

## ART 1.6.1.3.2 Conduct Line of Communications Gap Crossing Support

Conduct line of communications (LOC) gap crossing support is not tactically focused, although it may clearly affect tactical operations. This support may provide the means for combat maneuver forces to move, but it is not directly in support of combat maneuver. As the title implies this is focused on ultimately using nonstandard bridging. Both assault and tactical bridging is designed to support the flow of traffic requirements (number of passes) of LOCs. (FM 3-90.12) (USAES)  
 Note: For construction and maintenance of roads and highways, see ART 1.6.2.1 (Construct and Maintain Combat Roads and Trails).

NO.	Scale	Measure
01	Yes/No	Unit constructed or maintained adequate bridging for a given LOC road within the timeframe of the construction directive without degrading or delaying movement along the LOC.
02	Yes/No	Unit developed detailed plans for all necessary gap crossings.
03	Yes/No	Unit inspected project for quality control and ensured gap crossings were completed on time and to appropriate standards.
04	Time	To conduct reconnaissance to determine how the local environment will affect the bridging.
05	Time	To conduct underwater inspection to support the bridging for a wet gap crossing.
06	Time	To review available information in construction directive, intelligence reports, and site investigation to develop an operation plan or operation order.
07	Time	To plan the bridging requirements including construction estimate, construction directive, and quality control.
08	Time	To prepare a bridging estimate.
09	Time	To prepare a bridging construction directive and issue it to the construction units.
10	Time	To coordinate additional personnel, equipment, and critical items.
11	Time	To monitor construction and conduct quality assurance

		inspections.
12	Time	To perform final inspection of finished bridging and turn it over to the user.
13	Time	To conduct construction and maintenance of bridging.
14	Time	That scheduled arrivals in area of operations (AO) are delayed on the average due to interruptions in roads and highways by combat actions or natural disasters.
15	Percent	Difference between planned and actual requirements for bridging construction and maintenance requirements.
16	Percent	Of force becoming casualties due to enemy action or accidents during bridging construction and repair.
17	Percent	Increase in the carrying capability of a road or highway due to construction and maintenance of bridging.
18	Percent	Of planned bridging construction and maintenance capability achieved in AO.
19	Percent	Of personnel in AO required to construct and maintain bridging.
20	Percent	Of bridging construction and repair capability provided by host nation.
21	Percent	Of existing bridging in AO improved.
22	Percent	Of bridging in AO that can be used in their current condition by military load classification.
23	Percent	Of unit operations degraded, delayed, or modified in AO due to bridge or gap impassability.
24	Number	Of bridges in the AO damaged by enemy fire or natural disaster.
25	Number	Of bridges in the AO requiring construction and maintenance in AO.
26	Number	Of bridges constructed and improved in the AO.
27	Number	Of meters of bridging constructed and improved in the AO in a specified time.
28	Number	Of instances of delays in scheduled arrivals due to interruption of bridging in the AO by combat actions or natural disaster.
29	Number	Of instances in which troop movement or sustaining operations were prevented due to bridge or gap impassability.
30	Number	Of bridging maintenance inspections conducted per month in the AO.

**Supporting Collective Tasks:**

<b>Task No.</b>	<b>Title</b>	<b>Proponent</b>	<b>Echelon</b>
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