
GLOSSARY

Travel Route Terms

Map Scale. The ratio of the distance on a map to the distance on the earth. It is typically expressed as a fraction (i.e. 1:24,000). This means that 1 unit on the map equals 24,000 units on the ground.

Route. A road or trail that is signed and managed as a unique entity. Management can change along its length but it is singularly identified. This term is also used in GIS to denote a linear feature composed of one or more arcs or parts of arcs.

Route System. A GIS term for a collection of routes, representing a logical collection of linear features.

Policy Terms

Arterial Road. A forest road that provides service to large land areas and usually connects with other arterial roads or public highways. (FSH 7709.54 - Forest Transportation Terminology Handbook, no longer in print)

Classified Road. Road 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. (36 CFR 212.1, FSM 7705 – Transportation System)

Collector Road. A forest road that serves smaller land areas than an arterial road. Usually connects forest arterial roads to local forest roads or terminal. (FSH 7709.54 – Forest Transportation Terminology Handbook, no longer in print)

Construction (new). The erection, construction, installation, or assembly of a new fixed asset. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Critical Vehicle. The vehicle, normally the largest (by weight, size, or unique configuration), whose limited use on the road is necessary to complete the planned activity. (FSH 7709.56, Sec 4.1 – Road Preconstruction Handbook)

Culvert. A conduit or passageway under a road, trail, or other obstruction. A culvert differs from a bridge in that it is usually constructed entirely below the elevation of the traveled way. (EM 7720-100R, EM 7720-100LL, Sec 102)

Decommission. Demolition, dismantling, removal, obliteration and/or disposal of a deteriorated or otherwise unneeded asset or component, including necessary cleanup work. This action eliminates the deferred maintenance needs for the fixed asset. Portions of an asset or component may remain if they do not cause problems nor require maintenance. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Deferred Maintenance. Maintenance that was not performed when it should have been or when it was scheduled and which, therefore, was put off or delayed for a future period. When allowed to accumulate without limits or consideration of useful life, deferred maintenance leads to deterioration of performance, increased costs to repair, and decrease in asset value. Deferred maintenance needs may be categorized as critical or noncritical at any point in time. Continued deferral of noncritical maintenance will normally result in an increase in critical deferred maintenance. Code compliance (e.g. life safety, ADA, OSHA, environmental, etc.), Forest Plan Direction, Best Management Practices, Biological Evaluations, other regulatory or Executive Order compliance requirements, or applicable standards not met on schedule are considered deferred maintenance. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Design Speed. The speed determined for design and correlation of the physical features of a route that influence vehicle operation. The maximum safe speed that the design vehicle can maintain over a specified segment of a route when conditions are so favorable that the design features of the road, rather than operational limitations of the vehicle, govern. The design speed is the safe speed for the design situation only. (FSH 7709.56, Sec 4.25 – Road Preconstruction Handbook)

Design Vehicle. The vehicle frequently using the road that determines the minimum standard for a particular design element. No single vehicle controls the standards for all the design elements for a road. Determine the maximum and minimum standards from the type and configuration of the vehicles using the road. Analyze each design element to determine which vehicle governs the standard for that element. (FSH 7709.56, Sec 4.1 – Road Preconstruction Handbook)

Forest Road. As defined in Title 23, Section 101 of the United States Code (23 U.S.C. 101), any road wholly or partly 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. (FSM 7705 – Transportation System)

Forest Transportation Atlas. An inventory, description, display, and other associated information for those roads, trails, and airfields that are important to the management and use of National Forest System lands or to the development and use of resources upon which communities within or adjacent to the National Forests depend. (36 CFR 212.1)

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, FSM 7705 – Transportation System)

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. (FSM 7705 – Transportation System)

Functional Class. The way a road services land and resource management needs, and the character of service it provides. (FSH 7709.54, Forest Transportation Terminology Handbook, no longer in print)

Jeep. A small general-purpose motor vehicle with 80 inch wheel base, ¼ ton capacity and four wheel drive.

Jurisdiction. The legal right to control or regulate use of a transportation facility. Jurisdiction requires authority, but not necessarily ownership. The authority to construct or maintain a road may be derived from fee title, an easement, or some other similar method. (FSM 7705 – Transportation System)

Local Road. A forest road that connects terminal facilities with forest collector, forest arterial or public highways. Usually forest local roads are single purpose transportation facilities. (FSH 7709.54 – Forest Transportation Terminology Handbook, no longer in print)

Maintenance. The preservation of the entire highway, including surface, shoulders, roadsides, structures and such traffic-control devices as are necessary for its safe and efficient utilization. (USC: Title 23, Section 101(a)).

Maintenance. The upkeep of the entire forest development transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization. (36 CFR 212.2(i)).

Maintenance. The act of keeping fixed assets in acceptable condition. It includes preventive maintenance, normal repairs, replacement of parts and structural components, and other activities needed to preserve a fixed asset so that it continues to provide acceptable service and achieves its expected life. Maintenance excludes activities aimed at expanding the capacity of an asset or otherwise upgrading it to serve needs different from, or significantly greater than those originally intended. Maintenance includes work needed to meet laws, regulations, codes, and other legal direction as long as the original intent or purpose of the fixed asset is not changed. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Maintenance Level. Defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria. (FSH 7709.58, Sec 12.3 – Transportation System Maintenance Handbook)

Maintenance 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. 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 non-motorized uses.

Maintenance 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 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.

Maintenance 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 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.

Maintenance 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. The most appropriate traffic management strategy is “encourage.” However, the “prohibit” strategy may apply to specific classes of vehicles or users at certain times.

Maintenance Level 5: Assigned to roads that provide a high degree of user comfort and convenience. Normally, roads are double-lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is “encourage.”

National Forest System Road (NFSR). A classified forest road under the jurisdiction of the Forest Service. The term “National Forest System roads” is synonymous with the term “forest development roads” as used in 23 U.S.C. 205. (FSM 7705 – Transportation System)

National Forest System Trail (NFST). A classified forest trail under the jurisdiction of the Forest Service.

New Road Construction. Activity that results in the addition of forest classified or temporary road miles. (36 CFR 212.1, FSM 7705 – Transportation System)

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. (FSH 7709.58, Sec 12.3 – Transportation System Maintenance Handbook)

Open for Public Travel. The road section is available and passable by four-wheeled standard passenger cars, and open to the general public for use without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight or class of registration, except during scheduled periods, extreme weather or emergency conditions. (23 CFR 460.2(c)).

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 7709.58, Sec 12.3 – Transportation System Maintenance Handbook)

Other System. Additional network(s) of travel ways serving a common need or purpose, managed by an entity with the authority to finance, build, operate and maintain the routes. (U.S.C. 101 23 CFR 660, FSM 7740.5 – Federal Lands Highway Programs)

Private Road. A road under private ownership authorized by easement to a private party, or a road which provides access pursuant to a reserved or private right. (FS-643, Roads Analysis; Informing Decisions About Managing the National Forest Transportation System, August 1999.)

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), 23 CFR 460.2(a), FSM 7705 – Transportation System)

Road. A motor vehicle travelway over 50 inches wide, unless designated and managed as a trail. A road may be classified, unclassified, or temporary. (36 CFR 212.1, FSM 7705 – Transportation System)

Road Decommissioning. Activities that result in the stabilization and restoration of unneeded roads to a more natural state. (36 CFR 212.1, FSM 7705 – Transportation System)

Road Improvement. Activity that results in an increase of an existing road’s traffic service level, expands its capacity, or changes its original design function. (FSM 7705 – Transportation System)

Road Maintenance. The ongoing upkeep of a road necessary to retain or restore the road to the approved road management objective. (FSM 7705 – Transportation System)

Road Management Objectives (RMO). Defines the intended purpose of an individual road based on management area direction and access management objectives. Road management objectives contain design criteria, operation criteria, and maintenance criteria. (FSH 7709.55, Sec 33 – Transportation Planning Handbook)

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. (FSM 7705 – Transportation System)

Road Reconstruction. Activity that results in a Road Improvement or Road Realignment of an existing classified road. (FSM 7700 – Transportation System)

Service Life. The length of time that a facility is expected to provide a specified service. (FSH 7709.56b, Sec 05 – Transportation Structures Handbook)

Subject to the Highway Safety Act. National Forest System roads that are open to use by the public for standard passenger cars. This includes roads with access restricted on a seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use. (FSM 7705 – Transportation System)

Temporary Road. Road authorized by contract, permit, lease, other written authorization, or emergency operation not intended to be a part of the forest transportation system and not necessary for long-term resource management. (36 CFR 212.1, FSM 7705 – Transportation System)

Traffic management strategies. Strategies may be employed on any Forest route where necessary to control any class or type of traffic. Originally, these strategies were used only to distinguish between those roads subject to the Highway Safety Act (HSA) and those excluded from the Act. These same strategies can also be used to manage and control traffic, and to guide forest visitors from the time they first encounter the Forest Transportation System (roads and trails) until they reach their destinations. These strategies—or combination of strategies—when properly used should provide a more positive experience while traveling the Forest routes.

Encourage. To encourage traffic on a route, destination signing should be included with the route identification. Traffic should be encouraged only on routes that are designed and maintained for the type of traffic desired. Signing may also include use of signs such as the Site Approach (SA) and other advance notice of Forest access and/or facilities. Routes should be portrayed as more desirable on Forest Visitor maps using standard map symbols and map keys.

Accept. On routes where traffic is accepted but not encouraged, sign only with the appropriate route identification signs. These routes should be shown as suitable for traffic on Forest Visitor maps using standard map symbols and map keys.

Discourage. Discouraging types of traffic is normally accomplished through entrance treatment, warning or informational signs, maps, or other sources of information. Destination and/or route identification signs may be appropriate if discouraging one type of traffic but encouraging or accepting another type. A good example is discouraging passenger car traffic but encouraging high-clearance traffic. Enforcement is neither feasible nor intended.

Eliminate. To eliminate types of traffic, methods should be incorporated that are suitable for the restriction. Ditches, berms, earth mounds, vegetation screens, and different surface textures may be utilized to physically eliminate one type of traffic while allowing another. Enforcement is neither feasible nor intended.

Prohibit. To prohibit traffic, a legal order citing the appropriate Code of Federal Regulations (CFR) shall be prepared and enforced. Restriction devices should be installed as necessary to prohibit the intended traffic from traveling the route. The

restriction device should be signed with the appropriate warning signs following guidelines in the Manual on Uniform Traffic Control Devices (MUTCD). The prohibition is marked with the Travel Management sign at the point of entry.

Traffic Service Level. Describes the significant characteristics and operating conditions of a road. (FSH 7709.56, Ch 4 – Road Preconstruction Handbook, FSM 7705 – Transportation System)

Trail. A Trail is a linear feature constructed for the purpose of allowing the free movement of people, stock, or OHV's.

Trail Class. The prescribed scale of trail development, representing the intended design and management standards of the trail.

Traveled Way. The portion of the roadway used for the movement of vehicles; not including turnouts, exclusive of shoulders and auxiliary lanes. (EM 7720-100LL, Section 102.)

Unclassified Roads. 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 decommissioned upon the termination of the authorization. (36 CFR 212.1, FSM 7705 – Transportation System)

Undetermined. Roads where long term purpose and need has yet to be determined.

Not Needed. Roads not needed for long term management of national forest resources as determined through an appropriate planning document.

