
APPENDIX Q

SYSTEM ROADS AND MAINTENANCE LEVELS

Introduction

Federal, State, and County Roads

A network of Federal, State, and County roads provides access throughout the Planning Area. U.S. Highway 40 and Colorado Highways 9, 14, 82, 125, and 131, bring traffic to the region from across the country. Traffic volumes on the road network are highly variable. The highest volume counts are found on major roadways in, or near, the largest communities. Interstate 70 and State highways carry the largest traffic volumes, followed by County roads. Due to the geography of the Planning Areas, and to the location of mountain communities, these routes are major thoroughfares that have moderate-to-high use throughout the year.

BLM-managed Roads

BLM-managed roads provide public and administrative (BLM and permittee) access to BLM-managed public lands, access through BLM-managed public lands, and access to inholdings of private lands within the Planning Areas. In accordance with new policy guidance, Roads and Trails Terminology (BLM 2006), some of the terms associated with roads and trails include:

- **Transportation Linear Features** -- “Linear features” represents the broadest category of physical disturbance (planned and unplanned) on BLM-managed public lands. Transportation-related linear features include engineered roads and trails, as well as user-defined, non-engineered roads and trails created as a result of the public use of BLM-managed public lands. Linear features may include roads and trails identified for closure or removal, as well as those that make up the BLM’s defined Transportation System.
- **Transportation System** -- The “Transportation System” represents the sum of the BLM’s recognized inventory of linear features (roads, primitive roads, and trails) formally recognized, designated, and approved as part of the BLM’s Transportation System.
- **Routes** -- “Routes” represents a group or set of roads, trails, and primitive roads that represents less than 100 percent of the BLM’s Transportation System. Generically, components of the Transportation System are described as routes.
- **Roads, Trails, and Primitive Roads** -- These terms describe specific categories of transportation linear features, and represent subsets of the BLM’s Transportation system:
 - **Road:** A linear route declared a road by the owner, managed for use by low-clearance vehicles having 4, or more wheels, and maintained for regular and continuous use.
 - **Primitive Road:** A linear route managed for use by 4-wheel drive or high-clearance vehicles. Primitive roads do not normally meet any BLM-managed road design standards.

- **Trail:** A linear route managed for human-powered, stock, or OHV forms of transportation or for historical or heritage values. Generally, trails are not managed for use by 4-wheel drive or high-clearance vehicles.
- **Transportation Linear Disturbances** -- “Linear disturbances” is used in order to identify human-made linear features that are not part of the BLM’s Transportation System. Linear disturbances may include engineered (planned) as well as unplanned single and two-track linear features that are not part of the BLM’s Transportation System. (Source: <http://www.blm.gov/nstc/library/pdf/TN422.pdf>)

Road System Maintenance

BLM road maintenance consists of blading and grading, which usually occurs in the summer or fall. Additional corrective maintenance or water drainage work (installation of culverts, drains, or other water-management devices) is performed as needed (such as after a heavy rainfall). The BLM does not remove snow; however, some access routes have portions plowed by County road maintenance crews, utility companies, or by private entities (if the roads provide access to utilities, homes, or to private buildings).

Maintenance Level Descriptions

The BLM has changed from “Maintenance Levels” to “Maintenance Intensity,” and simplified the standards for consistency across all linear features. The old “Maintenance Levels” definitions addressed both the type of road (road geometry or construction material) and the level of use; however, they did not provide a clear standard for the actual maintenance level. As a result, they were used inconsistently across the BLM as a means for describing everything from road construction type through appropriate maintenance standards.

Maintenance Intensities – Transportation System Assets

BLM route Maintenance Intensities standards provide guidance for appropriate “standards of care” (such as appropriate intensity, frequency, and type of maintenance activities that should be undertaken) for recognized routes. Recognized routes, by definition include roads, primitive roads, and trails included as “Assets” within the BLM’s Facility Asset Management System (FAMS). (FAMS tracks BLM-managed facilities including those associated with transportation, recreation, campgrounds, administrative sites, buildings, and more.)

Maintenance Intensities provide consistent objectives and standards for the care and maintenance of BLM routes based upon identified management objectives. Maintenance Intensities are consistent with land use planning management objectives (for example, those associated with natural and cultural resources, recreation setting, and visual resource management). Maintenance Intensities provide operational guidance to field personnel on the appropriate intensity, frequency, and type of maintenance activities that should be undertaken in order to keep the route in acceptable condition; they also provide guidance for the minimum standards of care for the annual maintenance of a route.

Maintenance Intensities do not describe route geometry, route types, types of use, or other physical or managerial characteristics of the route. Those items are addressed as other

descriptive attributes to a route. The system includes 4 primary “Maintenance Intensity” levels that allow for removal, low, medium, and high maintenance intensities, irrespective of the type of route (road, primitive road, or trail). These Maintenance Intensity Levels are described below.

Level 0

- **Maintenance Description** -- Existing routes that will no longer be maintained, and that will no longer be declared a route. Routes identified as Level 0 are identified for removal from the Transportation System entirely.
- **Maintenance Objectives** --
 - no planned annual maintenance;
 - meet identified environmental needs; and
 - no preventative maintenance or planned annual maintenance activities.
- **Maintenance Funds** -- No annual maintenance funds provided.

Level 1

- **Maintenance Description** -- Routes where minimum (low intensity) maintenance is required in order to protect adjacent lands and resource values. These roads may be impassable for extended periods of time.
- **Maintenance Objectives** --
 - low (minimal) maintenance intensity;
 - emphasis is given to maintaining drainage and runoff patterns, as needed, in order to protect adjacent lands; grading, brushing, or slide removal is not performed unless route bed drainage is being adversely affected, resulting in erosion;
 - meet identified resource management objectives;
 - perform maintenance, as needed, in order to protect adjacent lands and resource values;
 - no preventative maintenance;
 - planned maintenance activities limited to environmental and resource protection; and
 - route surface and other physical features are not maintained for regular traffic.

- **Maintenance Funds** -- Maintenance funds provided, as needed, in order to address environmental and resource protection requirements. No maintenance funds provided for the performance of preventative maintenance activities.

Level 2

The BLM has reserved this level for possible future use; no current description or objective.

Level 3

- **Maintenance Description** -- Routes requiring moderate maintenance due to low volume use (such as seasonally or year-round for commercial, recreational, or administrative access). Maintenance Intensities may not provide year-round access; however, they are intended to provide resources appropriate to keep the route in use for the majority of the year.
- **Maintenance Objectives** --
 - medium (moderate) maintenance intensity;
 - drainage structures will be maintained, as needed; surface maintenance will be conducted in order to provide a reasonable level of riding comfort at prudent speeds for the route conditions and intended use; brushing is conducted, as needed, in order to improve sight distance when appropriate for management uses; landslides adversely affecting drainage receive high priority for removal; otherwise, they will be removed on a scheduled basis;
 - meet identified environmental needs;
 - generally, maintained for year-round traffic;
 - perform annual maintenance, as needed, in order to protect adjacent lands and resource values;
 - perform preventative maintenance, as required, in order to keep the route in acceptable condition;
 - planned maintenance activities should include environmental and resource protection efforts, annual route surfacing; and
 - route surface and other physical features are maintained for regular traffic.
- **Maintenance Funds** -- Maintenance funds provided in order to preserve the route in the current condition, perform planned preventive maintenance activities on a scheduled basis, and address environmental and resource protection requirements.

Level 4

The BLM has reserved this level for possible future use; no current description or objective.

Level 5

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

- **Maintenance Objectives** --
 - high (maximum) maintenance intensity;
 - entire route will be maintained at least annually; problems will be repaired, as discovered; routes may be closed or have limited access due to weather conditions; however, they are, generally, intended for year-round use;
 - meet identified environmental needs;
 - generally, maintained for year-round traffic;
 - perform annual maintenance, as needed, in order to protect adjacent lands and resource values;
 - perform preventative maintenance, as required, in order to keep the route in acceptable condition;
 - planned maintenance activities should include environmental and resource protection efforts, annual route surfacing; and
 - route surface and other physical features are maintained for regular traffic.

- **Maintenance Funds** -- Maintenance funds provided in order to preserve the route in the current condition, perform planned preventative maintenance activities on a scheduled basis, and address environmental and resource protection requirements (Roads and Trails Terminology Report, Bureau of Land Management U. S. Department of the Interior April 2006).

System Roads and Maintenance Levels

Table Q-1 describes the system roads and maintenance levels within the Planning Area.

| Table Q-1 | | | | |
|---|-----------------------|--------------|--------------------------|-----------------------------------|
| Kremmling Field Office System Roads and Maintenance Levels | | | | |
| BLM Route Number | BLM Route Name | Miles | Maintenance Level | Maintenance Responsibility |
| 2513 | Parson's Draw | 2.320 | 2 | BLM |
| 2754 | FY 2007 | 3.277 | 2 | BLM |
| 2753 | Windy Gap | 5.376 | 2 | BLM |

**Table Q-1
 Kremmling Field Office System Roads and Maintenance Levels**

| BLM Route Number | BLM Route Name | Miles | Maintenance Level | Maintenance Responsibility |
|-------------------------|----------------------------|--------------|--------------------------|-----------------------------------|
| 2764 | Sheriff Creek | 3.353 | 3 | BLM |
| 2771 | Spruce Creek Spur2 | 0.680 | 3 | BLM |
| 2761 | Pumphouse | 1.540 | 5 | Other |
| 2750 | Dice Hill | 5.087 | 3 | BLM |
| 2769 | Behler Creek Road | 1.164 | 2 | BLM |
| 2751 | Strawberry | 8.467 | 3 | BLM |
| 2762 | Smith Mesa Lower | 2.226 | 3 | BLM |
| 2760 | Hogback | 2.481 | 2 | BLM |
| 2768 | McQueary Loop | 1.934 | 3 | BLM |
| 2758 | Fox Loop | 5.493 | 3 | BLM |
| 2756 | McQueary Creek | 4.147 | 3 | BLM |
| 2763 | Round Gulch | 0.745 | 2 | BLM |
| 2755 | Kinney Creek | 5.581 | 3 | BLM |
| 2759 | Smith Mesa | 12.036 | 3 | BLM |
| 2757 | Black Mountain | 9.157 | 3 | BLM |
| 2510 | Three Mile Creek | 2.703 | 3 | BLM |
| 2508 | Buffalo Peak | 3.334 | 3 | BLM |
| 2503 | West Independence Mountain | 6.139 | 3 | BLM |
| 2507 | Buffalo Peak Lower | 3.723 | 3 | BLM |
| 2506 | Owl Mountain | 4.602 | 3 | BLM |
| 2504 | Independence Mountain | 14.108 | 3 | BLM |
| 2505 | Bull Mountain | 8.261 | 3 | BLM |
| 2770 | Spruce Creek Spur1 | 0.560 | 3 | BLM |
| 2767 | Spruce Creek | 2.692 | 3 | BLM |
| 2764 | Sheriff Creek | 3.353 | 3 | BLM |
| 2765 | Hurd Peak | 2.011 | 3 | BLM |
| 2502 | Owl Mountain Spur | 2.589 | 3 | BLM |
| 2512 | Big Creek | 2.617 | 3 | BLM |
| 2509 | North Sand Hills | 2.841 | 3 | Other |
| 2752 | Reed Creek | 5.514 | 2 | BLM |
| 2511 | Mitchell Placer | 1.390 | 3 | BLM |