

## Appendix D: Road and Trail Maintenance and Classification Descriptions

### BLM System Road Maintenance Classes with the Planning Area

Level	Description
3	This level of maintenance includes work needed to maintain the road primarily for seasonal use or occasionally open year round. Roads at this level will typically be low volume, single lane, low standard, native surface roads typical of a “resource” road to service low use recreation areas or other resource uses. Maintenance would include keeping drainage structures functional and maintenance of the road prism. Sight distance, driver safety and minimal road signage would be included in this level. “Resource Road/Local Road” fits this maintenance level.
4	This level of maintenance includes the work necessary to maintain year-round, high seasonal use with high concern for driver safety and convenience. Roads may be two lane, high standard native, aggregate or bituminous surfacing with medium volume. Preventative maintenance is done on an established schedule; problems are repaired as soon as discovered. “Local Road/Collector Road” fits this maintenance level.

### BLM Trails Maintenance

Level	Description
2	Motorized trails would require condition surveys on a regular basis. Repairs would be done as soon as practicable, to prevent environmental damage and maintain access. Emphasis is given to maintaining drainage and mitigating hazards. The trail may be signed “Not Regularly Maintained”. Major repair may not be done for several seasons.

## **Functional Road Classification Types:**

### **BLM System Roads**

**Collector Roads (Level 4 or 5)** – These bureau roads normally provide primary access to large blocks of land and connect with or are extensions of a public road system. They accommodate mixed traffic and serve many uses. They generally receive the highest volume of traffic of all 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.

**Local Roads (Level 4 or 3)** – These bureau roads normally 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 users. User cost, comfort and travel time are secondary to construction and maintenance cost considerations. Low volume local roads in mountainous terrain, where operating speed is reduced by effort of terrain, may be single lane 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 Roads (Level 2)** – These bureau roads 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.

### **Trails**

**Motorized Trail (Level 2)** – Low use trail with little or no contact between parties. Little or no visitor use management. Visitors may encounter obstructions like rocks, brush or dusty conditions.