APPENDIX 6. ROAD TERMINOLOGY

This document includes basic road definitions needed for State Forest management. There are five different categories (classification, status, model need, surfacing, and use), as defined and categorized below, with a few additional definitions at the end of the document. These terms are used in the Roads Manual, and will also be used in the Road Information Management System currently under development. All planning and design documents should now use these terms consistently.

Classification: Existing ODF roads are classified as mainlines, collectors, spurs and administrative roads. These are the ODF roads that should be shown on road system maps.

Vacated roads and abandoned roads may be included in classification. If planned and vacated/abandoned roads are shown on maps they must be distinguished from actual roads on all data layers and maps produced from those data layers. A long road may change classification along its length, although the vast majority of roads should have only one classification.

No fee - A public road not owned by ODF and open for highway-legal traffic. The road may be a county road or state highway.

Mainline
- Principal haul route for at least 5,000 acres (typically more) and includes all roads accessing over 20,000 (40,000 Klamath) acres (combined ODF and other landowners)
- Outlets onto a state or county public road (may pass through other landowner)
- Is surfaced with durable aggregate
- The desired running surface = 18 feet (1.5 lanes), the minimum width is 14 feet and if width is under 18 feet road must have intervisible turnouts
- The maximum grade is 18%, target under 10%
- Minimum horizontal curve radius is 70 feet with widening

Collector
- Principal haul route for at least 500 acres, over 1,000 acres in Klamath and Southwest
- Maximum of 20,000 acres accessed (over 20,000 must be a mainline)
- Maximum loads per day = 50 (can occasionally exceed this amount)
- Is surfaced with aggregate, except an option for Klamath and Southwest
- The desired running surface = 12–14 feet with turnouts at 750 feet maximum spacing
- The maximum grade is 20%, target under 13%
- Minimum horizontal curve radius is 60 feet with widening

Spur
- Maximum length of 2.5 miles until collector, mainline or off State Forests
- Access to no more than 1,000 acres
- Maximum loads per day = 40 (infrequently)
- Surfaced if expected to increase in timber sale value by more than surfacing cost, or to allow hauling that is restricted due to proximity of certain bird species.
- Target running surface is 12 feet with occasional turnouts
• Target maximum grade is 20% however grades up to 35% are acceptable for end spur with no other alternative access (assists required, status is constrained use)
• Minimum horizontal curve radius is 50 feet with widening

Administrative
This classification includes all other existing roads that are not essential for timber haul, those not classified as mainline, collector or spur. Examples include power-line roads, campground roads, and old fire roads that cannot be upgraded for haul. This classification does not include vacated or abandoned roads.

Abandoned road
A linear feature that used to be a road, but has not been used for forest management after 1973 and is currently not useable due to tree growth and/or old washouts or failures. Some trees on road surface are over 6 inches diameter. Maintenance is not required. These roads may or may not be kept on the GIS layer at the districts’ discretion, but should not be shown on maps or exhibits as roads.

Vacated road
A linear feature that used to be a road, but has been permanently obliterated and meets forest practices vacated road standards. It needs no maintenance and should only be inspected if there is evidence of erosion in streams below the road, or a change in long term plans requiring reopening of the road. Vacating requires removal of all stream crossing fills to re-establish the original channel grade and active channel width, frequent cross ditching, and removal of fill with landslide risk. Depending on area in non-forested condition, some parts of the road should be ripped and reforested (at minimum, cross ditched locations). Vacated roads may or may not be kept on the GIS layer at the Districts discretion, but should not be shown on maps or exhibits as roads.

Status: Current overall road condition as it affects vehicular access

Open - A road that can now be used safely by trucks and maintenance equipment.

Constrained - Roads that are too steep or with too sharp curves, or too narrow in many locations for safe log truck use. These roads can be negotiated by pick up, at least after maintenance. Some reconstruction is needed to allow efficient log transport (contain extreme grades or extreme switchbacks) and often significant road relocation.

Blocked - Is a closed road that cannot be driven by a pick-up because of a tank trap, boulders or debris on the road, or by vegetation growing on the road. These roads should be routinely inspected if they include any stream crossings or steep fills/sidecast. They may be used as trails. Construction equipment is required to remove the blockage.

Dormant - Is blocked to motorized vehicles and stabilized in self draining condition. It contains extra waterbars and has dips near or fords at stream crossings to handle high flow events. It can be re-opened for fires or other emergencies. Dormant roads do not need routine inspections
unless there is evidence of a problem or use by vehicles. **In the roads manual this has been labeled "partial vacation" that will no longer be used.** Vacated roads should not be classified as dormant, as they should have no future use.

**Unknown** - Nothing is known about status as there have been no recent inspections.

**Designed** - Is a planned road that has been designed for construction as project work in a timber sale or for construction by other funds. **Roads in this status, and the two that follow, should be kept as linework for transportation planning, but should not be used for publishing road maps. They may be used for exhibits, but must be labeled accordingly.**

**Verified** - Are planned roads that have been ground verified that a road meeting grade requirements and avoiding the most critical locations can be constructed. This includes flagging a preliminary location on-site. These are changed to a specific classification upon construction.

**Unverified** - A planned road that has been planned as part of the Harvest & Habitat (H & H) Model or through the district planning process for transportation planning. The road has not been field verified and there is a possibility that the road cannot be built at the location shown. Planned new roads may be relocated at any time, and are deleted as soon as a road is designed on the ground.

**Model need:** Is the road used in the H & H model, there are only 2 choices.

**Yes** - The road is used in the H & H model.
**No** - The road is not used in the H & H model. It may be an in unit spur or an administrative road.

**Surfacing:** Is the material directly supporting traffic

**Dirt** - A road with native soil surface that cannot be used in rainy periods by pick-ups.
**Rock** - A road with an aggregate surface that allows use during wet weather.
**Paved** - Any road with an asphalt, concrete, or chip-seal surface.
**Unknown** - Nothing is known about the road surfacing.
**Not applicable** - Applies to planned roads.

**Use:** When and how the road can be used

**All-season** - A road surfaced with durable aggregate (normally crushed rock) of sufficient depth and quality to allow use during most of the wet season without causing visible turbidity in Type F of D streams, or a paved road.
**Intermediate** - An aggregate surfaced road that allows wet weather use by pick-ups or occasional use by log trucks
**Dry-season** - Default dirt surfaced road with open or constrained status
Trail - Blocked, dormant or abandoned road that is being used as a recreational trail
None - Planned and vacated roads, or abandoned roads that are not being used as official trails.
Unknown - There is insufficient information to make a use determination.

**Road Work Activities:** All road work should fall into one and only one of the three categories below. This is not a road classification.

**Construction** - Includes both new construction, building a road in a location that did not previously have a road, and reconstruction. Reconstruction includes relocation of a pre-existing road for a distance of greater than 1,000 feet, and re-opening any abandoned road (with trees greater than 6 inches on the surface).

**Improvement** - Is road work necessary to bring an existing (not abandoned), older road up to current use standards. Specific improvement activities include widening; minor relocation of the road away from streams or slide areas; replacing stream crossings to current standards; adding cross drains or fill protection where needed to disconnect streams or prevent on-going erosion of the road prism, and rocking un-rocked or lightly rocked roads. Note that improvement requires filling out a notification for Forest Practices and standard filing of this document.

*Replacing surfacing lost by wear is not improvement, it is maintenance.*

**Maintenance** - includes grading, brushing, ditch and culvert cleaning, removing recent bank slough, replacing existing cross drainage culverts, and replacing aggregate lost to wear. Maintenance requires no forest practices paperwork.

**Road Definitions:** (may fit into one, two or all three categories)

A *forest road* is used principally for forest management activities includes any road used by truck or pick-up since 1972 and that has not been formally vacated. It does not include abandoned roads, vacated roads, planned roads, or designed roads that have not yet been constructed. Vacated roads, abandoned, planned roads and designed roads may be kept in the roads database, but shall only be displayed as needed and clearly described as vacated, abandoned, planned or designed.

A *public road* has a rock or paved surface and is open to the public, except during essential maintenance or severe weather. It is not closed by yarding or to prevent wildlife disturbance, nor is it blocked or gated. It must be passable by a 2-wheel drive sedan.

*State forest roads* include all roads on state forest lands except those requiring ODF to get a permit from another landowner for haul. State forest roads include roads on another ownership if the district has an easement for use with ODF primary maintenance responsibility. These two conditions describe the roads that should be summarized in any reports and used for determining state forest road mileage. Roads on ODF lands where an exclusive agreement for the roads has been given to another party, where that party is meets their responsible for maintenance are not considered state forests roads.