Ground Transportation Linear Features

DATA STANDARD DOMAINS

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Version 2.0

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Bureau of Land Management
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Purpose of the Domain Document

Domain values are an integral part of any data standard to ensure consistency and quality of the data captured using a data standard. This document provides the information necessary to understand those data elements (attributes) that have a set of domain values and the descriptions of the domain values to provide guidance in using the appropriate value. Reference entities and other entities that have a fairly stable list of values are included in this document for the data standard.

As this document will be used for both the data standard report and the implementation guidelines, it includes both the logical and implementation views of each of the domain sets. Standard Geospatial Domain Values (those pertaining to feature-level metadata) are not included in this document, but will be part of the Implementation Guidelines.

Table of Contents

GROUND TRANSPORTATION LINEAR FEATURES DOMAINS

Logical Entity Name	*Federal Land Transportation Program Reference*		
Physical Domain Table	**GTLF_DOM_FLTP_CODE**		
The identification of a route as part of the Federal Lands Transportation Program (FLTP) through a Yes/No/Unknown/Nominated attribute. Indicates whether the route is part of the Federal Lands Transportation Program.	**DEFAULT VALUE**		No
Allowable Domain Values			
FEDERAL LANDS TRANSPORTATION PROGRAM STATUS NAME			

FLTP_CODE	Description
No	Route is NOT identified as FLTP designated.
Nominated	Route is nominated to be FLTP designated.
Yes	Route is identified as FLTP designated.
Unknown	It is not known if the route is or is not FLTP designated or has been nominated for that designation.

Corresponding FAMS attribute: FLTP

GTLF Attribute: FLTP_CODE	FAMS Attribute: FLTP
Yes	Yes
No	No
Nominated	No
Unknown	No

Logical Entity Name	**Route Designation Authority Reference**		
Physical Domain Table	**GTLF_DOM_ROUTE_DSGNTN_AUTH**		
Indicates if the ground transportation linear feature is something on which the BLM has the authority to make a route designation. Route designation authority refers to jurisdiction of the feature. Route designation authority does not refer to ownership of the land underneath or around the feature. Route designation authority may not be known until the planning process is completed by the BLM		**DEFAULT VALUE**	Unknown

Allowable Domain Values

ROUTE DESIGNATION AUTHORITY NAME	
PLAN_ROUTE_DSGNTN_AUTH	**Description**
BLM	BLM has route designation authority.
Non-BLM	BLM does NOT have route designation authority.
Unknown	The person or agency with the authority to make a designation/decision about the route is unknown or undetermined.

Corresponding FAMS attribute: Not Applicable

Corresponding FTDS attribute: Not Applicable

Logical Entity Name	**_Ground Transportation Asset Classification_**
Physical Domain Table	**GTLF_DOM_BLM_ASSET_CLASS**

The basic characteristics of a route including if it is part of the BLM Transportation System as a Road, Primitive Road or Trail. The route may also be a temporary route, primitive route with wilderness characteristics or in a wilderness study area. Routes which are no longer part of the BLM transportation system can be assigned as a linear disturbance.	**DEFAULT VALUE:**	Not Assessed

Allowable Domain Values

GROUND TRANSPORTATION ASSET CLASSIFICATION NAME	
PLAN_ASSET_CLASS	**Description**
Transportation System – Road	A route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use. A designation decision has been made regarding the feature in a TMP or LUP. (Source: Travel and Transportation Handbook H-8342, Date: 3/16/2012, pg. 49)
Transportation System – Primitive Road	A route managed for use by four-wheel drive or high-clearance vehicles. These routes do not customarily meet any BLM road design standards. A designation decision has been made regarding the feature in a TMP or LUP. (Source: Travel and Transportation Handbook H-8342, Date: 3/16/2012, pg. 49)
Transportation System – Trail	Routes managed for human-powered, stock, or off-road vehicle forms of transportation, or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles. A designation decision has been made regarding the feature in a TMP or LUP. (Source: Travel and Transportation Handbook H-8342, Date: 3/16/2012, pg. 49)
Temporary Route	A route which is associated to a particular project that would eventually be remediated. The public may use if allowed by owner. The Project is responsible for remediation. The route is monitored in association with the project. Upon abandonment, the feature will be reviewed in order to decide if it should receive a designation and if responsibility should be removed from the contractor or remediated. Temporary routes are defined as short-term overland

	roads, primitive roads or trails; authorized or acquired for the development, construction or staging of a project or event that has a finite lifespan.
Primitive route – WSA/LWC	Any transportation linear feature located within a WSA or lands with wilderness characteristics designated for protection by a land use plan and not meeting the wilderness inventory road definition. A designation decision has NOT been made regarding the feature in a TMP or LUP. (Source: Travel and Transportation Handbook H-8342, Date: 03/16/2012, pg. 49)
Linear Disturbance	Linear disturbances identify human-made features that are not part of the BLM's transportation system. Linear disturbances may include engineered (planned) as well as unplanned single-track and two-track features that are not part of the BLM's transportation system. A decision has been made during the planning process to not retain these routes. (Source: Travel and Transportation Handbook H-8342, Date: 3/16/2012, pg. 21.)
Not Assessed	Within BLM decision space, but no BLM planning decision has been made. No record of decision (ROD).

Corresponding FAMS attribute: Similar information can be found in FAMS but is not stored in a single attribute.

Corresponding FTDS attribute: Not Applicable

Logical Entity Name	*OHV Designation Reference*		
Physical Domain Table	**GTLF_DOM_OHV_ROUTE_DSGNTN**		
OHV designation represents the limitations, which are governed by constraints identified in the Resource Management Plan (RMP) and TMP recommendations that are placed on a feature with regard to use of Off-Highway Vehicles (OHV) only. Specifically meets the 43CFR8342.0-5 requirement.		**DEFAULT VALUE**	Closed
Allowable Domain Values			
OHV DESIGNATION NAME			
PLAN_OHV_ROUTE_DSGTN	Description		
Open	Open		
Closed	Closed		
Limited	Limited		
Unknown	Unknown		

Corresponding FAMS attribute: Not Applicable

Corresponding FTDS attribute: Not Applicable

Logical Entity Name	*Management Objective Reference*		
Physical Domain Table	**GTLF_DOM_PRMRY_ROUTE_MNGT_OBJTV**		
The primary route management objective is the primary reason for managing the route. Primary route management objective summarizes multiple reasons into a single presentable statement. The route objective is presented in the TMP, rather than just documented in the Admin Record. Will be used by future implementation and planning actions. Primary route management objective applies only to Road, Primitive Road, Trail, Temporary Routes and Primitive Routes-WSA/LWC.	**DEFAULT VALUE**		Connectivity

Allowable Domain Values

MANAGEMENT OBJECTIVE NAME	
PLAN_PRMRY_ROUTE_MNGT_OBJTV	**Description**
Access	Where the primary objective of the route is admittance to a specific location (e.g., to a campground, to a wildlife water source, to an oil and gas pad, etc.).
Connectivity	Where the primary objective of the route is travel between two or more other routes.
Experience	Where the primary objective of the route is to provide for recreational experience (e.g., technical challenge, scenic viewing, driving for pleasure, etc.).

Corresponding FTDS attribute: Not Applicable

Logical Entity Name	*Mode of Transportation*		
Physical Domain Table	**GTLF_DOM_PLAN_MODE_ TRNSPRT**		
Indicates the planned general category of transportation allowed on the route. Hierarchy is implied. Non-mechanized is the most restrictive mode of transport. Non-motorized is slightly less restrictive; it allows for all foot and animal traffic and all modes of transport that do not use a motor to move vehicle. Motorized is the least restrictive mode of transport; it allows all mode of transportation from foot traffic to vehicles that use motors of any kind to propel the vehicle.	**DEFAULT VALUE**		Motorized

Allowable Domain Values

MODE OF TRANSPORTATION NAME	
PLAN_MODE_TRNSPRT	**Description**
Non-Mechanized	**Only hiking/walking & horses/pack animals** - Categorizes the planned modes-of-transport for a specific route. The non-mechanized category allows up to and including propulsion by foot and/or stock animal (e.g., pedestrian access, horseback riding, etc.). This category is exclusive of motorized and mechanized forms of travel. Furthermore, non-mechanized use may be limited by type and/or user by another part of the route designation.
Non-Motorized	**Bicycle, ski, snowboard, hiking/walking, horse/pack** - Categorizes the plannedmodes-of-transport for a specific route. The non-motorized category allows up to and including vehicles using mechanical forms of propulsion (e.g., mountain bikes, carts, land yachts, etc.). This category is inclusive of non-mechanized forms of travel unless restricted by another part of the designation. Furthermore, mechanized use may be limited by type and/or user by another part of the route designation.
Motorized	**Cars, trucks, Over Snow Vehicles, Off-Highway Vehicles (OHV), bicycle, ski, snowboard, hiking/walking, horse/pack** - Categorizes the planned modes-of-transport for a specific route. The motorized category allows up to and including vehicles using combustion, electric or other forms of motor for propulsion. This category is inclusive of non-motorized and non-mechanized forms of travel unless restricted by another part of the designation. Furthermore, motorized use may be limited by type (e.g., width of wheel base, weight of vehicle, etc.) and/or user (e.g., right-of-way holders only, etc.) by another part of the route designation.

Corresponding FAMS attribute: Not Applicable

Corresponding FTDS attribute: Not Applicable

Logical Entity Name	**_Restriction on Who_**
Physical Domain Table	**GTLF_DOM_ACCESS_RSTRCT**

The restrictions on person/organizations that can access/use the route. This is the "who", not the "what" or the "when". There is an implied hierarchy to the values, with All having the most restrictive access level. None is the most permissive access level. The values are based on language contained in 43CFR8342.	**DEFAULT VALUE**	None

Allowable Domain Values

RESTRICTION NAME	
PLAN_ACCESS_RSTRCT	**Description**
All	No one allowed to access.*
Admin Only	Government management uses only (BLM, Fire, etc.)
Authorized/Permitted User Only	Permitted users, land owner, fire personnel and BLM
Unknown	No determination made on who can use the route.
None	No restrictions on who can use the route.

Corresponding FTDS attribute: Not Applicable

*Emergency response could still travel cross country utilizing this feature.

Logical Entity Name	*Mode of Transportation*		
Physical Domain Table	**GTLF_DOM_OBSRVE_MODE_TRNSPRT**		
Indicates the general category of transportation observed on the route. Hierarchy is implied. Non-mechanized is the most restrictive mode of transport. Non-motorized is slightly less restrictive; it allows for all foot and animal traffic and all modes of transport that do not use a motor to move vehicle. Motorized is the least restrictive mode of transport; it allows all mode of transportation from foot traffic to vehicles that use motors of any kind to propel the vehicle.	**DEFAULT VALUE**		Motorized

Allowable Domain Values

MODE OF TRANSPORTATION NAME	
OBSRVE_MODE_TRNSPRT	**Description**
Non-Mechanized	**Only hiking/walking & horses/pack animals** - Categorizes the observed modes-of-transport for a specific route. The non-mechanized category allows up to and including propulsion by foot and/or stock animal (e.g., pedestrian access, horseback riding, etc.). This category is exclusive of motorized and mechanized forms of travel. Furthermore, non-mechanized use may be limited by type and/or user by another part of the route designation.
Non-Motorized	**Bicycle, ski, snowboard, hiking/walking, horse/pack** - Categorizes the observed modes-of-transport for a specific route. The non-motorized category allows up to and including vehicles using mechanical forms of propulsion (e.g., mountain bikes, carts, land yachts, etc.). This category is inclusive of non-mechanized forms of travel unless restricted by another part of the designation. Furthermore, mechanized use may be limited by type and/or user by another part of the route designation.
Motorized	**Cars, trucks, Over Snow Vehicles, Off-Highway Vehicles (OHV), bicycle, ski, snowboard, hiking/walking, horse/pack** - Categorizes the observed modes-of-transport for a specific route. The motorized category allows up to and including vehicles using combustion, electric or other forms of motor for propulsion. This category is inclusive of non-motorized and non-mechanized forms of travel unless restricted by another part of the designation. Furthermore, motorized use may be limited by type (e.g., width of wheel base, weight of vehicle, etc.) and/or user (e.g., right-of-way holders only, etc.) by another part of the route designation.
Unknown	Unknown or unable to determine mode of transport.

Corresponding FAMS attribute: Not Applicable

Corresponding FTDS attribute: Not Applicable

Logical Entity Name	*Surface Type Reference*		
Physical Domain Table	**GTLF_DOM_OBSRVE_SRFCE_TYPE**		
The main surface material of the ground transportation linear feature at the time the observation was made.		**DEFAULT VALUE**	Natural Improved

Allowable Domain Values

SURFACE TYPE NAME	
OBSRVE_SRFCE_TYPE	**Description**
Solid Surface	Road surface materials may include, but is not limited to, full depth asphalt, asphalt overlay, bituminous surface treatment (BST) and concrete.
Aggregate	Road surface materials may include both loose and compacted aggregate material, as well as aggregate material where the compaction status is 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	Road surface materials consisting of naturally occurring soils; imported roadway surfacing materials are excluded. This category includes natural surface routes where it is not known if the surface is improved.
Other	The surface material is known, but does not fall within any other value.
Snow	Use this domain value only if snow is the only observed surface type.
Unknown	The surface material is either unknown or undetermined.

Corresponding FAMS attribute: Not Applicable

Corresponding FTDS attribute: Trail Surface, Text(40), Nulls Allowed, Repeat Values Allowed

Note: Some states don't store surface type, but will be able to pull it from FAMS if they have a FAMS ID.

Suggested FTDS Crosswalk:

GTLF Attribute: Surface Type Name	FTDS Attribute: Trail Surface
Solid Surface	Other
Aggregate	Aggregate-Other
Natural Improved	Native Material
Natural	Native Material
Other	Other
Snow	Snow
Unknown	Unknown

Crosswalk from Interim GTLF surface type values to new GTLF surface type values;

Paved/Gravel/Natural	*Other*
Natural-Improved	*Natural Improved*
Unknown	*Unknown*

Logical Entity Name	***Ground Transportation Functional Class***	
Physical Domain Table	**GTLF_DOM_OBSRVE_FUNC_CLASS**	
The grouping of routes by the character of service they provide and the amount of traffic that travels on the road.	**DEFAULT VALUE**	Local

Allowable Domain Values

GROUND TRANSPORTATION FUNCTIONAL CLASS NAME	
OBSRVE_FUNC_CLASS	**Description**
Arterial	**Provides major access/No BLM roads** - The rural arterial system consists of a network of roads that act as linkages between cities, larger towns, and other traffic generators (such as major resort areas) capable of attracting travel over long distances at high travel speeds and with minimum interference to 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).
Collector	**Connects to arterials to provide primary access** - The rural collector system generally serves travel primarily of intra-county, rather than statewide distances; it constitutes those roads on which predominant travel distance and speeds 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, as well as bring all developed areas within reasonable distances of collector roads.
Local	**Connects to collector access** - The rural local system primarily provides access to lands adjacent to the collector network and serves travel over relatively short distances.
Resource	**Provides remaining access** - The Bureau resource road system provides access to the remaining portion of the public lands not accessed by collector or local roads. Resource roads provide point access to public lands, connect with local or collector roads and carry very low traffic volumes. Typically they are low standard, single lane roads which are governed by safety standards, environmental compatibility and minimal construction and maintenance costs, as well as with minimal consideration for user cost, comfort, or travel time. The roads have no established or designated recreational use (e.g., comfort station,

	trailhead, wayside) to attract the public.
Unknown	Unknown

Corresponding FAMS attribute: attrsegments.FUNCLASS => only collector/local/resource

Corresponding FTDS attribute: Not Applicable

Additional Clarification of Functional Classification:

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.

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. 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 of Land Management 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).

Logical Entity Name	*Use Classification*		
Physical Domain Table	**GTLF_DOM_ROUTE_USE_CLASS**		

Describes the observed **physical** suitability of use of a road in order to aid in safe travel by the public across the BLM road network. This field is **independent of management decisions.** There is an implied hierarchy, with 2wd Low being the most permissive suitability of use. Impassable is the most restrictive. 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.	**DEFAULT VALUE**	Unknown

Allowable Domain Values

USE CLASSIFICATION NAME	
OBSRVE_ROUTE_USE_CLASS	**Description**
2wd Low	**2wd Low Clearance Passenger Vehicle** - Roads passable by a 2wd vehicle; designed to carry passengers on improved roads.
4wd Low	**4wd Low Clearance Vehicle** – 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.
4wd High Clearance / Specialized	**4wd High Clearance Vehicle , including rock crawlers** – Passable by any motor vehicle that: (1) 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 (2) Is actually being operated off a highway or is being operated on a highway for agricultural purposes
UTV	Passable by any recreational motor vehicle other than an ATV, motorbike or over snow vehicle designed for and capable of travel over designated unpaved roads, traveling on four (4) or more low-pressure tires, maximum width less than seventy-four (74) inches, usually a maximum weight less than two thousand (2000) pounds, or having a wheelbase of ninety-four (94) inches or less. Utility type vehicle; does not include vehicles specially designed to carry a person with disabilities. (Source: BLM Handbook 8342 Travel and Transportation Handbook, Appendix 3 Glossary of Terms)
ATV	Passable by any wheeled vehicle other than a over snow vehicle which are defined as having a wheelbase and chassis of fifty (50) inches in width or less, steered with handlebars, generally having a dry weight of 800 pounds or less, travels on three (3) or more low-pressure tires and with a seat designed to be straddled by the operator. (Source: BLM Handbook 8342 Travel and Transportation Handbook, Appendix 3 Glossary of Terms)
Motorized Single Track	Passable by an off-highway motorcycle with a dry weight of 600 pounds or less that travels on two tires.
Non-Motorized	Non-motorized category; allows up to and including vehicles using mechanical forms of propulsion (e.g., mountain bikes, carts, land yachts, etc.). This category is inclusive of non-mechanized forms of travel.
Non-Mechanized	Non-mechanized category allows up to and including propulsion by foot and/or stock animal (e.g., pedestrian access, horseback riding, etc.). This category is exclusive of motorized and mechanized forms of travel.
Impassable	Roads intended for full-size vehicle passage that are otherwise impassable 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.
Over Snow Vehicle	Any of various motorized vehicles for travel on snow.
Unknown	Route use is either unknown or undetermined.

Corresponding FAMS attribute: Not Applicable

Corresponding FTDS attribute: Designed Use or Managed Use (same LOV for both)

Suggested FTDS Crosswalk:

GTLF obsrve_route_use_class	FTDS
2wd Low	Not Specified
4wd Low	4WD
4wd High Clearance / Specialized	4WD
UTV	Not Specified
ATV	ATV
Motorized Single Track	Motorcycle
Non-Motorized	Not Specified
Non-Mechanized	Not Specified
Impassable	Not Specified
Over Snow Vehicle	Snomo
Unknown	Not Specified

Logical Entity Name	**Special Designation Type Reference**	
Physical Domain Table	**GTLF_DOM_ROUTE_SPCL_DSGNTN_TYPE**	
The special designations applicable to each ground transportation linear feature.	**DEFAULT VALUE**	NULL

Allowable Domain Values

SPECIAL DESIGNATION TYPE NAME

ROUTE_SPCL_DSGNTN_TYPE	Description
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 Scenic Trail	Part of the congressionally designated National Trail System, these trails comprise of continuous protected scenic corridors for outdoor recreation.
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 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.

Corresponding FAMS attribute: Not Applicable

Corresponding FTDS attribute: Not Applicable

Additional Clarification of Special Designation Type:

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.

Special designation types are not consistent from state to state so there is not a single definitive list of special designation types. If a route has a state specified special designation type that is not in the domain list, leave this attribute NULL.

Note: The official name for the designated route is placed in RTE_SECONDARY_SPEC_DSGNTN_NM attribute.

APPENDIX A: LEGEND

The background color of the item is used to distinguish between the logical data model and the physical table design.

Logical Entities and Attributes
Physical Tables and Columns

For domain values, there will be a cross reference between the logical and physical names of the attributes. In some cases, the physical implementation may include additional columns. The logical reference entity may not have a code value, but the design of the table includes a code value for each domain value. Below is an example of the mapping between the logical attribute name and the table column name.

EXAMPLE: Project Status Domain Values

PROJECT STATUS NAME	PROJECT STATUS TEXT	*No Corresponding Attribute*
PJT_STAT_NM	PJT_STAT_TX	PJT_STAT_CD
Started	Project has begun, first task has been assigned	S
Proposed	Project has been proposed, but no planning	P
Completed	Project is completed	C

REVISION HISTORY

VERSION NO.	VERSION TYPE	DATE	PURPOSE
2.0	Original	1/13/2014	Initial creation
2.0	Revision	7/7/2014	Incorporated C. Hawkinson's comments
2.0	Revision	7/9/2014	Incorporated B. Benz's comments
2.0	Revision	9/15/2014	Incorporate comments from formal review process

VERSION 1.3 MODIFICATIONS

SECTION	PAGE	DESCRIPTION OF EDIT	CHANGE REQUESTED
GTLF_DOM_FLTP_CODE	4	Added GTLF to FAMS crosswalk table, reordered order of values from Yes/No/Nominated/Unknown to No/Nominated/Yes/Unknown, added Corresponding FAMS Attribute: FLTP, updated 1st sentence to read "The identification of a route as part of the Federal Lands Transportation Program (FLTP) through a Yes/No/Unknown/Nominated attribute."	Difference in values for FLTP code between GTLF and FAMS, reorder values to match workflow, Designated is a loaded term and may not be used correctly here,
DOM_YES_NO	5	Update column name from PLAN_ADDL_MODE_TRNSPRT_RSTRCT_CODE to PLAN_ADD_MODE_TRNSPRT_RSTRT_CD, capitalize Reciprocal Right-of-Way	Shorten column name to fit with Oracle design rules, inconsistent capitalization of right-of-way
GTLF_DOM_ROUTE_DSGNTN_AUTH	8	Updated definition to remove reference to ownership	Ownership vs jurisdiction
GTLF_DOM_BLM_ASSET_CLASS	9-10	Add phrase "or LUP" to Transportation System – Road, Transportation System – Trail, remove Interim Legislative value, updated definition of	

		Temporary Route, updated Corresponding FAMS attribute: to "Similar information can be found in FAMS but is not stored in a single attribute."	
GTLF_DOM_OHV_ROUTE_DS GNTN	11	Added phrase "with regard to use of Off-Highway Vehicles (OHV) only." to definition	
GTLF_DOM_PLAN_MODE_TR NSPRT	13	Rework definition to clarify hierarchical nature of list	
GTLF_DOM_PLAN_MODE_TR NSPRT	13	changed snowmobile to Over Snow Vehicles	Change snowmobiles to Over Snow Vehicles
GTLF_DOM_ACCESS_RSTRCT	15	Add "or the "when"" to definition, added new value "All", removed value "Permitted User Only", updated Authorized Only to "Authorized/Permitted User Only"	Need an all, split of users is inaccurate
GTLF_DOM_OBSRVE_MODE_ TRNSPRT	16	changed snowmobile to Over Snow Vehicles, Rework definition to clarify hierarchical nature of list	Change snowmobiles to Over Snow Vehicles
GTLF_DOM_OBSRVE_SRFCE_ TYPE	18	Added ",but is not limited to" to definition of solid surface value, updated description of Snow to clarify usage, removed list of specific materials from the definition for aggregate, updated definition of attribute to indicate this is the surface type present at the time of the observation.	Clarify that list for solid surface is not inclusive, dry season is not the primary season in some areas, remove obsolete surface materials from definition for aggregate.
GTLF_DOM_ROUTE_USE_CLA SS	22	Default value changed from 2wd Low to Unknown	Make default value 4wd High Clearance
GTLF_DOM_ROUTE_USE_CLA SS	23	changed snowmobile to Over Snow Vehicles for UTV, ATV and Snowmobile/Over Snow Vehicle	Change snowmobiles to Over Snow Vehicles
GTLF_DOM_ROUTE_USE_CLA SS	23	updated definition of Snowmobile/Over Snow Vehicle to motorized from automotive	
GTLF_DOM_ROUTE_USE_CLA	24	Changed Snowmobile to Over Snow Vehicle	Change snowmobiles to Over

SS: Suggested FTDS Crosswalk			Snow Vehicles
GTLF_DOM_ROUTE_SPCL_DSGNTN_TYPE	25-26	Removed All American Road, National Scenic Byway, National Forest Scenic Byway, Auto Tour Route and 2nd instance of National Scenic Trail, updated BackCountry (1 word) to Back Country (2 words), added the following sentence to the Additional Clarification section "If a route has a state specified special designation type that is not in the domain list, leave this attribute NULL."	Data Steward only wants NHT, NST, BLM Back Country Byway and NRT in the list
Table of Contents	2-3	Updated Table of Contents	
Entire Document	All	Removed "linear" as it pertains to ground transportation features from statements in the document. Replaced "GTLF" with "GTF".	
GROUND TRANSPORTATION LINEAR FEATURES DOMAINS		Removed DOM_YES_NO and DOM_ADMIN_ST from document.	
Entire Document	All	Inserted "linear" as it pertains to ground transportation features into statements in the document. Replaced "GTF" with "GTLF".	