Road Deposits General Information

The Roads and Trails Act authorizes the Secretary to require commercial users of National Forest System Roads to perform or pay for maintenance made necessary by their use. The Secretary requires it of the Chief through regulations in 36 CFR 212. The Chief has delegated responsibility for implementation to the Forest Supervisor level. See FSM 7730.

This requirement applies to all commercial users, not just timber purchasers. Most National Forests have commercial haul being done by other parties such as special use permittees, road use permittees, cost share cooperators, and minerals permittees. They perform and/or pay too.

There are two types of road maintenance needs for which collections may be made. They are traffic generated maintenance (the direct result of a user's traffic - examples are surface blading and dust abatement) and non traffic generated (examples are brushing, logging out blown down trees, and removing landslides).

There are also two time frames for maintenance. Some activities are done concurrent with road use (again, surface blading and dust abatement are examples). Others are done once every few years (replacing rock surfacing, seal coating paved roads, and brushing for sight distance are examples.)

Commercial users bear the entire cost of traffic generated maintenance. They bear their "commensurate share" of non traffic generated maintenance.

Road managers try to have commercial users perform as much maintenance as possible as opposed to taking collections for it. The reason for this is that the full value goes to work if the commercial user does it. If we collect the money into CWFS (collections account), then it gets additionally assessed for FS overhead. The current Gifford Pinchot overhead assessment rate is 30% (2004) and is re-computed each year.

There are some types of work that we almost always take collections for because commercial users aren't set up to do it. Examples are pavement maintenance and bridge maintenance.

We often take collections for long term cyclical items such as brushing and surface rock replacement because of economies of scale. (If we can collect from a lot of commercial haul projects, we can get enough money together to have a big contract with much lower unit costs than would have been involved had each commercial operator done their own.) We don't always do this however. A commercial hauler could be asked to brush one mile of road to meet his commensurate share obligation for brushing on 20 miles of road the hauler is using.

It is also common to take collections for the entire maintenance obligation of very small commercial operations. It's not economical to move in a piece of equipment to do $500 worth of maintenance obligation incurred by hauling 20 loads of logs.

Specifically for FS timber sales, there is a maintenance allowance figured out as part of the appraisal process. The allowance includes all maintenance, whether traffic related, non traffic related, done by the purchaser, or done by collections into CWFS.

Road Maintenance Deposit Rates

*(Does not include the GPNF over head assessment fee. These rates are subject to change by the Forest Service at anytime. These rates and costs are computed at the time the permittee requests the **road use permit**; Form FS-7700-41, from the Forest Service. There will also be an investment sharing cost for hauling on National Forest Roads determined at that time.)*

1. **Traffic Generated Maintenance**

Asphalt Surface	**$/Mbf-Mile**
Single Lane	**0.6820**
Double Lane	**0.7564**

Aggregate Surface	**$/Mbf-Mile**

Single Lane costs range from **0.2604 to 1.0292** Double Lane costs range from **0.2852 to 1.116** (depending on work production rates along the applicable haul routes.)

2. **Non Traffic Generated Maintenance**

$/Mbf-Mile

Costs range from **0.062 to 0.2976** depending on work production rates along the applicable haul routes**.**

3. **Surface Rock Replacement**:

$/Mbf-Mile

Single Lane costs range from **0.2356 to 0.9672** Double Lane costs range from **0.3472 to 1.3764** (depends on aggregate source production rates, haul distance, and/or costs from a commercial source).

4. **Dust Abatement**

	$/Mbf-Mile
Single Lane	**0.3844**
Double Lane	**0.5952**

5. **Structure Maintenance**

	$/Mbf
Bridge	**0.1488**
Retaining Wall	**0.0248**
Gate/Closure Device	**0.0496**
Cattle Guard	**0.0124**

Road Intersection Permits

The Gifford Pinchot National Forest requires road intersection permits anytime road access is requested from private property to the National Forest. This includes access from new and existing roads.

The type of permit requirements differ depending on the intended use of the access activity. Timber haul activities will be coordinated with the Forest Service issuance of the **Road Use Permit**; Form FS-7700-41. Platting of private property with the intent to sell for recreational use (cabins, home sites, etc.) will require a Gifford Pinchot National Forest **Road Intersection Permit**. This permit requires the applicant to apply for the Road Intersection Permit at the time they are applying for the applicable County plat/subdivision approval. The Forest Service and the County will work together as the processes proceed. The County plat/subdivision and the Forest Service Road Intersection permit approvals are separate. There are distinct laws and regulations governing uses on the National Forests which will dictate our processes and approvals.

Overweight and Oversize Permits

All oversize legal highway length and width loads will require a Forest Service permit. All overweight loads (over 80,000 GVW) will require a Forest Service permit.

Gifford Pinchot National Forest Contacts

Road Use Permits:

Cowlitz Valley Ranger Station
George Schaefer 360 497-1156

Mount St. Helens National Volcanic Monument
Betty Sneddon 360 449-7844

Mt. Adams Ranger Station; Wind River Work Center
Roger Lembrick 509 427-3352

Road Intersection Permits:

GPNF Headquarters; Engineering
Paul Seitz 360 891-5160

Overweight and Oversize Permits:

GPNF Headquarters; Engineering
Woody Starr 360 891-5159
Robin DeJong 360 891-5162