

Appendix G: Glossary

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 (FSM 7700).

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.

Background ~ The distant part of a landscape. The landscape area located from 4 miles to infinity from the viewer.

Big game ~ Large wild animals that are hunted for sport and food. This hunting is controlled by state wildlife agencies. Big game animals found on this Forest include deer and elk.

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

Corridor (landscape) ~ Landscape element that connect similar patches of habitat through an area with different characteristics. For example, streamside vegetation may create a corridor of willows and hardwoods between meadows or through a conifer forest.

Cumulative effects ~ Impacts on the environment that result from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

Designated road, route, trail, or area ~ An NFS road, NFS trail, or an area on NFS lands that is designated for motor vehicle use pursuant to 36 CFR 212.51 on a motor vehicle use map (36 CFR 212.1).

Distance zones ~ Landscape areas denoted by specific distances from the observer. Used as a frame of reference in which to discuss landscape attributes or the scenic effect of human activities in a landscape.

Foreground ~ Detailed landscape generally found from the observer to 0.5-mile away. See also "Immediate foreground."

Forest road or trail ~ A road or trail wholly or partially 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, trails, and airfields on NFS lands (36 CFR 212.1).

Highway-legal vehicle ~ Any motor vehicle that is licensed or certified under State law for general operation on all public roads within the State. Operators of highway-legal vehicles are subject to state traffic law, including requirements for operator licensing (FSM 7700).

Immediate foreground ~ The detailed feature landscape found within the first few hundred feet of the observer, generally, from the observer to 300-feet away.

Indicator ~ In effects analysis, a device for measuring effects from management alternatives on a particular resource or issue.

Local road ~ A 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.

Maintenance level (ML) ~ Defined in FSH 7709.58, 10, 12. 3 as 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. Roads may be maintained at one level and planned to be maintained at a different level at some future date. The operational maintenance level is the maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns; in other words, it defines the standard to which the road is currently being maintained. The objective maintenance level is the maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns.

Maintenance level 1 road ~ Defined in FSH 7709.58, 10, 12. 3 as 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. 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." 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 open and suitable for nonmotorized uses. These roads have the following attributes: (1) vehicular traffic is eliminated, including administrative traffic; (2) physically blocked or entrance is disguised; (3) not subject to the requirements of the Highway Safety Act; (4) maintenance is done only to minimize resource impacts; and (5) no maintenance other than a condition survey may be required so as long as no potential exists for resource damage.

Maintenance level 2 road ~ Defined in FSH 7709.58, 10, 12.3 as 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 other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either (1) discourage or prohibit passenger cars or (2) accept or discourage high-clearance vehicles. These roads have the following attributes: (1) low traffic volume and low speed; (2) typically local roads; (3) typically connect collectors and other local roads; (4) dips are the preferred drainage treatment; (5) not subject to the requirements of the Highway Safety Act; (6) surface smoothness is not a consideration; and (7) not suitable for passenger cars.

Maintenance level 3 road ~ Defined in FSH 7709.58, 10, 12.3 as roads open and maintained for travel by prudent drivers in a standard passenger car. User comfort and convenience are low priorities. Roads in this maintenance level are typically low speed, single lane with turnouts, and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies

are either “encourage” or “accept.” “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users. These roads have the following attributes: (1) subject to the requirements of the Highway Safety Act and Manual of Uniform Traffic Control Devices (MUTCD); (2) roads have low to moderate traffic volume; (3) typically connect arterial and collector roads; (4) a combination of dips and culverts provide drainage; (5) may include some dispersed recreation roads; and (6) potholing or washboarding may occur.

Maintenance level 4 road ~ Defined in FSH 7709.58, 10, 12.3 as 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. The most appropriate traffic management strategy is “encourage.” However, the “prohibit” strategy may apply to specific classes of vehicles or users at certain times. These roads have the following attributes: (1) subject to requirements of the Highway Safety Act and MUTCD; (2) roads have moderate traffic volume and speeds; (3) may connect to county roads; (4) culverts provide drainage; (5) usually a collector; and (6) may include some developed recreation roads.

Maintenance level 5 road ~ Defined in FSH 7709.58, 10, 12.3 as 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. The appropriate traffic management strategy is “encourage.” These roads have the following attributes: (1) subject to the requirements of the Highway Safety Act and MUTCD; (2) highest traffic volume and speeds; (3) typically connect State and county roads; (4) culverts provide drainage; (5) usually arterial and collector; (6) may include some developed recreation roads; and (7) usually paved or chip-sealed.

Middleground ~ The zone between the foreground and the background in a landscape. The area located from 0.5 to 4 miles from the observer.

Mixed-use road ~ Segments of NFS roads that are identified and signed as open to state licensed and unlicensed vehicles; generally more than 50 inches in width and usually, but not always, low maintenance roads with no high-speed traffic.

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 (MVUM) ~ 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 (FSM 7700).

Motorized mixed use ~ Designation of an NFS road for use by both highway-legal and non-highway legal motor vehicles (FSM 7700).

Motorized trail ~ A travelway usually, but not always, less than 50 inches in width usually, but not always, available for use by all-terrain vehicles (ATVs) and/or motorcycles. These travelways may also be made available to high-clearance four-wheel drive vehicles, and may also be used by bicycles, horses, and hikers.

MVUM ~ See “Motor vehicle use map.”

Natural scenery ~ The landforms including rock outcrops, vegetation, and animals that are naturally found in this ecosystem.

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).

No Action (Alternative) ~ The most likely condition expected to exist if current management practices continue unchanged. The analysis of this alternative is required for Federal actions under NEPA.

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 (FSM 7700).

Off-highway vehicle (OHV) ~ 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).

Off-road vehicle (ORV) ~ See “Off-highway vehicle.”

Over-snow vehicle (OSV) ~ 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).

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

Primitive ~ A Recreation Opportunity Spectrum classification for areas characterized by an essentially unmodified natural environment of fairly large size. Interaction between users is very low and evidence of other users is minimal. The area is managed to be essentially free from evidence of human-induced restrictions and controls. Motorized use within the area is not permitted.

Proposed Action ~ A proposal made by the FS or other Federal agency to authorize, recommend, or implement an action to meet a specific purpose and need.

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

Recreation Opportunity Spectrum (ROS) ~ A framework for stratifying and defining classes of outdoor recreation environments, activities, and experience opportunities. The settings, activities, and opportunities for obtaining experiences are arranged along a continuum or spectrum divided into seven classes—primitive, semi-primitive nonmotorized, semi-primitive motorized, roaded natural, roaded natural nonmotorized, rural, and urban. These are defined in this Glossary under their individual entries.

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 (FSM 7734).

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

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.

Roaded Natural ~ ROS classification for areas characterized by predominantly natural-appearing environments with moderate evidence of the sights and sounds of people. Such evidence usually harmonizes with the natural environment. Interaction between users may be moderate to high, with evidence of other users prevalent. Resource modification and utilization practices are evident, but harmonize with the natural environment. Conventional motorized use is allowed and incorporated into construction standards and design of facilities.

Roaded Natural Nonmotorized ~ ROS classification for areas characterized as closed to motorized use yet which have been heavily modified or are not large enough to be set aside as semi-primitive nonmotorized.

ROS ~ See “Recreation Opportunity Spectrum.”

Route ~ A road or trail.

Rural ~ ROS classification for areas characterized by a natural environment that has been substantially modified by development of structures, vegetative manipulation, or pastoral agricultural development. Resource modification and utilization practices may be used to enhance specific recreation activities and to maintain vegetative cover and soil. Sights and sounds of humans are readily evident, and the interaction between users is often moderate to high. A considerable number of facilities are designed for use by a large number of people. Facilities are often provided for special activities. Moderate user densities are present away from developed sites. Facilities for intensified motorized use and parking are available.

Scenic Integrity Objective (SIO) ~ Management objectives that were adopted from the scenic class values. Scenic Integrity is a measure of the degree to which a landscape is visually perceived to be “complete”. The highest scenic integrity ratings are given to those landscapes that have little or no deviation from the character valued by constituents for its aesthetic appeal.

Very high ~ A scenic integrity level that generally provides for ecological change only.

High ~ A scenic integrity level meaning human activities are not visually evident. In high scenic integrity areas, activities may only repeat attributes of form, line, color and texture found in the existing landscape character.

Moderate ~ A scenic integrity level that refers to landscapes where the valued landscape character “appears slightly altered”. Noticeable deviations must remain visual subordinate to the landscape character being viewed.

Low ~ A scenic integrity level that refers to landscapes where the valued landscape character “appears moderately altered.” Deviations begin to dominate the valued landscape character being viewed, but they borrow valued attributes such as size, shape, effect, and pattern of natural opening, vegetative type changes or architectural styles within or outside the landscape being viewed. They should not only appear as valued character outside the landscape being viewed, but compatible or complimentary to the character within.

Very low ~ A scenic integrity level that refers to landscapes where the valued landscape character “appears heavily altered.” Deviations may strongly dominate the valued landscape character. They may not borrow from valued attributes such as size, shape, edge effect and pattern of natural openings, vegetative type changes or architectural styles within or outside the landscape being viewed. However, deviations must be shaped and blended with the natural terrain so that elements such as unnatural edges, roads, landings, and structures do not dominate the composition.

Unacceptably low ~ A scenic integrity level that refers to landscapes where the valued landscape character being viewed appears extremely altered. Deviations are extremely dominant and borrow little if any line, form, color, texture, pattern or scale from the landscape character. Landscapes at this level of integrity need rehabilitation. This level should only be used to inventory existing integrity. It must not be used as a management objective.

Scoping ~ The process the Forest Service uses to determine, through public involvement, the range of issues that the planning process should address.

Semi-primitive motorized ~ ROS classification for areas characterized by predominantly natural or natural-appearing environment of moderate to large size. Concentration of users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but would be subtle. Motorized use of primitive roads with predominantly natural surfaces and trails suitable for motorcycles is permitted.

Semi-primitive nonmotorized ~ ROS classification for areas characterized by predominantly natural or natural-appearing environment of moderate to large size. Interaction between users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restricts may be present, but would be subtle. Motorized recreation us is not permitted, but local roads used for other resource management activities may be present on a limited bases. Use of such roads is restricted to minimize impacts on recreational experience opportunities.

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, boat ramps and docks, trailheads, marine access facilities, airfields, and heliports (FSM 7705).

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 a motor vehicle use map or maps (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).

Unauthorized route ~ Could refer to either an unauthorized road or unauthorized trail, or (plural) both.

Urban ~ ROS classification for areas characterized by a substantially urbanized environment although the background may have natural-appearing elements. Renewable resource modification and utilization practices are often used to enhance specific recreational activities. Vegetative cover is often exotic and manicured. Sights and sounds of humans are predominant on the site. Large numbers of users can be expected both on the site and in nearby areas. Facilities for highly intensified motor use and parking are available with forms of mass transit often available to carry people throughout the site.

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 and that is suitable for use in an indoor pedestrian area. A person whose disability requires use of a wheelchair or mobility device may use a wheelchair or mobility device that meets this definition anywhere foot travel is permitted (Title V, sec. 507c, of the ADA).