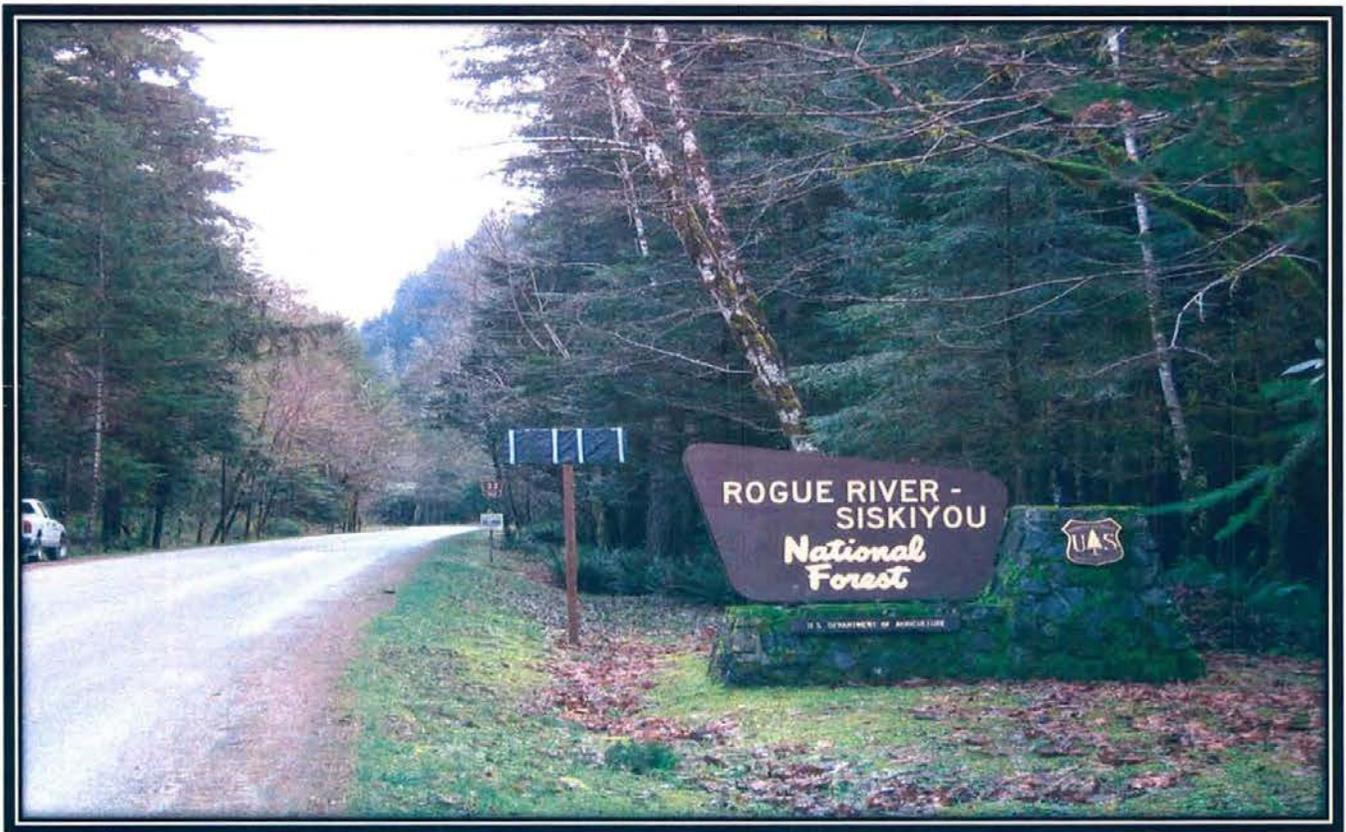




Commercial Road Use Rules And Road Use Permit Requirements



Rogue River-Siskiyou National Forest
(August, 2012)

Table of Contents

Introduction	3
Definitions.....	4
General Road Rules.....	5
Specific Road Rules.....	8
Specific Road Rule Tables -	
Gold Beach RD	9
High Cascades RD	10
Power RD	11
Siskiyou Mountains RD	12
Wild Rivers RD	13
Exhibit A - Damage Control Guidelines	14
Exhibit B - State of Oregon Permit Weight Table 1	17

Introduction

The purpose of this document is to display the rules and regulations governing the use of Rogue River-Siskiyou National Forest System Roads by all commercial users. These Rules are necessary to protect the roads and adjacent natural resource values, and provide for the safety of all forest users. The objectives of the Road Rules are to:

1. Provide commercial users with uniform and timely information concerning the requirements on roads in advance of bidding on contracts or applying for permits.
2. Provide Forest Officers with a display of current road use requirements so they can administer them uniformly with all commercial users.
3. Implement a responsive system for issuing permits or making other arrangements for authorizing road use to meet the special needs unique to any commercial user.
4. Regulate the use of National Forest System roads in order to meet forest management objectives and protect road investments.
5. Inform other agencies and Forests about requirements concerning the use of Rogue River-Siskiyou National Forest roads.
6. Provide for the safe use of the road system by all forest users.

Road Rules define traffic conduct expected by commercial users and their agents on Forest Service roads. They are made up of both *general* and *specific* rules. General Road Rules are applicable to all commercial users of Forest Service roads, and apply to all roads unless modified by written waiver, permit, contract, easement, or by a Specific Road Rule. Specific Road Rules modify General Road Rules and only apply to specific roads.

Exceptions to Road Rules may be allowed when such permission is in writing. Permission may be granted and documented using the proper format established in contracts or road use permits. Permission for operations not administered by contract or road use permit can be authorized by the District Ranger. (Use form FS-7700-40 to apply)

Processing applications for variance permits may take up to thirty (30) days depending upon the haul route and the complexity of bridges or other structures involved.

Questions regarding road rules should be directed to the District Ranger. The road rules will be reviewed and revised as necessary. You may also contact Forest Service Road Managers for additional information on the Gold Beach Ranger District (541 247-3600), Powers Ranger District (541 439-6200) or the Grants Pass Office (541. 471-6500). Your cooperation is appreciated in helping the Rogue River-Siskiyou National Forest manage the road system.

Definitions

1. Road Rule: A statement defining traffic conduct required by commercial users (or their agents) on roads under Forest Service jurisdiction. Rules consist of General Road Rules and Specific Road Rules.
2. General Road Rule: Rules applicable to all commercial users of the Forest Service roads. The rule applies to all roads unless modified in written waiver (permit, contract, easement, etc.) or by a Specific Road Rule.
3. Specific Road Rules: Rules that modify the General Road Rules and will apply only to selected roads and structures.
4. Waiver: A permit, contract, easement, fire order, formal letter, etc., signed by an authorized Forest Officer or Representative, granting approval to modify a General or Specific Road Rule.
5. Commercial Use: Any traffic generated by a commercial user of roads under the jurisdiction of the Forest Service including, but not limited to, hauling of materials, livestock, wood products, rock, asphalt, passengers, equipment, or other commercial use.
6. Roadway: The portion of the road within the limits of excavation and embankment (top of cut to toe of fill) consisting of cut and fill slopes, drainage ditches, and the roadbed including surfacing and all widening.
7. Structures: Constructed or installed sections and materials to provide safety, increase strength, or control drainage on, within or through the roadway.
8. Roadway and Structure Damage: The unplanned reduction in the ability of the road or road structures to support traffic, provide drainage, or provide safe transportation. See Exhibit A, Damage Control Guidelines for further details.
9. Open Roads: Roads where permits may be granted for commercial haul.
10. Prohibited Use Roads: Roads where no use will be authorized. For timber sales and stewardship contracts, these roads will be listed as “X” (all commercial haul is prohibited) or as “P” (all use is prohibited).
11. Restricted Use Roads: Roads where certain types of commercial use may not be permitted or use may be restricted. For timber sales and stewardship contracts, these roads will be listed as “R” (and the description of the type of restriction shall be shown in C(T)5.12#).
12. Traveled Way: The portion of the roadway for the movement of vehicles, exclusive of the shoulders and auxiliary lanes.
13. Unsuitable Roads: Roads that shall not be hauled upon prior to completion of reconstruction as agreed to by the Forest Service. For timber sales and stewardship contracts, these roads will be listed as “U” (Unsuitable for hauling prior to completion of agreed reconstruction).

General Road Rules

Rogue River-Siskiyou National Forest (2012)

1. State laws relating to operation of motor vehicles are applicable to all Forest Service roads under the jurisdiction of the Rogue River-Siskiyou National Forest and are enforceable by Federal, State, and County Officers.
2. Commercial use is not permitted on any Rogue River-Siskiyou National Forest road unless the user has a permit or other written authorization, (36 CFR 261.10(a) & (c) and 261.54 (c)).
3. Constructing a road on National Forest land or maintaining a Forest Service road is prohibited without a contract, permit, or other written agreement, (36 CFR 261.10(a) and 261.54 (c)).
4. Snow plowing without a contract, permit, or other authorization is prohibited, (36 CFR 261.54 (a)). Snow plowing will be required for commercial haul on any Forest Service Road when a Forest Officer determines that the road is unsafe for travel or when the cumulative depth of snow and ice exceeds six inches above the road surface. Authorizations to allow snow removal may be approved by the District Ranger. See the Specific Road Rules listing for cases where snow removal may not be authorized during certain times of the year.

Use of track mounted equipment to plow snow is prohibited unless specifically authorized in said permit or written agreement. For snow plowing, all blades or plows shall be equipped with shoes or runners to keep the blade a minimum of two (2) inches above the road surface unless specified in writing.

5. A National Forest timber purchaser is only authorized to use those roads identified in the contract, and is subject to limitations and specific rules imposed on these roads in the contract, these Road Rules, and any outstanding orders issued by the Forest Supervisor.
6. The provisions of the Oregon Revised Statutes, Chapters 801 through 826, relating to the operation of motor vehicles are applicable to all Forest Service roads on the Rogue River-Siskiyou National Forest and are enforceable by State and County Law enforcement officers as well as authorized Forest Officers when such statute is supported by an existing Federal Regulation, (e.g., Title 36, Code of Federal Regulations, Section 261).
7. Operating a vehicle carelessly, recklessly, or without regard for the rights or safety of other persons or in a manner or at a speed that would endanger or be likely to endanger any person or property is prohibited on all National Forest System Roads under the jurisdiction of the Rogue River-Siskiyou National Forest. (36 CFR 261.54(f))
8. The load weight, height, length and width limitations of vehicles on National Forest roads shall be in accordance with Chapter 818 of the Oregon Vehicle Code. This Oregon Vehicle Code is enforceable under Title 36 CFR 261.12 (a) or upon written notice to a commercial user to suspend use.

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9. All commercial users are required to apply for and obtain both a State of Oregon and Rogue River-Siskiyou National Forest overload permit to exceed legal limits established by the State of Oregon on all Forest Service Roads. In addition, any vehicle gross weight more than 80,000 pounds or with axle weights and/or axle spacing not in conformance with Oregon Weight Table 1 require a USDA Forest Service Bridge Permit to cross any Forest Service bridge. Processing applications for bridge overload permits may take up to thirty (30) days depending upon the haul route and the complexity of bridges or other structures involved.
 10. A weight certification or State overload permit is to be with the hauling vehicle or in the possession of the designated representative on the project. A load includes the equipment or materials being moved and the vehicle on which it is being moved. The weight certificate shall show the name of the owner of the equipment, the weight of the load (within 5% accuracy), distinctive identification by which the load can be recognized and the signature of the person certifying that the weight is accurate.
 11. Damaging or leaving in a damaged condition, any road or segment thereof is prohibited. Damage is exclusive of the ordinary road maintenance described in the contract or permit. See Exhibit A and Introduction for definitions and examples of roadway and structure damage. Commercial Users may be held liable for any damage caused by their operations. (36 CFR 261.12(c))
 12. All Forest Roads are subject to short term traffic restrictions and/or closures due to seasonal or unusual weather conditions, user safety, or when necessary to permit reconstruction and maintenance, (36 CFR 261.54). The Forest Service may suspend haul operations when damage to resources, facilities, or structures, is imminent, or when user safety is at risk.
 13. Commercial use of National Forest Roads by any Permittee, Contractor, or their agents shall be voluntarily suspended by the commercial user when continued use will cause damage to roads, structures, or National Forest Resources; or when continued use will result in unsafe conditions to others, (36 CFR 261.12(c)). See Exhibit A – Road Damage Guidelines for guidance to follow for avoiding damage.
 14. Tracked equipment will not be allowed on paved or stabilized road surfaces, cattleguards, or bridges. Prior written approval must be given by the Forest Service to operate tracked equipment on any other system road.
 15. No road shall be blocked by placing of any vehicle or other object upon it in a manner that is an impediment or a safety hazard, or conflicts with other users, unless otherwise provided in a permit or written authorization. (36 CFR 261.10(f) and 261.12(d))

Examples of impediments are:

- A. Slow moving logging, construction, or road maintenance equipment operated without posting proper warning signs.
- B. Logging slash or other debris left in the roadway.
- C. Logs yarded or decked on, or protruding into the road or turnouts.
- D. Trees being felled onto the roadway

Application for permission to block roads, or to use them as landings or for other uses, must be made, in writing, to the Contracting Officer or District Ranger. Allow at least (30) days for process of application.

16. When nonskid materials are used on slippery surfaces, the residual material shall be removed from pavement surfaces as soon as the snow has melted from the roadbed in the spring. Chemicals will not be allowed.
17. All signing requirements on roads open for public use on the Forest will meet Manual of Uniform Traffic Control Devices (MUTCD) standards. Some roads accessing State and County highways may require additional signing to warn traffic of trucks entering onto or across the highway. All temporary traffic control and/or warning signs shall have retroreflective background sheeting. All materials, supplies and maintenance of devices shall be performed by the permittee.
18. All Commercial Users shall comply with the current Forest Fire Precaution Levels and Public Use restrictions on the Rogue River-Siskiyou National Forest. Current information may be obtained by calling the appropriate Ranger District Office.
19. All Commercial Users shall comply with the current Rogue River-Siskiyou National Forest Travel Plan. Maps are available for each Ranger District showing specific road and area closure periods necessary to provide recreational opportunities and protect resource values.

APPROVED BY:  DATE: 8/30/12
Forest Supervisor
Rogue River-Siskiyou National Forest

Specific Road Rules

Specific Road Rules supplement General Road Rules, and apply to roads listed in the tables on the following pages. These roads have specific restrictions regarding type and size of vehicles allowed and times of year when commercial traffic is not allowed due to seasonal road and area closures. This list is not all-inclusive. The Forest Travel Plan is made up of a set of District Travel Maps that have additional road and area restrictions that all Forest Users including Commercial Users must follow. The Forest Service and the Oregon Department of Fish and Wildlife also administer Cooperative Travel Management Areas on some parts of the Forest during hunting seasons (Green Dot system). Commercial Users are bound by the regulations of those areas as well.

Code Definitions

- P** - No commercial use will be authorized.
- X** - Equipment or vehicles rated over 10,000 pounds gross vehicle weight (GVW) is prohibited.
- R** - Use restricted as shown under restrictions/requirements column of the Specific Road Rules tables.
- BR** - Bridge restricted as shown under restrictions/requirements column of the Specific Road Rules tables.

Restriction and Requirement Abbreviations

- Co** - County road or other jurisdiction
- Jct** - Junction of the road being addressed with another road.
- MP** - Milepost
- AM** - Restrict overloads to early morning (AM) hours.
- WH** - Closed to commercial haul on weekends and holidays.

Note: * Tons are for log truck configuration (type 3S2) users need to check for other configurations.

Specific Road Rules

Gold Beach Ranger District

Road Number	Code	Termini	Restrictions/Requirements
1376	R	Redwood Park to Jct 1099 Rd	AM and WH
1107	R	Elk Creek to Winchuck River Bridge	AM and WH
2300	R	MP 12.3 to Jct 33 Rd	WH, FSR 2308 is preferred haul route. Extra signing required. Pilot car required for all lowboy transports. Notify recreation of commercial use.
3700	R	MP 5.5 to 6.5	Slow, 15mph, Additional warning signs shall be placed at Foster Bar Jct. (FSR 3730250 & FSR 3730) and on FSR 33.

Specific Road Rules

High Cascades Ranger District

Road Number	Code	Termini	Restrictions/Requirements
3065	R	From County Rd 821 to FSR 3065-500	WH
37	R	From Dead Indian Memorial Highway to State Hwy 140	WH, Snow removal during winter months not permitted.
3730	P	From FSR 2815400 Jct to County Road	
60	P	From FSR 6215 Jct to FSR 6000700 Jct	

Specific Road Rules

Powers Ranger District

Road Number	Code	Termini	Restrictions/Requirements

Specific Road Rules

Siskiyou Mountains Ranger District

Road Number	Code	Termini	Restrictions/Requirements
1040700	P	FSR 1035350 Jct to FSR 1040730 Jct	
1075	R	FSR 1075100 to Squaw Lakes	WH
20	R	Silver Fork Gap to Mt. Ashland Campground	WH
2060	R	Full Length	WH

Specific Road Rules

Wild Rivers Ranger District

Road Number	Code	Termini	Restrictions/Requirements
2200018	R	Co Road to Forest Boundary	WH
23	R	MP 12.3 to Jct. 33 Rd	WH, FSR 2308 is preferred haul route. Extra signing required. Pilot car required for all lowboy transports. Notify recreation of commercial use.
25	R	Full road length	AM and WH
4103	R	Co Rd Jct. to Illinois River Trailhead	WH, Pilot car for trucks to be evaluated beyond Jct. of 4105
4201	R	Co Rd Jct. to Upper Illinois River Bridge	WH
4201	BR	MP 2.0, Upper Illinois River Bridge	Max Height 13'-6"
4812 040	R	Jct. of 4812 to Bolan Lake	WH
4812 041	R	Jct. of 4812 to Tannen Lake Parking area	WH

EXHIBIT A

Damage Control Guidelines

Damage Control Guidelines

The following guidelines shall be used by the commercial user to determine when action such as maintenance, dust abatement, suspension of use, or other measures are to be taken to avoid resultant damage to roads and adjacent resources, and to provide for user safety.

A. Unsurfaced Roads:

1. Dust cloud obstructing the view of vehicles within the safe stopping sight distance.
2. Drainage not working as designed, ruts interfering with drainage, muddy ditch water, mud on roads that is contributing to siltation outside the traveled way.
3. Slash or other debris on road surface, shoulders, or drainage features.

B. Aggregate Surfaced Roads:

1. Dust cloud obstructing the view of vehicles within the safe stopping sight distance.
2. Excessive aggregate fines being lost from the road surface through dusting.
3. Drainage not working as designed, ruts interfering with drainage, muddy ditch water, mud on roads that is contributing to siltation outside the traveled way, etc.
4. Ruts 1-2 inches deep, or any ruts interfering with proper drainage.
5. Washboards or potholes, up to 2 inches deep.
6. Slash or other debris on road surface, shoulders, or drainage features.
7. Isolated soft spots or ruts that can be repaired with incidental loads of rock.

C. Asphalt Surfaced Roads:

1. Asphalt bleeding. Particular attention should be given during hot weather. (Immediately notify the Road Manager through the District Office.)
2. Ruts greater than ½ inch with minor to no lateral, transverse, or alligator cracking.
3. Slash or other debris on road surface or in ditches and culverts.
4. Freeze/Thaw conditions.

If the Forest Service determines that the commercial user has failed to take the appropriate action, the commercial user's operations will be suspended. Such suspensions shall be effective when the commercial user is notified verbally, in writing, or by road closure posted on the road. Verbal suspensions will be followed by written notification. (36 CFR 261.53 & 261.56)

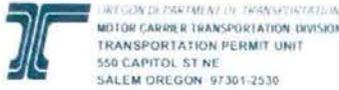
Road Damage

The Following are examples of roadway and structure damage of which the Commercial User may be held liable:

- A. Driving crawler or lug equipment upon or leaving tractor marks on any bridge or other structure including asphalt, concrete, wood, or metal surfaces.
- B. Any bending or breaking damage to bridge rails, guardrails, culverts, signs, signposts, markers, cattleguards, or other structures.
- C. Operations that result in a change in the support value or safety of a roadway not correctable by normal maintenance activities such as:
 - 1) Allowing soil, mud, debris, or oversized rocks to be incorporated into or onto the roadway, which may affect drainage, normal maintenance activities, or the strength of the surface structure.
 - 2) Allowing the intermixing of slash or subgrade soil with aggregate or the mixing between layers of aggregate to occur, which may affect the character or strength of the surface structure.
 - 3) Allowing potholes or washboard surfaces which may cause saturation of the subgrade, mixing of the aggregate layers, or intermixing of subgrade soil with aggregate which may affect the character or strength of the surface structure.
 - 4) Allowing the alteration of drainage which may result in the unacceptable loss of surface rock, a change in the character of the ditch line, or concentrations of water which may erode slopes or saturate the subgrade.
 - 5) Allowing any use on asphalt surfaces which may result in a breakdown of the asphalt layer.
 - 6) Allowing any use such as tractors with metal lugs on crushed aggregate surfaces which may result in segregation, mixing of aggregate layers, breakdown of aggregate material, or reduction in compaction of the aggregate surface.
 - 7) Allowing aggregate to be plowed off of the roadway during normal blading or snow removal operations.
 - 8) Allowing loss of fines from the road surface (dusting) to occur which may affect safety or reduce the strength and stability of the road surface.
 - 9) Allowing the cut slope to be undercut during blading operations which may affect the stability of the slope.
 - 10) Allowing ditch slough and slide material to be wasted over fill slopes or into culvert inlets during maintenance operations which may affect the stability of the slope, increase erosion and sediment, or degrade plant values.
 - 11) Allowing rutting of unsurfaced roads from traffic which may result in increased erosion and the need for increased road maintenance work.

EXHIBIT B

State of Oregon Permit Weight Table 1



Permit Weight Table 1

(REVISED 08-2002)

The following exceptions apply to the table of weights shown below:

Exception 1: Two consecutive tandem axles may weigh up to 34,000 pounds each if:

Minimum Axle Spacing Required	Interstate Highways	Non-Interstate Highways
30 feet or more	Permit Required	No Permit Required
36 feet or more	No Permit Required	No Permit Required

Exception 2: A group of four axles consisting of a set of tandem axles and two axles spaced nine feet or more apart may have a loaded weight of more than 65,500 pounds and up to 70,000 pounds if:

Minimum Axle Spacing Required	Interstate Highways	Non-Interstate Highways
35 feet or more	Permit Required	No Permit Required

- Minimum axle spacing is the distance between the first and last axle of any group shown above.

Wheelbase In Feet *	Number of Axles						Wheelbase In Feet *	Number of Axles					
	2	3	4	5	6	7 Or More		2	3	4	5	6	7 Or More
4	34,000	34,000	34,000	34,000	34,000	34,000	31	40,000	59,000	62,500	67,500	72,500	78,000
5	34,000	34,000	34,000	34,000	34,000	34,000	32	40,000	60,000	63,500	68,000	73,000	78,500
6	34,000	34,000	34,000	34,000	34,000	34,000	33	40,000	60,000	64,000	68,500	74,000	79,000
7	34,000	34,000	34,000	34,000	34,000	34,000	34	40,000	60,000	64,500	69,000	74,500	80,000
8 & less	34,000	34,000	34,000	34,000	34,000	34,000	35	40,000	60,000	65,500	70,000	75,000	80,000
Over 8	38,000	42,000	42,000	42,000	42,000	42,000	36	40,000	60,000	66,000	70,500	75,500	80,000
9	39,000	42,500	42,500	42,500	42,500	42,500	37	40,000	60,000	66,500	71,000	76,000	80,000
10	40,000	43,500	43,500	43,500	43,500	43,500	38	40,000	60,000	67,500	71,500	77,000	80,000
11	40,000	44,000	44,000	44,000	44,000	44,000	39	40,000	60,000	68,000	72,500	77,500	80,000
12	40,000	45,000	50,000	50,000	50,000	50,000	40	40,000	60,000	68,500	73,000	78,000	80,000
13	40,000	45,500	50,500	50,500	50,500	50,500	41	40,000	60,000	69,500	73,500	78,500	80,000
14	40,000	46,500	51,500	51,500	51,500	51,500	42	40,000	60,000	70,000	74,000	79,000	80,000
15	40,000	47,000	52,000	52,000	52,000	52,000	43	40,000	60,000	70,500	75,000	80,000	80,000
16	40,000	48,000	52,500	58,000	58,000	58,000	44	40,000	60,000	71,500	75,500	80,000	80,000
17	40,000	48,500	53,500	58,500	58,500	58,500	45	40,000	60,000	72,000	76,000	80,000	80,000
18	40,000	49,500	54,000	59,000	59,000	59,000	46	40,000	60,000	72,500	76,500	80,000	80,000
19	40,000	50,000	54,500	60,000	60,000	60,000	47	40,000	60,000	73,500	77,500	80,000	80,000
20	40,000	51,000	55,500	60,500	66,000	66,000	48	40,000	60,000	74,000	78,000	80,000	80,000
21	40,000	51,500	56,000	61,000	66,500	66,500	49	40,000	60,000	74,500	78,500	80,000	80,000
22	40,000	52,500	56,500	61,500	67,000	67,000	50	40,000	60,000	75,500	79,000	80,000	80,000
23	40,000	53,000	57,500	62,500	68,000	68,000	51	40,000	60,000	76,000	80,000	80,000	80,000
24	40,000	54,000	58,000	63,000	68,500	74,000	52	40,000	60,000	76,500	80,000	80,000	80,000
25	40,000	54,500	58,500	63,500	69,000	74,500	53	40,000	60,000	77,500	80,000	80,000	80,000
26	40,000	55,500	59,500	64,000	69,500	75,000	54	40,000	60,000	78,000	80,000	80,000	80,000
27	40,000	56,000	60,000	65,000	70,000	75,500	55	40,000	60,000	78,500	80,000	80,000	80,000
28	40,000	57,000	60,500	65,500	71,000	76,500	56	40,000	60,000	79,500	80,000	80,000	80,000
29	40,000	57,500	61,500	66,000	71,500	77,000	57 or more	40,000	60,000	80,000	80,000	80,000	80,000
30	40,000	58,500	62,000	66,500	72,000	77,500							

The loaded weight of any group of axles, vehicle, or combination of vehicles shall not exceed that specified in the table of weights shown above or any of the following:

- The manufacturer's side wall tire rating but not to exceed 600 pounds per inch of tire width.
- 600 pounds per inch of tire width
- 20,000 pounds on any one axle, including any one axle of a group of axles.
- 34,000 pounds on any tandem axle.
- The sum of the permissible axle, tandem axle, or group of axle weights shown above, whichever is less.

Note exceptions 1 and 2 above.