Commercial Road Use Rules
And
Road Use Permit Requirements

Umpqua National Forest
June 2025

APPROVED BY: MELANY GLOSSA Digitally signed by MELANY GLOSSA Date: 2025.06.13 12:11:27 -07'00'

Melany Glossa
Forest Supervisor

June 13, 2025
Date

Table of Contents

Page

Transportation Systems Management Directory 2

Commercial Road Rules (Objectives and Definitions).....3

General Road Rules 4

Road Distress and Damage Definitions 6

Drop-off Points 8

Sediment Filters and Retention Structures.....11

Photo Representation of Road Distress and Road Damage.....14

Attachments

Attachment A – Bridge Use Application and Permit
Attachment B – ODOT Permit Weight Table 1
Attachment C – Umpqua Bridge Maps
Attachment D – Application for Road and Trail Use Permit
Attachment E – Snow Removal Application and Permit

TRANSPORTATION SYSTEMS MANAGEMENT DIRECTORY

Umpqua National Forest

		Phone
Forest Engineer / Bridge POC	Steve Marchi	541-957-3208
Assistant Forest Engineer	Luis Palacios	541-315-1857
Forest Trans. Planner/Systems Manager	Steve Hanussak	541-643-2572
District	District Road Point of Contact	
Cottage Grove/N. Umpqua/Diamond Lake	Nicholas Houtsager	541-671-6221
Tiller	Linda Spencer	541-825-3163

COMMERCIAL ROAD RULES

Objectives

Objectives of the Road Rules and Regulations for commercial use of roads on the Umpqua National Forest are:

1. Provide commercial users with a uniform and timely system concerning use requirements on roads in advance of applying for permits or bidding on contracts.

2. Provide Forest Officers with a system to display their road use requirements and to 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.

Definition

(Road Distress, Road Damage, and Environmental Damage are defined on pages 6 and 7)

1. CFR - The Code of Federal Regulations (CFR) is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government (www.ecfr.gov). It is divided into 50 titles that represent broad areas subject to Federal regulation.

2. Commercial User - Any traffic generated by a timber purchaser or other commercial user of the National Forest, including but not limited to log haul, rock haul, commercial firewood hauling, construction equipment and materials hauling, guides, and outfitter traffic.

3. Forest Service Line Officer - A Forest Service official who has delegated authority to carry out the objectives, policies, and standards.

4. General Road Rules - Rules applicable to all commercial users of Forest Service Roads. The rules apply to all roads unless modified by written waiver (permit, contract, etc.).

5. National Forest System Road - A forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority. (36 CFR 212.1, 36 CFR 251.51, 36 CFR 261.2)

6. Road Rule - A statement defining traffic conduct expected by commercial users (or their agents) on a Forest Service road.

7. Waiver - A permit, contract, fire order, formal letter, etc., signed by the Forest Supervisor or their delegated representative, granting approval to waive a requirement of the Road Rule.

GENERAL ROAD RULES

1. The Provisions of the Oregon Revised Statutes, Chapters 801 thru 826, relating to the operation of motor vehicles are applicable to all Forest Service roads on the Umpqua NF and are enforceable by State or County law officers.

2. Commercial use is not permitted on any Umpqua National Forest road unless the user has a permit or other written authorization. Refer to (36 CFR 261.10(a) & (c) and CFR 261.54(c)).

3. The load weight, height, length, and width limitations of vehicles on roads and bridges shall be in accordance with Chapter 818 of the Oregon Revised Statutes (Oregon Vehicle Code) and associated Permit Weight Table 1 (Attachment A). This rule is enforceable under either Federal Regulation (Reference Regulation 36 CFR 261.12(a) and 261.54(d)) or upon written notice to a commercial user to suspend use. Those vehicles not covered by Chapter 818, such as tracked vehicles, shall apply for a bridge overload permit (Attachment C) regardless of the gross vehicle weight.

4. Waivers to 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. Operations not administered by contracts or road use permits will apply for permission through the District Ranger. Application forms for road use permit, FS-7700-40 (Attachment B), bridge overload permit (Attachment C), and snow removal permit (Attachment D) are available at the Forest Supervisor or Ranger District offices.

5. Up to thirty (30) days will be required to process applications for permits depending upon the haul route and the complexity of bridges or other sensitive structures involved.

6. Snow plowing without permit is prohibited (Reference Regulation 36 CFR 261.10(a)). Snow plowing permits or written authorization will be granted when not in conflict with other road uses, and when possible without unacceptable resource risk.

7. When nonskid materials such as, but not limited to, cinders or sands are used on icy surfaces, the residual material will be removed from the pavement surface in the spring by the commercial user placing the material. Salt will not be allowed.

8. Damaging and leaving in a damaged condition any road or segment thereof is prohibited. Damage is exclusive of ordinary maintenance described in the contract or permit. Reference Regulation 36 CFR 261.12(c).

9. Commercial use of a National Forest road must be suspended immediately by the commercial user when such use causes damage to roads, structures, resource damage, or when such use will result in unsafe conditions to others. Such suspension may also be effective when the user is notified in writing or by road closures per Regulation 36 CFR 261.54. The commercial user is responsible for repairing resource damage, road damage, and restoration of the road to its original load carrying ability, lines, and grades when damage is caused by commercial users' operations.

10. All Forest roads are subject to short-term traffic restrictions and/or closures by the Forest Service due to seasonal or unusual weather conditions (such as freeze/thaw cycles, heavy precipitation, etc.), user safety, emergency traffic, or when necessary to permit reconstruction and maintenance. Contracting Officer and designated representative may suspend operations when damage to resources, facilities, or structures, is imminent, or when user safety is at risk.

11. A National Forest timber purchaser is only authorized to use those roads identified in the list attached to Timber Sale Provision C(T)5.31# or KT-FT.3.1.#, and is subject to limitations and specific rules imposed on these roads in C(T)5.12# or KT-FT.1.2.#, these Road Rules, and any outstanding orders issued by the Forest Supervisor.

12. No road shall be blocked by any vehicle or other object in a manner that is an impediment or a hazard to safety or conflicts with other users unless otherwise provided in a permit or written authorization. Refer to 36 CFR 261.10 (f) and 36 CFR 261.12(d).

13. All signing requirements on roads open for public use on the Forest will meet current MUTCD standards. 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.

14. All commercial users will comply with Forest Fire Precaution Levels and Public Use restrictions on the Umpqua National Forest.

15. Between May 1 and October 31, lowboy jeeps and pups may be dropped off at the locations listed on pages 10-12. On access to the drop off points, only Highway legal loads (refer to Attachment A) are allowed, unless waived by permit or other authorization. Beyond the drop-off points, the limit is 160,000 pounds except that all Forest Service bridges still require overload permits. Between November 1 and April 30, variance or overload permits are required on Forest Service roads for any loads that exceed legal highway loads. Application for variance permits for roads must be made at least five (5) business days in advance and approved by the Forest Engineer.

16. Unless agreed otherwise, to reflect site specific conditions, all commercial vehicles will be suspended for a minimum of 24 hour period (or until road conditions improve) when the previous 24 hour period rainfall exceeds 1/2 inch. Commercial Users should check anticipated weather forcasts and adjust operations accordingly. When rainfall is expected to exceed 1/2 inch, consider postponing operations. Rainfall will be measured from the nearest available Remote Automatic Weather Station (RAWS) site. (http://www.wrh.noaa.gov/mfr/ Observations Tab).

17. Tracked equipment will not be allowed on paved or stabilized road surfaces, cattle guards, or bridges. Prior written approval must be given by the Forest Engineer to operate tracked equipment on any system road.

ROAD DISTRESS AND DAMAGE DEFINITIONS

I. ROAD DISTRESS: Indicates maintenance must be performed as specified in Special Provisions C(T)5.31#, KT-FT.3.1.#, Road Use Permit, or other authorizing document. If maintenance cannot be performed, use must be reduced or stopped until signs of distress are no longer present unless otherwise agreed in writing by Forest Service.

A. Road distress indicators on gravel surfaces are:
(See Attachment F – Photo Representation of Road Distress and Road Damage)

1. Surface course deformities (potholes, soft spots, ruts, etc.) greater than 2" deep that can be repaired with incidental loads of aggregate by the holder of the contract or permit.

2. Drainage not functioning as designed (surface and/or structures).

3. A slurry causing a loss in traction, not as a result of road deterioration and does not cause damage as defined below. Slurry is defined as a solution of unconsolidated aggregate fines and/or forest litter on the running surface.

    a. Pre-haul implementation of effective sediment controls may be utilized to prevent environmental damage associated with this type of road distress (See Attachment E - Sediment Filters and Retention Structures).

B. Road distress indicators on pavement are:

1. Any perceptible change in the pavement cross section or surface (cracking, shoving, etc.) caused by contract operations.

2. Drainage structures not functioning as designed.

II. ROAD DAMAGE: Is a reduction in the ability of a road or structure to carry traffic that cannot be corrected by contract maintenance methods. Use must be stopped immediately and the road repaired, and commercial use will not commence until authorized in writing by the Forest Service. Road damage indicators are:

A. Load carrying ability of the road is reduced as a result of but not limited to:
(See Attachment F – Photo Representation of Road Distress and Road Damage)

1. Subgrade pumping and/or contamination of surfacing.

2. Soft spots, potholes, or ruts that result in subgrade deformation.

3. Improper maintenance practices result in loss of aggregate.

B. Maintenance methods specified in the contract cannot repair the road. Isolated soft spots or ruts that can be repaired with incidental loads of rock are not "damage".

C. Failure to maintain drainage causes loss of surfacing, saturation of subgrade layers, degradation of surface course, or erosion of fill slopes.

D. Use of asphalt road results in permanent deformation of pavement cross section or degradation of asphalt surface.

III. ENVIRONMENTAL DAMAGE: Is the displacement of sediment, resulting from the contract or permitee holders operations. Damage is defined as a visible increase in turbidity or sediment reaching streams from operations.

Refer to the following attachments:

Attachment E - Sediment Filters and Retention Structures

Attachment F – Photo Representation of Road Distress and Road Damage

DROP-OFF POINTS

Cottage Grove Ranger District Drop-off Points

Road No.	MP	Description
17	8.8	Jct. Road 1790
1746	6.4	Jct. Road 1746-763
22	8.3	Jct. Champion Creek Road

Diamond Lake Ranger District Drop-off Points

Road No.	MP	Description
28	7.24	Jct. Road 3701
2801-300	0.1	After Upper Copeland Bridge
34	6.75	After Deer Creek Bridge
3401	0.73	After Hot Springs Bridge
3402	0.74	After pavement
3700	7.09	After pavement
3701	3.78	Jct. Road 3701-220
3701-080	2.51	After Slipper Creek Bridge
3702	0.84	After pavement
4775	4.06	After pavement
6000	0.36	After pavement

North Umpqua Ranger District Drop-off Points

Road No.	MP	Description
25	8.96	After Wolf Camp Bridge at Jct. Road 2500-425
2500-050	0.53	After Cavitt Creek Bridge
27	8.9	At Grease Rack pipe arch
2700-030	0.02	After crossing Little River (Coolwater Bridge)
2700-165	7.59	Jct. Road 2700-111 and Road 27
2701	0.01	After crossing Little River Bridge (AKA Old Red Butte Bridge)
2703	0	Jct. Road 27 and Road 2703 on 27
2719	2.87	After crossing Black Creek Bridge
2719-003	0.57	Jct. Roads 2719, 2719-003, and 2719-020
2792	0.17	After crossing Little River at Red Butte Bridge
38	18.62	Jct. Road 38 and 3831
3803	0	Jct. Road 38 and 3803
3806	0	Jct. Road 38 and 3806
3809	0	Jct. Road 38 and 3809
3810	0.4	Middle of straight area
3811	0	Jct. Road 38 and 3811
3815	0	Jct. Road 38 and 3815

Road No.	MP	Description
3816	0.05	After pavement
3817	0	Jct. Road 38 and 3817
3818	5.8	Jct. Road 3818-200
3821	0	Jct. Road 38 and 3821
3824	0.08	Jct. Road 3824-011
3825	0	Jct. Road 38 and 3825
3828	0	Jct. Road 38 and 3828
3829	0	Jct. Road 38 and 3829
4710	0	Jct. State Hwy 138 and 4710
4711	0.1	After Blitzen Bridge
4712		Overloads use Panther Creek route (State Hwy. 138 to 4714 to 4712)
4713	0	Jct. State Hwy 138 and Road 4713
4714	5.83	Jct. Road 4714 and 4714-330
4720	0	Jct. Road 4720 and 4714
4750	1.5	At rock pit
4770	0	Jct. State Hwy 138 and Road 4770

Tiller Ranger District Drop-off Points

Road No.	MP	Description
27	28.7	Jct. Road 2700-900
2719	14.5	After Slick Creek Bridge
28	34	Jct. Road 2800-460
2810	0	Jct. Road 28
2813	2.9	After Straight Creek Bridge
2814	0.05	Jct. Road 2814-100
2823	2.7	
2826	0	Jct. Road 28
2830	0	Jct. Road 2823
2838	0	Jct. Road 2823
2840	0.2	After Rocky Ridge Bridge
29	17.41	Jct. Road 2947
29	30.8	On Buckeye Creek – slide at Jct. Road 2838
2921	0.1	Across from corral
2924	0.05	On left, just past asphalt apron
2924	9.75	Jct. Road 2924-799
2925	0.5	
2929	0.05	Jct. Road 29
2947-300	1.34	After Abbot Creek Bridge
2947-310	0	Jct. Road 2947-300
2950	0.3	
2980	0.51	Jct. Road 2980-010

Road No.	MP	Description
2980	11.8	South side of Zinc Creek Bridge
31	0.7	Jct. Road 3114
3113	0	On right BEFORE crossing Pickett Butte Bridge
3114	0.2	Park off travel lanes
32	0	Jct. Road 3232
32	13.29	Jct. State Hwy. 227
3200-600	0.1	Jct. Road 3200-690
3201		Alongside Co. Road 1
3230	6.6	Jct. Road 3220
3242	0.1	After Applegate Creek #2 Bridge
68	28.45	After Abbott Butte Bridge(0.1 miles from road 29)

Sediment Filters and Retention Structures

I. Erosion Control: Road surface and roadside sediment controls shall be adequate to restrict the off-site movement of sediment into stream channels. Erosion control work shall be kept current immediately preceding expected seasonal periods of precipitation or runoff. Materials for sediment controls commonly include straw mulch, woodchips, jute mats, straw bale, and wattle structures. The effectiveness of these materials will depend on actual surface water runoff rates, soil and road surface.

A. SEDIMENT FILTERS: Sediment filters are designed to capture or settle out sand and silt size particles. Sediment filters are not designed to filter clay size particle which can remain in suspension for days.

1. **Existing native vegetation, surface rock, or slash cover** can often be considered effective for erosion control when it is both stable and provides adequate coverage to filter out sediment and prevent scour (generally 70% to 80% coverage).

2. **Certified Weed Free Straw mulch** is typically applied at a 2 to 3-inch depth covering 80%, or 2 tons per acre, of the treated area. Consider using wood chips, or atlernate, in areas of grazing alotments or winter range.

3. **Woodchips, woodstraw, or fine fuels** would typically be applied at a minimum 2 inch depth covering 80% or more of the treated area.

4. **Hydromulch**

5. **Erosion control mattings and wattles** shall be made of natural fibers without nylon netting.

B. SEDIMENT RETENTION: **Sediment Retention** basins or structures are designed to slow and/or detain sediment laden runoff long enough to allow the sand and silt to settle out of suspension and deposit behind controls such as excavated basins or behind multiple straw bale structures. *Sediment retention is most suitable for retaining sediments high in sand and silt, but is impractical for retention of clay sediment.*

1. Sediment Traps can be effective when placed in a way that water escapes **over and not around or under the structure (refer to Figure 1 and Figure 2)**. Construct sediment retention structures of the following types:
    a. Temporary sediment traps: Construct temporary sediment traps to detain runoff from disturbed areas and settle out sediment. Additionally, design to provide outlet protection.

    b. Sediment basins: Construct sediment basins to store runoff and settle out sediment for large drainage areas on a case by case basis as approved by the Forest Service.

C. ANIONIC POLYMER (PAM) FLOCCULANTS: Flocculation is used to reduce turbidity by binding suspended particles that are heavy enough to settle to the bottom of the liquid. The most aggressive forms of sediment controls will use a flocculant in combination with filters and retention..

Figure 1. A designed erosion control feature with a maximum peak storm water flow detention behind a straw bale sediment detention structure. Allowing for protected peak storm overflow is a critical design element in all erosion control work.

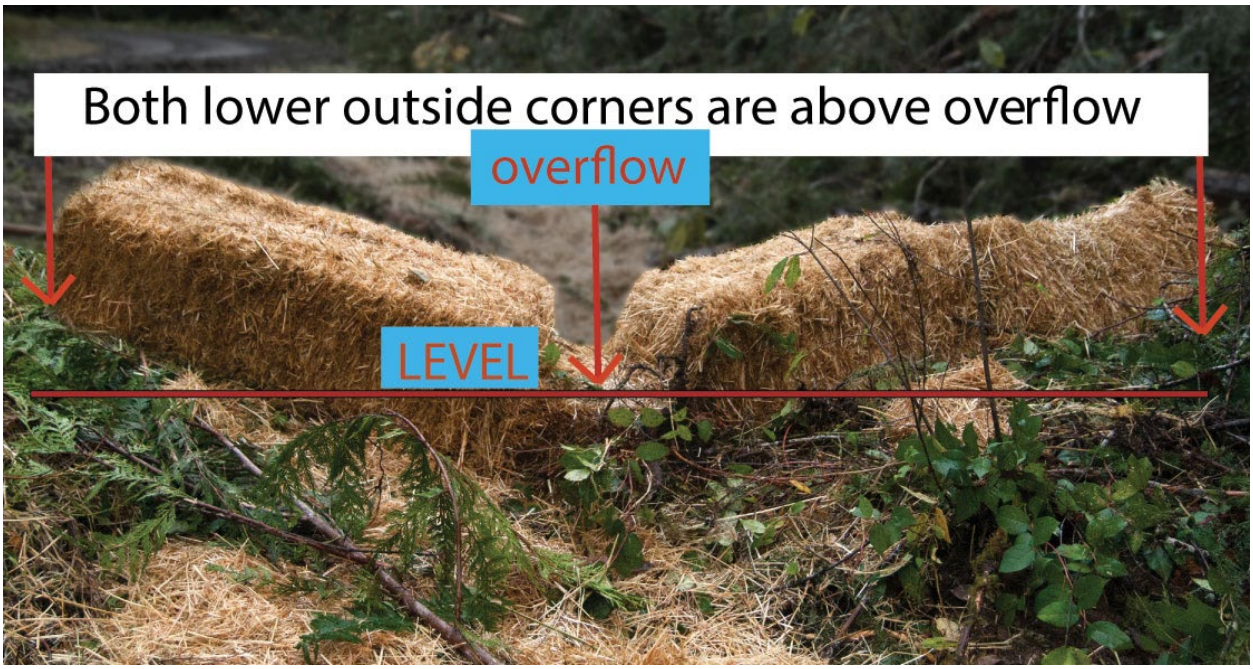

Figure 2. A correctly designed erosion control feature. This Sediment detention structure is designed with a protected peak storm overflow that is lower than both outside lower corners of the structure.

Figure 3. An incorrectly designed erosion control feature is one where the peak storm water level allows unprotected overflow around and not over the feature. Failing to plan and design for overflow is a common critical error.

Photo Representation of Road Distress and Road Damage

Road Distress

Figure 4. Example of Road Distress. Surface course deformities are present and soft spots are forming. Water is pooling within the surface course and not draining towards the shoulder.

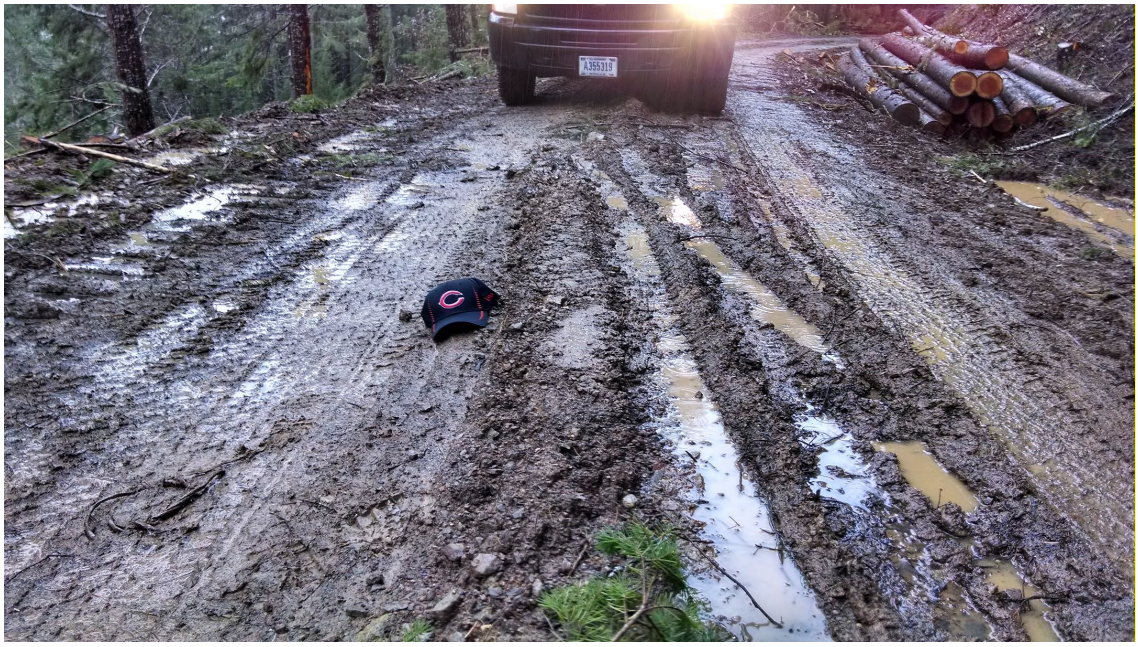

Figure 5. Example of Road Distress. Surface course deformities are present and soft spots are forming. Water is pooling within the surface course and not draining towards the ditch or the shoulder. Ditch water is pooling and being impounded in the ditch line.

Figure 6. Example of Road Distress. Surface course deformities are present. Surface drainage is being impeded.

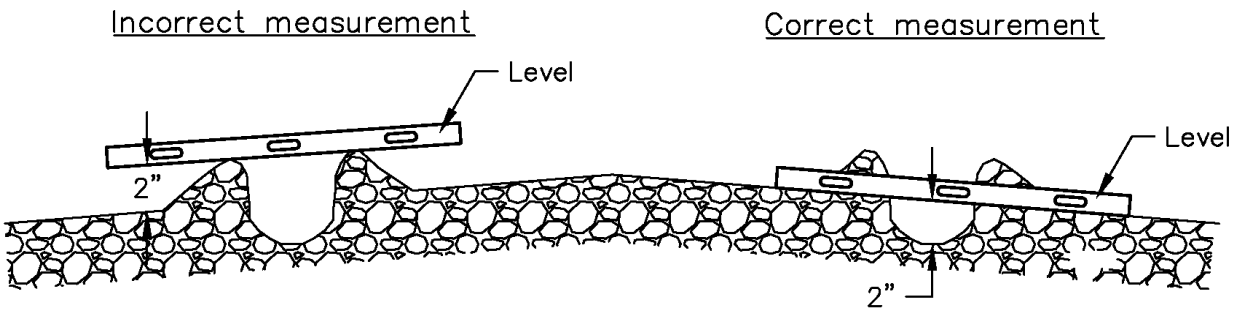

Figure 7. How to measure 2” rutting.

Road Damage

Figure 8. Improper or lack of maintenance has caused surface water to channel and excessive rutting has occurred. The channeling, not as a result from haul, is contributing to the loss of aggregate material and the degradation of the capital improvement to the road.

Figure 9 and Figure 10. Hauling occurred at a time when the subgrade was saturated causing pumping to occur. The surfacing has been contaminated resulting in loss of aggregate.

Figure 11. Road surface has been contaminated due to pumping of subgrade fines through aggregates surfacing. Structural integrity has been compromised and the road structure does not function as designed.

Figure 12. This condition can be interpreted as the transition between distress and damage. Puddling is occurring, and some contamination is starting to occur. Rutting is starting to become significant, but can still be remedied. Loss of aggregate course has not become an issue, but it does have potential.