DEPARTMENT OF THE ARMY
Little Rock District Corps of Engineers
P. O. Box 867
Little Rock, Arkansas 72203-0867

Office Memorandum
No. 405-1-8

20 March 1986

Real Estate
OUTGRANTS FOR ROADS

1. Purpose. This memorandum provides policy for the outgranting of roads on fee-owned civil works lands.

2. Applicability. This memorandum applies to the district office and all field elements.

3. References.

a. ER 405-1-12

b. SWDR 1130-2-7

4. Policy.

a. Normally the construction of roads on fee-owned civil works lands by others will be permitted only when:

(1) No adequate route exists over private land.

(2) The road will not interfere with project purposes or recreational uses and is compatible with planned development.

(3) The applicant furnishes satisfactory plans for construction and assurances for proper maintenance, preferably by a local Government agency.

b. Use of Park Roads. Road access into the interior road system of public use areas for any purposes will be prohibited. This policy is for the purposes of assuring the safety, peace, and tranquility of the park users and for controlling traffic through the park.

c. Isolated Improvements. It is not unusual for privately owned improvements to be separated from public access by Government-owned land. The problem may be long and poorly maintained access versus short and direct access across project land. If, after investigation, it is determined that a need exists for an access road and no adequate route over private land exists, a route will be considered that will not:

(1) Destroy the aesthetics or natural beauty of the area.

(2) Sever and isolate lands, making them unusable such as severing an area too small for beneficial use.

This policy supersedes Policy No. 79-12 dated 20 September 1979

d. Access Road and Launching Ramp Complex. Requests for public launching ramp facilities will be considered. A public body such as a county should be encouraged to make the application if a need exists. While there is no specific prohibition against granting such a right-of-way to a developer, group, or individual, it is normally undesirable. Irrespective of who the sponsor or prospective grantee is, he should be fully aware of his responsibility to construct and maintain the entire right-of-way covered by the grant. The submission of such request should reflect that the construction and continued maintenance have been discussed with the proposed grantee and that he is fully aware of the responsibility and has indicated a willingness to perform or accept consequential actions for noncompliance.

e. Outgrant Instruments. The construction of roads on fee-owned civil works lands by individuals, firms, subdivision developers, states, counties, and municipalities will be formally authorized by license or easement. A permit will be granted to another Federal agency. A monetary consideration (appraised fair market value) will be reserved in grants to other than states, local governments, government agencies, and nonprofit corporations or associations.

f. Term of Outgrant. Easements for public roads and streets granted to states, counties, municipalities and other local Governmental agencies are generally granted for a perpetual term. However, shorter periods of time may be granted as the particular use requires. Easements to individuals, firms, subdivision developers, corporations, etc., are granted for terms not to exceed 30 years. Licenses for a 5-year term are considered appropriate for launching ramp complexes. Permits to Federal agencies may be granted for a specific term or for an indefinite period.

g. Consents to tie into Government-owned Roads. It is not unusual for landowners to request permission to construct a road to tie into a Government-owned road located on land over which the Government owns only a road easement. Consent to tie onto these roads does not imply that the Corps will guarantee access at all times over the Government-owned road.

h. Application Assembly. Each application for a right-of-way must be accompained by the following information:

(1) Sufficient drawings to determine if the right-of-way can be favorably considered. Upon approval, detailed construction plans and profiles, prepared by a competent individual or engineering firm, which meet our minimum design standards (Exhibit A enclosed).

(2) A map showing the distance from the centerline of the right-of-way to the nearest Government monument or sectional subdivision breakdown and any other pertinent information from which a legal description can be prepared.

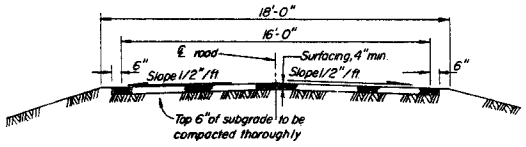
(3) Assurances that the facilities will be open to the general public for use without charge.

FOR THE DISTRICT ENGINEER:

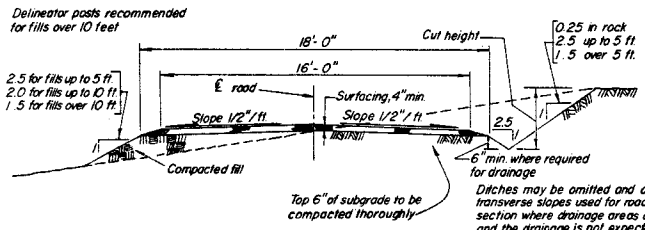
Exhibit A

JEROME B. SIDIO
Major, Corps of Engineers
Deputy District Engineer

DISTRIBUTION A



TRENCH TYPE SECTION

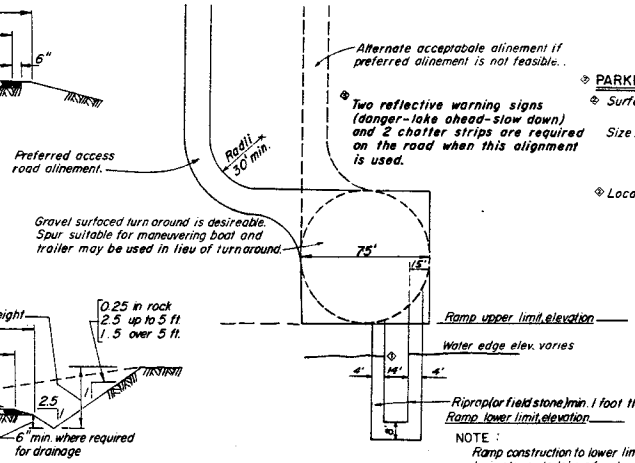


Ditches may be omitted and one-way transverse slopes used for roadway section where drainage areas are small and the drainage is not expected to become channelized.

BLANKET TYPE SECTION

TYPICAL ROAD SECTIONS

NO SCALE



NOTE:
Ramp construction to lower limits may be in stages to take advantage of low water.

BOAT LAUNCHING RAMPS AND PARKING AREAS ◇◇

NO SCALE

NOTE:
Plan must extend to public road

◇ PARKING AREA NOTES

◇ Surfacing: Option of rigid pavement or 4" thick crushed stone or gravel.

Size: Car-trailer spaces to be 10' wide by 40' long for 90° head-in parking and extend 35' from edge of drive for 45° parking (see detail) with 25' driveway or access lanes. Car parking spaces shall be 10' wide by 20' long with 20' wide driveways.

◇ Location: The parking area shall be located as directed by the Resident Engineer. Where practical, it should be located on private or easement land where it is screened from boaters on the lake.

◇ Two reflective warning signs (danger-lake ahead-slow down) and 2 chatter strips are required on the road when this alignment is used.

◇ SUBMISSION OF CONSTRUCTION PLANS

Construction plans must be submitted to Resident Engineer and approved prior to the start of any construction. The plan should include at least the following.

1. A plan layout of the facility at a scale not smaller than 1" = 100 feet.
2. The type of surfacing that will be provided
3. Elevation of both the upper and lower ends of the launching ramp.
4. Location of the tie to existing public road.
5. Limits of requested easements
6. Limits of private ownership.
7. Statement that road, parking area and ramp will be open in perpetuity for free public access.
8. ◇ Proposed methods of erosion control. Natural ground covers and desirable growth of shrubs and trees should be preserved to the maximum extent feasible. Slopes, swales, and other erosible areas should be seeded, mulched, and sodded as necessary.
9. ◇ The access road alinement must avoid a straight line approach to the ramp for safety.

ROADS

Maximum grade (percent)	16
Width of surface (feet)	16
Type of surfacing	4" thick crushed stone, gravel, or native materials meeting applicable State hwy. standards for gravel surface course or rigid pavement.

BRIDGES AND CULVERTS

Culverts - clear subgrade width (feet)	18
Bridges - clear roadway width (feet)	16 (12' wide one-way bridge acceptable where adequately marked)

BOAT LAUNCHING RAMP NOTES ◇

Vertical limits	
1. Upper limits	
a Flood control and multiple purpose reservoirs	5 year frequency pool
b Navigation reservoirs	3 feet above operating pool plus allowance for backwater (Generally 2% flowline)
2. Lower limits	
a Flood control reservoirs	4 feet below the minimum conservation or permanent pool
b Multiple purpose reservoirs	4 feet below 10 year drawdown
c Navigation reservoirs	4 feet below normal operating pool, or 3 feet below drawdown pool, whichever is lower
◇ ◇ Ramp width	14 min.
Ramp slope (percent)	12 min., 16 max.
Ramp surfacing	
1. Permanent	(1) 4" thick scored reinf. conc. or (2) Non-skid steel prefab mat

REVISION	DATE	DESCRIPTION	BY
◇	4-12-85	Rev. note on road.	J.C.
◇	8-29-72	Rev. launching ramp	D.B.
◇	5-25-72	Rev. ramp width added, note 8	H.H.

DEPARTMENT OF THE ARMY
LITTLE ROCK DISTRICT, CORPS OF ENGINEERS
LITTLE ROCK, ARKANSAS

RECOMMENDED MINIMUM DESIGN STANDARDS FOR ROADS, PARKING, AND BOAT RAMPS CONSTRUCTED ON GOVERNMENT LAND FOR ACCESS TO WATER

SCALE AS SHOWN
DATE APRIL 1969
DRAWING NUMBER 8977-114/140
SHEET 1 OF 1