

## **APPENDIX O**

### **FOREST SERVICE ACCESS MANAGEMENT PLAN**

# FOREST SERVICE ACCESS MANAGEMENT PLAN

## TABLE OF CONTENTS

	<u>Page No.</u>
1.0 Introduction.....	O-1
2.0 Purpose.....	O-1
3.0 Standards During Construction Phase .....	O-1
3.1 All Weather/Fair Weather.....	O-1
3.2 Crossing Ephemeral Drainages.....	O-1
3.3 Live Water Crossings.....	O-1
3.4 Dust Control.....	O-1
3.5 Grading .....	O-1
4.0 Special Circumstances During Construction .....	O-1
4.1 Maintaining Livestock Control Fences .....	O-1
4.2 Closing Unauthorized Road Crossing Construction R/W.....	O-1
4.3 Temporary System Road Closures.....	O-1
4.4 Open Trenches and Ditches .....	O-2
4.5 Road Crossings .....	O-2
5.0 Rehabilitation and Returning Roads to Agency Maintenance Objective Levels .....	O-2
5.1 Unauthorized Roads.....	O-2
5.2 Agency Maintenance Objective Levels .....	O-2
5.3 Special Circumstances During Rehabilitation, etc.....	O-2
5.4 Inspection.....	O-2
5.5 Post Rehabilitation Maintenance .....	O-2

## LIST OF ATTACHMENTS

Attachment O-1	Contact List
Attachment O-2	Agency Engineering Standards
Attachment O-3	Forest Service Maintenance Level Definitions
Attachment O-4	Forest Service Roadway Terminology

# FOREST SERVICE ACCESS MANAGEMENT PLAN

## 1.0 INTRODUCTION

The Access Management Plan identifies the measures to be taken by Transwestern Pipeline Company, LLC (Transwestern) and its construction contractors to provide safe, minimal impact, and stable surface access to the construction right-of-way and its ancillary facilities. All activities will be conducted within the parameters of accepted industry standard engineering practices and resource management objectives of the land management agencies involved.

## 2.0 PURPOSE

Access needs of the construction contractors to much of the proposed pipeline right-of-way routinely exceed those of most public land management agencies. In turn those agencies are working with Transwestern to provide sufficient access to conduct a safe operation. This document will describe in greater detail the measures that will be taken to accomplish the task of returning the roads and the related facilities to a condition equal to or better than they were found.

## 3.0 STANDARDS DURING CONSTRUCTION PHASE

- 3.1 In general roads will be constructed to an all weather standard by surfacing with native materials, and graded to shed water by crowning and out sloping. Drainage ditches will be installed where there is potential for larger volumes of runoff and control of direction and speed are essential. Normally the road will be a single lane, with inter visible turnouts no closer than every 1,000 feet. The closer the grade can be kept to level the better.
- 3.2 Crossing ephemeral drainages and other undulations in the terrain may require the installation of culverts and/or fill material. This is necessitated by the length of the trucks hauling the pipe and other oversize equipment.
- 3.3 Flowing water crossings will require site-specific adaptations to meet the needs of safety and the acceptable level of impact on the area.
- 3.4 Roads maybe watered to aid in compaction, stability, and dust control.
- 3.5 When grading the roads for operations maintenance purposes every effort will be made to maintain the road prism.

## 4.0 SPECIAL CIRCUMSTANCES DURING CONSTRUCTION

- 4.1 Livestock control fences will be maintained. Gates will be maintained and remain closed or open as dictated by the grazing policies in place at the time (contact local U.S. Forest Service Office).
- 4.2 All unclassified roads crossing the construction right-of-way and not authorized for construction use will be blocked in a manner prescribed by the responsible agency.
- 4.3 Unclassified roads authorized for use by the contractor, when not actually in use by the contractor will be closed to public access, generally by installing “Notice – project construction area – not for public access” signs.

## FOREST SERVICE ACCESS MANAGEMENT PLAN

- 4.4 When it is necessary to close an agency-designated system road, the closure will be coordinated with the affected agency. Signing and flag persons will be the responsibility of the contractor.
- 4.5 All trenches and ditches that may pose a safety hazard will be barricaded, patrolled, covered, and/or backfilled when construction operations are not in progress.
- 4.6 Normally, roads that see limited use are trenched across, pipe installed, and backfilled the same day. The roads are not left open overnight. Additionally, the width of the intersecting easement and associated temporary workspace usually allows for a “shoo-fly” or temporary detour around the open cut crossing thereby eliminating the need for a road closure.

The Yavapai and Coconino County roads will be bored requiring no closure or interruption in traffic.

Warning signs, flag persons, and other safety measures will be provided as necessary to satisfy local requirements. Advance warning of intention to cross a road will be given to the entity having jurisdiction from two to five days prior to the crossing. Transwestern will provide an engineering plan and profile drawing showing the depth, length, and special provisions attached to each crossing and list the specified advance notice requirements.

### 5.0 REHABILITATION AND RETURNING ROADS TO AGENCY MAINTENANCE

#### OBJECTIVE LEVELS

- 5.1 Roads utilized by the contractor that are not a part of the management agency authorized system of roads will be obliterated.
- 5.2 At a minimum, agency system roads will be left at the designated maintenance objective level when construction is complete (see attachment O-3).
- 5.3 At the request of the jurisdictional agency, specified roads may be improved to a higher objective level than it was before the start of construction. Each request will be handled on a case-by-case basis.
- 5.4 After completion of rehabilitation, an inspection will be conducted and a list will be prepared of items needing further work, if needed.
- 5.5 Transwestern will develop and implement a post-construction schedule of maintenance with possible maintenance actions to insure the stability and revegetation of the right-of-way.

# FOREST SERVICE ACCESS MANAGEMENT PLAN

## Attachment O-1

### Contact List

#### Agency

**Forest Service**

To Be Determined

**Bureau of Land Management**

To Be Determined

**State of Arizona**

To Be Determined

**County/City**

To be Determined

**Other**

To Be Determined

#### Company

To Be Determined

#### Contractor

To Be Determined

# **FOREST SERVICE ACCESS MANAGEMENT PLAN**

## **Attachment O-2**

### **Agency Engineering Standards**

To be supplied by individual agencies.

# FOREST SERVICE ACCESS MANAGEMENT PLAN

## Attachment O-3

### Forest Service Maintenance Level Definitions

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

**Maintenance Level 1:** Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are “prohibit” and “eliminate”. Roads receiving level 1 maintenance may be of any type, class or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for non-motorized uses.

**Maintenance Level 2:** Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles.

**Maintenance Level 3:** Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and soft surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either “encourage” or “accept”. “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users.

**Maintenance Level 4:** Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is “encourage.” However, the “prohibit” strategy may apply to specific classes of vehicles or users at certain times.

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

# FOREST SERVICE ACCESS MANAGEMENT PLAN

## Attachment O-4

### Forest Service Roadway Terminology

**Access Rights.** A privilege or right of a person or entity to pass over or use another person's or entity's travel way. (36 Code of Federal Regulations (CFR) 212.1, Forest Service Manual (FSM) 5460.5-Rights of Way Acquisition, FSM 7700 –Transportation System)

**Annual Maintenance.** Work performed to maintain serviceability, or repair failures during the year in which they occur. Includes preventive and/or cyclic maintenance performed in the year in which it is scheduled to occur. Unscheduled or catastrophic failures of components or assets may need to be repaired as a part of annual maintenance. (Financial Health-common Definitions for Maintenance and Construction Terms, August 22, 1998)

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

**Capital Improvement.** The construction, installation, or assembly of a new fixed asset, or the significant alteration, expansion, or extension of an existing fixed asset to accommodate a change of purpose. (Financial Health-Common Definitions for Maintenance and Construction Terms, August 22, 1998)

**Classified Road.** Road wholly or partially within or adjacent to National Forest System lands that are determined to be needed for long-term motor vehicle access, including State roads, county roads, privately owned roads, National Forest System roads, and other roads authorized by the forest Service. (36 CFR 212.1, FSM 7705-Transportation System)

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

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

**Critical Need.** A requirement that addresses a serious threat to public health or safety, a natural resource, or the ability to carry out the mission of the organization. (Financial Health-Common Definitions for Maintenance and Construction Terms, August 22, 1998)

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

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

**Decommission.** Demolition, dismantling, removal, obliteration and/or disposal of a deteriorated or otherwise unneeded asset or component, including necessary cleanup work. This action eliminates the deferred maintenance needs for the fixed asset. Portions of an asset or component may remain if they do

## FOREST SERVICE ACCESS MANAGEMENT PLAN

not cause problems nor require maintenance. (Financial Health-Common Definitions for Maintenance and Construction Terms, August 22, 1998)

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

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

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

**Emergency Need.** An urgent maintenance need that may result in injury, illness, or loss of life, natural resource, or property; and must be satisfied immediately. Emergency needs generally require a declaration of emergency or disaster, or a finding by a line officer that an emergency exists. (Financial Health-Common Definitions for Maintenance and Construction Terms, August 22, 1998)

**Forest Road.** As defined in Title 23, Section 101 of the United States Code (23 U.S.C. 101), any road wholly or partly within, or adjacent to, and serving the National Forest System and which is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. (FSM 7705-Transportation System)

**Forest Highway.** A forest road under the jurisdiction of and maintained by, a public authority and open to public travel, (USC: Title 23, Section 101(a)).

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

**Forest Transportation Facility.** A classified road, designated trail, or designated airfield, including bridges, culvers, parking lots, log transfer facilities, safety devices and other transportation network appurtenances under Forest Service jurisdiction that is wholly or partially within or adjacent to National Forest System lands. (36 CFR 212.1, FSM 7705-Transportation System)

**Forest Transportation System Management.** The planning, inventory, analysis, classification, record keeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations

## FOREST SERVICE ACCESS MANAGEMENT PLAN

undertaken to achieve environmentally sound, safe, cost-effective, access for use, protection, administration, and management of National Forest System lands. (FSM7705-Transportation System)

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

**Health and Safety Need.** A requirement that addresses a threat to human safety and health (e.g. violations of National Fire Protection Association 101 Life Safety Code or appropriate Health Code) that requires immediate interim abatement and/or long-term permanent abatement. (Financial Health-Common Definitions for Maintenance and Construction Terms, August 22, 1998)

**Jurisdiction.** The legal right to control or regulate use of a transportation facility. Jurisdiction requires authority, but not necessarily ownership. The authority to construct or maintain a road may be derived from fee title, and easement, or some other similar method. (FSM7705-Transportation System)

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

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

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

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

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

**Maintenance Level 1:** Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resource to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are “prohibit” and “eliminate”. Roads receiving level 1 maintenance may be of any type, class or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for non-motorized uses.

## FOREST SERVICE ACCESS MANAGEMENT PLAN

**Maintenance Level 2:** Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles.

**Maintenance Level 3:** Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either “encourage” or “accept. “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users.

**Maintenance Level 4:** Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is “encourage.” However, the “prohibit” strategy may apply to specific classes of vehicles or users at certain times.

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

**Major Culvert.** A culvert that provides an opening of more than 35 square feet (3.3m<sup>2</sup>) in a single or multiple installation. A major culvert may consist of a single round pipe, pipe arch, open or closed-bottom box, bottomless arch, or multiple installation of these structures placed adjacent or contiguous as a unit. Certain major culverts are classified as bridges when they provide an opening of more than 20 feet (6.1m), measured parallel to the roadway; such culverts may be included in the bridge inventory. See “Federal Highway Administration Coding Guide for Bridge Inventory and Appraisal,” Item 49 and 112 (sec. 8.08) for culverts being classified as bridges. (FSH 7709.56b, Sec 05-Transportation Structures Handbook)

**Minor Culvert.** Any culvert not classified as a major culvert. (FSH 7709.56b, Sec 05-Transportation Structures Handbook)

**Mission Need.** A requirement that addresses a threat or risk to carrying out the mission of the organization. Needs related to administration and providing services (transportation, recreation, grazing, etc.) Needs not covered by health and safety or natural resource protection. (Financial Health-Common Definitions for Maintenance and Construction Terms, August 22, 1998)

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

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

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

**Noncritical Need.** A requirement that addresses potential risk to public or employee safety or health, compliance with codes, standards, regulations, etc., or needs that address potential adverse consequences

## FOREST SERVICE ACCESS MANAGEMENT PLAN

to natural resources or mission accomplishment. (Financial Health-Common Definitions for Maintenance and Construction Terms, August 22, 1998)

**Objective Maintenance Level.** The maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, or higher or lower than, the operational maintenance level. (FSH 7709.58, Sec 12.3-Transportation System Maintenance Handbook)

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

**Operational Maintenance Level.** The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained. (FSH 7709.58, Sec 12.3-Transportation System Maintenance Handbook)

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

**Primary Maintainer.** The agency or party having primary (largest share) financial responsibility for maintenance. (FSH 7709.58, Chapter 13-Transportation System Maintenance Handbook)

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

**Public Authority.** A Federal, State, county, town or township, Indian tribe, municipal or other local government or instrumentality thereof, with authority to finance, build, operate or maintain toll or toll-free highway facilities. (23 CFR 460.2 (b))

**Public Forest Service Road.** A National Forest System Road that is open to public travel and has been approved for inclusion into the Public Forest System Road Program.

**Public Road.** Any road or street under the jurisdiction of and maintained by a public authority and open to public travel. (23 U.S.C. 101(a),23CFR 460.2(a), FSM 7705-Transportation System)

**Resource Protection Need.** A requirement that addresses a threat or risk of damage, obstruction, or negative impact to a natural resource. (Financial Health-Common Definitions for Maintenance and Construction Terms, August 22, 1998)

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

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

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

## FOREST SERVICE ACCESS MANAGEMENT PLAN

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

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

**Road Realignment.** Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway. (FSM 7705-Transportation System)

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

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

**State.** Any one of the 50 states, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and American Samoa. (23 CFR 460.2(e))

**Subject to the Highway Safety Act.** National Forest System roads that are open to use by the public for standard passenger cars. This includes roads with access restricted on a seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use. (FSM 7700-Transportation System)

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

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

**Transportation Facility Jurisdiction.** The legal right to control or regulate use of a transportation facility derived from fee title, and easement, an agreement, or other similar method. While jurisdiction requires authority, it does not necessarily reflect ownership. (FSM 7705-Transportation System)

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

**Unclassified Roads.** Roads on National Forest System lands that are not managed as part of the forest transportation system, such as unplanned roads, abandoned travelways, and off-road vehicle tracks that have not been designated and managed as a trail; and those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization. (36 CFR 212.1, FSM 7705-Transportation System)