



APPENDIX U
DEFINITION OF TRANSPORTATION ASSET
TYPE, FUNCTIONAL CLASS, AND
MAINTENANCE INTENSITY

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APPENDIX U

DEFINITION OF TRANSPORTATION ASSET TYPE, FUNCTIONAL CLASS, MAINTENANCE INTENSITY

U.1 TRANSPORTATION ASSET TYPE

The Transportation Asset Types of Road, Primitive Road and Trail are established by the Roads and Trails Terminology Report issued in April 2006, an attachment to Instruction Memorandum No. 2006-173; and the BLM 1626 Manual (Travel and Transportation Manual) issued in 2011. The report was an attachment to Instruction Memorandum No. 2006-173.

U.1.1 DEFINITIONS

Road: A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

Primitive Road: A linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not normally meet any BLM road design standards.

Trail: A linear route managed for human-powered, stock or off-highway vehicle forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

U.2 BLM FUNCTIONAL CLASSIFICATIONS

U.2.1 DEFINITIONS

Collector Road: These Bureau roads normally provide primary access to large blocks of land, and connect with or are extensions of a public road system. Collector roads accommodate mixed traffic and serve many uses. They generally receive the highest volume of traffic of all the roads in the Bureau road system. User cost, safety, comfort and travel time are primary road management considerations. Collector roads usually require application of the highest standards used by the Bureau. As a result, they have the potential for creating substantial environmental impacts and often require complex mitigation procedures.

Local Road: The Bureau roads normal serve a smaller area than collectors, and connect to collectors or public road systems. Local roads receive lower volumes, carry fewer traffic types and generally serve fewer uses. User cost, comfort and travel time are secondary to construction and maintenance cost considerations. Low volume local roads in mountainous terrain, where operation speed is reduced by effort of terrain, may be single land roads with turnouts. Environmental impacts are reduced as steeper

grades, sharper curves, and lower design speeds than would be permissible on collector roads are allowable.

Resource Road: These Bureau roads normally are spur roads that provide point access and connect to local or collector roads. They carry very low volume and accommodate only one or two types of use. Use restrictions are applied to prevent conflicts between users needing the road and users attracted to the road. The location and design of these roads are governed by environmental compatibility and minimizing Bureau costs, with minimal consideration for user cost, comfort, or travel time.

U.3 MAINTENANCE INTENSITY

U.3.1 LEVEL 0

U.3.1.1 Maintenance Description

- Existing routes that will no longer be maintained and no longer be declared a route. Routes identified as Level 0 are identified for removal from the Transportation System entirely.

U.3.1.2 Maintenance Objectives

- No planned annual maintenance.
- Meeting identified environmental needs.
- No preventive maintenance or planned annual maintenance activities Maintenance Funds.
- No annual maintenance funds.

U.3.2 LEVEL I

U.3.2.1 Maintenance Description

- Routes where minimum (low intensity) maintenance is required to protect adjacent lands and resource values. These roads may be impassable for extended periods of time.

U.3.2.2 Maintenance Objectives

- Low (minimal) maintenance intensity
- Emphasis is given to maintaining drainage and runoff patterns as needed to protect adjacent lands. Grading, brushing or slide removal is not performed unless route bed drainage is being adversely affected, causing erosion.
- Meet identified resource management objectives.
- Perform maintenance as necessary to protect adjacent lands and resource values.

- No preventive maintenance.
- Planned maintenance activities limited to environmental and resource protection.
- Route surface and other physical features are not maintained for regular traffic.

U.3.2.3 Maintenance Funds

- Maintenance funds provided to address environmental and resource protection requirements.
- No maintenance funds provided to perform preventive maintenance.

U.3.3 LEVEL 3

U.3.3.1 Maintenance Description

- Routes requiring moderate maintenance due to low volume use (e.g. seasonally or year-round for commercial, recreation, or administrative access). Maintenance Intensities may not provide year-round access but are intended to generally provide resources appropriate to keep the route in use for the majority of the year.

U.3.3.2 Maintenance Objectives

- Medium (Moderate) maintenance intensity.
- Drainage structures will be maintained as needed. Surface maintenance will be conducted to provide a reasonable level of riding comfort at prudent speeds for the route conditions and intended use. Brushing is conducted as needed to improve sight distance when appropriate for management uses. Landslides adversely affecting drainage receive high priority for removal; otherwise, they will be removed on a scheduled basis.
- Meet identified environmental needs.
- Generally maintained for year-round traffic.
- Perform annual maintenance necessary to protect adjacent lands and resource values.
- Perform preventive maintenance as required to generally keep the route in acceptable condition.

U.3.3.3 Maintenance Funds

- Maintenance funds provided to preserve the route in the current condition, perform preventive maintenance activities on a scheduled basis, and address environmental and resource protection requirements.

U.3.4 LEVEL 5

U.3.4.1 Maintenance Description

- Routes for high (Maximum) maintenance due to year-round needs, high volume traffic, or significant use. Also may include routes identified through management objectives as requiring high intensities of maintenance or to be maintained open on a year-round basis.

U.3.4.2 Maintenance Objectives

- High (Maximum) maintenance intensity.
- The entire route will be maintained at least annually. Problems will be repaired as discovered. These routes may be closed or have limited access due to weather conditions but are generally intended for year-round use.
- Meet identified environmental needs.
- Generally maintained for year-round traffic.
- Perform annual maintenance necessary to protect adjacent lands and resource values.
- Perform preventive maintenance as required to generally keep the route in acceptable condition.
- Planned maintenance activities should include environmental and resource protection efforts, annual route surface.
- Route surface and other physical features are maintained for regular traffic.

U.3.4.3 Maintenance Funds

- Maintenance funds provided to preserve the route in the current condition, perform planned preventive maintenance activities on a scheduled basis, and address environmental and resource protection requirements.