



## Trail Class Matrix (FSH 2353.142, Exhibit 01)

Trail Classes are general categories reflecting trail development scale, arranged along a continuum. The Trail Class identified for a National Forest System (NFS) trail prescribes its development scale, representing its intended design and management standards.<sup>1</sup> Local deviations from any Trail Class descriptor may be established based on trail-specific conditions, topography, or other factors, provided that the deviations are consistent with the general intent of the applicable Trail Class.

Identify the appropriate Trail Class for each NFS trail or trail segment based on the management intent in the applicable land management plan, travel management decisions, trail-specific decisions, and other related direction. Apply the Trail Class that most closely reflects the management intent for the trail or trail segment, which may or may not reflect the current condition of the trail.

Trail Attributes	Trail Class 1 Minimally Developed	Trail Class 2 Moderately Developed	Trail Class 3 Developed	Trail Class 4 Highly Developed	Trail Class 5 Fully Developed
<b>Tread &amp; Traffic Flow</b>	<ul style="list-style-type: none"> <li>♦ Tread intermittent and often indistinct.</li> <li>♦ May require route finding.</li> <li>♦ Single lane, with no allowances constructed for passing.</li> <li>♦ Predominantly native materials.</li> </ul>	<ul style="list-style-type: none"> <li>♦ Tread continuous and discernible, but narrow and rough.</li> <li>♦ Single lane, with minor allowances constructed for passing.</li> <li>♦ Typically native materials.</li> </ul>	<ul style="list-style-type: none"> <li>♦ Tread continuous and obvious.</li> <li>♦ Single lane, with allowances constructed for passing where required by traffic volume in places where there is no reasonable opportunity to pass.</li> <li>♦ Native or imported materials.</li> </ul>	<ul style="list-style-type: none"> <li>♦ Tread wide and relatively smooth, with few irregularities.</li> <li>♦ Single lane, with allowances constructed for passing where required by traffic volume in places where there is no reasonable opportunity to pass.</li> <li>♦ Double lane where traffic volume is high and passing is frequent.</li> <li>♦ Native or imported materials.</li> <li>♦ May be hardened.</li> </ul>	<ul style="list-style-type: none"> <li>♦ Tread wide, firm, stable, and generally uniform.</li> <li>♦ Single lane, with frequent turnouts where traffic volume is low to moderate.</li> <li>♦ Double lane where traffic volume is moderate to high.</li> <li>♦ Commonly hardened with asphalt or other imported material.</li> </ul>
<b>Obstacles</b>	<ul style="list-style-type: none"> <li>♦ Obstacles common, naturally occurring, often substantial, and intended to provide increased challenge.</li> <li>♦ Narrow passages; brush, steep grades, rocks and logs present.</li> </ul>	<ul style="list-style-type: none"> <li>♦ Obstacles may be common, substantial, and intended to provide increased challenge.</li> <li>♦ Blockages cleared to define route and protect resources.</li> <li>♦ Vegetation may encroach into trailway.</li> </ul>	<ul style="list-style-type: none"> <li>♦ Obstacles may be common, but not substantial or intended to provide challenge.</li> <li>♦ Vegetation cleared outside of trailway.</li> </ul>	<ul style="list-style-type: none"> <li>♦ Obstacles infrequent and insubstantial.</li> <li>♦ Vegetation cleared outside of trailway.</li> </ul>	<ul style="list-style-type: none"> <li>♦ Obstacles not present.</li> <li>♦ Grades typically &lt; 8%.</li> </ul>

10/16/2008