

Trails Documentation

The table below contains a description of the columns in the GC_TRAILS_V.dbf file and lists the valid codes, where applicable.

RTE_CN: Control number generated in Oracle to uniquely identify each route across all Forest Service units. The value is brought from Oracle and used as a unique identifier for each spatial feature. It is used to join each route to the corresponding rows in the views GC_TRAILS_V.	
Example: 99210277	A unique code generated by Oracle.
TRL_NO: The local identifier for the trail. The Trail number should be unique within a forest.	
Example: 18E05.2	A local code for this trail.
BMP: Beginning measure point of the route. The value is copied from Oracle (RTE_BASICS) and used as an aid in calibration.	
EMP: Ending measure point of the route. The value is copied from Oracle (RTE_BASICS) and used as an aid in calibration.	
TRAIL_CLASS: The prescribed scale of trail development. Represents the intended design and management standards of the trail.	
TC1 - PRIMITIVE/UNDEVELOPED	Primitive trail, minimum to nonexistent constructed features
TC2 - SIMPLE/MINOR DEVELOPMENT	Simple trail, minor development, constructed features for trail resource protection.
TC3 - DEVELOPED/IMPROVED	Substantial trail, structures common, designed for user convenience.
TC4 - HIGHLY DEVELOPED	High standard trail with significant structures, tread hardening possible.
TC5 - FULLY DEVELOPED	Highest standard trail, significant features and tread hardening likely.
TRAIL_STATUS: Current physical state of being of the trail segment	
DE - DECOMMISSIONED	A trail that was no longer needed and has been removed from service.
EX - EXISTING	A trail that physically exists.
PL - PLANNED	Planned trail identified by an appropriate management decision (ex: NEPA, Regional CIP list, Forest)
TRAIL_SURFACE: The predominant surface type encountered on the trail or trail segment.	
AC- ASPHALT	Asphalt
CHUNK WOOD	Shredded wood or bark
CON - CONCRETE	Concrete
IMPORTED COMPACTED MATERIAL	Imported compacted Aggregate or Clay
IMPORTED LOOSE MATERIAL	Imported un-compacted Gravel, Pea Gravel, Sand
NAT - NATIVE MATERIAL	Native surface material
OTHER	Other trail surface type (Paver Block, Geogrid, etc.)
SNOW	Snow
TRAIL_SYSTEM: The transportation network to which the trail segment belongs	
L - LOCAL GOVERNMENT TRAIL	Local Government trail, including County, City, Municipal, Parish or Borough.
NFST - NATIONAL FOREST SYSTEM TRAIL	National Forest System Trail.
OF - OTHER FEDERAL TRAIL	Other Federal Agency Trail (Ex: NPS, BLM...)
P - PRIVATE TRAIL	Private Trail
S - STATE GOVERNMENT TRAIL	Trail that is part of a State Trail system.
TRAIL_TYPE: A Trail classification that identifies the predominant foundation material upon which the trail exists.	
SNOW TRAIL	The predominant foundation of the trail is snow.
STANDARD/TERRA TRAIL	The predominant foundation of the trail is ground.
WATER TRAIL	The predominant foundation of the trail is water.

National Trail Management Classes

Trail Attributes	Trail Class 1 Minimal/Undeveloped Trail	Trail Class 2 Simple/Minor Development Trail	Trail Class 3 Developed/Improved Trail	Trail Class 4 Highly Developed Trail	Trail Class 5 Fully Developed Trail
General Criteria					
Physical Characteristics to be Applied to All National Forest System Trails					
Tread & Traffic Flow	<ul style="list-style-type: none"> ♦ Tread intermittent and often indistinct ♦ May require route finding ♦ Native materials only 	<ul style="list-style-type: none"> ♦ Tread discernible and continuous, but narrow and rough ♦ Few or no allowances constructed for passing ♦ Native materials 	<ul style="list-style-type: none"> ♦ Tread obvious and continuous ♦ Width accommodates unhindered one-lane travel (occasional allowances constructed for passing) ♦ Typically native materials 	<ul style="list-style-type: none"> ♦ Tread wide and relatively smooth with few irregularities ♦ Width may consistently accommodate two-lane travel ♦ Native or imported materials ♦ May be hardened 	<ul style="list-style-type: none"> ♦ Width generally accommodates two-lane and two-directional travel, or provides frequent passing turnouts ♦ Commonly hardened with asphalt or other imported material
Obstacles	<ul style="list-style-type: none"> ♦ Obstacles common ♦ Narrow passages; brush, steep grades, rocks and logs present 	<ul style="list-style-type: none"> ♦ Obstacles occasionally present ♦ Blockages cleared to define route and protect resources ♦ Vegetation may encroach into trailway 	<ul style="list-style-type: none"> ♦ Obstacles infrequent ♦ Vegetation cleared outside of trailway 	<ul style="list-style-type: none"> ♦ Few or no obstacles exist ♦ Grades typically <12% ♦ Vegetation cleared outside of trailway 	<ul style="list-style-type: none"> ♦ No obstacles ♦ Grades typically <8%
Constructed Features & Trail Elements	<ul style="list-style-type: none"> ♦ Minimal to non-existent ♦ Drainage is functional ♦ No constructed bridges or foot crossings 	<ul style="list-style-type: none"> ♦ Structures are of limited size, scale, and number ♦ Drainage functional ♦ Structures adequate to protect trail infrastructure and resources ♦ Primitive foot crossings and fords 	<ul style="list-style-type: none"> ♦ Trail structures (walls, steps, drainage, raised trail) may be common and substantial ♦ Trail bridges as needed for resource protection and appropriate access ♦ Generally native materials used in Wilderness 	<ul style="list-style-type: none"> ♦ Structures frequent and substantial ♦ Substantial trail bridges are appropriate at water crossings ♦ Trailside amenities may be present 	<ul style="list-style-type: none"> ♦ Structures frequent or continuous; may include curbs, handrails, trailside amenities, and boardwalks ♦ Drainage structures frequent; may include culverts and road-like designs

Trail Attributes	Trail Class 1 Minimal/Undeveloped Trail	Trail Class 2 Simple/Minor Development Trail	Trail Class 3 Developed/Improved Trail	Trail Class 4 Highly Developed Trail	Trail Class 5 Fully Developed Trail
General Criteria Physical Characteristics to be Applied to All National Forest System Trails					
Signs	<ul style="list-style-type: none"> ♦ Minimum required ♦ Generally limited to regulation and resource protection ♦ No destination signs present 	<ul style="list-style-type: none"> ♦ Minimum required for basic direction ♦ Generally limited to regulation and resource protection ♦ Typically very few or no destination signs present 	<ul style="list-style-type: none"> ♦ Regulation, resource protection, user reassurance ♦ Directional signs at junctions, or when confusion is likely ♦ Destination signs typically present ♦ Informational and interpretive signs may be present outside of Wilderness 	<ul style="list-style-type: none"> ♦ Wide variety of signs likely present ♦ Informational signs likely (outside of Wilderness) ♦ Interpretive signs possible (outside of Wilderness) ♦ Trail Universal Access information likely displayed at trailhead 	<ul style="list-style-type: none"> ♦ Wide variety of signage is present ♦ Information and interpretive signs likely ♦ Trail Universal Access information is typically displayed at trailhead ♦

Additional Criteria

The following sections provide Additional Criteria specific to Pack and Saddle Trails, Motorized Trails, Snow Trails and Water Trails. These criteria are to be applied in addition to the General Criteria above, which are applicable to all system trails.

Trail Attributes	Trail Class 1 Minimal/Undeveloped Trail	Trail Class 2 Simple/Minor Development Trail	Trail Class 3 Developed/Improved Trail	Trail Class 4 Highly Developed Trail	Trail Class 5 Fully Developed Trail
Additional Criteria for Pack and Saddle Trails Apply in <u>addition</u> to Trail Class General Criteria					
Pack and Saddle Trails	<ul style="list-style-type: none"> ♦ Typically, not managed for pack and saddle stock traffic ♦ Maintenance and availability likely intermittent 	<ul style="list-style-type: none"> ♦ Trailway narrow. Some brush encroachment may exist, though bump* trees are generally removed ♦ Tread surface rough, with frequent protrusions and obstacles that limit speed and maneuverability of pack and saddle stock ♦ Tread rarely or not graded. Obstacles cleared if they substantially restrict the managed use and difficulty level ♦ Tread surface commonly loose native material, such as sand, mud, rock etc. ♦ Switchbacks and turns accommodate pack stock though may require slower speeds ♦ Crossings may be wet fords if base material is stable; possibly with simple hardening or armoring for resource protection. Simple bridges present if required for resource protection. ♦ Trails have infrequent markers or route identifiers, located primarily at junctions. ♦ Signing size and type appropriate for managed speeds and use. 	<ul style="list-style-type: none"> ♦ Trail wide and suitable for pack and saddle stock to pass periodically. ♦ Occasional moderate tread protrusions and short awkward sections, which require speed adjustments ♦ Tread infrequently graded. Obstacles cleared if they substantially hinder the managed use and difficulty level. ♦ Tread surface generally native materials, with occasional on-site fill or imported materials, if more stable surface is desired. ♦ Crossings may be wet fords; likely with hardening and armoring or simple bridges for resource protection and to ensure appropriate access. ♦ Trails have frequent markers and are readily followed ♦ Signing size and type appropriate for managed uses. 	<ul style="list-style-type: none"> ♦ Trail wide and suitable for the managed use type, and may consistently accommodate two-way passage. ♦ Tread surface generally smooth with only small protrusions, which moderately affect speed and ease of travel. ♦ Tread graded as needed. ♦ Tread surface may include imported aggregate ♦ Crossings are typically either hardened or armored or a substantial bridge. ♦ Trails have frequent markers and are easily followed ♦ Signing size and type appropriate for managed uses 	Not managed for Pack and Saddle Stock.

* "Bump trees" are any trees located closely enough to the trail that they may be hit or bumped by standard-sized pack boxes carried by packstock travelling the route.

Trail Attributes	Trail Class 1 Minimal/Undeveloped Trail	Trail Class 2 Simple/Minor Development Trail	Trail Class 3 Developed/Improved Trail	Trail Class 4 Highly Developed Trail	Trail Class 5 Fully Developed Trail
Additional Criteria for Motorized Trails Apply in <u>addition</u> to Trail Class General Criteria					
Motorized Trails Motorcycle/A TV (etc.)	<ul style="list-style-type: none"> ♦ Typically, not managed for motorized public traffic ♦ Typically, open only to administrative motorized use or non-motorized public access. ♦ Maintenance and availability likely intermittent. ♦ Barriers, signs and gates are maintained to restrict use. 	<ul style="list-style-type: none"> ♦ Trailway narrow. Provides one-lane passage for managed use type. ♦ Tread surface rough, with frequent protrusions and obstacles that limit speed and maneuverability of vehicle. ♦ Tread rarely or not graded. Obstacles cleared if they substantially restrict the managed use and difficulty level. ♦ Tread surface commonly loose native material, such as sand, mud, rock etc. ♦ Frequent tight turns that may require speed adjustments or backing ♦ Crossings may be wet fords if base material is stable; possibly with simple hardening or armoring for resource protection. Simple bridges present if required for resource protection. ♦ Trails have infrequent markers or route identifiers, located primarily at junctions. ♦ Signing size and type appropriate for managed speeds and use. 	<ul style="list-style-type: none"> ♦ Trail wide and suitable for one lane and occasional two-lane passage for managed use types. ♦ Occasional moderate tread protrusions and short awkward sections, which require speed and maneuvering adjustments. ♦ Tread infrequently graded. Obstacles cleared if they substantially hinder the managed use and difficulty level. ♦ Tread surface generally native materials, with occasional on-site fill or imported materials, if more stable surface is desired. ♦ Crossings may be wet fords; likely with hardening and armoring or simple bridges for resource protection and to ensure appropriate access. ♦ Trails have frequent markers and are readily followed. ♦ Signing size and type appropriate for managed speeds and potential nighttime use (signs likely reflectorized). 	<ul style="list-style-type: none"> ♦ Trail wide and suitable for the managed use type, and may consistently accommodate two-way passage. ♦ Tread surface generally smooth with only small protrusions, which moderately affect speed and ease of travel. (Some roughness may be desired and incorporated to control/limit speed.) ♦ Tread graded as needed. ♦ Tread surface may include imported aggregate or intermittent paved sections if more stable surface is desired. ♦ Crossings are typically either hardened or armored or a substantial bridge. ♦ Recommended speeds or speed limits may be posted. ♦ Trails have frequent markers and are easily followed. ♦ Signing size and type appropriate for managed speeds and potential nighttime use (signs reflectorized). 	Not managed for motorized trail vehicles.

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Additional Criteria for Snow Trails Apply in <u>addition</u> to Trail Class General Criteria					
Snow Trails OSV/Ski	Not managed for OSV or skiers as primary use type.	<ul style="list-style-type: none"> ♦ Periodic reassurance markers. ♦ Infrequently compacted, if ever. ♦ Typically, small roadside or road-end trailheads with minimal facilities. Trailhead plowed when access is substantially limited, but not necessarily after every snowfall. ♦ Trailway is narrow; provides one-lane passage and infrequent two-lane passage for managed use types. ♦ Winter-specific signs may be present as described in General Criteria (above). 	<ul style="list-style-type: none"> ♦ Periodic reassurance markers, or readily followed corridor. ♦ Periodic compaction or grooming. ♦ Typically, basic roadside parking or road-end trailheads with simple facilities. Trailhead plowed to ensure reasonable access by trail users shortly after heavy snowfalls. Simple shelters may be present. ♦ Trailway provides unhindered one-lane passage and commonly two-lane passage, for managed use types. ♦ Winter-specific signs may be present as described in General Criteria (above). Additionally, simple maps or directional information may be present at trail junctions and prominent points along the trail. 	<ul style="list-style-type: none"> ♦ Intervisible reassurance markers or easily followed corridor. ♦ Frequent regular grooming. ♦ Typically, substantial trailheads with toilets and other facilities for winter users. Trailhead regularly plowed to ensure access for most vehicles during and immediately after snowfall. ♦ Shelters likely present. ♦ Trailway is wide and may consistently provide two-way passage for managed use types. ♦ Winter-specific signs may be present as described in General Criteria (above). Additionally, maps and directional information are likely posted at junctions and other points along trail. 	Not managed for OSV or skiers as primary use type.

Trail Attributes	Trail Class 1 Minimal/Undeveloped Trail	Trail Class 2 Simple/Minor Development Trail	Trail Class 3 Developed/Improved Trail	Trail Class 4 Highly Developed Trail	Trail Class 5 Fully Developed Trail
Additional Criteria for Water Trails Apply in <u>addition</u> to Trail Class General Criteria					
<p>Water Trails</p> <p>For Portage sections of Water Trails, see "General Criteria" above.</p> <p>Note: Many facilities and features described in this row are commonly associated with hiking/portage trails, Concentrated Use Areas or Developed Sites (as compared to the Water Trail itself), and are described here primarily for guidance in applying appropriate Trail Class.</p>	<ul style="list-style-type: none"> ♦ Designated water route, shown on maps and used to access other trails or portages, but with no trail structures, facilities, signs, or recurring maintenance needs along the route. ♦ Maintenance consists of occasional patrols and resource protection. ♦ Signs and/or parking facilities at initial access points only, and likely associated with other trails or sites. ♦ In densely vegetated areas, users will commonly need to lift vessel over logs, shoals, or matted vegetation. 	<ul style="list-style-type: none"> ♦ Very few markers or route designators, and likely none in wilderness. ♦ Low profile structures or facilities occasionally present; primarily to reduce beach and bank impacts. Structures typically consist of native material hardening of portage/water entry points. ♦ Signs or parking facilities at initial access point only, and may be associated with another trail or site. ♦ On water trails where dense vegetation and obstructions occur, path is typically narrow, shallow, and may occasionally require user to lift over obstacles or break path through some vegetation and duck under overhanging branches. 	<ul style="list-style-type: none"> ♦ Buoys or markers possible to identify route ♦ Typically, facilities on motorized or non-wilderness trails to provide improved access and to reduce beach and bank impacts. ♦ Well-developed parking and launch facilities at primary access points, but facilities and structures rare along trail. ♦ Interpretive and informational displays typically present at primary access points. ♦ On water trails where dense vegetation and obstructions occur (swamps), path is typically cleared wide enough for ready passage and maneuvering of at least one vessel, and usually two-way vessel passage, with only occasional low overhanging vegetation. 	<ul style="list-style-type: none"> ♦ Buoys or markers are high profile and may be inter-visible and/or route is readily followed. ♦ Highly developed launch facilities, docks, and amenities typically provided for user convenience. ♦ Well-marked approaches to facilities and portages ♦ Interpretive displays, maps, information kiosks and signs typically present at access points and along route. ♦ On water trails where dense vegetation and obstructions occur (swamps), path is consistently cleared wide enough for unhindered, easy passage of two or more vessels. 	<p>Not managed for watercraft as primary use type.</p>