

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

July 7, 2014

## 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.

The GTRN closure device feature class was migrated to the Structures database. Road and trail closure devices are indicated in the Structures feature class by BENEFIT (or BENEFIT2) = '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.

[http://www.blm.gov/or/datamanagement/files/Structures\\_Data\\_Standard.pdf](http://www.blm.gov/or/datamanagement/files/Structures_Data_Standard.pdf)

*List of GTRN Publication Attribute Fields*

ID	Page	Field Name	Description	Domain
<a href="#">1</a>	5	AccessRghts	Access Rights	dom_GTRN_acc_rghts
<a href="#">2</a>	6	AccessRghtsContinuity	Access Rights Continuity	dom_GTRN_cont_acc_rghts
<a href="#">3</a>	7	AccuracyFt	Accuracy Feet	
<a href="#">4</a>	8	AvgWidth	Average Route Segment Width	
<a href="#">5</a>	8	BeginMilePost	Segment Beginning Mile Post	
<a href="#">6</a>	8	BLMOrgCode	Administrative Unit Organization Code	dom_blm_org_cd
<a href="#">7</a>	9	BLMRdNum	BLM Road Number	
<a href="#">8</a>	10	BLMTrINum	BLM Trail Number	
<a href="#">9</a>	10	CapitalImp	Capital Improvements	dom_GTRN_c_improve
<a href="#">10</a>	11	CartoRoad	Cartographic Display	dom_GTRN_carto_road
<a href="#">11</a>	11	ClosureRsn	Reason of Closure	dom_GTRN_clsr_rsn
<a href="#">12</a>	11	ClosureStat	Closure Status	dom_GTRN_clsr_stat
<a href="#">13</a>	14	Comments	Comments	
<a href="#">14</a>	14	ConstrYear	Construction Year	
<a href="#">15</a>	15	Control	Control	dom_GTRN_control
<a href="#">16</a>	16	CoordSrc	Coordinate Source	dom_coord_src
<a href="#">17</a>	17	CountyCd	County Name	dom_GTRN_cnty_cd
<a href="#">18</a>	18	CountyRdNum	County Road Number	
<a href="#">19</a>	18	Drivability	Drivability	dom_GTRN_drivability
<a href="#">20</a>	19	DrivabilityObsDate	Drivability Observed Date	
<a href="#">21</a>	19	DsgName	Special Designation Name	dom_GTRN_dsgtn_name
<a href="#">22</a>	20	EndMilePost	Segment End Milepost	
<a href="#">23</a>	20	FCI_CondCode	FCI Condition Code	dom_GTRN_cndtn_cd
<a href="#">24</a>	20	FLHP	Federal Land Highway Program	dom_YN
<a href="#">25</a>	21	FrmwkID	Framework Identifier	
<a href="#">26</a>	22	InvCat	Inventory Category	
<a href="#">27</a>	22	LinLocID	FAMS Equipment Number (Linear Asset)	
<a href="#">28</a>	22	MaintLvl	Maintenance Level	
<a href="#">29</a>	23	MaintResp	Maintenance Responsibility	
<a href="#">30</a>	23	MaintYr	Maintenance Year	
<a href="#">31</a>	23	NumLanes	Number of Lanes	dom_GTRN_num_lns
<a href="#">32</a>	24	OtherRdNum	Other Road Number	
<a href="#">33</a>	24	OtherTrINum	Other Trail Number	
<a href="#">34</a>	25	OwnerDesg	Owner Designation	dom_GTRN_own_dsgtn
<a href="#">35</a>	25	Ownership	Jurisdiction	dom_GTRN_own
<a href="#">36</a>	27	RoadClass	Road Functional Classification	dom_GTRN_road_cls

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<a href="#">37</a>	29	RoadName	Road Primary Name	
<a href="#">38</a>	31	RoadName2	Road Secondary Name	
<a href="#">39</a>	32	RoadNum	Road Primary Number	
<a href="#">40</a>	33	RoadNum2	Road Secondary Number	
<a href="#">41</a>	33	RouteID	Route Identifier	
<a href="#">42</a>	33	RouteNum	Route Number	
<a href="#">43</a>	34	RouteSeg	Route Segment	
<a href="#">44</a>	34	RouteSpur	Route Spur Value	
<a href="#">45</a>	34	SegAssetID	FAMS Equipment Number (Segment)	
<a href="#">46</a>	34	SpecialDesg	Special Designation	dom_GTRN_spec_dsgtn
<a href="#">47</a>	36	SourceVintage	Source Vintage	
<a href="#">48</a>	36	SubgWidth	Subgrade Width	
<a href="#">49</a>	36	Surface	Surface	dom_GTRN_surf
<a href="#">50</a>	37	SurfaceType	Surface Type	dom_GTRN_surf_typ
<a href="#">51</a>	37	TigerNum	TIGER ID Number	
<a href="#">52</a>	38	TotalMiles	Total Miles of Segment	
<a href="#">53</a>	38	TrailName	Trail Primary Name	
<a href="#">54</a>	39	TrailName2	Trail Secondary Name	
<a href="#">55</a>	40	TrailNum	Trail Primary Number	
<a href="#">56</a>	41	TrailNum2	Trail Secondary Number	
<a href="#">57</a>	41	TrailOnRoad	Trail on Road	dom_YN
<a href="#">58</a>	41	TrailUse	Trail Predominant Use	dom_GTRN_trail_use
<a href="#">59</a>	42	TrailUseSnow	Trail Use Snow	dom_GTRN_trail_use_snow
<a href="#">60</a>	42	USFSKeyNum	USFS Key Number	
<a href="#">61</a>	43	USFSRdNum	USFS Road Number	
<a href="#">62</a>	43	USFSTrlNum	USFS Trail Number	
<a href="#">63</a>	43	WSA_Ways	WSA Ways	dom_YN



**OR/WA BLM Ground Transportation Publication Data Dictionary**

**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.

Roads Publication

Field Name	Description	Domain
InvCat	Inventory Category	
RoadNum	Road Primary Number	
RoadNum2	Road Secondary Number	
BLMRdNum	BLM Road Number	
USFSRdNum	USFS Road Number	
CountyRdNum	County Road Number	
OtherRdNum	Other Road Number	
RoadName	Road Primary Name	
RoadName2	Road Secondary name	
DsgName	Special Designation Name	dom_GTRN_dsgtn_name
SpecialDesg	Special Designation	dom_GTRN_spec_dsgtn
WSA_Ways	WSA Ways	dom_YN
FLHP	Federal Land Highway Program	
Ownership	Ownership	dom_GTRN_own
OwnerDesg	Owner Designation	dom_GTRN_own_dsgtn
Control	Control	dom_GTRN_control
AccessRights	Access Rights	dom_GTRN_acc_rgts
AccessRightsContinuity	Access Rights Continuity	dom_GTRN_cont_acc_rgts
Drivability	Drivability	dom_GTRN_drivability
DrivabilityObs Date	Drivability Observed Date	
CapitalImp	Capital Improvements	dom_GTRN_c_improve
MaintResp	Maintenance Responsibility	
MaintLvl	Maintenance Level	
MaintYr	Maintenance Year	
RoadClass	Road Functional Classification	dom_GTRN_road_cls
CartoRoad	Cartographic Display	dom_GTRN_carto_road
Surface	Surface	
SurfaceType	Surface Type	dom_GTRN_surf_typ
FCI_CondCode	FCI Condition Code	dom_GTRN_surf_cndtn
ConstrYear	Construction Year	
AvgWidth	Average Route Segment Width	
SubgWidth	Subgrade Width	
NumLanes	Number of Lanes	dom_GTRN_num_ins
ClosureStat	Closure Status	dom_GTRN_clsr_stat
ClosureRsn	Reason of Closure	dom_GTRN_clsr_rsn
BeginMilePost	Segment Beginning Mile Post	
EndMilePost	Segment End Milepost	
TotalMiles	Total Miles of Segment	
BLMOrgCode	Administrative Unit Organization Code	dom_BLM_ORG_CD
CountyCd	County Name	dom_GTRN_cnty_cd
Comments	Comments Field	
RouteNum	Route Number	
RouteSeg	Route Segment	
RouteSpur	Route Spur Value	
RouteID	Route Identifier	
LinLocID	FAMS Equipment Number (Linear Asset)	
SegAssetID	FAMS Equipment Number (Segment)	
FrmwkID	Framework Identifier	
USFSKeyNum	USFS Key Number	
TigerNum	TIGER ID Number	
AccuracyFt	Accuracy Feet	
CoordSrc	Coordinate Source	dom_coord_src
SourceVintage	Source Vintage	

**OR/WA BLM Ground Transportation Publication Data Dictionary**

**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

<b>Field Name</b>	<b>Description</b>	<b>Domain</b>
InvCat	Inventory Category	
TrailNum	Trail Primary Number	
TrailNum2	Trail Secondary Number	
BLMTrINum	BLM Trail Number	
USFSTriNum	USFS Trail Number	
OtherTriNum	Other Trail Number	
TrailName	Trail Primary Name	
TrailName2	Trail Secondary Name	
DsgName	Special Designation Name	dom_GTRN_dsgtn_name
SpecialDesg	Special Designation	dom_GTRN_spec_dsgtn
WSA_Ways	WSA Ways	dom_YN
TrailUse	Trail Predominant Use	dom_GTRN_trail_use
TrailUseSnow	Trail Use Snow	dom_GTRN_trail_use_snow
TrailOnRoad	Trail On Road	dom_YN
Ownership	Ownership	dom_GTRN_own
OwnerDesg	Owner Designation	dom_GTRN_own_dsgtn
CapitalImp	Capital Improvements	dom_GTRN_c_improve
MaintResp	Maintenance Responsibility	
MaintLvl	Maintenance Level	
Surface	Surface	
SurfaceType	Surface Type	dom_GTRN_surf_typ
FCI_CondCode	FCI Condition Code	dom_GTRN_cndtn_cd
ConstrYear	Construction Year	
AvgWidth	Average Route Segment Width	
BeginMilePost	Segment Beginning Mile Post	
EndMilePost	Segment End Milepost	
TotalMiles	Total Miles of Segment	
BLMOrgCode	Administrative Unit Organization Code	dom_BLM_ORG_CD
Comments	Comments Field	
RouteNum	Route Number	
RouteID	Route Identifier	
LinLocID	FAMS Equipment Number (Linear Asset)	
SegAssetID	FAMS Equipment Number (Segment)	
FrmwkID	Framework Identifier	
AccuracyFt	Accuracy Feet	
CoordSrc	Coordinate Source	dom_coord_src
SourceVintage	Source Vintage	

## **GTRN Publication Fields and Attributes Defined**

Field and attribute descriptions for GTRN Publication line and point features.

### **1. Access Rights – AccessRghts**

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.

*Domain Codes and Descriptions*

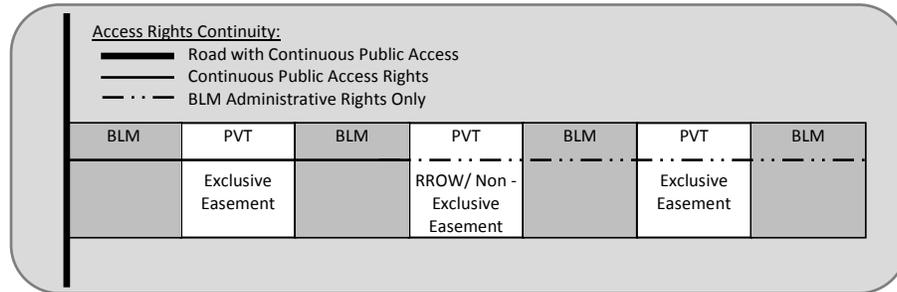
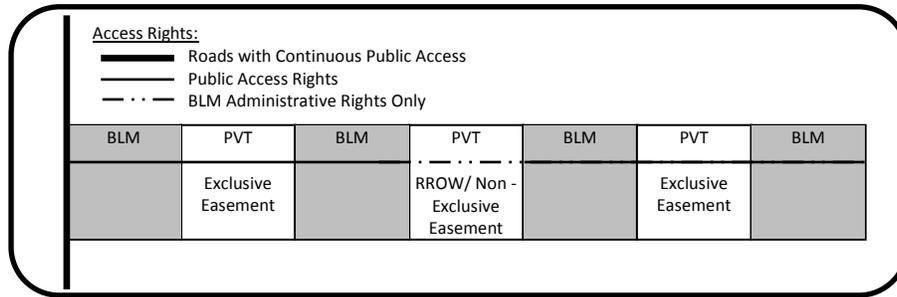
*dom\_GTRN\_acc\_rghts*

<b>Code</b>	<b>Description</b>
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 ( <b>Default</b> )

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 – AccessRghtsContinuity**

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\_rghts

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 ( <b>Default</b> )

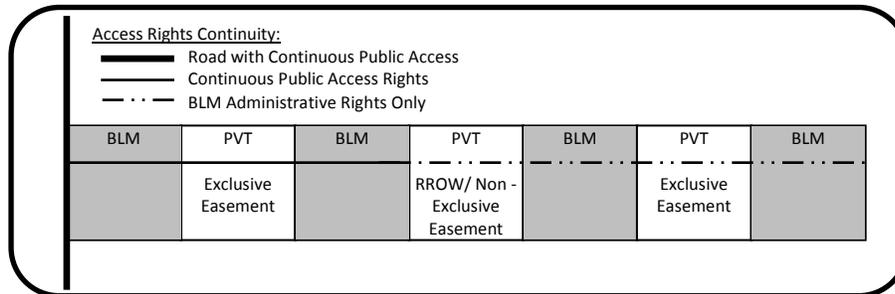
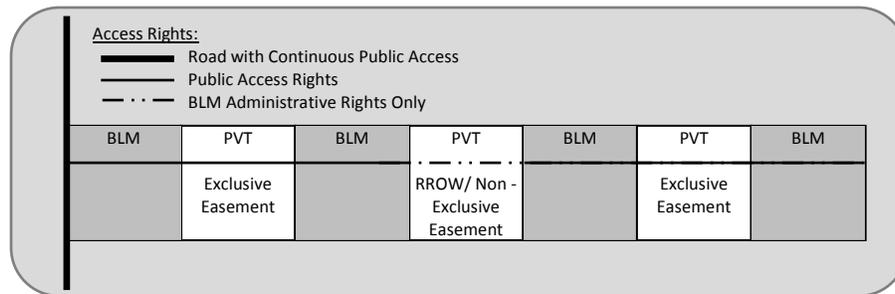
Public access rights are most typically interrupted by use rights secured thru Reciprocal Right-of-Way Agreements (RROW’s), or any other non-exclusive easement. All BLM roads tributary to roads without secured public access also do not have secured public access.

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 Land Highway Program (FLHP) 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>
<b>Code</b>	<b>Description</b>
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
CAN07	CAN07 - Surprise 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
ORE00	ORE00 - Eugene District Office
ORE05	ORE05 - Siuslaw Field Office
ORE06	ORE06 - Upper Willamette 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
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
ORS00	ORS00 - Salem District Office
ORS04	ORS04 - Cascades Field Office
ORS05	ORS05 - Marys Peak Field Office
ORS06	ORS06 - Tillamook Field Office
ORV00	ORV00 - Vale District Office
ORV04	ORV04 - Malheur Field Office
ORV05	ORV05 - Baker Field Office
ORV06	ORV06 - Jordan 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 <b>(Default)</b>
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.

<i>Domain Codes and Descriptions</i>		<i>dom_GTRN_carto_road</i>
<b>Code</b>	<b>Description</b>	
Major	Major road	
Intermediate	Intermediate road	
Minor	Minor road	
Unknown	Unknown ( <b>Default</b> )	

**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.

**11. Reason of Closure – ClosureRsn**

Published in *Roads*

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

<i>Domain Codes and Descriptions</i>		<i>dom_GTRN_clsr_rsn</i>
<b>Code</b>	<b>Description</b>	
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>
<b>Code</b>	<b>Description</b>	<b>Applicable Feature</b>
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 ( <b>Default</b> )	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 and non-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 only 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 only 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 only 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 only 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 only 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.

### **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.

Domain Codes and Descriptions	dom_GTRN_control
<b>Code</b>	<b>Description</b>
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 ( <b>Default</b> )

**Road Ownership and Control Matrix**

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

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

<sup>2</sup>**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.

<sup>3</sup>**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.

<sup>4</sup>**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.

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

<sup>6</sup>**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.

**16. Coordinate Source – CoordSrc**

Published in *Roads and Trails*

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: <a href="http://web.or.blm.gov/or957/cadastral/standards.asp">http://web.or.blm.gov/or957/cadastral/standards.asp</a> )
IMG	Linework derived from interpretation of satellite or other non-photographic imagery	
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	

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TRS	Coordinates only given as a legal description	Typical accuracies: Measured from the center of the subdivision to a diagonal corner: ¼ ¼ ¼ Section – 500 feet; ¼ ¼ Section – 1000 feet; ¼ Section – 2000 feet; ½ 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.

*Codes and Descriptions*

*dom\_GTRN\_cnty\_cd*

<b>Oregon</b>		
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

*Codes and Descriptions*

*dom\_GTRN\_cnty\_cd*

<b>Washington</b>		
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>
<b>Code</b>	<b>Description</b>	
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 ( <b>Default</b> )	

**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

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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*

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*

Spec Dsgtn	Name
AAR	Chinook Scenic Byway
AAR	Hells Canyon Scenic Byway
AAR	Historic Columbia River Highway Scenic Byway
AAR	International Selkirk Loop Scenic Byway
AAR	Pacific Coast Scenic Byway
AAR	Volcanic Legacy Scenic Byway
NSB	Cascade Lakes Scenic Byway
NSB	Coulee Corridor Scenic Byway
NSB	McKenzie Pass-Santiam Pass Scenic Byway
NSB	Mountains to Sound Greenway Scenic Byway
NSB	Mt. Hood Scenic Byway
NSB	Oregon Outback Scenic Byway
NSB	Robert Aufderheide Memorial Drive Scenic Byway
NSB	Rogue Umpqua / North Umpqua River Scenic Byway
NSB	Rogue-Umpqua Scenic Byway
NSB	Stevens Pass Greenway Scenic Byway
NSB	Strait of Juan de Fuca Highway Scenic Byway
NSB	West Cascades Scenic Byway
NSB	White Pass Scenic Byway
BCB	Christmas Valley Back Country Byway
BCB	Cow Creek Back Country Byway
BCB	Diamond Loop Back Country Byway
BCB	Galice-Hellgate Back Country Byway
BCB	Grave Creek to Marial Back Country Byway
BCB	Lakeview to Steens Back Country Byway
BCB	Lower Crooked River Back Country Byway
BCB	Lower Deschutes River Back Country Byway
BCB	Nestucca River Back Country Byway
BCB	Quartzville Back Country Byway

*dom\_GTRN\_dsgtn\_name*

Spec Dsgtn	Name
FSB	North Cascades Scenic Highway National Forest Byway
FSB	Rogue - Coquille Scenic Byway
FSB	Sherman Pass National Forest Scenic Byway
FSB	State of Jefferson Scenic Byway
SSB	High Desert Discovery Scenic Byway
SSB	Journey Through Time Scenic Byway
SSB	Over the Rivers & Through the Woods Scenic Byway
STR	Charleston-Bandon Loop Tour Route
STR	Cottage Grove Covered Bridge Tour Route
STR	East Steens Tour Route
STR	Grande Tour Route
STR	Mrytle Creek-Canyonville Tour Route
STR	Silver Falls Tour Route
SSBI	Willamette Valley Scenic Bikeway
SSRH	Cape Flattery Tribal Scenic Byway
SSRH	Cascade Loop
SSRH	Chuckanut Drive
SSRH	Columbia River Gorge Scenic Byway - Washington
SSRH	Hidden Coast Scenic Byway
SSRH	Lewis and Clark Trail Highway
SSRH	North Pend Oreille Scenic Byway
SSRH	Okanogan Trails Scenic Byway
SSRH	Palouse Scenic Byway
SSRH	Spirit Lake Memorial Highway Scenic Byway
SSRH	Whidbey Island Scenic Byway
SSRH	Yakima River Canyon
ATR	Blitzen Valley Auto Tour Route
ATR	China Ditch Auto Tour Route
ATR	Diamond Craters Auto Tour Route

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BCB	Snake River-Mormon Basin Back Country Byway	NST	Pacific Crest National Scenic Trail
BCB	South Fork Alsea River Back Country Byway	NST	Pacific Northwest National Scenic Trail
BCB	South Fork John Day River Back Country Byway	NHT	California National Historic Trail
BCB	Steens Mountain Back Country Byway	NHT	Lewis and Clark National Historic Trail
FSB	Blue Mountain National Forest Scenic Byway	NHT	Nez Perce National Historic Trail
FSB	Elkhorn Drive National Forest Scenic Byway	NHT	Oregon Trail National Historic Trail
FSB	Mountain Loop Scenic Byway	NGT	Ice Age Floods National Geologic Trail
FSB	Mt. Baker National Forest Scenic Byway		

**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>
<b>Code</b>	<b>Description</b>	
GOOD	Good: FCI = 0.00 to 0.05	
FAIR	Fair: FCI = 0.06 to 0.15	
POOR	Poor: FCI > 0.15	

**24. Federal Land Highway Program - FLHP**

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. Inventory Category - InvCat**

Published in *Roads and Trails*

**27. 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.

**28. 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.

**29. Maintenance Responsibility – MaintResp**

Published in *Road 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

**30. Maintenance Year – MaintYr**

Published in *Roads*

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

**31. 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.*

<i>Domain Codes and Descriptions</i>		<i>dom_GTRN_num_Ins</i>
<b>Code</b>	<b>Description</b>	
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 ( <b>Default</b> )	

**32. 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'.

**33. Other Trail Number – OtherTriNum**

Published in *Roads*

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'.

**34. 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 ( <b>Default</b> )

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	<b>No</b>	<b>No</b>	ok
FS	<b>No</b>	ok	<b>No</b>	ok
NPS	<b>No</b>	ok	<b>No</b>	ok
FWS	<b>No</b>	ok	<b>No</b>	ok
BIA*	<b>No</b>	ok	<b>No</b>	ok
OTHF	<b>No</b>	ok	<b>No</b>	ok
STF	<b>No</b>	ok	<b>No</b>	ok
STO	<b>No</b>	ok	<b>No</b>	ok
CNTY	<b>No</b>	ok	<b>No</b>	ok
MUN	<b>No</b>	ok	<b>No</b>	ok
PVT	<b>No</b>	<b>No</b>	ok	ok
NKN	<b>No</b>	<b>No</b>	<b>No</b>	ok

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

**35. Jurisdiction – 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.

**OR/WA BLM Ground Transportation Publication Data Dictionary**

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.

Domain Codes and Descriptions	dom_GTRN_own
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 ( <b>Default</b> )

**Road Ownership and Control Matrix**

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

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

<sup>2</sup>**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.

<sup>3</sup>**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.

<sup>4</sup>**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.

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

<sup>6</sup>**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.

**36. 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 ( <b>Default</b> )

**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.
  - 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.

### **37. Road Primary Name – RoadName**

Published in *Roads*

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

Note: For Inventoried roads 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 (<https://www.usps.com/ship/official-abbreviations.htm#2>). When no USPS abbreviation existed the OR/WA BLM Standard Abbreviations and Acronyms were used

**OR/WA BLM Ground Transportation Publication Data Dictionary**

(<http://teamspace/or/sites/datamgmt/Lists/Standard%20Abbreviation%20and%20Acronym/AllItems.aspx>).

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

**38. Road Secondary Name – RoadName2**

Published in *Roads*

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

Below are accepted abbreviations. By default the USPS Standard abbreviations were used (<https://www.usps.com/ship/official-abbreviations.htm#2>). When no USPS abbreviation existed the OR/WA BLM Standard Abbreviations and Acronyms were used (<http://teamspace/or/sites/datamgmt/Lists/Standard%20Abbreviation%20and%20Acronym/AllItems.aspx>).

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

**39. 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]

**40. Road Secondary Number – RoadNum2**

Published in *Roads*

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 road owner or the number assigned by an agency other than the primary road owner.

RoadNum2 is derived from a secondary number in 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.

**41. 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.

**42. 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.

**43. O and C Segment Value – 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).

**44. Route Spur Value – RouteSpur**

Published in *Roads*

The value given to a spur.

**45. 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.

**46. 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 ( <b>Default</b> )

**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:**

**47. 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).

**48. 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.

**49. 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 <b>(Default)</b>

**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.

**50. 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
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 <b>(Default)</b>

*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.

**51. 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.

**52. Total Miles of a Segment – TotalMiles**

Published in *Roads and Trails*

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

**53. Trail Primary Name – TrailName**

Published in *Trails*

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

Note: For Inventoried trails this field is populated from the text to the right of the colon: in the FAMS Location Description. Trail 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 trail 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 (<https://www.usps.com/ship/official-abbreviations.htm#2>). When no USPS abbreviation existed the OR/WA BLM Standard Abbreviations and Acronyms were used (<http://teamspace/or/sites/datamgmt/Lists/Standard%20Abbreviation%20and%20Acronym/AllItems.aspx>).

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

**OR/WA BLM Ground Transportation Publication Data Dictionary**

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

**54. Trail Secondary Name – TrailName2**

Published in *Trails*

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

Below are accepted abbreviations. By default the USPS Standard abbreviations were used (<https://www.usps.com/ship/official-abbreviations.htm#2>). When no USPS abbreviation existed the OR/WA BLM Standard Abbreviations and Acronyms were used (<http://teamspace/or/sites/datamgmt/Lists/Standard%20Abbreviation%20and%20Acronym/AllItems.aspx>).

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

**OR/WA BLM Ground Transportation Publication Data Dictionary**

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

**55. 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.

**56. 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.

**57. 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>
<b>Code</b>	<b>Description</b>	
Y	Yes	
N	No	
U	Unknown ( <b>Default</b> )	

**58. 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>
<b>Code</b>	<b>Description</b>	
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 ( <b>Default</b> )

**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.

**59. 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>
<b>Code</b>	<b>Description</b>
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 ( <b>Default</b> )

**60. 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.**

**61. U.S. Forest Service Road Number – USFSRdNum**

Published in *Roads and Trails*

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.

**62. U.S. Forest Service Trail Number – USFSTrlNum**

Published in *Roads and Trails*

This field contains the current FS trail number.

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

**63. Wilderness Study Area Ways – WSA\_Ways**

Published in *Roads and Trails*

WSA\_Way Description: A route segment identified and mapped as a “way” at the time a WSA was officially designated under FLPMA, Section 603, or under FLPMA, Section 202, prior to April 14, 2003 (as per Instruction Memorandum No. 2003-274 implementing the Utah Wilderness Settlement Agreement). The term “way” derives from BLM’s “roadless” definition in its 1978 Wilderness Inventory Handbook and its Interim Management Policy Handbook (H-8550-1), which state that “a way maintained solely by the passage of vehicles does not constitute a road.” The official inventory maps are held in local BLM District Offices and may contain scale or other mapping errors that have been corrected in GIS as data sources have improved. This attribute applies only to those ways, identified during the inventories leading to official WSA designation, where sufficient on-the-ground evidence of the route currently remains.

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