

Appendix B
All Roads - Information

ROAD ID	VALUE
28N39	H2O97 - ELAM REST AREA \$7,600 DAMAGE
28N53B	PLANNED EARTH BARRICADE (KV1997),
28N66	GUARDRAIL BARRICADE 1997
28N73B	CLOSED BY 28N73,
28N75A	FS NEEDS R/W TO USE THIS SPUR,
28N83A	FS DOESNT NEED,
28N88	CS, PART OF OLD COLLINS OFF-HIGHWAY SYSTEM,
28N89C	CS,
28N92A	UE, WHOLE LENGTH IS 0.1 MILE, SMALL PORTION IS IN FS, THE 40 ACRES THIS ACCESS IS PROPOSED FOR LEX AWAY,
28N97A	FS INTEREST ENDS AT PVT LAND WEST SEC 14, NEED R/W TO ACCESS FS,
29N02YA1	WILL BE UC ROAD IF EVER BUILT,
29N03Y	H2O97 DAMAGED AT BUZZARD SPRINGS CROSSING,
29N04B	NEED R/W TO ACCESS,
29N05	UE, SEASONAL GATE, TOLD LANDS TO RESERVE R/W IN PROPOSED KEELER EXCHANGE,
29N05YA	EARTH BARRICADE, CLOSED BY 29N05Y
29N08C	PIT CINDER PAD
29N10YB	DEED 290 SHOWS EU ACROSS PVT TO CA. 36, GIS DOESNT SHOW THIS AS EXISTING.
33N56C	ADDITIONAL EXISTING PLANNED DECOM, COYOTE 1993 WENT FORWARD AS DISTRICT SALES, NEED TO VERIFY WHAT HAPPENED,
29N16E	EARTH BARRICADE
29N21YE	CLOSED BY GR ON 29N21Y
29N31BUC	VEG DECOM, SUMMER 1999 W/ CALFED TASK 1, G.NAPPER SAYS OVERGROWN, WILL NOT BE RECONST.,
29N42	H2O97-WASHED AT BENNER CRK-TWO 36 -C PLUGGED, NO TURNAROUND AVAILABLE,
29N51A	PLAN CLOSE W/ PINNACLE, LENGTH POSS. 0.4
29N53A	CLOSED BY 29N53,
29N55C	GUARDRAIL BARRICADE,
29N59	PT MAINT TO HOMESITES, NO AGREEMENT
29N60G	ITS ON THE SOUTH SIDE OF CREEK-GOES TO USED-TO-BE H2O SOURCE NOW HUNTER CAMP,
29N63E	NEED 0.1 R/W, NEED GPS
29N64B	EARTH BARRIER
29N64YA	EARTH BARRIER,
29N68	EXISTING - TISD W/ JENNIE,
30N29A2	DROPPED FROM PROJECT, ELRD/WILDLIFE CLOSED BY GATE ON 30N29A,
30N40Y	EXISTING - TISD W/ HOG 1988,
30N47A	EXISTING - TISD W/ HOG 1988,
34N22	IF SURFACED-THEN IT WILL BE GEOMET 3B, 528, SOME REALIGNMENT MAY HAPPEN AT 33,03,09,
34N22	CBDT, WAS 33N80, REEVALUATE GEOMET WHEN CONSTRUCTED THRU,

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ROAD ID	VALUE
34N22D1	WAS 33N80A,
31N08N	NOT ON GIS, PLANNED WAS THIS BUILT,
32N07	NEED SURFACE TYPE CONFIRMED
32N09N	32N09N1, ELRD/WILDLIFE,
32N09Y	GPS NEEDED
32N18YC	NOT ON GIS, WAS THIS CONSTRUCTED,
32N27B	SURVEY LENGTH 20+37, 60' END LANDING,
32N39YA	GIS LOCATION FREEHANDED, NEED END OF 32N39Y CHECKED FOR WHATS THERE,
32N51C	NEED GPS, GIS WRONG, CLOSED BY GUARDRAIL ON 32N51 ELRD/WILDLIFE,
32N55C	EXISTED BEFORE 1993,
32N58YA	WAS THIS CONSTRUCTED, WHAT PROJECT,
32N69	EAST END WAS PART OF 32N71, IS THIS CLOSED,
32N94YAUC	WAS PLANNED WITH DUCK SALVAGE WHICH DIDNT PASS PLANNING, IM TOLD THIS IS EXISTING UNDRIVABLE,
35N22A	NOT ON GIS, RESEARCH PROJECT, EXISTED BEFORE 1992,
35N27	BLACKS RIDGE - PROP. DECOM.
33N23Y	AND SEE IF HE WANTS TO CONTINUE WITH THIS,
35N42Y	WAS 35N42A,
27N12E	GUARDRAIL BARRICADE, CONSTRUCTED WITH CALFBIT,
34N13K	NOT ON GIS, NEED BUTTE CAMP MAP TO FIND
35N09C	MAY BEGIN WITH A FEW FEET IN PVT,
35N29	BLACKS RIDGE - PROP. RECONST.
35N65	GUARDRAILS - EITHER END, PRIMITIVE,
35N65	BLACKS RIDGE - PROP. DECOM.
35N34	BLACKS RIDGE - PROPOSED DECOM
35N46	GUARDRAIL, PRIMITIVE,
35N57A	PRIMITIVE, MORE EXISTS THAN IS IN TIS, IT CONTINUES OUT TO TIE WITH THE R/R ACCESS.
35N68	BLACKS RIDGE - PROPOSED RECONST.
35N69C	GIS LOCATION FREEHANDED,
39N04	WHY KEEP ON SYSTEM, <S-T>
37N04	<S-T>
39N15YA	<S-T>, NOT ON GIS,
39N20Y	CS, <S-T>
40N02	THIS SEGMENT IS 4X4,
40N02	NEED TO KNOW IF RECONST OCCURED, ADDED BACK IN FROM DOQS
40N04E	<S-T>
40N04H	<S-T>
40N04M	EXISTING BEFORE 1998,
37N90YA	<S-T>
40N32Y	NUMBERS IN THE AREA,

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ROAD ID	VALUE
40N33YA	LN-HAUL SURDNA, <MODOC>
40N40	<S-T>, GIS - SOUTH END WRONG,
SH 8P002	
26N30A1	NOT RECONSTRUCTED DROPPED FROM LOST LAKE
26N32A	NOT IN GIS, DOES THIS EXIST, CHECK TRAIL EXISTANCE TOO,
26N36	SEC 22 ON,
39N14D	UE-THRU PT, FS FRTA IN NE SEC 14, <S-T>,
26N62	COLD STEEL NEVER SOLD.
26N74B1	NOT ON GIS, DEVELOPED SPRING, SMALL POOL AND ACCESS,
26N78B	CASTLE ROX,
40N01B	<S-T>
27N03F	PLANNED EB 1999,
27N04D	NOT ON GIS, MAY BE TANGLED WITH LOCATION OF 26N29,
27N06D	EARTH BARRIER, CONSTRUCTED WITH CALFBIT,
40N01E	<S-T>
27N11	CP-MOST, HAUL ROUTE, MAGNESIUM CHLORIDE APPLIED CA 89 - FANANI 8/17/1999, H2O97 SPOTS OF DITCH WASHING ALL ALONG, THE FIRST 1.1 MILES IS PL. 309,
27N11	CP- MOST, CBDT, HAUL ROUTE, MAGNESIUM CHLORIDE APPLIED CA. 89 TO FANANI 8/17/1999, H2O97-DITCHES WASHING ALL ALONG,
27N11	CBDT,
27N11J	NOT ON GIS, BUILT 80S, NEED GPS, NOT VISIBLE ON DOQ
27N15	GIS PART WRONG-HAVE GPS, DRIVABLE FROM E END TO BOTTOM OF CURVE-NWSE SEC16, WEST END FINDABLE-NOT DRIVABLE,
27N16E	UP TO EB PAST SHANGHAI CREEK,
27N18A	PLANNED EARTH BARRICADE (KV1997)
40N04D	CS ROSEBURG, <S-T>
27N71A	PLANNED CLOSE BOTH ENDS-RIP AND PLANT W/ SCENIC,
270616DE01	CREEK I MA-PINNACLE, PINNACLE-SHANGHAI-MUDHOLE ALL PART OF BUTT CREEK I MA,
27N93	H2O97-27,05,20 WASHED OUT WEST OF RUFFA RANCH.
40N04L	<S-T>
28N07	NOT ON GIS,
28N16H	LANDING WAS TO BE USED,
28N23	WITHIN THE TEHAMA STATE WILDLIFE AREA, STATE JUSTDICTION,
28N26	ALL PRIVATE - WHY HAVE ON SYSTEM,
28N31	NEED TO KNOW CLOSURE TYPE,
28N43	RECREATION SURFACING, SE MAP SHOWS PARTIALLY ON PVT-R/W SHOWS ALL ON FS,
28N49B	NOT ON GIS, 40 ACRES THIS SPUR ACCESSES IS PROPOSED FOR LEX - IF EXCHANGED, THIS SPUR WONT BE NEEDED BY FS,
40N19	<S-T>

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ROAD ID	VALUE
	THIS WANDERS THE BOUNDARY BETWEEN THE LASSEN AND PLUMAS FORESTS
28N55	R/W BETWEEN SECTIONS 7/8,
28N61A	CS, ON-THE-GROUND LENGTH IS 1.3 MILES.
28N61E	PCT CROSSES
28N61G1	CS THRU 0.1 ACROSS PT, PLANNED CLOSURE WITH 28N61G
40N33YE	GIS WRONG, TIES THRU TO 40N02A, BOTH ENDS BLOCKED AND OVERGROWN,
29N12	CS,
29N17E	WAS 29N61H, NO R/W,
29N18A	NEED EFFECTIVE BARRICADE, H2O97- 29,04,01 4WD TO SPENCER MDWS ERODED/WASHED.
29N18E1	CLOSED BY 28N18E,
29N18K	CINDERS, EX - TISD 6/1/1998,
29N20	EU, DEED 331
29N31Y	GUARD RAIL BARRICADE AT 0.4 FROM FS/PVT BDRY, (PC) NDUSTY,
29N32A	WHEN DONE-THIS ROAD WILL NO LONGER HAVE ACCESS
29N34A	EARTH BARRICADE,
29N35	SG NEAR CG SPUR
27N33	MAP VS GIS,
27N33	NEED TO CHECK R/W
29N44	LIN D CANT FIND EAST END. 29,04,31 H2O97-BLOCKED BY LG SLIDE 28,03,02, MILEAGE WHEELS TO 7.2 MILES,
29N44Y	TWEAKED TO MAP AND DOQ
29N46F	WILL BE LN,
29N75E	PLANNED CLOSE W/ EARTH BARRICADE, PROPOSED TEMP WITH NDUSTY,
29N79C	EARTH BARRICADE,
29N83	PLANNED CLOSE W/ GUARD RAIL BARRICADE (PC) NDUSTY, 1/4 MILE EXISTS PAST 0.7 REACHED PCT - WILL BE DECOMD
30N03A	1983,
26N24	WILL BE CLOSED BY CONST OF CO TURNOUT; PLACE CLOSURE DEVICE AT PROPERTY MID S14; NORTH CLOSE DEPENDS ON 26N14 CLOSURE,
30N04A	CLOSED BY BARRIER ON 30N04 (MIGHT BE GATE)
30N09H	EXISTING - TISD W/ JENNIE,
30N12	TIMBER WAS SOLD FOR THE R/W IN 1969 (23-Swain)
26N26	TOLD THAT THIS IS NOT DRIVABLE THRU TO THE PLUMAS SIDE, I HAVE NOTE OF A BARRICADE NEAR THE FOREST BOUNDARY AT 26,07,31,
26N26	ON THE PLUMAS NF, NEED UPDATED CONDITION INFO,
30N20	EARTH BARRIER
30N22A	(23-Swain)
30N26A	(23-Swain)
30N27	THIS IS TE. 671 - MEADOW LANE, R/W BOOK DOES NOT SHOW A CO-OP,
30N29A3	DROPPED FROM PROJECT, ELRD/WILDLIFE CLOSED BY GATE ON 30N29A

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ROAD ID	VALUE
26N26A	I THINK THIS WAS PART OF COLD STEEL, SINCE COLD STEEL DIDNT SELL, DO WE
31N11A	NEED GPS, NOT VISIBLE ON DOQ
26N28	WAS 27N36A, RECONST W/ LOCO, TIED THROUGH W/ LOOKOUT, PLANNED
26N30A	EARTH BARRICADE, WAS 26N25A1, PLANNED CLOSE BY 26N30,
26N30C	WAS 26N35B1,
31N64	H2O97-WASHED OVER A1 THEN WASHED OUT AMPHITHEATER
26N31D	EARTH BARRICADE (KV 2001), WAS LOST LAKE SPUR K,
32N08	CG ACTUALLY INVOLVES 0.3 OF RD, REST IS ACCESS
26N31F	CASTLE WAS STOPPED ON APPEAL, THIS SPUR WAS CHANGED TO PROPOSED
27N34DUC	NOT ON GIS, EARTH BARRICADE,
32N18A	LE-HAUL 1ST 0.8 MILE, CONTROLLED BY 32N18 PG&E, CLOSED
32N21	CINDERS,
26N32B	EARTH BARRICADE, CLOSED POST USE,
32N28Y	INCLUDED IN THE CO-OP AGREEMENTS
32N29A	THIS ROAD HAS A RPA RESOURCE CODE OF WATER. HA!
32N31YA	EARTH BARRICADE,
32N38	CINDER PAD
32N39	TIS-IS ON HISTORICAL MAPS
32N44C	PRIMITIVE,
26N45	CS, WOULD STILL NEED MORE R/W TO REACH 26N64 IF IT STAYS FS,
26N59	WILLOW CREEK,
33N02A	EARTH BARRICADE BY ELRD/WILDLIFE,
33N06	PLANNED ML3 WHEN RD THRU CHAMPS FLAT IS DECOMD
26N62A	COLD STEEL NEVER SOLD.
33N11	JOE SAYS IT'S ABOUT 16-18 FEET WIDE,
33N12Y	CENTER SEC 18,
33N16H	PLANNED CLOSE BY GUARD RAIL BARRICADE (PC),
33N45	H2O97- GROUP CPGRD FLOODED OVER-\$26,800 DAMAGE; FISHING PLATFORM
33N51Y	AND RESTROOMS NEED TO BE CHECKED BY ENG, CG \$1,000 DAMAGE, OLD
33N54A	STATION DAY USE AREA \$4,000 DAMAGE,
33N58B	OVERGROWN AND DOES NOT CONNECT TO 34N03
33N61Y	PLANNED DECOM AFTER 0.4 MILE, COYOTE GREEN SALE WENT FORWARD AS
33N78	DISTRICT SALES, NEED TO VERIFY WHAT WAS DONE.
33N78	NEED TO KNOW CLOSURE TYPE,
33N78	NEED GPS ESPECIALLY NEAR 32N57
33N78	HE WANT THIS TO HAPPEN,
33N78	THIS TO HAPPEN,

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ROAD ID	VALUE
33N78	HE WANT THIS TO HAPPEN,
33N86Y	GIS-NEED AREA GPS
33N87YB	EARTH BARRICADE BY ELRD/WILDLIFE,
33N91	NORTH 0.9 MILE WAS 34N48A,
34N04	SPOT SURFACING, LOW SPOTS WHICH H2O POOLS, LOW HAZARD
34N06A	(21-Blacks)
34N07B	USED TO BE FS, LEX TO PO
26N75B	EB, NOT IN TSR - WHAT CHANGED,
34N08	GETTING R/W 33,07,04, LOOP N OF BLACKS MTN CONSTRUCTED SINCE 1993,
34N11	CINDERS,
26N78A1	DOQ LOCATION - HAVE GPS, PLANNED CLOSED BY CLOSURE OF 26N78 W/ CASTLE ROX,
34N52	WHY HAVE ON SYSTEM,
34N55B	CINDERS,
34N60A	UE, WILL BE CYPRESS TRAILHEAD
34N76B	NEED R/W
34N76H1	NEED TO CONFIRM INFO.
34N79	WAS 35N41A WHEN TIED TO 34N79 WAS MADE INTO ONE ROAD,
34N95	
35N04	STRUCTURAL SURFACING, NEED LENGTH CHECKED-WHEELS TO 21.0 MILES,
35N08C	GUARDRAIL BARRICADE, EXISTING - TISD W/ BEAR, PRIMITIVE,
35N08N	WILL BE FRTA TO ROSEBURG, ROSEBURG R/W, CHECK W/ LOIS DEED 194E
35N09J	BLACKS RIDGE - PROP. RECONST.
35N10F	EXISTING - TISD W/ BEAR, PRIMITIVE,
35N15	FIX TO R/W
35N15D	IS OFF-RD LANDING, NEED R/W TO USE
35N74A	CS, WAS 34N14YA
36N01A	PRIMITIVE,
36N01B1	WAS PART OF 36N01B - LEX ADDED POSSIBLE ROUTES TO SPUR B,
36N03B	<S-T>
36N04A	<S-T>
36N09	<S-T>
36N17	<S-T>
27N01	
36N20	<S-T>
36N23A	<S-T>
37N02Y	<S-T>
37N05D	<S-T>, TERMINI WRONG NOW - PVT EXCHANGED TO FS,
37N07	<S-T>, THERE IS A 0.5 MILE SEGMENT AT 37,02,23 NEAR BIRD FLAT THAT IS ML1 - FIX TO MAP
37N08	<S-T>, SHORT PIECE USED W/ LEGUME,
27N02A	BUILT 1991 WITH CALFBIT; CLOSED BY 27N02
37N40YC	<S-T>
37N63Y	<S-T>

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ROAD ID	VALUE
37N89Y	
38N03C	<S-T>
27N03E	PROP EB1999,
39N02	<S-T>
27N42	NOT ON GIS, ALSO SEE IF THERE IS A SPUR, 20001027-I AM TOLD THIS IS BARELY A ROAD, NATIVE
39N08A	NOT ON GIS, UE-RESERVED IN LE, <S-T>
39N09Y	<S-T>
25N02B	R/W ACQUIRED W/ PHILBROOK 1987
25N16C	NOT ON GIS,
26N04	GIS WRONG - USE GPS, ALRD FR-W TO CLOSE 2001
27N03G	GIS LOCATION FREEHANDED, PLANNED EB 1999,
26N05	MOU FOR SNOWMOBILE USE TO SNAG LAKE.
26N06C1	GIS - NEED AREA GPS, CLOSED BY BARRICADE ON 26N06,
26N08A	PLANNED EARTH BARRICADE (KV1997)/ MUDHOLE,
26N30B	NOT IN GIS, WAS 26N25A1A,
	DECOM SUMMER 1997, RICK GEORGE - HYDROLOGY. WAS UGLY. IT WASHED
6UC_BU15	27N06F
27N27	CS, UNLIMITED W/ PROPORTIONATE MAINTENANCE,
27N60	NL - 2730 CLASS D SUP TO COLLINS,
27N60	LEx END 40 AC. TO PVT, NO R/W,
28N06B	TIS SHOWS 0.3 MILE, MAPS SHOW 0.1 OR SO,
28N86	UE, 80 ACRES S 1/2 NW 1/4 LEX TO PVT, UE WAS RESERVED,
28N88B	NEED R/W TO ACCESS FS,
29N05Y	GR BARRICADE1999 W/ WDUSTY(PC),
29N07	UE, LOTS OF PRIVATE HOMES ALL ALONG
29N08F	BUILT 1991, PIT CINDER PAD
29N10Y	EL - HAUL, DEED 288, DATED 1960,
27N06B	STOCK GATE NEAR BEGINNING W/ CALFBIT,
29N53	GUARDRAIL BARRICADE SHORT OF SPUR B.
29N63B	H2O97-18 PIPE PLUGGED.
29N71	DOWN TO THE CREEK SPUR A,
27N06C	GUARDRAIL NEAR BEGINNING,
31N27	MY MAPS SHOW THIS DOESNT TIE THRU, TWEAKED TO DOQ,
32N10	SWAIN AND ECHO.
32N10	(DR.) 10 ROAD,
27N06E	PLANNED GR W/ LOCO, CLOSED BY EB
32N15	ROAD IN SECTION 15 - I WOULD GUESS BY BUTTE CREEK,
32N18Y	GIS - NEED GPS,
32N23	NOTED AS PART OF HISTORICAL LASSEN TRAIL
32N28YA	USED TO BE 32N65
32N54A	DOQ'S SHOW 0.15 MORE ROAD
33N02	PIT CINDERS W/FLEMING WELL 1991 STRUCTURE. ML3 PENDING-CHAMPS

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ROAD ID	VALUE
33N02	PLANNED ML3 POST CHAMPS FLAT DECOM
33N09	EARTH BARRICADE AT 1.5 MILES IN BY ELRD/WILDLIFE
33N37	1993 OLIN - 0.6 MILE IN - CULVERT EXPOSED AND TORN.
34N22C	WAS 33N80C
34N25Y	EXISTED BEFORE 1979,
34N49G	WAS EXISTING BEFORE 1992,
35N01	PRIMITIVE, INTER W/ 35N71 IS STEEP AND TIGHT.
27N11K	NOT ON GIS,
26N36B	C/LT, C/LT PLAN SHOWS FLAGLINE TIE THRU,
270429DE01	AS DECOM'D
27N11P	PLANNED EARTH BARRICADE (KV1997) W/ MUDHOLE,
29N26	ROAD, NEED HELP TO COMPLETE
27N12A	BY 27N12
33N73	(21-Blacks), JOE COULDNT FIND THE SOUTHERN 0.4 MILE ON-THE-GROUND,
33N79C	STARTS FROM 33N62, NEED GPS
36N23YUC	CONSTRUCTED ACCESS TO 40 ACRES FS IN NORTH SEC 10,
8UC_D16	WAS 27N12F-DECOM SUMMER 1999 W/ WATERSHED IMPROVEMENT FUNDS / G.NAPPER, GUARDRAIL PC1991- PROBABLY PULLED W/ DECOM,
26N64	NEEDS TO KEEP UE R/W,
27N04E	ROUTE WHEN ALL DONE
27N04E	PLANNED DECOM-IS IN BC5-2000 W/ KV FUNDS / G.NAPPER,
27N04E	DECOMD SUMMER 1999 W/ KV FUNDS, R/W CONSIDERED / GREG NAPPER,
27N26	WAS LO, NOW HELISPOT, PERMANENT GATE,
27N33C	MUDHOLE-PLANNED EARTH BARRICADE (KV1997), GIS - RTE VS LENGTH
27N38	UE,
27N12YA	BUILT WITH CALFBIT,
	GUARDRAIL BARRICADE, REACHES WHERE 27N91B COULDNT AFTER MUD BOG
27N43M	OFF-ROAD LANDING ON LEFT,
27N56A	CLOSED BY BUARDRAIL ON 27N56
28N51	ON-THE-GROUND LENGTH IS 1.5 MILE
28N97C	CS,
29N05B	UE, SEASONAL CLOSURE WITH 29N05
29N08	SEGMENTS RECONST W/ BETTY SUE,
29N10C	CONSTRUCTED W/ RING,
29N55B1	GIS LOCATION FREEHANDED, POSS. H2O SOURCE - ROCK CREEK.
27N16	H2O97-27,06,14 WASHED,NOT PASSABLE.
29N70	DOMINGO-KELLY
30N42B	EXISTING - TISD W/ HOG FLAT 1983,

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ROAD ID	VALUE
27N16C	PLANNED PERMANENT GATE (PC1997) TO ALLOW ACCESS TO H2O SOURCE ON SHANGHAI CREEK
32N14Y	NEED TO KNOW CLOSURE TYPE
32N18	WAS 32N93Y,
27N16D	PLANNED EARTH BARRICADE (KV1997),
33N25F	NEED TO KNOW CLOSURE TYPE,
33N81	(21-Blacks)
27N65D	EARTH BARRICADE,
34N27	COMMON WITH 35N04, 34N27 IS THROUGH ROUTE,
34N35A	CLOSURE TYPE,
27N69	EXISTING-FDR WITH POLK-KEPT BECAUSE IN FS,
37N28YC	<S-T>
39N99	<S-T>
40N05B	<S-T>
40N33Y	CS ACROSS ROSEBURG, <S-T>
40N33Y	ACCESSES ISOLATED PO LAND WITHIN FOREST BDRY
CA 32	FAP 32, WAS FH 21, I DONT KNOW WHEN CONSTRUCTED - IS ON THE 1947 AERIAL PHOTO INDEX,
26N29A1	GIS WRONG,
26N33	JUST AFTER INTER W/ 26N33A ROCK/EB AND RIPPED
27N72	PLANNED EB W/ SCENIC 1999,
26N49	26,07,05 48 -C AT HUMBUG CRK PLUGGED.
26N69A	COLD STEEL NEVER SOLD.
26N76A	WOULD BE CLOSED BY 26N76,
27N71C	GIS LOCATION FROM DOQ, N 0.8 WAS 27N03A, N INTER CLOSED +- 1997
27N04	PASSABLE. 27,06,35 18 -C CRUSHED, WASHING, NEED TO CHECK R/W AT 27,06,22-SW CORNER, FIX TO MAP,
27N05E	PLANNED EARTH BARRICADE (KV1997)
27N10	LOIS WILL GET CS R/W WITH NEXT DIAMOND EXCHANGE OF EASEMENTS, SHOULD THIS HAVE WATER RPA,
27N11L	MP 0.3 - 0.7 ADDED WITH CASTLE,
27N12G	GUARDRAIL,
27N74	H2O97-WASHED OUT AT JUNCTION WITH 27N03.
27N91	BUILT W/ RUFFA 1982, WAS 27N82,
28N05AUC	DECOMD 1998 W/ PEAR LAKE WILDLIFE,
28N16D	EARTH BARRICADE, TIS SHOWS 0.8 - GROUND LENGTH IS 1.4 MILE,
28N24	WITHIN THE TEHAMA STATE WILDLIFE AREA - STATE JURISDICTION, MP 11.1-12 IS TO CHANGE QUADS,
28N29H	WAS LEFT OPEN POST PANTHER, CLOSED LATER,
28N42	MILES OF GRAVEL,
28N51B	HAVE GPS, REMOVE NUMBER POST EDUSTY,
28N60	NEED SURFACING CHECKED. SLS - TIE IN WITH PLUMAS
28N66A	CLOSED BY BARRIER ON 28N65

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ROAD ID	VALUE
28N71	THE TIS DATA SHOW IT AS FS JURIS, mp 6.4 WEST TWEAKED TO DOQ,
28N71	IN THE NESE SEC 21 - THIS MAY TOUCH INTO PVT, IF SO FS WOULD NEED R/W TO USE,
29N13Y	AND DRIVEN 2001
29N16H	BETTER THAN BASIC, WILL EVENTUALLY DOWN GRADE TO GEOMET 3C, 105,
29N17J1	PLANNED EARTH BARRICADE (KV1997),
29N18H1	CLOSED BY 29N18H
29N20Y	SEASONAL GATE IS SHOWN ON THE MAPS, IS REALLY THE SHORT POSTS CAPABLE OF HOLDING A CABLE,
11UC_BC3A	USED, CLOSED BY GR ON 29N21Y
29N28B	LEAVE OPEN POST EDUSTY
29N39A	NOT ON GIS, OFF-ROAD LANDING, WHY HAVE AS FDR,
29N45	PLANNED GUARD RAIL BARRICADE, NEEDED PREHAUL MAINT TO REOPEN
27N52	TRAIL CROSSING W/ SCENIC
29N46E	MAY TOUCH PVT - MAY NEED R/W,
29N78A	LOCATION APPROX, CONSTRUCTED W/ WDUSTY 1996, CLOSED BY 29N78
29N79D	EARTH BARRICADES
29N85K	CULVERT PULLED POST RADIO,
29N90	BUILT 1991 W/ JENNIE,
29N92	PLANNED CLOSED BY GR ON 29N83 W/ NDUSTY,
25N09A	NOT ON GIS,
30N06	CINDERS, GOAT MTN TS REALIGNED FOR GRADE/ALIGNMENT & LAND AND WATERSHED PROTECTION /JONATHAN HOEFER-SUSAN RIVER DR 1968,
30N20B	CLOSED BY BARRIER ON 30N20
30N22	(23-Swain)
30N29B	POST ISAAC OR BY 11/15/94 PULL CULVERTS AND STOCKPILE AT 0.0, CLOSED BY GATES ON 30N29 ELRD/WILDLIFE
31N17E	CONSTRUCTED W/ HAZEN 1984,
31N29C	POSSIBLY PART OF THE CONE BUTTE PROJECT, GUARDRAIL BARRICADE, ELRD/WILDLIFE,
31N35	NORTH FORK BAILEY CREEK NO LONGER USED AS H2O SOURCE - ABANDONED-ACCESS DECOMD - FISHERIES,
32N03	DOQ41 - B QTR TWEAKED,
27N95B	GIS-NEED GPS,
32N21A	H2O97-\$1,000 DAMAGE, CONCRETE BRIDGE AT BUTTE CREEK, DUCK SALVAGE PLAN - CLOSE OFF ALL THE AREA IN SECTIONS 26/27/34/35, LAST POSSIBLE WAY IN IS OVER A CURRENTLY IMPASSIBLE TIE FROM BUTTE CREEK CG ACROSS,
28N02	NEED R/W TO ACCESS
32N29D	SURVEY LENGTH 40+97,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
32N42	32N41, SHOULD BE 32N41 SPUR
28N03	SLS - TIE IN WITH PLUMAS
32N44B	PRIMITIVE,
28N06	H2097-JUST S OF ROCKY GULCH RD WASHED OUT, THERE TO END IS BADLY DAMAGED.
32N92Y	IMPROVED - CINDERS,
32N95A	TEMP RD USE PERMIT
33N01UC	AND RECONTOURED,
33N02Y	EARTH BARRICADE AT INTER W/ 34N01 BY ELRD/WILDLIFE, RIPPED
33N12	DECOM-SOMEDAY
33N14	(21-Blacks)
33N46	
27N64	NOT ON GIS,
33N55Y	STRUCTURAL SURFACING, CLOSE POST SALE (PC)1996
33N81B	(21-Blacks)
28N10	LYON WAS TO EXTEND THIS ACROSS S FORK ANTELOPE CREEK AND SOUTH,
33N86YA	NEED GPS
34N04A	UC EXTENDS BEYOND 0.8 - ACCESS TO UC SPUR SE SEC 31
34N08E	EXISTED BEFORE 1992,
34N49	BEGINNING INTERSECTION CORRECTED PER R/W AND DOQS
34N49H	CONSTRUCTED 1993,
34N76A	WHY HAVE ON SYSTEM,
34N80	PLANNED CLOSE AT 0.5 WITH REMOVABLE BARRIER (KV) WILDLIFE 1996
35N08	(21-Blacks), CINDERS
28N12E	CLOSED BY BOULDER SUMMER 1999 W/ CALFED TASK 1 / GREG NAPPER, WAS PLANNED FOR USE WITH ALDER TS - NOT SURE IF ALDER EVER SOLD,
36N03	<S-T>
36N03	<S-T>, BEGINS FROM SH 7P210,
28N15	CS,
36N16	<S-T>
36N33A	GIS WRONG - PART OF 36N34 MISSING,
37N03C	<S-T>
37N05	<S-T>,
37N07Y	NOT ON GIS, SHOWN AS LMPMGT 2 BUT NOT IN ANY MA,
37N11	MOST ACQUIRED IN LEX, PARTS ROUGH, H2097 SLIDE - CAN BE BYPASSED,
37N12	<S-T>
37N59Y	CLOSED JUST PAST THE CG
37N75	<S-T>
38N03D	<S-T>
39N01A	<S-T> CLOSED WITH 39N01
24N11	KIMSHEW NEVER SOLD,
25N15	4,
26N02B	PLANNED EB AND RIP (PC) W/ CASTLE ROX

Appendix B
All Roads - Information

ROAD ID	VALUE
28N19	GIS FUBARD-28N49 VS 28N19 VS 28N49A, TOUCHES FS, NO R/W,
27N65	LOST LAKE HAUL ROUTE,
28N16B	PLANNED GUARD RAIL BARRICADE PC1999
29N04E	NOT SURE IF R/W NEEDED- SE SHOW EAST OF PVT, GIS SHOWS INSIDE PVT.
28N20	CS,
29N24	EU,
29N24	EU,
29N42E	WAS 29N38H,
29N49A	EXTENDED 0.5 MILE WITH YONDER,
29N68A	EXISTING - TISD W/ JENNIE,
30N41A	NEED GPS
32N08Y	KV CLOSE 1994
32N11Y	CONTRACT-RAIL UP +_ 2001, NEED TO KNOW ACTUAL LOCATION,
32N21BUC	THIS BEEN DECOMD,
28N27	CS, 199811-RUSS VOLKE SAYS THE UC SPUR ON GIS IS IN WRONG LOCATION-IS +- 0.1 MILE FROM END
32N70B	CLOSED BY GR ON 32N70-RAIL UP +- 2001,
32N94YDUC	WAS PLANNED WITH DUCK SALVAGE WHICH DIDNT PASS PLANNING, IM TOLD THIS IS EXISTING/UNDRIVABLE,
33N31YC	WAS 33N31YB,
33N35	(21-Blacks)
34N26Y	CUBBY BOX THERE
34N36	CINDERS,
35N25	NEED TO REROUTE TO MATCH R/W NORTH PAST 35N59
35N41	CS, DEED 372, BEAR-MAY HAVE DRAINAGE PROBLEMS,
35N46A	BLACKS RIDGE - PROP. RECONST., PRIMITIVE
35N51	PRIMITIVE,
28N29N	THIS IS ACCESS TO TRAIL 3E01 WITHIN ISHI, FS DOESNT HAVE R/W
35N69A	PRIMITIVE, 0.7 IS IN TIS - MORE CONTINUES TO TIE WITH 35N12 NEAR 35N63. THERE IS ALSO A NSR SPUR.
36N26	<S-T>, END IS WEST OF JOHNSON PARK,
26N19A	CG REMOVED W/ 1994 PRIMARY UPDATE,
26N80	NO R/W, WHY HAVE THIS AS A SYSTEM ROAD,
29N30	ALL MAVERICK WOULD BE CS,
31N45C1	UE, W/ HAMPTON MARTIN TS FROM DIAMOND. DEED 377
28N31A	NEED TO KNOW CLOSURE TYPE,
33N67	(21-Blacks)
34N82	CINDERS,
25N02	THERE'S MORE OF THIS COUNTY ROAD ALONG PART OF 24N04
27N03D	PLANNED EB 99,
28N36	THIS IS A COLLINS MAIN LINE, IT WAS CONSTRUCTED AND USED FOR OFF-HIGHWAY HAUL,
27N28A	CLOSED BY 27N28 WITH CALFBIT,
27N43CUC	IS 0.5 MILE,

Appendix B
All Roads - Information

ROAD ID	VALUE
27N48A	PLANNED EARTH BARRICADE (KV1997),
27N51A	GIS-NEED GPS,
27N57	NOT IN GIS, PLANNED EB AT 0.4,
28N29D	A POSSIBLE LOCATION ON OLD MAPS, THIS MAY BE ACCESS TO TRAIL 4E10,
28N61H	NOT ON GIS - HAVE GPS, GETTING TEMP. R/W,
29N08Y	CINDERS, 1997, IDD AS HEAVY EROSION & IMPACTING CHAPPARAL CREEK TO GOODRICH CREEK. SHORT-TERM ANSWER-IMPROVE CULVERTS & DRAINAGE. LONG-TERM ANSWER-RELOCATE AWAY FROM DRAINAGE. NEED ID TEAM PROCESS. GATE AFTER PVT BDRY(29,10,19) ELRD/WILDLIFE
29N10	CP - LA. 204 CO-OP, PAVED PORTION ADDED WITH 1974 SUPPLEMENT
29N27YB	GIS SHOWS THIS ROAD TYING THRU TO 29N90, I DONT THINK IT DOES,
29N48C	BUILT WITH COLD CREEK,
28N40	AS I REMEMBER IT THIS IS CLOSED W/ AN EARTH BARRICADE, CONFIRM,
29N61C	ADDED TO OR BUILT,
29N66A	1997, IDD AS HEAVY EROSION AND IMPACTING CHAPPARAL CREEK TO GOODRICH CREEK. SHORT-TERM ANSWER-IMPROVE CULVERTS & DRAINAGE. LONG-TERM ANSWER-RELOCATE AWAY FROM DRAINAGE. NEED ID TEAM PROCESS. CLOSED BY GATE ON 29N08Y ELRD/WILDLIFE,
30N74C	SUMMER 2002 - SEASONALS DIDN'T FIND, R/W BOOK SAYS WAS 30N38
28N61D4	NOT ON GIS - HAVE GPS, CLOSED WITH 28N61D,
32N02	(DR.) 21 ROAD, (FH.) 168, CINDERS,
32N09F	LENGTH ON MAPS IS 1.1 MILE, 0.6 LISTED AS FDR,
28N44A	NEED R/W FROM 28N44 - 28N44A1,
32N55	BUILT 1977,
32N65Y	WAS 33N18C
33N21	(FH.) 167,
34N24A	LE-HAUL,
34N27B	USED TO BE 34N25Y,
35N05	(DR.) 22 ROAD, WAS 35N01, WAS 32N05, CINDERS,
36N23	<S-T>
38N03E	<S-T>
40N01	
40N02A	MIDDLE SECTION IS VEG-DECOMM,
40N04C	<S-T>
40N15Y	<S-T>
40N42	LN-HAUL SURDNA, <MODOC>
41N03	<S-T>, HENRY SAYS THIS IS PAVED FROM S-T 41N36 WEST TO HWY 89,
26N21	CLOSED W/ GUARDRAIL BARRICADE SOUTH OF 26N21A
26N29B1	IS A WATER SOURCE,

Appendix B
All Roads - Information

ROAD ID	VALUE
26N31EUC	CREEK JUST NORTH OF 26N31C GOING WEST. IS MOSTLY OVERGROWN, PLANNED - REMAINING WILL BE DECOMD BY ALM/HYDRO (PROBABLE VEG DECOM), WAS ML1,
27N11F	EARTH BARRICADE (KV 2001),
27N14	IMPROVED W/ RUFFA97,
27N17A	
27N80	H2O97-27,04,25&36 WASHED AT RATTLESNAKE CRK
27N80	WAS 27N80A - COMBINED POST DECOM OF PART 27N80,
28N12	CS DEED 85, ROAD WAS PLANNED IN W/ ALDER,
28N54	ALL ON PVT EXCEPT 0.1, ALT. ACCESS PROBABLE, DO WE NEED THIS ON SYSTEM,
29N15	PT MAINT TO HOMESITES, NO AGREEMENT, H2O97 NWNW 29,06,28 WILLOW CREEK PIPE IS GONE, LARGE HOLE, SAFETY
29N17H	NOT ON GIS, BUILT W/ PINNACLE, PLANNED EARTH BARRICADE (KV1997),
29N18D	GIS WRONG - USE GPS, PULL BUNCHGRASS CROSSING AGAIN TO CLOSE,
29N21Y	CLOSED W/PURCH CREDIT GR,
29N36A	NEED AREA GPS
29N47	AT MINERAL SUMMIT,
30N16D	EXISTING BEFORE HAZEN FLAT, OFF-ROAD LANDING, SHOULD BE UC
30N29	
28N58	GIS WRONG - USE GPS, CS OVER +- A FEW HUNDRED FEET IN SWSW SEC 31,
30N31A	(23-Swain)
30N37B	NEED R/W,
31N17	
32N19C	AVOIDED R/W,
32N29E	NEED GPS, GIS VS DOQ,
32N44	CINDERS, WAS TO BE GATED (PC) W/ BAKER COMP. +- LNVP TO MAINTAIN,
32N93BUC	
33N04YB	NEED GPS, WATER SOURCE FOR STANFORS SPG, CONSTRUCTED 1993,
28N61	CS, COLLINS,
33N15Y	WAS 33N25Y,
33N42Y	JOE SAYS THIS RANGE GATE IS LOCATED NEAR THE SECTION LINE BETWEEN 32&33, RECONSTRUCTION & CRUSHED ROCK WITH WATER SOURCE.
33N42Y	GUARDRAIL BARRICADES ON EITHER END BY ELRD/WILDLIFE, 20000518-JOE TELLS ME THAT WEST END GR IS DOWN,
34N13	CINDER SURFACE,
28N61C	GIS WRONG - USE E.DUSTY GPS TO CORRECT LOCATION, LEAVE OPEN POST EDUSTY1999,
34N66	CP,
28N61D3	CLOSED WITH 28N61D,
36N05A	WAS PART OF 34N18 / R/W BOOK,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
36N11	<S-T>
37N03F	<S-T>
37N10	<S-T>
37N30A	NSRS
28N61G	PLANNED GUARD RAIL KV 1999 POST EDUSTY
38N02	<S-T>
39N14B	<S-T>,
29N04	NEED R/W TO ACCESS,
28N62	CLOSED JUST PAST 28N62A
29N61	H2O97-29,03,35 24-C WASHED NEAR FS/PVT LINE.
29N61	EL - HAUL, DEED 365, ACQUIRED W/ COLD CREEK 1989,
29N73A	BE ON THE SYSTEM.
30N85	OLD CINDERS ON EAST 1/2, PROPOSED LAND EX.TO FS ON WEST END.
32N09G	DUCK DIDNT GENERATE ENOUGH FUNDS DURING THE PLANNING STAGE, IT DIDNT SELL, WAS PROPOSED FOR A GUARDRAIL CLOSURE,
32N12	H2O97-32,04,24 WASHED AT TWIN BRIDGES AREA
33N32Y	CLOSED ON EITHER END W/ GUARDRAILS BY ELRD/WILDLIFE,
34N07	CINDERS, CONSTRUCTED 0.8 MILES WITH BEAR,
34N07	CINDERS,
38N03	<S-T>, CDF LO,
26N31	CINDERS, 26N31D-NORTH USED W/ LOST LAKE,
26N31	BUILT W/ CASTLE/LOST TOM, SL, NA, PR
30N07J	EXISTING - TISD WITH HARLEY SSTS,
25N05	H2O97-WASHED OUT JUST PAST CARR MINE ACCESS, CRUSHED ROCK.
28N65	GUARDRAIL BARRICADE AT END TO CLOSE OFF ACCESS TO ABANDONED GOLD MINE
26N78B2	PLANNED RIP POST CASTLE ROX, WILL BE CLOSED BY CLOSURE ON 26N78,
27N43G	PLANNED CLOSE AND RIP POST WILLOW,
29N14Y	OLD HIGHWAY LOCATION
29N52	NO R/W,
29N63	(FH.) 169
30N45A	EXISTING - TISD W/ HOG 1988,
28N72	16 - IT TIES THRU TO 28N86A,
40N04B	<S-T>
26N28A	KEN DOESN'T THINK THIS EXISTS AS A SEPARATE ROAD, THINKS IT INCORPORATED INTO 26N28
26N36A	THIS IS A SINGLE LANE, NATIVE, PRIMITIVE ROAD
26N83	CLOSED BETWEEN 26N02 AND 27N11 BY ROCK/EB'S ON EACH END
27N05	CS,
27N92	EARTH BARRICADE-NON-EFFECTIVE, CREEKS GROUND POUNDERS DIDN'T FIND
28N16A	PLANNED GUARD RAIL BARRICADE KV1999
28N29	CBDT, THIS IS A PIECE OF TEHAMA COUNTY 232A NAMED LITTLE GIANT TRAMWAY , WHAT THE COUNTY CALLS PONDEROSA WAY IS ACTUALLY TEHAMA 707A, THIS MAP WHEELS OUT TO 4.7,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
28N29	CBDT, THIS IS TE 707B - CO TIS SAYS LENGTH IS 5.7 MILES-LNF TIS SAYS 5.5,
28N29	CBDT, H2O97-28,02,28 UNDERCUT JUST PAST BRIDGE, USABLE.
28N29	HEAVILY ERODED, SL BUT PASSABLE.
28N49A	WONT HAVE A NEED FOR THIS SPUR,
28N73A	CLOSED BY 28N73,
29N20A	NEED AREA GPS, REF R/W INFO,
29N25	UE-DEED 65-MP0.0-5; 2.4-2.8, EXISTING PRIOR TO MAVERICK,
29N37YA	POST ISAAC OR BY 11/15/1994 PULL CULVERTS AND STOCKPILE AT 0.0
29N43	UE,
29N48	ANTELOPE CRK, BASICALLY ALL FROM TURNER MTN LOOP TO TAMARACK SPRINGS
30N03	CINDER/GR, SPOT SURF. ALL WEATHER, WATER AT GOUMAZ CAMP., THE SOUTH END OF THIS ROAD HAS TWO INTERSECTIONS-THE ORIGINAL & A TIE THAT ALLOWS LARGE VEHICLE DIRECTION-OF-HAUL,
30N38C	CHANCE WAS TO EXTEND THIS INTO A LOOP BACK TO 30N38 IN W SEC 31, WAS IT BUILT,
32N09A1	GUARDRAIL BARRICADES 0.2 MILE FROM EACH END, EXISTED BEFORE 1993,
32N27A	SURVEY LENGTH 14+16, 60' END LANDING,
32N39Y	DOES THE END OF THIS ROAD DO.
34N58	EXISTING PRIOR-ADDED TO ROUTE W/ LEX RES R/W, TWEAKED TO DOQ,
34N80A	REMOVE
35N08M	ACQUIRING UE FROM NOCO OVER CORNER,
29N16D	EARTH BARRICADE
36N20B	<S-T>
37N02E	<S-T>
37N86A	<S-T>
39N14A	<S-T>
29N16K	NOT ON GIS, REPLACE EB POSTSALE,
29N01Y	TO BE CLOSED POST-SALE TREATMENT WITH KV
29N10YC	LN-HAUL,
32N25	CINDER PAD
32N61DUC	GIS MISSING PART OF ROAD, IM TOLD THIS IS EXISTING/UNDRIVABLE,
29N17C	EARTH BARRICADE,
34N21	THRU MEADOW, HAD OVERGROWN, USED W/ GOOCH FIRE, GOOCH FIRE AND SALVAGE EA DECOM DECISION
35N22	ROAD TYPE, BREAK OUT TO DIFF ROAD
36N14C	<S-T>
26N49A	R/W TO ACCESS IN-THE-WORKS
28N44	NEED R/W TO ACCESS,

Appendix B
All Roads - Information

ROAD ID	VALUE
34N67	A POWERLINE CONTINUES NORTH. LOST CREEK TO POWERPLANT MAY BE BOTH PIPE AND POWERLINES.
25N08A	DROPPED FROM BROWN BIO BECAUSE ITS IN AN OWL AREA,
26N04YA	CLOSED BY EARTH BARRICADE ON 26N04Y,
27N50A	PROPOSED GUARD RAIL (PC1997)
29N03	400 FOOT SECTION PAVED 20020605
29N07YB	GIS WRONG-USE GPS, GR BARRICADE1999 W/ WDUSTY(PC),
29N18	USED TO BE 29N40, EU-DEED 79-PVT RES TO THEM AND THEIRS-PASSAGE-ACQUIRED W/ S ARM RICE CREEK, CINDERS
29N18	CINDERS, USED TO BE 29N40,
29N55F	GUARDRAIL IN 1993, MORE (BRUSHED OVER) EXISTS INTO PRIVATE LAND
29N17Y	BUILT 1991, PIT CINDER PAD
32N10P	
33N13	AGG IS CINDER, ML WAS CHANGED TO ML3.
33N25L	GIS LOCATION FREEHANDED, PHOTOS SHOW APPROX. 0.5 MILE
35N43	MIDDLE, SOUTHEND GRASSY, WET IN LATE AUGUST,
35N67	GUARDRAIL BARRICADE ON SOUTH END, NORTH END CLOSED BY 35N65, EXISTING - TISD W/ BEAR, PRIMITIVE,
37N02YA	<S-T>
40N04	<S-T>, PIPELINE SURFACED WITH CRUSHED ROCK 7/1997,
40N14	<MODOC>
40N50	<S-T>
26N35B	REPLACE EB & RIP POST CASTLE ROX
26N69	CS,
26N69	WAS TO BE CS, COLD STEEL NEVER SOLD,
26N69	COLD STEEL NEVER SOLD.
26N82	UE, MAP VS GIS, MAY AS WELL GPS SPURS TOO,
27N05C	PLANNED GUARD RAIL (KV1997)
27N68	GIS-NEED GPS, IF THIS IS TUNNEL ACCESS, THERE IS MORE EXISTING,
29N19	CS,H2O97-29,05S29,33,34,35 & 28,05,S1,2; 6 PASSABLE WASHOUTS (ONE HAS 4 HOLE) 7 PIPES WASHED OR PLUGGED, 2 24 -C S OF WILLOW SPG CPGRD PLUGGED WATER RUNNING OVER.
29N19	CS, TATMAN WANTED SOUTH ACCESS TO WILLOW SPRINGS TO BE ML3
29N19	CS, TATMAN WANTED ML3, GRAVELLED,
27N90	0.2 FS, NO R/W ACROSS PVT, FRTA ACROSS FS,
28N12F	R/W IN-THE-WORKS FOR ACCESS,
28N52A	AND 0.7 IN PLUMAS COUNTY,
28N73	CLOSURE AND LENGTH,
29N16F	GIS WRONG - NEED GPS - THIS DOESNT CROSS RICE CREEK,
29N25A	WAS TO BE USED W/ MAVERICK,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
29N25A	ADDED FOR MAVERICK-CAN WE MAKE UC, MAVERICK SHOWS MORE UC (NOT IN GIS) GOING UP TO DOE MTN-28% AFTER 1ST SWITCHBACK,
29N02Y	LVNP MANAGEMENT REQUEST,
30N33	(23-Swain)
31N51	CROSSES 40 AC FS
32N21YA	NEED FIELD CHECK LENGTH & LOCATION
32N94YEUC	WAS PLANNED WITH DUCK SALVAGE WHICH DIDNT PASS PLANNING, IM TOLD THIS IS EXISTING/UNDRIVABLE,
33N41YB	EARTH BARRICADE BY ELRD/WILDLIFE,
33N64	AFFECTS H2O - MAY SOMEDAY BE DECOMMISSIONED, OVERGROWN AFTER A SPUR
33N76A	CLOSED BY GUARDRAILS ON 33N76 ELRD/WILDLIFE,
34N49E	NOT ON GIS, CONSTRUCTED 1993,
34N63	CINDERS,
35N08F	EXISTING - TISD W/ BEAR, PRIMITIVE,
36N02A	BLACKS RIDGE - PROP DECOM
29N21YA	CLOSED BY GR ON 29N21Y
37N03A	<S-T>
38N05A	<S-T>,
26N36B1	ROX,
28N21	CS,
28N21	NEED R/W ACROSS THIS TO ACCESS 40 ACRES FS NESW SEC 2, 28,04,02,
28N97B	NO R/W, REACHES AN ISOLATED 40 ACRES OF FS SESW SEC 23,
29N22	H2O97-29,04,09 WASHED BY NANNY CRK,NOT SAFE, 29,04,08 SMALL SLIDE AND 2 WASHOUTS.
29N57	ALL COUNTY, NO COOP=NO FS RD NUMBER,
36N01F1	OFF-ROAD LANDING, ADDED FROM DOQ
26N59.2	(ALM,HDRO 1997) EXISTING EBD TIE TO 27N07
30N72B	DRIVABLE, GREAT TEMPLATE.
29N35A	REVERSE WHICH IS SPUR A; MAKE BIT ALL 29N35 AND OTHER SPUR A. IS NOT ON MAPS.
34N39	UE,
40N33YC	<S-T>
32N27Y	SOUTH LOCATION IS WRONG, NO RW ON ANY OF THIS ROAD
32N27Y	ARCHAEOLOGICAL, RIPARIAN, HYDROLOGICAL REASONS
27N37	STAYS TO THE NORTH SIDE OF MILLER RAVINE IN SECTIONS 10 AND 11,
28N85B	PLANNED EARTH BARRICADE PC1999,
30N47BUC	R/W ACROSS SW SEC 18,
33N34	(21-Blacks)
35N07D	GIS LOCATION FREEHANDED,
35N69	CINDERS,

Appendix B
All Roads - Information

ROAD ID	VALUE
40N06A	<S-T>
26N30	KEN HAS GPS, S END WAS 26N25A
26N30	SOUTH OF 26N30B UNDER LOST LAKE,
26N76	LN-HAUL
26N76	UE,
26N76	LN,
26N76	UE,
26N76	LN,
27N03	H2O97-27,07,19 JUST N OF 27N85 HAS 2-3DEEP CHANNEL, S OF BIG MDWS SUBDIVISION PARTIALLY WASHED,
29N05YE	NOT ON GIS - HAVE GPS, CLOSED BY 29N05Y,
27N08J	CS,
28N21A	CS,
28N56	LOOKOUT IS HISTORICAL SITE
28N56	CDF OPERATES LO BUT CAN QUIT CLAIM BACK AT ANY TIME.
28N56	0.96 ACRE AT LO IS FS, WANT TO GIVE IT TO CDF
29N25Y	CINDERS, EX - TISD 6/1/1998,
29N77	CINDERS, H2O97 - DILLON CREEK CROSSING,
30N17	FROM 29N81 WEST CONST W/ HAZEN FLAT,
30N26B	(23-Swain)
31N12	OLD, TIRED CHIP SEAL, SL, AGG, G&D, TANGLED W/ SH. 3P001,
31N19	LENGTH CONFIRMED
31N30A	GUARDRAIL BARRICADE BY ELRD/WILDLIFE,
32N94YCUC	WAS PLANNED WITH DUCK SALVAGE WHICH DIDNT PASS PLANNING, IM TOLD THIS IS EXISTING/UNDRIVABLE,
33N08	CINDERS,
33N58Y	SHOULD NOT HAVE H2O AS RPA, OVERGROWING 'HIGHLY VEGETATED'
33N71	(21-Blacks)
34N09	CONDITION,
34N55	GIS WRONG, GARY PURDY SAYS LOCATION IS WAY OFF,
34N84	NON-EXISTING, MAP LOCATION IS +- 0.3 MILE NOT 0.9,
35N03B	LN, PO RES, NO PUBLIC
35N10	(DR.) 22 ROAD, CINDERS STRUCTURAL, CBDT
36N25	<S-T>
37N03	PUBLIC RD BY EASEMENT TO ALPINE SUBDIVISION.
SH 9S02	CBDT,
38N03A	<S-T>
25N12	WEAVES IN AND OUT OF PVT AND FS,
26N10A	PLANNED EARTH BARRICADE (KV1997) W/ MUDHOLE,
27N32	UE, 80 ACRE PARCEL WAS FS, LEx, R/W WAS RESERVED.
29N33C	PLANNED CLOSE W/ EARTH BARRICADE (PC) AT 29N33, LONGER EXISTS -
27N51C	NEED GIS, WAS 27N17C, TERMINI WAS N 1/2 SEC 12 - SW SEC 1,

Appendix B
All Roads - Information

ROAD ID	VALUE
28N77	MOST OF THIS ROAD IS PO, WHY IS IT ON THE SYSTEM
28N98	CLOSED-NO CREEK CROSSING AT WILLARD, THIS IS NOT A THROUGH ROUTE,
28N98	GIS-NEED GPS, ESP. INTER. W/ 28N08,
31N06	CP - LA. 112 CO-OP, HOG USED SOUTH 0.4,
32N11	CONSIDER DELETING PORTION ACROSS PVT,
32N19	RECONSTRUCTED W/ BOGARD BUTTES 1988, STA 0+00~35+59
34N15	NEVER SOLD, CINDERS,
35N74B	CS, WAS 34N14YB
24N05	KEEP ON SYSTEM,
29N07YA	EXISTED BEFORE WDUSTY, GR BARRICADE1999 (PC) W/ WDUSTY,
26N08	ROCKED BY ALRD RUP 2001
26N08	UE,
26N08	UE,
27N59	SEGMENT ACROSS N SEC 27 WAS CONSTRUCTED BY ROBBERS ROOST 1982,
27N59	16+00 SURVEYED, EXTENDED 0.3 MILE WITH RUFFA97,
27N59	WEST SECTION 26 TO END CONSTRUCTED W/ RUFFA 1997,
29N07A	TURNS TO A JEEP TRAIL ALONG BAXTER CREEK,
29N36B	GIS VS MAPS
29N86	SEC 1 - NEVER BUILT,
30N64	NEED SURFACE CHECKED
29N37Y	1.4 MILES EXISTING,
32N56C	PLANNED KV CLOSE,
35N61	WAS 35N24,
40N01D	<S-T>
40N06	<S-T>
26N30D	NEED AREA GPS, 0.1 MILE USED FOR LOST LAKE BETWEEN 26N30 TO 26N35,
26N40	(FH.) 171
26N75C	ROUGH, PRIMITIVE LOCATION, WAS PROBABLY BUILT AS A TEMPORARY, OVERGROWN
27N12Y	FORCE ACCT NEW CULVERTS IN, LEFT OPEN
27N95	IMPROVEMENTS ARE UP TO SPUR B.
28N45	CS,
28N60A	PLANNED MAKE INTO A TRAIL POST KEDDIE (KV)
29N17K	BE UCR, I SUSPECT SAME FOR 17L ALSO NOT ON GIS,
29N23A	EARTH BARRICADE, CLOSED BY 29N23
29N33E1	PLANNED BUILD & CLOSE W/ NDUSTY, CLOSED BY 29N33E,
29N42A	GRAVEL SURFACE / ALRD,
29N98UC	VEG DECOM - HEAVILY OVERGROWN-FINDABLE IF YOU KNOW ITS THERE, WAS PART OF 29N98, IS ON CFFS,
29N98UC	VEG DECOM - HEAVILY OVERGORWN, NOT ON CFFS, LOCATION FREEHANDED,
30N19	(23-Swain)
	NOT ON GIS/MAPS,DOESN'T SHOW ON DOQ'S, -STARS OPPOSITE 32N77Y AND
32N91YA	LOG BIO OR SWAINS HOLE,

Appendix B
All Roads - Information

ROAD ID	VALUE
33N03A	FLAT 1982
33N65	WAS 32N52A, EXISTING PRIOR TO 1977, POSS CIN-CONFIRM
35N13	CINDERS, NEED SURFACE TYPE CONFIRMED, END AT LNF BDRY 35,05,23
36N01J	ONLY JUST BEGINS ON PAGE 34 - MOST IS IN PAGE 33,
36N14A	<S-T>, GIS NEED GPS, DO WE HAVE R/W,
38N06A	LN-HAUL, <S-T>
25N09	TIMBER FOR THE PHILBROOK RD R/W WAS SOLD 1969,
26N09	TE. N8056, NOT COUNTY ROAD, BUTTE COUNTY CLAIMS AS OF COUNTY LINE,
27N52A	R/W W/ SCENIC, 1999
28N83	CS,
28N83	CS,
29N08E	299 BUILT 1991,
32N57Y	WAS 32N63A
35N58	4X4,
26N78	OVERGROWING,
27N29B	CLOSED BY GUARD RAIL ON 27N29,
28N92	CS,
32N10C	TRAIL ACCESS
33N27B	EAST 1/2 OF SEC 16 LEX TO LNF, ORIGINAL LENGTH WAS 0.2 MILES,
35N52	ROAD WALKS ALONG SMALL STAIR-STEP LAND BREAKS, HAVE R/W DOWN TO 35N52A,
40N04G	<S-T>, MOST IS ON MAP PAGE 3,
26N81A	CLOSED BY 26N81,
28N62A	WATER SOURCE AT END
31N47A	
29N46A	MAP LENGTH IS 1.2 MILES,
35N09G	GIS VS GROUND, REPLACE EARTH BARRICADE CLOSURES POST SALE (PC),
36N04	<S-T> GRAVEL, LIMITED R/W EXPIRED 3/22/1994,
39N14	<S-T>
26N27D	EA PENDING - PLANNED DECOM 2001 W/ JONESVILLE, / GNAPPER
29N02	WATER SOURCE-BASE ROCK PAD, MAPS SHOW A BARRICADE - WHAT KIND,
29N46G	REMOVE POST-SALE.
34N19L	CINDERS, NEED TO CONFIRM INFO.
35N21	GUARDRAIL BARRICADES - EITHER END, EXISTING - TISD W/ BEAR,
40N05A	<S-T>
29N75A1	PLANNED CLOSE W/ NDUSTY (PC)
27N08	CBDT, H2O97-27,03,19 WASHED AT PANTHER CRK.
28N35	ITS VERY UNLIKELY FS WOULD EVER USE. WHY HAVE ON SYSTEM,
34N77B	NEEDED TO ACCESS FS, NEED R/W TO USE.
38N03F	<S-T>
26N75	WAS 27N57,
34N12	NEED LENGTH CHECKED-WHEELS TO .8 MILE, MAP SHOWS NORTH END HAS EITHER WAY INTERSECTION, CHOSE ONE OR GIS PURPOSES,
40N03	<S-T>

Appendix B
All Roads - Information

ROAD ID	VALUE
28N53C	NOT ON GIS - HAVE GPS, ADDED W/ ED RESALE 1997,
29N17	CS ACROSS PT IN SEC1, FIX TO MAP
29N17	CS,
29N79B	PLANNED GUARD RAIL BARRICADE,
29N09YC	STRUCTURAL CINDERS, TIS LENGTH IS 0.2 - MAP LENGTH IS 0.4,
33N47	CINDER PAD
37N05C	<S-T>
4UC_BU13	ANYTHING-VEG DECOM
37N89YA	GIS DOESN'T MATCH GROUND, NEED GPS, TEMP END W/ LEAP AT INTER W/ ANOTHER ROAD,
37N89YA1	37N05B AFTER WHAT CANT BE USED,
37N05KUC	EXISTS, NEEDS GPS
32N71	THIS ROAD WAS BROKEN OUT FROM 33N22 BECAUSE OF COMMON ROAD ON TWO ROUTES.
28N72UC	TO PO,
LA A21	REBUILT IN 1986/87, FROM THE R/R TO CA 44 WAS REBUILT IN 1990 GIS WRONG - IS ON EDGE OF STREAM, SOUTH 1/2 WAS PVT-ACQUIRED R/W-
TR. 1	AT S END,
29N31UC	DECOM SUMMER 1999 W/ CALFED TASK 1,
SH 3P001	FROM THE 17 ROAD TO 31N12, CLOSED PROBABLY SUMMER OF 1999 BY HCRD (C.ROWE), PROCESS TO EXCHANGE FOR 31N12
SH 3P001	FROM END OF 31N04 TO PVT 30,03,06
33N02H	WELL +- 200 DEEP, GOES TO CINDER PIT, FS TO WELL
TR. 3E19	OHV TRAIL,
TR. 1E04.2	OHV, NAME FROM 2NDARY, FOOT TRAIL 0-3.9 0-.2 FWS, .2-3.9 FS TRAIL ON Q70 AND 71,
TR. 2E04	OHV,
TR. 2E01	OHV,
TR. 2E01	IN STATE WILDLIFE AREA, NOT SURE WHERE THE END IS-USED TR. 1E08 ARBITRARILLY,
TR. 2	OHV,
TE 774A	THIS IS NOT THE WHOLE ROAD-WHOLE LENGTH IS 21.7 (FH 167), CORRECT LENGTH IS 14.65, PART OF LA. A1-REST IS 33N21, WEIGHT LIMIT BETWEEN LAKE FOREST AND MERRILL FLAT RD OFF SINCE 1991
LA A1	USED TO BE PART OF 35N17, EAST END NOW 36N01F, CONNECTION DECOMD PRIOR TO 1994 PRIMARY UPDATE,
35N11G	EXISTING-TISD W/ MINERAL HELI,
29N60B	EXISTING-TISD W/ MINERAL HELI,
29N41	OFF-HIGHWAY PULL OFF TO MEADOW VIEW PICNIC AREA, WHEELTRACKS,
29N80	GIS VS GROUND, THIS IS A LOOP OFF CA. 36 INTO THE FIRE STATION,
28N04B	WAS 28N11, NO R/W, LONG STORY SHORT, TISD FOR MAVERICK-DIDNT SELL- TAKEN OFF-BACK ON FOR DEER/MILL/ANTELOPE ROADS ANALYSIS,

Appendix B
All Roads - Information

ROAD ID	VALUE
28N04	NO R/W, LONG STORY SHORT-TISD FOR MAVERICK-NEVER SOLD-REMOVED- READDED FOR DEER,MILL,ANTELOPE RD ANALYSIS,
TR. 4	LN-MAINT. AGREEMENT, DEED 400, WITHIN ISHI,
34N06B	(21, BLACKS), USED TO HAVE RPA OF EXPERIMENTAL,
LA 404	WAS PART OF 37N09, CBDT,
12UC	USED TO PART OF 34N97-REMOVED FS RD NUMBER W/ 1994 PRIMARY UPDATE AFTER FS LAND THIS USED TO REACH EXCHANGED TO PO, DO WE NEED TO KEEP A CS
16UC_BU12	PLANNED DECOM 2000, LOCATION APPROX.-FREEHAND-BEST GUESS, CATEGORICAL EX. DONE / G.NAPPER,
1UC_AL1	PLANNED DECOM 2001 W/ PRATTVILLE
14UC_BC3	DECOM SUMMER 1997 / G.NAPPER,
15UC_BC3	DECOM SUMMER 1999 / G.NAPPER, WATERSHED RESTORATION, WAS UNCLASSIFIED WHEEL TRACKS
17UC_BC3	DECOM SUMMER 1999 / G.NAPPER, WATERSHED, LOCATION APPROX-BEST GUESS-FREEHAND,
20UC_M11	PLANNED DECOM 2001, LOCATION FREEHANDED
13UC_D29	SYSTEM
21UC_CY1	DECOM 1999, RIPPED / C.ROWE, LOCATION BEST GUESS FREEHAND,
22UC_CY1	DECOM 1999 / C.ROWE, RIPPED, LOCATION BEST GUESS FREEHAND
24UC_PR2A	DECOM 1999 / C. ROWE, RIPPED, LOCATION BEST GUESS FREE HAND,
25UC_PR7	BOGUS DATA - K.MCCULLOUGH SAYS NON EXISTING AFTER GROUND CHECK,
26UC_PR7	BOGUS DATA - K.MCCULLOUGH SAYS THIS DOES NOT EXIST AFTER GROUND CHECK
SH 6R201	CBDT
SH 6R200	CBDT,
29N16L	ONLY ABOUT 0.15 WAS USED WITH WEST DUSTY,
29N17L	HAVE GPS, TEMP
35N05C	NEED DATA CONFIRMED-WAS ON MAPS BUT MISSING FROM DATA
27UC_PR4	BLACKS RIDGE PROP. DECOM.
29N98	USED TO BE 29N98A,
CA 44	DRIVEN LENGTH MCCUMBER ROAD TO CA 36 89.4 MILES
CA 139	LOCATION IS APPROX WHERE OUTSIDE OF LNF INFO
310326UC01	NEED GPS
310326UC02	NEED AREA GPS
30N06Y	EXISTING - TISD W/ HOG 1988,
30N07H	EARTH BARRIER
29N32	NO R/W ON NE END, ALL MAVERICK WOULD BE CS,
30N18YA	CLOSED BY BARRIER ON 30N18Y
30N26	(23-Swain)
29N39	WAS 29N48G,
30N29A	GATE NEAR BEGINNING,
30N29D	DROPPED FROM PROJECT.
30N33A	(23-Swain)
30N35A	CONSTRUCTED W/ HAZEN 1984,
30N39	LASSEN TRAIL ENDING TERMINUS

Appendix B
All Roads - Information

ROAD ID	VALUE
29N48J	LAND STAT WRONG-GIS AND CFFS
31N17U	NEED GPS
31N26	TWEAKED TO DOQ
29N54	UE,-
31N34A	BARRICADE AT BACK END BY ELRD/WILDLIFE,
31N37	NEED GPS, GIS DOESN'T MATCH DOQ, DOQ NOT CLEAR ENOUGH
31N45	NL-HAUL
29N55YA	CLOSED BY BARRIER ON 29N55Y
31N57	RENTAL AGREEMENT IN 31,09,16, EXPIRED 5/31/1994, PO TO FS,
29N58	LIN D CANT FIND.
31N88A	TEMP. R/W IN-THE-WORKS, USED TO BE 31N30B1
29N60D2	NOT ON GIS, WAS THIS BUILT,
32N06	LENGTH
32N06B	DRAINAGE LOCATION - CANDIDATE FOR RELOCATION
32N18C	ACCESS CONTROLLED BY PG&E 32N18
32N18YE	NOT ON GIS, WAS THIS CONSTRUCTED,
32N30Y	PRIMITIVE, LEAVE BACKWARDS TO DIRECTION CONVENTION-IS LA CO ROAD
32N42Y	SOUTH END OF LOOP IN 4X4 CONDITION. PART ON PCT.
32N44A	PRIMITIVE,
32N45D	PLANNED DECOM, 1994 MAP UPDATE. DISTRICT SAYS NOT TO SHOW, NEED CONFIRMATION - HAS THIS BEEN DECOMD,
32N74C	TEMP RD, REMOVE POST LE +-99
30N37C	NOT ON GIS, WAS THIS BUILT,
33N01B	GUARDRAIL BARRICADE 1993, AFFECTS H2O - MAY SOMEDAY BE DECOMMISSIONED,
33N05A	CONSTRUCTED W/ WELL, NEED TO KNOW WHAT TYPE OF CLOSURE,
33N09Y	CINDERS,
33N11Y	SPOT STRUC. SURFACED, DRY HAUL, STANDING WATER
33N16	(DR.) 16 ROAD,
33N39B	WAS 33N69Y
33N42YB	CLOSED BY 33N42Y ELRD/WILDLIFE,
33N54	STRUCTURAL SURFACING
33N66YB	7/2001 - COULDN'T BE LOCATED DURING GROUND SURVEY
33N68	(21-Blacks)
33N86	GIS-NEED AREA GPS,
33N87A	ADDED TO TIS 1989,
33N94	CINDERS,
33N95	SHOW A HELISPOT
33N98A	NEED TO KNOW CLOSURE TYPE,
34N03Y	PAVED APRON. EXTENDS HONN CG.
34N06YA	NEED TO KNOW CLOSURE TYPE AND PROJECT,
34N08A	EXISTED BEFORE 1992,
34N42	H2O97-33,05,21 FOOTBRIDGE DAMAGED,SAFETY; FISHERMAN TRAIL DAMAGED-\$7,500 DAMAGE
34N43	CINDERS VERY THIN CHANGED TO NAT / HENRY,

Appendix B
All Roads - Information

ROAD ID	VALUE
34N49D	GIS 0.7 SHORT, MP 0.3 - SESE SEC 21 CONSTRUCTED 1993 W/ MOH THINNING 0.7 MILE,
34N58C1	NOT ON GIS, CONSTRUCTED 1993,
34N58F	EXISTED BEFORE 1992,
34N60	H2O97 - THOUSAND LAKES FOOT TRAILS \$8,000 DAMAGE
34N64	DATA-WANDERS IN AND OUT OF PVT - NEED TO BREAK OUT R/W
34N73B	WAS 36N01G, RD WORK ON 36N01 CLOSED WHAT WAS BEGINNING INTERSECTION, PRIMITIVE, GIS VERY WRONG-NEED GPS
35N02	NO R/W ACCESS NE 35,10,27
35N07C	NEED TO KNOW TYPE OF CLOSURE,
35N08B	(21-Blacks)
35N08G	EXISTING - TISD W/ BEAR, PRIMITIVE,
35N09	TWEAKED TO DOQ-COULD USE GPS S 3.0 MILES,
35N09	BLACKS RIDGE - PROP.DECOM.
35N10G	EXISTING BEFORE 1994,
35N10H1	CFFS
35N12A	PARALLELING THE DRAINAGE IN POOR SILTY SOILS.
35N12B	LIKELY FOR STRUCTURAL REASONS,
35N75	PRIMITIVE
36N07E	RUP PAUL WARNER ENT. EX 9/30/94, EARTH BARRICADE
36N08A	<S-T>
36N13	<S-T>, LIMITED R/W EXPIRED 3/22/1994,
36N14	UE, THRU PT. PIT RUN CINDER PAD 1985 <S-T>
36N14K	15, BUT NOTHING NOTED OVER THE FIRST FEW FEET,
36N15	CINDERS, UE, NW1/4,SW1/4 SEC9, <S-T>
36N15	<S-T>
36N18	(DR.) 18 ROAD, CINDERS,
36N18	
36N24	ARE ALL PVT OWNED,
36N24	<S-T>
36N34	<S-T>, MOST NOT ON GIS, THIS IS LOCATED JUST EAST OF 4-CORNERS,
36N36Y	<S-T>
36N42	TYPE CONFIRMED.
37N02	<S-T>, (DR.) 37 ROAD, 2 INCH PAVING LIFT 2002
37N02F	<S-T>
37N03H	<S-T>
37N05G	<S-T>
37N07A	<S-T>
37N28Y	UE-FRTA IN SEC 27, <S-T>, SOMETHING WRONG FIX TO MAPS,
37N30	<S-T>
37N40YB	<S-T>
37N56	<S-T>

Appendix B
All Roads - Information

ROAD ID	VALUE
37N61Y	<S-T>
37N90Y	<S-T>
38N03B	<S-T>
38N05	LE-HAUL, <S-T>
38N05	<S-T>
38N10	<S-T>
38N10	DAMAGE, SAFETY. FILLED IN 1997.
39N05	<S-T>
26N07	CLOSED BY EB AND REMOVED CULVERT
39N08B	<S-T>, NOT ON GIS,
39N14C	<S-T>
25N10A	CLOSED BY BARRIER ON 25N10
25N18	FS DOESNT HAVE R/W TO ACCESS
26N04Y	MILES, GIS HAS +- 0.2 MILES,
26N13	NO R/W,
26N22	NEED LENGTH CHECKED, MAP WHEELS OUT TO 2.8 MILES,
26N74	AND GULLIES;
26N74	H2O97-COON HOLLOW CROSSING UNDER WATER, ASSUME PLUGGED PIPES.
27N28	
27N29C	NOT ON GIS, NEED LOCATION, 1998 - CONSTRUCTED TIE TO UC ROAD,
27N33B	PLANNED EARTH BARRICADE (KV1997)
	DRIVABLE THRU 27N34YA, PULLED CULVERT AT DRAINAGE FROM LOST LAKE
27N34Y	HAS BEEN DECOMD-SENT NOTE TO RICK GEORGE ASKING HIM TO CALL,
27N36	PLAN WAS - ALL RDS IN THE COLBY MTN AREA WERE TO BE CLOSED EXCEPT MAIN, (TOO MANY BEING TORN UP SOIL/HYDRO)
27N37D	ADDED WITH MUDHOLE - EXISTED PREVIOUSLY,
27N38A	GIS-NEED GPS, EARTH BARRICADE,
27N43	(FH.) 118, PL. 308, WATER SOURCE AT SHANGHAI CREEK,
27N43	26,04,14 CHERRY HILL BRIDGE SERIOUSLY DAMAGED, SEASONAL GATE JUST EAST OF JONESVILLE SNOWMOBILE AREA,
27N43	(FH) 118, BU.91422,
27N43	(FH.) 118, BU. 91422, CBDT,
27N43	(FH.) 118, BU. 91422,
27N43K	NEED GPS,
27N51	GIS-NEED AREA GPS, 0.3 ON NORTH END WAS 27N17B,
27N58	PLANNED EB 99,
27N81	PLANNED EARTH BARRICADE,
28N81	

**Appendix B
All Roads - Information**

ROAD ID	VALUE
28N84	WAS NEVER ADDED TO - SHOULD RETURN TO A SPUR NUMBER OFF 29N85,
28N86B	PLANNED CLOSE W/ BUTT CREEK MA
28N97	CS, 0.1 MILE AT TAIL IS IN FS,
29N02YD	REMOVE NUMBER POST SALE 1999, PLANNED EARTH BARRICADE, WILL BE UC ROAD,
29N05A	SEASONAL GATE
29N07Y	CS, MORE EXISTS THAN IS TIS - ARC LOCATED TO GPS
29N08D	PIT CINDER PAD
29N18D1	TIME CLOSED, RECLOSED BY 29N18D,
32N44E	PRIMITIVE,
29N34	CINDERS
29N48A	THE GIS LOCATION IS SHORT VS MAPS-NEED CONFIRMATION OF LENGTH
29N53B	CLOSED BY 29N53,
29N58A	LIN D CANT FIND ON GROUND. H2O97-40-50 SLIDE TOOK OUT 1/2.
32N52B1	RIPPED AND EB WEST END / GROUND-POUNDERS 2001,
29N66	GOODRICH CREEK. SHORT-TERM ANSWER-IMPROVE CULVERTS & DRAINAGE. LONG-TERM ANSWER-RELOCATE AWAY FROM DRAINAGE. NEED ID TEAM PROCESS. CLOSED BY GATE ON 29N08Y ELRD/WILDLIFE
30N16C	TO BE CLOSED POST-SALE W/ KV, CONST W/ HAZEN FLAT,
30N29B1	BY GATES ON 30N29 AND BY 30N29B, ELRD/WILDLIFE
30N45	SAYS IT DOES,
30N58Y	BASE IN, PAVED 1993
31N55C	NEED LENGTH CONFIRMED
32N10R	GUARDRAIL BARRICADE W/ CONE BUTTE, ELRD/WILDLIFE
32N16Y	CHECK TO MAP,
32N31	CBDT, STRUCTURAL SURFACING TO ROCK SOURCE
32N31	STRUCTURAL SURFACING TO ROCK SOURCE
32N31	NEED SURFACE TYPE CHECKED.
32N51B	NEED GPS, GIS WRONG, CLOSED BY GUARDRAIL ON 32N51 ELRD/WILDLIFE,
32N60F	
32N67	THERE USED TO BE AN 32N67A IN SEC 27 NEAR MP 1.1 GOING SOUTH
32N91YC	NEED GPS, NEED TO KNOW CLOSURE TYPE,
33N27Y	PORTION IN SOUTH OF SEC 6 WAS REMOVED WITH THE 1994 MAP UPDATE
33N30Y	THIS SHOULD BE A 33N08 SPUR
33N68YA	CONFIRM LENGTH - WHEELS TO 0.2
33N87YA1	PIT, NOT MUCH MORE THAN A WIDE SPOT IN THE ROAD
32N70	GUARDRAIL BARRICADE PLACED SUMMER 1999-WILDLIFE CLOSURE, THINNING CONTRACT-RAIL UP +-2001, BARB DITMAN CHECKING ACTUAL LOCATION,
34N20	LAND EXCHANGED TO FS, FIX TO MAP (21-Blacks)
34N29D1	EXISTED BEFORE 1992,

Appendix B
All Roads - Information

ROAD ID	VALUE
34N35	CINDERS,
35N34D	KV CLOSE 1996 WILDLIFE
35N38A	BLACKS RIDGE - PROP. DECOM.
35N52A	UE, NEED GPS-DOQS DONT HELP,
	CINDERS, AT INTERSECTIONS WITH 35N12 AND 35N69 TOO TIGHT FOR CHIP
35N60	WAS PART OF 35N12 AND E END WAS PART 35N61
35N66Y	BLACKS RIDGE - PROP. DECOM; IF OCCURS-INCLUDE 35N66YC
35N68A	EXISTING - TISD W/ BEAR, PRIMITIVE,
33N10C	WAS HARVEY VALLEY STATION- USED TO HOUSE FIRE CREWS SUMMERS
37N11E	EARTH BARRICADE PLACED 8/98,
26N15	DOQS,
26N29A	GIS WRONG,
26N71	MAP VS GIS,
27N06	CBDT, CRUSHED ROCK-LOCO 1994, I NEED LENGTH CHECKED.
27N06	26,04,12 WASHED OUT AT WILLOW CRK
28N30	OILED OR OLD BIT FOR THE FIRST +/-0.8 MILE, AFTER THAT ITS CRUSHED ROCK, IF THE FS IS GOING TO USE THIS AS A HAUL ROUTE, WE SHOULD HAVE R/W.
30N07	CP - LA. 101, 2.7 MILES USED W/ HOG 1988,
30N07	(23-Swain)
31N41A	NEED AREA GPS
33N20	CATTLE GUARD 2.0 MI FROM HWY 44, IMPROVED-CINDERS,
32N96Y	60 END LANDING,
36N16A	<S-T>
36N33B	CINDERS, COTTENGIM SUP, 20 WIDE, EXP.12/31/2005
	H2O97-25,05,13 GULLIED,4WD ONLY;25,04,23 PASSABLE BUT 1/2 WASHED OUT.WEST END WAS 25N08A, EAST END WAS 25N02A - TIED WITH BROWN RAVINE,
25N07	
25N12B	NO R/W ACCESS,
25N14	NO R/W,
25N14	POSS WATER RESOURCE.
25N14	NO R/W,
25N14	NO R/W, AFTER THE BACCALA CABIN ITS A TRAIL, AT THE SOUTH OF SECTION 32, IT REACHES FS AGAIN,
25N17	H2O97-25,04,27&34 PARTIALLY WASHED AT FISH CRK;25,04,34&35 NEAR JUNCTION W/ 25N22 SMALL SLUMP;25,04,25 LAST CHANCE CRK WASHING.
25N17	UE, THIS IS A VERY SHORT SEGMENT THAT JUST BARELY ENTERS PVT LAND,
25N17	UE, THIS IS ANOTHER VERY SHORT PIECE THAT JUST ENTERS PVT,
25N17	UE, THIS IS A VERY SHORT PIECE WHERE THE RD BARELY ENTERS PVT,
25N17	FRTA, US TO THEM,
25N17	UE,
25N36	CLOSED BY 26N74, BEGINNING OVERGROWN

Appendix B
All Roads - Information

ROAD ID	VALUE
26N02	PEA GRAVEL FROM CO RD TO 26N04, FROM 26N04 TO 26N31 ITS CINDERED,
26N04YBUC	NOT ON GIS-EXTENDS 26N04YB, CLOSED BY 26N04Y,
26N06A	GIS-NEED GPS, WAS 26N06C, CLOSED BY GUARDRAIL ON 26N06 (KV)
26N06C	GIS - NEED AREA GPS, WAS 26N06A, CLOSED BY BARRICADES ON 26N06,
26N06D	GIS - NEED AREA GPS, PLANNED EARTH BARRICADE (KV97),
26N11	WASH OUTS AND GULLIES.
26N31C	CREATE EFFECTIVE CLOSURE,
27N08C	NEED TO KNOW IF THIS ROAD CROSSES FS AND REENTERS PO
27N22	CS,
27N22	THIS BUILT,
27N29A	CLOSED BY GUARD RAIL ON 27N29 POST LOST LAKE,
27N34A	NEED TO VERIFY WHAT KIND OF CLOSURE,
27N35	MIGHT BE STATE MAINTENANCE, I NEED THE SURFACE TYPE CONFIRMED,
27N43L	NOT ON GIS, CLOSED ON NE END,
27N52B	NEED GPS-LOCATION FROM BEST GUESS DPQ, PLANNED GATE(PC1999) NEAR BEGINNING,
27N55A	NOT ON GIS, BUILT W/ CARTER 1987, CONFIRM IF EXISTING,
28N21E	NEED R/W TO ACCESS
35N39A	EXISTING - TISD W/ BEAR, PRIMITIVE,
35N09B	LOCATION TWEAKED TO DOQ,
24N04	STIRLING CITY-MAP 24N10, IS BU. 76503, IN PLUMAS ADMIN AREA,
25N36A	CLOSED BY 26N74,
25N10	UE,
25N16	LENGTH 1.4 TO 1.6 W/ RANDOM SAMPLE
39N06	<S-T>
28N17UC	ALL PRIVATE-NO R/W, NOT IN BUTT CREEK LMP,
36N20A	<S-T>
26N35C	NOT ON GIS - HAVE GPS, REPLACE EB AND RIP POST CASTLE ROX,
24N12B	EXISTING/ADDED W/ C ROX,
24N12B	NEED R/W TO ACCESS FS.
25N17	JUNCTION W/ 25N22 SMALL SLUMP;25,04,25 LAST CHANCE CRK WASHING.
35N34	KV CLOSE 2 PLACES SEC 19 REMOVABLE BARRIER 1996 FIX TIS THEN
30UC_HOR1	BLACKS RIDGE - PROP. REROUTE, LOCATION TWEAKED TO DOQ, S END ACTUALLY AN INVERTED Y INTERSECTION
35N29	KV CLOSE NEAR EAST END 1996
35N31	INTER W/ 35N05 AT 34,10,05 GONE - CONSIDER REROUTE TO 35,10,33
35N10B	NEED TO KNOW CLOSURE TYPE AND WHAT PROJECT,
33N22G	TEMP RD USE PERMIT
35N27	CLOSE ALL WITH KV 1996 WILDLIFE
35N09D	UE,
35N75	BLACKS RIDGE - PROP. DECOM., PRIMITIVE,
36N01B	160 ACRES IN SE SEC 33 WAS ACQUIRED BY LAND EXCHANGE,
35N75A	BLACKS RIDGE - PROP. RECONST., PRIMITIVE,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
35N46	BLACKS RIDGE - PROP. DECOM, PRIMITIVE
35N46	PRIMITIVE
35N46	BLACKS RIDGE - PROP. DECOM, PRIMITIVE
35N46	PRIMITIVE
35N46A	BLACKS RIDGE - PROP. DECOM, PRIMITIVE,
35N65B	BLACKS RIDGE - PROP. DECOM, GUARDRAIL, PRIMITIVE,
35N66	OLD CINDERS, OCCASIONAL SPOTS NOW, WATERBARS AND DIPS FOR DRAINAGE,
36N02B	CLOSE W/ REMOVABLE BARRIER KV 1996 WILDLIFE
28UC_PR4	BLACKS RIDGE - PROP. REMOVE
29UC_PR4	THIS IS THE ACTUAL LOCATION OF 35N10G - ALL DATA WOULD APPLY
36N14F	<S-T> GIS SHOWS TOUCHES INTO PVT, MAY NEED R/W TO USE,
35N10H	NEED GPS, LOCATION WRONG BUT DOQS TOO VAGUE,
36N02A	RANGE GATE
36N03D1	<ST> PO TO FS RENTAL AGREE. EXP 6/16/1994 FOR LONG VALLEY SSTS
34N71	NEED PERM. R/W
35N05A	L O BUILDING WAS MOVED TO EAGLE LAKE AS VIS,
27UC_PR7	WHEEL TRACKS
27UC_PR7	WHEEL TRACKS, BLACKS RIDGE - PROP. DECOM.
LA 407	(CBDT)
26N06B	GIS - NEED GPS, CLOSED BY BARRICADES ON 26N06,
27N16F	PLANNED EARTH BARRICADE (KV1997),
27N21	CS,
27N88	GUARDRAIL AT BEGINNING,
35N33	CINDERS,
29N44YA	NEED AREA GPS, TWEAKED TO MAP
35N68	ALL PRIMITIVE,
35N70A	CINDERS, CONTINUES BEYOND TIS ENDING LANDING POSSIBLE TO DRIVE THROUGH 160 ACRES OF FS AQUIRED TO TIE TO 34N83.
35N38A	LOCATION TWEAKED TO DOQ
31UC_HOR1	BLACKS RIDGE - OTHER
32UC_PR7	BLACKS RIDGE - PROP. DECOM.
30N57Y	LE, SUMMER 1993, POWERLINE EASEMENT, LMP AREA IS NEAREST
30N77	(23-Swain)
30N09L	PAST JENNIE SPRINGS BUILT 1991 W/ JENNIE,
30N07D	(23-Swain)
29N16YA	THE ML TO 1,
31N29A	WAS 32N22YA, SURVEYED 1986-LENGTH 17+40,
27N92A	CLOSED BY EARTH BARRICADE ON 27N92,
35N41B	LENGTH 0.7-0.3 IN TIS
32N45	WAS 32N42Y
34N58	ADD FROM 34N08-33N78 POST RESERVED R/W
34N82	CINDERS, 0.4 MILE FROM CO 111 IS R/R ACCESS CAT TRACK,
33N06B	WAS 34N02A,
28N29	HERE SHOULD BE 4.7 MILES,

Appendix B
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ROAD ID	VALUE
28N29	CS, CBDT,
28N29	AFTER CO LINE-BU 76322 IS THE REST OF THE RD INTO COHASSETT,
28N26	ON SOUTH END,
7UC_AC12	DECOM, THIS USED TO BE THE BEGINNING LOCATION FOR 28N14A - MOVED.
TR. 5E11.1	/ GREG NAPPER,
TR. 5E11.2	BEING USED BY PUBLIC,
TR. 1	NORTH 1/2 WAS PART OF 28N36 UNTIL SPRING 97 WASHED SOLDIER CREEK CROSSING, BYPASS ROUTE, DECOM ROAD TO TRAIL W/ 10% FUNDS SUMMER 1999, SPLIT RAIL FENCE AT N END,
35N64	GUARDRAIL, EXISTING - TISD W/ BEAR, PRIMITIVE,,
28N48	AFTER ACCESS TO FS IN NE 28,02,34 I DON T SEE A NEED TO HAVE THE REMAINDER OF THIS AS SYSTEM, NO R/W.
28N48A	ON FS, BUT THE ACCESS TO IT IS ON PVT WITHOUT R/W,
27N87	HAD IT ON NORTH SIDE,
26N23C	GIS - HAVE GPS,
26N15	IN AND OUT PT TO FS, NO R/W.
26N17A	NOT ON GIS,
27N43	GIS WRONG IN FANANI AREA, (FH.) 118, PL. 308, CP, CRUSHED ROCK 89-FANANI.
27N43H	ORIGINALLY WAS 27N43B, BUILT W/ RUFFA 1982,
26N02	PEA GRAVEL FROM 91513 - 26N04, CINDERS FROM 26N04 - 26N31,
35N08L	WAS 35N08F, CLOSED W/ GUARDRAIL BY ELRD/WILDLIFE AT BEGINNING AND ALSO AT PVT LAND BDRY,
35N10C	NEED TO KNOW CLOSURE TYPE AND PROJECT,
26N23	GIS - MOST WAS GPSD - WAS BLOCKED BY DOWN TREES,
26N35E	EARTH BARRICADE,
27N11A1	PLANNED EARTH BARRICADE (KV1997) W/ MUDHOLE
26N27	CBDT, H2O97-JONES CRK PIPE PLUGGED, WASHED, NOT PASSABLE;WASHED OUT AT WILLOW CRK,DAMAGE;SCOTTS JOHN TIE
40N50	<MODOC>
27N04E	PLANNED EARTH BARRICADE FROM GENERAL FANANI AREA DISCUSSION, MAY PART OF THE ORIGINAL, MAYBE FANANI/SHANGHAI,
25N15	H2O97-25,05,12 WASHOUTS AT INTER W/ 25N05, BUILT WITH CUDDLEBACK,
31N45B	GUARD RAIL INSTALLED 93, EXTENDED FROM 0.3 TO 0.7 WITH MINERAL MA,
28N71	FS DOESNT HAVE R/W, SHOULD NEVER NEED, THE HAUL ROUTE IS OUT TO 28N29,
35N56	FIX, LEX TO FS, PART IN WHATS NOW FS IS JEEP TRAIL,
26N05B	SYSTEM DURING ONE OF THOSE TIMES WHEN DIRECTION WAS ANYTHING YOU MIGHT NEED ,

Appendix B
All Roads - Information

ROAD ID	VALUE
36N14E	<S-T>, THERE IS MORE EXISTING THAN IS IN TIS, I DONT KNOW THE CONDITION AND WAS USED ONLY TO THAT POINT,
26N27A	SCOTTS JOHN COMPARTMENT, SUSAN CHAPPELL SAYS THE BACK 1/2 IS SEVERELY GULLIED FROM H2O97, SCOTTS TS WILL USE 1ST 1/2, THERE IS ALSO A TEMP SPUR A1 THAT DROPS FROM THE 1/2 TO THE SOUTH,
29N54Y	I DONT SHOW THAT FS HAS R/W, NEED TO CHECK,
29N07	I HAVE A NOTE THAT SURFACING WAS ADDED WITH FLAT HELICOPTER SSTS WHEN IT WAS RECONSTRUCTED, WHERE, HOW MUCH, WHAT KIND,
27N04B1	PLANNED EARTH BARRICADE (KV1997)
27N27	NO R/W, TISD SINCE 1977,
36N17	RANCH - CHANGED TO SH CO NAME,
36N17	<S-T>
36N01F	WAS 35N17, USED TO TIE, PART DECOMD
34N87A	NEED TO KNOW CLOSURE TYPE AND PROJECT,
34N90	0.4 RELOCATED W/ MR.W, REST SHOWN ON CFFS LONG TIME DECOMD,
34N79	GUARDRAIL BARRICADE AT BEGIN & END OF SEGMENT, WAS 35N05C, BEAR CONST REOPENED, PRIMITIVE,
34N70UC	BARD AND TANK TRAPPED; OVERGROWING
32N33A	LN-HAUL 100PT, ACCESS CONTROLLED BY 32N18 PG&E
32N26A	IF WE DONT HAVE R/W... WHY HAVE THIS AS SYSTEM,
30N30A	EXISTING - TISD W/ JENNIE,
30N33B	(23-Swain)
29N95B	EX - TISD 6/1/1998, RECONST W/ WDUSTY,
29N19H	MAVERICK NEVER SOLD
29N16Y	EXISTED BEFORE JENNIE, WAS PLANNED FOR USE WITH JENNIE, WAS TREES AND IS JUST FINDABLE, I CHANGED THE ML TO 1,
40N19	<S-T>, DIST SAYS CLOSED THRU RESEARCH NATURAL AREA.
28N18	WHICH GOT MUNCHEDED BY RDLESS AREA, SHOULD BE REMOVED FROM SYSTEM,
27N11M	NOT ON GIS, THIS IS ABOUT 50-100 FEET LONG AND ACCESSES A WATER SOURCE,
27N12	MICHAELS DRAGON, H2O97-27,04,28 MAJOR WASHOUT AT RATTLESNAKE CRK AND POSSIBLY CALF CRK
26N81	EARTH BARRICADE ON EITHER END, WESTERN 0.4 MILE IS OVERGROWN
26N78A	HAVE GPS-TWEAKED TO DOQ, PLANNED RIP, WILL BE CLOSED BY 26N78 CLOSURE W/ CASTLE ROX,
SH 8P002	ALTHOUGH THIS IS THE MORE DIRECT HAUL ROUTE TO BURNEY, IT CANT BE USED. THE CURVES AT PIT RIVER ON LAKE BRITTON ARE TOO TIGHT.
26N16	H2O97-26,07,05 48 -C AT HUMBUG CRK PLUGGED.
40N32YA	<S-T>
40N04F	EXISTING - TISD W/ MAYFIELD,
40N01C	<S-T>

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All Roads - Information

ROAD ID	VALUE
40N02	TISD W/ MAYFIELD,
40N04A	<S-T>
35N52B	LOC APPROX DOQ BEST-GUESS, EXISTING - TISD W/ BEAR, PRIMITIVE,
30N46A	EXISTING - TISD W/ HOG 1988, RECONST TO 299 SPEC,
30N42	CINDERS,
29N60	H2O97-29,04,24 30 HOLE-SAFETY, POSSIBLE 2ND SITE AT 29,04,29, 4/1999 KEN SAYS WE NEED TO LOOK AT MAKING THIS A OPE_ML 3,
29N55	CINDERS, H2O97-(10 RD END)29,07,11 100 WASHED AT BAILEY CREEK, OVERFLOW PIPES ARE WASHED, SNOWMOBILE ACCESS.
29N16J	PLANNED GUARD RAIL BARRICADE
29N10A	UE, RD RESERVATION FROM BLM FIRST +/-200, BUILT 1992,
29N05YC	CLOSED BY 29N05Y
29N06	CDF LO,
29N03Y	CLOSED BY NON-DRIVABLE WATERBARS,
29N03Y	GIS WRONG-NEED GPS, PVT ACCESS CLOSED
29N03Y	I DONT THINK THIS IS NEEDED ROUTE,
28N85A1	GIS LOCATION FREEHANDED - HAVE GPS, CONSTRUCTED 1997 W/ ED RESALE,
36N09B	<S-T>, NEED THIS GROUND VERIFIED - WHATS REALLY THERE,
35N08	LUMBER CO
35N08H	EXISTING - TISD W/ BEAR, PRIMITIVE,
35N34A	LENGTH ON CFFS = 0.45, NEED LENGTH CONFIRMED,
34N37	PORTION ON PO DOESNT SEEM TO BE NECESSARY TO FS SYSTEM,
31N30C	LOCATION CANT BE SEEN ON DOQ-NEED GPS,
31N45C	LN-HAUL. GUARD RAIL INSTALLED AT FS BOUNDARY 1993.
34N49H	WAS EXISTING BEFOR 1992,
15UC_D30	UNC-TISD FOR DEER, MILL, ANTELOPE ANALYSIS,
23UC_PR2A	DECOM 1999 / C.ROWE, RIPPED, LOCATION BEST GUESS FREEHAND,
28N05UC	DECOMD 1998, W/ PEAR LAKE WILDLIFE,
28N08A	NEED TO KNOW WHAT KIND OF CLOSURE DEVICE,
19UC_M12	PLANNED DECOM W/ MILL CREEK ROAD RESTORATION 2000, ON CFFS
19UC_M12	BEST GUESS-FREEHAND
35N52A	GIS VS MAP, LENGTH WHEELS TO .5 MILE TOTAL
TR. 4	PO PLACED LOCKED GATE AT PVT BDRY ABOUT 1990, NO ONE ELSE ALLOWED THROUGH-IM TOLD THERE HAVE BEEN ENCOUNTERS WITH ARMED GUARDS,
TR. 4	LN-MAINT. AGREEMENT, DEED 400, WITHIN ISHI, DEED MAP VS SE QUADS-FOLLOWS SOUTH SIDE OF SULPHUR CREEK,
28N04A	NO R/W, LONG STORY SHORT-TISD W/ MAVERICK-NEVER SOLD-REMOVED-READDED W/ DEER,MILL,ANTELOPE ROAD ANALYSIS,
31N17B	RED EM MAP SHOWED AGG SURF FOR 2.2 MILES, I DONT BELIEVE IT-DONT BELIEVE NATIVE EITHER, IS THE REST EXISTING,
37N60YA	SUP CLOSED BY GATE SUMMER 1999
TR. 3E01	OHV TO ISHI
TR. 3E01	IN ISHI WILDERNESS - PACK TRAIL, PART OF LASSEN TRAIL
TR. 3E01	ALL PVT, OHV, PART OF LASSEN TRAIL,

Appendix B
All Roads - Information

ROAD ID	VALUE
TR. 3E01	LN - FOREST PROTECTION ONLY, DEED 3, ALL PVT, OHV, PART OF LASSEN TRAIL,
TR. 3E01	ALL PVT, OHV, PART OF LASSEN TRAIL
32N27C	LENGTH 28+96, ENDS ABOUT 100' PAST PROP BDRY, 60' END LANDING,
33N77	(21-Blacks), NEED LENGTH CONFIRMED-WHEELS TO 1.7
30N07K	EXISTING - TISD WITH HARLEY SSTS,
36N19	<S-T>
37N11A	GIS - 37N11A/37N11B TANGLED,
9UC_YE10	NOT ON CFFS, LOCATION FREEHANDED, DECOM UC ROAD AND STREAM RESTORATION SUMMER 1999 W/ WATERSHED SUPPLEMENTAL FUNDS,
29N85	H2O97 - FREDONYER SNOWMOBILE AREA \$5,000 DAMAGE
CA 36	PORTION CO-LOCATED W/ CA 89
TE 202	MILEAGE 10.7 IS IN CO TIS, PART IS TANGLED IN 28N29,
281028UC1	LE'D AWAY,
34N48A	THE REMAINDER OF THIS ROAD IS TO BE DECOMD +- 2003 ,
37N05HUC	LEAP/LEGUME PROJECT AREA, NO INFO, NO NOTATION ON GPS FILES,
29N84	RIPPED AND SEEDED ELRD/WILDLIFE, SEE 29N03C,
40N03	<MODOC>
27N65C	THE AGG ON 27N65 IS CINDERS,
29N72YA	BUILT 1991 W/ JENNIE,
36N34A	NOT ON GIS, COTTENGIM SUP, 20 WIDE, EXP.12/31/2005, CONST +-1998
30N46	EXISTING - TISD W/ HOG 1988, RECONST TO 299 SPEC,
35N52	NO R/W BEYOND 35N52A
28N70	H2O97-28,03,8&9 BADLY GULLIED.
27N12Y	SEGMENTS FOR NEXT TIME WHEN IT IS CLOSED AGAIN,
40N50B	UPDATE BECAUSE OF THE EXTREMELY POOR CONDITION, PROPOSED EBS W/ MAYFIELD,
32N15AUC	CINDERS - I DONT THINK THIS WAS CINDERED, WAS ML2,
30N48A	EXISTING - TISD W/ HOG 1988, PART RECONST TO 299 SPEC,
27N02	CROSSING BRIDGE
29N71Y	GUARD RAIL AT 50,GROUND LENGTH 2.1 MI.
35N10	(DR.) 22 ROAD, CINDERS STRUCTURAL, CBDT
35N10	CONFIRM
27N03	H2O97-27,04,13 WASHED BUT DRIVABLE.
26N76	UE, EAST 1/2, SW 1/4 EXCHANGED TO PVT, UE RESERVE IN THE 80 ACRES,
26N76	LN-HAUL
26N76	LN,
26N76	LN, HAVE A NOTE OF A PLANNED BARRIER WITH LOCO,
26N76	PLANNED CLOSURE NEAR 26N76A LOOKOUT THIN (POSS GR),
26N76	WAS BARRICADE PLACED,

Appendix B
All Roads - Information

ROAD ID	VALUE
35N39	CINDERS, EXISTING - TISD W/ BEAR, PRIMITIVE,
35N69	CINDERS, DIPS FOR DRAINAGE,
32N09SUC	TOLD THIS IS EXISTING/UNDRIVABLE,
26N31G	NOT ON GIS, WAS DROPPED FROM CASTLE ROX AND PLANNED TO BE DECOMD THEN RUSS CALLED, THIS ROAD IS NEEDED WITH CROX. NOW RIP AND SEED POST PROJECT +- 2002
27N37	ROCKED UNDER ALRD RUP 2001
26N59A	GR AT +- 0.2 NEAR CO LINE W/ LOCO, PREVIOUSLY EXISTING - ADDED WITH LOCO EARLY 1980S,
31N38	PART BUILT 1977, WAS 31N29A UNDER BOGARD BUTTE, WAS 32N55B UNTIL CONNECTED W/ 31N38 W/ 1994 MAP UPDATE,
29N25A	EU-DEED 65, COLLINS 1570,
28N29B	GIS WRONG, H2O97-WASHED OUT, NOT PASSABLE,
26N69	WAS TO BE CS R/W, COLD STEEL NEVER SOLD.
29N18G	PLANNED GUARD RAIL BARRICATE 1999,
29N03	H2097-WASHED AT WILLARD CREEK AND AT ROXIE PECONUM CAMP, CHECK LENGTH-DOESNT MATCH RD LOG,
26N49A	ACCESS FS AFTER FS GETS R/W,
33N12YUC	NEAR CTR S18, RIPPED & RECONTOURED
29N12A	I DONT SHOW ANY R/W, IF NOT THIS IS PO JURIS/MAINT.,
29N52	NEED R/W TO ACCESS, PROBABLY TISD FOR MAVERICK,
29N63	(FH.) 169 H2O97 - DITCH WASHES ALL ALONG
31N56B	WAS THIS BUILT,
25N05	PAVED
26N31	NATIVE, 26N02 TO TRAILHEAD
35N08E	EXISTING - TISD W/ BEAR, PRIMITIVE,
29N16	CINDERS, WARNER, DOMINGO-KELLY, TECHNICALLY - THIS ROAD SHOULD BE GEOMET 3C, 105 - HOWEVER, ITS ALMOST AS IF THIS USED TO BE A ML3, LATER IT WILL PROBABLY DOWN-GRADE,
29N04	GIS WRONG, AT +- 50 METAL PIPE GATE, H2O97-28,03,01 +-35 OF SUB 2, 28,03,12 WASHED BY ROCKY GULCH-NOT PASSABLE, 28,03,13 PLUGGED CULVERT, 28,03,12 WASHOUT IN S 1/2,
29N04	GIS MISSING ARCS AT 28,03,32 ON Q72, WHEN GIS IS FIXED ALSO FIX GIS ROUTE, NO R/W,
29N16H1	GUARDRAIL BARRICADE, STEEP IN SPOTS, PROBABLY TOO STEEP FOR CHIP TRUCKS,
27N11T	CLOSE WITH GUARDRAIL BARRICADE(PC\$)
40N04K	<S-T>, NOT ON GIS, NOT VISIBLE ON DOQ
33N21	(FH.) 167, CO-OP - FROM NW 1/4 31,10,14-NW 1/4 33,11,28 (BIT ENDED ON N END), WAS CIN-MID/LATE 70S FAS REALIGNED & PAVED,
33N21	(FH.) 167, WGT LMT BETWEEN LK FOREST AND MERRILL FLAT RD OFF SINCE 1991,
33N59Y	0.1-0.2 ON EITHER END OPEN - REST OVERGROWING 'HIGHLY VEGETATED'

**Appendix B
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ROAD ID	VALUE
32N09QUC	THIS IS EXISTING/UNDRIVABLE,
29N72	WAS 29N09C
29N10	CP - LA. 204 CO-OP, CRUSHED ROCK,
27N13	STRUCTURAL SURFACING, USED TO BE 28N29L,
26N35A	GIS WRONG - HAVE GPS,
33N20A	OLDER CINDERS
26N13A	ACCESSES NUMBERED TRAILS, FS DOESNT HAVE R/W,
32N94YBUC	WAS PLANNED WITH DUCK SALVAGE WHICH DIDNT PASS PLANNING, IM TOLD THIS IS EXISTING/UNDRIVABLE,
29N23YA	PLANNED W/ PEGLEG SALE, NEVER BUILT,
27N06	FROM BEGINNING INTER OF 27N28 TO CENTER NORTH OF SECTION 33 WAS CALFBIT TIE CONSTRUCTED WITH CALFBIT,
35N65A	GUARDRAIL, EXISTING - TISD W/ BEAR, PRIMITIVE,
34N18YA	ON THE MAPS, WASNT IN TIS, ADDED, CHECK R/W, DOES FS HAVE,
32N09RUC	THIS IS EXISTING/UNDRIVABLE,
30N48A1	A WITH A1,
30N47	EXISTING - TISD W/ HOG 1988, PART RECONST TO 299 SPEC,
29N03C	29N84 IS RIPPED AND SEEDED AND HAS GUARDRAIL ELRD/WILDLIFE,
32N26BUC	NOT ON GIS, WAS PLANNED TO BE USED AS A TEMP., IM TOLD THIS IS EXISTING/UNDRIVABLE, WAS TRAIL BEGIN 0.1 SW OF 32N61-DIR SE,
27N34Y	CLOSED BY PULLED CULVERT AT DRAINAGE FROM LOST LAKE,
26N34	W/ LOCO - GR,
26N74	RIVER (THE INFAMOUS COON HOLLOW CROSSING) PULLED,
26N06	26N06D
25N21	UE, I NEED THIS R/W DOUBLE CHECKED, ITS NOT MARKED ON THE ATLAS,
38N10	
39N01	<S-T>
37N02	37,02,35 PLUGGED -C & WASHED OVER AT ROCK CRK-DISPERSED REC AREA WASHED OUT. SAFETY-MISSING SHOULDER,20 DROP.
37N02	PROBABLY HAS A SLIDE UPSTREAM NEEDS CHECKED, BETWEEN ROCK CRK AND PEAVINE RDS THERE ARE A NUMBER OF SLIDES,PASSABLE
36N42	NATIVE SURFACED, I NEED CONF
36N15	CINDERS, <S-T> R/W SHOWS LOCATED ON PO, RECHECK 1ST 50 FOR R/W.
35N08D	EXISTING - TISD W/ BEAR, PRIMITIVE,
32N09J	EXISTED BEFORE 1993,

**Appendix B
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ROAD ID	VALUE
35N09	BLACKS RIDGE - PROP. DECOM
34N99	GRASS.
33N07	IF 33N12 IS DECOMD, THIS WILL GO TO GEOMET 4, 515,
33N01DUC	CANT GET THERE FROM HERE, VEG DECOM.
32N16S	32N16A. ASK KEN,
310334UC01	NEEDS GPS, NOT COMPLETELY VISIBLE ON DOQ'S
30N30	EXISTING - TISD W/ JENNIE,
30N32B	(23-Swain)
29N32	BRIDGE SWNW S27 REMOVED 93, EITHER END ACCESS, BARRIERS AT CK,
29N32	OR LESS ON MAP
30N15	GOING FOR UE R/W, LOIS SAYS GOT TEMP
30N09J	EXISTING - TISD W/ JENNIE,
30N05	
29N19	TATMAN WANTED SOUTH ACCESS TO BE ML 3
29N19	CHECK WITH JOEL KRAUSE AND SEE IF HE WANTS THIS PURSUED,
28N25	CS, LAND EXCHANGES MAKES REST PO
37N11B	MORE EXISTS THAN IS ROUTED, NEED AREA GPS
37N40Y	<S-T>
26N28	TWO EXISTING PIECES TOGETHER, (CURVE TO CURVE),
26N28	W/ LOCO - GR, WAS 27N07A - TIED TO 27N36A W/ LOOKOUT THIN,
	GIS-DOESNT CONNECT WITH 27N43, /HENRY-SOUTH END WASHED, NO
26N14	DIDNT MEET SAFETY, CHANGE TO GR AT CO RD,
32N07	CINDERS,
29N81	EARTH BARRIER,
2UC_BC3	1997 WASHOUT OF SOLDIER CREEK CAUSED BYPASS, DECOM W/ 10% FUNDS SUMMER 1999 / G.NAPPER,
31N88	NEED GPS
31N08	NOT BE A THROUGH ROUTE, UNTIL A CROSSING PASSABLE BY FISH CAN BE INSTALLED, ELRD/WILDLIFE,
31N08J	NOT ON GIS, PLANNED, WAS THIS BUILT
31N17D	GIS LOOKS WRONG-FIGHTS CONTOURS, NOT VISIBLE ON DOQ, NEED GPS
31N08K	NOT ON GIS, PLANNED, WAS THIS BUILT,
31N08M	ADDED FOR RD USE PERMIT.
31N17L	NOT ON GIS,
27N06J	RECONSTRUCTION 1996, CLOSED W/ LOOKOUT THIN (GR) NEAR BEGINNING,
26N49	CBDT,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
27N12	IMPASSABLE.
27N12B	CLOSED BY 27N12,
28N06	H2O97-28,04,05,HOLE-IN-GROUND CPGRD 60PLGD,MULTIPLE PIPES PLGD,28,04,08 NW 1/4 WASHED.
27N11A	H2O97-24&36 -C PLUGGED AT WATER & MIDDLE HOLLOW CKS, RD WASHING.
33N13	AGG IS CINDER
33N84A	CLOSED BY EB ON 33N84
33N78	CINDERS, OBJ-ML 3 /TATMAN. NEED R/W. FOLLOW UP WITH JOEL KRAUSE, DOES HE WANT THIS TO HAPPEN,
34N29	CINDERS,
34N48	H2O97-SOME BLOWDOWN LAKE AREA,
35N10E	NEED TO KNOW CLOSURE TYPE,
35N12	CINDERS,
35N57	PRIMITIVE,
35N49	CINDERS, PRIMITIVE, CINDER PIT AT NORTH, NO DRAINAGE STRUCTURES,
39N15Y	<S-T>, MOST MISSING ON GIS,
36N03	UE, <S-T>
37N05A	<S-T>
36N21	<S-T>, GIS VS MAPS,
27N52C	NOT ON GIS, PART OF OLD HIGHWAY 89, GETTING TEMP R/W,
33N23	CATTLE GUARD W/ BYPASS GATES ON EITHER END
37N30B	<S-T>
39N08	<S-T>
26N07	H2O97-26,04,12 WASHED OUT AT WILLOW CRK,ERODED& COLBY CREEK, PLAN EXTENSION TO CROSS WILLOW CREEK (HOOK SOUTH), PLANNED GR W/ LOCO, LOIS IS WORKING ON GETTING R/W ON THIS PIECE, SEQ SHOW LAST 0.2 WITH A FILL - NOT,
27N18	CFF CODE NEEDS TO CHANGE TO 106
27N83A	CS,
29N18H	CLOSED BY NATURAL HIDING, LANDING AND CRK CROSSING.
28N80	TIS LENGTH 3.5; WHEELS TO 3.0
24N12	NEED R/W TO REACH FS GROUND.
28N97A	NL-FS TO PVT CLASS E (2730)
29N02YE	WILL BE UC ROAD,
29N05	UE,
29N09A	BUILT 1991 W/ JENNIE,
29N33E	GIS WILL CHANGE POST NDUSTY, PLANNED CLOSE W/ NDUSTY - EARTH BARRICADE (PC),
29N75	W/ NDUSTY,
30N33C	(23-Swain)
30N35E	EARTH BARRICADE,
30N84A	POSSIBLE HELICOPTER LANDING,
31N41	NEED AREA GPS

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ROAD ID	VALUE
27N11B	ITS DIFFICULT TO TELL BECAUSE OF THE LAKE LEVELS,
32N09L	EXISTED BEFORE 1990,
32N09N	PC1996 GUARDRAIL 0.1 MI S OF 32N09N1 & 1.0 PAST,
32N12YA	EXISTED BEFORE 1991,
34N34	CINDERS,
32N24	CBDT - CALIFORNIA BACKCOUNTRY DISCOVERY TRAIL
32N52B	RIPPED WITH EB EITHER END / GROUND-POUNDERS 2001
32N56	COYOTE NORTH, COYOTE SOUTH), LOST FIRE 1987 WAS PART OF COMPARTMENT.
32N73YA	NEED TO KNOW CLOSURE TYPE,
33N15	(21-Blacks)
33N16Y	NEED TO KNOW CLOSURE TYPE,
33N33	CP - LA. 105 CO-OP,
33N34D	0.2 MILE TO CINDER PIT IS EXISTING IN TIS, ON-THE-GROUND THIS TIES THRU TO 33N76A, JOE MCMAHON CONFIRMING LENGTH.
33N38	LEX TO FS, FROM THE N - DOWNED TREES 32,10,16 NWNW
33N51	H2O97-BRIDGE DAMAGED BY TREE ON EAST SIDE,SAFETY, CG-\$1,200 DAMAGE
33N90	CINDERS,
35N47	PRIMITIVE
34N20A	(21-Blacks)
34N20Y	PRIMITIVE,
34N22E	WAS 33N80B,
34N77D	WANDERS IN AND OUT OF FS&PVT, NEED R/W TO USE,
35N21B	CLOSED BY 35N21
35N55	PRIMITIVE, HOLDS WATER,
36N15D	<S-T>
37N40YA	<S-T>
37N60Y	<S-T>, S-T DATA SHOWS CONSTRUCTED IN 1929,
39N04	<S-T>
39N20Y	CS, WAS ROSEBURG 40N01F, ROSEBURG RESERVED R/W, <S-T>
40N05	<S-T>
40N05C	<S-T>
40N33YD	EXISTING - PREVIOUSLY UNNUMBERED
40N41	LN-HAUL SURDNA, <MODOC>
40N43A	<S-T>, GIS SOMETHING WRONG,
39N09YA	FRTA, NOT ON GIS,
26N17	UE,
26N29	GIS WRONG,
26N31A	PLANNED GR (PC) W/ CASTLE ROX,
26N58	WHY HAVE THIS AS SYSTEM ROAD,
26N86	CREEK XING BUILT WITH JOHN SCOTT TS
27N01Y	STRADDLES BETWEEN THE LASSEN AND PLUMAS FORESTS,
27N02C	CLOSED BY 27N02,
27N04A	PLANNED EARTH BARRICADE (KV97), NEED TO CHECK R/W AT 27,06,22- SW COR, FIX TO MAP,

Appendix B All Roads - Information

ROAD ID	VALUE
27N06A	H2O97-WASH OUT ON SPUR OFF OF COLBY MTN RD, PLANNED EXTENSION 0.3 MILE W/ LOCO, PLANNED GR W/ LOCO,
27N06G	EARTH BARRICADE, BUILT WITH CALFBIT,
27N16E	EARTH BARRICADE
27N65E	EARTH BARRICADE, PLANNED PIECE DECOMMISSION IN LOST LAKE TSR; ANOTHER 1.2+ MILES EXISTING NSR - PART TO BE INCLUDED IN 27N29C,
27N76	CS,
27N83	CS, GIS LOCATION DIFF FROM LAST MAPS, SE WHEELS TO 4.8 MILES,
27N87B	CLOSED BY EARTH BARRICADE ON 27N87,
28N01	ALL PVT - BARELY TOUCHES FS IN 28,10,21,
28N02C	NORTH IN SECTION 21, WHAT PROJECT WAS THIS, MAYBE MOONLIGHT,
28N16B1	HAVE GPS, CLOSED BY 28N16B,
28N16B1	NOT ON GIS,
40N04N	EXISTING BEFORE 1998,
28N16J	WAS 28N53A
28N57	STRUCTURAL SURFACING
28N61A	FIRST 0.1 IS CS, ON-THE-GROUND LENGTH IS 1.3 MILES.
29N12	UE,
29N12B	CS,
40N43	<S-T>
29N20	IN FS
29N20	NO R/W,
40N50A	<S-T>
29N21YD	CLOSED BY GR ON 29N21Y
29N24C	UE,
29N31Y	JUST MISSES PVT / HG,
29N35	SEASONAL GATE NEAR SPUR A
26N21A	CLOSED BY BARRICADE ON 26N21
29N75C	WILL BE CLOSED W/ NDUSTY (PC)
29N78	PLANNED GUARD RAIL BARRICDE 1999
29N79F	EARTH BARRICADE,
29N89	STRUCTURAL CINDERS,
30N06A	EXISTING BEFORE - ADDED TO TIS 1983,
26N26	CS, CBDT
30N29C	CLOSED BY GATES ON 30N29, ELRD/WILDLIFE
31N17F	EXISTING PRIOR TO HAZEN, .5 USED-.8 EXIST
31N45A	GUARD RAIL INSTALLED 1993,
31N55B	TWEAKED TO DOQ,
31N56E	RENTAL AGREEMENT 31,09,16, EXPIRED 5/31/1994, PO TO FS,
31N62	H2O97 - MERRILL VIS \$3,100 DAMAGE
31N84	CRUSHED ROCK W/ RADIO,
32N08	JUST PAST R/R TRACKS ON RIGHT IS BOGARD WELL-DUG W/ BOGARD BUTTES 1988,
32N18YB	GIS - NEED GPS,
32N20D	
32N24A	NEED TO KNOW CLOSURE TYPE,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
32N29A	CONFIRM THAT THIS IS ALL FS
32N29A	
26N35	HAUL ROUTE, FROM 26N30 NORTH-USED W/ LOST LAKE,
32N40Y	CLOSE W/ GUARDRAIL BY ELRD/WILDLIFE,
26N37A	EARTH BARRICADE,
26N45	WHY HAVE AS SYSTEM,
32N76Y	AT LEAST FROM THE CINDER PIT OUT- THIS ROAD IS PROBABLY CINDERED,
26N49D	COLD STEEL NEVER SOLD. EXISTING, ADDED FOR COLD STEEL,
33N01	EB JUST SOUTH OF 33N01C,
33N02D	WAS WATER SOURCE FOR LOST SPRING
33N03YA	EARTH BARRICADE BY ELRD/WILDLIFE,
33N08B	CLOSED W/ GUARDRAIL BY ELRD/WILDLIFE,
26N65	LOCATION TOTAL GUESS, NEED GPS
33N43	USE-\$750 DAMAGE,
26N68	NOT ON GIS, H2O97 - SOME SITES WASHED \$3,500 DAMAGE,
33N69	(21-Blacks)
33N72	(21-Blacks)
33N74	(21-Blacks)
33N84	CLOSED BY EARTH BARRICADE / GROUND POUNDERS 7/01
33N89Y	CINDERS,
33N93	REALIGNED/RECONST 1967 / JONATHAN F. HOEFER-DR-SUSAN RIVER RD
34N08Y	NEED TO KNOW CLOSURE TYPE,
34N48B	EXISTING MAY CONTINUE PAST WHAT IS MAPPED
34N49J	EXISTED BEFORE 1992,
36N03D	<S-T>
36N08	<S-T>
36N09	<S-T>, FIX TIS, THERE WAS A LAND EXCHANGE,
36N12UC	GIS - NEED AREA GPS, ALL PVT, WAS REMOVED FROM SYSTEM WITH 1994 PRIMARY UPDATE,
36N21A	<S-T>
36N33	<S-T>
37N03J	<S-T>
37N08	FOOT TRAIL. FIX TO MAP.
37N08C	<S-T>
37N57Y	LS-PART NATIVE, FIX TIS. <S-T>
37N86	<S-T>
38N02B	FRTA ACROSS CORNER OF FS
38N09	WAS THIS PART OF DAZE, <S-T>
39N03A	<S-T>
25N20	PLANNED DECOM 2000 +-\$30,000, CATEGORICAL EXCLUSION DONE / GREG NAPPER
26N11A	JOHN CREEK CROSSING WASHED
27N02B	CLOSED BY 27N02
27N16B	PLANNED GATE (KV1997)
27N21A	CS,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
27N55	H2O97-27,05,08 PLUGGED AT UPPER ELAM CROSSING, PLANNED USE WITH ALDER TS - NOT SURE IF ALDER EVER SOLD,
27N60	NO R/W,
27N65B	NOT ON GIS, PLANNED EARTH BARRICADE (KV97),
28N57D	GIS-NEED GPS, TIS LENGTH IS 0.8, MAP SHOWS 0.4,
28N86	CS,
28N88B	NEED R/W TO ACCESS FS,
27N05B	OFF-RD LANDING SPUR,
28N94	FS NEEDS R/W TO USE,
29N09YC1	ADDED TO TIS W/ YONDER SSTS
29N19D	CS,
29N41Y	POST ISAAC OR BY 11/15/1994 PULL CULVERTS AND STOCKPILE BY 0.0
29N62C	USED TO BE 29N37,
32N10	(DR.) 10 ROAD,HECKLE RESHAPED & ADDED 660 YDS CRUSHED ROCK 0.0-0.9, 8.0-10.0 chip seal
32N10	
32N18Y	GIS - NEED GPS, MAY BE SURFACED. / W/ INSPECTOR OF LATOUR LITE,
27N08A	NOT ON GIS,
33N02	CP - LA. 105
33N02	STRUCTURAL SURFACING-CINDERS
33N02	STRUCTURAL SURFACING,
33N02	CONSIDER RESURFACE W/ HARVEY LMA, 1995, FUNDING DEPENDENT,
33N02	AKA LODGEPOLE ROAD, CONSIDER RESURFACE W/ HARVEY
33N25H	NEED TO KNOW CLOSURE TYPE,
27N11C	PLANNED EARTH BARRICADE (KV97) W/ MUDHOLE, H2O97-WATER CRK -C PLUGGED, WASHING.
33N79	EARTH BARRICADE ON N END
34N13J	NOT ON GIS, DOQ'S DON'T HELP, NEED GPS
34N20C	(21-Blacks)
27N11G	NEED GPS, 0.55 MILE ON THE MAPS - GIS VS TIS,
34N75UC	NOT ON GIS - IS IT NEEDED, WAS LOOKOUT, BURNED WITH LOST FIRE 1987, RADIO RELAY NOW, RIPPED AND SEEDED,
35N10K	WAS 35N10D ON RD LOG MAPS, WAS 25N10E WITH 1983 MAPS THERE WERE 2,
37N52Y	<S-T>
BU 76322	TIES 28N29 TO COHASSET, I DONT THINK THIS IS NATIVE - I THINK ITS PAVED, NEED THIS CHECKED,
28N34D	FRTA FS TO PVT,
29N31YA1UC	NDUSTY,
25N12A	NO R/W ACCESS TO FS GROUND
26N10B	PLANNED EARTH BARRICADE (KV1997) W/ MUDHOLE,
27N97	H2O97-LARGE RUTTS SENDING H2O DOWN RD, NEEDS BLADING.
28N85	TWEAKED TO DOQ,
29N02YC	NOT ON GIS, PLANNED EARTH BARRICADE 1999,
29N05B	EXTENDS 0.1 MORE INTO PVT,
29N08YA	CLOSED BY GATE ON 29N08Y ELRD/WILDLIFE,
29N49	WAS FREDONYER CG, MAP LENGTH IS 1.9 MILES,
29N64D	GIS SHOWS THIS TOUCHING 29N64B, I DONT THINK SO.

Appendix B
All Roads - Information

ROAD ID	VALUE
32N18	LN, PG&E HAS GATES AT 32,03,28 NENW & 32,03,15 SWNW
32N57	CINDER PAD
32N61EUC	PLANNED USE WAS AS A TEMP, WAS TO VEG DECOM, EXISTING/UNDRIVABLE,
27N17	GIS-NEED AREA GPS,
27N49	EB AT BEGINNING
33N42YC	CLOSED BY 33N42Y ELRD/WILDLIFE,
33N81	LOST SPRINGS WAS WATER SOURCE FOR LOST SPRING
34N20B	(21-Blacks)
35N71	PRIMITIVE,
36N39Y	<S-T>, MOST NOT ON GIS,
39N14Y	<S-T>
39N99	MATCH MAP, <S-T>
27N71	CP,
40N33Y	LN-HAUL SURDNA LANDS, CROSSES 40 ACRES FS, <MODOC>
40N41A	LN-HAUL SURDNA, <MODOC>
26N74A	WAS 25N24,
26N85	EB ON WEST END, CULVERT REMOVED AND SMALL EB ON EAST END
27N04	SAFETY
27N14B	H2O97-27,05,28 WASHED OUT.
27N76A	CS, CHECK R/W - MIGHT BE FRTA,
27N96A	
27N80UC	WAS PART 27N80 - DECOM SUMMER 1999 W/ WATERSHED IMPROVEMENT FUNDS / G.NAPPER,
29N18C	MAVERICK, EARTH BARRICADE LAST 0.1 MILE,
29N19F	SAYS OPEN, NEED THIS CHECKED,
27N86	BUILT W/ RUFFA 1982,
27N87A	NOT ON GIS, MAY NEVER HAVE BEEN BUILT-FIELD VERIFY,
29N75D	PLANNED GUARD RAIL BARRICADE (PC)
29N78A	GR BARRICADE W/ WDUSTY, EXISTING PRIOR TO1996,
29N90	CINDERS
30N32A	(23-Swain)
30N34	WAS 30N34E,
32N17	BETWEEN DIGGER AND DRY LAKE-4 AREAS WATER RUNS ACROSS.
32N18YD	GIS - NEED GPS,
32N22Y	CINDER PAD
32N33	LN-HAUL, ACCESS CONTROLLED BY 32N18 PG&E.
32N72A	REACHES LYONS SPRINGS, ANY POSSIBILITY OF A H2O SOURCE
32N98Y	NOTED 3/1998, BACK 1.2 MILES RIPPED AND SEEDED BY ELRD/WILDLIFE, SHOULD I FIX TO ML1,
33N15D	(21-Blacks)
33N46	WAS OLD R/R GRADE, MADE INTO HAUL ROUTE FOR MOH THINNING,
33N55Y	STRUCTURAL SURFACING
33N89YA	33N89Y.
34N06YB	NEED TO KNOW CLOSURE TYPE AND PROJECT,

Appendix B
All Roads - Information

ROAD ID	VALUE
28N10A	CLOSED BY 28N10,
34N53	THE GIS WAS MISSING THE SEGMENT FROM FREEBE TO 34N68-FREEHANDED FROM DOQ, NEED GPS
34N73	THINNING CINDERS, ALMOST BACK TO NATIVE,
35N04E	NEED GPS,
35N08	CINDERS,
35N15E	HAD TEMP R/W BEFORE, NEED PERM.
35N74	CS, WAS 34N14Y
36N01	CP - LA. 111 CO-OP, CONDITIONS VARY, SURFACE NATIVE/CINDER/GRAVEL/OILED, PARTS GOOD, PARTS ROUGH & COBBLED, PART RECONST +- 1994
36N14B	<S-T>, GIS MORE THAN MAP, EXTENDS ACROSS FS, DOES FS HAVE R/W,
36N21B	<S-T>
37N01	<S-T>
37N05	<S-T>H2O97-37,02,19 PEAVINE CRK CROSSING - WAS DAMAGED, HAS BEEN WORKED ON SINCE.
37N06	
28N16C	PLANNED EARTH BARRICADE (KV1997) W/ PART-BUTT CREEK MA
37N59Y	UE, CA 89 ENCROACHMENT #281-N-RR0530(02-SHA-89-29.49Rt)
37N90YB	<S-T>
38N06B	LN-HAUL, <S-T>
26N06A1	GIS - NEED GPS, CLOSED BY BARRICADE ON 26N06, EXTENDED W/ LITTLE GRIZZLY,
27N34C	EARTH BARRICADE,
27N43E	END ON NORTH SIDE OF BUTT CREEK, CROSSING PULLED SUMMER 2001
28N16B	GIS-NEED GPS, CONSTRUCTED 1997 W/ ED RESALE,
28N75	CS,
28N85A	PC1999,
28N90	CS,
29N04E	CONSTRUCTED WITH LYON TS 1986,
28N20	NO R/W,
29N09Y	STRUCTURAL CINDERS,
32N10N	LOCATION BEST-GUESS TWEAKED TO DOQ, MOVED FROM CFF LOC THRU D.CHOO /RICKY CROWTHERS
32N12Y	EXISTED SINCE +- 1977, AFFECTS RIPARIAN AREA PLANNED FOR POSSIBLE SOMEDAY DECOMMISSIONING
34N22B	WAS 33N80B
35N20A	ACCESSES ISOLATED 40 AC.
28N22	PLANNED DECOM W/ MILL CREEK ROAD RESTORATION 2001
32N29B	SURVEY LENGTH 27+47,
28N36	R/W NEEDED, ACCESS TO SOLDIER MDWS CG,
27N31A	NOT ON GIS, WAS THIS BUILT,
27N38A1	GIS-NEED GPS, CLOSED BY EARTH BARRICADE ON SPUR A,
27N45	GIS-NEED GPS,

Appendix B
All Roads - Information

ROAD ID	VALUE
29N08Y	GOODRICH CREEK. SHORT-TERM ANSWER-IMPROVE CULVERTS&DRAINAGE. LONG-TERM ANSWER-RELOCATE AWAY FROM DRAINAGE. NEED ID TEAM PROCESS. GATE AFTER PVT BDRY(29,10,19) ELRD/WILDLIFE
32N02	(DR.) 21 ROAD, (FH.) 168 H2O97-RUTTS, FIX TO MAP - ENDS ON Q42, CINDERS,
32N02	CP LA. 105 CO-OP, (DR.) 21 ROAD, (FH.) 168, LA. 105, CINDERS,
32N55	EAST END RECONST W/ BOGARD BUTTES 1988,
33N98	CINDERS,
34N19	(DR.) 26 ROAD, CBDT,
34N19	CBDT,
34N19	UE-THRU LAST 0.8 MI, (DR.) 26 ROAD,
28N49	CS, H2O97-28,05,20 DEER CREEK CROSSING CONCRETE PADS ARE GONE, PLANNED USE WITH ALDER TS - NOT SURE IF ALDER EVER SOLD,
35N05	(DR.) 22 ROAD, WAS 35N01, WAS 32N05, CBDT, CINDERS
35N05	(DR.) 22 ROAD, WAS 35N01,
35N26	PRIMITIVE,
37N08D	<S-T>
40N01	<S-T>,
41N03	
27N73	GIS-NEED GPS, PLANNED EB W/ SCENIC 1999, PLANNED DECOM 2001 W/ PRATTVILLE / G.NAPPER
27N96	GETTING PERM R/W LATER.
28N06A	H2O97 - \$2,500 DAMAGE SOME SITES WASHED, PICNIC TABLES WASHED DOWNSTREAM
28N12	CONSTRUCTION OCCURED,
28N12	CS DEED 85, R/W BOOK LIST CUB CREEK AS PROJECT R/W ACQUIRED UNDER,
28N12	CS DEED 349, ACQUIRED W/ CARTER 1983,
28N28	H2O97-28,03,03 PIPE AT PEAR LAKE DRAINAGE WASHED OUT.
28N54	WE NEED TO KEEP THIS ON THE SYSTEM.
29N23Y	RED CINDERS
28N57B	TIS LENGTH IS 0.2, EXISTING LENGTH IS 0.8,
29N40	CINDERS, DO NOT SHOW ON 2NDARY MAP/PIO PART IN PROP. WILDERNESS
31N17	(DR.) 17 ROAD, (FH.) 170, CBDT, H2O97-WASHED NEAR BEGINNING INTER, H2O AT DIGGER CREEK,
31N17K	GIS VS MAPS,
28N89	CS,
32N06Y	NEED TO KNOW CLOSURE TYPE
32N44	PRIMITIVE,
28N61	CS,COLLINS
33N16T	IF ENTERS PVT, NEED R/W
33N97C	PLANNED DECOM WITH LOST SPRING 1982
28N61C	HAVE TEMP R/W, NEED PERMLEAVE OPEN POST EDUSTY,
34N58C	TWEAKED TO DOQ LOCATION / K.MCCULLOUGH 20000715
34N91A	FIRST 0.1 MILE NATIVE, NEXT 1.1 IS CINDERED.

**Appendix B
All Roads - Information**

ROAD ID	VALUE
35N04F	EARTH BARRICADE BY ELRD/WILDLIFE,
36N11	<S-T> LN, TEMP-REMOVE AFTER 3/22/1994
36N15C	<S-T>,
36N25A	<S-T>;LN-36N25 - PO, FS-PO, DEED 383, SHASTA 42222
38N11	LN, SENE 38,05,24; <S-T>
39N06A	<S-T>
25N04	MAP VS GIS, MOST ON PVT, NO R/W, CONNECTS TO CO RD,
25N13	NO R/W ACCESS TO FS GROUND
29N55Y	GIS VS MAPS, MORE ROAD ON GIS,
33N48Y	ALL-WEATHER PIT CINDERS W/ FLEMING WELL 1991 STRUCTURE
35N70	CINDERS,
28N29E	NOT ON GIS, H2O97 - \$5,000 DAMAGE,
25N05	BUILT +-1975,
25N05	BUILT ABOUT 1975, H2O97-4WD 6E11 MORRIS LAKE /DAM
27N22A	CS ACROSS PRIVATE, PLANNED GUARD RAIL BARRICADE (KV1997)
28N16E	EARTH BARRICADE,9+00 1ST LANDING, 18+00 2ND LANDING,
28N67	NO R/W, ALL ON PVT, WHY HAVE ON SYSTEM,
30N32	(23-Swain)
36N10	<S-T>
28N08	THIS AND SPUR A COULD BE COMBINED,
29N20A	NL-HAUL, DEED 290
29N20A	NO R/W
29N48	H2O97-BLOCKED BY LG SLIDE, 28,03,02 ALSO COLD SPG PIPE PLUGGED, WASHED, 28,03,14 ROCKY GULCH WASHED, 28,03,15 NEEDS MAJOR MAINT.,28,03,17 WASHED AT ANTELOPE CRK-MAJOR HAZARD-SAFETY.
29N48	H2O97-MAJOR MAINTENANCE NEEDED. UNNUMBERED TO TAMARACK SPG WASHING.
29N93	TO BE CLOSED POST-SALE W/ KV, TO DRAIN EXISTING PRIOR-ALONG DRAIN CONST W/ HAZEN,
30N31	CINDERS, (23-Swain)
31N17G	GUARD RAIL INSTALLED 1993
31N23E	PLANNED WILDLIFE CLOSURE. SIGN, RIP & SEED POST SALE 6/1995 (KV)
31N50	SUPERBOWL, PRIMITIVE
33N02B	NEED GPS
33N44	H2O97 - \$1,000 DAMAGE
33N59	ALL-WEATHER PIT-CINDERS W/ FLEMING WELL1991 STRUCTURAL SURFACING,
33N87YA	SURFACE SOURCE, NEED TO CONFIRM SURFACE TYPE
34N07Y	PRIMITIVE, EXCESS TIE- DECOM MIDDLE
29N16A	EARTH BARRICADE,
37N28YB	<S-T>
38N07	REMOVE ROAD NUMBER FROM 2NDARY, WHY KEEP ON SYSTEM <S-T>, JAN SOROCHTEY TELL ME THAT PVT LAND OWNERS ARE ADAMENT THAT THIS ROAD 14
27N11H	NEED GPS
27N29	GUARDRAIL W/ LOST LAKE, 0.1 MILE USED W/ LOST LAKE,
27N50B	GUARD RAIL AT BEGIN (PC1997),
29N02YA	NOT ON GIS - NEED GPS, PRIMITIVE, WILL BE 4, 106

**Appendix B
All Roads - Information**

ROAD ID	VALUE
33N82	CINDERS,
34N21	EB'D 'N RIPPED - INTENTION WAS TO DECOM,
34N32YA	RUNS FROM KLAMATH FALLS TO KEDDIE.
25N02B1	CHECK R/W STATUS,
28N12D	WAS 28N49D,
29N07YB	NEED TO KNOW IF THIS WAS CONSTRUCTED,
29N18	BUNCHGRASS CRK, WASH BY S ARM RICE CRK, CINDERS
29N73	PROP KEELER LE. TOLD LANDS TO RESERVE R/W. 1992
30N61YUC	2, FDR,
31N09	GUARDRAIL BARRICADE BY ELRD/WILDLIFE,
29N18B	GIS WRONG - HAVE GPS, EARTH BARRICADE, MAVERICK HAD PLANNED A KV GUARDRAIL CLOSURE,
29N18E	EARTH BARRICADE, MAVERICK HAD PLANNED A GUARDRAIL CLOSURE,
40N04	FS-CS AGREEMENT STAYS,
40N04	<S-T> PIPELINE SURFACED W/ CRUSHED ROCK 7/1997.
40N04	<S-T>, PIPELINE SURFACED W/ CRUSHED ROCK 7/1997.
26N35B	VERY STEEP TO FIRST LANDING, ALT ACCESS PLANNED
26N82	THIS LOOPS BACK ON ITSELF,
27N11Q	GIS-NEED AREA GPS,
28N12F	R/W WAS NEVER ACQUIRED-WOULD NEED,
28N61D	PLANNED GUARD RAIL,
28N73	BOOK
29N84A	GUARDRAIL, RIPPED AND SEEDED ELRD/WILDLIFE,
31N17C	UNDEVELOPED CAMP SITE,
29N19G	TO BE RECONSTRUCTED FOR HAUL TO THE NORTH,
31N51	CROSSES 40 AC PT
34N63	HAT CREEK RIM LO WAS REMOVED W/ 1994 UPDATE, NOT CLOSED-WHEEL TRACKS, COMMUNICATION SITE NOW
37N28YA	<S-T>
28N21	CS,
28N21	THIS MAY TOUCH INTO FS IN 28,04,01, FS NEEDS R/W TO USE THIS,
29N17J	PERMIT TO PVT, MORE SHOWS ON PHOTOS-IS OLD R/R GRADE.
34N19K	NEED TO CONFIRM INFO.
29N63D	REMOVE POST-SALE
34N39	UE,
29N23	GR BARRICADE W/ WDUSTY(PC),
27N53	PLANNED EB 1999, PLAN DECOM 2001 W/ PRATTVILLE / G.NAPPER,
29N03B	H2097 - ROXIE PECONUM CAMP \$1,200 DAMAGE

Appendix B
All Roads - Information

ROAD ID	VALUE
29N18J	REMOVE POST SALE 2004
34N25	R/W STARTED IN 1963, ACQUIRED IN 1981
26N35B1	NOT ON GIS, HAVE GPS,
27N07	NEAR CO RD,
28N02B	NOT ON GIS,
28N56	SEASONAL GATE AT HAMILTON BRANCH, 20000407 UNTANGLED FROM LA. 113-MADE 28N73 THRU ROUTE
29N18Y	NOT ON GIS, OFF-RD LANDING, PAVED INTERSECTION,
31N12	SL, AGG, G&D, TANGLED WITH SH. 3P001 PENDING AGREEMENT EXCHANGE,
32N23A	NOTED 3/1998, RIPPED AND SEEDED BY ELRD/WILDLIFE,
32N29	USED TO BE 32N22Y, ROUTE TWEAKED TO DOQ LOCATION,
32N44D	PRIMITIVE,
29N31	GIS-NEED AREA GPS,
33N85	WAS 33N74,
29N31AUC	DECOM SUMMER 1999 W/ CALFED TASK 1,
34N47	UE, THRU PT
36N02	GIS- MAY HAVE A DUP ON PART OF THE ROUTE FROM NE SEC 24 TO 35N10, CHECK R/W,
36N25	<S-T>;LN-299 TO A, FS-PO,DEED 383,SHASTA 42222,
37N03	ROAD - N9R03 RED MTN ROAD
SH 9S02	ALL WAS PART OF 37N09,
39N03	<S-T>
25N12	NO R/W TO ACCESS FS GROUND
27N32	MAP VS GIS, THE FIRST FEW FEET ARE ON FS,
27N32	THIS PART ALL PVT, SOME SLIGHT POSSIBILITY OF EXTENDING, NOT LIKELY THO, MORE LIKELY TO ENTER BY WAY OF GRIZZLY CREEK SIDE,
27N43B	
29N10B	GUARDRAIL BARRICADE RING 1994, RING EXTENDED 0.5 MILE,
29N33E2	PLANNED BUILD & CLOSE BY NDUSTY, CLOSED BY 29N33E,
31N06	WAS LA 112, FOUND OUT IN 2002 THAT LA CO ABANDONED THIS 5/21/1996, LA CO RESOLUTION #96-039
32N56A	PLANNED KV CLOSE,
32N68Y	PART USED TO BE 32N04, 33N07B USED TO CONNECT THRU
29N34B	PLANNED GUARD RAIL BARRICADE
35N19	BUILT,
26N08	UE, H2O97-SLUMP BEFORE GRIZZLY MULTIPLATE IS BLOCKS.
27N59	
29N48L	NOT ON GIS, NEED GPS, FINAL DIFFERENT FROM PLAN, CONFIRM ACTUAL
29N69	CS 29N12-29N69Y
32N51	ACCESS ALSO CLOSED)
32N70A	CLOSED BY GR ON 32N70-RAIL UP +_ 2001,
33N24D	CHECK SURFACING, NOT IN TSR - WHAT CHANGED,

Appendix B
All Roads - Information

ROAD ID	VALUE
36N06	<S-T>
27N95	SHANHAI-FANANI GOT ROAD RENTAL AGREEMENT
28N21C	CS,
28N38	WATER SOURCE AT GREENVILLE CREEK IN THE CENTER OF SECTION 1,
28N45	EARTH BARRICADE AT FS/PVT, THE MIDDLE OF THIS SEGMENT IS NOT MUCH MORE THAN A CAT TRACK, HOWEVER IT DOES CONNECT,
33N09A	BURGESS SPRINGS WAS USED FOR A WATER SOURCE FOR LOST SPRINGS,
33N58	H2O97-OLD STATION DAY USE SIGNIFICANT DAMAGE TO HANDICAPPED FACILITIES. BOTH FISHING PLATFORMS NEED ENG.;WALKWAYS WASHED
35N09E	UE, RANGE GATE
29N42F	WAS 29N38G,
25N09	BU 92523
29N67	SOUTH OF MORGAN SUMMIT,
29N43B	HELICOPTER LANDING, TEMP R/W FROM BLM EXPIRED 9/14/1994.
34N27A	NEED TYPE OF CLOSURE DEVICE,
26N78	
25N20A	WAS THIS BUILT,
28N92	WITH SAINT, SAINT NEVER WENT FORWARD AS A SALE - IT WENT AWAY IN RDLESS AREA,
30N20C	CLOSED BY BARRIER ON 30N20
32N51D	
29N44G	BUILT WITH COLD CREEK,
27N94	NEED R/W OVER PVT, HAS FRTA ACROSS FS,
29N23B	CLOSED BY 29N23,
29N45A	TIS'D FOR WEST DUSTY 1996, NEEDED RECONST TO USE
31N17J	GUARD RAIL INSTALLED 1993,
34N93	CINDER PAD
36N04	T>
27N41A	EARTH BARRICADE (KV1997)
38N06	LN-HAUL, TO E LINE OF NENW S17. UE,BLM TO 40N04. <S-T>
32N53B	MAP SHOWS 0.1 MILE-NEED LENGTH CONFIRMED
32N41	GATE AT INTER W/ 32N97 BY ELRD/WILDLIFE, CLOSES BACK 2.4 MILES -- FIX TIS TO MAP -- REMAINDER 1.5 MILES
29N08A	RECONST W/ BETTY SUE
40N33YB	LN-HAUL SURDNA, <MODOC>
34N49A	NOT ON GIS, EXISTING - ADDED TO TIS W/ MOH THINNING,
32N32	H2O97 - BOGARD SNOWMOBILE TRAIL \$3,000 DAMAGE
29N79A	EARTH BARRICADE,
33N66	(21-Blacks), NEED LENGTH CONFIRMED-WHEELS TO 2.2
29N17	CURRENTLY PT, R/W IN-THE-WORKS OVER PT, REST IS FS
30N10	CP - LA. 104 CO-OP,
33N20C	PRIMITIVE,
26N73	EXISTING LENGTH IS 0.6, 0.0 - 26N73A WAS ADDED,

Appendix B
All Roads - Information

ROAD ID	VALUE
TR. 2E01	
TR. 2E01	OHV,
TR. 2E01	POSSIBLE FOOT TRAIL, CLOSE TO ISHI,
TR. 1E08	OHV, NO SYSTEM CODE TO FIT,
TR. 1E07	OHV, NO SYSTEM CODE FOR STATE
TR. 3	OHV, NO SYSTEM CODE TO FIT
29N13YA	PART USED TO BE PART OF 29N31, CLOSED BY 29N13Y - VEG, PAC,
13UC_BC3	PLANNED DECOM SUMMER 2000 / G.NAPPER, LOCATION BEST-GUESS, FREEHAND,
29N11	H2O97-BLOCKED BY LG SLIDE,28,03,02. SLIDE HAS BEEN CLEARED.
29N96A	NOT ON GIS, GR BARRICADE W/ WDUSTY(PC),
30N09	CINDERS,
30N15	GOING FOR UE R/W, LOIS SAYS WE HAVE TEMP.
30N16B	EARTH BARRIER
30N19A	(23-Swain)
30N24	SEASONAL GATE
30N29A1	ELRD/WILDLIFE CLOSED BY GATE ON 30N29A,
31N11	NEED GPS
BU 51261	IS FAS Y742 ACCORDING TO CO MAPS
SH 0S001	<S-T>
310334UC02	CFF'S - IS CODED AS 107 TRAIL
300340UC03	CONFIRM W/ KEN/GREG AND TWEAK TO GPS
31N21	H2O97 - EST. \$900 DAMAGE AT CG
31N29B	PC1996-GUARDRAIL BARRICADE, EXISTED BEFORE 1993, ELRD/WILDLIFE
31N45	NL-HAUL
32N09D	PLANNED DECOM AFTER SALE (KV) +-1993 NEED CONFIRMATION - IS DECOM DONE,
32N18YA	GIS -NEED GPS,
32N20C	TEMP RD USE PERMIT
29N66B	CLOSED BY GATE ON 29N08Y ELRD/WILDLIFE,
29N75B	PLANNED CLOSE W/ NDUSTY (PC)
32N40	CROSSING OF BUTTE CREEK WAS REMOVED /K.MCCULLOUGH
32N40YA	CLOSED BY GUARDRAIL ON 32N40Y ELRD/WILDLIFE,
32N42Y	SOUTH END OF LOOP IN 4X4 CONDITION
32N77Y	NOT IN TSR,1997 - WHAT CHANGED,
32N94Y	PLANNED GR AT N END, SOUTH END WOULD HAVE BEEN CLOSED WHEN 32N61 WAS GUARDRAILED,
26N01	H2O97-W OF SNAG LAKE IS WASHED OUT AND IMPASSABLE.
32N97Y	THERE DOESN'T APPEAR TO BE ANY REASON THIS ROAD ISN'T A SPUR FROM 32N67
33N03Y	WAS 33N15
33N04YA	CONE SPRINGS WAS A WATER SOURCE FOR LOST SPRING, SITE OF CONES HEADQUARTERS AT END
33N07	CONVERTED FROM OLD RR GRADE TO ROAD
33N16	LT, EXPIRED 8/13/1994 ML3 ON 2NDARY ONLY, HAS BEEN USED AS HAUL ROUTE OUT, R/W IN-THE-WORKS,

**Appendix B
All Roads - Information**

ROAD ID	VALUE
33N16	(DR.) 16 ROAD, CBDT, H2O97-WASHED IN TWO PLACES AT 32,03,12-N1/2 OF SW 1/4 AT BUNCHGRASS CREEK; ASHPAN END,
33N16	(DR.) 16 ROAD,
33N41YE	JOE SAYS THIS ONE IS NON-EXISTING, WAS LOCATION IS DUG UP AND OVERGROWN W/ +- 8 YR OLD TREES
33N56A	STRUCTURAL SURFACING
33N75	(21-Blacks)
33N76	CLOSED W/ GUARDRAILS ON EITHER END BY ELRD/WILDLIFE (B.DITMAN)
33N77Y	IN BACKWARDS - FLIP DATA AND GIS
33N80	CAN WE DROP FROM SYSTEM,
33N82Y	UE, WAS A SNOW MOUNTAIN RD, NEVER BUILT, KEPT NUMBER BECAUSE WE HAVE R/W
33N90Y	CLOSED W/ GUARDRAIL BY ELRD/WILDLIFE,
31N02	PAVED TO RONALD MC D'S HOUSE
34N03	ALL-WEATHER PIT CINDERS W/ FLEMING WELL1991 STRUCTURE
34N06	(21-Blacks), TWEAKED TO DOQ,
34N06	LAND EXCHANGED TO FS, FIX TO MAP (21-Blacks)
31N17V	GIS WRONG-NEED GPS
26N04B	GIS WRONG - USE GPS, ALRD JONESVILLE FR-W TO CLOSE 2001
34N60	UE,
34N65	CINDERS,
34N83	PROPOSED STRUCTURAL CINDER SURFACING OR LIMITED SEASON USE W/ DUKE/HACK,
35N15F	IF TEMP R/W, TEMP RD.
36N03A	<S-T>
36N03D2	<ST>,
36N05	CINDERS,
36N07	PART <S-T>, BECOMES SH. 7R01 AT CASSEL
36N13	<S-T>
36N14	<S-T>
36N27	ACQUIRING UE FROM BLM OVER ROUTE USED.
36N34	<S-T>
36N36Y	<S-T> LN-TEMP, REMOVE R/W EXPIRED 3/22/1994.
37N02YB	<S-T>
37N03G	<S-T>
37N05B	OF 37N89YA1
37N08B	<S-T> BEGIN INTER BRUSHED OVER, HUNT TO FIND. REST PARTIALLY OVERGROWN. NEEDS RECONST TO USE. BACK END IS NOW DRAINAGE.
37N28Y	UE-ACROSS PT, <S-T>
37N30	
37N52YA	<S-T>
37N61	<S-T>, USED TO BE CALLED LAKE BRITTON CG; THEN NORTH SHORE,
37N77Y	<S-T>
38N02A	FRTA

Appendix B
All Roads - Information

ROAD ID	VALUE
38N03G	<S-T>
38N05B	/STEVE YOUNG 3/6/1998,
39N07	<S-T>
25N22C1	WAS THIS BUILT,
26N22	UE,
26N74	H2O97-COON HOLLOW CROSSING UNDER WATER, ASSUME PLUGGED PIPES. MGMT SECTION BREAK WAS BECAUSE PLAN WAS TO CONSTRUCT A TIE FROM SPUR B NEAR THE CENTER OF SEC 31 TO 26N22,
26N77	ACCESSES ALL PT, WHY KEEP ON SYSTEM,
27N29C	
27N34	UP TO 27N34C USED W/ LOST LAKE,
27N44	PLANNED DECOM 2001 W/ PRATTVILLE
27N50	GUARD RAIL (PC1997) 0.5 MILE FROM END,
27N56	GUARDRAIL BARRICADE PC91 WITH CALFBIT,
27N91B	SAYS RAIL DOWN.
28N44B	R/W WILL MAKE FS, CONST. WILL EXTEND 0.4 MILE
29N05YD	CLOSED BY 29N05Y
29N21YB	CLOSED BY GR ON 29N21Y
29N75A	PLANNED CLOSED W/ NDUSTY (PC)
30N07G	EARTH BARRIER
32N56B	PLANNED KV CLOSE,
32N60G	NEED GPS
32N31	STRUCTURAL SURFACING TO ROCK SOURCE,
32N52	CINDERS,
32N61	WAS PLANNED TO BE CLOSED W/ GUARDRAILS ON EITHER END, THIS WOULD CLOSE ALL SPURS ALSO,
32N64	ALTERNATE ACCESS TO REST FROM NSR FROM 32N08Y,
32N69A	WAS PART OF 32N71
33N17	H2O97-FLODDER-PVT SENT H2O TO FS, 10-15 TREES DOWN. MAY POSSIBLY HAVE BEEN 33N25A UNDER WILCOX TS 1983,
33N21A	NEED TO KNOW CLOSURE TYPE
33N31A	WAS NAMED ANTELOPE VALLEY SPUR 1 - WAS PROBABLY PART OF AN ANTELOPE VALLEY SALE,
33N42	CINDERS,
34N13E	EXISTED BEFORE 1980,
34N14A	MAY BE DROPPED/ DAN
34N20	(21-Blacks)
34N24	LE-HAUL
35N28	35,10,33
35N33D	PRIMITIVE, WATERBARS AND DIPS FOR DRAINAGE,
35N56A	TO THE WEST.
37N05E	<S-T>

Appendix B
All Roads - Information

ROAD ID	VALUE
37N74	<S-T>
26N32	GIS-NEED AREA GPS, CG TAKEN OFF MAPS 1994 UPDATE,
26N74B	PLANNED RECONST W/ CARR-THROWN OUT,
30N16	H2O97-29,03,12 TWO WASHOUTS, 29,04,07 WASHED BY MARTIN CRK.
31N55	NEED GPS-NEED LENGTH CHECKED. DATA 3.9, WHEELS TO 3.3
36N12A	GIS VS MAPS, VERY DIFFERENT,
25N05B	BUILT WITH CUDDLEBACK,
25N11	CLOSED BY BARRIER ON 25N21, ACCESSES A BORROW PIT,
26N29B	GIS-NEED GPS,
27N06A1	EXISTED BEFORE 1994,
27N30	BUILT AND GUARDRAIL BARRICADED PC1991 WITH CALFBIT,
33N26Y	STRUCTURAL SURFACING. (WATER)
27N34B	EARTH BARRICADE, MORE EXISTS ON-THE-GROUND
27N37C	PLANNED EARTH BARRICADE (KV97), ADDED W/ MUDHOLE - EXISTING PREVIOUSLY,
27N43A	HILL BRIDGE \$91,000 DAMAGE
27N43J	NEED GPS, STARTS IN FS, GETTING TEMP R/W, GETTING PERM R/W LATER,
27N52B1	PLANNED EB, KV1999,
27N85	H2O97-27,08,19 JUNCTION W/ 27N03 WASHED, NOT DRIVABLE.
TR. 4E02	4X4 TRAIL, NOT IN REC DATA
26N30	REPLACED
26N09	IS BU. 97485A, COUNTY NAME IS SCOUT ROAD,
32N08C	LOOP PORTION OF CG
33UC_PR3	WASN'T FOUND DURING RECON ON NORTH COBLE, SOMETHING SHOWS ON DOQS, WITHIN LOST FIRE BURN, SHOWED UP AFTER LAST PRIMARY UPDATE- WASN'T A CORRECTION
BU 76335B	NO CO-OP INFO AVAIL, UNLIKELY TO HAVE A CO-OP
29N98	GIS - NEED GPS,
27N93A	WAS TO BE (KV) CLOSED BY RUFFA 1997
27N93B	1997
270621UC01	SL, NA, PR, CLOSED W/ EB
31N86A	DEFERRED UNDER CONE CRATER, USED WITH 44 HOLLOW DFPZ
29N09	CINDERS,
28N61	GIS +/-, HAVE GPS, H2O97-29,03,35;WASHED & IMPASSABLE,
34N32Y	NORTHERN R/R IN 1997, LINE RUNS FROM KLAMATH FALLS TO KEDDIE.
310314UC02	NEED GPS, NOT ENTIRELY VISIBLE ON DOQ'S
LA 208	ACCESS TO LNF
310322UC01	NEED GPS, MORE ROAD EXISTS THAN WAS FOUND BY FIELD CREWS
30N05	H2O97 - MIKES LODGE RD, CULVERT WASHED NEAR 29N08Y INTERSECTION. ROUGH FIXED BY PO. THIS IS THE RD THAT BILL KEELER WOULD LIKE TO CLOSE. HOG 1988 USED NORTH 0.4 MILE,
310334UC06	NEED GPS
310314UC01	SMALL SEGMENT COMMON WITH 310314UC01, ROUTED WITH CABIN PLANNING 03182002

**Appendix B
All Roads - Information**

ROAD ID	VALUE
310430UC02	TIS'D W/ CABIN 2002
310335UC02	NEED GPS, THINK FIELD NOTES WRONG
310334UC04	POOR LOCATION, ACCESS BY BAILEY CREEK ATTEMPTED DECOM, 4X STILL ACCESS
310315UC02	NEED GPS
300310UC02	SIGNED OTG AS 30N74C
31N17H	EXISTING-TISD W/ HAZEN, I DONT THINK REST WAS BUILT, NEED LENGTH CHECKED, I THINK MORE EXISTS THAN IS MAPPED
31N17M	GUARD RAIL INSTALLED 1993,
31N16A	CS,
300340UC01	CFF LOCATION TWEAKED TO DOQ AND GPS
300340UC02	NOT VISIBLE ON DOQ-NEED GPS
310431UC01	DOQ'S SHOW WHAT APPEARS TO BE MUCH MORE ROAD OR POSSIBLY TRAIL
310335UC03	NEED GPS, NOT VISIBLE ON DOQ
310335UC01	NEED GPS, CFF LOCATION WRONG