

APPENDIX E – TRANSPORTATION DEFINITIONS
ARAPAHO/ROOSEVELT NATIONAL FORESTS AND PAWNEE NATIONAL GRASSLAND
FOREST LEVEL ROADS ANALYSIS

TRANSPORTATION DEFINITIONS

Forest Transportation Facility – A classified road, designated trail, or designated airfield, including bridges, culverts, parking lots, log transfer facilities, safety devices and other transportation network appurtenances under Forest Service jurisdiction that is wholly or partially within or adjacent to National Forest System lands (36 CFR 212.1).

Forest transportation system management – The planning, inventory, analysis, classification, record keeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, cost-effective, access for use, protection, administration, and management of National Forest System lands.

Road – A motor vehicle travelway over 50 inches wide, unless designated and managed as a trail. A road may be classified, unclassified or temporary,

Classified Road – Roads wholly or partially within or adjacent to National Forest System lands that are determined to be needed for long term motor vehicle access, including state roads, county roads, privately owned roads, National Forest System roads, and other roads authorized by the Forest Service.

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

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

National Forest System Road – A classified forest road under the jurisdiction of the Forest Service. The term “National Forest System roads is synonymous (replaces) with the term “forest development roads”.

Unclassified Road – Roads on National Forest System lands that are not managed as part of the forest transportation system, such as unplanned roads, abandoned travelways, and off-road vehicle tracks that have not been designated and managed as a trail: and those roads that were once under permit or other authorization and were not decommission upon the termination of the authorization (36 CFR 212.1).

Forest Roads – As defined in Title 23 Section 101 of the United States Code (23 U.S.C. 101), any road wholly or partially within, or adjacent to, and serving the National Forest System and which is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources.

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Temporary Roads – Roads authorized by contract, permit, lease, other written authorization, or emergency operation, not intended to be part of the forest transportation system and not necessary for long-term resource management.

Road Construction – Activity that results in the addition of forest classified or temporary road miles (36 CFR 212.1).

Road Maintenance – The ongoing upkeep of a road necessary to regain or restore the road to the approved road management objective (FSM 7712.3).

Road Reconstruction – Activity that results in the improvement or realignment of an existing classified road as defined:

Road Improvement – Activity that results in an increase of an existing road’s traffic service level, expansion of its capacity, or change in its original design function.

Road Realignment – Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway (36 CFR 212.1).

Road Decommissioning – Activities that result in the stabilization and restoration of unneeded roads to a more natural state. Activities used to decommission a road include, but are not limited to: reestablishing former drainage patterns, stabilizing slopes, restoring vegetation, blocking the entrance to the road, installing waterbars, removing culverts, reestablishing drainage-ways, removing unstable fills, pulling back road shoulders, scattering slash on the roadbed, completely eliminating the roadbed by restoring natural contours and slopes, or other methods designed to meet the specific conditions associated with the unneeded road. (FSM 7712). One or many of the methods described may be used as deemed necessary. Decommissioning removes the road from the transportation system.

Road Classifications

Functional Class	Traffic Service Level	Maintenance Level
<p>Arterial: Provides service to large land areas. Connects with other arterials or public highways.</p> <p>Collector: Serves smaller land areas than arterials. Connects arterials to local roads or terminal facilities.</p>	<p>A: Free flowing, mixed traffic; stable, smooth surface; provides safe service to all traffic.</p>	<p>Level 1 Closed for more than 1 year.</p>
	<p>B: Congested during heavy traffic, slower speeds and periodic dust; accommodates any legal-sized load or vehicle.</p>	<p>Level 2 High-clearance vehicles.</p>
	<p>C: Interrupted traffic flow, limited passing facilities, may not accommodate some vehicles. Low design speeds. Unstable surface under certain traffic or weather.</p>	<p>Level 3 Passenger vehicles-surface not</p>

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<p>Local: Single purpose road. Connects terminal facilities with collectors or arterials.</p>	<p>D: Traffic flow is slow and may be blocked by management activities. Two-way traffic is difficult, backing may be required. Rough and irregular surface. Accommodated high clearance vehicles. Single purpose facility.</p>	<p>smooth.</p> <p>Level 4 Passenger vehicles- smooth surface.</p> <p>Level 5 Passenger vehicles- dust free; possibly paved.</p>
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Maintenance Levels - Maintenance levels define the level of service provided by, and maintenance required for, a specific road FSH 7709.58

Level 1 – Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Roads receiving maintenance level 1 may be of any type, class, or construction standard, and may be managed at any other maintenance level while they are open for traffic. While being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for non-motorized uses.

Level 2 – Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or specialized uses. Log haul may occur at this level.

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. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surface with either native or processed material.

Level 4 – Assigned to roads that provide a moderate degree of user comfort and convenience at moderate traffic 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.

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.

Operational Maintenance Level – The maintenance level currently assigned considering today’s needs, road condition, budget constraints, and environmental concerns.