ACCESS/SERVICE/MAINTENANCE ROAD CRITERIA

Service/Maintenance: Service/Maintenance roads are normally provided for access to the target emplacement. These roads will facilitate the installation and maintenance of the target mechanisms and target emplacement. Service/maintenance roads are designed as a gravel section and are designed for site-specific soil conditions. When possible, these roads should be located on the left and right side edge of the range, with target access road traversing the range behind the target emplacements. If the range has tank trails, they can be used as maintenance/service roads. The purely maintenance/service roads will be designed for light trucks and similar lightly loaded vehicles.

Access Roads: The range access road can be a gravel or paved road, designed to support lightly loaded, rubber-tired vehicles, and must meet site-specific soil conditions. The access road extends from the existing range land's road network to the ROCA. The alignment of this road should take advantage of any existing roads. Alignment must be coordinated with range control and the installation master planner. A range project (funded by DAMO-TR) will not pay to upgrade an entire section of an Installation's road infrastructure in order to access a range project. A range project will pay for a "short" access road for accessing the range site. The definition of "short" has been agreed upon by the Pentagon organizations involved in Military Construction (MILCON); these organizations are DAMO-TR (range proponent) and ACSIM (MILCON proponent). The designer should contact the Range & Training Land Program, Mandatory Center of Expertise (RTLP MCX) to obtain the latest definition of "short." If the distance of the access road is longer than the agreed definition of "short," then the Installation must submit a separate DD 1391 to improve its road.

Gravel Road Maintenance: One of the primary causes of continual maintenance on the gravel roads is the environment. Rainfall and water running over the gravel tend to wash the fines from the surface course, reducing the stability of the gravel. Therefore, to minimize maintenance, adequate drainage should be provided via ditches and the natural topography, thereby moving water away from the gravel trails.

Frequency of Maintenance: Maintenance should be performed every 6 months or more frequently if needed. Experience with gravel roads indicates that the frequency of maintenance will be high for the first few years of use but will decrease over time to a consistent level. The majority of the maintenance will consist of periodic grading and replacement of lost materials in order to remove the ruts and potholes that will inevitably be created by traffic and the environment.