

**SECTION 38-TECHNICAL ROAD RECONNAISSANCE**

0807. The purpose of the reconnaissance must be laid down. It may be:
- a. To assess the capacity of an existing road.
  - b. To determine what is necessary to improve it to a particular standard.
  - c. To prepare a scheme to deny early use of the road by the enemy, in the event withdrawal of our own troops.

For (a) above, the NATO format will normally be used (see Table 8.3), but a supplementary report should be made regarding maintenance requirements.

For (b) above, the technical report must also include an assessment of maintenance requirements.

For (c) above, the enemy's repair problem should be considered, and plans should include measures to make local resources useless or inaccessible to him.

0808. A map or overlay is essential, and sketches of particular features may also be necessary. The written report should normally be in two parts:

Part 1. A general summary of information of value to the staff. The NATO format will normally be used.

Part 2. Technical data for the engineer plan.

0809. The report must include all information specified in the NATO format, and relevant items listed in paragraph 181. It should also provide details of the following:

- a. Location and type of all bridges and culverts, giving:
  - (1) Condition and load class.
  - (2) Demolition data.
- b. Location and description of defiles such as causeways cuttings, and high embankments,, with recommendations regarding possible detours or suitability for sitting demolitions, minefields, or road-blocks.
- c. Type of road surface, including width and thickness of pavement, with dimensions of each course, if easily obtainable.

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d. Location, length, and slope of gradients steeper than the normal maximum grade. Seven per cent (approximately 1 in 15) will be taken as the maximum unless otherwise specified by the commander.

e. Location and radius of sharp curves and bends, with remarks on the possibilities of improvement, or suitability for catering.

f. Drainage, natural and artificial, with particular reference to defective or damaged drainage structures and areas liable to floods or washouts, In a wet season these may be the most profitable sites for toad denial measures.

g. The location and order of priority of necessary repairs, improvements, and new construction. Where widening or new construction is proposed, the necessary soils information must be obtained (see Sections 31 and 32). Estimate of materials, labor and time required for completion should be included.

h. Location of likely sources of materials such as stone, timber, sandy gravel and engineer stores.