Chapter 5

Maneuver and Mobility Support

MMS, formerly known as battlefield circulation control, consists of those measures necessary to enhance combat movement and the ability to conduct movement of friendly resources in all environments. These measures ensure that commanders receive personnel, equipment, and supplies as needed. MMS is conducted across the full spectrum of military operations. The primary focus of MP during MMS is to ensure swift and uninterrupted movement of combat power and logistical support.

MANEUVER SUPPORT

5-1. Maneuver is the employment of forces on the battlefield in combination with fire (direct or indirect) or fire potential. It is the movement of combat forces to gain a positional advantage, usually to deliver or threaten delivery of direct and indirect fires. MP tasks that support maneuver include—

- MP support to river crossings.
- MP support to breaching operations.
- MP support to a passage of lines.
- Straggler control.
- DC control (refer to *Chapter 7* for more information about DC operations).

SUPPORT FOR RIVER CROSSINGS

5-2. A river is a significant obstacle that may slow, stop, or impede a unit's ability to maneuver. Units are

restricted to moving in column formations along limited routes that come together at crossing sites. Friendly forces are vulnerable while crossing water obstacles. The challenge is to minimize the river's impact on the commander's ability to maneuver. The three types of river crossings include—

- Hasty.
- Deliberate.
- Retrograde.

5-3. MP traffic control is essential to help reduce exposure time and speed units across any obstacle. In addition, effective traffic control contributes to the flexibility of the crossing plan by enabling commanders to change the sequence, the timing, or the site of the crossing units. MP can switch units over different routes or hold them in waiting areas as directed by the tactical commander. This support is vital in reducing congestion, speeding the crossing of any obstacle (not just water), and enabling the maneuver forces to maintain momentum.

Hasty River Crossing

5-4. A hasty river crossing is a decentralized operation using organic, existing, or expedient crossing means. It is the preferred river crossing method. Conduct a hasty river crossing as a continuation of an attack to ensure little or no loss of momentum by the attacking force. The MP platoon in direct support of a crossing maneuver brigade, may be required to support the crossing without additional support.

Deliberate River Crossing

5-5. A deliberate river crossing requires planned and augmented MP support. Conduct a deliberate river crossing when a hasty crossing cannot be made successfully, normally when offensive operations must be renewed at the river, and when enemy forces must be

cleared from the area. A buildup of firepower and equipment is needed on both entry and exit banks. Normally, MP support from corps is required to augment the division MP company.

Retrograde Crossing

5-6. Closely plan and control a retrograde crossing. Massed crossing forces could slow momentum or exceed bridge classification limits. Forces moving to the rear may retrograde to defensive positions beyond the water obstacle and may be slowed as they set up to defend the exit bank. MP support retrograde crossings the same as they do deliberate crossings.

River Crossing Planning

5-7. The crossing force commander plans the river crossing operation. He prepares an OPORD and specifies what support is required. The PM, based on the OPORD, plans MP support for the river crossing. The plan includes how MP assets will be used and what additional resources are needed. The MP commander supporting the operation plans and supervises the mission based on the OPORD and guidance from the PM. The OPORD normally gives OPCON of all units entering the crossing area to the crossing commander.

5-8. The MP leader supporting the crossing site develops a traffic control plan to support the circulation control plan. He must plan for—

- Traffic control posts (TCPs) and temporary route signs at—
  - Major crossroads on the MSR and near crossing sites and lateral boundaries to control traffic from adjacent unit areas that could interfere with division surface movements.
  - Staging areas and engineer regulating points (ERPs) to provide directions and

information, control movement to and from staging areas according to planned times, and relay messages between traffic HQ and the moving unit.

  - Holding areas on the entrance bank to direct traffic to crossing sites; on the exit bank, inside the traffic regulating line (TRL), to control movement; and on the exit bank, outside the TRL, to temporarily hold sections of a convoy or a unit until it can reassemble and continue its movement.

- Mobile patrols to operate along primary routes to control traffic, spot problems, guide and escort vehicles, and reroute traffic when necessary.
- Temporary EPW collecting points. Set up the collecting points outside the TRL. Evacuate EPWs through the crossing areas as quickly as possible so their transit does not impede the movement of friendly forces.

5-9. For brigade crossings, the MP leader may collocate with the brigade staff to form a small, temporary traffic control cell located at the brigade main CP or the brigade TOC. The brigade main CP controls the maneuver support force that consists of corps engineers, bridge companies, MP, and chemical units.

Control Measures

5-10. To ease control of large, fast-moving forces, the river crossing plan usually allots one crossing area for each maneuver brigade. The commander uses control measures to delineate areas of responsibility for subordinates and to ease traffic control. *Figure 5-1* shows the following control measures.

5-11. **Release Line (RL)**. As used in river crossing operations, RLs are used to delineate the crossing area. RLs are located on both the far shore and nearshore and

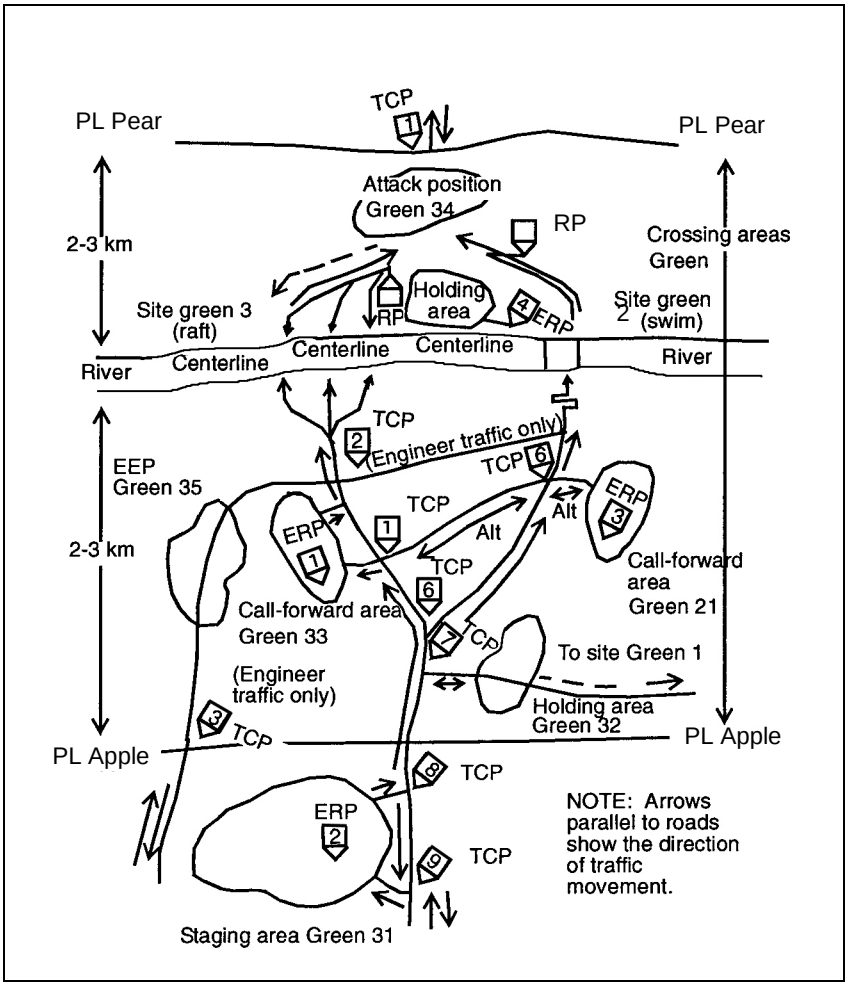

Figure 5-1. River Crossing Control Measures

indicate a change in the HQ that is controlling the movement. RLs are normally located within 3 to 4 kilometers of the river and on easily identifiable terrain features, if possible.

5-12. **Crossing Areas**. Crossing areas are controlled-access areas that decrease congestion at the river. This permits swift movement of the forces. Each lead brigade has a crossing area on both sides of the river that is defined by brigade boundaries and the RL. Crossing areas normally extend 3 to 4 kilometers on each side of the river, depending on the terrain and the anticipated battle.

5-13. **Waiting Areas**. Waiting areas are located adjacent to the routes or axes of advance. Commanders use the following waiting areas to conceal vehicles, troops, and equipment while waiting to resume movement or make final crossing preparations:

- Staging areas. These are battalion-size waiting areas outside the crossing area where forces wait to enter the crossing area. The brigade traffic control cell handles the units' movement into the staging areas. The crossing area commander (CAC) controls movement from the staging areas into the crossing areas. MP operate TCPs at the staging areas according to the crossing and traffic circulation plans. They emplace temporary signs along the route from the staging area through the crossing area to guide the convoys. Units make crossing preparations and receive briefings on vehicle speed and spacing in the staging areas. Staging areas—
  - Are located to support the crossing concept.
  - Are far enough back to permit the rerouting of the battalion along other roads or to alternate crossing sites.
  - Are easily accessible from major routes.
  - Have enough area for dispersing a battalion-size unit.
  - Provide concealment.
- Call-forward areas. These areas are company-size waiting areas located within the crossing

area. Engineers use them to organize units into raft loads; crews use them to make final vehicle crossing preparations. The CAC controls movement from the staging area to the call-forward area. The crossing site commander (CSC) directs movement from the call-forward area to the crossing site and on to the far-shore attack position. As a minimum, each CSC operates his own call-forward area. Call-forward are—

- Located to support the crossing plan.
- Company size within the crossing area.
- Easily accessible from routes.
- Planned with a minimum of one per crossing site.
- Collocated with ERPs.
- Used to organize units into raft loads.
- The final preparation areas before going to the crossing site.
- Normally operated by engineers.

- Holding areas. These areas are waiting areas that forces use during traffic interruptions. Units move into these areas when directed by TCP personnel and disperse rather than stay on the roads. Holding areas are battalion size outside of the crossing area and company size within it. Far-shore holding areas are used to organize return traffic. MP operate holding areas according to the crossing and traffic circulation plans and—
  - Are used as call-forward areas for return traffic from the far shore.
  - Are located to support the crossing plan.
  - Are easily accessible from routes.
  - Have enough area for dispersion.
  - Provide cover and concealment.

- Are defensible.
- Maximize traffic flow with minimum control.

- Attack positions. The attack positions are the last positions occupied or passed through by the assault echelon or the attacking force before crossing the line of departure. Within the bridgehead, the attack position is the last position before leaving the crossing area or bridgehead line.
  - Assembly areas. These are the areas where forces prepare or regroup for further action.

5-14. **Engineer Equipment Parks (EEPs)**. These are areas located a convenient distance from bridging and rafting sites for assembling, preparing, and storing bridge equipment and material. They are at least 1 kilometer from the river and hold spare equipment and empty bridge trucks that are not required at the crossing sites. EEPs should be located where they do not interfere with the traffic to the crossing sites and where equipment can be concealed and dispersed. Ideally, routes leading from the EEPs to the crossing sites are not the same routes used by units crossing the river.

5-15. **Traffic Control Posts**. In river crossings, TCP personnel assist the crossing-area HQ in traffic control by reporting and regulating the movement of units and convoys. TCP personnel relay messages between the crossing-area HQ and the moving units. The PM identifies locations that need or require TCPs. MP operate TCPs on both banks of the river to control traffic moving toward or away from it. TCPs are operated at major or critical crossroads and road junctions, staging areas, holding areas, and ERP.

5-16. **Engineer Regulating Point**. ERPs are technical checkpoints used to ensure that vehicles do not exceed the capacity of the crossing means. They help maintain traffic flow. Vehicles not allowed to cross are removed so that they do not cause a traffic backup at the actual

crossing site. Engineers man the ERPs and report to the CSC. TCPs are collocated with the ERP to ensure that all vehicles clear the call-forward areas. An additional duty of ERP personnel is to give the drivers final instructions on site-specific procedures and other information, such as speed and vehicle intervals. As a minimum, each crossing site requires an ERP at its own call-forward area. If enough engineer assets are available, an ERP may be established at far-shore holding areas to regulate rearward traffic.

Route Execution

5-17. MP must be prepared to establish holding areas along movement routes on order. If the road network sustains damage, vehicles will need to be routed into the holding areas until traffic can be restored or rerouted. Refer to *paragraph 5-104* for more information about holding areas.

5-18. MP mobile patrols operate along primary routes, monitoring traffic, spotting problems, and rerouting traffic as necessary and conducting AS around the crossing area. They make frequent checks of temporary signs to prevent the enemy from tampering with them.

5-19. MP may be directed to screen the crossing unit's flanks and rear. The size of such an element is determined by METT-TC. In most environments this mission requires at least a squad. MP conduct screening missions to provide early warning of enemy approach and to provide real-time information, reaction time, and maneuver space for the crossing unit. The squad fights only for self-protection and remains within its capabilities. Refer to *Chapter 6* for more information about screening missions.

5-20. Include at each crossing site a temporary EPW collection point. Initially the collection point will be on the entry bank. Once MP cross as part of the support force, a temporary collection point is established on the

exit bank. A division central collection point is established outside of the crossing area. Refer to *Chapter 7* for more information about division forward collection points.

5-21. Rigid control of civilian movement is necessary to preclude congestion on movement routes. The PM coordinates for HN police support to ensure that the civilians who live in the crossing area are kept in place or, if necessary, quickly moved to designated areas away from the river. Normally, civilians are not allowed to cross the river or move along the edge of the river during the river crossing operation. Refer to *Chapter 7* for more information about DC resettlement.

MILITARY POLICE SUPPORT TO BREACHING OPERATIONS

5-22. Breaching operations are conducted to allow maneuver despite the presence of obstacles. Obstacle breaching is the employment of a combination of tactics and techniques to advance an attacking force to the far side of an obstacle that is covered by fire. Breaching operations begin when friendly forces detect an obstacle and begin to apply the breaching fundamentals. Breaching operations end when the battle handover has occurred between the follow-on forces and a unit conducting the breaching operation.

Support Planning

5-23. MP support to breaching operations is similar to MP support to river crossing operations. The employment of MP is based on METT-TC, available resources, and the commander's priorities. MP support to breaching operations includes—

- Operating TCPs at the breaching site and along routes leading to or departing from the breaching site.
- Operating holding areas.

- Providing mobile guides to escort the units.

5-24. The platoon leader coordinates with higher HQ and the engineer forces conducting the breach for essential information that includes the—

- Azimuth and distance to the final-approach marker or the 8-digit grid coordinate of the final-approach marker that is entered into the teams Global Positioning System (GPS) receiver.
- Lane marking pattern currently emplaced.
- Type of final-approach marker used.
- Traffic control plan and march order.

5-25. A combined-arms breach is a complex operation and requires precise synchronization. Breaching operations normally require the maximum use of TCPs to assist support, breach, and assault forces to move along various lanes. Refer to *paragraph 5-88* for more information about TCPs. Lanes are marked to safely pass units through the obstacle. The three levels of lane marking are—

- Initial.
- Intermediate.
- Full.

5-26. MP may provide TCPs and guide support to lanes at any level of marking. However, the main effort of MP support may come in later phases of the operation, when larger units (battalion and above) are passed to subsequent objectives, and time permits marking improvements to be made. The increase in traffic and the more diverse forces with different levels of driver experience will increase the need for MP traffic control operations. MP guides are simply mobile MP teams that escort units from one control measure or point to another. Guides and TCPs are essential when there are multiple lanes. *Figure 5-2, page 5-12* shows the flexibility that the combinations of multiple lanes and guides or TCPs provide the commander.

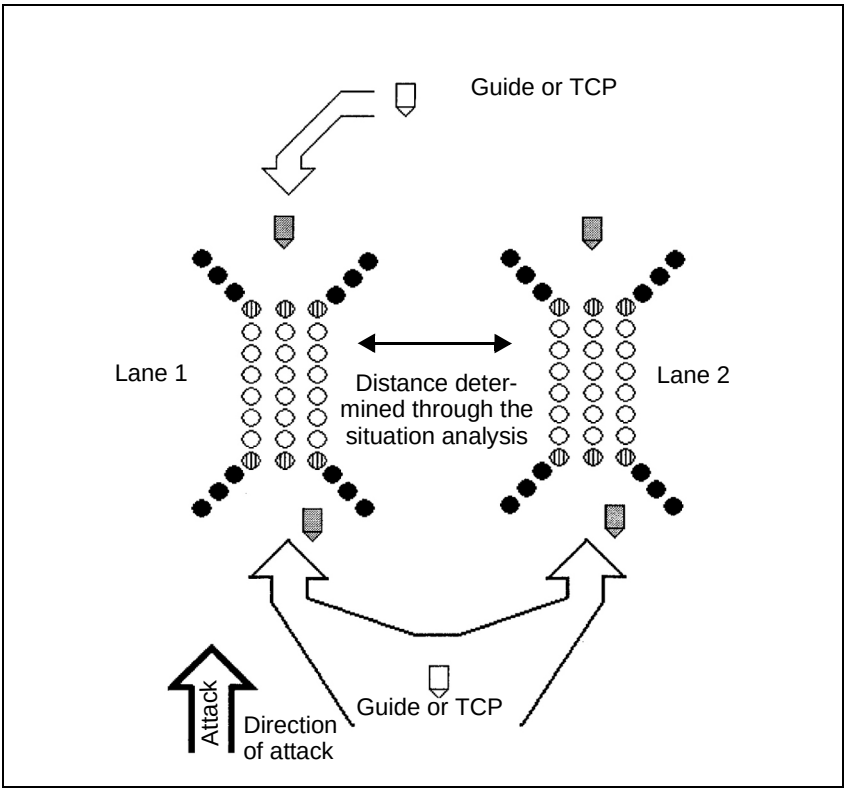

Figure 5-2. Multiple Lanes (Two-Way Traffic)

Movement Execution

5-27. The commander sets the priority of movement based on the situation. MP may concentrate their efforts on assisting the immediate passage of larger combat forces. Or their priority may quickly shift to ground evacuation of casualties or vehicle recovery operations. MP traffic control operations give the commander the ability to make last-minute changes in the traffic flow or lane usage

5-28. MP may be required to establish unit holding areas (battalion and company size) in the event that traffic is disrupted on the lanes due to enemy activity or the need to do maintenance or upgrade a lane. Refer to *paragraph 5-104* for more information about holding areas.

5-29. The commander collocates guides or TCPs at the far recognition marker when he feels the situation requires more positive control.

5-30. Guides and TCPs are briefed on this information and are kept up to date on changes to the traffic control plan and enemy activity in the AO.

5-31. The platoon leader plans for the possible need to establish a forward EPW collection point near the breaching operation. Refer to *Chapter 7* for more information about division forward collection point. He must also plan for an increase in the number of TCPs needed during limited visibility or in restrictive terrain. Refer to *FM 3-34.2* for more information about breaching operations.

PASSAGE OF LINES SUPPORT

5-32. This area describes how an MP leader is to plan and conduct MP support to the passage of lines. The MP elements described in the following paragraphs are supporting the passing and stationary units. MP conducting a battle handover or passage of lines to a TCF is discussed in *Chapter 6*.

5-33. A passage of lines is a tactical event normally associated with a battle handover. A passage may be designated as a forward or rearward passage of lines. Moving a maneuver unit through the positions of an emplaced unit that is in contact with the enemy is a critical action. It requires detailed coordination; planning; and close, continuous supervision of the movement.

5-34. The main focus of MP support to a passage of lines is normally employing special traffic control measures that include—

- TCPs.
- Temporary route signing.
- Checkpoints and roadblocks.
- Defiles.

5-35. MP may also provide guides to escort the passing unit en route to a release point or AA. Similar to MP support to breaching operations, guides provide the commander a means to change the sequence, timing, or lanes of the passing units.

Passage of Lines Planning

5-36. MP support the passage of lines operation to assist a maneuver unit in contact with the enemy to maintain movement. Depending on the scope of the operation, a division MP company may not be enough to support a passage of lines operation. METT-TC may necessitate the need for additional corps MP support.

Control Measures

5-37. When planning control measures for a passage of lines, MP leaders must consider the placement of the following:

- AAs where units prepare for further action.
- The battle handover line (BHL) where the stationary force assumes responsibility for the sector from the covering force.
- The forward edge of the battle area.
- Passage lanes along which the passing units move to avoid stationary units and obstacles.
- Passage points where units will pass through one another. They are located where the commanders want the units to execute the

passage of lines. Designate multiple passage points to help eliminate congestion.

- Contact points (designate an easily identifiable terrain feature) where the units will physically meet.
- SPs where unit elements come under the control of the commander responsible for the movement.
- Phase lines, used in controlling the timing of the operation, are usually recognizable terrain features extending across the zone of action.
- RPs where unit elements revert to their respective commanders and continue moving to their destinations.
- Travel routes from the point of origin to the destination.
- Checkpoints used to coordinate friendly movement. (Checkpoints are not used as reference points for reporting enemy locations.)

Passage of Lines Execution

5-38. MP support for a passage of lines is conducted at the platoon level. The company monitors the platoon and coordinates with higher HQ. The company operations section is required to conduct detailed coordination with the passing and stationary units that includes—

- Communication requirements.
- Recognition signals.
- Route SP.
- Time of passage.
- Passing lanes.
- Control measures to include TCPs, escort and guide vehicles, temporary route signs, or a combination of these.
- EPW and DC evacuation.

5-39. The platoon leader continuously coordinates with the company operations section to confirm the following:

- The size of the passing unit.
- Locations of AAs.
- Recognition signals.
- The actual time that the passage of lines will commence.

5-40. MP support for a passage of lines begins at the route SP, which serves as a contact point. Recognition signals are displayed at the SP. MP monitor the passing unit's command net during the entire passage. Radio silence is maintained during this time.

5-41. Depending on the situation, MP can support the passing unit with the following:

- TCPs.
- Escort and guide vehicles.
- Temporary route signs.
- A mix of these measures.

5-42. The platoon leader selects the method that best supports the moving unit's passage through the stationary unit. Temporary route signing will decrease the number of TCPs needed, but if routes are not well defined or they cross congested areas, expect to provide TCPs or escort vehicles.

5-43. MP must be prepared to initiate vehicle holding areas at designated locations along movement routes. If the road network sustains damage, vehicles will be routed into a holding area until traffic can be restored or rerouted. (Refer to *paragraph 5-104* for more information about holding areas.)

5-44. The platoon leader plans for the need to establish a temporary EPW collection point, and establishes it near the passage area but out of the view of the operation.

5-45. Strict control of the movement of civilians is necessary to preclude congestion on routes used for the operation. When necessary, MP establish evacuation

routes to move DCs to a designated area rear of the staging areas. Local nationals who live in the immediate area will remain in place or be evacuated primarily by HN police from the area.

STRAGGLER CONTROL

5-46. MP conduct straggler control operations to assist commanders in maintaining combat strength by locating and returning stragglers to their units. MP identify stragglers at the TCPs, checkpoints, roadblocks, defiles, or while patrolling the MSR. For large numbers of stragglers, special collecting points are set up along the MSR.

Operate Straggler Posts

5-47. When operating a straggler CP, MP teams need to know what units are located or operating in their AO. Most stragglers are soldiers who have become accidentally separated from their command. Stragglers are identified by checking the following:

- Uniforms.
- Unit insignia.
- Bumper markings on the vehicles.
- Identification cards or tags.
- Passes or other authorization documents.

5-48. For each straggler identified, as a minimum, MP record—

- The straggler's name, rank, social security number (SSN), and nationality.
- The straggler's unit.
- The straggler's category ("injured" or "uninjured").
- Whether the straggler is armed or not.
- Where the straggler was coming from and his destination.
- Why and when the straggler left the unit.

- The location where the straggler was sent.

5-49. MP administer first aid to the injured, wounded, or ill stragglers. Seriously ill or injured soldiers are evacuated. Stragglers who have information of immediate tactical value are reported to higher HQ. Soldiers fit for duty who mistakenly became separated are returned to their units or a HQ within their chain of command. The soldiers unit is responsible for any transportation requirements.

5-50. MP treat deliberate stragglers, those who have deserted or are attempting to desert or are absent without leave (AWOL), with caution. These stragglers may resort to violence to avoid military control. MP search, disarm, and detain them. They hold these stragglers until transport and escort can be arranged to take them to their unit, the straggler collecting point, or another facility set by the SOP or the straggler control plan. MP safeguard confiscated property and documents, and dispose of them according to the straggler control plan.

5-51. MP handle stragglers from the HN or other allied forces the same as US stragglers. If the PM has coordinated with other national forces to set up joint straggler posts, allow MP from other national units to handle stragglers from their own forces.

Operate Straggler Collecting Points

5-52. When large numbers of stragglers exist and TCPs, mounted patrols, and straggler control posts are not able to handle the straggler flow, MP may be tasked to operate a straggler collecting point. MP temporarily hold stragglers at collecting points while they process them for return to their units, placement in medical channels, or placement in other military channels.

5-53. The PM operations section plans the location of a straggler collecting point, placed along a key MSR or at

an intersection of the MSR. This allows quicker access to the straggler collecting point to aid in moving stragglers to their appropriate destination.

5-54. Often it is collocated where elements of medical, transportation, and MP units can share efforts to ease the disposition of stragglers. At a straggler collecting point, MP may need food, water, clothing, and shelter for stragglers. If a medical facility is not close by, request extra medical supplies and be prepared to administer first aid.

5-55. Guards separate the injured stragglers from the uninjured. They process each soldier at the collecting point. Guards record the key information on each soldier for a straggler report. They search, segregate, and guard stragglers who refuse to return to their unit. Guards assemble and forward the report to wherever the straggler control plan directs. They hold stragglers at the collecting point until transport arrives.

5-56. Detain stragglers who refuse to return to their unit until their unit provides an escort or until they are transported to a detainment facility.

MOBILITY SUPPORT

5-57. Mobility is the capability of military forces to move from place to place while retaining the ability to fulfill their primary mission. It includes those activities that enable a force to move personnel and equipment on the battlefield without delays due to terrain or obstacles. MP activities that support mobility include the following:

- Route reconnaissance and surveillance.
- MSR regulation enforcement.
- Special circulation control measures.

ROUTE RECONNAISSANCE AND SURVEILLANCE

5-58. MP conduct route reconnaissance and surveillance operations to gain detailed information on specific routes to be used as deployment routes, MSRs, or movement corridors. Mobile MP teams record and report the condition of the MSR and other critical roadways, identifying effects of weather on road surfaces, damage to routes, NBC contamination, and the presence of enemy activity. Platoon leaders use this information to develop a road reconnaissance report and a route reconnaissance overlay.

5-59. The platoon leader provides the MP reconnaissance reports and overlays are used to assist the division PM with the development of the division traffic control plan. Movement planners use information gathered from the MP route reconnaissance to update the highway traffic section's (HTS's) traffic circulation control plan and to formulate the highway traffic regulation plan. Refer to *FM 55-10* for more information about traffic circulation control plans and highway traffic regulation plans.

Plan

5-60. MP leaders plan route reconnaissance operations by examining intelligence reports and maps of the area surrounding the route to be reconnoitered. When time is critical, MP conduct a hasty route reconnaissance to obtain specific information only. The MP leader must clearly understand the following critical tasks to be accomplished:

- Find and report all enemy forces that can influence movement along the route.
- Determine the trafficability of the route.
- Reconnoiter any special areas that could influence movement on the route. These areas may consist of highly populated areas or key

terrain features. Additional teams may be needed to cover these areas based on METT-TC.

- Inspect all bridges on the route.
- Locate fords or crossing sites near all bridges on the route.
- Inspect all overpasses, underpasses, and culverts.
- Locate areas suitable for short halts and holding areas.
- Locate mines, obstacles, and barriers along the route.
- Locate a bypass around built-up areas, obstacles, and contaminated areas.
- Report route information.

5-61. A more detailed route reconnaissance would include additional information concerning the terrain, potential hazards, or obstacles and would include key terrain and built-up areas 2 to 3 kilometers on either side of all MSRs. A route reconnaissance this detailed requires considerably more time and personnel.

Execute

5-62. One MP squad can conduct a hasty route reconnaissance of only one route, (about 30 kilometers). MP platoons reconnoiter three routes within the boundaries of the platoon AO, if route reconnaissance is their primary focus.

5-63. The size of the reconnaissance patrol is determined by using METT-TC factors. In most environments route reconnaissance operations are not conducted with less than a squad. The squad leader organizes the squad into security teams and a reconnaissance team. The reconnaissance team records the information, completes a *DA Form 1248*, and prepares a reconnaissance overlay. The other teams provide security.

5-64. MP do not engage the enemy when conducting route reconnaissance except in self-defense or when ordered to do so. They report any visual contact with the enemy and maintain surveillance while gathering as much information as possible. They break visual contact only on order from proper authority.

5-65. Often the main purpose of a reconnaissance is to confirm information already known about a route. Additional information can be obtained from the division PM, the division transportation officer, and from HN police. MP teams talk to convoy commanders, vehicle drivers, local nationals, and highway control regulating teams to gain or verify information about well-traveled roads. Although this information is not as reliable as information gathered from driving a route, its reliability increases when several road users report the same condition.

5-66. Mounted MP patrols continuously collect data at the level of detail required by the PM or commander and report it by the fastest secure means available. The patrols travel the routes within the AO to—

- Identify and locate the recommended route.
- Check the driving time and distances between easily recognized points.
- Look for obstructions and restrictions (bridges, tunnels, steep grades, sharp curves, ferries, snow blockage, defiles, flooding, rock falls, and slides).
- Note the location and type of possible ambush sites on the route.
- Look for terrain where direct fire from the enemy could stop movement on the route.
- Identify natural defense, counterambush, and assembly locations.

- Identify areas where terrain restricts communications.
- Watch for enemy situations that could affect route security or conditions, such as—
  - Enemy elements positioned on key terrain.
  - The enemy emplacing mines and other obstacles.
  - Frequency changes or type of enemy fire in the area.
  - Enemy aerial interdiction.

5-67. To keep from overlooking critical terrain data, the squad leader prepares a checklist of items that may be included on the reconnaissance overlay, such as—

- The route classification formula.
- The identification and location of the reconnoitered route.
- The road distances between the points that are easily recognized both on the ground and on the map.
- The presence and lengths of steep grades (having a slope of 7 percent or greater).
- Curves having radii of less than 45 meters.
- Military load classifications (MLC) and limiting dimensions of bridges. Include suitable bypasses, classifying them as easy, difficult, or impassable.
- Locations and limiting data of fords, ferries, and tunnels. Include suitable classification of bypasses.
- Route restrictions (like underpasses) below minimum standards and, if appropriate, the distances such restrictions extend.
- Areas suitable for short halts, holding areas, or bivouacs that offer easy access to the roadway and adequate dispersion, cover, and

concealment. Include information on the shoulders.

- Rock fall and slide areas that may present a traffic hazard.
- Overhead clearance of less than 4.3 meters.
- Civil or military road numbers or other designations.
- Obstructions to traffic.

5-68. Roads that bisect heavily wooded areas are likely obstacle and ambush sites. Heavily loaded vehicles are vulnerable to ambushes and unable to circumvent obstacles easily. Steep grades and numerous S-turns, where logistical vehicles that are heavily loaded with supplies slow to a crawl, make good ambush points. For more information on route classification, refer to *FM 5-170* and *Appendix I* of this manual.

5-69. If enemy activity is suspected along a route, the squad should—

- Use caution when approaching critical locations.
- Deploy using traveling overwatch or bounding overwatch. Choose movement techniques according to the latest information on suspected enemy activity.
- Avoid danger areas.

5-70. Use caution when approaching a sharp bend or a defile in the road. Such areas are often mined and are ideal sites for an ambush. When necessary, the squad leader has the reconnaissance element conduct a dismounted reconnaissance of these areas while the security element provides overwatch.

5-71. MP check bridges for mines and booby traps. Before crossing a bridge, MP have the security element move to an overwatch position. They have the reconnaissance element dismount and check the bridge and its approaches for mines, booby traps, and demolition charges. If any are found, MP move to a

covered and concealed area, report the information, and request engineer support to clear the mines. MP maintain surveillance of the bridge until the mines are cleared. They stop friendly forces and civilians from using the bridge until the engineers have cleared it. When the bridge is cleared, MP have the reconnaissance element gather critical data on the bridge's characteristics and continue the reconnaissance.

5-72. MP reconnoiter key terrain and built-up areas near the route. They move on and off the road to identify enemy activity. The type of terrain dictates whether a reconnaissance is conducted mounted or dismounted. Reconnoitering terrain can be time-consuming. The mission order and the time available for the reconnaissance determine how many and which terrain features are reconnoitered.

MAIN SUPPLY ROUTE REGULATION ENFORCEMENT

5-73. MP traffic control activities support movement control by enforcing highway regulation plans. Traffic enforcement measures, such as speed control and safety inspection checkpoints, help protect the force and ensure that only authorized traffic uses controlled routes. MP employ special circulation control measures, such as temporary route signing, TCPs, holding areas, defiles, and checkpoint and roadblock operations, to support combat and sustainment operations. Refer to *Chapter 6* for more information about checkpoints and roadblocks.

5-74. Highway regulations are set by the agency having jurisdiction over the road network. MSR regulation measures are stated in the command's highway regulation plan. They also may be in the unit SOPs and command directives. The HTS sets the route classification.

5-75. Mounted MP teams patrol MSRs to monitor traffic and road conditions. They gather information on friendly and enemy activity and assist stranded vehicles

and crews. Road condition changes and enemy activity are reported immediately through MP channels.

SPECIAL CIRCULATION CONTROL MEASURES

5-76. MP limit, control, block, or direct mounted or dismounted forces traveling on the MSR, by employing special circulation control measures. Special circulation control measures include the following:

- Temporary route signing.
- TCPs.
- Holding areas.
- Defiles.

5-77. Many of these measures are used in MP support to breaching operations, river crossings, and passage of lines.

Temporary Route Signing

5-78. A signed military route system, like the signed US highway system, can enable road users to reach their destinations by following route signs and road markings displayed along the roadside. MP patrols monitor signs on a routine basis, checking specific signs before critical moves. Engineers erect permanent signs, but signs can be damaged, destroyed, or moved by weather, saboteurs, and battle.

NOTE: For more information about temporary route signing refer to *Appendix I*.

Traffic Control Post

5-79. TCPs are used to support MMS only when needed. They are used to preclude the interruption of traffic or unit movement along designated routes. TCPs are communication links to units using the MSR. Show on the traffic control plan and the traffic circulation plan the placement of TCPs. MP activities at a TCP include the following:

- Monitoring and assisting traffic authorized to use the MSR.
- Redirecting unauthorized vehicles to the road network they need.
- Providing route security for the MSR at critical locations or intersections.
- Monitoring for NBC contamination.
- Rerouting traffic as needed.
- Gathering information and reporting it.
- Providing information to passing units.
- Assisting stragglers and DCs.

5-80. **Plan**. An MP squad can operate one TCP for an extended period or three TCPs for a short duration. The platoon leader uses METT-TC to analyze the mission and estimate the situation. He decides the appropriate weapons, materials, and equipment needed and considers such factors as the movement of traffic and the degree of control required. If HN police support is needed, the company operations section or the PM arranges for it. The platoon leader uses overlays and the traffic control plan to determine the location for the TCP. The squad leader plans for emergency destruction of documents and equipment in case the TCP is attacked. The squad leader plans for continuous operations by—

- Developing an adequate sleep plan.
- Arranging for maintenance and refueling.
- Arranging for additional rations.
- Constructing fighting positions.
- Camouflaging all vehicles and equipment.

5-81. **Execute**. TCPs are manned at points where two or more MSRs converge or where confusion could affect vehicle movement. They are used to help protect the force at critical locations where civilian or military traffic can cause an accident. Operations in which TCP will be maximized include the following:

- Deliberate river crossings.
- Deliberate breach operations.
- Defile operations.

5-82. When METT-TC requires a TCP to be manned by one MP squad, the squad leader—

- Analyze the terrain location.
- Positions the teams.
- Directs the squad's vehicles to a covered and concealed position near the squad's fighting position. Use camouflage nets, if needed.
- Selects a fighting position from which the squad can cover and secure the TCP.
- Maintains communication.

5-83. Once the squad has occupied the actual TCP site, the squad leader establishes security and provides a grid coordinate to higher HQ. One team in the overwatch covers the TCP while another team watches the flow of traffic from a covered and concealed position near the road. When needed, a member of this team moves to the center of the road to direct the flow of traffic while the other members provide security. If necessary, the squad leader has the third team resting in a covered and concealed position. The squad leader ensures that all three teams communicate by wire (the preferred method) or radio. If neither is available, they use arm and hand signals.

5-84. At a TCP, the main purpose is to ensure smooth and efficient use of the road network according to the traffic circulation plan. The plan contains—

- Military route numbers and directions of travel.
- Light lines and blackout areas.
- Highway regulation points and MP TCP.
- Route control classification.

5-85. Vehicles too wide or heavy for a road will be denied access. MP reroute them to alternate MSRs. No

authorization is needed for travel on an open route, but use of a classified route may be restricted to certain units, operations, or types of vehicles.

5-86. All vehicles on the dispatch route will have a current movement credit issued by the HTS. On a supervised route, normally a column of 10 or more vehicles or an individual vehicle of exceptional size or weight will have movement credit from HTS.

5-87. MP stop vehicles or convoys that are not following MSR regulations. They tell the convoy commander why the vehicles are halted. The convoy commander makes immediate corrections. When immediate corrections cannot be made, MP record the key information about the incident and report it through MP channels.

5-88. TCP is used to disseminate information about the AO. MP provide information to authorized personnel only. They support the commander's force protection program by providing friendly forces with current information on route conditions and enemy activity. At the TCP, MP disseminate information on the locations of contaminated areas, supply points, medical facilities, and other units on a need-to-know basis and should not volunteer more information than is needed to avoid creating security and/or intelligence issues.

5-89. MP actively seek information from road users by asking drivers what they have seen of suspected or actual enemy activity along the MSR. When language is not a barrier, MP talk to local civilians and to the HN civilian and military police to gain information about the road network in an AO. MP pass this information up the chain of command so that it can be verified as reliable.

5-90. MP are constantly on watch for enemy aircraft and suspicious activity by the local populace. When such activity is observed they relay SPOTREPs through MP channels. MP use the SALUTE format to report this information.

5-91. When the movement control agency requests it, MP keep track of military movements that pass through a TCP. This helps movement planners keep track of the progress of convoys. This information is compiled into a passing report that includes the—

- TCP location.
- Date.
- Convoy identification (unit or serial number).
- Time the first vehicle passed the TCP.
- Time the last vehicle passed the TCP.
- Number of vehicles in the convoy.

5-92. Usually, TCP passing reports are picked up at the TCP or transmitted by secure radio. The platoon leader compiles the TCP passing reports into one report. He forwards the report through MP channels or as directed by the commander. The report may be written or transmitted. If transmitted, a report is encoded according to the unit SOP. In some instances, the platoon leader may permit a squad leader to bypass the usual report channels and submit a passing report directly to the movement control agency.

Holding Areas

5-93. MP operate vehicle-holding areas to help regulate the traffic flow. Holding areas can be used as independent measures or with other measures like defiles or checkpoints to support large operations like river crossings or passage of lines. When MP operate holding areas, they direct vehicles, convoys, and troops into and out of the holding areas.

5-94. **Plan**. METT-TC and the size of the holding area determine the number of teams needed to operate it. When one MP squad operates a holding area, the squad leader designates one team to control the entrance to the holding area, another team to control the exit from the

holding area, and one team to provide security. He also assigns each squad member a fighting position.

- The general location for a holding area may be designated by the echelon movement control unit, PM, or MP company commander. The exact location is selected by the MP leader with the mission. The holding area's location is noted on the traffic control plan and passed to the echelon movement control unit to keep the traffic circulation plan current. Select a site where—
- Parked vehicles can face the exit so that they can be driven from the area quickly.
- Vehicles can be dispersed.
- There is easy access to and from the roadway.
- The surface of the area is firm enough to hold the weight of the vehicles.
- The area is large enough to allow vehicles to be covered and concealed from air and ground observation.
- The area can be defended.

5-95. **Execute**. MP teams at the entrance and exit to the holding area are positioned in concealed locations. When vehicles approach the holding area, one MP moves to the center of the road and directs the vehicles in. He tells the vehicle driver or convoy commander where to park. He moves back to the concealed location when all vehicles have entered. Vehicles moving in the holding area should be ground-guided by members of the convoy.

5-96. The MP team at the exit operates in a similar manner. MP move from their cover and concealment only when necessary. Depending on the tactical situation, MP teams may use red lens flashlights to direct traffic at night. Colored chemical light sticks are posted to help drivers identify their locations within a holding area if the situation permits.

5-97. Ideally, the MP leader controls the holding area from a position overlooking the entrance and exit. The MP leader receives instructions on when to allow vehicles to pass from higher HQ. When the holding area is to support a river crossing site, the MP leader has a movement schedule to follow. He receives his movement information from the echelon movement control office or the crossing area commander.

5-98. When operating a large holding area, the MP leader may need additional personnel inside the holding area to direct traffic and parking and ensure that the units comply with the flow plan. Large holding areas will have a simple control plan, such as a subdivision system.

5-99. Take the following steps when using a subdivision system:

- Make a map or a sketch of the area showing the road net, trails, and major obstacles.
- Outline the holding area on the map or sketch.
- Divide the area into equal subdivisions and assign a letter or a name to each subdivision. This helps direct units to their section of the holding area.
- Erect signs showing the outline of each area.
- Develop a traffic flow plan and erect directional signs to help users.

5-100. Keep a count of vehicles in the subdivisions by number, size, and unit designation for each vehicle. At night, use chemical light sticks to identify the sections within the holding area and the exit.

5-101. Vehicle holding areas are controlled sites. MP instruct convoy commanders to keep drivers with their vehicles or assign them fighting positions. They do not allow convoy personnel to openly move around within the holding area. They use signs to help control traffic

and maintain communications between positions by wire or hand and arm signals.

Defiles

5-102. Defiles keep traffic moving smoothly despite narrowed passageways. Controls at defiles ensure that traffic moves through the passage, one direction at a time, first from one end and then the other. A defile may be considered a critical site and its security a priority.

5-103. **Plan**. METT-TC and the estimated length of the operation are used to determine the actual size of the element needed to operate a defile. In most environments, a defile will not be operated with less than a squad. An MP platoon may be needed to conduct a large defile operation for extended periods. At a defile *(Figure 5-3*), MP do the following:

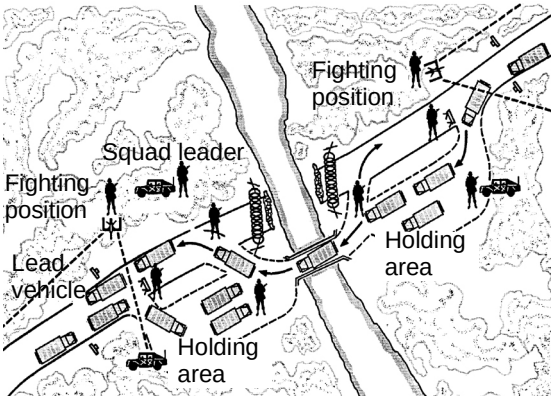

Figure 5-3. Defile

- Secure and defend the site.
- Brief drivers about obstructions.

- Control access so vehicles move through quickly.
- Ensure that vehicles enter one at a time.
- Reroute traffic when necessary.

5-104. Terrain or traffic needs may dictate a need for vehicle holding areas and signs or a TCP. Larger defiles require a holding area at each end. The placement of holding areas depends on the site available and the ease of communicating between the sites and the defile.

5-105. **Execute**. Because defiles involve restricted movement, they are an ideal target for the enemy. Security of a defile is a priority. Before a defile is put into operation, an area reconnaissance is conducted to detect the presence of enemy activity in and around the location of the defile. Once the area has been reconnoitered, the squad leader establishes security and reports the exact location of the defile, if not previously known, to higher HQ. He selects the crew-served weapons fighting position, picking key terrain that overlooks the defile. He ensures that the squad's vehicles are covered and concealed. As in most stationary MP operations, communications within the squad is primarily wire and arm and hand signals.

5-106. MP use control measures to keep traffic flowing smoothly. They use the simplest method of control. Plan for the use of two different control measures. This provides a back-up method, if needed. Control measures can include the following:

- Visual signals to tell traffic when to move, such as hand and arm signals, flashlights, or a handheld flags. Use any technique that shows vehicles when to move. Visual signals work best for small defiles where holding areas are not needed.
- Wireless or wire communications to tell teams in holding areas to hold or start traffic through the defile. Link communications directly between holding areas, or route them through the leader

at the defile site. Use wire communications as the main means of communication. Use wireless communications as a backup or when no other means are available.

- A flag to identify the last vehicle moving through a defile. Give the flag to the last driver or attach it to the last vehicle entering the defile. Another MP removes the flag when the vehicle reaches the end of the defile. This serves as a signal for traffic to start in the opposite direction. This is repeated as often as needed.
- An MP rider to indicate the last vehicle of a column. The rider stays in the last vehicle until the column reaches the opposite side. He dismounts and rides back in the last vehicle returning. This technique ensures that all the vehicles clear the defile.
- MP lead and trail vehicles in the front and rear of a column to guide it through the defile. After the column clears the defile, the vehicles guide a column moving in the opposite direction. MP use this method when movement through a defile is complex and requires an escort. The trail vehicle ensures that all the vehicles clear the defile. A single lead or a single trail vehicle can also be used, depending on the number of vehicles and the complexity of the defile.

5-107. To ensure traffic flow is not interrupted by a disabled vehicle, MP plan for a recovery vehicle to stand by at the defile. If a recovery vehicle is not available, they use field expedient measures.

5-108. Regardless of what special control measure is employed, MP leaders coordinate with the PM for the location, duration and special criteria for the execution of the control measure. Once operational, MP monitor its effectiveness and ensure that force protection and security measures are followed and maintained.