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## GLOSSARY

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The Forest Service uses the term “NFS road” and “NFS trail” (also referred to as NFS routes when combined) to refer to any road or trail that is listed on the Forest transportation atlas other than a road or trail which has been authorized by a legally documented right-of-way held by a State, county, or other local public road authority.

The NFS routes range from trails to arterial and collector roads, which may be paved or surfaced, to local roads that may be either improved or unimproved. The lower-level, unimproved roads are not actively maintained, but are primarily kept open by timber sale road reconstruction and vehicle use.

In addition to NFS routes on the transportation system, a number of other types of routes currently exist on the Forest. Some originated as temporary logging roads, skid trails, or firelines, which were never rehabilitated, and, over time, have remained open to use by the public, even though they are not maintained. Forest users created other roads and trails by driving cross-country through the Forest. These routes are not part of the forest transportation atlas, and, are therefore, referred to as “unauthorized routes.”

**Area** ~ A discrete, specifically delineated space that is smaller, and in most cases much smaller, than a Ranger District (36 CFR 212.1).

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

**Best Management Practices** ~ A practice or usually a combination of practices that are determined by a State or designated planning agency to be the most effective and practicable means (including technological, economic, and institutional considerations) of controlling point and nonpoint source pollutions at levels compatible with environmental quality goals.

**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 primarily include deer and elk.

**Classified Roads** ~ Roads wholly or partially within or adjacent to National Forest System lands that are determined to be needed for motor vehicle access, such as State roads, County roads, privately owned roads, National Forest System roads, and roads authorized by the Forest Service that are intended for long-term use.

**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.

**Decommissioning** ~ Demolition, dismantling, removal, obliteration, or disposal of a deteriorated or otherwise unneeded asset or component, typically a road.

**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).

**Dispersed Recreation** ~ Activities usually associated with backcountry and trails, and are consistent with the settings and experiences identified with Primitive (P), Semi-Primitive Non-Motorized (SPNM), and Semi-Primitive Motorized (SPM) classes of the Recreation Opportunity Spectrum.

**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.

**Disturbance** ~ A natural or human event that causes a change in the existing condition of an ecological system.

**Endangered Species** ~ A plant or animal species listed under the Endangered Species Act that is in danger of extinction through all or a significant portion of its range.

**Foreground** ~ Detailed landscape generally found from the observer to 0.5-mile away.

**Forest road or trail** ~ A road or trail wholly or partially within or adjacent to and serving the National Forest System 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).

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

**Inventoried Roadless Area** ~ Undeveloped areas typically exceeding 5,000 acres that met the minimum criteria for wilderness consideration under the Wilderness Act, and that were inventoried during the Forest Service's Roadless Area Review and Evaluation (RARE II) process, subsequent assessments, or forest planning.

**Land allocation** ~ Site-specific management direction applied to National Forest System lands.

**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 a 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.

**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); a classified forest road under the jurisdiction of the Forest Service.

**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); a trail under the jurisdiction of the Forest Service.

**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** ~ 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)).

**Proposed Action** ~ A proposal made by the Forest service 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.

**RARE II roadless area (Roadless Area Review and Evaluation)** ~ Roadless Areas on National Forest System lands that were inventoried by the Forest Service in 1979.

**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 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.

**Route** ~ A road or trail.

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

**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).

**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).

**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).

**Unclassified roads** ~ Roads on National Forest System lands that are not needed for, and not managed as part of, the forest transportation system; such as unplanned roads, abandoned travelways, off-road vehicle tracks that have not been designated and managed as a trail, and those roads no longer under permit or authorization.

**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).

**Wilderness** ~ A specific area defined in the Wilderness Act of 1964: ...an area of undeveloped federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions..."

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