Appendix E: Glossary of Travel Management Terminology

(From FSM 7705 and Infra Travel Routes Data Dictionary)

Administrative Unit. A national forest, a national grassland, a purchase unit, a land utilization project, Columbia River Gorge National Scenic Area, Land Between the Lakes, Lake Tahoe Basin Management Unit, Midewin National Tallgrass Prairie, or other comparable unit of the NFS (36 CFR 212.1).

Administrative Use Road. Any NFS road that is not a public road. An administrative use road may be closed to the public by use of a gate or by prohibition issued in a road use order. Administrative use roads are not shown on Motor Vehicle Use Maps. (FSM 7730.5, FSH 7709.56.40.5, FSH 7709.59.405)

All-Terrain Vehicle (ATV). A type of off-highway vehicle that travels on three or more low-pressure tires; has handle-bar steering; is less than or equal to 50 inches in width; and has a seat designed to be straddled by the operator.

Area. A discrete, specifically delineated space that is smaller, and in most cases much smaller, than a ranger district (36 CFR 212.1).

Arterial Road. An NFS road that provides service to large land areas and usually connects with other arterial roads or public highways.

Bridge. A road or trail structure, including supports, erected over a depression or obstruction such as water, a road, trail or railway and having a deck for carrying traffic or other loads.

Closed Road. A road that has been put into storage between intermittent use periods. Both administrative and public motorized uses have been either eliminated or prohibited. These roads are placed into operational maintenance level 1, and are perpetuated for future administrative (project) uses. These roads are kept on the transportation inventory but are not shown on Motor Vehicle Use Maps.

Collector Road. An NFS road that serves smaller areas than an arterial road and that usually connects arterial roads to local roads or terminal facilities.

Designated Road, Trail, or Area. An NFS road, an NFS trail, or an area on NFS lands that is designated for motor vehicle use pursuant to 36 CFR 212.51 on an MVUM (36 CFR 212.1).

Engineering Analysis. An analysis and evaluation conducted by a qualified engineer or under the supervision of a qualified engineer of an NFS road, road segment, or road system being considered for motorized mixed use. The analysis and evaluation may include recommended mitigation measures. The analysis may be simply documentation of engineering judgment or may be a

more complex engineering report that includes many factors related to motorized mixed use.

Engineering Judgment. The evaluation of available information and the application of engineering principles, standards, guidance, and practices for the purpose of considering motorized mixed use of a road. Engineering judgment shall be exercised by a qualified engineer or by an individual who is working under the supervision of a qualified engineer and who is applying procedures and criteria established by the qualified engineer.

Engineering Report. A report that analyzes risk factors pertaining to a proposed designation of a road for motorized mixed use, that is signed by a qualified engineer, and that is presented to the responsible official. The report may identify alternatives, as well as risks associated with those alternatives, for mitigation of factors contributing to the probability and severity of crashes.

Forest Road or Trail. A road or trail wholly or partly within or adjacent to and serving the NFS that the Forest Service determines is necessary for the protection, administration, and utilization of the NFS and the use and development of its resources (36 CFR 212.1).

Forest Transportation Atlas. A display of the system of roads, trails, and airfields of an administrative unit (36 CFR 212.1).

Forest Transportation Facility. A forest road or trail or an airfield that is displayed in a forest transportation atlas, including bridges, culverts, parking lots, marine access facilities, safety devices, and other improvements appurtenant to the forest transportation system (36 CFR 212.1).

Forest Transportation System. The system of NFS roads, NFS trails, and airfields on NFS lands (36 CFR 212.1).

Forest Transportation System Management. Travel planning, analysis, designation of roads, trails and areas for motor vehicle use, recordkeeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, and cost-effective access for the use, enjoyment, protection, administration, and management of NFS lands.

Highway-Legal Vehicle. Any motor vehicle that is licensed or certified under state law for general operation on all public roads in the state. Operators of highway-legal vehicles are subject to state traffic law, including requirements for operator licensing.

Jurisdiction Over a Forest Transportation Facility. The legal right to control or regulate use of a forest transportation facility derived from title, an easement, an agreement, or other similar source.

Local Road. An NFS road that connects a terminal facility with collector roads, arterial roads, or public highways and that usually serves a single purpose involving intermittent use.

Motor Vehicle. Any vehicle which is self-propelled, other than:

a. A vehicle operated on rails; and

b. Any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion and that is suitable for use in an indoor pedestrian area (36 CFR 212.1).

Motor Vehicle Use Map. A map reflecting designated roads, trails, and areas on an administrative unit or a ranger district of the NFS (36 CFR 212.1).

Motorcycle. A two-wheeled motor vehicle on which the two wheels are not side-by-side but in line.

Motorized Mixed Use. Designation of an NFS road for use by both highway-legal and non-highway-legal motor vehicles.

National Environmental Policy Act (NEPA) procedures**.** The rules, policies, and procedures governing agency compliance with the National Environmental Policy Act set forth in 50 CFR parts 1500-1508, 7 CFR part 1b, Forest Service Manual Chapter 1950, and Forest Service Handbook 1909.15. (36 CFR 251.51)

National Forest System Road. A forest road other than a road which has been authorized by a legally documented right-of-way held by a state, county, or local public road authority (36 CFR 212.1).

National Forest System Trail. A forest trail other than a trail which has been authorized by a legally documented right-of-way held by a state, county, or local public road authority (36 CFR 212.1).

Non-Highway-Legal Vehicle. Any motor vehicle that is not licensed or certified under state law for general operation on all public roads within the state. Operators of non-highway-legal vehicles are subject to state requirements, if any, for licensing and operation of the vehicle in question.

Objective Maintenance Level**.** The maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, or higher or lower than, the operational maintenance level. The transition from operational maintenance level to objective maintenance level may depend on reconstruction or disinvestment. (FSH 7709.59, 62.3)

Off-Highway Vehicle. Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain (36 CFR 212.1).

Open Road. A road that has been placed into operational maintenance level 2-5. Both administrative use roads and public use roads are considered to be open roads.

Open to Public Travel. Except during scheduled periods, extreme weather conditions, or emergencies, open to the general public for use with a standard passenger auto, without restrictive gates or prohibitive signs or regulations, other than for general traffic control or restrictions based on size, weight, or class of registration. (23 CFR 660.103)

Operational Maintenance Level**.** The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained. (FSH 7709.59, 62.3)

Over-Snow Vehicle. A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow (36 CFR 212.1).

Primitive Area. An area within the NFS classified as primitive on the effective date of the Wilderness Act, September 3, 1964 (36 CFR 261.2).

Private Road. A road under private ownership authorized by an easement granted to a private party or a road that provides access pursuant to a reserved or outstanding right.

Public Road. A road under the jurisdiction of and maintained by a public road authority and open to public travel (23 U.S.C. 101(a)).

Qualified Engineer. An engineer who by experience, certification, education, or license is technically trained and experienced to perform the engineering tasks specified and who is designated by the Regional Office Director of Engineering.

Road. A motor vehicle route over 50 inches wide, unless identified and managed as a trail (36 CFR 212.1).

Road Construction or Reconstruction. Supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a road (36 CFR 212.1).

Road Decommissioning. Activities that result in restoration of unneeded roads to a more natural state. Decommissioned roads are not planned to be used again in the future and are removed from the transportation inventory.

Road Maintenance. Ongoing upkeep of a road necessary to maintain or restore the road in accordance with its road management objectives (FSM 7714).

Road Maintenance Levels. Maintenance levels define the level of service provided by, and maintenance required for, a specific road. Maintenance levels must be consistent with road management objectives and maintenance criteria.

1. LEVEL 1. These are roads that have been placed in storage between intermittent uses. The period of storage must exceed 1 year. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate" all traffic. These roads are not shown on motor vehicle use maps.

Roads receiving level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic but may be available and suitable for non-motorized uses.

2. LEVEL 2. Assigned to roads open for use by high clearance vehicles. Passenger car traffic, user comfort, and user convenience are not considerations. Warning signs and traffic control devices are not provided with the exception that some signing, such as W-18-1 “No Traffic Signs,” may be posted at intersections. Motorists should have no expectations of being alerted to potential hazards while driving these roads. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to:

a. Discourage or prohibit passenger cars, or

b. Accept or discourage high clearance vehicles.

3. LEVEL 3. Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. The Manual on Uniform Traffic Control Devices (MUTCD) is applicable. Warning signs and traffic control devices are provided to alert motorists of situations that may violate expectations.

Roads in this maintenance level are typically low speed with single lanes and turnouts. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.

4. LEVEL 4. Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. Manual on Uniform Traffic Control Devices is applicable. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.

5. LEVEL 5. Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. Manual on Uniform Traffic Control Devices is applicable. The appropriate traffic management strategy is "encourage."

Road Management Objectives (RMO). RMOs document the intended purpose of an individual road in providing access to implement a land and resource management plan as well as decisions about applicable standards for the road. RMOs should be based on management area direction and access management objectives. RMOs contain design criteria, operation criteria, and maintenance criteria. (FSM 7709.59.11)

Road Storage. Short-term or long-term actions taken to place roads into operational maintenance level 1, (closed). Road storage activities are focused on altering or maintaining drainage facilities and runoff patterns to prevent damage to adjacent resources and to perpetuate the road for resource management needs at some point in the future.

Road Subject to the Highway Safety Act. An NFS road that is open to public use in a standard passenger car, including a road with access restricted on a seasonal basis and a road closed during extreme weather conditions or for emergencies, but which is otherwise open to public travel.

Road Use Order**.** An order that institutes or terminates traffic rules on NFS roads (36 CFR 261.54; FSM 5330.13). (FSM 7730.5)

Road Use Permit**.** A written authorization issued pursuant to Title 36, Code of Federal Regulations, part 212, Subpart A, that allows an act or omission on an NFS road or NFS road segment and associated transportation facilities that would otherwise be in violation of a traffic rule in effect on the road, including:

1. Use of a closed road to access non-federal property (36 CFR 212.6(b));
2. Commercial hauling on a road where that use is otherwise restricted (36 CFR 212.9(d) and 261.54); and
3. Motor vehicle use on an NFS road that is not designated for that purpose (36 CFR 212.51(a)(8)). (FSM 7730.5)

Route. A road or trail.

Special Use Authorization**.** A permit, term permit, lease, or easement which allows occupancy, use, rights, or privileges of National Forest System land. (36 CFR 251.51, 36 CFR 261.2)

Temporary Road or Trail. A road or trail necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a forest road or a forest trail and that is not included in a forest transportation atlas (36 CFR 212.1).

Terminal Facility. A transfer point between the forest transportation system and forest resources served by the system, or between different transportation modes, including parking areas, turnouts, boat ramps and docks, trailheads, marine access facilities, airfields, and heliports.

Traffic Management Strategies**.** Options for managing traffic on NFS roads where appropriate to control traffic. Use one or a combination of the following five strategies for different modes of travel:

> *Encourage use* - Encourage use consistent with the condition of the road and its Road Management Objectives (FSH 7709.59).
> *Accept use* - Accept, but do not encourage, use by vehicles that are suitable for the road.
> *Discourage use* - Discourage some or all types of motor vehicle use.
> *Eliminate use* - Eliminate use by blocking access to the road by motor vehicles.
> *Prohibit use* - Prohibit motor vehicle use. (FSM 7731.11)

Trail. A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail (36 CFR 212.1).

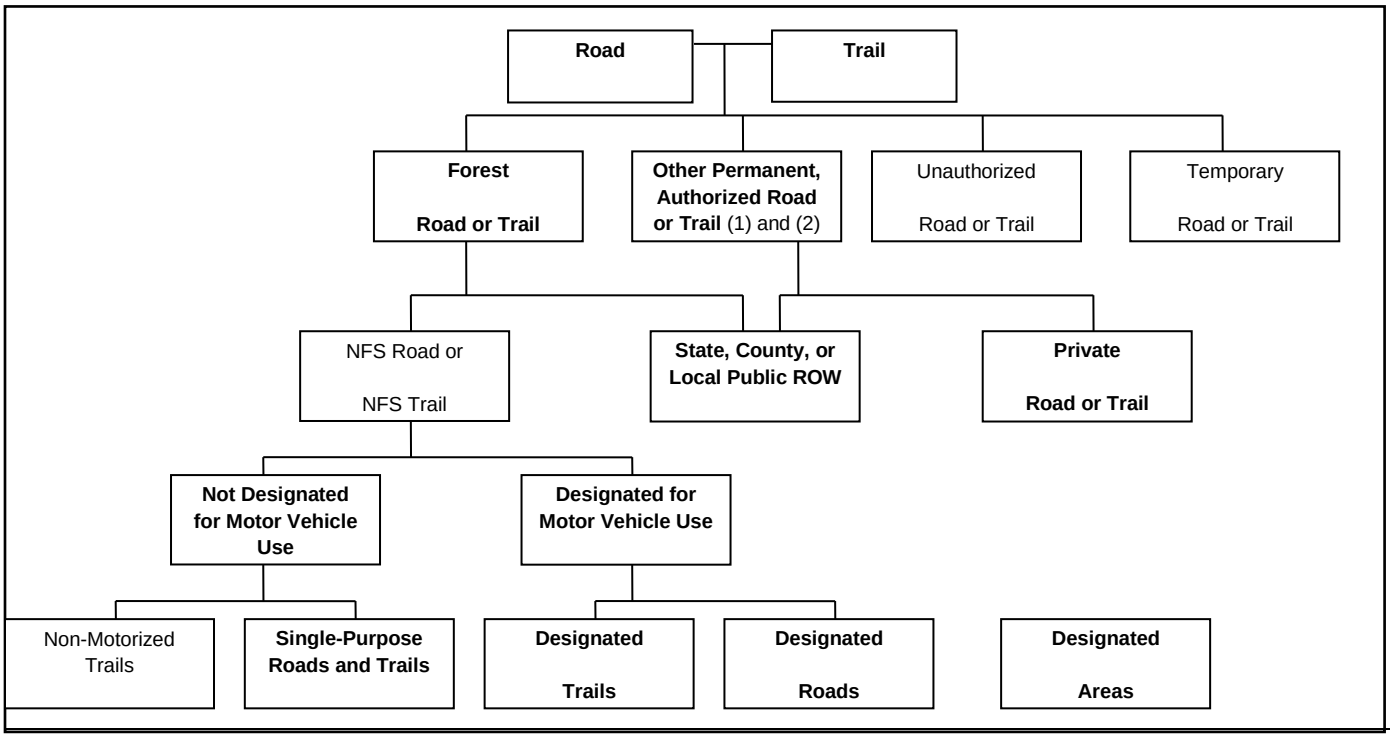
Travel Management Atlas. An atlas that consists of a forest transportation atlas and an MVUM or MVUMs (36 CFR 212.1).

Unauthorized Road or Trail. A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas (36 CFR 212.1).

Wheelchair or Mobility Device. A device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion; that is suitable for use in an indoor pedestrian area; and that may be used by a person whose disability requires its use anywhere that foot travel is permitted (Title V, sec. 507c, of the Americans With Disabilities Act and 36 CFR 212.1).(FSM 2352.05, FSH 2309.18.05)

7705 – Exhibit 01

TRAVEL MANAGEMENT TERMINOLOGY



(1) Included in a forest transportation atlas.
(2) Includes permanent public and private roads authorized by a written instrument that are not necessary for use of the NFS.
(3) Includes forest highways, as well as other public roads authorized by a legally documented right-of-way. Should be shown on an MVUM as “other public roads.”
(4) Includes permanent, private authorized roads that are not necessary for use of the NFS (e.g., roads that provide access to private land within the NFS).
(5) Includes Maintenance Level 1 roads and other forest roads not designated for motor vehicle use (e.g., a road that provides access for summer maintenance and repair of a ski area chair lift or a road that provides access to a mining claim on NFS lands).
(6) Included on an MVUM.