

Army Regulation 55-80  
OPNAVINST 11210.2  
AFMAN 32-1017  
MCO 11210.2D  
DLAR 4500.19

Transportation and Travel

# **DOD Transportation Engineering Program**

Departments of the Army,  
The Navy,  
The Air Force,  
The Marine Corps,  
and The Defense Logistics Agency  
Washington, DC  
17 November 2003

**UNCLASSIFIED**

PCN 10211590000

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# ***SUMMARY of CHANGE***

AR 55-80/OPNAVINST 11210.2/AFMAN 32-1017/MCO 11210.2D/DLAR 4500.19  
DOD Transportation Engineering Program

This revision--

- o Changes the proponent of this regulation from Army Deputy Chief of Staff, G-4 (DCS,G-4) to Commander, Military Traffic Management Command Transportation Engineering Agency.
- o Removes references to Army DCS, G-4 throughout this regulation.

This revision dated 18 July 2003--

- o Implements the new multimodal requirements outlined in Department of Defense Directive 4510.11 dated 2 Oct 1995, which includes the Department of Defense Highways for National Defense Program and incorporates programs and services to include the other major modes of military transportation (chap 1).
- o Updates and clarifies organizational responsibilities (paras 3-4, 4-4, 5-4, 6-2d).
- o Provides simplified procedures for obtaining transportation engineering guidance for defense-related problems and issues (paras 3-5 to 3-11, 4-5, 5-5, 6-1e, 6-2e).
- o Eliminates DD Form 1948 (Traffic Engineering Needs Report) and DD Form 2265 (Highway Safety Standards Report).
- o Simplifies the procedures for developing an installation traffic safety plan (para 3-11).
- o Implements the Railroads for National Defense Program (chap 4).
- o Implements the Ports for National Defense Program (chap 5).
- o Describes the analytical services provided by the Military Traffic Management Command Transportation Engineering Agency (MTMCTEA) related to installation and intermodal transportation facilities (chap 6).

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Effective 17 December 2003

## Transportation and Travel

### DOD Transportation Engineering Program

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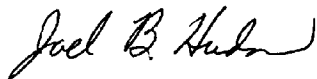
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**History.** This publication is an administrative revision. The portions affected by this administrative revision are listed in the summary of change.

**Summary.** This regulation describes the new modal programs and services, and provides guidance as to how and when to obtain these services provided in Department of Defense Directive 4510.11. These new services address national railroads, ports, and intermodal facilities. It also clarifies organizational responsibilities and simplifies procedures for obtaining transportation highway engineering guidance for Defense related problems and issues.

**Applicability.** This regulation applies to all Department of Defense (DOD) Services, agencies, and activities involved in the movement of military personnel, equipment, or other material at military installations or over the national defense transportation network, either as an executive or participating Service (hereafter referred collectively as the "DOD

components"). During mobilization, procedures in this publication can be modified to support policy changes as necessary.

**Proponent and exception authority.** The proponent of this regulation is the Commander, Military Traffic Management Command-Transportation Engineering Agency (MTMCTEA). The proponent has the authority to approve exceptions to this regulation that are consistent with controlling law and regulation. The proponent may delegate the approval authority, in writing, to a division chief within the proponent agency in the grade of colonel or the civilian equivalent.

**Army management control process.** This regulation contains management control provisions in accordance with AR 11-2, but it does not identify key management controls that must be evaluated.

**Supplementation.** Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Commander, Military Traffic Management Command Transportation Engineering Agency, 720

Thimble Shoals Boulevard, Newport News, VA 23606-4537.

**Suggested improvements.** Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to the Special Assistant for Transportation Engineering, Military Traffic Management Command Transportation Engineering Agency, 720 Thimble Shoals Boulevard, Newport News, VA 23606-4537.

**Distribution.** This publication is available in electronic media only and is intended for command levels A, B, C, D, and E for the Active Army, the Army National Guard, and the U.S. Army Reserve.

**Navy:** Special.

**Air Force:** F.

**Marine Corps:** PCN 1021159000.

**Defense Logistics Agency:** Special.

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\*This regulation supersedes AR 55-80, 18 July 2003 and OPNAVINST 11210.1B/AFR 75-88/ MCO 11210.2C/DLAR 4500.19, 15 Dec 1982.

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## **Chapter 1**

### **Introduction**

#### **1-1. Purpose**

This regulation establishes policies and procedures associated with the multimodal components of the Department of Defense (DOD) Transportation Engineering Program that includes the highways, railroads, and ports for national defense programs. This regulation implements DOD Directive (DODD) 4510.11. It provides guidance and procedures on obtaining installation transportation engineering studies (evaluations of marine ports, terminals, and other modal facilities) and transportation engineering guidance related to DOD force transportation/deployment. The DOD Engineering for Transportability and Deployability Program, also included in DODD 4510.11, has its own implementing regulation and therefore is not discussed further in this document.

#### **1-2. References**

Required and related publications and prescribed and referenced forms are listed in appendix A.

#### **1-3. Explanation of abbreviations and terms**

Abbreviations and terms used in this regulation are explained in the glossary.

#### **1-4. Responsibilities**

Responsibilities are detailed in chapter 2 and paragraphs 3-4, 4-4, 5-4, 6-1d, and 6-2d.

#### **1-5. Implementation**

a. This regulation will not be supplemented by any DOD component. Department officials will keep the issuance of any directives, regulations, policy memoranda, or other formal documents necessary to implement the mandatory procedures contained herein to a minimum. Department officials will provide copies of all such documents to the Under Secretary of Defense for Acquisition, Technology and Logistics (USD (A, T, & L)) prior to publication. Submit waivers or requests for exceptions to the provisions of this regulation to USD (A, T, & L) via the Commander, Military Traffic Management Command (MTMC) 720 Thimble Shoals Boulevard, Newport News, VA 23606-4537. Statutory requirements cannot be waived unless the statute specifically provides for waiver of the stated requirements.

b. Memorandums and implementing instructions related to this document will be coordinated with the MTMC Special Assistant for Transportation Engineering (SATE), Military Traffic Management Command Transportation Engineering Agency (MTMC TEA), 720 Thimble Shoals Boulevard, Newport News, VA, 23606-4537 prior to staffing the change.

c. Authority to change this regulation is hereby delegated to Commander, MTMC, who will coordinate and recommend changes through the Commander, United States Transportation Command (CDRUSTRANSCOM) for approval of the USD (A, T, & L).

d. Policies and procedures described in this regulation are mandatory. It is the responsibility of each DOD component to verify that all requirements are met.

e. Transportation engineering consultant-type services are available by MTMC as described herein and can be requested at the discretion of the DOD components. These services will be provided on a priority basis and are dependent upon the resources available to perform them. Requests should be made through normal command channels.

#### **1-6. Points of contact**

a. The proponent agency of this regulation is the Army, MTMC.

b. The following are designated as the points of contact for transportation engineering issues within the military services and the Defense Logistics Agency (DLA):

(1) Department of the Army, SATE, MTTE-SA, 720 Thimble Shoals Blvd., Suite 130, Newport News, VA 23606-4537, telephone number (800) 722-0727.

(2) Department of the Navy:

(a) Naval Facilities Engineering Command (NAVFAC-MCM), 1322 Patterson Avenue SE, Suite 1000, Washington, DC 20374-5065.

(b) Naval Transportation Support Center, (NAVTRANS-02), 1837 Morris Street, Suite 501 Norfolk, VA 23511-3492. (Note: Name will change to Naval Operational Logistics Support Center (NOLSC) effective October 2003.)

(3) Department of the Air Force, HQ USAF/ILEPB, Pentagon, Washington, DC 20310.

(4) Headquarters, Marine Corps, Installations and Logistics Department (Facilities), ATTN: LFL, 2 Navy Annex, Washington, DC 20380-1775.

(5) Defense Logistics Agency, Chief of Transportation Policy (J-333), 8725 John J. Kingman Road, Suite 2533, Fort Belvoir, VA 22060.

## **Chapter 2**

### **Responsibilities**

#### **2-1. Office of the Secretary of Defense and U.S. Transportation Command**

a. The USD (A, T, & L) will establish general policies governing the development and execution of the DOD transportation engineering programs.

b. The CDRUSTRANSCOM, or designated representative, will—

(1) Identify DOD transportation engineering interests in civil transportation programs and ensure their coordination with civil transportation agencies and industry.

(2) Represent DOD in negotiations and discussions with civil transportation agencies and industry concerning common-user transportation engineering matters.

(3) Identify DOD component-coordinated transportation engineering interests in common-user DOD transportation system construction and modification programs.

(4) Provide oversight of the DOD transportation engineering program to include highways, railroad, and ports for national defense, and analysis of other common-user, defense-important infrastructure and intermodal facilities.

(5) Monitor modal legislative processes to ensure DOD transportation engineering interests are included and protected.

(6) Identify and evaluate common-user, defense-important, modal facilities and assess their capabilities to meet defense transportation engineering needs.

(7) Ensure that DOD component-coordinated transportation engineering interests are considered in defense common-user transport construction and modification programs.

(8) Evaluate the impact of Defense Transportation System (DTS) engineering improvements and new technology on defense movement capabilities.

(9) Develop computer software and automated systems to support DOD transportation/deployability engineering requirements.

(10) Support DOD components in developing transportation engineering techniques and processes for enhancing force projection capabilities.

(11) Support DOD components by developing state-of-the-art transportation/deployability engineering models and simulation software.

(12) Promote use of American National Standards Institute (ANSI) and International Standards Organization (ISO) criteria in transportation planning and processes.

#### **2-2. Department of Defense components**

a. The Secretary of the Army will—

(1) Ensure that effective, efficient, and safe transportation engineering techniques and standards are incorporated into DOD installation and activity transportation processes, equipment, and facilities.

(2) Promote the incorporation of appropriate Federal standards into the design and construction of DOD component highway facilities as directed by Department of Defense Instruction (DODI) 6055.4.

(3) Promote the efficient and effective use by the DOD components of intermodal transportation techniques and containerization through the design and construction of new and modified installation and activity transportation equipment and facilities.

(4) Provide DOD components with transportation engineering services that identify and evaluate their installation transportation engineering needs on an “as requested” basis and as resources allow.

(5) Evaluate the impact of installation and activity infrastructure changes and modifications on the DOD component deployment and mobilization capabilities, on an “as requested” basis.

b. The CDRUSTRANSCOM will assist the Commander, MTMC, in defining the on-installation surface transportation engineering requirements and priorities of the DOD components.

c. The CDRUSTRANSCOM has designated the Commander, MTMC to—

(1) Act as the single manager for military land transportation, including common-user ocean terminals.

(2) Manage the DOD highways, railroads, and ports for national defense programs per DOD Directive (DODD) 4510.11 to ensure defense needs are integrated into DOD and civil transportation programs, as required.

(3) Advocate incorporation of State and Federal standards in the planning and design of new DOD transportation processes, equipment, and facilities.

(4) Act as the primary DOD representative with other governmental, industrial, and academia organizations in all matters related to defense transportation engineering matters.

(5) As resources permit, conduct transportation engineering studies and deployability engineering analyses of nodes and segments of the common-user portion of the DTS in support of DOD components.

(6) Develop computer models and simulations to support defense transportation engineering objectives, including the highways, railroads, and ports for national defense programs, and transportation infrastructure and force deployment analysis for the DTS.

d. The Secretary of the Army has designated the Commander, MTMC to—

(1) Provide the DOD components with transportation engineering consultation services for their on-installation and other transportation and deployability engineering needs, on an “as-requested” basis and as resources allow. These services include, but are not limited to—

(a) Roadway traffic engineering, planning, and traffic safety studies.

(b) Installation facilities engineering, analysis, and mobilization evaluations.

(c) Marine port and intermodal infrastructure evaluations.

(d) Other transportation engineering consultations.

(2) Ensure that DOD interests are considered in the development, prioritization, and funding of military installation transportation engineering programs.

(3) Ensure, to the degree practical, that DOD installation transportation engineering practices comply with approved State and Federal standards.

e. The DOD components will—

(1) Incorporate effective, efficient, and safe transportation engineering techniques and standards into their installation and activity transportation processes, equipment, and facilities.

(2) Support the DOD transportation engineering program by planning, programming, and budgeting for new or improved facilities, to include defense access road needs, installation roads and parking, defense essential railroad lines where service is threatened, intermodal facilities, deployment-related needs, and other transportation engineering requirements.

(3) Coordinate with other DOD components before modifying or building any major common-user defense transportation system that may affect the movement capability or mission of another DOD component.

(4) Coordinate with Commander, USTRANSCOM, or designee, regarding the common-user transportation issues outlined in DODD 4510.11.

(5) Coordinate with the Commander, MTMC, or designee, regarding installation traffic engineering needs and deployability engineering issues.

(6) Inform the Commander, MTMC, of future changes at or near installations, activities, and marine ports that may have significant impact on common-user transportation or deployability engineering capability or other travel and safety conditions.

(7) Solicit, review, and forward requests for transportation engineering consultation services (including defense public highway needs, defense access roads, installation highway safety, traffic engineering and deployment engineering analysis) at installations and deployment-related activities to the Commander, MTMC, 720 Thimble Shoals Boulevard, Newport News, VA, 23606-4537.

(8) Ensure that subordinate activities adhere to regulations related to emergency use of public highways, permits for oversize and overweight movements, and maneuver area roads as directed by DOD Regulation (DODR) 4500.9-R, part III.

(9) Program and budget for transportation engineering infrastructure needs in the military construction plan (MCP) for those projects that fall within the Highways and Railroads for National Defense Program.

## **Chapter 3**

### **Highways for National Defense Program**

#### **3-1. Purpose**

This chapter provides—

a. The policies and procedures for integrating DOD public highway needs into Federal, State, and local transportation programs during normal conditions and emergency situations.

b. Procedures and services related to the Defense Highway Systems Program, the Defense Access Road (DAR) Program, the DOD Traffic Engineering Program, and military use of public highways. These areas collectively constitute the Highways for National Defense (HND) Program.

### **3-2. Program applicability**

This chapter applies to public highways (those open to general public travel) in the United States, including nonrestricted roads on military installations.

### **3-3. Policies**

a. Installation and activity commanders will identify their peacetime and contingency off-installation public highway needs to State and local highway authorities so appropriate projects and programs can be planned and budgeted.

b. State and local Government authorities are expected to develop and maintain public highways to accommodate normal and continuing traffic generated by Defense installations or activities the same as for other non-DOD traffic generators.

c. Military installations and activities will not maintain or provide funds to maintain any off-installation public highway, except under extraordinary circumstances as approved by the Commander, MTMC.

d. The Department of Defense will attempt to pay its fair share for public highway improvements that are required as a result of sudden, unusual, or unique defense-generated impacts that State and local transportation authorities cannot reasonably be expected to fund.

e. A single DOD agency will represent and coordinate DOD component policy relating to defense noninstallation public highway needs with the U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and other Federal, State, and local transportation agencies.

f. This single DOD agency will ensure that the National Defense has adequate, safe, and efficient highways by setting policies and administering programs that—

(1) Integrate overall defense highway needs into civil highway programs of Federal and State agencies.

(2) Monitor and provide input into Federal and State highway transportation legislation as required to successfully represent DOD's highway transportation needs.

(3) Promote an effective relationship between design standards of military vehicles, equipment and materiel, and public highways.

(4) Advise military authorities to coordinate with and obtain permission from civil transportation authorities to use their public highways for all moves that exceed Federal and State legal limits or subject highway users to unusual hazards.

(5) Incorporate Federal traffic engineering and highway safety guidelines into highway designs and programs of the DOD components for on-installation roads.

(6) Conduct transportation engineering analysis for matters pertaining to the vulnerability of highways designated important to national defense.

### **3-4. HND program responsibilities**

a. CDRUSTRANSCOM will—

(1) Designate the Commander, MTMC, as the proponent for the HND program.

(2) Advise the Commander, MTMC, on recommended policy changes as related to public highway matters.

b. The Commander, MTMC will—

(1) Act as the DOD focal point for integrating defense public highway needs into civil highway programs and Federal transportation legislation.

(2) Administer the HND program in cooperation with FHWA. This includes establishing and administering guidelines and programs to—

(a) Designate the Strategic Highway Network (STRAHNET) and its connector highways, and coordinate with Federal and State transportation officials.

(b) Ensure public highways are adequate for defense use.

(c) Ensure cooperation between DOD and civil transportation authorities on defense use of noninstallation public highways.

(d) Ensure an effective relationship between the design of military vehicles and equipment and the design of public highways.

(e) Ensure DOD coordination and cooperation with FHWA and the States during emergency highway traffic operations.

c. The Secretary of the Army has delegated authority to the Commander, MTMC, to—

(1) Provide DOD components with installation-related traffic engineering services.

(2) Promote appropriate Federal highway safety guidelines and practices with major Army commands or transformation installation management (TIM) regions, other service major commands, and DOD installation officials.

(3) Work with the DOD components to incorporate Federal highway design standards in the planning, design, and construction of new installation roadways.

(4) Administer the overall DOD Traffic Engineering Program for DOD component installations and activities.

(5) Organize and host an interservice transportation engineering workgroup meeting, on an as-needed basis and as resources permit, to identify and discuss transportation engineering requirements, standards, funding, support, and other issues of concern to the Services and MTMC.

*d. The Military Services will—*

(1) Provide input to MTMC, when requested, to validate the importance of STRAHNET and its connector highway routes.

(2) Inform MTMC of changes at installations that may adversely impact noninstallation public highways.

(3) Obtain State permits, as required by DODR 4500.9–R, for oversized, overweight, or other special military movements over public highways.

(4) Provide appropriate technical and resource information (as described in section 3–6 of this regulation) to MTMC to support highway improvements through the DAR program.

(5) Program and budget adequate funds for certified DAR Program projects and transfer the funds to FHWA.

(6) Provide adequate information to MTMC to validate defense compliance with Federal highway safety and design guidelines.

(7) Identify traffic engineering study needs, request appropriate technical transportation engineering guidance from MTMC, and provide travel and per diem funding as appropriate.

(8) Develop and maintain installation streets and roadways to provide a safe driving environment and an acceptable level of service in compliance with accepted Federal and State guidelines.

(9) Certify that construction bids for ballistic missile facilities do not include allowances for repairing damage to public highways, if applicable for section 210h, Title 23, United States Code (23 USC 210h) section 1.7.7.2c.

### **3–5. Highway systems program**

*a. General.* National defense highway needs are generally addressed through regular Federal, State, and local highway programs. Title 23, Highways, United States Code (USC), administered by the FHWA, provides for a Federal program to assist the States in highway construction and improvements. Defense needs should be incorporated into Federal and State DOT programs when identified by DOD in appropriate planning processes, and with sufficient lead-time. MTMC is the primary DOD proponent to coordinate DOD highway system needs with FHWA, civil highway authorities and AASHTO. MTMC will also monitor and work to influence national highway transportation legislation, where required.

*b. Implementation.* When installation and activity commanders determine a deficiency may exist in the quality of or service provided by a local public highway, and after determining that the owning civil transportation agencies will not correct the deficiency, they should contact MTMC for potential assistance. A description of the highway needs will be sent to MTMC/TEA, MTTE–SA, 720 Thimble Shoals Blvd, Suite 130, Newport News, VA 23606–4537 using the following command channels for validation and forwarding:

(1) Army- Send to the appropriate MACOM or transformation installation management region (IMR).

(2) Air Force- Send to the appropriate major command, Air Force Center for Environmental Excellence (AFCEE), and then to HQ USAF/ILEPB.

(3) Navy- Send to Regional Commander, Installation Claimant, coordination with NAVFAC.

(4) Marine Corps- Send to Headquarters, Marine Corps, Installations and Logistics Department (Facilities), ATTN: LFL, 2 Navy Annex, Washington, DC 20380–1775.

(5) National Guard Bureau (NGB), Reserve Units, and other defense agencies and activities- Send to the Engineering Directorate.

*c. Strategic Highway Network.*

(1) STRAHNET is composed of some 61,000 miles of national highways that are important to DOD. It includes the Dwight D. Eisenhower System of Interstate and Defense Highways (IDHS) and other strategically important public highway segments. An additional 2,000 miles of connector roads ensure that key installations, activities, intermodal facilities, and ports are linked with STRAHNET. These routes are selected based on stated installation public highway needs, freight records, and operational plans (OPLANS) as provided by DOD components. Together, STRAHNET and its connectors represent the minimum public highway network that is needed to support the defense mission during peacetime and contingency situations.

(2) The continued validation of STRAHNET is important to DOD because it is formally identified as part of the national highway system (NHS). The NHS is designated by Congress and provides one of the major funding categories for allocation for federal-aid highway funds to the States for use on public highways. This designation also assists the States in meeting DOD's public highway needs.

(3) Department of Defense installation and activity officials will send their defense highway system needs through command channels to MTMC. This includes deficiencies in noninstallation public highway systems not being corrected by the responsible owning highway officials.

(4) MTMC may, on occasion, request specific information from DOD components to ensure adequate information to validate STRAHNET and its connectors as well as other public highway issues.

(5) Upon request, MTMC will provide policy guidance and technical assistance in support of defense installation coordination of their needs with civil highway authorities.

*d. Highway vertical clearances.* MTMC coordinates with FHWA to ensure sufficient vertical clearances exist on the IDHS to accommodate the majority of DOD's oversized movements. Accordingly, FHWA has agreed to refer all IDHS modifications and new designs for less than 16-foot vertical clearance to MTMC for review and determination of potential adverse impact. Also, installation commanders should advise MTMC of existing or potential IDHS vertical clearance limitations in their installation's vicinity that may adversely affect their mission.

### **3-6. Defense Access Road Program**

#### *a. General.*

(1) Defense installations and activities can create traffic impacts that require public highway improvements that civil highway authorities cannot anticipate. These impacts can occur so quickly that highway authorities cannot be expected to program improvements in normal civil highway programs in time to meet the Defense requirement. The Defense Access Road (DAR) Program provides the means for DOD to pay a fair share for public highway improvements required as a result of a sudden or unusual defense-generated traffic impact or unique defense public highway requirement.

(2) The DAR program is defined in section 210, title 23, United States Code (23 USC 210). It authorizes the Secretary of the DOT, with funds appropriated for the DAR Program, to construct required roadways when such roads are certified as important to national defense by the Secretary of Defense or his designee. The Commander, MTMC, is the designated DOD official responsible for certifying roads important to national defense. The DAR program is primarily administered by the SATE.

(3) The DAR program is co-administered by the FHWA, who acts as DOD's consultant in noninstallation public highway matters and conduit for expending defense funds on public highways.

(4) State and local highway agencies are expected to develop and maintain adequate highways to serve permanent defense installations and activities the same as for other nondefense traffic generators. Therefore, civil highway programs should include highway improvements and maintenance projects to support ongoing, long-term defense-generated traffic, or normal and anticipated growth.

(5) The DAR program does not provide for maintenance of roadways funded by the program, except for maintaining the structural capacity of designated gravel roads that support the Air Force Intercontinental Ballistic Missile Program. In this situation, military department operations and maintenance (O & M) funds are used for maintenance.

(6) Examples of DOD actions that may result in an installation impact justifying DAR assistance include—

(a) Establishing a new installation.

(b) Expanding an installation's workforce or mission that results in a quick, dramatic increase in off-installation traffic volumes that substantially degrade local public roadways.

(c) Adding a new installation gate or access point that adversely impacts a public highway.

(d) Assigning a new mission that results in the repetitive movement of overweight/oversized vehicles or equipment over inadequate public roads.

(e) Expanding the boundaries of an installation such that an existing noninstallation public highway must be closed.

(7) Installation officials should ensure that off-installation highway impacts are considered when planning installation development since DOD resources could be required if significant impacts occur off the installation as a result. Programming and budgeting of DAR funds for public highway improvements are the responsibility of the appropriate military departments.

#### *b. Eligibility criteria.*

(1) On behalf of the Commander, MTMC, the SATE determines the roads that are eligible for the DAR program. The applicable criteria are found in FHWA Federal-aid Policy Guide (FAPG), nonregulatory supplement, subpart E, part 600, Code of Federal Regulations (23 CFR 660.E). To qualify for certification, a candidate access road must accomplish one or more of the following:

(a) Provide a new connection between an installation and a new noninstallation public highway.

(b) Provide urgently needed relief to an existing highway where traffic has suddenly doubled due to a new installation or expanded workforce.

(c) Avoid intolerable congestion or structural failure on a noninstallation public highway caused by a projected temporary surge in installation-generated traffic.

(d) Accommodate a new requirement for regular and frequent movements of oversized and/or overweight vehicles or equipment that may cause severe damage to public highways.

(e) Replace a noninstallation public highway closed by military necessity.

(2) During peacetime, public highways serving commercially owned and operated Defense industries will not be built or improved with DAR funds. Also, it is the obligation of civil authorities to provide adequate access to State-owned National Guard facilities.

#### *c. Implementation.*

(1) When an installation commander believes that a noninstallation public highway deficiency needs corrective action through maintenance or improvement, the commander will contact the responsible State or local highway authority for relief.

(2) If the State or local authorities do not offer relief through their regular highway programs, the installation commander will prepare an Access Road Needs Report. The Access Road Needs Report should describe in detail the current deficiencies of the access road and the defense-generated causes that have contributed to this problem. Guidance in preparing this report can be obtained from the SATE at telephone number (800) 722-0727.

(3) The report will be forwarded through command channels for validation of the need and to ensure completeness of information provided. This command review should compare the proposed improvements overall priority to the command's and appropriate military department's future funding capabilities.

(4) Once endorsed by the command, the report will be forwarded to the SATE. The SATE will determine if it has the potential to qualify for DAR funding. If it does, the SATE will request FHWA conduct an engineering field evaluation.

(5) FHWA will work in coordination with the appropriate State, local, installation, and MTMC officials to identify the warranted improvements, approximate costs, and the State and local highway agencies' plans and fiscal abilities to correct the highway deficiencies.

(6) Based on the findings of FHWA and other available information, the SATE will determine if the proposed project meets the DAR program eligibility criteria and the fair share of the project that should be funded by DOD.

(7) Once the final project scope of work and amount of the defense funding contribution is agreed on by the appropriate civil authorities and the SATE, the Commander, MTMC, in accordance with title 23 USC 210, will certify that the road section is important to the national defense. This certification is a requirement before any DOD funds are provided to public highway authorities. DOD funds may not be passed to public highway authorities for noninstallation highway improvements through any other means at the direction of Congress.

(8) DAR funds are normally identified by a specific line item in annual MCPs of the appropriate military department. Accordingly, military departments and Defense agencies will program, budget, and finance for DAR projects for their respective installations and activities. Appropriated funds for DAR program projects will be transferred to FHWA at the direction of MTMC.

(9) Once expenditure of the funds is authorized by the SATE, the DAR project usually is designed and constructed by the owning highway authority or by FHWA at the request of the State.

### **3-7. Military use of public roads**

#### *a. General.*

(1) Highways are designed to serve the general motoring public, provide for intrastate and interstate freight movement, and meet the needs of national defense. The DOD, in peacetime, must operate within Federal and State highway legal limits and safety regulations to help ensure that the highways are adequate and available if they are required for a national emergency. Therefore, DOD policy requires movement of extremely oversized, overweight vehicles and cargo by alternate modes (rail and barge) or commercial highway carriers whenever possible. If not feasible, the DOD must obtain permits from the owning highway authorities for movement of oversized, overweight equipment on public roads as required for other non-DOD highway users. Additionally, DOD must get permission from the owning highway officials for convoy operations on public highways when required by State or local authorities. Failure to obtain appropriate permits can result in citation of the driver and personal fines (as well as potential vehicle seizure) and degrade the military's relationship with the States.

(2) During an emergency, if following normal written highway permit coordination and approval procedures would adversely delay and cause mission failure, unit commanders can proceed with a movement after contacting and receiving verbal approval from the appropriate State and local official. Military officials should follow up with a formal written request for a written permit. Appropriate civil authorities should be advised of the move at the earliest possible time and the coordination completed as soon as the mission permits.

(3) MTMC establishes the procedures and responsibilities of the DOD components as related to their use of noninstallation public highways. MTMC will also assist in the coordination and resolution of problems that arise between the DOD components and the civil highway authorities, when requested.

(4) Military use of public roads may result in damage over and above that which would be normally expected to occur, especially pavement damage. The military may be responsible for funding needed repairs if an accident or a specific, identifiable movement causes the damage. If installation commanders receive reimbursement claims for damage such as this from public highway authorities, the claim should be processed through their normal channels if it does not exceed \$100,000 (10 USC 2733). However, normal claims processing procedures should not be used for repair of roads damaged as a result of construction of classified installations or for roads serving ballistic missile facilities or for claims in excess of \$100,000. These should be referred to MTMC for resolution.

#### *b. Oversized/overweight movements and convoys.*

(1) Defense Transportation Regulation, DOD 4500.9-R, part III, appendix V, "Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States," provides specific guidance on—

- (a) Requests for Special Hauling Permits.
- (b) DOD representatives authorized to determine whether highway movements are essential to national defense for both commercial and organic transporter moves.
- (c) Certification of movements as important to national defense.
- (d) Convoy operations.

(2) The Installation Transportation Officer (ITO) will ensure necessary road permits are obtained for organic oversized/overweight equipment and convoy operations. Permits should be obtained from appropriate State officials in coordination with the Mobilization Movement Control (MOBCON) Program State defense movement coordinators. Phone numbers and addresses for DOD and State points of contact who are authorized to arrange for these permits and certify the moves can be found in the MTMCTEA publication, "Directory of Highway Permit and MOBCON Officials." The directory is available on MTMCTEA website [www.tea.army.mil](http://www.tea.army.mil) or by calling (800) 722-0727.

*c. Mobilization movement control program.*

(1) Under the MOBCON Program, a Defense movement coordinator (DMC) has been designated in each State area command (STARC) to plan, schedule, and obtain highway clearances, and to monitor and resolve problems related to defense highway moves in and through that State. The DMC, or designated representative, will also act as the senior Army/military representative in the State's emergency highway preparedness program.

(2) The Army NGB has the responsibility to manage and implement the MOBCON program for all DOD military departments.

(3) The SATE coordinates the MOBCON program with the civil highway authorities and establishes and maintains a list of DMC and executive-level State contacts. Contact the SATE at (800) 722-0727 to resolve any problem that may arise under implementation of this program.

*d. Emergency highway preparedness.*

(1) Per Executive Order 12656, volume 53, p. 47491, Federal Register (EO 12656, 53 FR 47491), civil (non-DOD) transportation authorities are to regulate traffic on public highways during national emergencies to ensure safe and efficient movement of priority personnel and equipment. Implementing an emergency highway preparedness program may include controlling movements through dangerous areas, clearing priority traffic over routes with limited capacity, or evacuating areas in time of a natural disaster or national emergency.

(2) The FHWA is responsible for administering the highway portion of the Emergency Preparedness Program. The actual restoration and regulation of traffic in an emergency is the responsibility of each State.

(3) The National Emergency Preparedness Program (EPP) is decentralized throughout the U.S. It becomes operational at the direction of Federal emergency and transportation officials (through the Federal Highway Administrator) or a State governor (through State emergency management officials).

(4) State authorities will develop emergency preparedness plans based on FHWA direction and guidance. Each State has an emergency operations center that provides guidance and directs emergency services. The center addresses and responds to the needs of the Office of the Governor, State civil preparedness agencies, State DOTs, State police, public utilities, and the DOD. The MOBCON DMC at the STARC will be the primary defense representative and can provide appropriate guidance to DOD units.

(5) MTMC will ensure that FHWA integrates the DOD operational requirements into the EPP.

*e. Maneuver area roads.*

(1) *General.* Maneuver area roads are public roads that have been identified by official military orders to be used by the vehicles of a large military unit (division or equivalent) during field maneuvers or exercises. Because of the number of vehicles involved, road damage may occur beyond that of normal usage. Therefore, MTMC has developed procedures for local highway authorities to get reimbursement for damages, should any occur. The procedures include civil highway authority notification and proper documentation of before and after roadway conditions.

(2) *Procedures.*

(a) The senior unit commander will notify appropriate MACOM headquarters and MTMC when a field maneuver or exercise has been ordered that may adversely impact noninstallation public highways. Information on the time of the maneuver, the types of vehicles and tracked systems to be involved, a map showing public roads to be used, and the borders of the maneuver areas should be provided.

(b) The MACOM will notify the appropriate FHWA Division Administrator (State-level official) and provide them this information, and send a copy to MTMC.

(c) Representatives from the military installation, State and local highway authorities, and FHWA will conduct the before and after maneuver inspections. Cost of surveys should be paid with MACOM exercise funds.

(d) When the total claim for public road damage within the maneuver area is less than \$100,000, it should be paid by the installation through normal claims procedures as prescribed in Title 10 USC 2733.

(e) When the damage claim exceeds \$100,000, FHWA will forward the before and after inspection reports and its recommendation to the SATE. In turn, the SATE will evaluate the reports and determine the appropriate cost to be funded by DOD. Upon doing so, the SATE will forward a recommendation to the Commander, MTMC, who, upon

concurrence, will certify the damaged roads as important for national defense and authorize the claim to be paid from the MACOM maneuver and exercise funds.

*f. Tracked vehicle road march.*

(1) It is occasionally necessary to move military units over public highways during a national emergency or contingency that requires the rapid deployment of tracked vehicles from installations to their ports of embarkation (POE). There may be insufficient time available to use preferred alternate modes of transportation, such as rail, and still meet time constraints. Also, alternate modes might not be available due to terrorist activity, natural disaster, or other events. Tracked vehicle road marches generally are only feasible for units located within 75 miles of their POE due to vehicle degradation. The ITOs should determine when future tracked vehicle road marches are probable, and coordinate their plans with State highway authorities. This will ensure the march will minimize any adverse effect the tracked vehicles will have on bridges, pavements, and traffic operations.

(2) When a road march is required, the ITO of the deploying units must provide State authorities and MTMC (800-722-0727) with a description of the march and why it is necessary. If the ITO has a pre-approved plan with State authorities, State authorities should grant the installation permission to conduct the march if it is within the safety and permit parameters of the coordinated plan. Should State authorities delay granting permission for the march, the ITO should notify the SATE, who then will work with the appropriate State authorities to seek approval.

(3) It is beneficial to conduct training exercises or practice runs to prepare for tracked vehicle road marches. These marches must also be coordinated with and approved by State authorities. Normal permit procedures will apply and it will be the responsibility of the deploying units to reimburse the State for any road damage caused by the march, subject to the \$100,000 limitation (Title 10 USC 2733).

*g. Roads serving missile sites.*

(1) Extraordinary maintenance program for gravel roads.

(a) The Air Force ballistic missile sites generally are located in remote areas served by a low class of road (noninstallation), such as a gravel farm-to-market road. Vehicles used to transport missiles are oversized and overweight. These missile transporters must use these public roads on a year-round basis. MTMC will maintain a list of roads that are used by missile transporters.

(b) These roads are either paved or gravel. The paved roads generally are structurally adequate to carry the missile transporters. However, the gravel roads must be maintained at a minimum structural level to ensure their serviceability year round. Because of this unique situation, these roads have been certified by Commander, MTMC, as important to national defense and qualify for DOD funds.

(c) State and local highway authorities have the responsibility to provide a normal level of maintenance for these roads the same as for their other roads. To cover the structural standards over and above that required by the normal or public use of the road, the Air Force funds an extraordinary maintenance program with O & M funds. The MTMC, the Air Force, and FHWA have developed policies and procedures to administer this extraordinary maintenance program through the DAR program. These are described in FAPG 23 CFR 660E.

(2) Road damage during missile site construction.

(a) Defense contractors may need to use noninstallation public gravel roads, other than those that have been certified as important for national defense, during construction or reconstruction of missile facilities. Because some of these roads will not be designed to support this type of traffic, construction vehicles may damage them.

(b) Before a construction project begins, the Military Department component, their contractors, and MTMC will identify the roads that might be susceptible to damage. The SATE will request FHWA conduct a before-and-after survey of these roads. This survey will form the basis for any future claims for damage by the local authorities.

(c) Should a claim be filed, the Deputy Assistant Secretary of the appropriate military service will certify that construction bids do not include allowances for repairing damage to public road per Title 23 USC 210h (MTMC will provide guidance). After review and analysis of relevant information, the SATE will determine a recommendation on certification for the Commander, MTMC. If required, the Commander, MTMC, will certify the roads as important to national defense so that defense funds can be released to repair the roads through the DAR Program.

(d) Title 23 USC 210h and FAPG 23 CFR 660E provide further guidance regarding the repair of damage done during construction or reconstruction of missile facilities.

### **3-8. Emergency Relief for Federally Owned Roads Program**

*a. General.* The Emergency Relief for Federally Owned Roads (ERFO) Program is authorized under Title 23 USC 125 and is administered by FHWA. The program provides assistance for the repair or reconstruction of Federal roads, bridges, and trails that have been seriously damaged due to wide-area natural disasters or catastrophic failures. DOD-owned roads and bridges on military installations are eligible for potential ERFO funding. The roads must be open to public travel, maintained by the installations, and must be considered "public lands highways" as defined in Title 23 USC 101.

The term "public lands highway" means a forest road under the jurisdiction of and maintained by a public authority and open to public travel or any highway through unappropriated or unreserved public lands, nontaxable

Indian lands, or other Federal reservations under the jurisdiction of and maintained by a public authority and open to public travel.

*b. Implementation.*

(1) An installation official who believes that road damage has occurred from a natural disaster or catastrophic failure may contact MTMC to begin the process of determining eligibility. This should be done within two weeks following the disaster or failure. The installation will need to provide the date, time, and description of the event and identify and describe the damaged road sections. Based on this information, the SATE will make the initial DOD notification to FHWA.

(2) Installation officials should immediately document the roadway damage with photographs, detail descriptions, and cost estimates. They should then begin emergency repairs to restore essential traffic services and prevent further damage to federally owned facilities. Properly documented costs may later be reimbursed once the FHWA Federal Lands Highway Division Engineer (FLHDE) makes a formal finding that the disaster qualifies for funding under the ERFO program.

(3) The installation official, with assistance from FLDHE, will prepare a disaster assessment and field report. If applicable, the FLHDE will make a finding and document that a natural disaster or catastrophic failure has occurred and is eligible for ERFO funding. If a positive finding of eligibility is issued, detailed site inspections will be conducted with support from installation officials. The installation will submit an application to MTMC for transmittal to FLHDE. FLHDE will approve appropriate projects and the FLHD Administrator will allocate obligatory authority to the SATE. The SATE will then allocate obligatory authority as needed. Detailed ERFO procedures can be found in the FHWA Emergency Relief for Federally Owned Roads Disaster Assistance Manual, available from FHWA and MTMC.

### **3-9. Public Lands Highway Discretionary Program**

*a. General.*

(1) Statutory references for the Public Lands Highway (PLH) Program are included in Title 23 USC 202, 203, and 204a, and the Transportation Equity Act for the 21st Century (TEA-21).

(2) The purpose of the program is to improve the access to and travel within federally owned lands. Historically, approximately \$50 to 70 million has been applied annually to approved projects, with 100 percent of the funding coming from the Federal Highway Trust Fund.

(3) Public roads that provide access to, are adjacent to, or are within Federal lands, such as military installations, are eligible. These roads must be under the jurisdiction of and maintained by a public authority and be open to public travel.

(4) The PLH funds are available for transportation planning, research, engineering, and construction of highways, roads, parkways, and transit facilities.

*b. Implementation.*

(1) If military installation officials believe they have an eligible project and wish to apply for PLH funding, they should contact MTMC at (800) 722-0727. MTMC will assist in preparing the application, provide necessary coordination with the appropriate State DOT, submit the final application to the State DOT, and promote the project within FHWA.

(2) If the State DOT accepts a candidate project from DOD officials, they submit it to FHWA for consideration.

(3) Only projects that can be obligated in the current fiscal year should be submitted. Project selection is made by FHWA at their discretion and based on available funding.

### **3-10. DOD Traffic Engineering Program**

*a. General.*

(1) The DOD traffic-engineering program provides a means for military installations to receive qualified engineering guidance to solve traffic flow, safety, planning, and parking problems. Traffic engineering studies also are effective in implementing Federal goals to conserve energy and reduce vehicular emissions.

(2) MTMC, on behalf of the Secretary of the Army, functions as the DOD proponent for overall DOD traffic engineering coordination, technical assistance, and development of installation traffic engineering studies.

*b. Installation traffic engineering services.* Traffic engineering services available from MTMC include geometric design of transportation facilities; analyses of traffic operations and safety concerns; analyses of crash and roadway fatalities; analyses and design of specific gate and entry control facilities to support installation force protection and anti-terrorism projects; selection, placement, and operation of traffic control devices; and guidance in support of installation master/comprehensive planning or Regional Shore Infrastructure Planning (RSIP). Each study involves a review of the installation master/development/ comprehensive plan, collection of data, review of accident and congestion problem locations, analyses of roadway enhancement alternatives, and development of recommended engineering improvements. Traffic engineering guidance normally is in the form of a brief "in and out" visit to the installation followed immediately by a published report. The following forms of assistance are available:

(1) *Telephone advice and assistance.* The MTMC transportation engineers are available at (800) 722-0727 to help resolve problems of limited scope and answer specific questions related to proper application of traffic control devices, design criteria, or similar topics.

(2) *Review of plans, concepts, and proposals.* This service is available to validate preliminary designs of new transportation or traffic-generating facilities prior to actual site selection or design approval.

(3) *Reconnaissance study.* Reconnaissance studies address problems of limited scope and usually are accomplished by an engineer being onsite for two to four days.

(4) *Intermediate study.* Intermediate studies address several problems of limited to average scope and usually are accomplished by an engineer being onsite for four to seven days.

(5) *Comprehensive study.* Comprehensive studies normally analyze the entire installation transportation network and address numerous operational and planning issues. Because of the time and resources required to conduct them, they are usually outsourced to contract firms at installation expense.

(6) *Contracting assistance.* This includes professional guidance in contracting for commercial traffic engineering services. MTMC also offers limited contract assistance to installations for investigation of high-frequency crash locations at no expense to the installation, when funds are available.

(7) *Special studies and self-help manuals.* These studies and manuals include the development of traffic engineering criteria and standards to serve as practical references in solving common installation traffic engineering problems.

*c. Implementation.*

(1) Requests for telephone guidance, plan reviews, and reconnaissance and intermediate studies should be directed to (800) 722-0727 or the SATE, MTMC TEA, ATTN: MTTE-SA, 720 Thimble Shoals Boulevard, Suite 130, Newport News, VA 23606-4537. A copy of the request should be provided to the requestor's headquarters or major command for concurrence and prioritization. All requests should include the type of assistance desired, the purpose of the study, a description of all problems to be addressed (annotated on a site plan if possible), and the phone number and email address of the installation POC.

(2) Requests are prioritized based on the impact the study will have on national security, safety, force protection, and probability of implementation (cost and command support).

(3) The type and amount of support from the installation during the conduct of the study is minimal, and varies according to the scope and study methods. Normally, a fund citation will be requested to cover travel and per diem expenses of the study engineer.

(4) The scope of all studies will be limited to focus on relevant traffic, safety, and planning issues.

(5) A more detailed description of MTMC services available can be seen at [www.tea.army.mil](http://www.tea.army.mil) and excellent guides produced by the U.S. Air Force can be referenced at [www.afcee.brooks.af.mil](http://www.afcee.brooks.af.mil). Also, Unified Facilities Criteria, such as UFC 4-010-01, is prepared by USD (A, T, & L) and provides excellent design guidance related to installation transportation facilities.

### **3-11. Highway Safety Program**

*a. General.*

(1) This section prescribes the policies and procedures related to DOD highway safety needs. It implements 23 USC 402, DODD 4510.11, DODD 4715.1, and DODI 6055.4.

(2) This regulation applies to all military installations and activity sites that have streets and/or parking facilities, and a workforce of 1,000 or more personnel.

*b. Policies.*

(1) Installation commanders will develop and maintain their roadways to nationally accepted standards that provide a safe driving environment for all drivers and passengers.

(2) Installation commanders will implement a highway safety program in accordance with the Highway Safety Program Guidelines for Federally administered areas, as promulgated by the Secretary of Transportation in 23 USC 402(a) and defined in the FHWA's "Highway Safety Grant Management Manual."

*c. Traffic safety plan.* Appropriate military installations will develop and maintain a safety program that includes traffic accident records, accident investigation reports, and a roadway safety program. Each program should be developed based on the size of the installation and the existing and anticipated severity of traffic safety problems.

(1) *Traffic records system.* A records system should be established and maintained to include complete and accurate information on roadway and parking area crash locations, times, circumstances, problem causes, and consequences. Data for at least the most recent 3-year (5-year desirable) period should be recorded and filed. These data will be essential in identifying high accident locations (sites having at least five property damage accidents, three injuries, or one fatality per year) and potential accident causes.

(2) *Accident investigation program.* Investigation of traffic accidents should identify applicable violations and record information on all human, vehicular, and roadway factors possibly contributing to the accident. Qualified investigators should be trained to perform this work. When requested by the installation commander, the MTMC traffic engineering

staff will study the problem and make recommendations for improvements to reduce the frequency and severity of traffic accidents.

(3) *Roadway safety plan.* A roadway safety plan should include the following:

(a) *Resource development plan.* Trained and qualified personnel should apply proper traffic engineering standards and practices in the design, signing, and marking of installation roadways and parking facilities. This plan outlines how and where installation engineers and technicians should be trained and the minimum level of training that should be completed. Training requirements may be as simple as attending a traffic engineering short course every few years and maintaining a working knowledge of key references related to roadway design and traffic control devices. The plan should also include brief instructions on how to contact the DOD traffic engineering staff at MTMC for telephonic, electronic, or on-site guidance.

(b) *Implementation plan.* The purpose of this plan is to organize the installation's efforts to identify and analyze potentially hazardous locations, schedule and execute corrective actions, and follow-up to evaluate the effectiveness of the changes. It allows each installation to prioritize its improvement projects based on their anticipated traffic safety benefits. Larger and more complex installations require a more thorough plan to address numerous traffic issues.

(c) *Traffic control device plan.* This plan provides for the periodic review of existing traffic control devices and the systematic replacement of substandard and deteriorated devices. All installation traffic signals, signs, and pavement markings will be in substantial conformance to FHWA's Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) (<http://mutcd.fhwa.dot.gov>). Variances in the design and application of installation traffic control devices from the standards contained in MUTCD must be approved by MTMC and FHWA. Installations shall maintain a current copy of the MUTCD in order to ensure traffic control device compliance.

## **Chapter 4**

### **Railroads for National Defense**

#### **4-1. Purpose**

This chapter provides the policy and procedures in matters pertaining to the Railroads for National Defense (RND) Program and DOD requirements for CONUS rail lines.

#### **4-2. Program applicability**

This regulation applies to the civil sector, off-installation rail lines in the United States that are certified by the Surface Transportation Board (STB) or State governments to operate in common carriage. Furthermore, it applies to lines designated as part of the Strategic Railroad Corridor Network (STRACNET). STRACNET is composed of those rail corridors within CONUS that are needed or have potential use in the peacetime or wartime transport of DOD vehicles, equipment, and materiel, that are designated defense-important.

#### **4-3. Policies**

To ensure the existence of a civil sector rail network that will meet the needs of national defense, it is DOD's to—

a. Solicit consideration and support for DOD transportation requirements by the railroad industry and appropriate Government agencies.

b. Integrate DOD rail transportation needs into civil sector policy, plans, standards, and programs, at the least cost to DOD.

c. Consult with civil and industry officials on the planning, development, construction, retention, rehabilitation, maintenance, and operation of civil sector rail lines as it relates to DOD requirements.

d. After all civil sector rail abandonment options have been considered for a defense-important rail line and proven infeasible, provide limited financial assistance to retain rail segments certified as essential to the national defense.

#### **4-4. RND program responsibilities**

a. CDRUSTRANSCOM will—

(1) Designate the Commander, MTMC, as the proponent for the RND program.

(2) Advise the Commander, MTMC, on recommended policy changes as related to national railroad matters.

b. The Commander, MTMC, will—

(1) Review, analyze, and identify DOD requirements for civil rail lines to include—

(a) STRACNET, which reflects the minimum interconnected system of main rail lines needed for the expeditious movement of defense equipment and materiel within CONUS in peacetime and wartime.

(b) Rail connectors from STRACNET to DOD installations, activities, and ports.

(c) Rail line design and maintenance criteria necessary to support DOD oversized and overweight shipments.

(2) In coordination with the DOT, periodically update and evaluate STRACNET and its connector lines and determine their readiness and safety condition.

(3) In partnership with the civil railroad industry and Government agencies, present DOD's civil rail requirements and integrate them into their policies, plans, standards, programs, regulations, and rules, at least cost to DOD and to the extent feasible.

(4) Monitor and analyze potential railroad line abandonments, bankruptcies, and mergers to determine their impact on national defense, and advise the proponent DOD component on the options available when a rail abandonment will deprive an installation of service required to accomplish its mission.

(5) Coordinate the implementation of Title 10 USC 2672.

(6) Conduct transportation engineering analyses of DOD installation rail capabilities, to include the augmentation of those capabilities with other modes of transportation.

(7) Conduct transportation engineering analyses in matters pertaining to rail infrastructure vulnerability for defense-important rail lines.

(8) Advise and assist the Assistant Secretary of Defense (Comptroller) and DOD components with the preparation of budgets and provision of funds to ensure the retention of connector lines when all of the following conditions are met:

(a) The line is essential for the installation to accomplish its mission.

(b) The civil sector has requested financial assistance to keep the line operational.

(c) Surface Transportation Board abandonment proceedings or other analyses conclude that the line cannot be economically viable without financial assistance.

(d) No combination of other shipper or civil sector funding can adequately provide the assistance needed.

(e) The affected DOD component formally announces that the line is essential to national defense and that funds will be applied to the requested assistance package, subject to executive and congressional review in accordance with the U.S. Code and applicable acts.

c. The DOD components will—

(1) Maintain liaison with MTMC in all matters pertaining to their requirements for civil rail lines.

(2) After preparing the appropriate documentation and justification, identify the installations and activities that require commercial rail service to meet their mission.

(3) Conduct analysis of alternative transportation solutions when an installation is faced with the potential loss of rail service.

(4) Program and budget funds to assist in the retention of a connector line when the essentiality of rail service and lack of alternative solutions have been determined and documented as identified by the SATE.

#### **4-5. Implementation**

Following DOD policy guidance, the SATE will take the following actions:

a. Periodically prepare a report documenting the installations whose mission requires rail service and the commercial rail lines that are important to national defense.

b. Upon notification by an official at one of these installations that they may lose rail service due to line abandonment or discontinuance of service by the rail carrier, will implement the abandonment options to protect the service at the least cost to DOD.

c. Monitor the abandonment status by reviewing and analyzing proposed abandonments filed with the STB by civil rail carriers.

d. Coordinate with the State rail planner to pursue options to prevent the abandonment.

e. Alert the affected installations when they may be required to program funding for the maintenance of rail lines in extreme cases of poor track condition and very low revenue.

f. Accept the abandonment option as the last option.

g. Work with the affected major command and installation to find practical solutions to protect required rail service.

## **Chapter 5**

### **Ports for National Defense Program**

#### **5-1. Purpose**

This chapter provides the policy and procedures in matters pertaining to DOD requirements for the Ports for National Defense (PND) Program and its implementation process.

#### **5-2. Program applicability**

This regulation applies to Defense transportation engineering analysis of common-user seaports in the United States. These seaports are needed or have potential use in the peacetime and wartime transport of DOD vehicles, equipment, and materiel and are designated for defense use in contingencies.

### 5-3. Policies

To ensure the availability of accurate infrastructure characteristics data and projected throughput capabilities of seaports needed to support defense force projection requirements, it is the policy of DOD to—

- a. Conduct transportation engineering analyses of common-user, defense- important seaports in support of deliberate and contingency planning.
- b. Provide DOD components with accurate, responsive seaport infrastructure characteristics, throughput capability data, vulnerability assessments, and projected workload analyses to meet defense peacetime and contingency movement needs.
- c. Recommend transportation engineering alternative solutions for seaport enhancements in cases where the seaport is not capable of meeting defense peacetime or contingency movement needs.
- d. Work with civil seaport industry officials to integrate defense transportation needs into civil sector policy, plans, standards, and programs, at the least cost to DOD.

### 5-4. PND program responsibilities

- a. CDRUSTRANSCOM will—
  - (1) Designate the Commander, MTMC, as the proponent for the PND Program.
  - (2) Advise the Commander, MTMC, on recommended policy changes as related to national seaport matters.
- b. The Commander, MTMC, will—
  - (1) Periodically review the system of U.S. strategic seaports important for deployment and other national defense purposes.
  - (2) Conduct transportation engineering analyses of defense-important seaports at the request of DOD Components in support of deliberate and contingency planning.
  - (3) Provide DOD components with accurate and responsive information on seaports regarding infrastructure characteristics, throughput capability, and projected workloads.
  - (4) Conduct transportation-engineering analyses and make recommendations to resolve potential shortfalls in seaport capabilities.
  - (5) Work with civil seaport industry officials to integrate defense transportation engineering needs into civil sector port policy, plans, standards, and programs.
- c. The chief of engineers will provide information on the status of Federal channel depths at U.S. seaports, upon request.
- d. DOD components will maintain liaison with MTMC in all matters pertaining to their transportation engineering requirements for civil sector seaports.

### 5-5. Implementation

In accordance with DOD policy guidance, the SATE will take the following actions:

- a. Arrange to conduct port infrastructure capability analyses of port facilities when—
  - (1) Requested by DOD components for engineering services to support deliberate planning.
  - (2) Requested by DOD components to provide a quick-response study of port infrastructure facilities related to deployment planning, contingency execution, port risk and vulnerability, humanitarian efforts, exercises, and other mission requirements.
  - (3) Needed to maintain a current, accurate data base of port infrastructure characteristics and throughput capabilities.
- b. Conduct port transportation engineering analyses as follows:
  - (1) Determine the adequacy of existing port infrastructure information.
  - (2) Collect additional data as needed to conduct transportation engineering analyses.
  - (3) Identify terminals, staging areas, and loading/unloading facilities and equipment within the vicinity of the study area that are best suited to support DOD needs.
  - (4) Determine the port throughput capabilities for all port operations (receiving, staging, and loading) and establish the military usefulness of port facilities.
  - (5) Determine if the port and nearby facilities will meet established deployment requirements, including time constraints.
  - (6) Recommend transportation engineering solutions that will overcome identified shortfalls.
  - (7) Use the data and findings of each analysis to update a master database of key port infrastructure characteristics and capabilities.
- c. Work with DOD components on their needs for transportation engineering analyses of port infrastructure and operational capabilities. MTMC will respond expeditiously to DOD component requests for port information and

## Chapter 6

### Military Installation and Intermodal Facility Infrastructure and Deployability Engineering Analyses

#### 6-1. Installation and intermodal facility analyses

*a. Purpose.* This chapter provides the policy and procedures in matters pertaining to transportation engineering requirements for DOD component installations and intermodal facilities. It identifies DOD component responsibilities and the types of transportation engineering services available.

*b. Applicability.* This regulation applies to the transportation engineering analysis of DOD component installations and intermodal facilities. The scope of the regulation includes all CONUS and OCONUS DOD installations and intermodal facilities.

*c. Policies.* To ensure the availability of accurate infrastructure data and to identify sufficient mobilization capability at installations and other intermodal facilities to support DOD force projection requirements, it is the policy of DOD to—

(1) Conduct transportation engineering analyses of DOD component installation and intermodal facilities in support of deliberate and contingency planning to determine the required outloading and receiving capabilities.

(2) Provide information and assessments to DOD components on the current status of installation and intermodal facility transportation infrastructure characteristics and to meet DOD mission requirements.

(3) Recommend transportation engineering and operational alternative solutions for installation and intermodal facility enhancements in cases where appropriate infrastructure is not capable of meeting Defense peacetime or contingency movement needs.

*d. Responsibilities.*

(1) On behalf of the Secretary of the Army, the Commander, MTMC, or designee, will—

(a) Periodically conduct a transportation engineering review of DOD component installations and intermodal facilities, when requested by the DOD components, in support of deliberate and contingency planning.

(b) Provide DOD components with accurate and responsive information regarding transportation infrastructure characteristics for appropriate installations and intermodal facilities.

(c) Recommend appropriate alternative solutions and infrastructure enhancements in cases where current and planned infrastructure is not capable of meeting defense peacetime and contingency transportation needs.

(2) DOD components will maintain liaison with MTMC in all matters pertaining to their transportation engineering requirements for installations and intermodal facilities.

*e. Implementation.* Following DOD policy guidance, the SATE will take the following actions:

(1) Arrange to conduct transportation engineering analyses of appropriate installation and intermodal facilities when—

(a) Requested by DOD components for engineering services to support the deliberate planning process.

(b) Requested by DOD components to provide a quick-response study of installation and intermodal facility transportation capabilities related to deployment planning, contingency execution, stability support operations (SASO), military exercises, and other mission requirements.

(c) Needed to maintain a current, accurate data base of installation and intermodal facility infrastructure characteristics to support other ongoing engineering analyses.

(2) Conduct installation and intermodal facility transportation engineering analyses as follows:

(a) Determine the adequacy of existing facility outloading and receiving infrastructure information.

(b) Verify existing data and collect additional data, as needed, to conduct analyses.

(c) Identify transportation facilities within the vicinity of the study area that are best suited to support DOD needs.

(d) Determine the throughput capabilities of appropriate transportation modal systems and establish the military usefulness of each system component.

(e) Conduct vulnerability assessments related to the Critical Infrastructure Protection (CIP) Program.

(f) Determine if the installation intermodal facility and any nearby facilities will meet established deployment requirements, including time constraints.

(g) Recommend transportation engineering solutions that will overcome identified transportation capability shortfalls.

(h) Use the data and findings of each analysis to update a master database of key infrastructure characteristics and capabilities.

(3) Work with DOD components on their needs for transportation engineering analysis of installation and intermodal

facilities transportation capabilities. MTMC will respond expeditiously to DOD component requests for transportation engineering analyses that are sent to the SATE, MTMC/TEA, ATTN: MTTE-SA, 720 Thimble Shoals Boulevard, Suite 130, Newport News, VA 23606-4537.

## **6-2. Deployability engineering**

*a. Purpose.* This chapter provides the policy and procedures in matters pertaining to DOD requirements for transportation/deployability engineering analyses in support of DOD components. These engineering analyses support the development of transportation-feasible, deliberate, and crisis action operations plans. These analyses also determine the impact of changes to military force structure, weapons systems, and the DTS infrastructure on force projection.

*b. Applicability.* This regulation applies to transportation/deployability engineering analysis of infrastructure with the DTS. The scope of the services covered by this regulation encompass those engineering and analytical activities required to assess the deployment infrastructure and operations of DOD forces under current and future transportation scenarios.

*c. Policies.* Force deployment in support of global missions is a DOD imperative; therefore, it is the policy of DOD to—

(1) Conduct transportation/deployability engineering analyses of potential changes to the DTS.

(2) Complement the formal deliberate and contingency planning processes with detailed transportation/deployability engineering analyses. These will address the full implications of potential transportation problems encountered by DOD forces moving from home stations to operational destinations.

(3) Conduct transportation/deployability engineering analyses of proposed changes to force structure, weapons systems, transportation assets, and other equipment relative to their impact on overall transportation/deployability capabilities.

*d. Responsibilities.*

(1) On behalf of the CDRUSTRANSCOM, the Commander, MTMC, or designee, will conduct transportation/deployability engineering analyses for the DTS common-user modal networks, facilities, nondefense intermodal facilities, and transportation assets, as requested by DOD components.

(2) On behalf of the Secretary of the Army, the Commander, MTMC, or designee, will conduct transportation/deployability engineering analyses of DOD component installations and intermodal facilities.

(3) DOD components will maintain liaison with MTMC in all matters pertaining to their needs for transportation/deployability engineering analyses. They will provide necessary background information on force structure development, new equipment designs, deployment time phasing, and available common-user transport assets to support requested analyses.

*e. Implementation.* Following DOD policy guidance, the SATE will—

(1) Research, analyze, and document worldwide transportation/deployability engineering capabilities of the DTS infrastructure, as requested by DOD components.

(2) Develop engineering planning factors describing the expected performance of all assets, transfer points, and operations within the DTS.

(3) Coordinate with DOD components to maintain comprehensive databases describing the transportability engineering characteristics of deployable weapons, military and common-user transport assets, and other defense equipment.

(4) Develop appropriate computer models and other simulations to provide measures of transportation/deployability engineering parameters such as transportation assets required and predicted time for origin-to-destination movements.

(5) In support of other DOD component missions and operations, supplement formal deliberate and crisis action planning with additional detailed transportation/deployability engineering analyses. For example, special attention is often warranted for detailed engineering analysis of port reception, staging, and throughput capabilities and of the onward movement and integration in support of military theater operations.

(6) Analyze the impact of changes in weapon systems, transport assets, and other equipment on force transportation/deployability parameters.

## **Appendix A References**

### **Section I Required Publications**

#### **DOD Directive 4510.11**

DOD Transportation Engineering (Cited in paras 1–1, 2–2, and 3–11.)

### **Section II Related Publications**

A related publication is merely a source of additional information. The user does not have to read it to understand this publication.

#### **AR 11–2**

Management Control

#### **DOD Directive 4715.1**

Environmental Security

#### **DOD Instruction 6055.4**

Department of Defense Traffic Safety Program

#### **DOD Regulation 4500.9–R**

Defense Transportation Regulation, Part III, Mobility

#### **Federal Register**

Executive Order 12656, Volume 53, p. 47491

#### **Title 10, United States Code**

Sections 2672 and 2733

#### **Title 23, United States Code**

Sections 101, 125, 202, 203, 204, 210 and 402

#### **Title 23, Code of Federal Regulations**

Subpart E, Part 660

### **Section III Prescribed Forms**

This section contains no entries.

### **Section IV Referenced Forms**

#### **DA Form 2028**

Recommended Changes to Publications and Blank Forms.

This form is available on the Army Electronic Library (AEL) CD-ROM (EM 0001) and the APD Web site (<http://www.usapa.army.mil>).

## **Glossary**

### **Section I Abbreviations**

#### **AASHTO**

American Association of State Highway and Transportation Officials

#### **CONUS**

continental United States

#### **DA**

Department of the Army

#### **DLA**

Defense Logistics Agency

#### **DOD**

Department of Defense

#### **DOT**

Department of Transportation

#### **DTS**

Defense Transportation System

#### **FHWA**

Federal Highway Administration

#### **ITO**

Installation Transportation Officer

#### **MACOM**

major command (Army)

#### **MCP**

military construction plan

#### **MTMC**

Military Traffic Management Command

#### **MTMCTEA**

Military Traffic Management Command Transportation Engineering Agency

#### **NGB**

National Guard Bureau

#### **O & M**

operations and maintenance

#### **OCONUS**

Outside continental United States

#### **OPLAN**

operational plans

#### **POC**

point of contact

#### **POE**

port of embarkation

**USD (A, T, & L)**

Under Secretary of Defense for Acquisition, Technology and Logistics

**USA**

United States Army

**USAF**

United States Air Force

**USMC**

United States Marine Corps

**USN**

United States Navy

**USTRANSCOM**

United States Transportation Command

**Section II****Terms****Access road**

An existing or proposed public highway from a military installation, defense industry, or activity to suitable transportation facilities. (This may include public highways through military installations when they are dedicated for public use and, by fee simple or easement, are owned, operated, and maintained by civil authorities.)

**Civil transportation agencies**

Those organizations that:

*a.* Have statutory responsibilities to incorporate DOD requirements into non-DOD, Federal, State, and local transportation programs and regulations involved with highways, railways, aerial and marine ports, and intermodal facilities. Such agencies include the U.S. Department of Transportation, the Federal Highway Administration, the Federal Railroad Administration, and the U.S. Maritime Administration.

*b.* Assist in the incorporation of DOD needs into non-DOD transportation programs and regulations, such as the American Association of State Highway and Transportation Officials, the Association of American Railroads, and the American Railway Engineering Association.

**Defense access road**

A road that is improved, in whole or in part, with Federal funds provided through the Defense Access Road Program.

**Defense transportation system**

That portion of the Nation's transportation infrastructure that supports DOD common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense.

**Intermodal systems**

Specialized transportation facilities, assets, and handling procedures designed to create a seamless transportation system by combining multi-modal operations and facilities during the shipment of cargo (generally standardized intermodal containers) without the need for separate transfer of cargo between modal facilities.

**Installation road**

A road or street within a military installation or in which the DOD has a real estate interest. It is not dedicated to public use and is not eligible for improvement with defense access road funds.

**Highway system need**

These public highways are required by the DOD to meet their mission and are considered of major transportation importance to the national defense.

**Maneuver area road**

A public road that is usually outside military installation boundaries and is delineated by official departmental orders

for field maneuvers or military exercises. Because of the exercises, it is anticipated that the road may be damaged beyond that of normal usage.

### **National System of Interstate and Defense Highways**

A network of freeways in the U.S. of some 42,500 miles which connect, as directly as practicable—

- a. The major metropolitan areas, cities, and industrial centers that serve the national defense.
- b. Border points with routes of continental importance from the dominion of Canada, and the Republic of Mexico.

### **Replacement road**

A public road that must be built to replace a public highway or street that has been, or will be, closed to public use because of the construction or expansion of a military installation or defense industry, or because of safety or security requirements of the installation.

### **Roads open to public travel**

Roads on military installations where dependents, visitors, and other members of the public are permitted to travel. Roads open to public travel may be within installations that require identification checks.

### **Special defense use of public highways**

A defense-related use of public highways, bridges, and tunnels that—

- a. Exceeds legal limitations, functional traffic capacity, or other design limitation.
- b. Presents unusual hazards to other users.
- c. Requires unusual routing or giving priority to military vehicles or cargo.

### **Traffic engineering**

The engineering art that deals with planning, geometric design, and traffic operations of roads, streets, and highways. It includes their networks, terminals, parking areas, abutting land uses, and relationships with other modes of transportation for safe, efficient, and convenient movement of persons and goods.

### **Transportation engineering**

The science of evaluating the requirements for, and planning the layout and functional aspects of, transportation equipment and facilities to develop the most efficient operating relationships pertaining to traffic movement patterns, transportation processes, and availability and usability of equipment and facilities to ensure adequate, safe, and economical transport by all modes.

## **Section III**

### **Special Abbreviations and Terms**

#### **AFCEE**

Air Force Center of Environmental Excellence

#### **Commander, USTRANSCOM**

Commander in Chief, United States Transportation Command

#### **DAR**

defense access road

#### **DMC**

defense movement coordinator

#### **EPP**

Emergency Preparedness Program

#### **ERFO**

emergency relief for Federally owned roads

#### **FAPG**

Federal-Air Policy Guide

#### **FLDHE**

Federal lands highway division engineer

**HND**

highways for national defense

**IDHS**

interstate Defense highway system

**ISO**

International Standards Organization

**IMR**

installation management region

**MAJCOM**

major command (USAF)

**MOBCON**

mobilization movement control

**MUTCD**

Manual on Uniform Traffic Control Devices

**NAVFAC**

Naval Facilities Engineering Command

**NAVTRANS**

Naval Transportation Support Center

**NHS**

national highway system

**PLH**

public lands highway

**PND**

ports for national defense

**RND**

railroads for national defense

**RSIP**

regional shore infrastructure planning

**SASO**

stability support operations

**SATE**

special assistance for transportation engineering

**STARC**

State area command

**STB**

surface transportation board

**STRACNET**

strategic railroad corridor network

**STRAHNET**

strategic highway network

**TIM**

transformation installation management

**UFC**

unified facilities criteria

**USD (A, T, & L)**

Under Secretary of Defense for Acquisition, Technology, and Logistics