

OR/WA BLM Ground Transportation (GTRN) Publication Data Dictionary

May 7, 2020

GTRN Publication Attribute Fields

The following table lists all attribute fields found in all both of the GTRN Publication datasets in alphabetical order. The GTRN Publication dataset consists of two feature classes: roads and trails.

In 2013 the GTRN Closure Device feature class was migrated to the Structure feature class. Road and trail closure devices are indicated in the Structures feature class by REASON (or REASON2) = 'Road Access Restriction' with a STRCT_PT_TYPE of Gate, Road Barrier, or Sign. STRCT_MAT provides the physical material of the road closure or blockage.

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List of GTRN Publication Attribute Fields

ID	Page	Field Name	Description	Domain
1	5	AccessRgths	Access Rights	dom_GTRN_acc_rgts
2	6	AccessRgthsContinuity	Access Rights Continuity	dom_GTRN_cont_acc_rgts
3	7	AccuracyFt	Accuracy Feet	
4	8	AvgWidth	Average Route Segment Width	
5	8	BeginMilePost	Segment Beginning Mile Post	
6	8	BLMOrgCode	Administrative Unit Organization Code	dom_blm_org_cd
7	9	BLMRdNum	BLM Road Number	
8	10	BLMTrINum	BLM Trail Number	
9	10	CapitalImp	Capital Improvements	dom_GTRN_c_improve
10	10	CartoRoad	Cartographic Display	dom_GTRN_carto_road
11	11	ClosureRsn	Reason of Closure	dom_GTRN_clsr_rsn
12	11	ClosureStat	Closure Status	dom_GTRN_clsr_stat
13	14	Comments	Comments	
14	14	ConstrYear	Construction Year	
15	14	Control	Control	dom_GTRN_control
16	16	CoordSrc	Coordinate Source	dom_coord_src
17	17	CountyCd	County Name	dom_GTRN_cnty_cd
18	17	CountyRdNum	County Road Number	
19	18	Drivability	Drivability	dom_GTRN_drivability
20	18	DrivabilityObsDate	Drivability Observed Date	
21	19	DsgName	Special Designation Name	dom_GTRN_dsgtn_name
22	20	EndMilePost	Segment End Milepost	
23	20	FCI_CondCode	FCI Condition Code	dom_GTRN_cndtn_cd
24	20	FLTP	Federal Lands Transportation Program	dom_YN
25	21	FrmwkID	Framework Identifier	
26	22	GIS_Miles	GIS Calculated Miles	
27	22	IntrnlFieldNotes	Field Notes	
28	22	IntrnlPlanRteNum	Planning Route Number	
29	23	IntrnlPrjName	Internal Project Name	
30	23	InvCat	Inventory Category	
31	23	InventoryCrew	Inventory Crew	
32	24	InventoryYear	Inventory Year	Dom_GTRN_inv_crew
33	24	LinLocID	FAMS Equipment Number (Linear Asset)	

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34	24	MaintInt	Maintenance Intensity	
35	28	MaintLvl	Maintenance Level	
36	29	MaintResp	Maintenance Responsibility	
37	29	MaintYr	Maintenance Year	
38	29	NumLanes	Number of Lanes	dom_GTRN_num_ins
39	30	OHVlmtSeason	Off-Highway Vehicle Limited Season	
40	31	OHVlmtVehicle	Off-Highway Vehicle Designation Limited Vehicle Type	dom_GTRN_OHV_LMT_VH_DSG
41	33	OHVDsgtn	Off-Highway Vehicle Route Designation	dom_OHV_RTE_DSG
42	37	OtherRdNum	Other Road Number	
43	37	OtherTrlNum	Other Trail Number	
44	38	OwnerDesg	Owner Designation	dom_GTRN_own_dsgtn
45	39	Ownership	Jurisdiction	dom_GTRN_own
46	40	PlanCat	Plan Category	dom_GTRN_plan_cat
47	43	PlanID	Planning Name	Comes from ePlanning Database
48	44	RoadClass	Road Functional Classification	dom_GTRN_road_cls
49	46	RoadName	Road Primary Name	
50	47	RoadName2	Road Secondary Name	
51	48	RoadNum	Road Primary Number	
52	49	RoadNum2	Road Secondary Number	
53	50	RouteID	Route Identifier	
54	50	RouteNum	Route Number	
55	50	RouteSeg	Route Segment	
56	50	RouteSpur	Route Spur Value	
57	50	RWOHalfWidth	Resource Management Plan for Western Oregon (RWO) Half Width(ft)	
58	51	SegAssetID	FAMS Equipment Number (Segment)	
59	51	SpecialDesg	Special Designation	dom_GTRN_spec_dsgtn
60	53	SourceVintage	Source Vintage	
61	53	SubgWidth	Subgrade Width	
62	53	Surface	Surface	dom_GTRN_surf
63	53	SurfaceType	Surface Type	dom_GTRN_surf_typ
64	54	TigerNum	TIGER ID Number	
65	54	TotalMiles	Total Miles of Segment	
66	55	TrailName	Trail Primary Name	
67	56	TrailName2	Trail Secondary Name	
68	57	TrailNum	Trail Primary Number	
69	57	TrailNum2	Trail Secondary Number	
70	58	TrailOnRoad	Trail on Road	dom_YN
71	58	TrailUse	Trail Predominant Use	dom_GTRN_trail_use
72	59	TrailUseSnow	Trail Use Snow	dom_GTRN_trail_use_snow
73	59	TrlClosureStat	Trail Closure Status	dom_GTRN_trl_clsr_stat
74	60	USFSKeyNum	USFS Key Number	
75	60	USFSRdNum	USFS Road Number	
76	61	USFSTrlNum	USFS Trail Number	

Roads Publication Feature Class

The following table lists all attribute fields found in the Roads Publication feature class in the order the fields appear in the database.

<i>Roads Publication</i>				<i>BLM_Inv_Roads_arc</i>	
Field Name	Data Type	Length	Allow Nulls	Default Value	Domain
InvCat	String	5	Yes		
RoadNum	String	30	Yes		
RoadNum2	String	30	Yes		
BLMRdNum	String	15	Yes		

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USFSRdNum	String	15	Yes		
CountyRdNum	String	10	Yes		
OtherRdNum	String	20	Yes		
RoadName	String	50	Yes		
RoadName2	String	30	Yes		
DsgName	String	75	Yes		dom_GTRN_dsgtn_name
SpecialDesg	String	4	Yes		dom_GTRN_spec_dsgtn
FLTP	String	3	Yes		dom_YN
Ownership	String	35	Yes	Not Known	dom_GTRN_own
OwnerDesg	String	4	Yes		dom_GTRN_own_dsgtn
Control	String	35	Yes		dom_GTRN_control
AccessRghts	String	10	Yes		dom_GTRN_acc_rgts
AccessRghtsContinuity	String	15	Yes	UNKNOWN	dom_GTRN_cont_acc_rgts
Drivability	String	20	Yes	Unknown	dom_GTRN_drivability
DrivabilityObsDate	String	8	Yes		
CapitalImp	String	3	Yes	NA	dom_GTRN_c_improve
MaintResp	String	35	Yes		
MaintInt	String	35	Yes		
MaintLvl	String	35	Yes		
MaintYr	String	8	Yes		
RoadClass	String	35	Yes		dom_GTRN_road_cls
CartoRoad	String	20	No	Unknown	dom_GTRN_carto_road
Surface	String	35	Yes		
SurfaceType	String	35	Yes		dom_GTRN_surf_typ
FCI_CondCode	String	4	Yes		dom_GTRN_cndtn_cd
ConstrYear	Number		Yes		
AvgWidth	String	2	Yes		
SubWidth	String	2	Yes		
RWOHalfWidth	Number		Yes		
NumLanes	String	3	Yes		dom_GTRN_num_lns
ClosureStat	String	35	Yes		dom_GTRN_clsr_stat
ClosureRsn	String	35	Yes		dom_GTRN_clsr_rsn
BeginMilePost	Number		Yes		
EndMilePost	Number		Yes		
TotalMiles	Number				
BLMOrgCode	String	5	Yes		dom_blm_org_cd
CountyCd	String	35	Yes		dom_GTRN_cnty_cd
Comments	String	255	Yes		
RouteNum	String	35	Yes		
RouteSeg	String	35	Yes		
RouteSpur	String	35	Yes		
RouteID	String	110	Yes		
LinLocID	String	8	Yes		
SegAssetID	String	8	Yes		
FrmwkID	String	9	Yes		
USFSKeyNum	String	34	Yes		
TigerNum	String	9	Yes		
PlanID	String	100	Yes	Unknown	dom_PLANID
IntrnlPrjName	String	50	Yes		
PlanCat	String	30	Yes	Unknown	dom_GTRN_plan_cat
IntrnlPlanRteNum	String	50	Yes		
OHVDsgtn	String	20	Yes	Unknown	dom_GTRN_OHV_RTE_DSG
OHVlmtSeason	String	100	Yes		
OHVlmtVehicle	String	20	Yes	Unknown	dom_GTRN_OHV_LMT_VH_DSG
InventoryYear	String	4	Yes		
InventoryCrew	String	50	Yes		dom_GTRN_inv_crew
IntrnlFieldNotes	String	255	Yes		
GIS_Miles	Number				
AccuracyFt	Number				
CoordSrc	String	7	Yes		dom_COORD_SRC
SourceVintage	Date		Yes		

Trails Publication Feature Class

The following table lists all attribute fields found in the Trails Publication feature class in the order the fields appear in the database.

Trails Publication

BLM_Inv_Roads_arc

Field Name	Data Type	Length	Allow Nulls	Default Value	Domain
InvCat	String	5	Yes		
TrailNum	String	30	Yes		
TrailNum2	String	30	Yes		
BLMTrlNum	String	15	Yes		
USFTrlNum	String	15	Yes		
OtherTrlNum	String	20	Yes		
TrailName	String	50	Yes		
TrailName2	String	30	Yes		
DsgName	String	75	Yes		dom_GTRN_dsgtn_name
SpecialDesq	String	4	Yes		dom_GTRN_spec_dsgtn
TrailUse	String	30	Yes		dom_GTRN_trail_use
TrailUseSnow	String	10	Yes	UNK	dom_GTRN_trail_use_snow
TrailOnRoad	String	1	Yes		dom_YN
Ownership	String	35	Yes	Not Known	dom_GTRN_own
OwnerDesq	String	4	Yes		dom_GTRN_own_dsgtn
CapitlImp	String	3	Yes		dom_GTRN_c_improve
MaintResp	String	35	Yes		
MaintInt	String	35	Yes		
MaintLvl	String	35	Yes		
Surface	String	35	Yes		
SurfaceType	String	35	Yes		dom_GTRN_surf_typ
FCI_CondCode	String	4	Yes		dom_GTRN_cndtn_cd
ConstrYear	Number		Yes		
AvqWidth	String	2	Yes		
TrlClosureStat	String	20	Yes	Unknown	dom_GTRN_trl_clsr_stat
BeginMilePost	Number		Yes		
EndMilePost	Number		Yes		
TotalMiles	Number				
BLMOrgCode	String	5	Yes		dom_blm_org_cd
Comments	String	255	Yes		
RouteNum	String	35	Yes		
RouteID	String	110	Yes		
LinLocID	String	8	Yes		
SegAssetID	String	8	Yes		
FrmwkID	String	9	Yes		
PlanID	String	100	Yes	Unknown	dom_PLANID
IntrnlPrjName	String	50	Yes		
PlanCat	String	30	Yes	Unknown	dom_GTRN_plan_cat
IntrnlPlanRteNum	String	50	Yes		
OHVDsgtn	String	20	Yes	Unknown	dom_GTRN_OHV_RTE_DSG
OHVLmtSeason	String	100	Yes		
OHVLmtVehicle	String	20	Yes	Unknown	dom_GTRN_OHV_LMT_VH_DSG
InventoryYear	String	4	Yes		
InventoryCrew	String	50	Yes		dom_GTRN_inv_crew
IntrnlFieldNotes	String	255	Yes		
GIS_Miles	Number				
AccuracyFt	Number				
CoordSrc	String	7	Yes		dom_COORD_SRC
SourceVintage	Date		Yes		

Segment Points Feature Class

The following table lists all attribute fields found in the Segment Points feature class in the order the fields appear in the database.

<i>Segment Points</i>				<i>BLM_Inv_Roads_arc</i>	
Field Name	Data Type	Length	Allow Nulls	Default Value	Domain
BLMRdNum	String	15	Yes		
RouteSeg	String	35	Yes		
SegAssetID	String	8	Yes		

GTRN Publication Fields and Attributes Defined

1. Access Rights – AccessRights

Published in roads

The access rights field captures which roads public access is secured and which roads the BLM has the legal administrative right to use **on a road segment by road segment basis**.

This field **must be** used in tandem with the Access Rights Continuity field.

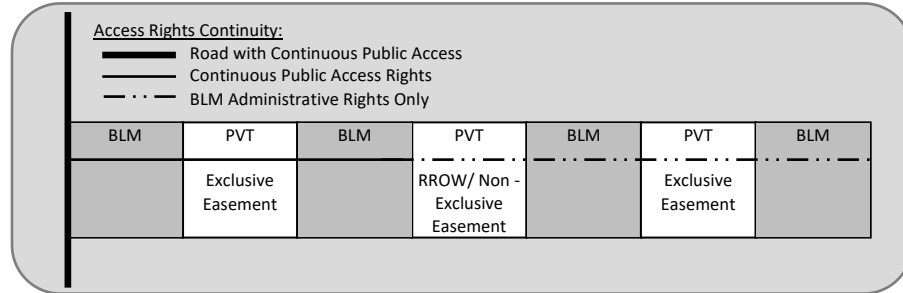
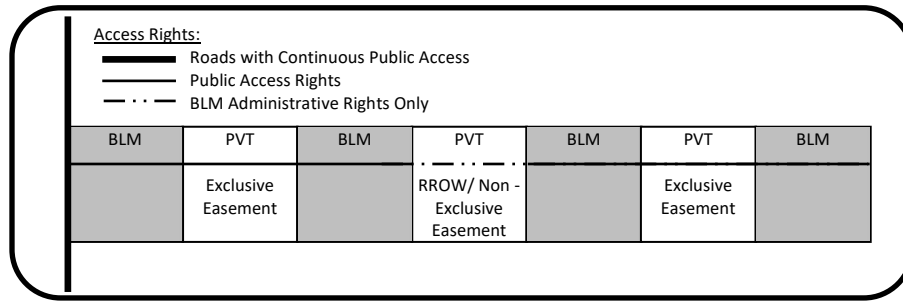
This field does not define physical access. Physical access is determined through a combination of Access Rights, Access Rights Continuity, and Closure Status.

<i>Domain Codes and Descriptions</i>		<i>dom_GTRN_acc_rgts</i>
Code	Description	
PUBLIC	Public access (including BLM) is secured	
ADMIN	BLM administrative rights; no public access is secured	
NONE	No public or BLM access is allowed	
UNKNOWN	Unknown (Default)	

This field is independent of management decisions made by the BLM and is a reflection of exclusive and non-exclusive easements and reciprocal right-of-way agreements. The access rights values in this field should not be in conflict with the access rights values identified in the ESMTROW dataset. In instances where the ESMTROW dataset has more than one access right value the most inclusive value should be used in GTRN, i.e., if the BLM has an exclusive easement (public access is secured) with a private landowner and a non-exclusive (admin access rights) with a timber industry entity on that same road segment then GTRN should display the public, or most inclusive, access rights.

More GTRN road segments may have the access rights identified than are identified in the ESMTROW dataset as BLM roads on BLM lands do not require an easement; BLM roads on BLM lands will always have public access rights. Even though BLM roads on BLM lands will always have public access rights, as a result of the checkerboard land pattern the public’s access to those roads may be restricted. It is therefore necessary to assess the AccessRightsContinuity field.

The ESMTROW data layer includes additional information about the easement or right-of-way, e.g., case number, the authorized use, and the type of feature. It is important to include the access rights information in both data layers.



2. Access Rights Continuity – AccessRightsContinuity

Published in roads.

The access rights continuity field captures which roads public access is secured and which roads the BLM has the legal administrative right to use **in the context of the road network**.

This field **must be** used in tandem with the Access Rights field.

This field does not define physical access. Physical access is determined through a combination of Access Rights, Access Rights Continuity, and Closure Status.

Domain Codes and Descriptions *dom_GTRN_cont_acc_rgts*

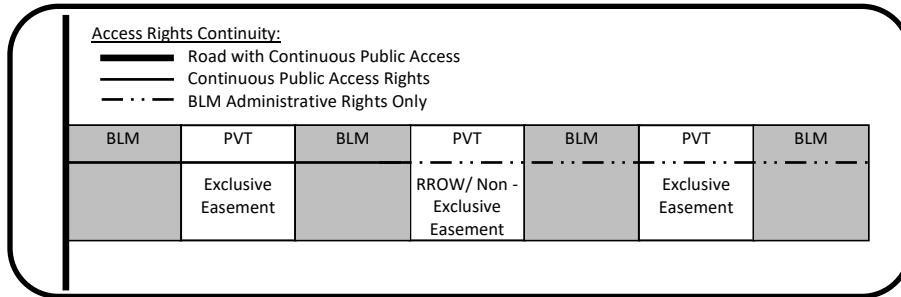
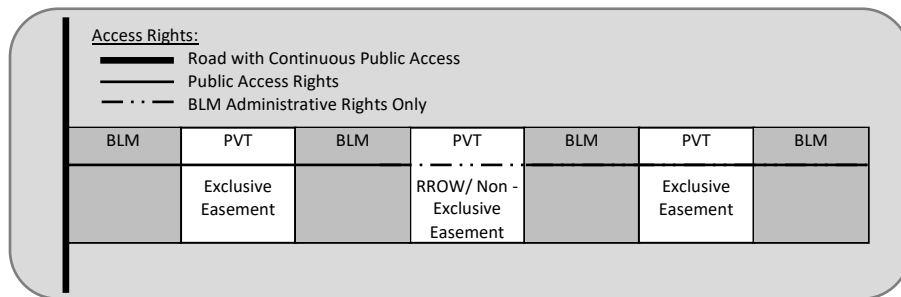
Code	Description
PUBLIC_CONT	Continuous public access (including BLM) is secured
ADMIN_CONT	BLM administrative rights; no continuous public access is secured
NONE_CONT	No public or BLM access is allowed
UNKNOWN	Unknown (Default)

Public access rights are most typically interrupted by use rights secured thru Reciprocal Right-of-Way Agreements (RROW’s), or any other non-exclusive easement. All BLM roads tributary to roads without secured public access also do not have secured public access.

As an example, the BLM-administered land in western Oregon is predominantly intermingled in a checkerboard pattern with private land. Intermingled private lands are owned primarily by timber companies and are managed for commercial timber production. Legal access to federal and private timberlands is provided through long-term or perpetual RROW’s between the United States and private timberland owners as authorized by the Federal Land and Policy Management Act of 1976 (FLPMA) and other Federal regulations. A RROW provides both the United States and the private landowner with a **non-exclusive** right to use, construct and maintain logging roads on each other’s property for forest management and removal of forest products. These RROW’s **do not grant rights for public access and recreational use** of roads constructed under these agreements.

BLM typically negotiates **exclusive** easements with private landowners to obtain access for forest management activities when a reciprocal agreement is not needed. Unlike RROW's, exclusive road easements typically **do grant rights for public use**.

This attribute has several useful applications: 1) Travel and Transportation Management (TTM) planning, determining which BLM roads have continuous public access rights and are therefore “open to public travel” is a critical first step in the TTM planning process. 2) Allocation, this is the setting apart or segregation of a portion of the road replacement cost, capital expenditure, or road maintenance fees attributable to road uses other than log hauling (e.g. recreation and other public uses). The net effect of allocation is that RROW permittees are not required to share in road costs which are not directly attributable to hauling of timber and other forest products. 3) Federal Lands Transportation Program (FLTP) road nominations, all roads nominated for inclusion in this FHWA program must be “open to public travel”, i.e., have continuous public access rights.



3. Accuracy Feet – AccuracyFt

Published in roads and trails.

How close, in feet, the spatial GIS depiction is to the actual location on the ground. There are several factors to consider in GIS error: scale and accuracy of map-based sources, accuracy of GPS equipment, and the skill level of the data manipulators. A value of “0” indicates no entry was made. This is the correct value when the COORD_SRC is another GIS theme (DLG, GCD), Digital Elevation Model (DEM)) because the accuracy is determined by that theme. However, if COORD_SRC is MAP (digitized from a paper map) or GPS, a value of “0” indicates a missing value that should be filled in either with a non-zero number or “-1.” A value of “-1” indicates that the accuracy is unknown and no reliable estimate can be made.

4. Average Route Segment Width – AvgWidth

Published in roads and trails.

This field is a record of the average width, i.e., the surface width, of a route, measured in feet. Historically western Oregon captured subgrade width in this field. As Road Condition Assessments (RCA) were completed the discrepancy in width definitions became apparent and a new Subgrade Width field was created in FAMS. Until the RCAs are 100% complete some western Oregon Average Width values in FAMS contain Subgrade Width. Therefore, in GTRN, for inventoried roads (populated via FAMS) this is only populated for eastside districts.

5. Segment Beginning Milepost – BeginMilePost

Published in roads and trails.

The milepost value for the segment origin.

6. Administrative Unit Organization Code – BLMOrgCode

Published in roads and trails.

A combination of the BLM administrative state and field office which has administrative responsibility for the spatial entity. This includes which office covers the entity for planning purposes and which office is the lead for GIS edits. Another agency or individual may have the physical management responsibility for the on-the-ground entity. This field applies particularly when a spatial entity crosses resource area or district boundaries and the administrative responsibility is assigned to one or the other rather than splitting the spatial unit. Similarly, OR/WA BLM may have administrative responsibility over some area that is physically located in Nevada, Idaho, and California and vice versa. When appropriate, the office can be identified only to the district or even the state level rather than to the resource area level.

<i>Domain Codes and Descriptions</i>	<i>dom_blm_org_cd</i>
Code	Description
CA000	CA000 - California BLM
CAN01	CAN01 - Northern California District Office
CAN02	CAN02 - Alturas Field Office
CAN03	CAN03 - Arcata Field Office
CAN06	CAN06 - Redding Field Office
ID000	ID000 - Idaho BLM
IDB00	IDB00 - Boise District Office
IDB01	IDB01 - Four Rivers Field Office
IDB03	IDB03 - Owyhee Field Office
IDC00	IDC00 - Coeur d Alene District Office
IDC01	IDC01 - Coeur d Alene Field Office
IDC02	IDC02 - Cottonwood Field Office
NV000	NV000 - Nevada BLM
NVE00	NVE00 - Elko District Office
NVE02	NVE02 - Tuscarora Field Office
NVW00	NVW00 - Winnemucca District Office
NVW01	NVW01 - Humboldt River Field Office
OR000	OR000 - Oregon/Washington BLM
ORB00	ORB00 - Burns District Office
ORB05	ORB05 - Three Rivers Field Office
ORB06	ORB06 - Andrews Field Office
ORC00	ORC00 - Coos Bay District Office

ORC03	ORC03 - Umpqua Field Office
ORC04	ORC04 - Myrtlewood Field Office
ORL00	ORL00 - Lakeview District Office
ORL04	ORL04 - Klamath Falls Field Office
ORL05	ORL05 - Lakeview Field Office
ORM00	ORM00 - Medford District Office
ORM05	ORM05 - Butte Falls Field Office
ORM06	ORM06 - Ashland Field Office
ORM07	ORM07 - Grants Pass Field Office
ORN00	ORN00 – Northwest Oregon District Office
ORN01	ORN01 - Cascades Field Office
ORN02	ORN02 - Marys Peak Field Office
ORN03	ORN03 – Siuslaw Field Office
ORN04	ORN04 - Tillamook Field Office
ORN05	ORN05 – Upper Willamette Field Office
ORP00	ORP00 - Prineville District Office
ORP04	ORP04 - Central Oregon Field Office
ORP06	ORP06 - Deschutes Field Office
ORR00	ORR00 - Roseburg District Office
ORR04	ORR04 - Swiftwater Field Office
ORR05	ORR05 - South River Field Office
ORV00	ORV00 - Vale District Office
ORV04	ORV04 - Malheur Field Office
ORV05	ORV05 - Baker Field Office
ORW00	ORW00 - Spokane District Office
ORW02	ORW02 - Wenatchee Field Office
ORW03	ORW03 - Border Field Office

7. BLM Road Number - BLMRdNum

Published in roads.

This field contains the BLM road number.

This field is used to populate RoadNum where OwnerDesg = ‘BLM’ and where InvCat = ‘BLM’ AND OwnerDesg = ‘PVT’.

In **western Oregon** FAMS routes consist of four elements based on where a route starts: township, range, section, and segment number. The FAMS data entry convention includes leading zeros and township-range direction. RoadNum is the cartographic labeling representation of the FAMS field RouteNum for inventoried routes, i.e., no leading zeros and include the township-range direction only when it’s north or east. The first three elements – township, range, and section – are separated by dashes (-) rather than spaces.

The fourth route number element, segment numbers (an alpha-numeric value), should be stored in the RouteSeg field and not the Rt_Num1 field.

BLMRdNum	RouteNum (from FAMS)
10-5-20.0	10 S 05 W 20.00

In **eastern Oregon** BLMRdNum is a six digit alpha-numeric system comprising of the RouteNum and RouteSpur FAMS fields.

BLMRdNum	RouteNum (from FAMS)	RouteSpur (from FAMS)
8276-A0	8276	A0

Each district is assigned a unique block of numbers for the first 4 places of the road number as follows:

Burns: 6200, 7200, and 8200
 Lakeview: 6100, 7100, and 8100
 Prineville: 6500, 7500, and 8500
 Spokane: 6000, 6700, 6800, 6900, 7000, 7800, 7900, 8800, 8900, and 9800
 Vale: 6300, 6600, 7300, 7600, 8300, and 8600

Spurs will be numbered with a 2 digit alpha-numeric system, with a zero used rather than a blank space for the sake of clarity.

8. BLM Trail Number – BLMTrlNum

Published in trails.

This field contains the BLM trail number.

This field is used to populate TrailNum where OwnerDesg = ‘BLM’ and where InvCat = ‘BLM’ AND OwnerDesg = ‘PVT’.

9. Capital Improvements – CapitalImp

Published in roads and trails.

The capital improvement field identifies the agency or entity that made a capital improvement to a road if this agency or entity is different than the road owner. Capital improvement does not change road ownership. Capital improvements include work and materials expended to better a road by increasing its construction standard when compared to its original construction standard. Examples of capital improvements include: widening and/or surfacing the roadway, adding drainage structures, and replacing bridges.

Code	Description
BL	The BLM improved a non-BLM road
PV	A private entity improved a BLM road
OA	Another agency improved a BLM road
NA	Not Applicable, capital improvements have only been made by the road owner (Default)
UNK	Unknown

10. Cartographic Display – CartoRoad

Published in roads.

This field allows for query and display or non-display according to map scale or locally important issues. The attribute has a cartographic rather than analytical purpose.

Domain Codes and Descriptions *dom_GTRN_carto_road*

Code	Description
Major	Major road
Intermediate	Intermediate road
Minor	Minor road
Hide	Do not display or distribute
Unknown	Unknown (Default)

Major Road

Main thoroughfares; generally these roads are an interstate, federal, state, or county highway, but this is not a pre-requisite. These roads are generally displayed at all scales.

Intermediate Road

Roads that are considered thoroughfares; these are not considered major thoroughfares, however, because of irregular maintenance, seasonal availability, or the length of the thoroughfare. These roads are generally displayed at the scale of our resource area or recreation series maps.

Minor Road

Roads that are not considered thoroughfares and are usually single destination or single purpose resource management roads. These roads should only be displayed at large scales.

Do Not Display or Distribute

These roads should not be displayed on any map. These roads should be removed from the dataset before it's distributed to the public. Examples include closed roads, obscure roads, roads under injunction, or roads with a locally sensitive reason for exclusion.

11. Reason of Closure – ClosureRsn

Published in roads.

This field is a record of why the road has been closed.

Domain Codes and Descriptions

Code	Description
WLD	Wildlife/Big Game hunting concerns
OWL	Northern Spotted Owl
FSH	Fisheries
REC	Recreation
MNT	Maintenance - closed due to maintenance problem
OTE	Other Threatened & Endangered Species
ADM	Administrative
POC	Port Orford Cedar
NOX	Noxious Weed
WSA	Road is closed because it is in a Wilderness Study Area
OTH	Other

12. Closure Status (current) – ClosureStat

Published in roads and trails.

The Closure Status field represents BLM **management decisions**. BLM interdisciplinary teams make determinations about route closures based on impacts to resources and resource protection. These decisions are based on RMP management direction and are implemented during an EA, an EIS, or a Travel Management Plan.

The Closure Status field also represents closure restraints placed on routes through Executive Orders, Legislative Decisions, and court orders. These limitations are outside of the BLM decision space and typically include prohibited vehicular traffic within wilderness or areas of critical environmental concern.

BLM management decisions are confined by realty instruments on a route, e.g., easements, right-of-ways, and reciprocal right-of-ways. Restrictions placed on a route via a realty instrument can be found in the Access Rights and Access Rights Continuity fields.

This field does not define legal or physical access. Legal access is determined through a combination of the Access and Access Rights Continuity fields. Physical access is determined through a combination of the Drivability field and closure devices. The Access Rights and Access Rights Continuity fields, which identify the roads for which public access is secured, and the Drivability field, a description of the physical drivability of a route, are independent of the Closure Status field. Refer to the OR/WA BLM Structures dataset to determine the location of route closure devices, e.g., gates.

This field does not capture short term closure information. This information is captured with a spatial overlay with the defining closure polygon data. Fire, landslides, and eagle nesting are examples of short term closure situations.

<i>Domain Codes and Descriptions</i>		<i>dom_GTRN_clsr_stat</i>
Code	Description	Applicable Feature
OP	Open	Roads, Trails
SC	Seasonal Closure	Roads, Trails
RY	Restricted Yearlong	Roads
CL	Closed (Legislated)	Roads, Trails
DR	Decommission	Roads
FD	Full Decommission	Roads, Trails
OB	Obliteration	Roads
OC	Other Closed	Roads, Trails
NKN	Not Known (Default)	Roads, Trails
DC	Data Clean-up (FAMS Only)	Roads, Trails

Open Yearlong (OP) - Currently operated and maintained with no use limitations enforced by a closure device or regulation other than restrictions based on size, weight, or class of registration. Routes may not have secured continuous public access rights (see Access Rights Continuity). Segments may be closed during extreme weather or emergency conditions. Open yearlong segments will be placed in FAMS operating status.

This domain value applies to BLM owned routes.

Open Seasonally (SC) - Currently operated and maintained with a seasonal public and commercial use limitation enforced by a closure device. The seasonal use limitation does not apply to administrative use by BLM and/or its permittees. Seasonally open segments will be placed in FAMS operating status.

This domain value applies to BLM owned routes.

Restricted Yearlong (RY) - Currently operated and maintained with a yearlong public use limitation. In western Oregon this limitation is enforced by a closure device, typically a gate or sign. In eastern Oregon and Washington this limitation is usually not enforced by a closure device. The restricted yearlong limitation can be the result of a realty instrument or the result of a

BLM management decision based on an interdisciplinary team recommendation. The yearlong use limitation does not apply to BLM and/or its permittees. Restricted yearlong segments will be placed in FAMS operating status.

This domain value applies to BLM owned routes.

Closed (CL) (Legislated) - Routes closed as a result of an Executive Order, Legislative Decision, or court order. Vehicle use is prohibited except with the approval of an authorized officer. Use a different code if the closure status was determined as a result of a BLM management decision based on an interdisciplinary team recommendation. Closed roads within wilderness should be removed from FAMS and moved to a NonInv dataset unless a BLM management decision changes a closed road to a trail. Closed segments that remain in FAMS will be placed in FAMS storage status.

This domain value applies only to BLM owned routes.

Decommission (long-term) (DR) - Not currently operated and maintained based either on resource protection needs or maintenance needs as determined through an interdisciplinary process. Closed, with an earthen barrier or its equivalent, to motorized vehicles for an extended/indefinite period, but will be operated and maintained again in the future. Prior to closure will be left in an erosion-resistant condition by establishing cross drains, eliminating diversion potential at stream channels, and stabilizing or removing fills on unstable areas. Exposed soils will be treated to reduce sediment delivery to streams. This closure status category includes segments that have been or will be closed due to a natural process (abandonment). Decommissioned segments will be placed in FAMS storage status.

This domain value applies to BLM owned routes.

Full Decommission (permanent) (FD) - No longer operated and maintained based on an interdisciplinary process establishing no future need for a segment, e.g., a response to resource protection and/or lack of use. Use of the route is unauthorized. Closed, usually with an earthen barrier or its equivalent, to motorized vehicles on a permanent basis; may be subsoiled (or tilled), seeded, mulched, and planted to reestablish vegetation. Cross drains, fills in stream channels, and unstable areas will be removed, if necessary, to restore natural hydrologic flow. Future maintenance will not be required. This closure status category includes segments that have been or will be closed due to a natural process (abandonment) and where hydrologic flow has been naturally restored. Fully decommissioned segments will be placed in FAMS decommission status.

This domain value applies to BLM owned routes.

Obliteration (full site restoration/permanent) (OB) - No longer operated and maintained based on an interdisciplinary process establishing no future need for a segment. Closed, usually with an earthen barrier or its equivalent, to motorized vehicles on a permanent basis; all drainage structures will be removed. Fill material used in the original construction will be excavated and placed on the subgrade in an attempt to reestablish the original ground line. Exposed soil will be vegetated with native trees or other native vegetation. Obliterated segments will be placed in FAMS decommission status. Closure by obliteration is rarely used.

This domain value applies to BLM owned routes.

Other Closed (OC) - Roads or trails that are closed for public use for at least a portion of the year. These routes may be closed seasonally or year-round. These routes are outside of the scope

of BLM management decisions and as such the BLM definitions don't apply. The route owner should be consulted for the road or trail term of use on these routes.

This domain value applies only to non-BLM owned routes.

Data Clean-up (DC) - Applies to segments moved to the FAMS 'decommission' status because they were either invalid, duplicate, or erroneous. These segments are excluded from the nightly FAMS tables.

This domain value applies to BLM owned and non-BLM owned routes.



13. Comments - Comments

Published in roads and trails.

A field to be used at the discretion of District Offices. This field is not required. Personally Identifiable Information (PII) should **not** be entered into this field.

14. Construction Year – ConstrYear

Published in roads and trails.

This field is a record of the construction year (FY) of the route.

15. Control – Control

Published in roads.

The control field represents the entity that has the right to authorize third party use of the road subject to the rights of the road owner. Road control does not necessarily mean the road is owned by the same entity.

Privately owned roads on BLM land are always controlled by the United States.

This field applies to all roads in OR/WA, however, the definitions of ownership and control, as shown in the Road Ownership and Control Matrix below, come from the O&C Logging Road Right-of-Way Handbook, H-2812-1, dated February 2009.

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Domain Codes and Descriptions

dom_GTRN_control

Code	Description
Bureau of Land Management	Bureau of Land Management
Other Agency	Other Agency - Includes city, county, state, and federal agencies (including the Federal Highway Administration)
Private	Private
Not Known	Not Known (Default)

Road Ownership and Control Matrix

Road Category No.	Origin of Road	Road Control ¹	Road Ownership ²
1.	Roads on U.S. land: 1) constructed by the U.S., 2) constructed in trespass, 3) no documented origin, 4) constructed under an expired/released permit. ⁶	U.S.	U.S.
2.	Roads on private land where the U.S. has right of control under a permanent (exclusive) easement. ³	U.S.	U.S.
3.	Road on O&C Permittee land constructed by the U.S. under a reciprocal right-of-way agreement.	U.S. ⁴	U.S.
4.	Road built by permittee on U.S. lands with a right-of-way plat filed under terms of a reciprocal Permit.	U.S. ⁵	Permittee
5.	Roads on Permittee land: 1) constructed by the Permittee, 2) constructed in trespass, 3) no documented origin, 4) constructed under an expired/released permit or easement.	Permittee	Permittee

¹**Road control:** The right to use the road and authorize third parties to use the road subject to the rights of the road owner.

²**Road ownership:** The rights of road ownership include: 1) use of the road, 2) first right of maintenance on the road and collecting pro-rata expenses from other users (maintenance and/or surface replacement fees), or allowing for operator maintenance, 3) collection of road use fees from other users for amortization of the replacement cost of the road, and 4) establishing reasonable traffic regulations for the use of the road which are applicable to all users of the road, including the road owner.

³**Permanent U.S. easement:** Rights of the U.S. are subject to the terms and conditions of the specific easement and the rights reserved by the underlying landowner.

⁴**U.S. constructed road on permittee land:** U.S. cannot authorize public use or right-of-way grants for purposes other than for the management and removal of timber and other forest products under the O&C regulations.

⁵**Permittee constructed roads on U.S. land:** Any 3rd party authorizations issued by the U.S. are subject to reasonable traffic regulations established by the permittee who built the road. In addition, the 3rd party authorizations issued by the U.S. cannot interfere with the permittee's right-of-way.

⁶**Category 1 Note:** For item No. 4), the permittee who built the road would be entitled to amortize their investment (and swap out the deficit share if desired) in the replacement cost of the

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road before they release and transfer their ownership to the U.S. or before the permit expires. They may also retain free use of the road after a transfer/release if they still hold an active permit.

General Note: Any traffic regulations established by either the U.S. or permittee must be applicable to all users of the road, including the road owner.

16. Coordinate Source – CoordSrc

Published in roads and trails: CoordSrc

The source of the geographic coordinates. The accuracy of the source scale is captured in the ACCURACY_FT field.

Domain Codes and Descriptions

dom_coord_src

Code	Description	Additional Description
CADNSDI	Lines from or snapped to the CADNSDI dataset	CADNSDI is the cadastral national spatial data infrastructure publication data set for rectangular and non-rectangular public land survey system (PLSS) data
CFF	Lines duplicated or buffered from Cartographic Feature Files (USFS)	
DEM	Digital Elevation Model (30 m or better accuracy)	
DIS	Lines generated to connect discontinuous features	
DLG	Lines duplicated or buffered from (24k scale accuracy) USGS Digital Line Graphs	Typical accuracies: 40 feet
DOQ	Screen digitized linework over Digital Orthoquad backdrop	
DRG	Screen digitized linework over Digital Raster Graphic backdrop	Typical accuracies: 40 feet for 24k, 200 feet for 100k, 500 feet for 250k, smaller scales not commonly used
GCD	Lines snapped to Geographic Coordinate Database points	
GPS	Lines obtained from a Global Positioning System device	Typical accuracies: Varies by type of equipment, conditions, and processing. (The Branch of Geographic Sciences (OR957) has a draft document on GPS accuracies that can be found at: http://web.or.blm.gov/or957/cadastral/standards.asp)
IMG	Linework derived from interpretation of satellite or other non-photographic imagery	
LiDAR	LiDAR - LiDAR points, lines, or polygons generated through interpretation or analysis.	Typical accuracies: Varies, but most of the OR/WA lidar is accurate to within 1m
MAP	Digitized linework from hardcopy map	Typical accuracies: 40 feet for 7.5 minute USGS series, 200 feet for 100k USGS series, 500 feet for 250k USGS series, 300 feet for 1/2 inch:mile BLM Recreation series
MTP	Lines duplicated from Digital Master Title Plat	
SOURCEL	Source Layer from BLM GIS	Typical accuracies: Variable
SRV	Survey methods were used to create the linework, e.g., COGO	
TIGER	Tiger Data	
TRS	Coordinates only given as a legal description	Typical accuracies: Measured from the center of the subdivision to a diagonal corner: 1/4 1/4 1/4 Section – 500 feet; 1/4 1/4 Section – 1000 feet; 1/4 Section – 2000 feet; 1/2 Section – 3000 feet; Section – 4000 feet. (Township and Range coordinate source is different from GPS and MAP. It is ONLY used where the site location is recorded only by a Township/Range/Section AND no attempt to try to locate it on a map is made).
WOD	WODDB Photogrammetric	
UNK	Unknown coordinate source	Typical accuracies: Unknown

17. County Name - CountyCd

Published in roads.

The county that legally owns and controls the road and has the authority to set terms of the road maintenance and conditions of road use. Land ownership does not necessarily mean the road is owned by the same entity. In many situations, the land is owned by one entity and the road is owned by another.

This field is a further drill down of the Ownership and Ownership Designation fields.

Conditions for this field require that the value 'Other Agency' be populated for the Ownership field and that the value of 'Cnty' be populated for the Ownership Designation field.

<i>Codes and Descriptions</i>		<i>dom_GTRN_cnty_cd</i>
Oregon		
41001 – Baker, OR	41025 – Harney, OR	41049 – Morrow, OR
41003 – Benton, OR	41027 – Hood River, OR	41051 – Multnomah, OR
41005 – Clackamas, OR	41029 – Jackson, OR	41053 – Polk, OR
41007 – Clatsop, OR	41031 – Jefferson, OR	41055 – Sherman, OR
41009 – Columbia, OR	41033 – Josephine, OR	41057 – Tillamook, OR
41011 – Coos, OR	41035 – Klamath, OR	41059 – Umatilla, OR
41013 – Crook, OR	41037 – Lake, OR	41061 – Union, OR
41015 – Curry, OR	41039 – Lane, OR	41063 – Wallowa, OR
41017 – Deschutes, OR	41041 – Lincoln, OR	41065 – Wasco, OR
41019 – Douglas, OR	41043 – Linn, OR	41067 – Washington, OR
41021 – Gilliam, OR	41045 – Malheur, OR	41069 – Wheeler, OR
41023 – Grant, OR	41047 – Marion, OR	41071 – Yamhill, OR

<i>Codes and Descriptions</i>		<i>dom_GTRN_cnty_cd</i>
Washington		
53001 – Adams, WA	53027 – Grays Harbor, WA	53053 – Pierce, WA
53003 – Asotin, WA	53029 – Island, WA	53055 – San Juan, WA
53005 – Benton, WA	53031 – Jefferson, WA	53057 – Skagit, WA
53007 – Chelan, WA	53033 – King, WA	53059 – Skamania, WA
53009 – Clallam, WA	53035 – Kitsap, WA	53061 – Snohomish, WA
53011 – Clark, WA	53037 – Kittitas, WA	53063 – Spokane, WA
53013 – Columbia, WA	53039 – Klickitat, WA	53065 – Stevens, WA
53015 – Cowlitz, WA	53041 – Lewis, WA	53067 – Thurston, WA
53017 – Douglas, WA	53043 – Lincoln, WA	53069 – Wahkiakum, WA
53019 – Ferry, WA	53045 – Mason, WA	53071 – Walla Walla, WA
53021 – Franklin, WA	53047 – Okanogan, WA	53073 – Whatcom, WA
53023 – Garfield, WA	53049 – Pacific, WA	53075 – Whitman, WA
53025 – Grant, WA	53051 – Pend Oreille, WA	53077 – Yakima, WA

18. County Road Number – CountyRdNum

Published in roads.

This field contains the current county road number. No prefix should be used. If there is a letter identifier, capitalize the letter.

This field is used to populate RoadNum when OwnerDesg = 'Cnty'.

19. Drivability – Drivability

Published in roads.

This field describes the **physical** drivability of a road in order to aid in safe travel by the public across the BLM road network. Unlike the ‘Closure Status’ field this field is independent of management decisions. The field ‘Drivability_ObsDate’ provides information on the currency of the information stored in this field.

This field is not intended to replace visual and sound driving principles. Users should be aware of their skills and limitations as well as those of the vehicle they are operating.

In instances where the vehicle type use varies by season or other condition the most restrictive domain value should be used.

<i>Domain Codes and Descriptions</i>		<i>dom_GTRN_drivability</i>
Code	Description	
2wdLow	Passable – 2wd Low Clearance Passenger Vehicle	
Moderate	Passable – Moderate Terrain Vehicle (eastern Oregon and Washington)	
4wdHigh	Passable – 4wd High Clearance Vehicle	
Impassable	Impassable – Impassable	
Unknown	Unknown (Default)	

Passable – 2wd Low Clearance Passenger Vehicle: Roads passable by a 2wd vehicle designed to carry passengers on improved roads.

Passable – Moderate Terrain Vehicle (eastern Oregon and Washington): Roads that are not passable by all classes of 2wd vehicles but do not require a 4wd high clearance vehicle. Roads in this category typically have a rough or uneven surface and/or have had a narrowing in the road width. High clearance 2wd vehicles such as a standard pickup truck and 4wd sport utility vehicles with low gearing otherwise designed for rough roads are included in this category. Roads in western Oregon may exhibit these characteristics; however, the relatively short duration before a deteriorating western Oregon road becomes impassable or passable only to high clearance vehicles makes data maintenance at this gradation impractical.

Passable – 4wd High Clearance Vehicle: Roads passable only by high clearance 4wd vehicles.

Impassable – Roads impassable to all vehicle types as a result of road deterioration or vegetation overgrowth; project-level road maintenance is required to make these roads passable. Road deterioration or vegetation overgrowth may be a result of neglect, irregular maintenance, or management decisions. Roads with a ‘Closure Status’ of decommissioned (DR), full decommission (FD) or obliterated (OB) indicate that the roads are impassable as a result of a management decision; these roads are impassable by definition. Roads with a ‘Closure Status’ of closed (CL) offer no indication of the drivability of the road.

20. Drivability Observed Date – DrivabilityObsDate

Published in roads.

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This field captures the date the drivability of the road was observed. The date should be populated: YYYYMMDD.

21. Special Designation Name – DsgName

Published in roads and trails.

The official name of a specially designated route.

The following table references the official Special Designation name with a cross reference to the type of Special Designation.

Descriptions and Special Designation Crosswalk

dom_GTRN_dsgtn_name

Spec Dsgtn	Name	Spec Dsgtn	Name
AAR	Chinook Scenic Byway	SSB	High Desert Discovery Scenic Byway
AAR	Hells Canyon Scenic Byway	SSB	Journey Through Time Scenic Byway
AAR	Historic Columbia River Highway Scenic Byway	SSB	Over the Rivers & Through the Woods Scenic Byway
AAR	International Selkirk Loop Scenic Byway	STR	Charleston-Bandon Loop Tour Route
AAR	Pacific Coast Scenic Byway	STR	Cottage Grove Covered Bridge Tour Route
AAR	Volcanic Legacy Scenic Byway	STR	East Steens Tour Route
NSB	Cascade Lakes Scenic Byway	STR	Grande Tour Route
NSB	Coulee Corridor Scenic Byway	STR	Myrtle Creek-Canyonville Tour Route
NSB	McKenzie Pass-Santiam Pass Scenic Byway	STR	Myrtle Creek-Canyonville Tour Route
NSB	Mountains to Sound Greenway Scenic Byway	STR	Silver Falls Tour Route
NSB	Mt. Hood Scenic Byway	SSBI	Blue Mountain Century Scenic Bikeway
NSB	Oregon Outback Scenic Byway	SSBI	Cascade Siskiyou Scenic Bikeway
NSB	Robert Aufderheide Memorial Drive Scenic Byway	SSBI	Covered Bridges Scenic Bikeway
NSB	Rogue Umpqua / North Umpqua River Scenic Byway	SSBI	Grande Tour Scenic Bikeway
NSB	Rogue-Umpqua Scenic Byway	SSBI	Madras Mountain Views Scenic Bikeway
NSB	Stevens Pass Greenway Scenic Byway	SSBI	McKenzie Pass Scenic Bikeway
NSB	Strait of Juan de Fuca Highway Scenic Byway	SSBI	Old West Scenic Bikeway
NSB	West Cascades Scenic Byway	SSBI	Oregon Outback Scenic Bikeway
NSB	White Pass Scenic Byway	SSBI	Willamette Valley Scenic Bikeway
BCB	Christmas Valley Back Country Byway	SSRH	Cape Flattery Tribal Scenic Byway
BCB	Cow Creek Back Country Byway	SSRH	Cascade Loop
BCB	Diamond Loop Back Country Byway	SSRH	Chuckanut Drive
BCB	Galice-Hellgate Back Country Byway	SSRH	Columbia River Gorge Scenic Byway - Washington
BCB	Grave Creek to Marial Back Country Byway	SSRH	Hidden Coast Scenic Byway
BCB	Lakeview to Steens Back Country Byway	SSRH	Lewis and Clark Trail Highway
BCB	Lower Crooked River Back Country Byway	SSRH	North Pend Oreille Scenic Byway
BCB	Lower Deschutes River Back Country Byway	SSRH	Okanogan Trails Scenic Byway
BCB	Nestucca River Back Country Byway	SSRH	Palouse Scenic Byway
BCB	Quartzville Back Country Byway	SSRH	Spirit Lake Memorial Highway Scenic Byway
BCB	Snake River-Mormon Basin Back Country Byway	SSRH	Whidbey Island Scenic Byway
BCB	South Fork Alsea River Back Country Byway	SSRH	Yakima River Canyon
BCB	South Fork John Day River Back Country Byway	ATR	Blitzen Valley Auto Tour Route
BCB	Steens Mountain Back Country Byway	ATR	China Ditch Auto Tour Route
FSB	Blue Mountain National Forest Scenic Byway	ATR	Diamond Craters Auto Tour Route
FSB	Elkhorn Drive National Forest Scenic Byway	NST	Pacific Crest National Scenic Trail

FSB	Mountain Loop Scenic Byway	NST	Pacific Northwest National Scenic Trail
FSB	Mt. Baker National Forest Scenic Byway	NHT	California National Historic Trail
FSB	North Cascades Scenic Highway National Forest Byway	NHT	Lewis and Clark National Historic Trail
FSB	Rogue - Coquille Scenic Byway	NHT	Nez Perce National Historic Trail
FSB	Sherman Pass National Forest Scenic Byway	NHT	Oregon Trail National Historic Trail
FSB	State of Jefferson Scenic Byway	NGT	Ice Age Floods National Geologic Trail
		NRT	North Umpqua-Tioga Section National Recreation Trail
		NRT	Old Growth Ridge National Recreation Trail

22. Segment End Milepost – EndMilePost

Published in roads and trails.

Record of the end milepost value for a BLM inventoried route segment.

23. FCI Condition Code – FCI_CondCode

Published in roads and trails:

This field depicts the overall condition of a road/trail as measured by the Facility Condition Index (FCI) metric. FCI is defined as the ratio of deferred maintenance/current replacement value. FCI is a critically important ranking factor for road/trail projects submitted for inclusion in BLM’s 5-year deferred maintenance/capital improvement program.

FCI is computed for FAMS inventoried roads/trails only.

<i>Domain Codes and Descriptions</i>		<i>dom_GTRN_cndtn_cd</i>
Code	Description	
GOOD	Good: FCI = 0.00 to 0.05	
FAIR	Fair: FCI = 0.06 to 0.15	
POOR	Poor: FCI > 0.15	

24. Federal Lands Transportation Program - FLTP

Published in roads.

The Federal Lands Transportation Program (FLTP), established under the Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141, is administered by the USDOT Federal Highway Administration's (FHWA) Office of Federal Lands Highway in coordination with its core partners: National Park Service, Bureau of Indian Affairs, US Fish and Wildlife Service, Forest Service, Bureau of Land Management, and US Army Corps of Engineers. The FLTP funds projects that improve access within the Federal estate on transportation facilities in the national Federal Lands transportation facility inventory owned and maintained by the Federal government.

A Federal lands transportation facility (FLTF) is defined as a public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to Federal lands for which title and maintenance responsibility is vested in the Federal Government, and that appears on the national FLTF inventory. The inventory includes transportation facilities owned and maintained by a Federal Land Management Agency (FLMA) that provides access to high-use Federal recreation sites or Federal economic generators as determined by the FLMA.

BLM’s current definitions of “high use Federal recreation sites” and “high use Federal economic generators” are based on the Bureau’s existing planning and management guidance and summarized below.

High Use Recreation Sites – High Use Recreation Sites generally include those areas that have been identified as a Recreation Management Area in a land use plan. NLCS locations, as well as those recreation destinations with significant volume are generally consistent with the High Use designation. Roads that provide primary or sole access to the NLCS locations as well as those to heavily utilized Recreation Management Areas constitute the subset supporting the BLM’s high use recreation sites.

Federal Economic Generators – These are public lands that provide significant revenue generation through energy development, timber, or grazing uses as well as high volume recreation use constitute the BLM’s economic generators. Roads that provide primary or sole access to economic development are the principle means of “leveraging” the economic opportunity within the Nation’s public lands. Federal economic generator roads typically include roads providing access to mineral and renewable energy development, timber and grazing activities, and high volume recreation locations.

Domain Codes and Descriptions

Code	Description
Yes	Yes
No	No

25. Framework Identifier – FrmwkID

Published in roads and trails.

This is a key field was originally used to link GTRN features to the All Oregon Roads table. This field is being used to link GTRN with district tables.

Framework ID number assignments (applies only to new number assignments, the original All Oregon Roads number assignments remain valid):

Roads

300,000 for Lakeview
400,000 for Burns
500,000 for Vale
600,000 for Vale
700,000 for Prineville
800,000 for Prineville
900,000 for Spokane

Trails

3,300,000 for Lakeview
3,400,000 for Burns
3,500,000 for Vale
3,600,000 for Vale
3,700,000 for Prineville
3,800,000 for Prineville
3,900,000 for Spokane

26. GIS Miles – GIS_Miles

Published in Roads and Trails

This field is auto-populated within the GIS software.

27. Field Notes – IntrnlFieldNotes

Published in roads and trails.

This field will be removed from the dataset before it's distributed to the public. Information that is not pre-decisional or sensitive to public distribution should be entered into the Comments field.

The intent of this field is to capture pre-decisional information from a route inventory performed by contract or BLM staff. Pre-decisional language includes that a route is not apparent on the ground, rough and rocky, or for a particular mode of transportation. Road closures, maintenance requirements, and route use are BLM decisions that require further analysis and inter-disciplinary input from this inventory collected information.

Once a decision has been made on a route through a planning process, information in this field should be updated to remove language that is no longer applicable or removed from the GTRN dataset and retained in a project dataset. If this field is populated with a link or directory pointer to a scanned field notes document, please make sure the field notes document is dated so that users can make informed decisions about the relevancy of the field notes in the context of the planning process.

28. Planning Route Num – IntrnlPlanRteNum

Published in roads and trails.

This field will be removed from the dataset before it's distributed to the public. This field adds value to the internal pre-planning and planning process. Outside of a planning process these numbers add no value and could potentially add confusion if taken out of context.

This field provides a holding place to assign BLM Road or Trail Numbers to routes prior to designation and entry into FAMS.

The preference is that the values in this field follow the same parent-spur numbering protocol as BLM_RD_NO and BLM_TRL_NO, but with a prefix of a "P". That is, that values in this field tier off existing designated route numbers so that if a route is designated the numbering sequencing matches the logic within the context of the existing route network, e.g., P7306-AG.

Once a planning process begins, the planning route number should remain static. A crosswalk should be provided to changes in the planning route number and the final route number after the plan is complete.

29. Internal Project Name – IntrnlPrjName

Published in roads and trails.

This field will be removed from the dataset before it's distributed to the public. Contents in this field may or may not be distributed as part of a FOIA request.

The purpose of this field is to identify routes that are associated with a project.

Routes associated with a project where the BLM has a cooperative relationship with another entity fall under BLM Records Access Category 1(B). For these records, prefix the project name with 1B, i.e., 1B: Project Name, as these records may contain protected information that must be considered for segregation prior to release.

Examples of Category 1(B) are listed under Item 202 as projects where an outside entity shares route data with the BLM as part of an application for a FLPMA Right-of-Way Grant or a Temporary Use Permit. This data is proprietary and may not be distributed as part of a FOIA request until the Right-of-Way Grant or Temporary Use Permit is granted by the BLM.

Routes associated with internal projects, such as pre-planning identification, do not need the 1B prefix and can be distributed as part of a FOIA request.

Please note: adding a 1B prefix to a project name will not prevent the linework from being distributed to the public, this only identifies or stores the association of the route with the project. To restrict features from being distributed to the public, flag the record as 'Do not display or distribute' in the CartoRoad field.

Record categories may be found on the Records SharePoint site under the FOIA resources or in the following document:

[BLM Records Access Categories List](#)

30. Inventory Category – InvCat

Published in roads and trails.

This field indicates the source of the data. It is derived when inventoried and non-inventoried roads are combined into the published dataset. The same applies to trails. The field is not editable. For instance on a road arc, if the value in the InvCat field is BLM the arc comes from the inventoried roads dataset in SDE.

31. Inventory Crew – InventoryCrew

Published in roads and trails.

The intent of this field is to capture the contractor or BLM staff that conducted a route inventory.

This field is related to the InventoryYear field; if one field is populated then both fields should be populated.

<i>Domain Codes and Descriptions</i>	<i>dom_GTRN_InvCrew</i>
Code	Description
BLM Staff	BLM staff, including annuit and in-house contract staff
BLM Volunteer	BLM volunteer
Partner Group	Partner group
Logan Simpson	Logan Simpson
Advanced Resource Solutions, Inc.	Advanced Resource Solutions, Inc.
North State Resources, Inc.	North State Resources, Inc.
Unknown	Unknown

*Data Reviewer will give a 'Warning' if Inventory Crew is populated and Inventory Year is not populated. Legacy information will not always have information for both of these fields.

32. Inventory Year – InventoryYear

Published in roads and trails.

The intent of this field is to capture the calendar year a contractor or BLM staff conducted a route inventory according to Technical Reference 9113-1 (Planning and Conducting Route Inventories for Travel and Transportation Management). This field is related to the InventoryCrew field; if one field is populated then both fields should be populated.

*Data Reviewer will give a 'Warning' if Inventory Year is populated and Inventory Crew is not populated. Legacy information will not always have information for both of these fields.

33. FAMS Location Number (Linear Asset) - LinLocID

Published in roads and trails.

FAMS key value assigned to all route segments that make up a BLM inventoried route.

34. Maintenance Intensity - MaintInt

Published in roads and trails.

Maintenance is divided into four intensity levels in accordance with the BLM Manual 9113. The intensity levels provide a progressive system of maintenance with even the lowest intensity level ensuring resource protection by controlling surface erosion and sedimentation. Maintenance intensities provide consistent objectives and standards for the care and maintenance of BLM roads based on identified management objectives. Maintenance intensities provide operational guidance to field personnel on the appropriate intensity, frequency, and type of maintenance activities that should be undertaken to keep the road in acceptable condition and provide guidance for the minimum standards of care for the annual maintenance of a road.

Western Oregon guidance has been included to assist the reader in determining an appropriate maintenance intensity level for each BLM owned road. Roads functionally classified as resource roads may receive more extensive maintenance during periods of increased administrative or commercial use. The benefitting activity or user (BLM timber sale purchaser or permittee) may be responsible for funding the maintenance work required for their use. Lack of funding or short-

term increases in maintenance shall not be considered when assigning long-term maintenance intensity levels.

Roads not owned by the BLM, which were constructed on BLM lands under right-of-way grants or permits will be maintained in accordance with the terms of the grant or permit.

Codes and Descriptions

Code	Description
0	(see below)
1	(see below)
2	(see below)
3	(see below)
4	(see below)
5	(see below)

Intensity Level 0

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.

Maintenance Objectives:

- No planned annual maintenance.
- Meet identified environmental needs.
- No preventative maintenance or planned annual maintenance activities.

Maintenance Funds: No annual maintenance funds.

Western Oregon Guidance – The objective of this maintenance intensity level should include road segments currently closed to vehicles that may be used again in the future. This will facilitate assigning decommissioned roads at this level. Roads in storage should be assigned this maintenance intensity level.

Intensity Level 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.

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.
- Meets identified resource management objectives.
- Perform maintenance as necessary to protect adjacent lands and resource values.
- No preventative maintenance.
- Planned maintenance activities limited to environmental and resource protection.
- Route surface and other physical features are not maintained for regular traffic.

Maintenance Funds: Maintenance funds provided to address environmental and resource protection requirements. No maintenance funds provided to perform preventative maintenance.

Western Oregon Guidance – Traffic is generally administrative with some minor specialized use or moderate seasonal use. These are typically low standard, low volume, single lane, natural or aggregate surfaced logging spurs, functionally classified as resource roads.

These roads will be the third priority for expending both annual (6252) and collected (9110) maintenance funding each year. Storm-proofing will be used to maintain open resource roads found within riparian reserve areas receiving infrequent maintenance. Storm-proofing puts a road into more of a self-maintaining condition and will reduce chronic sediment inputs along stream channels and water-bodies. BMPs for storm-proofing may involve:

- Relieving inboard ditches more frequently.
 - Rocking road surfaces.
 - Seeding, mulching, and re-vegetating erosion prone surfaces, where sediment delivery to stream channels may result.
 - Applying site-specific measures to alleviate concentration of road drainage causing erosion and sediment delivery to streams.
 - Lowering risk of stream diversion potential at stream crossings
 - Upgrading stream crossings to pass the 100 year flood with allowance for debris and bedload.
 - Removing or lowering unstable fills.
 - Outsloping in-sloped ditch roads.
- Road drainage control to stabilize dissipation areas.

Intensity Level 2 *RESERVED FOR POSSIBLE FUTURE USE*

Intensity Level 3

Maintenance Description: Routes requiring moderate maintenance due to low volume use (for example, seasonally or year-round for commercial, recreational, 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.

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.
- Meets identified environmental needs.
- Generally maintained for year-round traffic.
- Perform annual maintenance necessary to protect adjacent lands and resource values.

- Perform preventative 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.

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.

Western Oregon Guidance – These road segments are functionally classified as local roads and serve as a connection to the BLM collector and resource road network.

These roads will be the second priority for expending both annual (6252) and collected (9110) maintenance funding each year.

Intensity Level 4 *RESERVED FOR POSSIBLE FUTURE USE*

Intensity Level 5

Maintenance Description: Route for high (maximum) maintenance due to year-round needs, high volume of traffic, or significant use. Also, may include route identified through management objectives as requiring high intensities of maintenance or to be maintained open on a year-round basis.

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.
- Meets identified environmental needs.
- Generally maintained for year-round traffic.
- Perform annual maintenance necessary to protect adjacent lands and resource values.
- Perform preventative 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.

Maintenance Funds: Maintenance funds provided to preserve the route in the current condition; perform planned preventative maintenance activities on a scheduled basis; and address environmental and resource protection requirements.

Western Oregon Guidance – These road segments generally link the state and county arterial road network with BLM’s local road network and are functionally classified as collector roads.

These roads will be the first priority for expending both annual (6252) and collected (9110) maintenance funding each year.

35. Maintenance Level – MaintLvl

Published in roads and trails.

The appropriate maintenance for a road or trail that best fits the TMO recommended management activity. Definitions used are from the Western Oregon Transportation Management Plan document. The codes have separate meanings for roads and trails.

Codes and Descriptions

Code	Description
1	Minimum level of maintenance (see below)
2	(see below)
3	(see below)
4	(see below)
5	(see below)

Roads

Level 1 - This level is assigned to roads where minimum maintenance is required to protect adjacent lands and resource values. These roads are no longer needed and are closed to traffic. The objective is to remove these roads from the transportation system.

Level 2 - This level is assigned to roads where the management objectives require the road to be opened for limited administrative traffic. Typically, these roads are passable by high clearance vehicles.

Level 3 - This level is assigned to roads where management objectives require the road to be open seasonally or year-round for commercial, recreation, or administrative access. Typically these roads are natural or aggregate surfaced, but may include low use bituminous surfaced roads. These roads have a defined cross section with drainage structures (e.g., rolling dips, culverts, or ditches). These roads may be negotiated by passenger cars traveling at prudent speeds. User comfort and convenience are not considered a high priority.

Level 4 - This level is assigned to roads where management objectives require the road to be open all year (except may be closed or have limited access due to snow conditions) and which connect major administrative features (e.g. recreation sites, local road systems, administrative sites, etc.) to County, State, or Federal roads. Typically these roads are single or double lane, aggregate or bituminous surface, with a higher volume of commercial and recreational traffic than administrative traffic.

Level 5 - This level is assigned to roads where management objectives require the road to be open all year and are the highest traffic volume roads of the transportation system.

Trails

Level 1 - These trails are closed to motorized and non-motorized use. This level is the minimum maintenance required protecting adjacent lands and resource values. The objective is to remove these trails from the trail system.

Level 2 - Low use trail with little or no contact between parties. There is little or no monitoring or management of visitor use. Visitors may encounter obstructions like brush and deadfall.

Level 3 - Moderate use trail with visitor use on a seasonal and/or peak use period with frequent contact between parties. Trail management is conducted with occasional monitoring or management of visitor use. Visitors are not likely to encounter obstructions.

Level 4 - High use trail used during specific times of the year with high frequencies of contact between parties. These trails have regularly scheduled monitoring or management of visitor use.

Level 5 - A special high use trail with routine monitoring or management of visitor use.

36. Maintenance Responsibility – MaintResp

Published in roads and trails.

This field indicates the agency or entity responsible for maintenance on the road or trail.

Codes and Descriptions

Code	Description
Bureau of Land Management	Maintained by BLM
BLM/Shared	Maintained by multiple entities
Timber Sale Operator	Maintained by TSO for duration of the sale. The ultimate maintenance responsibility still remains with the BLM
Contract	Maintenance done by a contracted company. The ultimate maintenance responsibility still remains with the BLM
Private	Privately controlled road. No BLM maintenance
Other Agency	County, State, BPA, etc.
Unknown	Not Known

37. Maintenance Year – MaintYr

Published in roads.

The field indicates the fiscal year in which the maintenance of the route segment actually occurs.

38. Number of Lanes – NumLanes

Published in roads.

A record of the number of lanes of a road.

For inventoried roads (populated via FAMS) this field is calculated from the average width field. This field is not the same as the FAMS NumLanes field. The FAMS NumLanes field uses a threshold of 16' and is used in cost replacement value (CRV) and annual maintenance exercises.

**Until all the road condition assessments (RCA) are completed in western Oregon the values in the average width field may be populated with a subgrade width making the number of lanes incorrect.*

Code	Description
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SL	Single Lane Road (< 20' average width) - Two way
DL	Double Lane Road (>= 20' average width) - Double lane is a function of width - Two way
ML	Multilane Road - Two or more defined lanes - One way or two way traffic
MD	Multilane, Divided Road - Physical barrier or median separating one or more lanes in each direction. If median is greater than 40 feet, road will be represented as two lines, each coded as ML.
NKN	Not Known (Default)

39. Off-highway Vehicle Limited Season – OHVLimitSeason

Published in roads and trails.

The Off-Highway Vehicle (OHV) Limited Season Designation field represents BLM management decisions. BLM interdisciplinary teams make recommendations about route OHV designation based on impacts to resources and resource protection as well as to balance the recreational needs of the public and reduce conflict between different user groups. These implementation-level NEPA-supported decisions are based on Resource Management Plan (RMP) management direction and are implemented following completion of an EA, an EIS, or a Travel and Transportation Management Plan.

This field represents limitations of off-highway vehicle (OHV) by season on OHV designated routes. A designated OHV route may have additional limitations. This field does not apply if the OHV Route Designation is open or closed; if the OHV Route Designation is open or closed then leave this field blank.

OHV seasonal limitations are typically related to wildlife habitat or resource protection. Actual seasonal end dates are based on local direction and may deviate from the end date listed in the data. The seven primary groups and general date ranges of protection are:

- Bat (White-Nose Syndrome) (Anytime)
- Deer (November through March)
- Elk (December through March)
- Raptor (March through July)
- Sage Grouse (May through June)
- Resource Protection (Generally Wet Season)
- Fire (Anytime)

Seasonal limitations should be entered Wildlife Group MM/DD – MM/DD. A semi-colon should be used to separate multiple date ranges, e.g., Raptor 03/01 – 07/31; Sage Grouse 05/01 – 06/30.

Additional time of day restrictions can be added after the date, e.g., Raptor 03/01 – 07/31; Sage Grouse 05/01 – 06/30, 2 hours before sunrise to 1 hour after sunrise

An off-highway, or off-road, vehicle is defined as:

- (a) Any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding:
 - (1) Any nonamphibious registered motorboat;
 - (2) Any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes;

- (3) Any vehicle whose use is expressly authorized by the authorized officer, or otherwise officially approved;
- (4) Vehicles in official use; and
- (5) Any combat or combat support vehicle when used in times of national defense emergencies.

OHV route designations are related to, but differ, from off-highway vehicle area designations. OHV area designations cover the extent of all BLM surface jurisdiction lands and are determined through a Land Use Planning process (Resource Management Plan (RMP)). OHV route designations apply to individual routes and are determined through the Travel Management Planning process (TMP). A Travel Management Plan can occur concurrently or subsequently with a Land Use Plan (LUP).

The OHV area designation sets the over-arching constraints of the routes within an OHV area designation.

- If an OHV area is limited, then routes within the area can have an open, closed, or limited route designation.
- If an OHV route designation is limited, then the OHV area designation must be limited.

This field is related to the Planning Category, Planning Identifier, Off-highway Vehicle Route Designation, Off-highway Vehicle Limited Vehicle Type, Road Use, Trail Use, Closure Status, and Trail Closure Status fields. For a view of the inter-relatedness of these fields, refer to the OHV Route Designation.

In the trails feature class, the off-highway vehicle limited season must not be in conflict with the trail closure status field, unless the trail is coincident with the roads feature class. The ability to limit when a route is open or seasonally closed by street legal vehicles, off-highway vehicles, and non-motorized modes of transportation necessitates having fields with similar concepts.

Data QC Checks

If OHV_LMT_S_DSG Equals...	Then...	Data Review Severity
Not Null	OHV_RTE_DSG must equal Limited	Error

40. Off-highway Vehicle Designation Limited Vehicle Type – OHV_LmtVehicle

Published in roads and trails.

The Off-Highway Vehicle Limited Vehicle Type Designation field represents BLM **management decisions**. BLM interdisciplinary teams make recommendations about off-highway vehicle types based on impacts to resources and resource protection as well as to balance the recreational needs of the public and reduce conflict between different user groups. These implementation-level NEPA-supported decisions are based on Resource Management Plan (RMP) management direction and are implemented following completion of an EA, an EIS, or a Travel and Transportation Management Plan.

This field represents limitations to off-highway vehicle (OHV) **by type** on OHV designated routes. A designated OHV route may have additional limitations. This field does not apply if the OHV Route Designation is open or closed; if the OHV Route Designation is open or closed then populate this field with NA Rte.

An off-highway, or off-road, vehicle is defined as:

- (a) Any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding:
- (1) Any nonamphibious registered motorboat;
 - (2) Any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes;
 - (3) Any vehicle whose use is expressly authorized by the [authorized officer](#), or otherwise officially approved;
 - (4) Vehicles in [official use](#); and
 - (5) Any combat or combat support vehicle when used in times of national defense emergencies.

OHV route designations are related to, but differ, from off-highway vehicle area designations. OHV area designations cover the extent of all BLM surface jurisdiction lands and are determined through a Land Use Planning process (Resource Management Plan (RMP)). OHV route designations apply to individual routes and are determined through the Travel Management Planning process (TMP). A Travel Management Plan can occur concurrently or subsequently with a Land Use Plan (LUP).

The OHV area designation sets the over-arching constraints of the routes within an OHV area designation.

- If an OHV area is limited, then routes within the area can have an open, closed, or limited route designation.
- If an OHV route designation is limited, then the OHV area designation must be limited.

This field is related to the Planning Category, Planning Identifier, Off-highway Vehicle Route Designation, Off-highway Vehicle Limited Season, Road Use, Trail Use, Closure Status, and Trail Closure Status fields. For a view of the inter-relatedness of these fields, refer to the OHV Route Designation.

In the trails feature class, the off-highway vehicle limited vehicle type must have the same value as the trail use field, unless the trail is coincident with the roads feature class. The ability to limit OHV vehicle types on roads and primitive roads, which are all managed for street legal vehicles, necessitates having both fields.

Domain Codes and Descriptions

dom_OHV_LMT_VH_DSG

Code	Description
UTV	UTV - Class IV, I, and III off-highway vehicle use only
ATV	ATV - Class I and III off-highway vehicle use only
Motorcycle	Motorcycle - Class III off-highway vehicle use only
NA Route	NA Route – the OHV Route Designation is open route, closed route, or non-TTMP route or the OHV Route Designation is limited, but does not have a vehicle type restriction
Non-BLM Route	Non-BLM Route – BLM does NOT have the route designation authority
Unknown	Unknown (default)

UTV (Class IV, OR – 801.194): Any motorized vehicle that:

1. Travels on four or more pneumatic tires that are six inches or more in width and that are designed for use on wheels with a rim diameter of 14 inches or less;
2. Is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain;
3. Has non-straddling seating;
4. Has a steering wheel for steering control;

5. Has a dry weight of 1,800 pounds or less; and
6. Is 65 inches wide or less at its widest point.

ATV (Class I, OR – 801.190): A motorized, off-highway recreational vehicle 50 inches or less in width with a dry weight of 1,200 pounds or less that travels on three or more pneumatic tires that are six inches or more in width and that are designed for use on wheels with a rim diameter of 14 inches or less, uses handlebars for steering, has a seat designed to be straddled for the operator, and is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or, other natural terrain.

Motorcycle (Class III, OR – 801.194): A motorcycle that travels on two tires and that is actually being operated off highway.

BLM IB 2015-060 classifies e-bikes as motorized vehicles as defined at 43 CFR 8340.5.

NA Route: The OHV Route Designation is open route, closed route, or non-TTMP route or the OHV Route Designation is limited, but does not have a vehicle type restriction.

Non-BLM Route: BLM does NOT have the route designation authority, i.e., BLM does not own or control the route. Non-BLM Transportation Features include State and US Highways, USFS and other agency roads, county roads, and private roads on BLM land not encumbered by a RROW agreement, all of which may incidentally cross BLM lands.

Data QC Checks

If OHV_Lmt_VH_Dsg Equals...	Then...	Data Review Severity	Dataset
UTV, ATV, Motorcycle	OHV_Rte_Dsg must equal Limited	Error	Roads, Trails
UTV, ATV, Motorcycle and Trail on Road does not equals Yes	TrailUse should be the same value.	Error	Trails

41. Off-Highway Vehicle Route Designation – OHVDsgtn

Published in roads and trails.

The Off-Highway Vehicle (OHV) Route Designation field represents BLM management decisions. BLM interdisciplinary teams make recommendations about route OHV designation based on impacts to resources and resource protection as well as to balance the recreational needs of the public and reduce conflict between different user groups. These implementation-level NEPA-supported decisions are based on Resource Management Plan (RMP) management direction and are implemented following completion of an EA, an EIS, or a Travel and Transportation Management Plan.

This field represents the OHV route designation on routes as described in terms of Code of Federal Regulation 43 CFR Part 8342 as Open, Limited, or Closed.

An off-highway, or off-road, vehicle is defined as:

- (a) Any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding:
 - (1) Any nonamphibious registered motorboat;
 - (2) Any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes;

- (3) Any vehicle whose use is expressly authorized by the [authorized officer](#), or otherwise officially approved;
- (4) Vehicles in [official use](#); and
- (5) Any combat or combat support vehicle when used in times of national defense emergencies.

BLM IB 2015-060 classifies e-bikes as motorized vehicles; they are considered off-highway vehicles when being operated off a highway. Mechanized vehicles, e.g., non-motorized bicycles, are not considered off-highway vehicles. The OHV Route Designation field does not apply to mechanized use on a route. See the Trail Use field for mechanized route use.

The BLM has the authority to make OHV route designations on routes that the BLM owns and controls as well as private industry routes within a reciprocal right-of-way (RROW) that the BLM controls. Route ownership and control are defined in the Ownership field.

OHV route designations are related to, but differ, from off-highway vehicle area designations. OHV area designations cover the extent of all BLM surface jurisdiction lands and are determined through a Land Use Planning process (Resource Management Plan (RMP)). OHV route designations apply to individual routes and are determined through the Travel Management Planning process (TMP). A Travel Management Plan can occur concurrently or subsequently with a Land Use Plan (LUP).

The OHV area designation sets the over-arching constraints of the routes within an OHV area designation.

- If an OHV area designation is open, then all routes within the area will have an open OHV route designation.
- If an OHV area designation is closed, then all routes within the area will have a closed OHV route designation.
- If an OHV area is limited, then routes within the area can have an open, closed, or limited route designation.

Domain Codes and Descriptions

dom_OHV_RTE_DSG

Code	Description
Open Route	Open Route – all off-highway vehicle use on the route is permitted at all times, by all OHV vehicle types
Limited Route	Limited Route – off-highway vehicle use on the route is restricted by season and/or OHV vehicle type
Closed Route	Closed Route – off-highway vehicle use on the route is prohibited at all times, by all OHV vehicle types
Non-TTMP Route	Non-TTMP Route – off-highway vehicle use on the route is not applicable because the route is permanently closed
Non-BLM Route	Non-BLM Route – BLM does NOT have the route designation authority
Unknown	Unknown

Open Route: All off-highway vehicle use on the route is permitted at all times, by all OHV vehicle types, subject to operating regulations and vehicle standards.

Limited Route: Off-highway vehicle use on the route is restricted by season and/or OHV vehicle type.

Closed Route: Off-highway vehicle use on the route is prohibited at all times, by all OHV vehicle types.

Non-TTMP Route: Off-highway vehicle use on the route is not applicable because the route is permanently closed, e.g., full decommission (FD), obliterated (OB), closed permanently.

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Non-BLM Route: BLM does NOT have the route designation authority, i.e., BLM does not own or control the route. Non-BLM Transportation Features include State and US Highways, USFS and other agency roads, county roads, and private roads on BLM land not encumbered by a RROW agreement, all of which may incidentally cross BLM lands.

This field is related to the Planning Category, Planning Identifier, Off-highway Vehicle Limited Vehicle Type, Off-highway Vehicle Limited Season, Road Use, Trail Use, Closure Status, and Trail Closure Status fields.

Roads and Primitive Roads feature class

	OHV Route Designation	OHV Limited Vehicle Type (VH)	Road Use*	Vehicles Allowed	OHV Limited Season (SN)	Closure Status (Street Legal)
Open	Open	NA Route	Street Legal	Street Legal, OHV, UTV, ATV, Motorcycle	Null	OP, SC, RY, NKN
Vehicle Type Limit	Limited Route	UTV	Street Legal	Street Legal, UTV, ATV, Motorcycle	Null	OP, SC, RY, NKN
	Limited Route	ATV	Street Legal	Street Legal, ATV, Motorcycle	Null	OP, SC, RY, NKN
	Limited Route	Motorcycle	Street Legal	Street Legal, Motorcycle	Null	OP, SC, RY, NKN
Vehicle Type and Seasonal Limit	Limited Route	UTV	Street Legal	Street Legal, UTV, ATV, Motorcycle	Date Range	OP, SC, RY, NKN
	Limited Route	ATV	Street Legal	Street Legal, ATV, Motorcycle	Date Range	OP, SC, RY, NKN
	Limited Route	Motorcycle	Street Legal	Street Legal, Motorcycle	Date Range	OP, SC, RY, NKN
Seasonal Limit	Limited Route	NA Route	Street Legal	Street Legal, OHV, UTV, ATV, Motorcycle	Date Range	OP, SC, RY, NKN
Closed	Closed Route	NA Route	Street Legal	Street Legal	Null	OP, SC, RY, CL, DR, NKN
No TTMP	Non-TTMP Route	NA Route	Street Legal	None	Null	FD, OB
	Non-BLM Route	Non-BLM Route	Street Legal	Street Legal, Unspecified	Null	OP, OC, NKN
	Unknown Rte	Unknown Rte	Street Legal	Street Legal, Unspecified	Null	Any Value

*The **Road Use** field is not an implemented field in the road and primitive roads feature class. Street Legal is the implied use for the roads and primitive roads feature class.

Trails feature class

	OHV Route Designation	OHV Limited Vehicle Type (VH)	Trail Use	Vehicles Allowed	OHV Limited Season (SN)	Trail Closure Status
Open	Open	NA Route	OHV	OHV, UTV, ATV, Motorcycle	Null	All Open, Unknown
Vehicle Type Limit	Limited Route	UTV	UTV	UTV, ATV, Motorcycle	Null	All Open, Unknown
	Limited Route	ATV	ATV	ATV, Motorcycle	Null	All Open, Unknown
	Limited Route	Motorcycle	Motorcycle	Motorcycle	Null	All Open, Unknown

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Vehicle Type and Seasonal Limit	Limited Route	UTV	UTV	UTV, ATV, Motorcycle	Date Range	Motor SN Closed, All SN Closed, Unknown
	Limited Route	ATV	ATV	ATV, Motorcycle	Date Range	Motor SN Closed, All SN Closed, Unknown
	Limited Route	Motorcycle	Motorcycle	Motorcycle	Date Range	Motor SN Closed, All SN Closed, Unknown
Seasonal Limit	Limited Route	NA Rte	OHV	OHV, UTV, ATV, Motorcycle	Date Range	Motor SN Closed, All SN Closed, Unknown
Closed	Closed Route	NA Route	Non-Motorized	Non-Motorized	Null	Non-Motor Open, Non-Motor SN Closed, Closed Long-Term, Unknown
No TTMP	Non-TTMP Route	NA Route	Any value	None	Null	Closed Permanently
	Non-BLM Route	Non-BLM Route	Any value	Unspecified	Null	Other-agency, Unknown
	Unknown Rte	Unknown Rte	Any value	Unspecified	Null	Any Value
Trail on Road	Same as Road / Primitive Road Designation	Same as Road / Primitive Road Designation	Must be equal or more restrictive than the allowed OHV vehicle type	Combination of Vehicles Allowed on Roads / Primitive Roads and Vehicles Allowed on Trails	Same as Road / Primitive Road Designation	Corresponds to Trail Use

Data QC Checks

If OHV_RTE_DSG Equals...	Then...	Data Review Severity	Dataset
Open Rte, Limited Route, Closed Route	PlanCat must not equal Non-BLM Route or Unknown	Error	Roads, Trails
Open Route, Limited Route, Closed Route	PlanID should not be Null	Warning	Roads, Trails
Open Route, Closed Route, Non-TTMP Route	OHV_Lmt_VH_Dsg must equal NA Rte	Error	Roads, Trails
Limited Route	OHV_Lmt_VH_Dsg must equal UTV, ATV, Motorcycle, or NA Route	Error	Roads, Trails
Non-BLM Route	OHV_Lmt_VH_Dsg should equal Non-BLM Rte and OHV_Lmt_SN should be Null	Warning	Roads, Trails
Limited Route	and OHV_Lmt_VH_Dsg equals NA Rte, then OHV_Lmt_S_Dsg must not be Null	Error	Roads, Trails
Open Route	Trail Use must equal OHV	Error	Trails

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Limited Route	and OHV_Lmt_VH_Dsg equals NA Rte, and Trail on Road does not equal Yes, then Trail Use must be OHV	Error	Trails
Closed Route	Trail use must equal a non-motorized value	Error	Trails
Open Rte, Limited Route	Closure Status should equal OP, SC, RY, NKN	Warning	Roads
Closed Route	Closure Status should equal OP, SC, RY, CL, DR, NKN	Warning	Roads
Non-TTMP Route	Closure Status should equal FD, OB	Warning	Roads
Non-BLM Route	Closure Status should equal OP, OC, NKN	Warning	Roads
Open Route	Trail Closure Status should equal All Open, Unknown	Warning	Trails
Limited Route	and OHV_LMT_SN_DSG is Null, then Trail Closure Status should equal All Open, Unknown	Warning	Trails
Limited Route	and OHV_LMT_SN_DSG is not Null, then Trail Closure Status should equal Motor SN Closed, All SN Closed, Unknown	Warning	Trails
Closed Route	Trail Closure Status should equal Non-Motor Open, Non-Motor SN Closed, Closed Long-TermUnknown	Warning	Trails
Non-TTMP Route	Trail Closure Status should equal Closed Permanently	Warning	Trails
Non-BLM-Route	Trail Closure Status should equal Other-agency, Unknown	Warning	Trails
Open Route	Route should be in an open OHV designated area	No Data Review Check	Roads, Trails
Closed Route	Route should be in a closed OHV designated area	No Data Review Check	Roads, Trails

42. Other Road Number – OtherRdNum

Published in roads.

This field contains the road number for National Park Service (NPS), Fish and Wildlife (FWS), Bureau of Indian Affairs (BIA), Other Federal (OTHF), State Forestry (STF), Other State (STO), Municipal (MUN), and non-Inv Private (PVT) roads.

BLM, FS, and county road numbers should be entered in their respective fields.

This field is used to populate RoadNum where OwnerDesg = ‘NPS, FSW, BIA, OTHF, STF, STO, MUN’ and where OwnerDesg = ‘PVT AND InvCat = ‘Other’.

43. Other Trail Number – OtherTrlNum

Published in trails.

This field contains the trail number for National Park Service (NPS), Fish and Wildlife (FWS), Bureau of Indian Affairs (BIA), Other Federal (OTHF), State Forestry (STF), Other State (STO), County (CNTY), Municipal (MUN), and non-Inv Private (PVT) trails.

BLM, and FS trail numbers should be entered in their respective fields.

This field is used to populate TrailNum where OwnerDesg = 'NPS, FSW, BIA, OTHF, STF, STO, CNTY, MUN' and where OwnerDesg = 'PVT AND InvCat = 'Other'.

44. Ownership Designation – OwnerDesg

Published in roads and trails.

The ownership designation field further distinguishes the other agency value in the FAMS ownership (juris) field. This field also allows cartographic representation for non-inventoried roads. **This field does not relate to land ownership.**

Domain Codes and Descriptions *dom_GTRN_own_dsgtn*

Code	Description
BLM	Bureau of Land Management
FS	Forest Service
NPS	National Park Service
FWS	Fish and Wildlife Service
BIA*	Bureau of Indian Affairs
OTHF	Other Federal Agency
STF	State Forestry route, i.e., ODF (OR) or DNR (WA)
STO	Other state route (e.g., State Park)
CNTY	County route
MUN	Municipal route (urban, residential, etc.)
PVT	Private route (no symbol)
NKN	Not Known (Default)

Non-compatible values will result in an edit version being rejected during the submission process.

*Compatibility Matrix Between **Ownership** and **Ownership Designation***

OWN_DSGTN	OWNERSHIP			
	BLM	OTA	PVT	NKN
BLM	ok	No	No	ok
FS	No	ok	No	ok
NPS	No	ok	No	ok
FWS	No	ok	No	ok
BIA*	No	ok	No	ok
OTHF	No	ok	No	ok
STF	No	ok	No	ok
STO	No	ok	No	ok
CNTY	No	ok	No	ok
MUN	No	ok	No	ok
PVT	No	No	ok	ok
NKN	No	No	No	ok

*There is a difference between BIA roads and tribal government roads. Tribal government roads should be considered private.

45. Juris – Ownership

Published in roads and trails.

The ownership (juris) field represents the entity that has the authority to set terms of road maintenance and conditions of road use. **Land ownership does not necessarily mean the road is owned by the same entity.** Similarly, road ownership does not necessarily mean the road is controlled by the same entity.

This field applies to all roads in OR/WA, however, the definitions of ownership and control, as shown in the Road Ownership and Control Matrix below, come from the O&C Logging Road Right-of-Way Handbook, H-2812-1, dated February 2009.

<i>Domain Codes and Descriptions</i>	<i>dom_GTRN_own</i>
Code	Description
Bureau of Land Management	Bureau of Land Management
Other Agency	Other Agency - Includes city, county, state, and federal agencies (including the Federal Highway Administration)
Private	Private
Not Known	Not Known (Default)

Road Ownership and Control Matrix

Road Category No.	Origin of Road	Road Control ¹	Road Ownership ²
1.	Roads on U.S. land: 1) constructed by the U.S., 2) constructed in trespass, 3) no documented origin, 4) constructed under an expired/released permit. ⁶	U.S.	U.S.
2.	Roads on private land where the U.S. has right of control under a permanent (exclusive) easement. ³	U.S.	U.S.
3.	Road on O&C Permittee land constructed by the U.S. under a reciprocal right-of-way agreement.	U.S. ⁴	U.S.
4.	Road built by permittee on U.S. lands with a right-of-way plat filed under terms of a reciprocal Permit.	U.S. ⁵	Permittee
5.	Roads on Permittee land: 1) constructed by the Permittee, 2) constructed in trespass, 3) no documented origin, 4) constructed under an expired/released permit or easement.	Permittee	Permittee

¹**Road control:** The right to use the road and authorize third parties to use the road subject to the rights of the road owner.

²**Road ownership:** The rights of road ownership include: 1) use of the road, 2) first right of maintenance on the road and collecting pro-rata expenses from other users (maintenance and/or surface replacement fees), or allowing for operator maintenance, 3) collection of road use fees from other users for amortization of the replacement cost of the road, and 4) establishing reasonable traffic regulations for the use of the road which are applicable to all users of the road, including the road owner.

³**Permanent U.S. easement:** Rights of the U.S. are subject to the terms and conditions of the specific easement and the rights reserved by the underlying landowner.

⁴**U.S. constructed road on permittee land:** U.S. cannot authorize public use or right-of-way grants for purposes other than for the management and removal of timber and other forest products under the O&C regulations.

⁵**Permittee constructed roads on U.S. land:** Any 3rd party authorizations issued by the U.S. are subject to reasonable traffic regulations established by the permittee who built the road. In addition, the 3rd party authorizations issued by the U.S. cannot interfere with the permittee's right-of-way.

⁶**Category 1 Note:** For item No. 4), the permittee who built the road would be entitled to amortize their investment (and swap out the deficit share if desired) in the replacement cost of the road before they release and transfer their ownership to the U.S. or before the permit expires. They may also retain free use of the road after a transfer/release if they still hold an active permit.

General Note: Any traffic regulations established by either the U.S. or permittee must be applicable to all users of the road, including the road owner.

46. Planning Category – PlanCat

Published in roads.

The Planning Category field represents BLM **management decisions**. BLM interdisciplinary teams make recommendations about route planning categories based on intended identified use of the linear asset. These implementation-level NEPA-supported decisions are based on Resource Management Plan (RMP) management direction and are implemented following completion of an EA, an EIS, or a Travel and Transportation Management Plan.

The intent of this field is to identify the routes where the BLM has the authority to make a designation/decision about the route and the planning category of a route. The BLM has the authority to make designation/decisions on routes that the BLM owns and controls as well as private industry routes within a reciprocal right-of-way (RROW) that the BLM controls. Route ownership and control are defined in the Ownership field.

Routes formally designated as a road, primitive road, or trail that are the subject and result of a Travel Management Plan (TMP) make up the BLM Transportation System. Information about these routes is input and maintained in FAMS. Routes can be entered into FAMS as a road, primitive road, or trail without a TMP as long as the information in FAMS is updated as necessary after a TMP is completed.

Changes to the BLM's transportation system, as recorded in FAMS, may occur as part of the formal evaluation and designation process through one of four events:

- a) Record of Decision (ROD) – for a Resource Management / Environmental Impact Statement (RMP/EIS) or an amendment of an RMP/EIS.
- b) Decision Records for an Activity Plan, Plan Amendment/Environment Assessment (EA).
- c) Federal Register Notice Action (under authority of 43 CFR 8341.2, 8364.1, 8365.3-6, or 9268.3) that has a follow-up land-use planning action and associated NEPA action.

- d) Management decision of appropriate routes in an area that has been designated open to off-highway vehicle use.

Routes owned by private industry or another agency can be entered into FAMS as a road, primitive road, or trail when the BLM has an interest in these routes as a result of a maintenance agreement or a reciprocal right-of-way agreement. These routes are part of the BLM Transportation System.

<i>Domain Codes and Descriptions</i>	<i>dom_GTRN_PlanCat</i>
Code	Description
BLM Road	BLM Road
BLM Primitive Road	BLM Primitive Road
BLM Trail	BLM Trail
BLM WSA Way	BLM WSA Way
BLM Primitive Route	BLM Primitive Route
BLM Interim Primitive Route	BLM Interim Primitive Route
BLM Permanently Removed Route	BLM Permanently Removed Route
BLM Temporary Route	BLM Temporary Route
BLM No TTMP Decision	BLM No TTMP Decision
PVT RROW Road on BLM Land	Private RROW Road on BLM Land
Non-BLM Route	Non-BLM Route
Unknown	Unknown

BLM Road: A route managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use. The BLM owns and controls the route. Roads are part of BLM’s Transportation System; FAMS is the system of record for these routes.

BLM Primitive Road: A route managed for use by four-wheel drive or high-clearance vehicles. Primitive roads do not normally meet any BLM road design standards. The BLM owns and controls the route. Primitive Roads are part of BLM’s Transportation System; FAMS is the system of record for these routes.

BLM Trails: A 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. The BLM owns and controls the route. Trails are part of BLM’s Transportation System; FAMS is the system of record for these routes.

BLM WSA Ways: Routes within a Wilderness Study Area (WSA) that are not excluded from the WSA, as in the case of a “cherry-stem” road. They were officially recognized and mapped (as “Ways”) during the FLPMA Sec. 603 Wilderness Inventories (Sec. 603 WSAs) and any Sec. 202 inventories meeting the criteria of the Utah Settlement Agreement (Sec. 202 WSAs). The term “way” derives from a “roadless” definition in the Congressional Record adopted in BLM’s 1978 Wilderness Inventory Handbook, which concludes that “a way maintained solely by the passage of vehicles does not constitute a road.” Based on the complete “roadless” definition, BLM WSA Ways are defined as “A trace maintained solely by the passage of vehicles which has not been improved and/or maintained by mechanical means to insure relatively regular and continuous use.” The BLM owns and controls the route. WSAs are NOT part of BLM’s Transportation System; GTRN is the system of record for these routes.

BLM Primitive Route: Routes within (not forming a boundary and not excluded in a “cherry-stem”) a Wilderness Inventory Unit found to possess Wilderness Characteristics. They were found to not be “improved or maintained by mechanical means to insure relatively regular and continuous use.” They are kept passable solely by the passage of vehicles and no hand or power tools have been applied. There is a Land Use Plan decision to protect the Wilderness Characteristics of this Wilderness Characteristics Unit. The ultimate disposition of these routes

will depend on the specific protections applied to the area via the RMP and any step-down TMP decisions. The BLM owns and controls the route. Primitive Routes are NOT part of BLM's Transportation System; GTRN is the system of record for these routes.

BLM Interim Primitive Route: Routes within (not forming a boundary and not excluded in a “cherry-stem”) a Wilderness Inventory Unit found to possess Wilderness Characteristics. They were found to not be “improved or maintained by mechanical means to insure relatively regular and continuous use”. They are kept passable solely by the passage of vehicles and no hand or power tools have been applied. There is **not** a Land Use Plan decision to protect the Wilderness Characteristics of this Wilderness Characteristics Unit. The ultimate disposition of these routes will depend on the specific management allocations applied to the area via the RMP and any step-down TTMP decisions. Unless otherwise prohibited, these primitive routes may be managed at BLM discretion (including improvement by mechanical means) with appropriate NEPA compliance, including analysis of impacts to wilderness characteristics. A change in route status should be reflected in the Wilderness Inventory Report and may warrant reevaluation of the Wilderness Inventory Unit. The BLM owns and controls the route. Interim Primitive Routes are may or may not currently be part of BLM's Transportation System; GTRN is the system of record for these routes.

Following any Land Use Plan decision to protect the Wilderness Characteristics of the Wilderness Inventory Unit, these routes will need to be re-classified as BLM Primitive Routes.

BLM Permanently Removed Route: Routes identified to be permanently removed during a BLM Travel and Transportation Management Plan (TTMP); a decision has been made during the planning process not to retain these routes. These routes have a closure rehab/decommissioning plan. BLM Permanently Removed Route is synonymous with Linear Disturbance. Permanently Removed Routes may include engineered (planned) as well as unplanned routes. Routes within a legislative designation, e.g., wilderness designation, that are not designated as a BLM Trail are included in this category. On-the-ground evidence of these routes may exist for some time after the decision is made to permanently remove the routes. The routes remain in the GIS system in order to provide spatial reference of decisions. The BLM owns and controls the route. Permanently Removed Routes are NOT part of BLM's Transportation System as they are no longer routes; GTRN is the system of record for these routes.

BLM Temporary Route: A short-term overland road, primitive road, or trail that is authorized or acquired for the development, construction, or staging of a project or event that has a finite lifespan. Temporary routes are a subset of BLM Permanently Removed Routes and do not need to be moved to the BLM Permanently Removed Route category at the close of the project. Roads built for a timber sale in western Oregon are an example of a temporary route and have a maximum life-span of three years. Routes identified in a mining claim Plan of Operation are another example of a temporary route and have a life-span that may extend to a couple of decades. The project is responsible for remediation at the close of the project; temporary routes will never become a designated route. The BLM owns and controls the route. Temporary Routes are NOT part of BLM's Transportation System; GTRN is the system of record for these routes.

Temporary Routes tracked for reporting in association with the BLM Forest Management Programmatic for Western Oregon (BLM Forest Management Programmatic) Biological Opinion date 03/09/2018 issued by National Marine Fisheries Service covering forest management activities implemented by the two 2016 western Oregon RMPs will need to have construction year, average width, ownership designation and surface type populated with valid values. Total miles of Temporary Routes will use GIS Miles, which is an auto-calculated field.

BLM No TTMP Decision: A route that is within the BLM decision space. That is, the BLM owns and controls the route and/or BLM controls a private road within a reciprocal right-of-way (RROW) on BLM land. No BLM Travel and Transportation Management planning decision has been made on the route. There is no route-level record of decision (ROD).

PVT RROW Road on BLM Land: A route managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use. The road is on BLM land, i.e., the BLM controls the road, but the road is owned by a private timber company. The road is encumbered by a reciprocal right-of-way (RROW). The BLM has the authority to make an OHV Route Designation on these routes, including decisions that limit the OHV vehicle type or season. Privately owned RROW roads may or may not be part of BLM’s Transportation System; FAMS or GTRN are the system of record for these routes.

Non-BLM Route: BLM does NOT have the route designation authority, i.e., BLM does not own or control the route. Non-BLM Transportation Features include State and US Highways, USFS and other agency roads, county roads, and private roads on BLM land not encumbered by a RROW agreement, all of which may incidentally cross BLM lands.

Data QC checks

If Planning Category Equals...	Then...	Data Review Severity
BLM Road, BLM Primitive Road	Must match FAMS asset category	Error
BLM Road, BLM Primitive Road, BLM Trail, BLM WSA Way, BLM Primitive Route, BLM Interim Primitive Route, BLM Permanently Removed Route, BLM Temporary Route, BLM No TTMP Decision	Ownership Designation must equal BLM	Error
BLM Temporary Route	Construction Year, Average Width, Ownership Designation, Surface Type must have valid values	Error
PVT RROW Road on BLM Land	Ownership Designation must equal private	Error
BLM Road, BLM Primitive Road, BLM Trail, BLM WSA Way, BLM Primitive Route, BLM Interim Primitive Route, BLM Permanently Removed Route, BLM Temporary Route, BLM No TTMP Decision, PVT RROW Road on BLM Land	Control should be BLM	Warning
BLM Road, BLM Primitive Road, BLM Trail	Feature should be in one of the two inventory feature classes	Warning
WSA Way, BLM Primitive Route, BLM Interim Primitive Route, BLM Permanently Removed, Route, BLM Temporary Route	Feature should be in one of the two non-inventory feature classes	Warning
PVT RROW Road on BLM Land	Route should be encumbered by a RROW	No Data Review Check
PVT RROW Road on BLM Land	Route should be on BLM land	No Data Review Check

47. Planning Name – PlanID

Published in roads and trails.

The official name of the activity or land use plan governing the management of the route. Land use plan names should only be used if the land use plan addresses route maintenance or a specific action taken on a route. In most instances, you should only select activity plan values from the available list. Plan names are filled in when the plan is final.

The PLANID domain is populated from BLM’s ePlanning database.

48. Road Functional Classification – RoadClass

Published in roads.

Functional classification, which is the grouping of roads by the character of service they provide, establishes a systematic approach to road planning, design, and maintenance. Stratifying the Bureau’s road network by functional classes provides a rational and cost-effective basis for (1) the selection and application of geometric design criteria and standards (e.g., maximum road grades, roadway width, and design speed); and (2) the assignment of appropriate road maintenance intensity levels (i.e., from basic custodial care to annual scheduled and preventative maintenance programs).

Most rural highway travel involves movement through networks of roads that can be described using a functional system based on traffic volume, vehicle speed, trip distance, travel mobility, and property access. The system of functional classifications in descending order consists of arterial (for main traffic movement), collector, local (for land access) and resource roads. The functional classification system helps determine how travel movement can be channelized through the network in a logical and efficient manner. Each element of the functional system can serve as a collecting facility for the next highest element.

This functional classification system is more fully described in the Federal Highway Administration (FHWA) publication *Highway Functional Classification: Concepts, Criteria, and Procedures* (Revised 1989). The Bureau has added **resource** roads to the system identified in this FHWA plan to better account for the unique function of many Bureau roads in providing very small-scale public land access. These **resource** roads typically carry extremely low traffic volume and accommodate only one or two types of resource management (see BLM manual 9113).

Domain Codes and Descriptions dom_GTRN_road_cls

Code	Description
Arterial	Arterial (See below)
Collector	Collector (See below)
Local	Local (See below)
Resource	Resource (See below)
Not Known	Not Known (Default)

Arterial Roads (for non-inventoried roads only) – The rural arterial system consists of a network of roads with the following service characteristics:

- a) Linkage of cities, larger towns, and other traffic generators (such as major resort areas) capable of attracting travel over long distances.
- b) Integrated interstate and inter-county service.
- c) Internal spacing consistent with population density, so that all developed areas of the State are within a reasonable distance of arterial highways.
- d) Trip lengths and travel densities greater than those predominantly served by rural collector, local, and resource systems.
- e) Design standards provide for high travel speeds and minimum interference to through movement.

As Bureau roads are predominantly low volume and are generally extensions of or connectors to State Highway and rural County Road systems, an arterial classification does not apply normally

to Bureau roads (see BLM manual 9113). In fact, in western Oregon BLM manages no arterial roads.

Collector Roads – The rural collector system generally serves travel primarily of intra-county rather than statewide distances and constitutes those roads on which predominant travel distance and speed are less than on arterial routes. These roads serve larger towns; important agricultural areas (e.g. forest management areas); county, state, and federal parks; and other traffic generators of equivalent intra-county importance. These roads link to the arterial system and are spaced at intervals consistent with population density to accommodate traffic from local roads and bring all developed areas within reasonable distances of collector roads.

Designation of Bureau collector roads is based on the following criteria:

- a) Roads that normally provide access to large blocks of public land and connect with state and county road systems.
- b) Roads that accommodate multiple uses and generally receive the highest volume of traffic of all roads in the Bureau road system.
- c) Roads designed to the Bureau's highest standards may be double lane.
- d) Roads designated as scenic routes or Back Country Byways (Type I, see BLM Handbook H-8357-1).
- e) Roads that provide access to recreational areas containing a number of developed sites and facilities.
- f) Roads that provide the most extensive linkage to the local road system.
- g) Only roads mapped by ODOT as collectors in accordance with their "Guidelines for Updating Federal-Aid Urban Boundary and Functional Classification" document dated July 2003 will be mapped by BLM as collectors. ODOT functional classification maps can be found at the following website:

<http://egov.oregon.gov/ODOT/TD/TDATA/gis/CountyMaps.shtml>

Local Roads – The rural local system primarily provides access to lands adjacent to the collector network and serves travel over relatively short distances. Designation of Bureau local roads is based on the following criteria:

- a) Roads that normally serve smaller areas than collectors and connect with collectors or state and county road systems.
- b) Roads that accommodate fewer uses and receive lower traffic volumes than collectors.
- c) Roads designed typically to a single lane width with steeper grades, sharper horizontal curves, and lower design speeds than collector roads due to mountainous terrain.
- d) Roads that provide access to small recreational sites, trailheads, special sites and facilities (i.e., communication sites).
- e) Roads that provide the most extensive linkage to the resource road system and are spaced at appropriate intervals to collect traffic from resource roads and provide for public land areas to be within a reasonable distance of a local road. This eliminates multiple parallel roads.
- f) All local roads tie together arterial, collector, and/or other local roads; no dead-end roads.
 - a. Exception: Dead-end local roads must access, (1) developed recreation/administrative sites, BLM quarries, or fire program improvements (e.g., waterholes) or (2) a minimum of 5 sections (3,200 acres) regardless of the number of tributary spurs or the length of the road.
- g) Not every road tributary to a collector road needs to be a local road.
- h) Not every linking road needs to be a local road.
- i) Typically, the local network mileage will be 2-4 times the collector network mileage. This is a reasonableness check, not a hard and fast rule, based on AASHTO classification

study data collected in many states which show there is considerable consistency in the relative extents of the functional class systems.

Resource Roads - The Bureau resource road system provides access to the remaining portion of the public lands not accessed by collector or local roads. Designation of Bureau resource roads is based on the following criteria:

- a) Roads that provide point access to public lands and connect with local or collector roads.
- b) Roads are typically for only one or two types of resource management and carry very low traffic volumes. Typically they are low standard, single lane, natural or aggregate surfaced logging spurs.
- c) Location and design of these roads are governed by safety standards, environmental compatibility and minimal construction and maintenance costs, and with minimal consideration for user cost, comfort, or travel time.
- d) Roads have no established or designated recreational use (e.g., comfort station, trailhead, wayside) to attract the public.

49. Road Primary Name – RoadName

Published in roads.

The intent of this field is to hold the road or trail name of the primary route owner.

Note: For Inventoried roads and trails this field is populated from the text to the right of the colon: in the FAMS Location Description. Road numbers and names will be entered into the **FAMS LOCATION DESCRIPTION** field at the location tab in the locations module as follows:

6376-A0: Rattlesnake Cutoff 2 Spur
 20 S 11 W 36.00: Smith River Rd
 19 S 08 W 19.04:

If the road is **not named** a colon **must** still be placed after the road number.

Below are accepted abbreviations. By default the [USPS Standard abbreviations](#) were used. When no USPS abbreviation existed the [OR/WA BLM Standard Abbreviations and Acronyms](#) were used.

Full Text	Agreed Upon Abbreviation	Abbreviation Source
Avenue	Ave	USPS
Back Country Byway	BCB	OR/WA
Boulevard	Blvd	USPS
Bridge	Brg	USPS
Butte	Bu	---
Campground	CG	OR/WA
Canyon	Cyn	USPS
Circle	Cir	USPS
Corner	Cor	USPS
Court	Ct	USPS
Creek	Crk	USPS
Directional	N, NE, E, SE, S, SW, W, NW	---
Divide	Dv	USPS

Drive	Dr	USPS
Fork	Frk	USPS
Gravel Pit	GP	OR/WA
Highway	Hwy	USPS
Hollow	Holw	USPS
Junction	Jct	USP
Lake	Lk	USPS
Lane	Ln	USPS
Lookout	LO	OR/WA
Loop	Loop	USPS
Mile	Mi	OR/WA
Mill	MI	USPS
Mount	Mt	USPS
Mountain	Mtn	USPS
Overpass	Opas	USPS
Parkway	Pkwy	USPS
Pipeline	Ppl	OR/WA
Place	PI	USPS
Reservoir	Res	OR/WA
Ridge	Rdg	USPS
Right-of-Way	ROW	OR/WA
River	Riv	USPS
Road	Rd	USPS
Route	Rte	USPS
Seeding	Sdg	OR/WA
Spring	Spg	USPS
Spur	Spur	USPS
Street	St	USPS
System	Sys	OR/WA
Timber Sale	TS	OR/WA
Valley	Vly	USPS
Way	Way	USPS

50. Road Secondary Name – RoadName2

Published in roads.

The intent of this field is to hold a secondary road or trail name.

Below are accepted abbreviations. By default the [USPS Standard abbreviations](#) were use. When no USPS abbreviation existed the [OR/WA BLM Standard Abbreviations](#) and Acronyms were used.

Full Text	Agreed Upon Abbreviation	Abbreviation Source
Avenue	Ave	USPS
Back Country Byway	BCB	OR/WA
Boulevard	Blvd	USPS
Bridge	Brg	USPS
Butte	Bu	---
Campground	CG	OR/WA
Canyon	Cyn	USPS

OR/WA BLM Ground Transportation Edit Guide and Data Dictionary

Circle	Cir	USPS
Corner	Cor	USPS
Court	Ct	USPS
Creek	Crk	USPS
Directional	N, NE, E, SE, S, SW, W, NW	---
Divide	Dv	USPS
Drive	Dr	USPS
Fork	Frk	USPS
Gravel Pit	GP	OR/WA
Highway	Hwy	USPS
Hollow	Holw	USPS
Junction	Jct	USP
Lake	Lk	USPS
Lane	Ln	USPS
Lookout	LO	OR/WA
Loop	Loop	USPS
Mile	Mi	OR/WA
Mill	MI	USPS
Mount	Mt	USPS
Mountain	Mtn	USPS
Overpass	Opas	USPS
Parkway	Pkwy	USPS
Pipeline	Ppl	OR/WA
Place	PI	USPS
Reservoir	Res	OR/WA
Ridge	Rdg	USPS
Right-of-Way	ROW	OR/WA
River	Riv	USPS
Road	Rd	USPS
Route	Rte	USPS
Seeding	Sdg	OR/WA
Spring	Spg	USPS
Spur	Spur	USPS
Street	St	USPS
System	Sys	OR/WA
Timber Sale	TS	OR/WA
Valley	Vly	USPS
Way	Way	USPS

51. Road Primary Number – RoadNum

Published in roads.

The intent of this field is to hold the road number of the primary route owner. The route number placed in this field should be consistent with the agency in the Ownership Designation field.

RoadNum is derived from BLM_Rd_No, USFS_Rd_No, County_Rd_No, and Other_Rd_No based on the road owner in the OwnerDesg field. RoadNum will be populated with the BLMRdNum for privately owned roads where inventory category = 'BLM'.

This field is used for cartographic labeling and needs to be formatted to allow for map labels.

Data Population Ruleset

1. If the only road number field populated does not match the road owner then RoadNum will be left blank and RoadNum2 will be populated.
2. If the road owner is not known and only one of the four orsoedit number fields is populated then RoadNum will be populated with the sole attributed value.
3. If the road owner is not known and more than one of the four orsoedit number fields is populated then RoadNum will be populated based on an agreement in the orsoedit field and the majority underlying land owner. That is:
 - a. If the BLM_Rd_No field is populated and the underlying land owner, or land owner majority, is BLM, then RoadNum will be populated with the BLM_Rd_No field.
 - b. If the USFS_Rd_No field is populated and the underlying land owner, or land owner majority, is FS, then RoadNum will be populated with the USFS_Rd_No field.
 - c. If the County_Rd_No field is populated and the underlying land owner, or land owner majority, is private, then RoadNum will be populated with the Count_Rd_No field.
4. If the road owner is not known and more than one of the four orsoedit number fields is populated and the populated road number field does not correspond with the underlying land owner, then RoadNum and RoadNum2 will not be populated in GTRN pub.

Optional Eastern Oregon Label Expressions:

-00 Routes

- Label SQL Query: "BLM_RD_NO" LIKE '____-00'
- Label Expression: Left ([BLM_RD_NO],4)

-A0 Routes

- Label SQL Query: "BLM_RD_NO" LIKE '____-_0' AND "BLM_RD_NO" NOT LIKE '____-00'
- Label Expression: Left ([BLM_RD_NO],6)

-AA Routes

- Label SQL Query: "BLM_RD_NO" LIKE '____-__' AND ("BLM_RD_NO" NOT LIKE '____-0_' AND "BLM_RD_NO" NOT LIKE '____-_0')
- Label Expression: [BLM_RD_NO]

52. Road Secondary Number – RoadNum2

Published in roads and trails.

The intent of this field is to hold any secondary road numbers. These secondary numbers can either be a second number assigned by the primary road owner or the number assigned by an agency other than the primary road owner.

RoadNum2 is derived from BLM_Rd_No, USFS_Rd_No, County_Rd_No, and Other_Rd_No once RoadNum has been populated.

The route number placed in this field does not necessarily need to be consistent with the agency in the ownership designation field.

This field is used for cartographic labeling and needs to be formatted to allow for map labels.

53. Route Identifier – RouteID

Published in roads and trails.

Provides the full BLM route and segment number. This field can be used for cartographic labeling or as a relate key to other datasets or tables. In western Oregon RouteID is: RouteNum (rt_num) + RouteSeg (o_csegs). In eastern Oregon RouteID is: RouteNum (rt_num) + RouteSpur (rte_spur) + BeginMilePost (begml). RouteSeg (o_csegs) and RouteSpur (rte_spur) do not exist in the trails feature class and therefore are not included in the Route_ID equation for trails.

54. Route Number – RouteNum

Published in roads and trails:

The route number provides the identifier for each BLM road and trail. Other agency route numbers should be placed in primary route name (RT_NM1) field.

55. Route Segment – RouteSeg

Published in roads.

This field provides the route segment identifier for O & C routes. When combined with route number, the full route segment identifier is formed (see ROUTE_ID).

56. Route Spur Value – RouteSpur

Published in roads:

The value given to a spur.

57. Resource Management Plan for western Oregon (RWO) Half Width (ft) – RWOHalfWidth

Published in roads.

The **half width** (in feet) of the width used for the District Designated Reserve (DDR-Roads). This field only applies to districts within the NW and SW Oregon RMPs. The default value is 22.5, which will result in a 45 foot DDR-Road buffer in the land use allocation (LUA) dataset.

Districts can update the DDR-Roads from the default width of 45 feet based on empirical field information on the actual on-the-ground width of the area maintained for the road. The DDR-Roads should encompass the entirety of the area that will be managed to maintain the road, typically encompassing the subgrade, ditchline, and roadside brushing area, not solely the road surface.

58. FAMS Asset Number (segment) - SegAssetID

Published in roads and trails.

The linking field for joining the FAMS table to a BLM inventoried route/trail. This field links to the BLM inventoried route/trail 'FAMSKEY' on each route segment.

59. Special Designation – SpecialDesg

Published in highways, roads, and trails.

Special designation routes are routes that have been identified through formal national, state, or agency designation processes to have a level of scenic, natural, cultural, recreational, or archeological importance beyond a traffic thoroughfare.

More than one of these attributes may apply to a single route segment. If this is the case, choose the value that is highest in the hierarchy.

Code	Description
AAR	All-American Road
NSB	National Scenic Byway
BCB	BLM Back Country Byway
FSB	National Forest Scenic Byway
SSB	State Scenic Byway (OR)
STR	State Tour Route (OR)
SSRH	State Scenic and Recreation Highway (WA)
SSBI	State Scenic Bikeway (OR)
ATR	Auto Tour Route
NST	National Scenic Trail
NHT	National Historic Trail
NRT	National Recreation Trail
NGT	National Geologic Trail
NON	None (Default)

All-American Road: All-American Roads are designated by the US Secretary of Transportation for their scenic, historic, natural, cultural, recreational, or archeological qualities and are considered to be the "best of the best." These routes represent the finest examples of scenic drives in America, making them "designations unto themselves." These routes must have prior designation as a State Scenic Byway or State Scenic and Recreational Highway to be submitted for national designation.

National Scenic Byway: National Scenic Byways are designated by the US Secretary of Transportation for their scenic, historic, natural, cultural, recreational, or archeological qualities and merit national level recognition. These routes must have prior designation as a State Scenic Byway or State Scenic and Recreation Highway to be submitted for national designation.

BLM Back Country Byway: Back Country Byways are designated through a resource management plan (RMP) and showcase the variety of richness of BLM's off-the-beaten track public lands. Most of the byways are either paved or graded gravel and dirt roads, passable in ordinary passenger cars. Others are safely driven only in a high-clearance truck or 4-wheel drive vehicle.

National Forest Scenic Byway: The Chief of the Forest Service administratively designates National Forest Scenic Byways. These routes represent the best of the roads running through the national forests and showcase outstanding national forest and grassland scenery.

State Scenic Byway (OR): Oregon State Scenic Byways are designated by the Oregon Transportation Commission. They have high national or statewide appeal, feature historic, recreational, archeological, cultural, or natural appeal in addition to scenic qualities, are a minimum of 30 miles long, and must be passable by passenger car.

State Tour Route (OR): Oregon State Tour Routes are designated by the Oregon Transportation Commission. They have high local or regional appeal, feature similar qualities as State Scenic Byways, are a minimum of 20 miles long, and must be passable by passenger car or four-wheel drive vehicle.

State Scenic and Recreational Highway (WA): Washington State Scenic and Recreation Highways are designated by the state legislative statute for the purpose of ensuring the state's most spectacular and diverse landscapes, including scenic, natural, recreational, cultural, and historic resources.

State Scenic Bikeway (OR): Oregon State Scenic Bikeways are designated by the Oregon Recreation and Parks Commission. Bikeways are signed bike routes on roads and bicycle paths that provide access to national, state, or regional resources of superlative quality and scenic splendor. They can be linear routes a minimum of 40 miles long, or a loop a minimum of 5 miles long.

Auto Tour Route: These routes are usually self-designated by a variety of entities including counties, state tourism offices, local chambers of commerce, regional industry groups, and land management agencies. They usually highlight and market a local or regional characteristic or product such as a collection of covered bridges, waterfalls, wineries, farm stands, etc. A subset of auto tour routes focuses specifically on wildlife viewing opportunities, including the OR and WA Birding Trails.

National Scenic Trail: Part of the congressionally designated National Trail System, these trails comprise of continuous protected scenic corridors for outdoor recreation.

National Historic Trail: Part of the congressionally designated National Trail System, these trails recognize broad facets of history such as prominent past routes of exploration, migration, trade, communication, and military action. Historic trails generally consist of remnant sites and trail sections, and thus are not necessarily continuous.

National Recreation Trail: Part of the congressionally designated National Trail System, these trails are recognized by the Federal Government as contributing to the National Trail System. They vary in length, terrain, difficulty, and accessibility.

National Geologic Trail: Part of the congressionally designated national geologic trail. It is a network of touring routes with interpretive opportunities distributed across the vast west. May consist of both foot and vehicle travel.

60. Source Vintage – SourceVintage

Published in roads and trails.

The vintage of the coordinate source materials. This is a date field with the format being: mm/dd/yyyy (i.e. 05/24/2006).

61. Subgrade Route Segment Width – SubgWidth

Published in roads.

This field is a record of the historical subgrade width of a route, measured in feet. For inventoried roads (populated via FAMS) this is only populated for westside districts.

62. Surface- Surface

Published in roads and trails.

This field describes the surface material of the road or trail as used to calculate the Current Replacement Value or Annual Maintenance needs in FAMS 6.0.

Domain Codes and Descriptions

Code	Description
Bituminous	Bituminous
Concrete	Concrete
Aggregate	Aggregate
Natural	Natural
Not Known	Not known (Default)

Bituminous – Road surface materials may include full depth asphalt, asphalt overlay, or a bituminous surface treatment.

Concrete – Road surface materials consisting of concrete pavement.

Aggregate – Road surface materials may include pit-run material, local or imported aggregate, crushed sandstone or cinder material.

Natural – Road surface materials consisting of naturally occurring soils; imported roadway surfacing materials are excluded.

63. Surface Type – SurfaceType

Published in roads and trails.

This field describes the surface material of the road or trail as was used in FAMS prior to version 6.0. At FAMS 6.0 this field became a GTRN field.

Domain Codes and Descriptions

dom_GTRN_surf_typ

Code	Description
Bituminous	Bituminous
Concrete	Concrete
Hard Surface	Hard Surface
Aggregate	Aggregate

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Crushed Sandstone	Crushed Sandstone
Grid Rolled	Grid Rolled
Caliche	Caliche
Pit Run	Pit Run
Screened Base	Screen Based
Natural Improved	Natural Improved
Natural Unimproved	Natural Unimproved
Not Known	Not Known (Default)

Cross-reference between GTRN Surface Type and FAMS Surface

Surface Type (GTRN)	Surface (FAMS)
Bituminous	Bituminous
Hard Surface	Bituminous
Concrete	Concrete
Aggregate	Aggregate
Crushed Sandstone	Aggregate
Grid Rolled	Aggregate
Pit Run	Aggregate
Screened Base	Aggregate
Caliche	Natural
Natural Improved	Natural
Natural Unimproved	Natural
Not Known	Not Known

Natural Improved: A natural on-site surface that has been improved by being graded without drainage features or graded and drained with either an inslope, outslope, or crowned cross section. Drainage features could also include, but are not limited to, side ditches, lead-off ditches, cross drain culverts, and drain dips/water bars.

Natural Unimproved: A natural on-site surface without grading or drainage features. No assumption is made about whether a natural unimproved road or trail was originally constructed or user-created.

64. TIGER ID Number – TigerNum

Published in roads.

This field was used for the All Oregon Roads project. It may eventually link GTRN features to the 2000 TIGER data.

65. Total Miles of a Segment – TotalMiles

Published in roads and trails.

Ground measured (clocked) length (miles) of the segment.

66. Trail Primary Name – TrailName

Published in trails.

The intent of this field is to hold the road or trail name of the primary route owner.

Note: For Inventoried roads and trails this field is populated from the text to the right of the colon: in the FAMS Location Description. Road numbers and names will be entered into the **FAMS LOCATION DESCRIPTION** field at the location tab in the locations module as follows:

6376-A0: Rattlesnake Cutoff 2 Spur
 20 S 11 W 36.00: Smith River Rd
 19 S 08 W 19.04:

If the road is **not named** a colon **must** still be placed after the road number.

Below are accepted abbreviations. By default the [USPS Standard abbreviations](#) were used. When no USPS abbreviation existed the [OR/WA BLM Standard Abbreviations and Acronyms](#) were used.

Full Text	Agreed Upon Abbreviation	Abbreviation Source
Avenue	Ave	USPS
Back Country Byway	BCB	OR/WA
Boulevard	Blvd	USPS
Bridge	Brg	USPS
Butte	Bu	---
Campground	CG	OR/WA
Canyon	Cyn	USPS
Circle	Cir	USPS
Corner	Cor	USPS
Court	Ct	USPS
Creek	Crk	USPS
Directional	N, NE, E, SE, S, SW, W, NW	---
Divide	Dv	USPS
Drive	Dr	USPS
Fork	Frk	USPS
Gravel Pit	GP	OR/WA
Highway	Hwy	USPS
Hollow	Holw	USPS
Junction	Jct	USP
Lake	Lk	USPS
Lane	Ln	USPS
Lookout	LO	OR/WA
Loop	Loop	USPS
Mile	Mi	OR/WA
Mill	MI	USPS
Mount	Mt	USPS
Mountain	Mtn	USPS
Overpass	Opas	USPS
Parkway	Pkwy	USPS
Pipeline	Ppl	OR/WA

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Place	PI	USPS
Reservoir	Res	OR/WA
Ridge	Rdg	USPS
Right-of-Way	ROW	OR/WA
River	Riv	USPS
Road	Rd	USPS
Route	Rte	USPS
Seeding	Sdg	OR/WA
Spring	Spg	USPS
Spur	Spur	USPS
Street	St	USPS
System	Sys	OR/WA
Timber Sale	TS	OR/WA
Valley	Vly	USPS
Way	Way	USPS

67. Trail Secondary Name – TrailName2

Published in trails.

The intent of this field is to hold a secondary road or trail name.

Below are accepted abbreviations. By default the [USPS Standard abbreviations](#) were use. When no USPS abbreviation existed the [OR/WA BLM Standard Abbreviations](#) and Acronyms were used.

Full Text	Agreed Upon Abbreviation	Abbreviation Source
Avenue	Ave	USPS
Back Country Byway	BCB	OR/WA
Boulevard	Blvd	USPS
Bridge	Brg	USPS
Butte	Bu	---
Campground	CG	OR/WA
Canyon	Cyn	USPS
Circle	Cir	USPS
Corner	Cor	USPS
Court	Ct	USPS
Creek	Crk	USPS
Directional	N, NE, E, SE, S, SW, W, NW	---
Divide	Dv	USPS
Drive	Dr	USPS
Fork	Frk	USPS
Gravel Pit	GP	OR/WA
Highway	Hwy	USPS
Hollow	Holw	USPS
Junction	Jct	USP
Lake	Lk	USPS
Lane	Ln	USPS
Lookout	LO	OR/WA
Loop	Loop	USPS
Mile	Mi	OR/WA

Mill	MI	USPS
Mount	Mt	USPS
Mountain	Mtn	USPS
Overpass	Opas	USPS
Parkway	Pkwy	USPS
Pipeline	Ppl	OR/WA
Place	Pl	USPS
Reservoir	Res	OR/WA
Ridge	Rdg	USPS
Right-of-Way	ROW	OR/WA
River	Riv	USPS
Road	Rd	USPS
Route	Rte	USPS
Seeding	Sdg	OR/WA
Spring	Spg	USPS
Spur	Spur	USPS
Street	St	USPS
System	Sys	OR/WA
Timber Sale	TS	OR/WA
Valley	Vly	USPS
Way	Way	USPS

68. Trail Primary Number – TrailNum

Published in trails.

The intent of this field is to hold the trail number of the primary route owner. The route number placed in this field should be consistent with the agency in the Ownership Designation field.

TrailNum is derived from BLM_Trl_No, USFS_Trl_No, and Other_Trl_No based on the trail owner in the OwnerDesg field. TrailNum will be populated with the BLMTrlNum for privately owned roads where inventory category = ‘BLM’.

Reference RoadNum for the specifics on how TrailNum and TrailNum2 are populated.

This field is used for cartographic labeling and needs to be formatted to allow for map labels.

69. Trail Secondary Number – TrailNum2

Published in trails.

The intent of this field is to hold any secondary route numbers. These secondary numbers can either be a second number assigned by the primary trail owner or the number assigned by an agency other than the primary trail owner.

TrailNum2 is derived from BLM_Trl_No, USFS_Trl_No, and Other_Trl_No once TrailNum has been populated.

The route number placed in this field **does not necessarily need to be consistent with the agency in the ownership designation field.**

This field is used for cartographic labeling and needs to be formatted to allow for map labels.

70. Trail On Road – TrailOnRoad

Published in trails.

This field indicates when a trail is coincident with a road. This information can be used in combination with the Trail Use field to identify when a trail has shared use with motorized and non-motorized conveyances. This field does not provide any information about the road.

<i>Domain Codes and Descriptions</i>		<i>dom_YN</i>
Code	Description	
Y	Yes	
N	No	
U	Unknown (Default)	

71. Trail Predominant Use – TrailUse

Published in trails.

Describes the mode of transportation for which the trail is managed.

Note: Some trails are coincident with roads. This shared-use is not captured in this field. To identify road / trail shared-use features refer to the TrailOnRoad field.

<i>Domain Codes and Descriptions</i>		<i>dom_GTRN_trail_use</i>
Code	Description	
HK	Hiking Only	
BK	Mountain Bike Only	
EQ	Equestrian Only	
BK_HK	Mountain Bike and Hiking	
EQ_HK	Equestrian and Hiking	
LS	Livestock Trailing	
NON-MOTOR	Shared non-motorized (Hiking, Mountain Bike, Equestrian)	
MC	Motorcycle Only (Class III, OR)	
QD	Quad Only (Class I, OR)	
MC_QD	Motorcycle and Quad (Class I and III, OR)	
MOTOR	Shared motorized (Four Wheel Drive, Quad, and Motorcycle (Class II, I, and III))	
SNOW	Snow Use Only	
UNK	Unknown (Default)	

MotorCycle (Class III, OR – 801.194): An off-highway motorcycle with a dry weight of 600 pounds or less that travels on two tires. [1989 c.991 §2]

Quad (Class I, OR – 801.190): A motorized, off-highway recreational vehicle 50 inches or less in width with a dry weight of 800 pounds or less that travels on three or more low pressure tires, has a saddle or seat for the operator and is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain. [1985 c.459 §2; 1995 c.775 §9; 1997 c.228 §1]

Four Wheel Drive (Class II, OR – 801.193): Any motor vehicle that:

- (1) Weighs more than a Class I all-terrain vehicle;
- (2) Is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain; and
- (3) Is actually being operated off a highway or is being operated on a highway for agricultural purposes under ORS 821.191. [1987 c.587 §2; 2005 c.227 §1; 2007 c.207 §1]

Snow Use Only: These features are trails only when snow is present. When there is no snow these features are roads.

72. Trail Use Snow – TrailUseSnow

Published in trails.

A description of the trail use when the surface is snow.

<i>Domain Codes and Descriptions</i>	<i>dom_GTRN_trail_use_snow</i>
Code	Description
SNS	Snowshoe Only
SKI	Cross Country Ski Only
NON-MOTOR	Shared non-motorized (Snowshoe, Cross Country Ski, Dogsled, and Skijoring)
MOTOR	Shared motorized (Snowmobile and Motorized-tracked)
SHARED	Shared non-motorized and motorized
NOSNOW	No Snow Use
UNK	Unknown (Default)

73. Trails Closure Status (current) – TrlClosureStat

Published in trails.

The Trails Closure Status field represents BLM **management decisions** on trails. BLM interdisciplinary teams make recommendations about trail closures based on impacts to resources and resource protection. These implementation-level NEPA-supported decisions are based on Resource Management Plan (RMP) management direction and are implemented following completion of an EA, an EIS, or a Travel and Transportation Management Plan.

The Trail Closure Status field is directly related to the Trail Use field, i.e., trail closure status only pertains to the predominant mode of transportation for which the trail is managed. For information on street legal vehicle closures, refer to the Closure Status field. For information on OHV closures, refer to the OHV Limited Season Designation field. For information on the inter-relatedness of these fields, refer to the OHV Route Designation field. The OHV Route Designation field is not the same as the predominant mode of transportation for which the trail is managed; however, there are inherent logical Trail Closure Status values associated with the different OHV Route Designation, OHV Limited Vehicle Type, and OHV Limited Season values.

This field does not capture short-term closure information. This information is captured with a spatial overlay with the defining closure polygon data. Fire, landslides, and eagle nesting are examples of short-term closure situations.

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Domain Codes and Descriptions *dom_GTRN_trl_clsr_stat*

Code	Description
All Open	All Open - Open to allowed motorized and to allowed non-motorized use at all times
Motor SN Closed	Motor SN Closed - Seasonally closed to allowed motorized use, open to allowed non-motorized use at all times
All SN Closed	All SN Closed - Seasonally closed to allowed motorized and to allowed non-motorized use
Non-Motor Open	Non-Motor Open - Open to allowed non-motorized use at all times, closed to all motorized use at all times
Non-Motor SN Closed	Non-Motor SN Closed - Seasonally closed to allowed non-motorized use, closed to all motorized use at all times
Closed Long-Term	Closed Long-Term – Closed long-term to all motorized and to all non-motorized use at all times
Closed Permanently	Closed Permanently – Closed permanently to all motorized and to all non-motorized use at all times
Other-agency Closed	Other-agency Closed – Closed to motorized and/or non-motorized use for at least a portion of the year
Unknown	Unknown (Default)

Data QC Checks

If Trail Closure Status equals...	Then...	Data Review Severity
Motor SN Closed, All SN Closed, Non-Motor Open, Non-Motor SC, Closed Long-Term, Closed Permanently	Ownership and Ownership Designation should equal BLM	Warning
Other-agency	Ownership and Ownership Designation should not equal BLM	Warning

74. U.S. Forest Service Key Number – USFSKeyNum

Published in roads.

This is a key field used to link GTRN features to the USFS road database. There is currently no available USFS database to join. **This field should not be edited.**

75. U.S. Forest Service Road Number – USFSRdNum

Published in roads.

This field contains the current FS road number. Values should be a 7-digit number with no text and no punctuation, e.g., 2231714.

The first four digits (2231) represent a Forest Service primary road; the last three digits (714) represent a Forest Service secondary road. For this example, the following number scheme would apply:

Line Segment	USFSRdNum Format	RoadNum and RoadNum2 Format
FS Arterial	2200000	22
FS Collector	2231000	2231
FS Local	2231714	714

This field is used to populate RoadNum where OwnerDesg = 'FS'. The 7-digit number is condensed to 2-, 4-, or 3-digits in the RoadNum field for a more label friendly format.

76. U.S. Forest Service Trail Number – USFSTrINum

Published in roads.

This field contains the current FS trail number.

This field is used to populate TrailNum where OwnerDesg = 'FS'.