

## Chapter 9

# Engineer Regulating Point Operations

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### GENERAL

ERPs ensure effective use of the crossing means. ERPs and TCPs may be collocated to provide control for the river crossing. The CSC uses them to rapidly organize and move the unit through the crossing area.

### ORGANIZATION

The CSC establishes ERPs at the call-forward area and, if enough engineer assets are available, at the staging area and the far-shore holding area. He uses additional ERPs only when specific site conditions make it necessary for crossing-area control. The ERP needs sufficient space to layout the dimensions of a raft, brief crossing procedures, and conduct necessary inspections and rehearsals. A hardstand, such as a rest stop or parking lot, is ideal for this purpose but lacks the overhead concealment usually desired. Some ERP functions may be done at separate ERPs to ensure a smooth and rapid flow of vehicles to the river. In this case, it is essential to maintain communications between ERPs.

Typically, an engineer squad mans an ERP. This maintains unit integrity and provides sufficient personnel and equipment for continuous operations. The crossing-site headquarters establishes direct communication with the ERP to control raft load or individual vehicle movement. Depending on the location and purpose of the ERP, it can have the following functions:

- Briefing crossing unit personnel on procedures, including safety.
- Demonstrating ground-guide signals.
- Inspecting equipment to ensure it meets load-class capability of the crossing means.
- Organizing vehicles into raft loads.
- Conducting rehearsals.
- Controlling vehicle movement.

### Raft Operations

The ERP configures vehicles into raft loads and sends them to the river to coincide with the arrival of an empty raft. Engineers brief crossing units before their arrival in the call-forward area to make this happen as rapidly as possible. The briefing covers –

- The route and its markings through the crossing site.
- The road speed and interval.
- Raft loading and unloading.
- The location of passengers while on rafts.

- Vehicle configuration for the crossing.
- Disabled vehicle actions and the location of the maintenance collection point.
- Hand and arm signals and signaling devices.
- Brassards, arm bands, or other identification of guides and traffic controllers.
- The issue, wear, and return of life jackets.
- The location of TCPs and engineer guides.
- The location of holding areas and alternate routes.
- The location of the casualty collection point.
- Actions in the call-forward area.
- Actions to take in case of threat fire.
- Company regrouping in the far-shore holding area.

An engineer from the squad running the ERP can brief vehicle crews and rehearse them in movement signals. The staging area is an ideal place to do this, minimizing the time and effort spent organizing acrossing unit in the call-forward area. Otherwise, a separate ERP should handle this task.

*Figure 9-1, page 9-2, is an example of an ERP at the call-forward area. The engineer squad leader positions himself where he can best control vehicle movement from the call-forward area to the river line. He establishes communication with the crossing-site headquarters. As a crossing unit arrives, the assistant squad leader contacts the unit's commander, who determines the order in which his vehicles will cross. The assistant squad leader then configures individual vehicles into raft loads, while ensuring that the vehicles do not exceed either the weight limit or the maximum dimensions of the raft. He has a space marked out in the exact dimensions of a raft for this purpose. An engineer squad member guides the vehicles onto this mockup raft, using the same procedure to be used at the raft embarkation point on the river. At the same time, another engineer inspects vehicles for proper load classification and dimensional clearances and chalks the raft load number onto the vehicles. Once cleared through the mockup, an engineer guides the raft load to a ready line. The engineer squad leader releases individual raft loads to the river as directed by the crossing-site headquarters.*

Items useful for running an ERP could include–

- A TA-1 field phone and RL-39 with wire.
- Two rolls of engineer tape and six stakes.
- Ten traffic markers.
- Flashlights with colored filters.

- Chemical lights.
- Signal flags.
- Chalk.
- Camouflage nets and poles.
- Night-vision goggles.
- Sandbags.

### Bridge Operations

Abridge operation requires a continuous traffic flow to the river. Units must be briefed and sent to the crossing site quickly. To accomplish this, engineers brief at staging areas and check vehicle load classification and dimensional clearances. The briefings include the following rules:

- Vehicles will maintain maximum speed of 15 miles per hour while crossing the bridge.
- No vehicles may stop on the bridge.
- No operators will shift or make abrupt changes in speed on the bridge.

- Vehicles will maintain the interval indicated by signs on the side of the road.
- Operators will follow the signals of engineers at ramps and intervals along the bridge.

ERPs may be established along routes to the crossing site to regulate traffic. A mockup bridge is not necessary for the ERP.

### Swim Operations

The ERP for a swim site has necessary briefings and vehicle inspections. Crossing units are responsible for most preparations, but the ERP can assist with a pre-dip site established nearby and provide recovery assets. A-briefing on swimming operations should include—

- Layout of entrance and exit markers.
- Swamping drills.
- Rescue procedures.
- Actions in case of enemy fire.

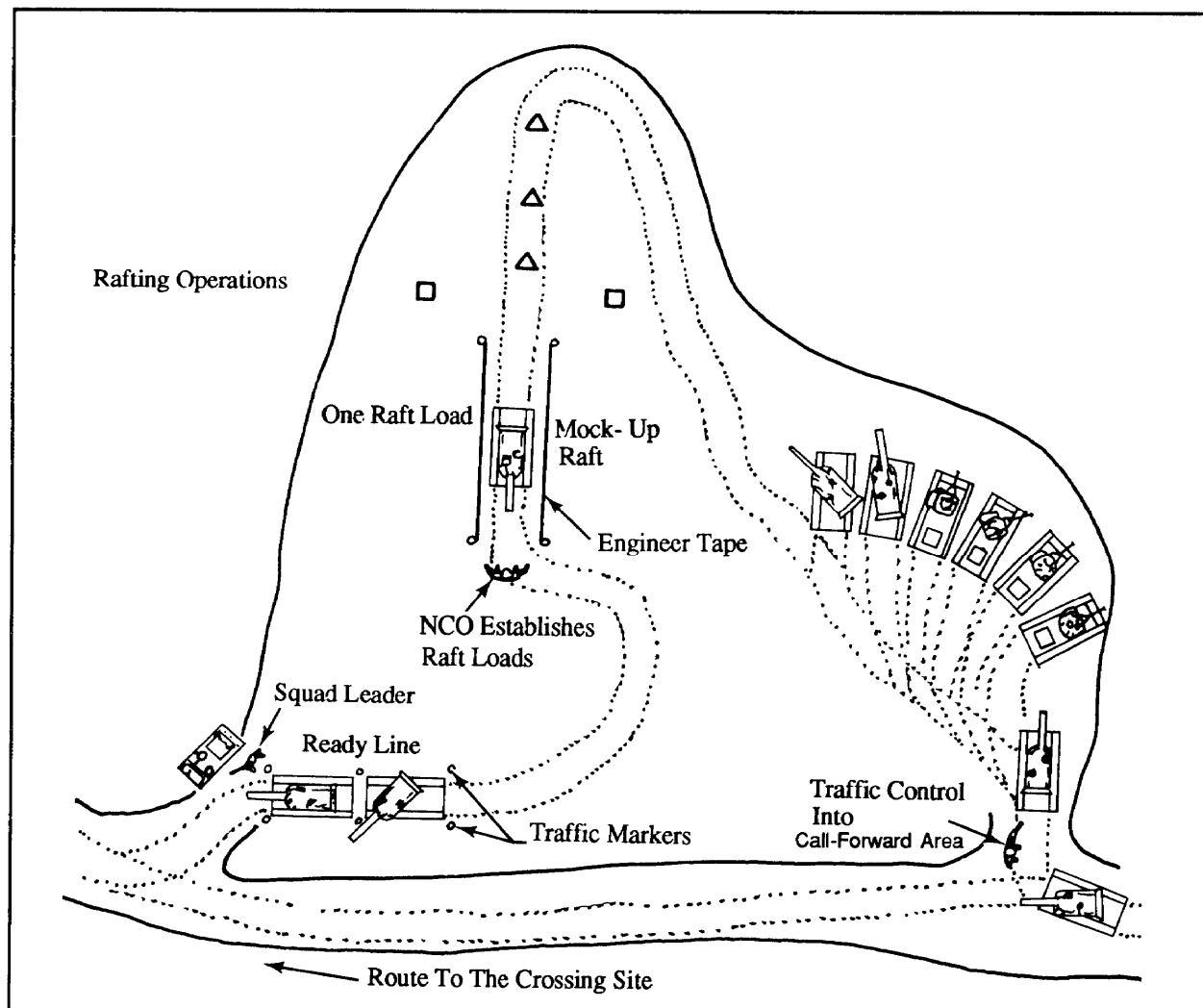


Figure 9-1. ERP layout

## 9-2 Engineer Regulating Point Operations