR | 12.45 | NAT | 2 | 4/15-12/15 |
| 01S14K | GR | 0.17 | NAT | 2 | 4/15-12/15 |
| 01S14L | GR | 0.58 | NAT | 2 | 4/15-12/15 |
| 01S14M | GR | 0.29 | NAT | 2 | 4/15-12/15 |
| 01S15 | GR | 1.66 | NAT | 2 | 4/15-12/15 |
| 01S15 | GR | 2.51 | AGG | 2 | year round |
| 01S15C | GR | 0.57 | NAT | 2 | 4/15-12/15 |
| 01S15Y | GR | 0.13 | NAT | 2 | 4/15-12/15 |
| 01S16 | GR | 0.73 | NAT | 2 | 4/15-12/15 |
| 01S16 | GR | 1.85 | AGG | 2 | year round |
| 01S16B | GR | 0.25 | NAT | 2 | 4/15-12/15 |
| 01S16Y | GR | 1.87 | AGG | 2 | 4/15-12/15 |
| 01S17 | GR | 3.02 | NAT | 1 | year round |
| 01S17A | GR | 0.56 | NAT | 1 | year round |
| 01S17D | GR | 0.20 | NAT | 1 | year round |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 01S19 | GR | 2.65 | IMP | 2 | 4/15-12/15 |
| 01S19A | GR | 0.99 | NAT | 2 | 4/15-12/15 |
| 01S19C | GR | 0.24 | NAT | 2 | 4/15-12/15 |
| 01S19Y | GR | 0.47 | NAT | 2 | 4/15-12/15 |
| 01S20 | GR | 0.30 | NAT | 2 | 4/15-12/15 |
| 01S20Y | GR | 0.65 | NAT | 2 | 4/15-12/15 |
| 01S21 | GR | 0.37 | AGG | 2 | year round |
| 01S21Y | GR | 1.61 | NAT | 2 | 4/15-12/15 |
| 01S22 | GR | 2.42 | NAT | 2 | 4/15-12/15 |
| 01S23 | GR | 3.03 | NAT | 2 | 4/15-12/15 |
| 01S23C | GR | 0.27 | NAT | 2 | 4/15-12/15 |
| 01S23D | GR | 0.34 | NAT | 2 | 4/15-12/15 |
| 01S23Y | GR | 0.67 | AC | 2 | year round |
| 01S24 | GR | 3.36 | AGG | 2 | 4/15-12/15 |
| 01S24A | GR | 1.07 | AGG | 2 | 4/15-12/15 |
| 01S25 | GR | 2.88 | AGG | 2 | 4/15-12/15 |
| 01S25A | GR | 2.37 | NAT | 2 | 4/15-12/15 |
| 01S25C | GR | 0.62 | NAT | 2 | 4/15-12/15 |
| 01S25D | GR | 0.52 | NAT | 2 | 4/15-12/15 |
| 01S25E | GR | 0.24 | NAT | 2 | 4/15-12/15 |
| 01S25F | GR | 0.52 | NAT | 2 | 4/15-12/15 |
| 01S25Y | GR | 0.74 | NAT | 2 | 4/15-12/15 |
| 01S26 | GR | 4.94 | NAT | 2 | 4/15-12/15 |
| 01S26A | GR | 0.10 | NAT | 2 | 4/15-12/15 |
| 01S26C | GR | 0.68 | NAT | 2 | 4/15-12/15 |
| 01S26E | GR | 0.20 | NAT | 2 | 4/15-12/15 |
| 01S27 | GR | 0.80 | NAT | 2 | 4/15-12/15 |
| 01S27Y | GR | 0.84 | NAT | 2 | 4/15-12/15 |
| 01S28 | GR | 0.81 | NAT | 2 | 4/15-12/15 |
| 01S28Y | GR | 0.32 | NAT | 2 | 4/15-12/15 |
| 01S29 | GR | 5.22 | AGG | 2 | 4/15-12/15 |
| 01S29C | GR | 0.74 | NAT | 2 | 4/15-12/15 |
| 01S30 | GR | 2.03 | NAT | 2 | 4/15-12/15 |
| 01S30A | GR | 0.24 | NAT | 2 | 4/15-12/15 |
| 01S30B | GR | 0.55 | NAT | 2 | 4/15-12/15 |
| 01S30Y | GR | 0.12 | AC | 2 | year round |
| 01S31Y | GR | 0.16 | NAT | 2 | year round |
| 01S32 | GR | 2.08 | NAT | 2 | 4/15-12/15 |
| 01S32A | GR | 0.50 | NAT | 2 | 4/15-12/15 |
| 01S35Y | GR | 1.32 | NAT | 1 | year round |
| 01S35YA | GR | 0.39 | NAT | 1 | year round |
| 01S36 | GR | 1.37 | NAT | 2 | 4/15-12/15 |
| 01S36B | GR | 0.20 | NAT | 2 | 4/15-12/15 |
| 01S36Y | GR | 0.50 | NAT | 1 | year round |
| 01S37 | GR | 0.91 | NAT | 1 | year round |
| 01S38 | GR | 0.36 | NAT | 1 | year round |
| 01S38Y | GR | 1.15 | NAT | 1 | year round |
| 01S39 | GR | 0.18 | NAT | 1 | year round |
| 01S39Y | GR | 0.89 | NAT | 2 | 4/15-12/15 |
| 01S39YA | GR | 0.10 | NAT | 2 | 4/15-12/15 |
| 01S39YB | GR | 0.38 | NAT | 2 | 4/15-12/15 |
| 01S40Y | GR | 0.51 | NAT | 1 | year round |
| 01S41 | GR | 1.43 | NAT | 2 | 4/15-12/15 |
| 01S41A | GR | 0.52 | NAT | 2 | 4/15-12/15 |
| 01S42Y | GR | 0.36 | NAT | 2 | 4/15-12/15 |
| 01S43 | GR | 0.25 | NAT | 1 | year round |
| 01S45Y | GR | 0.39 | NAT | 2 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 01S46 | GR | 0.25 | NAT | 2 | 4/15-12/15 |
| 01S46Y | GR | 1.78 | NAT | 2 | 4/15-12/15 |
| 01S46YB | GR | 0.30 | NAT | 2 | 4/15-12/15 |
| 01S46YC | GR | 0.20 | NAT | 2 | 4/15-12/15 |
| 01S47 | GR | 0.97 | AC | 2 | year round |
| 01S47A | GR | 0.65 | AC | 2 | year round |
| 01S47B | GR | 0.06 | AC | 2 | year round |
| 01S48 | MW | 0.76 | NAT | 1 | year round |
| 01S48Y | GR | 0.71 | NAT | 2 | 4/15-12/15 |
| 01S49 | MW | 2.35 | NAT | 1 | year round |
| 01S50Y | GR | 0.41 | NAT | 2 | 4/15-12/15 |
| 01S51 | GR | 2.23 | AGG | 2 | 4/15-12/15 |
| 01S51A | GR | 0.77 | NAT | 2 | 4/15-12/15 |
| 01S52 | GR | 0.15 | NAT | 2 | 4/15-12/15 |
| 01S52Y | GR | 0.49 | NAT | 1 | year round |
| 01S53 | GR | 1.08 | NAT | 2 | 4/15-12/15 |
| 01S54Y | GR | 0.50 | NAT | 2 | 4/15-12/15 |
| 01S55Y | GR | 0.17 | AC | 1 | year round |
| 01S55Y | GR | 1.34 | NAT | 1 | year round |
| 01S56Y | GR | 0.60 | NAT | 2 | 4/15-12/15 |
| 01S57 | GR | 1.96 | NAT | 2 | 4/15-12/15 |
| 01S57B | GR | 1.45 | NAT | 2 | 4/15-12/15 |
| 01S57Y | GR | 0.66 | NAT | 2 | 4/15-12/15 |
| 01S59 | GR | 0.87 | NAT | 2 | 4/15-12/15 |
| 01S60 | GR | 1.92 | AGG | 2 | 4/15-12/15 |
| 01S60Y | GR | 0.51 | NAT | 2 | 4/15-12/15 |
| 01S61Y | GR | 0.26 | NAT | 2 | 4/15-12/15 |
| 01S61YA | GR | 0.55 | NAT | 2 | 4/15-12/15 |
| 01S62A | GR | 0.39 | NAT | 2 | 4/15-12/15 |
| 01S63 | GR | 0.08 | NAT | 2 | 4/15-12/15 |
| 01S64 | GR | 1.59 | NAT | 2 | 4/15-12/15 |
| 01S65Y | GR | 0.45 | NAT | 2 | 4/15-12/15 |
| 01S66 | GR | 0.00 | NAT | 2 | 4/15-12/15 |
| 01S66 | GR | 1.79 | AGG | 2 | 4/15-12/15 |
| 01S66A | GR | 0.33 | NAT | 2 | 4/15-12/15 |
| 01S66Y | GR | 0.49 | NAT | 2 | 4/15-12/15 |
| 01S67 | GR | 3.15 | NAT | 2 | 4/15-12/15 |
| 01S67Y | GR | 0.51 | AC | 2 | year round |
| 01S69 | GR | 1.26 | NAT | 2 | 4/15-12/15 |
| 01S70 | GR | 1.10 | NAT | 2 | 4/15-12/15 |
| 01S70 | GR | 1.63 | AGG | 2 | 4/15-12/15 |
| 01S70B | GR | 0.42 | NAT | 2 | 4/15-12/15 |
| 01S71 | GR | 1.65 | NAT | 2 | 4/15-12/15 |
| 01S72Y | GR | 1.16 | NAT | 2 | 4/15-12/15 |
| 01S73Y | GR | 2.12 | NAT | 2 | 4/15-12/15 |
| 01S75 | GR | 1.10 | NAT | 2 | 4/15-12/15 |
| 01S75A | GR | 0.30 | NAT | 2 | 4/15-12/15 |
| 01S75Y | GR | 1.56 | NAT | 2 | 4/15-12/15 |
| 01S75YA | GR | 0.69 | NAT | 2 | 4/15-12/15 |
| 01S75YB | GR | 0.32 | NAT | 2 | 4/15-12/15 |
| 01S76 | GR | 1.65 | AGG | 2 | 4/15-12/15 |
| 01S78 | GR | 4.04 | NAT | 2 | 4/15-12/15 |
| 01S78A | GR | 0.80 | NAT | 2 | 4/15-12/15 |
| 01S79 | GR | 0.12 | NAT | 2 | 4/15-12/15 |
| 01S80 | GR | 2.48 | NAT | 2 | 4/15-12/15 |
| 01S80A | GR | 0.55 | NAT | 2 | 4/15-12/15 |
| 01S80B | GR | 0.82 | NAT | 2 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 01S81 | GR | 1.90 | AGG | 2 | 4/15-12/15 |
| 01S81Y | GR | 1.00 | NAT | 1 | year round |
| 01S82 | GR | 1.39 | AGG | 2 | 4/15-12/15 |
| 01S83 | GR | 0.67 | AGG | 2 | year round |
| 01S85 | GR | 1.68 | NAT | 2 | 4/15-12/15 |
| 01S86 | GR | 2.76 | NAT | 2 | 4/15-12/15 |
| 01S86B | GR | 0.57 | NAT | 2 | 4/15-12/15 |
| 01S87 | GR | 0.66 | NAT | 2 | 4/15-12/15 |
| 01S87A | GR | 0.19 | NAT | 2 | 4/15-12/15 |
| 01S89 | GR | 2.13 | AGG | 2 | 4/15-12/15 |
| 01S90 | GR | 0.06 | AC | 2 | year round |
| 01S94 | GR | 0.76 | AGG | 2 | 4/15-12/15 |
| 01S96 | GR | 1.51 | NAT | 2 | 4/15-12/15 |
| 01S96A | GR | 0.22 | NAT | 2 | 4/15-12/15 |
| 01S97 | GR | 0.90 | NAT | 2 | 4/15-12/15 |
| 02N01 | MW | 0.68 | AC | 2 | year round |
| 02N01B | MW | 0.43 | NAT | 2 | 4/15-12/15 |
| 02N03 | MW | 1.77 | NAT | 3 | 4/15-12/15 |
| 02N03Y | MW | 0.89 | NAT | 2 | 4/15-12/15 |
| 02N03Y | MW | 1.12 | AGG | 2 | 4/15-12/15 |
| 02N03YA | MW | 0.31 | NAT | 2 | 4/15-12/15 |
| 02N04 | GR | 1.33 | NAT | 3 | 4/15-12/15 |
| 02N04Y | MW | 0.54 | NAT | 2 | 4/15-12/15 |
| 02N05 | GR | 4.63 | NAT | 3 | 4/15-12/15 |
| 02N05A | GR | 2.79 | NAT | 3 | 4/15-12/15 |
| 02N05Y | MW | 0.65 | NAT | 3 | 4/15-12/15 |
| 02N05YA | MW | 0.48 | NAT | 3 | 4/15-12/15 |
| 02N06 | MW | 5.16 | NAT | 3 | 4/15-12/15 |
| 02N06A | MW | 0.35 | NAT | 3 | 4/15-12/15 |
| 02N06B | MW | 0.14 | NAT | 3 | 4/15-12/15 |
| 02N06Y | MW | 0.86 | NAT | 3 | 4/15-12/15 |
| 02N07 | MW | 1.54 | AGG | 2 | 4/15-12/15 |
| 02N07 | MW | 6.64 | NAT | 2 | 4/15-12/15 |
| 02N07C | MW | 0.29 | NAT | 2 | 4/15-12/15 |
| 02N07D | MW | 0.05 | NAT | 2 | 4/15-12/15 |
| 02N08 | MW | 1.15 | NAT | 2 | 4/15-12/15 |
| 02N08A | MW | 0.29 | NAT | 2 | 4/15-12/15 |
| 02N08Y | GR | 1.75 | NAT | 3 | 4/15-12/15 |
| 02N08Y | GR | 6.78 | AC | 3 | 4/15-12/15 |
| 02N08YA | GR | 0.35 | NAT | 3 | 4/15-12/15 |
| 02N08YB | GR | 0.42 | NAT | 3 | 4/15-12/15 |
| 02N08YD | GR | 1.22 | NAT | 3 | 4/15-12/15 |
| 02N09 | MW | 0.16 | NAT | 1 | year round |
| 02N09 | MW | 4.05 | AGG | 1 | year round |
| 02N09A | MW | 0.36 | AGG | 1 | year round |
| 02N09D | MW | 0.29 | NAT | 1 | year round |
| 02N10 | MW | 1.17 | AGG | 2 | 4/15-12/15 |
| 02N10 | MW | 4.61 | NAT | 2 | 4/15-12/15 |
| 02N10Y | GR | 5.11 | NAT | 2 | 4/15-12/15 |
| 02N11 | MW | 2.60 | AGG | 2 | year round |
| 02N11 | MW | 3.32 | NAT | 1 | year round |
| 02N11 | MW | 4.73 | NAT | 2 | 4/15-12/15 |
| 02N11 | MW | 4.76 | AGG | 1 | year round |
| 02N11A | MW | 0.28 | NAT | 2 | 4/15-12/15 |
| 02N11C | MW | 0.41 | NAT | 2 | 4/15-12/15 |
| 02N11D | MW | 0.33 | NAT | 1 | year round |
| 02N11F | MW | 1.00 | NAT | 1 | year round |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 02N12 | GR | 0.84 | AGG | 3 | 4/15-12/15 |
| 02N13 | MW | 2.27 | AGG | 2 | 4/15-12/15 |
| 02N13A | MW | 0.54 | NAT | 2 | 4/15-12/15 |
| 02N13Y | MW | 1.11 | AGG | 1 | year round |
| 02N14 | MW | 3.49 | AGG | 3 | 4/15-12/15 |
| 02N14 | GR | 5.54 | AGG | 3 | 4/15-12/15 |
| 02N14Y | MW | 1.92 | NAT | 3 | 4/15-12/15 |
| 02N14YA | MW | 0.53 | NAT | 3 | 4/15-12/15 |
| 02N15 | GR | 1.75 | NAT | 3 | 4/15-12/15 |
| 02N16 | GR | 1.75 | NAT | 3 | 4/15-12/15 |
| 02N16A | GR | 0.42 | NAT | 3 | 4/15-12/15 |
| 02N17 | MW | 1.81 | NAT | 3 | 4/15-12/15 |
| 02N18 | GR | 1.47 | NAT | 3 | 4/15-12/15 |
| 02N20 | MW | 1.44 | NAT | 3 | 4/15-12/15 |
| 02N20A | MW | 0.26 | NAT | 3 | 4/15-12/15 |
| 02N22 | GR | 2.27 | AC | 3 | year round |
| 02N22A | GR | 0.76 | IMP | 3 | 4/15-12/15 |
| 02N23 | GR | 0.96 | NAT | 3 | 4/15-12/15 |
| 02N24 | GR | 3.28 | AGG | 3 | 4/15-12/15 |
| 02N26 | MW | 0.47 | AC | 2 | 4/15-12/15 |
| 02N26 | MW | 0.80 | NAT | 2 | 4/15-12/15 |
| 02N28 | MW | 0.01 | NAT | 3 | 4/15-12/15 |
| 02N28 | MW | 2.26 | NAT | 2 | 4/15-12/15 |
| 02N29 | MW | 6.68 | NAT | 3 | 4/15-12/15 |
| 02N29A | MW | 0.57 | NAT | 3 | 4/15-12/15 |
| 02N29Y | MW | 0.95 | NAT | 3 | 4/15-12/15 |
| 02N31 | MW | 0.95 | NAT | 3 | 4/15-12/15 |
| 02N31Y | MW | 0.72 | NAT | 3 | 4/15-12/15 |
| 02N31YA | MW | 0.52 | NAT | 3 | 4/15-12/15 |
| 02N32 | MW | 2.80 | AGG | 3 | 4/15-12/15 |
| 02N32Y | MW | 0.03 | NAT | 2 | 4/15-12/15 |
| 02N33 | MW | 1.14 | NAT | 3 | 4/15-12/15 |
| 02N34 | MW | 2.63 | AGG | 2 | 4/15-12/15 |
| 02N34A | MW | 0.84 | NAT | 2 | 4/15-12/15 |
| 02N34B | MW | 0.56 | NAT | 2 | 4/15-12/15 |
| 02N34C | MW | 0.47 | NAT | 2 | 4/15-12/15 |
| 02N39 | MW | 0.86 | NAT | 2 | 4/15-12/15 |
| 02N39A | MW | 0.71 | NAT | 2 | 4/15-12/15 |
| 02N40 | GR | 3.01 | NAT | 3 | 4/15-12/15 |
| 02N41 | GR | 0.40 | NAT | 3 | 4/15-12/15 |
| 02N42 | MW | 0.98 | NAT | 3 | 4/15-12/15 |
| 02N43 | MW | 2.07 | NAT | 3 | 4/15-12/15 |
| 02N44 | MW | 3.25 | IMP | 2 | year round |
| 02N44A | MW | 0.08 | NAT | 2 | 4/15-12/15 |
| 02N45 | MW | 0.40 | NAT | 3 | 4/15-12/15 |
| 02N47 | MW | 1.72 | NAT | 2 | 4/15-12/15 |
| 02N47A | MW | 0.32 | NAT | 2 | 4/15-12/15 |
| 02N48 | MW | 1.50 | NAT | 2 | 4/15-12/15 |
| 02N48A | MW | 0.53 | NAT | 2 | 4/15-12/15 |
| 02N49 | MW | 0.22 | NAT | 2 | 4/15-12/15 |
| 02N49 | MW | 1.47 | NAT | 3 | 4/15-12/15 |
| 02N49A | MW | 0.50 | NAT | 3 | 4/15-12/15 |
| 02N49A | MW | 0.79 | NAT | 2 | 4/15-12/15 |
| 02N50 | MW | 0.99 | NAT | 3 | 4/15-12/15 |
| 02N52 | MW | 1.69 | NAT | 3 | 4/15-12/15 |
| 02N53 | MW | 1.70 | NAT | 3 | 4/15-12/15 |
| 02N53A | MW | 0.35 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 02N54 | MW | 6.04 | NAT | 3 | 4/15-12/15 |
| 02N55 | MW | 2.02 | NAT | 3 | 4/15-12/15 |
| 02N56 | GR | 3.39 | NAT | 3 | 4/15-12/15 |
| 02N57 | GR | 0.29 | NAT | 3 | 4/15-12/15 |
| 02N57A | GR | 0.08 | NAT | 3 | 4/15-12/15 |
| 02N58 | MW | 0.90 | NAT | 3 | 4/15-12/15 |
| 02N58 | GR | 1.08 | NAT | 3 | 4/15-12/15 |
| 02N58B | MW | 0.11 | NAT | 3 | 4/15-12/15 |
| 02N58C | MW | 0.20 | NAT | 3 | 4/15-12/15 |
| 02N59 | GR | 1.79 | NAT | 3 | 4/15-12/15 |
| 02N60 | GR | 1.32 | NAT | 3 | 4/15-12/15 |
| 02N62 | MW | 2.69 | NAT | 3 | 4/15-12/15 |
| 02N63A | MW | 0.08 | NAT | 2 | 4/15-12/15 |
| 02N63B | MW | 0.15 | NAT | 2 | 4/15-12/15 |
| 02N64 | GR | 0.71 | NAT | 3 | 4/15-12/15 |
| 02N65 | GR | 0.45 | NAT | 3 | 4/15-12/15 |
| 02N66 | GR | 2.94 | NAT | 3 | 4/15-12/15 |
| 02N69 | GR | 0.08 | NAT | 3 | 4/15-12/15 |
| 02N71 | MW | 0.53 | AGG | 3 | 4/15-12/15 |
| 02N75 | MW | 0.82 | NAT | 1 | year round |
| 02N75A | MW | 0.30 | NAT | 1 | year round |
| 02N76 | GR | 1.49 | NAT | 3 | 4/15-12/15 |
| 02N77Y | GR | 0.54 | NAT | 3 | 4/15-12/15 |
| 02N78 | GR | 0.60 | AC | 3 | 4/15-12/15 |
| 02N78 | GR | 1.42 | NAT | 3 | 4/15-12/15 |
| 02N80 | GR | 2.16 | AC | 3 | 4/15-12/15 |
| 02N81 | MW | 2.08 | NAT | 3 | 4/15-12/15 |
| 02N81A | MW | 0.18 | NAT | 3 | 4/15-12/15 |
| 02N82 | GR | 1.35 | NAT | 3 | 4/15-12/15 |
| 02N84 | GR | 0.62 | AGG | 3 | 4/15-12/15 |
| 02N85 | MW | 1.33 | NAT | 3 | 4/15-12/15 |
| 02N88 | MW | 1.35 | AGG | 1 | year round |
| 02N88A | MW | 0.28 | NAT | 1 | year round |
| 02N89 | GR | 2.01 | AC | 3 | 4/15-12/15 |
| 02N91 | MW | 0.31 | NAT | 2 | 4/15-12/15 |
| 02N93 | MW | 0.65 | NAT | 2 | 4/15-12/15 |
| 02N93A | MW | 0.53 | NAT | 2 | 4/15-12/15 |
| 02N94 | GR | 2.03 | AGG | 3 | 4/15-12/15 |
| 02N95 | GR | 1.28 | AC | 3 | 4/15-12/15 |
| 02N98Y | MW | 1.45 | NAT | 3 | 4/15-12/15 |
| 02S01 | GR | 1.26 | AGG | 2 | 4/15-12/15 |
| 02S01 | GR | 13.61 | NAT | 2 | 4/15-12/15 |
| 02S01A | GR | 0.92 | NAT | 2 | 4/15-12/15 |
| 02S01C | GR | 0.39 | NAT | 2 | 4/15-12/15 |
| 02S01G | GR | 0.38 | NAT | 2 | 4/15-12/15 |
| 02S02 | GR | 0.00 | AGG | 1 | year round |
| 02S02 | GR | 13.65 | AGG | 2 | year round |
| 02S02C | GR | 0.30 | NAT | 2 | 4/15-12/15 |
| 02S03 | GR | 0.00 | NAT | 1 | year round |
| 02S03 | GR | 10.60 | NAT | 2 | 4/15-12/15 |
| 02S03Y | GR | 1.37 | NAT | 2 | 4/15-12/15 |
| 02S04Y | GR | 0.37 | NAT | 1 | year round |
| 02S04YA | GR | 0.44 | NAT | 1 | year round |
| 02S05 | GR | 1.26 | NAT | 1 | year round |
| 02S06 | GR | 1.73 | NAT | 2 | 4/15-12/15 |
| 02S07 | GR | 2.88 | NAT | 2 | 4/15-12/15 |
| 02S07Y | GR | 1.45 | NAT | 2 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 02S08 | GR | 3.58 | NAT | 1 | year round |
| 02S09 | GR | 3.75 | NAT | 2 | 4/15-12/15 |
| 02S09Y | GR | 1.12 | NAT | 1 | year round |
| 02S11 | GR | 3.78 | NAT | 1 | year round |
| 02S11Y | GR | 0.76 | NAT | 2 | 4/15-12/15 |
| 02S12 | GR | 1.33 | NAT | 2 | 4/15-12/15 |
| 02S12Y | GR | 0.45 | NAT | 2 | 4/15-12/15 |
| 02S12YA | GR | 0.28 | NAT | 2 | 4/15-12/15 |
| 02S13 | GR | 0.91 | IMP | 2 | 4/15-12/15 |
| 02S13 | GR | 2.75 | AGG | 2 | 4/15-12/15 |
| 02S13C | GR | 0.25 | NAT | 2 | 4/15-12/15 |
| 02S13F | GR | 0.72 | NAT | 2 | 4/15-12/15 |
| 02S14 | GR | 1.22 | NAT | 2 | 4/15-12/15 |
| 02S15Y | GR | 1.01 | NAT | 2 | 4/15-12/15 |
| 02S16 | GR | 2.54 | NAT | 2 | 4/15-12/15 |
| 02S16Y | GR | 0.18 | AGG | 2 | year round |
| 02S17 | GR | 0.02 | AGG | 2 | 4/15-12/15 |
| 02S17Y | GR | 1.26 | NAT | 2 | 4/15-12/15 |
| 02S18 | GR | 0.21 | AC | 1 | year round |
| 02S18 | GR | 2.68 | NAT | 1 | year round |
| 02S18A | GR | 0.55 | NAT | 1 | year round |
| 02S18Y | GR | 1.51 | NAT | 2 | 4/15-12/15 |
| 02S19 | GR | 0.01 | NAT | 1 | year round |
| 02S19Y | GR | 1.70 | NAT | 2 | 4/15-12/15 |
| 02S19YA | GR | 0.51 | NAT | 2 | 4/15-12/15 |
| 02S19YB | GR | 0.31 | NAT | 2 | 4/15-12/15 |
| 02S20 | GR | 9.87 | NAT | 2 | 4/15-12/15 |
| 02S20C | GR | 0.37 | NAT | 2 | 4/15-12/15 |
| 02S20D | GR | 0.79 | NAT | 2 | 4/15-12/15 |
| 02S21 | GR | 5.14 | NAT | 1 | year round |
| 02S21Y | GR | 1.83 | NAT | 2 | 4/15-12/15 |
| 02S22Y | GR | 1.15 | NAT | 1 | year round |
| 02S23 | GR | 3.09 | NAT | 1 | year round |
| 02S23Y | GR | 2.18 | NAT | 2 | 4/15-12/15 |
| 02S23YA | GR | 0.73 | NAT | 2 | 4/15-12/15 |
| 02S24 | GR | 0.47 | NAT | 2 | 4/15-12/15 |
| 02S24Y | GR | 0.32 | NAT | 2 | 4/15-12/15 |
| 02S25 | GR | 3.43 | NAT | 2 | 4/15-12/15 |
| 02S27 | GR | 0.40 | IMP | 2 | 4/15-12/15 |
| 02S27 | GR | 7.56 | NAT | 2 | 4/15-12/15 |
| 02S27A | GR | 0.64 | NAT | 2 | 4/15-12/15 |
| 02S27B | GR | 0.90 | NAT | 2 | 4/15-12/15 |
| 02S27C | GR | 0.31 | NAT | 2 | 4/15-12/15 |
| 02S28 | GR | 2.75 | NAT | 2 | 4/15-12/15 |
| 02S28A | GR | 0.44 | NAT | 2 | 4/15-12/15 |
| 02S28B | GR | 0.36 | NAT | 2 | 4/15-12/15 |
| 02S30 | GR | 8.61 | BST | 2 | 4/15-12/15 |
| 02S30A | GR | 0.18 | NAT | 2 | 4/15-12/15 |
| 02S30B | GR | 0.33 | NAT | 2 | 4/15-12/15 |
| 02S30C | GR | 0.57 | NAT | 2 | 4/15-12/15 |
| 02S30E | GR | 0.46 | NAT | 2 | 4/15-12/15 |
| 02S31Y | GR | 1.22 | NAT | 2 | 4/15-12/15 |
| 02S31YA | GR | 0.39 | NAT | 2 | 4/15-12/15 |
| 02S31YB | GR | 0.25 | NAT | 2 | 4/15-12/15 |
| 02S32 | GR | 2.10 | AGG | 2 | 4/15-12/15 |
| 02S33 | GR | 3.30 | NAT | 2 | 4/15-12/15 |
| 02S33B | GR | 0.24 | NAT | 2 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 02S34 | GR | 0.21 | NAT | 1 | year round |
| 02S35 | GR | 0.29 | NAT | 1 | year round |
| 02S37 | GR | 1.60 | NAT | 1 | year round |
| 02S37Y | GR | 2.12 | NAT | 2 | 4/15-12/15 |
| 02S37YB | GR | 0.74 | NAT | 2 | 4/15-12/15 |
| 02S38Y | GR | 0.38 | NAT | 2 | 4/15-12/15 |
| 02S39 | GR | 1.51 | NAT | 2 | 4/15-12/15 |
| 02S39A | GR | 0.43 | NAT | 2 | 4/15-12/15 |
| 02S39B | GR | 0.85 | NAT | 2 | 4/15-12/15 |
| 02S40 | GR | 1.36 | NAT | 2 | 4/15-12/15 |
| 02S41 | GR | 1.60 | NAT | 2 | 4/15-12/15 |
| 02S43 | GR | 1.40 | NAT | 1 | year round |
| 02S44 | GR | 1.49 | NAT | 1 | year round |
| 02S45 | GR | 1.19 | NAT | 1 | year round |
| 02S47 | GR | 0.27 | NAT | 1 | year round |
| 02S50 | GR | 0.21 | NAT | 2 | 4/15-12/15 |
| 02S50Y | GR | 0.73 | NAT | 2 | 4/15-12/15 |
| 02S51Y | GR | 1.90 | NAT | 2 | 4/15-12/15 |
| 02S51YA | GR | 0.55 | NAT | 2 | 4/15-12/15 |
| 02S52 | GR | 0.34 | NAT | 1 | year round |
| 02S53 | GR | 1.08 | NAT | 1 | year round |
| 02S53A | GR | 0.09 | NAT | 1 | year round |
| 02S56 | GR | 1.13 | NAT | 1 | year round |
| 02S56A | GR | 0.21 | NAT | 1 | year round |
| 02S58 | GR | 0.20 | NAT | 1 | year round |
| 02S59 | GR | 0.80 | NAT | 1 | year round |
| 02S60 | GR | 1.93 | NAT | 2 | 4/15-12/15 |
| 02S60B | GR | 0.51 | NAT | 2 | 4/15-12/15 |
| 02S60C | GR | 0.21 | NAT | 2 | 4/15-12/15 |
| 02S62 | GR | 5.51 | NAT | 2 | 4/15-12/15 |
| 02S62B | GR | 0.66 | NAT | 2 | 4/15-12/15 |
| 02S64 | GR | 1.61 | AGG | 2 | 4/15-12/15 |
| 02S64C | GR | 0.73 | NAT | 2 | 4/15-12/15 |
| 02S65 | GR | 3.37 | NAT | 2 | 4/15-12/15 |
| 02S66 | GR | 3.26 | NAT | 2 | 4/15-12/15 |
| 02S66Y | GR | 1.82 | NAT | 2 | 4/15-12/15 |
| 02S66YA | GR | 0.09 | NAT | 2 | 4/15-12/15 |
| 02S67 | GR | 0.38 | NAT | 2 | 4/15-12/15 |
| 02S68 | GR | 1.81 | NAT | 2 | 4/15-12/15 |
| 02S70 | GR | 1.31 | NAT | 2 | 4/15-12/15 |
| 02S70A | GR | 0.58 | NAT | 2 | 4/15-12/15 |
| 02S71 | GR | 2.27 | NAT | 2 | 4/15-12/15 |
| 02S72 | GR | 0.46 | NAT | 2 | 4/15-12/15 |
| 02S79 | GR | 2.68 | AGG | 2 | 4/15-12/15 |
| 02S82 | GR | 0.34 | NAT | 2 | 4/15-12/15 |
| 02S83 | GR | 1.82 | NAT | 2 | 4/15-12/15 |
| 02S83B | GR | 0.38 | NAT | 2 | 4/15-12/15 |
| 02S84 | GR | 0.50 | NAT | 2 | 4/15-12/15 |
| 02S86 | GR | 0.08 | NAT | 1 | year round |
| 02S88 | GR | 2.38 | NAT | 2 | 4/15-12/15 |
| 02S89 | GR | 4.95 | NAT | 2 | 4/15-12/15 |
| 02S90 | GR | 0.05 | NAT | 2 | 4/15-12/15 |
| 02S91 | GR | 2.09 | NAT | 2 | 4/15-12/15 |
| 02S91A | GR | 0.73 | AGG | 2 | 4/15-12/15 |
| 02S92 | GR | 1.30 | IMP | 2 | 4/15-12/15 |
| 02S93 | GR | 2.52 | NAT | 2 | 4/15-12/15 |
| 02S93C | GR | 0.36 | NAT | 2 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 02S96 | GR | 0.30 | AGG | 2 | 4/15-12/15 |
| 02S97 | GR | 0.40 | NAT | 2 | 4/15-12/15 |
| 02S97 | GR | 0.62 | AGG | 2 | 4/15-12/15 |
| 03N01 | GR | 2.24 | AGG | 3 | year round |
| 03N01 | GR | 7.92 | AC | 3 | year round |
| 03N01 | MW | 8.45 | AC | 3 | 4/15-12/15 |
| 03N01 | GR | 10.44 | AC | 2 | year round |
| 03N01 | MW | 16.51 | AGG | 3 | 4/15-12/15 |
| 03N01B | MW | 1.51 | NAT | 3 | 4/15-12/15 |
| 03N01C | GR | 0.11 | NAT | 2 | 4/15-12/15 |
| 03N01D | MW | 0.15 | NAT | 3 | 4/15-12/15 |
| 03N01G | GR | 1.02 | NAT | 3 | 4/15-12/15 |
| 03N01H | MW | 0.95 | AGG | 3 | 4/15-12/15 |
| 03N01J | MW | 0.81 | AGG | 3 | 4/15-12/15 |
| 03N01L | MW | 0.38 | NAT | 3 | 4/15-12/15 |
| 03N01M | MW | 0.63 | NAT | 3 | 4/15-12/15 |
| 03N01N | GR | 0.37 | NAT | 2 | 4/15-12/15 |
| 03N01P | GR | 1.05 | NAT | 2 | 4/15-12/15 |
| 03N01Q | GR | 0.20 | NAT | 2 | 4/15-12/15 |
| 03N01S | GR | 0.31 | NAT | 3 | 4/15-12/15 |
| 03N01T | GR | 0.45 | NAT | 3 | 4/15-12/15 |
| 03N01U | MW | 0.07 | NAT | 3 | 4/15-12/15 |
| 03N01Y | MW | 1.69 | NAT | 2 | 4/15-12/15 |
| 03N02 | MW | 1.93 | NAT | 2 | 4/15-12/15 |
| 03N03 | MW | 3.51 | NAT | 1 | year round |
| 03N03B | MW | 0.77 | NAT | 1 | year round |
| 03N03C | MW | 0.21 | NAT | 1 | year round |
| 03N03Y | MW | 1.37 | NAT | 3 | 4/15-12/15 |
| 03N04 | MW | 0.09 | NAT | 1 | year round |
| 03N05 | MW | 2.86 | NAT | 2 | 4/15-12/15 |
| 03N06Y | MW | 0.91 | NAT | 2 | 4/15-12/15 |
| 03N07 | MW | 0.56 | AGG | 2 | 4/15-12/15 |
| 03N07 | MW | 3.96 | NAT | 2 | 4/15-12/15 |
| 03N07 | MW | 4.89 | AGG | 3 | 4/15-12/15 |
| 03N07C | MW | 0.73 | NAT | 3 | 4/15-12/15 |
| 03N07E | MW | 0.69 | NAT | 2 | 4/15-12/15 |
| 03N08 | MW | 6.79 | NAT | 3 | 4/15-12/15 |
| 03N08Y | MW | 0.48 | NAT | 3 | 4/15-12/15 |
| 03N09 | MW | 4.11 | NAT | 3 | 4/15-12/15 |
| 03N09A | MW | 1.21 | NAT | 3 | 4/15-12/15 |
| 03N09Y | MW | 0.89 | NAT | 2 | 4/15-12/15 |
| 03N09YA | MW | 0.33 | NAT | 2 | 4/15-12/15 |
| 03N10 | MW | 6.76 | AGG | 3 | 4/15-12/15 |
| 03N10A | MW | 1.34 | NAT | 3 | 4/15-12/15 |
| 03N10B | MW | 0.39 | NAT | 3 | 4/15-12/15 |
| 03N10Y | MW | 0.57 | NAT | 2 | 4/15-12/15 |
| 03N10YA | MW | 0.19 | NAT | 2 | 4/15-12/15 |
| 03N11 | MW | 6.61 | NAT | 1 | year round |
| 03N11A | MW | 1.10 | NAT | 2 | 4/15-12/15 |
| 03N11B | MW | 0.00 | NAT | 2 | 4/15-12/15 |
| 03N11B | MW | 0.31 | NAT | 1 | year round |
| 03N11C | MW | 0.21 | NAT | 2 | 4/15-12/15 |
| 03N11Y | MW | 0.41 | AGG | 3 | 4/15-12/15 |
| 03N12 | MW | 3.28 | NAT | 1 | year round |
| 03N12A | MW | 1.11 | NAT | 1 | year round |
| 03N12B | MW | 1.04 | NAT | 1 | year round |
| 03N12Y | MW | 1.69 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 03N12YA | MW | 0.38 | NAT | 3 | 4/15-12/15 |
| 03N12YB | MW | 0.88 | NAT | 3 | 4/15-12/15 |
| 03N12YC | MW | 0.34 | NAT | 3 | 4/15-12/15 |
| 03N14 | MW | 1.52 | AGG | 2 | 4/15-12/15 |
| 03N14Y | MW | 0.81 | NAT | 3 | 4/15-12/15 |
| 03N15 | MW | 3.56 | NAT | 1 | year round |
| 03N15Y | MW | 1.13 | NAT | 2 | 4/15-12/15 |
| 03N16 | MW | 6.19 | AGG | 3 | 4/15-12/15 |
| 03N16Y | MW | 1.50 | NAT | 3 | 4/15-12/15 |
| 03N17 | MW | 4.89 | NAT | 3 | 4/15-12/15 |
| 03N17B | MW | 0.51 | NAT | 3 | 4/15-12/15 |
| 03N17Y | MW | 1.30 | NAT | 3 | 4/15-12/15 |
| 03N18 | MW | 2.57 | NAT | 3 | 4/15-12/15 |
| 03N18Y | MW | 0.33 | NAT | 3 | 4/15-12/15 |
| 03N19 | MW | 0.09 | AC | 3 | 4/15-12/15 |
| 03N20 | MW | 7.49 | NAT | 3 | 4/15-12/15 |
| 03N20A | MW | 1.11 | NAT | 3 | 4/15-12/15 |
| 03N20Y | MW | 2.85 | AGG | 3 | 4/15-12/15 |
| 03N20YB | MW | 0.11 | NAT | 3 | 4/15-12/15 |
| 03N20YC | MW | 0.81 | NAT | 3 | 4/15-12/15 |
| 03N20YD | MW | 1.33 | NAT | 3 | 4/15-12/15 |
| 03N21 | MW | 7.97 | NAT | 3 | 4/15-12/15 |
| 03N21B | MW | 0.67 | NAT | 3 | 4/15-12/15 |
| 03N21Y | MW | 2.57 | NAT | 3 | 4/15-12/15 |
| 03N21YA | MW | 0.44 | NAT | 3 | 4/15-12/15 |
| 03N22 | MW | 1.85 | AGG | 3 | 4/15-12/15 |
| 03N22A | MW | 1.32 | NAT | 3 | 4/15-12/15 |
| 03N22Y | MW | 0.60 | NAT | 3 | 4/15-12/15 |
| 03N23 | MW | 0.78 | NAT | 3 | 4/15-12/15 |
| 03N23Y | MW | 1.61 | NAT | 3 | 4/15-12/15 |
| 03N24 | MW | 4.87 | AGG | 2 | year round |
| 03N24D | MW | 0.29 | NAT | 2 | 4/15-12/15 |
| 03N25 | MW | 1.43 | NAT | 3 | 4/15-12/15 |
| 03N26 | MW | 3.90 | NAT | 3 | 4/15-12/15 |
| 03N26A | MW | 0.45 | NAT | 3 | 4/15-12/15 |
| 03N26C | MW | 0.30 | NAT | 3 | 4/15-12/15 |
| 03N26Y | MW | 1.37 | NAT | 3 | 4/15-12/15 |
| 03N26YA | MW | 0.11 | NAT | 3 | 4/15-12/15 |
| 03N26YA | MW | 1.02 | NAT | 3 | 4/15-12/15 |
| 03N26YB | MW | 0.23 | NAT | 3 | 4/15-12/15 |
| 03N26YB | MW | 0.28 | NAT | 3 | 4/15-12/15 |
| 03N27 | MW | 4.44 | NAT | 3 | 4/15-12/15 |
| 03N27A | MW | 1.03 | NAT | 3 | 4/15-12/15 |
| 03N27B | MW | 0.34 | NAT | 3 | 4/15-12/15 |
| 03N27C | MW | 2.71 | NAT | 3 | 4/15-12/15 |
| 03N27Y | MW | 1.20 | NAT | 3 | 4/15-12/15 |
| 03N27YA | MW | 0.40 | NAT | 3 | 4/15-12/15 |
| 03N28 | MW | 2.25 | NAT | 3 | 4/15-12/15 |
| 03N28Y | MW | 1.18 | NAT | 3 | 4/15-12/15 |
| 03N28YA | MW | 0.71 | NAT | 3 | 4/15-12/15 |
| 03N29 | MW | 9.69 | NAT | 3 | 4/15-12/15 |
| 03N29A | MW | 0.70 | NAT | 3 | 4/15-12/15 |
| 03N29B | MW | 0.64 | NAT | 3 | 4/15-12/15 |
| 03N29C | MW | 1.05 | NAT | 3 | 4/15-12/15 |
| 03N29D | MW | 0.34 | NAT | 3 | 4/15-12/15 |
| 03N29F | MW | 0.40 | NAT | 3 | 4/15-12/15 |
| 03N30 | MW | 4.41 | NAT | 2 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 03N32 | MW | 1.68 | AGG | 2 | 4/15-12/15 |
| 03N32Y | MW | 2.18 | NAT | 3 | 4/15-12/15 |
| 03N32YA | MW | 0.28 | NAT | 3 | 4/15-12/15 |
| 03N33 | MW | 0.59 | NAT | 2 | 4/15-12/15 |
| 03N33A | MW | 0.07 | NAT | 2 | 4/15-12/15 |
| 03N33Y | MW | 0.70 | NAT | 3 | 4/15-12/15 |
| 03N34 | MW | 1.63 | NAT | 2 | 4/15-12/15 |
| 03N34A | MW | 0.27 | NAT | 2 | 4/15-12/15 |
| 03N34Y | MW | 0.75 | NAT | 3 | 4/15-12/15 |
| 03N34Y | MW | 3.21 | AGG | 3 | 4/15-12/15 |
| 03N35 | MW | 1.90 | NAT | 2 | 4/15-12/15 |
| 03N36 | MW | 1.00 | NAT | 3 | 4/15-12/15 |
| 03N37Y | MW | 1.84 | NAT | 3 | 4/15-12/15 |
| 03N38 | MW | 0.04 | NAT | 1 | year round |
| 03N38Y | MW | 0.63 | NAT | 3 | 4/15-12/15 |
| 03N38YA | MW | 0.12 | NAT | 3 | 4/15-12/15 |
| 03N39 | MW | 3.15 | NAT | 2 | 4/15-12/15 |
| 03N39Y | MW | 2.35 | NAT | 3 | 4/15-12/15 |
| 03N40 | MW | 0.23 | NAT | 3 | 4/15-12/15 |
| 03N41 | MW | 1.68 | NAT | 2 | 4/15-12/15 |
| 03N41Y | MW | 0.47 | AC | 2 | 4/15-12/15 |
| 03N42 | MW | 0.65 | NAT | 3 | 4/15-12/15 |
| 03N42A | MW | 0.18 | NAT | 3 | 4/15-12/15 |
| 03N42Y | MW | 1.20 | NAT | 3 | 4/15-12/15 |
| 03N42YA | MW | 0.75 | NAT | 3 | 4/15-12/15 |
| 03N42YB | MW | 0.29 | NAT | 3 | 4/15-12/15 |
| 03N43 | MW | 0.84 | NAT | 3 | 4/15-12/15 |
| 03N43Y | MW | 0.16 | NAT | 3 | 4/15-12/15 |
| 03N44 | MW | 1.62 | NAT | 1 | year round |
| 03N44Y | MW | 1.94 | NAT | 2 | 4/15-12/15 |
| 03N45 | MW | 0.19 | NAT | 1 | year round |
| 03N45Y | MW | 1.51 | NAT | 3 | 4/15-12/15 |
| 03N45YA | MW | 0.54 | NAT | 3 | 4/15-12/15 |
| 03N46 | MW | 0.70 | NAT | 1 | year round |
| 03N46Y | MW | 0.80 | NAT | 3 | 4/15-12/15 |
| 03N47Y | MW | 1.78 | NAT | 3 | 4/15-12/15 |
| 03N48 | MW | 0.77 | NAT | 3 | 4/15-12/15 |
| 03N48 | MW | 2.30 | AGG | 3 | 4/15-12/15 |
| 03N48A | MW | 0.53 | NAT | 3 | 4/15-12/15 |
| 03N48B | MW | 0.80 | NAT | 3 | 4/15-12/15 |
| 03N48Y | MW | 0.75 | NAT | 3 | 4/15-12/15 |
| 03N49 | MW | 1.19 | NAT | 3 | 4/15-12/15 |
| 03N49A | MW | 0.41 | NAT | 3 | 4/15-12/15 |
| 03N49B | MW | 0.11 | NAT | 3 | 4/15-12/15 |
| 03N50 | MW | 2.96 | NAT | 2 | 4/15-12/15 |
| 03N50Y | MW | 1.31 | NAT | 3 | 4/15-12/15 |
| 03N50YA | MW | 0.76 | NAT | 3 | 4/15-12/15 |
| 03N51Y | MW | 0.58 | NAT | 2 | 4/15-12/15 |
| 03N51YA | MW | 0.38 | NAT | 2 | 4/15-12/15 |
| 03N51YB | MW | 0.66 | NAT | 2 | 4/15-12/15 |
| 03N52 | MW | 0.22 | NAT | 2 | 4/15-12/15 |
| 03N52Y | MW | 0.99 | NAT | 3 | 4/15-12/15 |
| 03N53 | MW | 0.50 | NAT | 2 | 4/15-12/15 |
| 03N53Y | MW | 0.57 | NAT | 3 | 4/15-12/15 |
| 03N55Y | MW | 0.58 | NAT | 3 | 4/15-12/15 |
| 03N56Y | MW | 1.42 | AGG | 3 | 4/15-12/15 |
| 03N56YA | MW | 0.62 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 03N57 | MW | 0.84 | NAT | 2 | 4/15-12/15 |
| 03N57A | MW | 0.54 | NAT | 2 | 4/15-12/15 |
| 03N58 | MW | 0.29 | NAT | 2 | 4/15-12/15 |
| 03N58 | MW | 3.75 | NAT | 2 | 4/15-12/15 |
| 03N59 | MW | 0.52 | NAT | 3 | 4/15-12/15 |
| 03N59Y | MW | 1.18 | AGG | 2 | 4/15-12/15 |
| 03N59YA | MW | 0.55 | AGG | 2 | 4/15-12/15 |
| 03N60 | MW | 1.33 | NAT | 3 | 4/15-12/15 |
| 03N60 | MW | 1.89 | AGG | 3 | 4/15-12/15 |
| 03N60A | MW | 0.13 | NAT | 3 | 4/15-12/15 |
| 03N60B | MW | 0.52 | NAT | 3 | 4/15-12/15 |
| 03N60C | MW | 0.71 | NAT | 3 | 4/15-12/15 |
| 03N60D | MW | 0.19 | NAT | 3 | 4/15-12/15 |
| 03N61 | MW | 0.75 | NAT | 3 | 4/15-12/15 |
| 03N61A | MW | 0.10 | NAT | 3 | 4/15-12/15 |
| 03N62 | MW | 1.16 | NAT | 2 | 4/15-12/15 |
| 03N63 | MW | 1.26 | NAT | 2 | 4/15-12/15 |
| 03N64 | MW | 0.72 | NAT | 3 | 4/15-12/15 |
| 03N64A | MW | 0.09 | NAT | 3 | 4/15-12/15 |
| 03N67 | MW | 0.34 | NAT | 2 | 4/15-12/15 |
| 03N68 | MW | 1.70 | NAT | 2 | 4/15-12/15 |
| 03N68Y | MW | 0.88 | NAT | 1 | year round |
| 03N69 | MW | 1.38 | AGG | 2 | 4/15-12/15 |
| 03N69 | MW | 3.83 | NAT | 2 | 4/15-12/15 |
| 03N69A | MW | 0.61 | NAT | 2 | 4/15-12/15 |
| 03N69Y | MW | 0.47 | NAT | 1 | year round |
| 03N70 | MW | 0.06 | NAT | 3 | 4/15-12/15 |
| 03N70A | MW | 0.13 | NAT | 3 | 4/15-12/15 |
| 03N71 | MW | 0.01 | NAT | 3 | 4/15-12/15 |
| 03N71 | MW | 0.71 | NAT | 2 | 4/15-12/15 |
| 03N71Y | MW | 1.58 | NAT | 2 | 4/15-12/15 |
| 03N72 | MW | 1.43 | NAT | 3 | 4/15-12/15 |
| 03N72Y | MW | 0.81 | AGG | 2 | 4/15-12/15 |
| 03N72YA | MW | 0.35 | AGG | 2 | 4/15-12/15 |
| 03N73 | MW | 2.05 | NAT | 2 | 4/15-12/15 |
| 03N73B | MW | 0.30 | NAT | 2 | 4/15-12/15 |
| 03N75Y | MW | 0.32 | NAT | 3 | 4/15-12/15 |
| 03N76Y | MW | 0.77 | NAT | 3 | 4/15-12/15 |
| 03N77 | MW | 0.56 | AGG | 3 | year round |
| 03N78 | MW | 0.20 | NAT | 3 | 4/15-12/15 |
| 03N79 | MW | 1.12 | NAT | 3 | 4/15-12/15 |
| 03N80 | MW | 0.01 | NAT | 3 | 4/15-12/15 |
| 03N80Y | MW | 0.13 | AC | 3 | year round |
| 03N83 | MW | 5.40 | AGG | 3 | 4/15-12/15 |
| 03N83A | MW | 0.95 | NAT | 3 | 4/15-12/15 |
| 03N83B | MW | 0.59 | NAT | 3 | 4/15-12/15 |
| 03N83C | MW | 1.99 | NAT | 3 | 4/15-12/15 |
| 03N84 | MW | 0.47 | NAT | 3 | 4/15-12/15 |
| 03N86 | MW | 0.33 | NAT | 3 | 4/15-12/15 |
| 03N86 | MW | 3.79 | AGG | 3 | 4/15-12/15 |
| 03N87 | MW | 2.23 | NAT | 3 | 4/15-12/15 |
| 03N89 | MW | 0.72 | NAT | 3 | 4/15-12/15 |
| 03N90 | MW | 3.77 | AGG | 3 | 4/15-12/15 |
| 03N91 | MW | 0.12 | NAT | 3 | 4/15-12/15 |
| 03N91 | MW | 0.28 | NAT | 2 | 4/15-12/15 |
| 03N92 | MW | 1.18 | AGG | 3 | year round |
| 03N93 | MW | 0.91 | AGG | 3 | year round |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 03N94 | MW | 2.89 | NAT | 3 | 4/15-12/15 |
| 03N95 | MW | 1.12 | NAT | 3 | 4/15-12/15 |
| 03N95A | MW | 0.56 | NAT | 3 | 4/15-12/15 |
| 03N96 | MW | 5.18 | AGG | 3 | 4/15-12/15 |
| 03N99 | MW | 2.52 | AGG | 2 | year round |
| 03S01 | GR | 2.74 | NAT | 2 | 4/15-12/15 |
| 03S02 | GR | 6.39 | NAT | 1 | year round |
| 03S03 | GR | 1.21 | NAT | 1 | year round |
| 03S04 | GR | 0.97 | NAT | 2 | 4/15-12/15 |
| 03S10 | GR | 2.52 | NAT | 1 | year round |
| 03S10A | GR | 1.12 | NAT | 1 | year round |
| 03S15 | GR | 1.85 | NAT | 1 | year round |
| 03S24 | GR | 0.08 | AGG | 2 | year round |
| 04N01 | MW | 0.91 | AGG | 1 | year round |
| 04N01 | MW | 2.32 | NAT | 1 | year round |
| 04N01 | MW | 3.05 | AC | 2 | 4/15-12/15 |
| 04N01 | MW | 5.33 | NAT | 2 | 4/15-12/15 |
| 04N01 | MW | 6.88 | AGG | 2 | 4/15-12/15 |
| 04N01A | MW | 0.31 | NAT | 2 | 4/15-12/15 |
| 04N01B | MW | 0.58 | NAT | 2 | 4/15-12/15 |
| 04N01C | MW | 0.07 | NAT | 2 | 4/15-12/15 |
| 04N01E | MW | 0.29 | NAT | 2 | 4/15-12/15 |
| 04N01Y | MW | 0.59 | NAT | 2 | 4/15-12/15 |
| 04N02 | MW | 1.40 | AGG | 2 | year round |
| 04N02 | MW | 4.05 | NAT | 2 | 4/15-12/15 |
| 04N02A | MW | 0.49 | NAT | 2 | 4/15-12/15 |
| 04N02Y | SU | 1.85 | NAT | 3 | 4/15-12/15 |
| 04N03 | CAL | 0.01 | NAT | 3 | 4/15-12/15 |
| 04N03Y | MW | 1.95 | AGG | 2 | 4/15-12/15 |
| 04N03YA | MW | 0.97 | NAT | 2 | 4/15-12/15 |
| 04N04 | MW | 0.64 | NAT | 1 | year round |
| 04N04 | MW | 2.29 | AGG | 1 | year round |
| 04N04A | MW | 0.77 | NAT | 1 | year round |
| 04N04C | MW | 1.10 | NAT | 1 | year round |
| 04N04Y | CAL | 0.05 | NAT | 3 | 4/15-12/15 |
| 04N05 | MW | 1.73 | NAT | 1 | year round |
| 04N05Y | MW | 1.14 | NAT | 2 | 4/15-12/15 |
| 04N06 | CAL | 0.24 | NAT | 3 | 4/15-12/15 |
| 04N06Y | SU | 0.48 | AC | 3 | 4/15-12/15 |
| 04N06YA | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 04N07 | CAL | 0.64 | NAT | 3 | 4/15-12/15 |
| 04N07Y | MW | 1.35 | NAT | 2 | 4/15-12/15 |
| 04N08Y | MW | 1.54 | NAT | 2 | 4/15-12/15 |
| 04N09 | MW | 0.66 | NAT | 3 | 4/15-12/15 |
| 04N09 | MW | 1.54 | BST | 3 | 4/15-12/15 |
| 04N09 | MW | 4.17 | NAT | 3 | 4/15-12/15 |
| 04N09B | MW | 0.35 | NAT | 3 | 4/15-12/15 |
| 04N09Y | MW | 0.42 | NAT | 2 | 4/15-12/15 |
| 04N10 | SU | 2.42 | NAT | 3 | 4/15-12/15 |
| 04N10A | SU | 0.82 | NAT | 3 | 4/15-12/15 |
| 04N10B | SU | 0.65 | NAT | 3 | 4/15-12/15 |
| 04N10Y | MW | 0.44 | AGG | 3 | 4/15-12/15 |
| 04N11 | SU | 2.38 | AGG | 3 | 4/15-12/15 |
| 04N11 | MW | 4.94 | NAT | 3 | 4/15-12/15 |
| 04N11X | CAL | 0.12 | AC | 2 | year round |
| 04N11X | CAL | 0.14 | NAT | 2 | 4/15-12/15 |
| 04N12 | SU | 5.42 | AC | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 04N12 | SU | 13.95 | NAT | 3 | 4/15-12/15 |
| 04N12C | SU | 0.47 | NAT | 3 | 4/15-12/15 |
| 04N12F | SU | 0.22 | NAT | 3 | 4/15-12/15 |
| 04N12H | SU | 1.30 | NAT | 3 | 4/15-12/15 |
| 04N12Q | SU | 0.17 | NAT | 3 | 4/15-12/15 |
| 04N13 | MW | 0.26 | AC | 2 | 4/15-12/15 |
| 04N13 | SU | 0.34 | AC | 2 | 4/15-12/15 |
| 04N13 | MW | 1.02 | NAT | 2 | 4/15-12/15 |
| 04N13 | SU | 2.08 | NAT | 2 | 4/15-12/15 |
| 04N14 | SU | 2.07 | NAT | 2 | 4/15-12/15 |
| 04N14 | MW | 2.46 | NAT | 2 | 4/15-12/15 |
| 04N15 | MW | 0.21 | AGG | 2 | 4/15-12/15 |
| 04N15 | MW | 2.15 | NAT | 2 | 4/15-12/15 |
| 04N15Y | MW | 0.48 | NAT | 1 | year round |
| 04N16 | MW | 9.66 | AGG | 2 | 4/15-12/15 |
| 04N16Y | MW | 0.62 | NAT | 1 | year round |
| 04N16YA | MW | 0.28 | NAT | 1 | year round |
| 04N17 | MW | 0.37 | AC | 2 | 4/15-12/15 |
| 04N17 | MW | 6.52 | NAT | 2 | 4/15-12/15 |
| 04N17A | MW | 0.18 | NAT | 2 | 4/15-12/15 |
| 04N17G | MW | 0.62 | AGG | 2 | 4/15-12/15 |
| 04N17Y | MW | 0.95 | NAT | 3 | 4/15-12/15 |
| 04N18 | MW | 3.42 | NAT | 2 | 4/15-12/15 |
| 04N18C | MW | 0.40 | NAT | 2 | 4/15-12/15 |
| 04N18Y | SU | 2.98 | NAT | 3 | 4/15-12/15 |
| 04N18YD | SU | 0.63 | NAT | 3 | 4/15-12/15 |
| 04N20 | SU | 0.10 | AC | 3 | year round |
| 04N203B | SU | 0.04 | AC | 3 | year round |
| 04N20A | SU | 0.15 | AC | 3 | year round |
| 04N20Y | MW | 1.17 | NAT | 1 | year round |
| 04N22 | SU | 2.39 | AC | 3 | 4/15-12/15 |
| 04N23 | SU | 1.25 | AC | 3 | 4/15-12/15 |
| 04N24 | SU | 0.30 | NAT | 3 | 4/15-12/15 |
| 04N25 | SU | 1.51 | AGG | 3 | 4/15-12/15 |
| 04N25 | MW | 3.74 | AGG | 3 | 4/15-12/15 |
| 04N25A | SU | 0.27 | NAT | 3 | 4/15-12/15 |
| 04N26 | SU | 0.78 | NAT | 3 | 4/15-12/15 |
| 04N26 | SU | 2.77 | NAT | 3 | 4/15-12/15 |
| 04N26 | SU | 6.57 | AC | 3 | 4/15-12/15 |
| 04N26B | SU | 0.78 | NAT | 3 | 4/15-12/15 |
| 04N26C | SU | 0.35 | NAT | 3 | 4/15-12/15 |
| 04N27 | SU | 1.33 | NAT | 3 | 4/15-12/15 |
| 04N27Y | SU | 0.33 | NAT | 2 | 4/15-12/15 |
| 04N27Y | SU | 0.51 | NAT | 3 | 4/15-12/15 |
| 04N28Y | SU | 1.20 | NAT | 3 | 4/15-12/15 |
| 04N28YB | SU | 0.39 | NAT | 3 | 4/15-12/15 |
| 04N29 | SU | 1.84 | AC | 3 | 4/15-12/15 |
| 04N31 | SU | 0.84 | NAT | 3 | 4/15-12/15 |
| 04N31A | SU | 0.36 | NAT | 3 | 4/15-12/15 |
| 04N32 | SU | 0.60 | AGG | 3 | 4/15-12/15 |
| 04N32 | MW | 1.99 | AGG | 3 | 4/15-12/15 |
| 04N32A | MW | 0.88 | NAT | 3 | 4/15-12/15 |
| 04N32C | MW | 0.42 | NAT | 3 | 4/15-12/15 |
| 04N33 | SU | 1.75 | BST | 3 | 4/15-12/15 |
| 04N33 | MW | 7.35 | NAT | 3 | 4/15-12/15 |
| 04N33A | MW | 1.14 | NAT | 3 | 4/15-12/15 |
| 04N33B | MW | 1.74 | NAT | 3 | 4/15-12/15 |
| 04N33C | MW | 1.42 | NAT | 3 | 4/15-12/15 |
| 04N33Y | SU | 1.42 | NAT | 3 | 4/15-12/15 |
| 04N34 | SU | 5.91 | NAT | 3 | 4/15-12/15 |
| 04N34B | SU | 0.19 | NAT | 3 | 4/15-12/15 |
| 04N34Y | SU | 0.02 | NAT | 3 | 4/15-12/15 |
| 04N34Y | SU | 0.40 | NAT | 3 | 4/15-12/15 |
| 04N35A | SU | 0.38 | AC | 3 | year round |
| 04N35Y | MW | 0.49 | NAT | 2 | 4/15-12/15 |
| 04N35Y | SU | 2.04 | NAT | 2 | 4/15-12/15 |
| 04N38 | CAL | 2.64 | AC | 3 | year round |
| 04N38 | CAL | 3.10 | AGG | 3 | year round |
| 04N38Y | SU | 1.12 | NAT | 3 | 4/15-12/15 |
| 04N39 | SU | 0.93 | NAT | 2 | 4/15-12/15 |
| 04N40 | CAL | 0.82 | NAT | 2 | 4/15-12/15 |
| 04N41Y | CAL | 0.12 | AGG | 2 | year round |
| 04N42 | MW | 1.07 | NAT | 2 | 4/15-12/15 |
| 04N44 | CAL | 0.22 | NAT | 3 | 4/15-12/15 |
| 04N47 | SU | 4.02 | NAT | 3 | 4/15-12/15 |
| 04N47D | SU | 0.19 | NAT | 3 | 4/15-12/15 |
| 04N47Y | SU | 1.76 | NAT | 3 | 4/15-12/15 |
| 04N48Y | SU | 0.22 | NAT | 3 | 4/15-12/15 |
| 04N49Y | MW | 1.23 | NAT | 3 | 4/15-12/15 |
| 04N49YA | MW | 0.13 | NAT | 3 | 4/15-12/15 |
| 04N50 | CAL | 0.14 | NAT | 3 | 4/15-12/15 |
| 04N50Y | MW | 3.58 | NAT | 3 | 4/15-12/15 |
| 04N50YC | MW | 1.08 | NAT | 3 | 4/15-12/15 |
| 04N51Y | SU | 0.51 | NAT | 2 | 4/15-12/15 |
| 04N53Y | SU | 0.24 | NAT | 3 | 4/15-12/15 |
| 04N54 | SU | 1.17 | NAT | 3 | 4/15-12/15 |
| 04N55 | SU | 1.19 | NAT | 3 | 4/15-12/15 |
| 04N57 | SU | 0.15 | NAT | 3 | 4/15-12/15 |
| 04N57A | SU | 0.37 | NAT | 3 | 4/15-12/15 |
| 04N59 | SU | 1.22 | AC | 3 | 4/15-12/15 |
| 04N61 | MW | 2.02 | NAT | 2 | 4/15-12/15 |
| 04N61A | MW | 0.69 | NAT | 2 | 4/15-12/15 |
| 04N62 | CAL | 0.38 | NAT | 3 | 4/15-12/15 |
| 04N62Y | MW | 0.64 | NAT | 2 | 4/15-12/15 |
| 04N63 | CAL | 3.47 | NAT | 3 | 4/15-12/15 |
| 04N63Y | SU | 1.55 | NAT | 3 | 4/15-12/15 |
| 04N65 | SU | 1.16 | NAT | 3 | 4/15-12/15 |
| 04N67 | SU | 0.32 | NAT | 2 | 4/15-12/15 |
| 04N67A | SU | 0.31 | NAT | 2 | 4/15-12/15 |
| 04N68Y | SU | 1.52 | NAT | 3 | 4/15-12/15 |
| 04N69 | MW | 1.63 | NAT | 2 | 4/15-12/15 |
| 04N70 | SU | 0.35 | NAT | 3 | 4/15-12/15 |
| 04N70 | SU | 1.16 | NAT | 3 | 4/15-12/15 |
| 04N71 | SU | 1.13 | NAT | 3 | 4/15-12/15 |
| 04N71A | SU | 0.58 | NAT | 3 | 4/15-12/15 |
| 04N72Y | MW | 1.67 | NAT | 3 | 4/15-12/15 |
| 04N72YA | MW | 0.25 | NAT | 3 | 4/15-12/15 |
| 04N73 | SU | 0.77 | NAT | 2 | 4/15-12/15 |
| 04N73Y | CAL | 0.67 | AGG | 3 | 4/15-12/15 |
| 04N74 | MW | 0.26 | NAT | 1 | year round |
| 04N74Y | MW | 1.63 | NAT | 2 | 4/15-12/15 |
| 04N75 | MW | 1.80 | NAT | 2 | 4/15-12/15 |
| 04N76 | SU | 1.72 | NAT | 3 | 4/15-12/15 |
| 04N76Y | SU | 0.59 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 04N77 | MW | 0.79 | NAT | 2 | 4/15-12/15 |
| 04N77Y | SU | 0.38 | NAT | 3 | 4/15-12/15 |
| 04N78 | MW | 2.85 | NAT | 2 | 4/15-12/15 |
| 04N78Y | SU | 0.50 | NAT | 3 | 4/15-12/15 |
| 04N78YA | SU | 0.34 | NAT | 3 | 4/15-12/15 |
| 04N78YB | SU | 0.21 | NAT | 3 | 4/15-12/15 |
| 04N79 | MW | 0.88 | NAT | 2 | 4/15-12/15 |
| 04N79 | MW | 1.10 | AGG | 2 | 4/15-12/15 |
| 04N80 | MW | 0.52 | NAT | 2 | 4/15-12/15 |
| 04N80Y | CAL | 3.06 | AGG | 3 | year round |
| 04N81 | MW | 0.73 | NAT | 2 | 4/15-12/15 |
| 04N81 | MW | 2.20 | AGG | 2 | 4/15-12/15 |
| 04N82 | MW | 0.63 | NAT | 2 | 4/15-12/15 |
| 04N82Y | MW | 0.84 | NAT | 2 | 4/15-12/15 |
| 04N83 | MW | 1.62 | NAT | 2 | 4/15-12/15 |
| 04N83B | MW | 0.52 | NAT | 2 | 4/15-12/15 |
| 04N85 | MW | 0.00 | AGG | 3 | 4/15-12/15 |
| 04N85 | MW | 2.94 | AGG | 2 | 4/15-12/15 |
| 04N86 | MW | 1.04 | NAT | 2 | 4/15-12/15 |
| 04N86Y | MW | 0.49 | AC | 2 | 4/15-12/15 |
| 04N88 | MW | 5.79 | NAT | 2 | 4/15-12/15 |
| 04N88A | MW | 0.38 | NAT | 2 | 4/15-12/15 |
| 04N89 | MW | 1.35 | NAT | 2 | 4/15-12/15 |
| 04N89A | MW | 0.67 | NAT | 2 | 4/15-12/15 |
| 04N90 | MW | 4.05 | NAT | 2 | 4/15-12/15 |
| 04N91 | SU | 1.06 | NAT | 3 | 4/15-12/15 |
| 04N95 | MW | 1.06 | NAT | 3 | year round |
| 04N95 | MW | 1.16 | AGG | 3 | year round |
| 04N97 | MW | 0.82 | NAT | 2 | 4/15-12/15 |
| 04N98 | MW | 1.22 | NAT | 3 | 4/15-12/15 |
| 04N99 | MW | 1.83 | NAT | 3 | 4/15-12/15 |
| 05N01 | SU | 0.82 | AGG | 3 | 4/15-12/15 |
| 05N01 | SU | 1.13 | AGG | 3 | 4/15-12/15 |
| 05N01 | SU | 2.30 | BST | 3 | 4/15-12/15 |
| 05N01 | SU | 3.46 | AC | 3 | 4/15-12/15 |
| 05N01 | SU | 4.34 | NAT | 3 | 4/15-12/15 |
| 05N01A | SU | 0.56 | NAT | 3 | 4/15-12/15 |
| 05N01J | SU | 1.01 | NAT | 3 | 4/15-12/15 |
| 05N01M | SU | 0.86 | NAT | 3 | 4/15-12/15 |
| 05N02 | SU | 5.32 | AC | 3 | 4/15-12/15 |
| 05N02 | SU | 5.64 | NAT | 3 | 4/15-12/15 |
| 05N02 | CAL | 5.79 | AC | 3 | year round |
| 05N02 | SU | 7.11 | AGG | 3 | 4/15-12/15 |
| 05N02 | SU | 8.16 | AC | 2 | 4/15-12/15 |
| 05N02 | CAL | 17.64 | NAT | 3 | 4/15-12/15 |
| 05N02B | CAL | 0.89 | NAT | 3 | 4/15-12/15 |
| 05N02C | SU | 0.38 | NAT | 3 | 4/15-12/15 |
| 05N02D | SU | 0.21 | NAT | 2 | 4/15-12/15 |
| 05N02F | SU | 0.24 | AGG | 3 | 4/15-12/15 |
| 05N02H | SU | 0.22 | NAT | 3 | 4/15-12/15 |
| 05N02L | SU | 0.32 | NAT | 3 | 4/15-12/15 |
| 05N02R | CAL | 1.87 | NAT | 3 | 4/15-12/15 |
| 05N04 | SU | 3.52 | NAT | 3 | 4/15-12/15 |
| 05N05Y | SU | 0.71 | NAT | 3 | 4/15-12/15 |
| 05N05YA | SU | 0.65 | NAT | 3 | 4/15-12/15 |
| 05N06 | SU | 1.73 | NAT | 3 | 4/15-12/15 |
| 05N06Y | SU | 0.38 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 05N07X | CAL | 2.12 | NAT | 3 | 4/15-12/15 |
| 05N08Y | SU | 1.48 | NAT | 3 | 4/15-12/15 |
| 05N08YA | SU | 0.34 | NAT | 3 | 4/15-12/15 |
| 05N08YC | SU | 0.15 | NAT | 3 | 4/15-12/15 |
| 05N09 | SU | 4.90 | NAT | 3 | 4/15-12/15 |
| 05N09A | SU | 0.66 | NAT | 3 | 4/15-12/15 |
| 05N09C | SU | 0.18 | NAT | 3 | 4/15-12/15 |
| 05N09D | SU | 0.13 | NAT | 3 | 4/15-12/15 |
| 05N09X | SU | 8.77 | NAT | 3 | 4/15-12/15 |
| 05N09XA | SU | 0.71 | NAT | 3 | 4/15-12/15 |
| 05N10 | CAL | 7.09 | NAT | 3 | 4/15-12/15 |
| 05N10C | CAL | 1.50 | NAT | 3 | 4/15-12/15 |
| 05N11 | SU | 3.48 | NAT | 3 | 4/15-12/15 |
| 05N11Y | SU | 0.88 | NAT | 3 | 4/15-12/15 |
| 05N12 | SU | 0.25 | NAT | 3 | 4/15-12/15 |
| 05N12 | SU | 2.35 | NAT | 3 | 4/15-12/15 |
| 05N12Y | SU | 0.80 | NAT | 3 | 4/15-12/15 |
| 05N12YA | SU | 0.45 | NAT | 3 | 4/15-12/15 |
| 05N13X | SU | 0.52 | AC | 3 | year round |
| 05N13Y | SU | 0.63 | NAT | 3 | 4/15-12/15 |
| 05N14 | CAL | 1.08 | AGG | 3 | year round |
| 05N14 | CAL | 4.25 | BST | 3 | year round |
| 05N14 | CAL | 10.68 | NAT | 3 | 4/15-12/15 |
| 05N14 | SU | 12.10 | AGG | 3 | 4/15-12/15 |
| 05N14D | SU | 0.66 | NAT | 3 | 4/15-12/15 |
| 05N14G | CAL | 0.65 | NAT | 3 | 4/15-12/15 |
| 05N14L | CAL | 1.12 | NAT | 3 | 4/15-12/15 |
| 05N14M | CAL | 0.10 | NAT | 3 | 4/15-12/15 |
| 05N14Y | SU | 2.19 | NAT | 3 | 4/15-12/15 |
| 05N15X | SU | 0.54 | NAT | 3 | 4/15-12/15 |
| 05N15XA | SU | 0.11 | NAT | 3 | 4/15-12/15 |
| 05N15Y | SU | 2.04 | AGG | 3 | 4/15-12/15 |
| 05N16 | CAL | 0.95 | NAT | 3 | 4/15-12/15 |
| 05N16A | CAL | 0.25 | NAT | 3 | 4/15-12/15 |
| 05N17 | SU | 1.01 | NAT | 3 | 4/15-12/15 |
| 05N17Y | SU | 0.15 | NAT | 3 | 4/15-12/15 |
| 05N18 | SU | 0.26 | NAT | 3 | 4/15-12/15 |
| 05N18Y | SU | 2.85 | NAT | 3 | 4/15-12/15 |
| 05N18YB | SU | 0.18 | NAT | 3 | 4/15-12/15 |
| 05N18YC | SU | 0.30 | NAT | 3 | 4/15-12/15 |
| 05N18YD | SU | 0.52 | NAT | 3 | 4/15-12/15 |
| 05N21 | SU | 4.93 | NAT | 3 | 4/15-12/15 |
| 05N22 | SU | 3.13 | NAT | 3 | 4/15-12/15 |
| 05N22Y | SU | 1.05 | NAT | 3 | 4/15-12/15 |
| 05N24 | CAL | 0.16 | AC | 3 | year round |
| 05N25 | SU | 2.05 | NAT | 3 | 4/15-12/15 |
| 05N25A | SU | 0.28 | NAT | 3 | 4/15-12/15 |
| 05N25B | SU | 0.11 | NAT | 3 | 4/15-12/15 |
| 05N26 | SU | 0.47 | AC | 3 | 4/15-12/15 |
| 05N26Y | SU | 1.15 | NAT | 3 | 4/15-12/15 |
| 05N28 | SU | 4.21 | AGG | 3 | 4/15-12/15 |
| 05N28C | SU | 0.15 | NAT | 3 | 4/15-12/15 |
| 05N28D | SU | 0.51 | NAT | 3 | 4/15-12/15 |
| 05N29 | SU | 3.00 | NAT | 3 | 4/15-12/15 |
| 05N29Y | SU | 0.94 | NAT | 3 | 4/15-12/15 |
| 05N30 | SU | 3.16 | NAT | 3 | 4/15-12/15 |
| 05N30A | SU | 2.06 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 05N31 | SU | 2.67 | NAT | 3 | 4/15-12/15 |
| 05N32 | SU | 2.76 | NAT | 3 | 4/15-12/15 |
| 05N32A | SU | 2.17 | NAT | 3 | 4/15-12/15 |
| 05N34Y | CAL | 0.60 | NAT | 2 | 4/15-12/15 |
| 05N35 | CAL | 1.65 | NAT | 3 | 4/15-12/15 |
| 05N35B | CAL | 0.46 | NAT | 3 | 4/15-12/15 |
| 05N39 | SU | 5.46 | NAT | 3 | 4/15-12/15 |
| 05N39A | SU | 1.35 | NAT | 3 | 4/15-12/15 |
| 05N39Y | SU | 1.62 | NAT | 3 | 4/15-12/15 |
| 05N40Y | SU | 3.87 | AGG | 3 | 4/15-12/15 |
| 05N41Y | CAL | 1.47 | NAT | 2 | 4/15-12/15 |
| 05N42 | CAL | 5.05 | NAT | 3 | 4/15-12/15 |
| 05N43Y | CAL | 1.82 | NAT | 2 | 4/15-12/15 |
| 05N44 | SU | 0.71 | NAT | 3 | 4/15-12/15 |
| 05N47 | CAL | 0.63 | NAT | 3 | 4/15-12/15 |
| 05N47A | CAL | 0.32 | NAT | 3 | 4/15-12/15 |
| 05N47B | CAL | 0.26 | NAT | 3 | 4/15-12/15 |
| 05N47Y | CAL | 2.09 | NAT | 2 | 4/15-12/15 |
| 05N48Y | SU | 1.57 | AGG | 3 | 4/15-12/15 |
| 05N50 | CAL | 0.34 | NAT | 2 | 4/15-12/15 |
| 05N50Y | SU | 0.41 | NAT | 3 | 4/15-12/15 |
| 05N51Y | CAL | 1.58 | NAT | 3 | 4/15-12/15 |
| 05N51YA | CAL | 0.44 | NAT | 3 | 4/15-12/15 |
| 05N52 | CAL | 2.51 | NAT | 2 | 4/15-12/15 |
| 05N53Y | CAL | 0.08 | NAT | 3 | 4/15-12/15 |
| 05N55 | CAL | 1.60 | AGG | 2 | 4/15-12/15 |
| 05N55Y | SU | 1.11 | NAT | 3 | 4/15-12/15 |
| 05N55YA | SU | 0.40 | NAT | 3 | 4/15-12/15 |
| 05N55YB | SU | 0.25 | NAT | 3 | 4/15-12/15 |
| 05N56 | CAL | 0.94 | AC | 2 | 4/15-12/15 |
| 05N56 | CAL | 1.32 | AGG | 2 | 4/15-12/15 |
| 05N59 | SU | 1.03 | NAT | 3 | 4/15-12/15 |
| 05N59Y | SU | 0.40 | NAT | 3 | 4/15-12/15 |
| 05N63 | CAL | 0.90 | NAT | 3 | 4/15-12/15 |
| 05N65Y | SU | 1.64 | NAT | 3 | 4/15-12/15 |
| 05N66 | CAL | 0.02 | NAT | 3 | 4/15-12/15 |
| 05N67 | SU | 1.39 | AGG | 3 | 4/15-12/15 |
| 05N67Y | CAL | 0.18 | NAT | 2 | 4/15-12/15 |
| 05N71 | CAL | 2.21 | NAT | 3 | 4/15-12/15 |
| 05N71A | CAL | 0.61 | NAT | 3 | 4/15-12/15 |
| 05N71Y | SU | 0.20 | NAT | 3 | 4/15-12/15 |
| 05N72 | CAL | 0.41 | NAT | 3 | 4/15-12/15 |
| 05N73Y | SU | 0.29 | NAT | 3 | 4/15-12/15 |
| 05N76Y | CAL | 1.43 | NAT | 3 | 4/15-12/15 |
| 05N77Y | CAL | 4.53 | NAT | 3 | 4/15-12/15 |
| 05N79Y | CAL | 1.03 | NAT | 3 | 4/15-12/15 |
| 05N80Y | SU | 0.18 | NAT | 3 | 4/15-12/15 |
| 05N82Y | SU | 0.62 | NAT | 3 | 4/15-12/15 |
| 05N83Y | SU | 0.46 | NAT | 3 | 4/15-12/15 |
| 05N83YB | SU | 0.21 | NAT | 3 | 4/15-12/15 |
| 05N85Y | SU | 0.92 | NAT | 3 | 4/15-12/15 |
| 05N85YA | SU | 0.90 | NAT | 3 | 4/15-12/15 |
| 05N87 | SU | 2.17 | NAT | 3 | 4/15-12/15 |
| 05N87D | SU | 0.24 | NAT | 3 | 4/15-12/15 |
| 05N88 | CAL | 2.14 | AGG | 3 | 4/15-12/15 |
| 05N88 | CAL | 2.18 | NAT | 3 | 4/15-12/15 |
| 05N88B | CAL | 4.47 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 05N88Y | CAL | 1.28 | NAT | 3 | 4/15-12/15 |
| 05N88YA | CAL | 0.44 | NAT | 3 | 4/15-12/15 |
| 05N89 | CAL | 3.23 | NAT | 3 | 4/15-12/15 |
| 05N89Y | CAL | 0.13 | AC | 3 | year round |
| 05N90 | SU | 1.58 | NAT | 3 | 4/15-12/15 |
| 05N92 | SU | 2.50 | NAT | 3 | 4/15-12/15 |
| 05N92B | SU | 0.75 | NAT | 3 | 4/15-12/15 |
| 05N92Y | CAL | 0.05 | AC | 3 | 4/15-12/15 |
| 05N93 | SU | 1.44 | NAT | 3 | 4/15-12/15 |
| 05N93Y | SU | 0.84 | NAT | 3 | 4/15-12/15 |
| 05N95 | SU | 3.60 | NAT | 3 | 4/15-12/15 |
| 05N95 | SU | 6.51 | AGG | 3 | 4/15-12/15 |
| 05N95B | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 05N95J | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 05N95Y | CAL | 0.18 | NAT | 2 | 4/15-12/15 |
| 05N95YA | CAL | 0.11 | NAT | 2 | 4/15-12/15 |
| 05N97 | SU | 0.83 | AC | 3 | year round |
| 05N99Y | CAL | 0.64 | NAT | 2 | 4/15-12/15 |
| 06N01 | SU | 0.83 | AC | 3 | year round |
| 06N01A | SU | 0.19 | NAT | 3 | 4/15-12/15 |
| 06N01B | SU | 0.11 | AC | 3 | 4/15-12/15 |
| 06N03 | CAL | 2.84 | NAT | 3 | 4/15-12/15 |
| 06N03C | CAL | 0.43 | NAT | 3 | 4/15-12/15 |
| 06N03E | CAL | 0.26 | NAT | 3 | 4/15-12/15 |
| 06N03F | CAL | 0.46 | NAT | 3 | 4/15-12/15 |
| 06N05 | SU | 8.71 | NAT | 3 | 4/15-12/15 |
| 06N05B | SU | 0.47 | NAT | 3 | 4/15-12/15 |
| 06N05Y | SU | 0.80 | NAT | 3 | 4/15-12/15 |
| 06N06 | SU | 6.23 | NAT | 3 | 4/15-12/15 |
| 06N06A | SU | 0.31 | NAT | 3 | 4/15-12/15 |
| 06N06B | SU | 0.14 | NAT | 3 | 4/15-12/15 |
| 06N06B1 | SU | 0.27 | NAT | 3 | 4/15-12/15 |
| 06N06C | SU | 0.26 | NAT | 3 | 4/15-12/15 |
| 06N06F | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 06N07 | CAL | 2.29 | NAT | 3 | 4/15-12/15 |
| 06N07Y | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 06N08 | CAL | 4.27 | NAT | 3 | 4/15-12/15 |
| 06N08Y | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 06N09 | CAL | 5.37 | NAT | 3 | 4/15-12/15 |
| 06N09Y | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 06N10 | CAL | 3.03 | NAT | 3 | 4/15-12/15 |
| 06N10X | SU | 0.29 | AC | 3 | 4/15-12/15 |
| 06N11 | CAL | 5.52 | NAT | 3 | 4/15-12/15 |
| 06N11A | CAL | 0.42 | NAT | 3 | 4/15-12/15 |
| 06N11X | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 06N11Y | CAL | 0.67 | NAT | 3 | 4/15-12/15 |
| 06N11YA | CAL | 0.08 | NAT | 3 | 4/15-12/15 |
| 06N12 | SU | 0.33 | NAT | 3 | 4/15-12/15 |
| 06N12X | SU | 0.36 | AGG | 3 | 4/15-12/15 |
| 06N13 | SU | 0.08 | AC | 3 | 4/15-12/15 |
| 06N13X | CAL | 0.30 | NAT | 3 | 4/15-12/15 |
| 06N13Y | SU | 1.91 | NAT | 3 | 4/15-12/15 |
| 06N14 | SU | 0.37 | NAT | 3 | 4/15-12/15 |
| 06N15 | SU | 1.06 | NAT | 3 | 4/15-12/15 |
| 06N15A | SU | 0.30 | NAT | 3 | 4/15-12/15 |
| 06N16 | SU | 0.95 | NAT | 3 | 4/15-12/15 |
| 06N16A | SU | 0.21 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 06N17 | CAL | 9.55 | NAT | 3 | 4/15-12/15 |
| 06N17A | CAL | 0.56 | NAT | 3 | 4/15-12/15 |
| 06N17B | CAL | 0.65 | NAT | 3 | 4/15-12/15 |
| 06N17D | CAL | 0.35 | NAT | 3 | 4/15-12/15 |
| 06N17J | CAL | 0.52 | NAT | 3 | 4/15-12/15 |
| 06N17P | CAL | 0.41 | NAT | 3 | 4/15-12/15 |
| 06N17Q | CAL | 0.14 | NAT | 3 | 4/15-12/15 |
| 06N17Y | CAL | 0.98 | NAT | 3 | 4/15-12/15 |
| 06N17YA | CAL | 0.35 | NAT | 3 | 4/15-12/15 |
| 06N18 | CAL | 5.75 | NAT | 3 | 4/15-12/15 |
| 06N18A | CAL | 0.46 | NAT | 3 | 4/15-12/15 |
| 06N18C | CAL | 0.28 | NAT | 3 | 4/15-12/15 |
| 06N18F | CAL | 0.62 | NAT | 3 | 4/15-12/15 |
| 06N19 | SU | 0.48 | NAT | 3 | 4/15-12/15 |
| 06N19A | SU | 0.15 | NAT | 3 | 4/15-12/15 |
| 06N19Y | SU | 1.43 | NAT | 3 | 4/15-12/15 |
| 06N20Y | CAL | 1.01 | NAT | 3 | 4/15-12/15 |
| 06N21Y | CAL | 2.49 | NAT | 3 | 4/15-12/15 |
| 06N21YA | CAL | 0.28 | NAT | 3 | 4/15-12/15 |
| 06N22Y | CAL | 0.36 | NAT | 3 | 4/15-12/15 |
| 06N23 | SU | 0.27 | NAT | 3 | 4/15-12/15 |
| 06N23Y | CAL | 1.18 | NAT | 3 | 4/15-12/15 |
| 06N24 | SU | 0.49 | AGG | 3 | 4/15-12/15 |
| 06N24A | SU | 0.19 | AGG | 3 | 4/15-12/15 |
| 06N24Y | CAL | 0.40 | NAT | 3 | 4/15-12/15 |
| 06N26 | CAL | 0.02 | NAT | 2 | 4/15-12/15 |
| 06N27 | CAL | 4.77 | NAT | 3 | 4/15-12/15 |
| 06N28Y | CAL | 1.29 | NAT | 3 | 4/15-12/15 |
| 06N28YA | CAL | 0.38 | NAT | 3 | 4/15-12/15 |
| 06N29 | CAL | 0.26 | NAT | 3 | 4/15-12/15 |
| 06N29Y | CAL | 0.98 | NAT | 3 | 4/15-12/15 |
| 06N30 | SU | 0.72 | NAT | 3 | 4/15-12/15 |
| 06N30A | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 06N31Y | SU | 0.74 | NAT | 3 | 4/15-12/15 |
| 06N32 | CAL | 1.01 | NAT | 3 | 4/15-12/15 |
| 06N33 | SU | 0.10 | AC | 3 | 4/15-12/15 |
| 06N33Y | SU | 0.92 | NAT | 3 | 4/15-12/15 |
| 06N34Y | SU | 2.91 | NAT | 3 | 4/15-12/15 |
| 06N34YD | SU | 0.25 | NAT | 3 | 4/15-12/15 |
| 06N36Y | SU | 0.25 | NAT | 3 | 4/15-12/15 |
| 06N36Y | SU | 0.27 | AC | 3 | 4/15-12/15 |
| 06N37Y | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 06N38Y | SU | 1.01 | NAT | 3 | 4/15-12/15 |
| 06N39Y | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 06N40 | CAL | 0.09 | NAT | 2 | 4/15-12/15 |
| 06N41Y | SU | 0.34 | NAT | 3 | 4/15-12/15 |
| 06N42Y | CAL | 1.90 | NAT | 3 | 4/15-12/15 |
| 06N43Y | SU | 0.26 | NAT | 3 | 4/15-12/15 |
| 06N44Y | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 06N45 | CAL | 10.32 | NAT | 3 | 4/15-12/15 |
| 06N45Y | SU | 0.26 | NAT | 3 | 4/15-12/15 |
| 06N47Y | SU | 0.25 | NAT | 3 | 4/15-12/15 |
| 06N53Y | CAL | 0.85 | NAT | 3 | 4/15-12/15 |
| 06N54Y | CAL | 0.17 | NAT | 3 | 4/15-12/15 |
| 06N58 | CAL | 5.97 | NAT | 3 | 4/15-12/15 |
| 06N58Y | CAL | 0.80 | NAT | 3 | 4/15-12/15 |
| 06N59Y | CAL | 0.47 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 06N60 | CAL | 0.22 | NAT | 3 | 4/15-12/15 |
| 06N60Y | CAL | 0.02 | NAT | 2 | 4/15-12/15 |
| 06N62 | CAL | 1.34 | AGG | 3 | 4/15-12/15 |
| 06N63 | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 06N64 | CAL | 0.99 | NAT | 3 | 4/15-12/15 |
| 06N64Y | SU | 0.24 | NAT | 3 | 4/15-12/15 |
| 06N65Y | CAL | 0.39 | AC | 3 | 4/15-12/15 |
| 06N65YA | CAL | 0.62 | AC | 3 | 4/15-12/15 |
| 06N66Y | CAL | 4.21 | NAT | 3 | 4/15-12/15 |
| 06N66YA | CAL | 0.34 | NAT | 3 | 4/15-12/15 |
| 06N66YB | CAL | 0.82 | NAT | 3 | 4/15-12/15 |
| 06N70Y | CAL | 1.22 | NAT | 3 | 4/15-12/15 |
| 06N71Y | CAL | 0.07 | NAT | 3 | 4/15-12/15 |
| 06N73Y | CAL | 0.41 | NAT | 3 | 4/15-12/15 |
| 06N74Y | CAL | 0.10 | NAT | 3 | 4/15-12/15 |
| 06N75 | CAL | 0.37 | NAT | 3 | 4/15-12/15 |
| 06N76Y | CAL | 0.35 | NAT | 3 | 4/15-12/15 |
| 06N76YA | CAL | 0.25 | NAT | 3 | 4/15-12/15 |
| 06N76YB | CAL | 0.10 | NAT | 3 | 4/15-12/15 |
| 06N77 | CAL | 1.20 | NAT | 3 | 4/15-12/15 |
| 06N77A | CAL | 0.82 | NAT | 3 | 4/15-12/15 |
| 06N77B | CAL | 0.29 | NAT | 3 | 4/15-12/15 |
| 06N77Y | CAL | 1.56 | NAT | 3 | 4/15-12/15 |
| 06N78 | CAL | 1.05 | NAT | 3 | 4/15-12/15 |
| 06N78A | CAL | 0.17 | NAT | 3 | 4/15-12/15 |
| 06N78Y | CAL | 1.57 | IMP | 3 | 4/15-12/15 |
| 06N79 | CAL | 1.41 | NAT | 3 | 4/15-12/15 |
| 06N79Y | CAL | 0.31 | NAT | 3 | 4/15-12/15 |
| 06N80 | CAL | 0.12 | NAT | 3 | 4/15-12/15 |
| 06N80Y | CAL | 0.78 | NAT | 3 | 4/15-12/15 |
| 06N80YA | CAL | 0.11 | NAT | 3 | 4/15-12/15 |
| 06N81 | CAL | 0.05 | NAT | 3 | 4/15-12/15 |
| 06N81Y | CAL | 1.29 | NAT | 3 | 4/15-12/15 |
| 06N81YA | CAL | 0.51 | NAT | 3 | 4/15-12/15 |
| 06N82 | CAL | 0.12 | NAT | 3 | 4/15-12/15 |
| 06N82Y | SU | 0.24 | NAT | 3 | 4/15-12/15 |
| 06N84Y | CAL | 0.01 | NAT | 3 | 4/15-12/15 |
| 06N85 | CAL | 0.72 | NAT | 3 | 4/15-12/15 |
| 06N85A | CAL | 0.39 | NAT | 3 | 4/15-12/15 |
| 06N85Y | CAL | 0.46 | NAT | 3 | 4/15-12/15 |
| 06N88Y | CAL | 0.84 | NAT | 3 | 4/15-12/15 |
| 06N89 | CAL | 1.97 | NAT | 3 | 4/15-12/15 |
| 06N89Y | CAL | 1.57 | NAT | 3 | 4/15-12/15 |
| 06N90 | CAL | 3.11 | NAT | 3 | 4/15-12/15 |
| 06N90A | CAL | 0.35 | NAT | 3 | 4/15-12/15 |
| 06N90Y | CAL | 1.47 | NAT | 3 | 4/15-12/15 |
| 06N90YA | CAL | 0.83 | NAT | 3 | 4/15-12/15 |
| 06N91 | CAL | 6.10 | NAT | 3 | 4/15-12/15 |
| 06N91A | CAL | 0.36 | NAT | 3 | 4/15-12/15 |
| 06N91B | CAL | 0.34 | NAT | 3 | 4/15-12/15 |
| 06N91C | CAL | 0.15 | NAT | 3 | 4/15-12/15 |
| 06N91D | CAL | 0.79 | NAT | 3 | 4/15-12/15 |
| 06N91E | CAL | 0.47 | NAT | 3 | 4/15-12/15 |
| 06N92 | CAL | 1.10 | NAT | 3 | 4/15-12/15 |
| 06N94 | CAL | 1.69 | NAT | 3 | 4/15-12/15 |
| 06N95 | CAL | 5.15 | NAT | 3 | 4/15-12/15 |
| 06N95A | CAL | 0.43 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 06N95G | CAL | 0.68 | NAT | 3 | 4/15-12/15 |
| 06N96 | CAL | 2.99 | NAT | 3 | 4/15-12/15 |
| 06N97Y | CAL | 2.65 | NAT | 3 | 4/15-12/15 |
| 06N98 | CAL | 0.30 | NAT | 3 | 4/15-12/15 |
| 06N98Y | CAL | 0.04 | NAT | 3 | 4/15-12/15 |
| 07N01 | CAL | 0.27 | AC | 3 | year round |
| 07N01 | CAL | 9.98 | AC | 3 | 4/15-12/15 |
| 07N01C | CAL | 0.17 | NAT | 3 | 4/15-12/15 |
| 07N01E | CAL | 0.34 | NAT | 3 | 4/15-12/15 |
| 07N01G | CAL | 0.13 | NAT | 3 | 4/15-12/15 |
| 07N01H | CAL | 0.12 | AC | 3 | year round |
| 07N02 | CAL | 2.38 | NAT | 3 | 4/15-12/15 |
| 07N03Y | CAL | 0.13 | AC | 3 | 4/15-12/15 |
| 07N05 | CAL | 1.83 | AGG | 3 | 4/15-12/15 |
| 07N05 | CAL | 2.80 | NAT | 3 | 4/15-12/15 |
| 07N05Y | CAL | 0.36 | AC | 3 | 4/15-12/15 |
| 07N07Y | CAL | 1.68 | NAT | 3 | 4/15-12/15 |
| 07N08 | CAL | 0.24 | AGG | 2 | 4/15-12/15 |
| 07N08 | CAL | 2.89 | NAT | 3 | 4/15-12/15 |
| 07N08 | CAL | 3.39 | NAT | 2 | 4/15-12/15 |
| 07N09 | CAL | 4.42 | NAT | 3 | 4/15-12/15 |
| 07N09 | CAL | 4.97 | AC | 3 | 4/15-12/15 |
| 07N09 | CAL | 14.53 | AGG | 3 | 4/15-12/15 |
| 07N09A | CAL | 0.86 | NAT | 3 | 4/15-12/15 |
| 07N09B | CAL | 0.45 | NAT | 3 | 4/15-12/15 |
| 07N09C | CAL | 0.62 | NAT | 3 | 4/15-12/15 |
| 07N09D | CAL | 0.16 | NAT | 3 | 4/15-12/15 |
| 07N09E | CAL | 0.29 | NAT | 3 | 4/15-12/15 |
| 07N09F | CAL | 0.13 | NAT | 3 | 4/15-12/15 |
| 07N09G | CAL | 0.12 | NAT | 3 | 4/15-12/15 |
| 07N09H | CAL | 0.54 | NAT | 3 | 4/15-12/15 |
| 07N09J | CAL | 0.26 | NAT | 3 | 4/15-12/15 |
| 07N09W | CAL | 0.02 | NAT | 3 | 4/15-12/15 |
| 07N09W | CAL | 0.23 | NAT | 3 | 4/15-12/15 |
| 07N11 | CAL | 6.28 | NAT | 3 | 4/15-12/15 |
| 07N11D | CAL | 0.68 | NAT | 3 | 4/15-12/15 |
| 07N12A | CAL | 1.29 | NAT | 3 | 4/15-12/15 |
| 07N13 | SU | 0.60 | NAT | 3 | 4/15-12/15 |
| 07N13A | SU | 0.15 | NAT | 3 | 4/15-12/15 |
| 07N14 | CAL | 2.48 | AGG | 3 | 4/15-12/15 |
| 07N14A | CAL | 0.09 | NAT | 3 | 4/15-12/15 |
| 07N14C | CAL | 0.47 | NAT | 3 | 4/15-12/15 |
| 07N14D | CAL | 0.64 | NAT | 3 | 4/15-12/15 |
| 07N14F | CAL | 0.15 | NAT | 3 | 4/15-12/15 |
| 07N15 | CAL | 0.49 | NAT | 3 | 4/15-12/15 |
| 07N16 | CAL | 4.83 | NAT | 3 | 4/15-12/15 |
| 07N16A | CAL | 0.20 | NAT | 3 | 4/15-12/15 |
| 07N16X | CAL | 1.36 | NAT | 3 | 4/15-12/15 |
| 07N17 | CAL | 2.24 | NAT | 3 | 4/15-12/15 |
| 07N17 | CAL | 2.79 | NAT | 3 | 4/15-12/15 |
| 07N17A | CAL | 0.08 | NAT | 3 | 4/15-12/15 |
| 07N18A | CAL | 0.04 | NAT | 3 | 4/15-12/15 |
| 07N18Y | CAL | 0.90 | NAT | 3 | 4/15-12/15 |
| 07N18YC | CAL | 0.32 | NAT | 3 | 4/15-12/15 |
| 07N19 | CAL | 3.53 | AGG | 3 | 4/15-12/15 |
| 07N19X | CAL | 0.11 | NAT | 3 | 4/15-12/15 |
| 07N19Y | CAL | 0.75 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 07N20 | CAL | 0.40 | AC | 3 | 4/15-12/15 |
| 07N20Y | CAL | 0.44 | NAT | 3 | 4/15-12/15 |
| 07N20YA | CAL | 0.17 | NAT | 3 | 4/15-12/15 |
| 07N21 | CAL | 1.03 | AC | 3 | 4/15-12/15 |
| 07N21Y | CAL | 1.19 | NAT | 3 | 4/15-12/15 |
| 07N21YA | CAL | 0.30 | NAT | 3 | 4/15-12/15 |
| 07N22 | CAL | 1.51 | NAT | 3 | 4/15-12/15 |
| 07N23 | CAL | 1.53 | BST | 3 | 4/15-12/15 |
| 07N23 | CAL | 4.45 | AGG | 3 | 4/15-12/15 |
| 07N24 | CAL | 3.85 | NAT | 3 | 4/15-12/15 |
| 07N25Y | CAL | 0.38 | NAT | 3 | 4/15-12/15 |
| 07N26 | CAL | 1.64 | NAT | 3 | 4/15-12/15 |
| 07N28 | CAL | 3.22 | AGG | 3 | 4/15-12/15 |
| 07N28 | CAL | 3.43 | NAT | 3 | 4/15-12/15 |
| 07N28E | CAL | 0.71 | NAT | 3 | 4/15-12/15 |
| 07N28J | CAL | 0.17 | NAT | 3 | 4/15-12/15 |
| 07N29Y | CAL | 3.96 | AGG | 3 | 4/15-12/15 |
| 07N30Y | SU | 0.23 | NAT | 3 | 4/15-12/15 |
| 07N30YA | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 07N30YB | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 07N31 | CAL | 1.09 | NAT | 3 | 4/15-12/15 |
| 07N31A | CAL | 0.64 | NAT | 3 | 4/15-12/15 |
| 07N31B | CAL | 0.14 | NAT | 3 | 4/15-12/15 |
| 07N31C | CAL | 0.24 | NAT | 3 | 4/15-12/15 |
| 07N35 | CAL | 5.83 | NAT | 3 | 4/15-12/15 |
| 07N37Y | CAL | 1.40 | NAT | 3 | 4/15-12/15 |
| 07N38 | CAL | 0.75 | NAT | 3 | 4/15-12/15 |
| 07N40Y | CAL | 0.20 | NAT | 3 | 4/15-12/15 |
| 07N41Y | SU | 0.11 | AC | 3 | 4/15-12/15 |
| 07N46 | CAL | 1.03 | NAT | 3 | 4/15-12/15 |
| 07N46A | CAL | 0.13 | NAT | 3 | 4/15-12/15 |
| 07N47 | CAL | 2.50 | NAT | 3 | 4/15-12/15 |
| 07N47 | CAL | 4.62 | AGG | 3 | 4/15-12/15 |
| 07N47C | CAL | 0.57 | NAT | 3 | 4/15-12/15 |
| 07N48 | CAL | 0.35 | NAT | 3 | 4/15-12/15 |
| 07N48A | CAL | 0.22 | NAT | 3 | 4/15-12/15 |
| 07N48B | CAL | 0.31 | NAT | 3 | 4/15-12/15 |
| 07N49Y | CAL | 0.36 | NAT | 3 | 4/15-12/15 |
| 07N50 | CAL | 2.40 | NAT | 3 | 4/15-12/15 |
| 07N50Y | CAL | 0.04 | AC | 3 | 4/15-12/15 |
| 07N51 | CAL | 0.52 | NAT | 3 | 4/15-12/15 |
| 07N51A | CAL | 0.19 | NAT | 3 | 4/15-12/15 |
| 07N51Y | CAL | 0.43 | NAT | 3 | 4/15-12/15 |
| 07N52 | CAL | 0.06 | NAT | 3 | 4/15-12/15 |
| 07N52Y | CAL | 0.27 | NAT | 3 | 4/15-12/15 |
| 07N53 | CAL | 3.52 | NAT | 3 | 4/15-12/15 |
| 07N53Y | CAL | 1.42 | NAT | 3 | 4/15-12/15 |
| 07N54Y | CAL | 1.22 | NAT | 3 | 4/15-12/15 |
| 07N55 | CAL | 1.06 | NAT | 3 | 4/15-12/15 |
| 07N55A | CAL | 0.59 | NAT | 3 | 4/15-12/15 |
| 07N55Y | CAL | 0.40 | NAT | 3 | 4/15-12/15 |
| 07N56Y | CAL | 1.73 | NAT | 3 | 4/15-12/15 |
| 07N56YA | CAL | 0.71 | NAT | 3 | 4/15-12/15 |
| 07N57 | CAL | 0.29 | AGG | 3 | 4/15-12/15 |
| 07N57 | CAL | 2.84 | NAT | 3 | 4/15-12/15 |
| 07N57Y | CAL | 1.11 | NAT | 3 | 4/15-12/15 |
| 07N58 | CAL | 0.12 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 07N59 | CAL | 1.65 | NAT | 3 | 4/15-12/15 |
| 07N59A | CAL | 0.20 | NAT | 3 | 4/15-12/15 |
| 07N59Y | CAL | 0.39 | NAT | 3 | 4/15-12/15 |
| 07N61Y | CAL | 0.24 | AGG | 3 | year round |
| 07N62 | CAL | 0.29 | NAT | 3 | 4/15-12/15 |
| 07N62Y | CAL | 0.69 | NAT | 3 | 4/15-12/15 |
| 07N64Y | CAL | 1.76 | NAT | 3 | 4/15-12/15 |
| 07N65 | CAL | 1.60 | NAT | 3 | 4/15-12/15 |
| 07N65B | CAL | 0.10 | NAT | 3 | 4/15-12/15 |
| 07N65C | CAL | 0.18 | NAT | 3 | 4/15-12/15 |
| 07N66 | CAL | 0.66 | NAT | 3 | 4/15-12/15 |
| 07N66B | CAL | 0.20 | NAT | 3 | 4/15-12/15 |
| 07N67 | CAL | 0.63 | NAT | 3 | 4/15-12/15 |
| 07N68 | CAL | 1.32 | NAT | 3 | 4/15-12/15 |
| 07N68A | CAL | 0.67 | NAT | 3 | 4/15-12/15 |
| 07N69 | CAL | 2.69 | NAT | 3 | 4/15-12/15 |
| 07N69A | CAL | 0.09 | NAT | 3 | 4/15-12/15 |
| 07N69B | CAL | 0.24 | NAT | 3 | 4/15-12/15 |
| 07N70 | CAL | 0.77 | NAT | 3 | 4/15-12/15 |
| 07N71Y | CAL | 0.47 | NAT | 3 | 4/15-12/15 |
| 07N71YA | CAL | 0.03 | NAT | 3 | 4/15-12/15 |
| 07N72 | CAL | 2.74 | NAT | 3 | 4/15-12/15 |
| 07N72A | CAL | 0.30 | NAT | 3 | 4/15-12/15 |
| 07N72B | CAL | 0.46 | NAT | 3 | 4/15-12/15 |
| 07N73 | CAL | 1.35 | NAT | 3 | 4/15-12/15 |
| 07N75 | CAL | 1.84 | AGG | 3 | 4/15-12/15 |
| 07N75C | CAL | 0.49 | NAT | 3 | 4/15-12/15 |
| 07N76 | SU | 1.55 | AC | 3 | 4/15-12/15 |
| 07N76Y | CAL | 3.26 | NAT | 3 | 4/15-12/15 |
| 07N77 | CAL | 0.95 | NAT | 3 | 4/15-12/15 |
| 07N80A | CAL | 0.01 | NAT | 2 | 4/15-12/15 |
| 07N82 | CAL | 0.95 | NAT | 3 | 4/15-12/15 |
| 07N82A | CAL | 0.24 | NAT | 3 | 4/15-12/15 |
| 07N83B | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 07N84Y | CAL | 0.97 | NAT | 3 | 4/15-12/15 |
| 07N84YB | CAL | 0.19 | NAT | 3 | 4/15-12/15 |
| 07N87 | CAL | 1.70 | NAT | 3 | 4/15-12/15 |
| 07N87A | CAL | 0.33 | NAT | 3 | 4/15-12/15 |
| 07N87B | CAL | 0.11 | NAT | 3 | 4/15-12/15 |
| 07N88Y | CAL | 1.88 | NAT | 3 | 4/15-12/15 |
| 07N91 | CAL | 0.14 | NAT | 3 | 4/15-12/15 |
| 07N92 | CAL | 1.18 | NAT | 3 | 4/15-12/15 |
| 07N92A | CAL | 0.39 | NAT | 3 | 4/15-12/15 |
| 07N92B | CAL | 0.55 | NAT | 3 | 4/15-12/15 |
| 07N93 | CAL | 2.68 | NAT | 3 | 4/15-12/15 |
| 07N94 | CAL | 0.44 | NAT | 3 | 4/15-12/15 |
| 07N94A | CAL | 0.73 | NAT | 3 | 4/15-12/15 |
| 08N01A | CAL | 0.12 | NAT | 3 | 4/15-12/15 |
| 08N02 | CAL | 1.82 | NAT | 3 | 4/15-12/15 |
| 08N04 | CAL | 0.23 | NAT | 3 | 4/15-12/15 |
| 08N06 | CAL | 0.44 | NAT | 3 | 4/15-12/15 |
| 08N12 | CAL | 0.56 | IMP | 3 | 4/15-12/15 |
| 08N13 | CAL | 0.54 | NAT | 3 | 4/15-12/15 |
| 08N14 | CAL | 0.10 | NAT | 3 | 4/15-12/15 |
| 15EV26 | CAL | 0.29 | NAT | 2 | 4/15-12/15 |
| 15EV55 | CAL | 1.43 | NAT | 2 | 4/15-12/15 |
| 15EV55A | CAL | 0.09 | NAT | 2 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 15EV56 | CAL | 0.51 | NAT | 2 | 4/15-12/15 |
| 15EV57 | CAL | 1.18 | NAT | 2 | 4/15-12/15 |
| 15EV58 | CAL | 0.66 | NAT | 2 | 4/15-12/15 |
| 15EV59 | CAL | 0.45 | NAT | 2 | 4/15-12/15 |
| 15EV60 | CAL | 1.77 | NAT | 2 | 4/15-12/15 |
| 15EV61 | CAL | 0.41 | NAT | 2 | 4/15-12/15 |
| 15EV62 | CAL | 0.55 | NAT | 2 | 4/15-12/15 |
| 15EV63 | CAL | 1.06 | NAT | 2 | 4/15-12/15 |
| 15EV64 | CAL | 0.95 | NAT | 2 | 4/15-12/15 |
| 15EV65 | CAL | 0.46 | NAT | 2 | 4/15-12/15 |
| 15EV66 | CAL | 0.45 | NAT | 2 | 4/15-12/15 |
| 15EV67 | CAL | 0.46 | NAT | 2 | 4/15-12/15 |
| 15EV68 | CAL | 0.73 | NAT | 2 | 4/15-12/15 |
| 15EV69 | CAL | 0.58 | NAT | 2 | 4/15-12/15 |
| 15EV70 | CAL | 0.24 | NAT | 2 | 4/15-12/15 |
| 15EV71 | CAL | 0.62 | NAT | 2 | 4/15-12/15 |
| 15EV72 | CAL | 1.02 | NAT | 2 | 4/15-12/15 |
| 15EV73 | CAL | 0.88 | NAT | 2 | 4/15-12/15 |
| 16EV186 | CAL | 0.47 | NAT | 3 | 4/15-12/15 |
| 16EV187 | CAL | 0.41 | NAT | 3 | 4/15-12/15 |
| 16EV188 | CAL | 0.24 | NAT | 3 | 4/15-12/15 |
| 16EV190 | CAL | 1.55 | NAT | 3 | 4/15-12/15 |
| 16EV192 | CAL | 0.47 | NAT | 3 | 4/15-12/15 |
| 17EV151 | CAL | 2.55 | NAT | 3 | 4/15-12/15 |
| 17EV152 | CAL | 0.75 | NAT | 3 | 4/15-12/15 |
| 17EV16 | CAL | 2.54 | NAT | 3 | 4/15-12/15 |
| 17EV17 | CAL | 1.07 | NAT | 3 | 4/15-12/15 |
| 17EV220 | MW | 0.33 | NAT | 2 | 4/15-12/15 |
| 17EV220B | MW | 0.05 | NAT | 2 | 4/15-12/15 |
| 17EV261 | MW | 0.18 | NAT | 2 | 4/15-12/15 |
| 18EV254 | SU | 0.51 | NAT | 3 | 4/15-12/15 |
| 18EV256 | SU | 0.81 | NAT | 3 | 4/15-12/15 |
| 18EV272 | GR | 1.04 | NAT | 3 | 4/15-12/15 |
| 18EV273 | GR | 1.06 | NAT | 3 | 4/15-12/15 |
| 18EV274 | GR | 1.24 | NAT | 3 | 4/15-12/15 |
| 18EV306 | SU | 0.41 | NAT | 3 | 4/15-12/15 |
| 19EV104 | GR | 1.41 | NAT | 3 | 4/15-12/15 |
| 19EV105 | GR | 1.08 | NAT | 3 | 4/15-12/15 |
| 19EV106 | GR | 0.39 | NAT | 3 | 4/15-12/15 |
| 19EV114 | SU | 4.89 | NAT | 3 | 4/15-12/15 |
| 19EV115 | SU | 1.87 | NAT | 3 | 4/15-12/15 |
| 19EV43 | CAL | 1.51 | NAT | 3 | 4/15-12/15 |
| 19EV93 | SU | 1.78 | NAT | 3 | 4/15-12/15 |
| 19EV97 | SU | 0.84 | NAT | 3 | 4/15-12/15 |
| 21502A | MW | 0.13 | NAT | 2 | 4/15-12/15 |
| 21502B | MW | 0.31 | NAT | 2 | 4/15-12/15 |
| 21825H | GR | 0.09 | NAT | 3 | 4/15-12/15 |
| 21930K1 | GR | 0.04 | NAT | 3 | 4/15-12/15 |
| 31622R | MW | 0.16 | NAT | 2 | 4/15-12/15 |
| 41704X | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 41723A | SU | 0.12 | NAT | 2 | 4/15-12/15 |
| 41723C | SU | 0.11 | NAT | 2 | 4/15-12/15 |
| 41723D | SU | 0.07 | NAT | 2 | 4/15-12/15 |
| 41723E | SU | 0.12 | NAT | 2 | 4/15-12/15 |
| 41724D | SU | 0.12 | NAT | 2 | 4/15-12/15 |
| 41725A | SU | 0.34 | NAT | 2 | 4/15-12/15 |
| 41802C | SU | 0.38 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 41802D | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 41803B | SU | 0.22 | NAT | 3 | 4/15-12/15 |
| 41807D | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 41808H | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 41809A | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 41809E | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 41809X04 | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 41810K | SU | 0.14 | NAT | 3 | 4/15-12/15 |
| 41810M | SU | 0.38 | NAT | 3 | 4/15-12/15 |
| 41810P | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 41811D1 | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 41811P | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 41816D | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 41818J | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 41818M | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 41819A | SU | 0.07 | NAT | 2 | 4/15-12/15 |
| 41820B | SU | 0.02 | NAT | 2 | 4/15-12/15 |
| 41820C | SU | 0.04 | NAT | 2 | 4/15-12/15 |
| 41825B | SU | 0.02 | NAT | 3 | 4/15-12/15 |
| 41825H | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 41826D | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 41827F | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 41827G | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 41828E | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 41829B | SU | 0.04 | NAT | 2 | 4/15-12/15 |
| 41830C | SU | 0.20 | NAT | 2 | 4/15-12/15 |
| 41836A | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 41899Z21 | SU | 0.08 | AC | 3 | 4/15-12/15 |
| 4191601 | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 4191602 | SU | 0.03 | NAT | 3 | 4/15-12/15 |
| 4191603 | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 41918B | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 41929A | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 4N34Y1 | SU | 0.19 | NAT | 3 | 4/15-12/15 |
| 4N34Y3 | SU | 0.70 | NAT | 3 | 4/15-12/15 |
| 4N39X2 | SU | 0.05 | NAT | 2 | 4/15-12/15 |
| 4N54Y041 | SU | 0.20 | NAT | 2 | 4/15-12/15 |
| 51701A | SU | 0.15 | NAT | 3 | 4/15-12/15 |
| 51713A | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 51723C | SU | 0.11 | NAT | 3 | 4/15-12/15 |
| 51725D | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 51735E | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 51801B | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 51801G | SU | 0.20 | NAT | 3 | 4/15-12/15 |
| 51806B | SU | 0.20 | NAT | 3 | 4/15-12/15 |
| 51806C | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51810A | SU | 0.15 | NAT | 3 | 4/15-12/15 |
| 51810B | SU | 0.13 | NAT | 3 | 4/15-12/15 |
| 51811A | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 51811B | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 51812D | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 51812F | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51814D | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51814F | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 51814J | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 51815B | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 51815C | SU | 0.12 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 51816A | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 51817 | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 51825A1 | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 51825B | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 51827B | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 51827C | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 51828A | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 51829B | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 51830E | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51830F | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51831E | SU | 0.19 | NAT | 3 | 4/15-12/15 |
| 51832D | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 51832E | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 51832X | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51835B | SU | 0.02 | NAT | 3 | 4/15-12/15 |
| 51835D1 | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 51836B | SU | 0.47 | NAT | 3 | 4/15-12/15 |
| 51836D | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 51836E | SU | 0.17 | NAT | 3 | 4/15-12/15 |
| 51902A | SU | 1.67 | NAT | 3 | 4/15-12/15 |
| 51902A051 | SU | 0.21 | NAT | 3 | 4/15-12/15 |
| 51902A052 | SU | 0.18 | NAT | 3 | 4/15-12/15 |
| 51902AB | SU | 0.11 | NAT | 3 | 4/15-12/15 |
| 51904E | SU | 0.16 | NAT | 3 | 4/15-12/15 |
| 51906A | SU | 0.24 | NAT | 3 | 4/15-12/15 |
| 51910B | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 51910B1 | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 51910B2 | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 51910C | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51911A | SU | 0.58 | NAT | 3 | 4/15-12/15 |
| 51911B | SU | 0.24 | NAT | 3 | 4/15-12/15 |
| 51911C | SU | 1.02 | NAT | 3 | 4/15-12/15 |
| 51911F | SU | 0.39 | NAT | 3 | 4/15-12/15 |
| 51913A1 | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 51913C | SU | 0.16 | NAT | 3 | 4/15-12/15 |
| 51913D | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 51913E | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51913F | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51920C | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 51920D | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 51922A | SU | 0.03 | NAT | 3 | 4/15-12/15 |
| 51927D | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 51927E | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 51930C2 | SU | 0.23 | NAT | 3 | 4/15-12/15 |
| 51933A | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 51936052 | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 51936053 | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 52005A | SU | 0.27 | NAT | 3 | 4/15-12/15 |
| 52005C | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 52005F | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 52005G | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 52006C | SU | 0.31 | NAT | 3 | 4/15-12/15 |
| 52006D | SU | 0.19 | NAT | 3 | 4/15-12/15 |
| 52006F | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 52007A | SU | 0.34 | NAT | 3 | 4/15-12/15 |
| 52007H | SU | 0.14 | NAT | 3 | 4/15-12/15 |
| 52008A | SU | 0.08 | NAT | 3 | 4/15-12/15 |

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 52017A | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 52017B | SU | 0.03 | NAT | 3 | 4/15-12/15 |
| 52017C | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 52017G | SU | 2.10 | NAT | 3 | 4/15-12/15 |
| 52018A | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 52018C | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 52018D | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 52018E | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 52018F | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 5N34X | SU | 0.14 | NAT | 3 | 4/15-12/15 |
| 61724A | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| 61725A | SU | 0.07 | NAT | 3 | 4/15-12/15 |
| 6182504A | SU | 0.03 | NAT | 3 | 4/15-12/15 |
| 61915A | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 61916A | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 61919A | SU | 0.16 | NAT | 3 | 4/15-12/15 |
| 61920A | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 61920D | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 61920F | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 61930A | SU | 0.20 | NAT | 3 | 4/15-12/15 |
| 61930B | SU | 0.53 | NAT | 3 | 4/15-12/15 |
| 61931A | SU | 0.02 | NAT | 3 | 4/15-12/15 |
| 61931A04 | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 61931B04 | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 61931E | SU | 0.12 | NAT | 3 | 4/15-12/15 |
| 61931G | SU | 0.10 | NAT | 3 | 4/15-12/15 |
| 61932B | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 61932C | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 61932E | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 61933E | SU | 0.08 | NAT | 3 | 4/15-12/15 |
| 61933F | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 62028A | SU | 0.03 | NAT | 3 | 4/15-12/15 |
| 62034A | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 62035A1 | SU | 0.04 | NAT | 3 | 4/15-12/15 |
| 62035B | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 62127C | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| 62134A1 | SU | 0.01 | NAT | 3 | 4/15-12/15 |
| 72032C | SU | 0.05 | NAT | 3 | 4/15-12/15 |
| 72032D | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| C20 | CAL | 0.81 | NAT | 2 | 4/15-12/15 |
| FR10831 | CAL | 0.03 | NAT | 3 | 4/15-12/15 |
| FR11116 | CAL | 0.04 | AC | 3 | 4/15-12/15 |
| FR12088 | CAL | 0.11 | AC | 3 | 4/15-12/15 |
| FR12476 | CAL | 0.05 | AC | 3 | 4/15-12/15 |
| FR12477 | CAL | 0.36 | AC | 3 | 4/15-12/15 |
| FR12607 | SU | 0.19 | AC | 3 | 4/15-12/15 |
| FR12848 | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| FR12849 | SU | 0.06 | NAT | 3 | 4/15-12/15 |
| FR13169 | MW | 0.05 | NAT | 2 | 4/15-12/15 |
| FR14528 | MW | 0.02 | AC | 3 | year round |
| FR14823 | SU | 0.25 | NAT | 3 | 4/15-12/15 |
| FR14833 | SU | 0.09 | NAT | 3 | 4/15-12/15 |
| FR4767 | CAL | 0.14 | NAT | 3 | 4/15-12/15 |
| FR5219 | CAL | 0.03 | NAT | 3 | 4/15-12/15 |
| FR58051 | SU | 0.03 | NAT | 2 | 4/15-12/15 |
| FR7181 | CAL | 0.16 | AC | 3 | 4/15-12/15 |
| FR7368 | GR | 0.40 | AC | 2 | year round |
| FR7856 | GR | 0.14 | NAT | 2 | year round |
| FR8080 | CAL | 0.04 | NAT | 3 | 4/15-12/15 |
| FR8319 | CAL | 0.86 | NAT | 3 | 4/15-12/15 |
| FR8322 | CAL | 0.08 | NAT | 3 | 4/15-12/15 |
| FR8323 | CAL | 0.06 | NAT | 3 | 4/15-12/15 |
| FR8445 | GR | 0.04 | AC | 3 | 4/15-12/15 |
| FR8797 | GR | 0.47 | AC | 2 | |
| FR8925 | CAL | 0.04 | AC | 3 | 4/15-12/15 |
| FR8991 | GR | 0.18 | NAT | 2 | 4/15-12/15 |
| FR9330 | CAL | 0.11 | NAT | 3 | 4/15-12/15 |
| FR9331 | CAL | 0.33 | NAT | 3 | 4/15-12/15 |
| FR9843 | GR | 0.14 | NAT | 2 | year round |
| FS83231 | CAL | 0.06 | NAT | 3 | 4/15-12/15 |
| R10 | CAL | 0.20 | NAT | 2 | 4/15-12/15 |
| **total** | | **2,270.36** | | | |

**Legend**

**BST** Bituminous Surface Treatment
**AC** Asphalt
**AGG** Aggregate or Gravel
**CAL** Calaveras
**GR** Groveland
**IMP** Improved Native Material
**MI** Miles
**MW** Mi-Wok
**NAT** Native Material
**RD** Ranger District
**ROD** Record of Decision
**SEA** Season of Use Elevation Zone
- **1** year-round
- **2** 4/15-12/15 (with certain selected roads open year round)
- **3** 4/15-12/15 (with certain selected roads open year round)

**SU** Summit
**SUR** Surface

## R.04 Additions to the NFTS: Modifications

Table R.04-1 lists modifications of Alternative 1 (Proposed Action) that drop additions to the NFTS along with the resource protection reasons.

Table R.04-1 Additions to the NFTS: Modifications

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | DC | What | Why |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | | |
| 11808B | GR | 0.03 | GIS | UNT | ALL | NAT | 4WD | 4571 | Duckwall Mt | DC | Drop | CR |
| 11908M | GR | 0.13 | GIS | UNT | ALL | NAT | 4WD | 4571 | Duckwall Mt | DC | Drop | SOIL |
| 15EV43C | MW | 0.69 | INV | UNT | ALL | NAT | 4WD | 4754 | Columbia SE | DC | Drop | SOIL |
| 16EV191 | CAL | 0.13 | INV | UNT | ATV | NAT | ATV | 4912 | Calaveras Dome | | Drop | SOIL; WAT |
| 16EV79 | MW | 0.61 | INV | UNT | MC | NAT | MC | 4743 | Twain Harte | | Drop | CSO |
| 16EV79 | MW | 0.85 | INV | UNT | MC | NAT | MC | 4742 | Crandall Peak | | Drop | CSO |
| 17EV192 | GR | 0.63 | INV | UNT | ALL | NAT | ALL | 4574 | Jawbone Ridge | | Drop | WAT; WPT |
| 17EV192A | GR | 0.06 | INV | UNT | ALL | NAT | ALL | 4574 | Jawbone Ridge | | Drop | CR; WPT |
| 17EV192B | GR | 0.15 | INV | UNT | ALL | NAT | ALL | 4574 | Jawbone Ridge | | Drop | RLF; WPT |
| 17EV194 | GR | 0.39 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | | Drop | RLF; WPT |
| 17EV195 | GR | 0.50 | INV | UNT | ALL | NAT | ALL | 4574 | Jawbone Ridge | | Drop | RLF |
| 17EV196 | GR | 0.19 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | | Drop | RLF |
| 17EV197 | GR | 0.35 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | | Drop | RLF |
| 17EV197 | GR | 0.46 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | | Drop | RLF |
| 17EV197A | GR | 0.05 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | | Drop | WPT |
| 17EV249 | MW | 0.12 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | | Drop | CR |
| 17EV249A | MW | 0.10 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | | Drop | CR |
| 17EV267 | MW | 0.22 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | | Drop | CR |
| 17EV268 | MW | 0.39 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | | Drop | CR |
| 17EV289 | MW | 0.66 | INV | UNT | ATV | NAT | ATV | 4743 | Twain Harte | | Drop | SOIL |
| 17EV901 | GR | 0.37 | INV | UNT | ALL | NAT | ALL | 4574 | Jawbone Ridge | | Drop | WPT |
| 18EV100 | MW | 0.31 | INV | UNT | ATV | NAT | ATV | 4744 | Hull Creek | | Drop | REC; WAT |
| 18EV106 | MW | 0.41 | INV | UNT | ALL | NAT | ALL | 4744 | Hull Creek | | Drop | SOIL |
| 18EV281 | MW | 0.05 | INV | UNT | ALL | NAT | 4WD | 4732 | Pinecrest | DC | Drop | CR |
| 18EV310 | MW | 0.56 | INV | UNT | ALL | NAT | 4WD | 4732 | Pinecrest | DC | Drop | WSR |
| 1S1728 | GR | 0.47 | MAP | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | DC | Drop | SOIL; WPT |
| 1S17E35B | GR | 0.34 | INV | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | | Drop | RLF |
| 1S17M | GR | 1.13 | MAP | UNT | ATV | NAT | ATV | 4574 | Jawbone Ridge | | Drop | WAT; WPT |
| 1S1902 | GR | 0.24 | MAP | UNT | ALL | NAT | 4WD | 4561 | Lake Eleanor | DC | Drop | WPT |
| 1S1929 | GR | 0.15 | MAP | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | DC | Drop | WPT |
| 1S1929C | GR | 0.19 | GIS | UNR | ALL | NAT | 4WD | 4563 | Ascension Mt | DC | Drop | WPT |
| 2N1820 | GR | 0.34 | MAP | UNT | ALL | NAT | ALL | 4744 | Hull Creek | | Drop | SOIL; WAT |
| 2S1804 | GR | 0.94 | MAP | UNT | ATV | NAT | ATV | 4563 | Ascension Mt | | Drop | SOIL; WAT |
| 31821H | MW | 0.10 | GIS | UNT | ALL | NAT | 4WD | 4733 | Cherry Lake N | DC | Drop | REC; SOIL |
| FR10178 | GR | 0.64 | MAP | UNR | ALL | NAT | 4WD | 4391 | Buckhorn Peak | | Drop | WPT |
| FR8516 | GR | 0.05 | MAP | UNT | ALL | NAT | 4WD | 4382 | Kinsley | DC | Drop | WPT |
| FR8601 | GR | 0.47 | MAP | UNR | ALL | NAT | 4WD | 4564 | Ackerson Mt | DC | Drop | WPT |
| FR98481 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | DC | Drop | CR |
| FR98482 | GR | 0.06 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | DC | Drop | CR; WPT |
| FR98493 | GR | 0.02 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | DC | Drop | CR |
| FR98504 | GR | 0.07 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | DC | Drop | WPT |
| FR98507 | GR | 0.05 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | DC | Drop | CR |
| FR98508 | GR | 0.06 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | DC | Drop | RLF; WPT |
| FR98509 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | DC | Drop | RLF; WPT |
| FR98510 | GR | 0.04 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | DC | Drop | RLF; WPT |
| FR98511 | GR | 0.15 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | DC | Drop | RLF; WPT |
| FR98513 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | DC | Drop | RLF; WPT |
| FR98514 | GR | 0.04 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | DC | Drop | RLF; WPT |
| FR98541 | GR | 0.07 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | DC | Drop | CR; WPT |

| Route | RD | MI | SRC | Existing | | | ROD | Quad | | DC | What | Why |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SYS | USE | SUR | | # | Name | | | |
| FR98552 | GR | 0.03 | INV | UNT | ALL | NAT | 4WD | 4563 | Ascension Mt | DC | Drop | CR |
| FR98554 | GR | 0.04 | INV | UNT | ALL | NAT | 4WD | 4382 | Kinsley | DC | Drop | CR; WPT |
| FR98566 | GR | 0.05 | INV | UNT | ALL | NAT | 4WD | 4391 | Buckhorn Peak | DC | Drop | RLF; WPT |
| FR98575 | GR | 0.13 | INV | UNT | ALL | NAT | 4WD | 4573 | Groveland | DC | Drop | RLF; WPT |
| FR98612 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4744 | Hull Creek | DC | Drop | CR |
| FR98619 | MW | 0.11 | INV | UNT | ALL | NAT | 4WD | 4754 | Columbia SE | DC | Drop | SOIL |
| FR98671 | GR | 0.09 | INV | UNT | ALL | NAT | 4WD | 4574 | Jawbone Ridge | DC | Drop | CR |
| FR98690 | MW | 0.04 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | DC | Drop | CR |
| FR98691 | MW | 0.06 | INV | UNT | ALL | NAT | 4WD | 4741 | Strawberry | DC | Drop | CR |
| FR98704 | MW | 0.15 | INV | UNT | ALL | NAT | 4WD | 4743 | Twain Harte | DC | Drop | CR; SOIL; WAT |
| **total** | | **14.86** | | | | | | | | | | |

**Legend**

**4WD** 4 Wheel Drive
**ALL** All Vehicles
**ATV** ATV (open to ATV and Motorcycle)
**CAL** Calaveras
**CR** Cultural Resources
**CSO** California Spotted Owl
**DC** Dispersed Camping Access
**GIS** Geographic Information System
**GR** Groveland
**INV** Inventory
**MI** Miles
**MW** Mi-Wok
**NAT** Native Material
**RD** Ranger District
**RLF** Red Legged Frog
**SOIL** Soil Resource
**SRC** Source
**SUR** Surface
**SYS** System (National Forest System)
**UNR** Unauthorized Road
**UNT** Unauthorized Trail
**WAT** Water Resources
**WPT** Western Pond Turtle
**WSR** Wild and Scenic River

## R.05 Season of Use: Modifications

Table R.05-1 lists modifications of Alternative 1 (Proposed Action) that identify certain selected roads as open year round.

Table R.05-1 Season of Use: Modifications

| Route | RD | MI | SUR | SEA | ROD |
|---|---|---|---|---|---|
| 01N01 | GR | 1.58 | AC | 2 | year round |
| 01N01 | GR | 4.22 | NAT | 2 | year round |
| 01N01 | GR | 7.77 | AGG | 2 | year round |
| 01N04 | GR | 0.18 | AC | 3 | year round |
| 01N04 | GR | 0.44 | AC | 2 | year round |
| 01N04 | MW | 12.89 | AC | 2 | year round |
| 01N04 | GR | 12.93 | AC | 2 | year round |
| 01N07 | GR | 17.68 | AC | 2 | year round |
| 01N10 | GR | 6.62 | NAT | 2 | year round |
| 01N18Y | GR | 0.35 | AC | 3 | year round |
| 01N25 | MW | 0.34 | AGG | 2 | year round |
| 01S03 | GR | 1.53 | AC | 2 | year round |
| 01S03 | GR | 9.75 | AGG | 2 | year round |
| 01S15 | GR | 2.51 | AGG | 2 | year round |
| 01S16 | GR | 1.85 | AGG | 2 | year round |
| 01S21 | GR | 0.37 | AGG | 2 | year round |
| 01S23Y | GR | 0.67 | AC | 2 | year round |
| 01S30Y | GR | 0.12 | AC | 2 | year round |
| 01S31Y | GR | 0.16 | NAT | 2 | year round |
| 01S47 | GR | 0.97 | AC | 2 | year round |
| 01S47A | GR | 0.65 | AC | 2 | year round |
| 01S47B | GR | 0.06 | AC | 2 | year round |
| 01S52 | GR | 0.15 | NAT | 2 | year round |
| 01S67Y | GR | 0.51 | AC | 2 | year round |
| 01S83 | GR | 0.67 | AGG | 2 | year round |
| 01S90 | GR | 0.06 | AC | 2 | year round |
| 02N01 | MW | 0.68 | AC | 2 | year round |
| 02N11 | MW | 2.60 | AGG | 2 | year round |
| 02N22 | GR | 2.27 | AC | 3 | year round |
| 02N44 | MW | 3.25 | IMP | 2 | year round |
| 02S02 | GR | 13.65 | AGG | 2 | year round |
| 02S16Y | GR | 0.18 | AGG | 2 | year round |
| 03N01 | GR | 2.24 | AGG | 3 | year round |
| 03N01 | GR | 7.92 | AC | 3 | year round |
| 03N01 | GR | 10.44 | AC | 2 | year round |
| 03N24 | MW | 4.87 | AGG | 2 | year round |
| 03N77 | MW | 0.56 | AGG | 3 | year round |
| 03N80Y | MW | 0.13 | AC | 3 | year round |
| 03N92 | MW | 1.18 | AGG | 3 | year round |
| 03N93 | MW | 0.91 | AGG | 3 | year round |
| 03N99 | MW | 2.52 | AGG | 2 | year round |
| 03S24 | GR | 0.08 | AGG | 2 | year round |
| 04N02 | MW | 1.40 | AGG | 2 | year round |
| 04N11X | CAL | 0.12 | AC | 2 | year round |
| 04N20 | SU | 0.10 | AC | 3 | year round |
| 04N203B | SU | 0.04 | AC | 3 | year round |
| 04N20A | SU | 0.15 | AC | 3 | year round |
| 04N35A | SU | 0.38 | AC | 3 | year round |
| 04N38 | CAL | 2.64 | AC | 3 | year round |
| 04N38 | CAL | 3.10 | AGG | 3 | year round |
| 04N41Y | CAL | 0.12 | AGG | 2 | year round |
| 04N80Y | CAL | 3.06 | AGG | 3 | year round |
| 04N95 | MW | 1.06 | NAT | 3 | year round |
| 04N95 | MW | 1.16 | AGG | 3 | year round |
| 05N02 | CAL | 5.79 | AC | 3 | year round |
| 05N13X | SU | 0.52 | AC | 3 | year round |
| 05N14 | CAL | 1.08 | AGG | 3 | year round |
| 05N14 | CAL | 4.25 | BST | 3 | year round |
| 05N24 | CAL | 0.16 | AC | 3 | year round |
| 05N89Y | CAL | 0.13 | AC | 3 | year round |
| 05N97 | SU | 0.83 | AC | 3 | year round |
| 06N01 | SU | 0.83 | AC | 3 | year round |
| 07N01 | CAL | 0.27 | AC | 3 | year round |
| 07N01H | CAL | 0.12 | AC | 3 | year round |
| 07N61Y | CAL | 0.24 | AGG | 3 | year round |
| FR14528 | MW | 0.02 | AC | 3 | year round |
| FR7368 | GR | 0.40 | AC | 2 | year round |
| FR7856 | GR | 0.14 | NAT | 2 | year round |
| FR8797 | GR | 0.47 | AC | 2 | year round |
| FR9843 | GR | 0.14 | NAT | 2 | year round |
| **total** | | **167.21** | | | |

**Legend**

**BST** Bituminous Surface Treatment
**AC** Asphalt
**AGG** Aggregate or Gravel
**CAL** Calaveras
**GR** Groveland
**IMP** Improved Native Material
**MI** Miles
**MW** Mi-Wok
**NAT** Native Material
**RD** Ranger District
**ROD** Record of Decision
**SEA** Season of Use
**SU** Summit
**SUR** Surface