

The importance of **Road Guards for the Dixie HS AFJROTC (UT-20061)** is to ensure the safe, orderly crossing of an intersection by the flight. The utmost care & caution is used to ensure that cadets are safe by ensuring that traffic in both all directions are stopped prior to the leader moving into the street and having the Road Guards posted. Road Guards will leave the flight prior to its arrival at the intersection and with caution enter the intersection and then stop any oncoming traffic. Once the entire flight is safely across the intersection, they return to the flight and continue marching with them.

Primary function: (SAFETY): They should have the proper equipment with them to ensure they are clearly visible to all oncoming traffic. During dusk or dark hours, they should be equipped with a flashlight. If possible, road guards should be equipped with a brightly colored orange vest to identify them as road guards and present a clearly visible person to traffic.

Formations with ten or more members will post road guards at every intersection. Road Guards will not allow traffic to stagnate because leaders must allow oncoming cars to pass before posting Road Guards. If circumstances require marching on the right side of the road, do not overtake moving traffic. Two road guards will march six paces in front of the flight & two will march six paces to the rear. Road guards & formation commanders will wear reflective vests or sleevelets.

(a) Upon approaching an intersection, if warranted, the FLT/CC will command, "*1 (or 2) road guard(s) to the front.*" The road guard(s) to the rear will post one arm length behind the front road guards prior to the intersection. Road guards will move at an adjutants pace when wearing *blues* and will double time in Battle Dress Uniforms (BDUs) or Physical Training Uniforms (PTUs).

(b) Prior to entering an intersection, the FLT/CC will command, "*Flight, Halt*" & "*Cover*". When the intersection is clear, the FLT/CC will move briskly to the middle of the intersection execute an about face & command "*2 (3 or 4, depending on the number of lanes of traffic) road guards out.*" The road guards will fall out at double-time (running) to the appropriate location in the intersection, execute a proper facing movement to face oncoming traffic, then move to a modified position of parade rest with their right hand palm out (or during periods of reduced visibility with the flashlight pointed downward and stationary).

(c) When the road guards are posted correctly, the FLT/CC will direct the formation through the intersection by commanding, "*Forward, March*". At this time, if not already posted, the rear road guards will proceed to "tap out" the forward road guards, who will resume their positions to the front of the flight.

(d) As the front rank of the flight passes the FLT/CC, he/she will execute a left (or right) face to face the flight. As the last rank passes the FLT/CC, he/she will execute another left (or right) face, which will enable the FLT/CC to observe the flight safely exit the intersection.

(e) When the flight has safely exited the intersection and there is sufficient room for the rear road guards to resume their proper positions to the rear of the flight, the FLT/CC will command, "*Flight, Halt*" and "*Cover*". Next, the FLT/CC will relieve the road guards by commanding, "*Road guards in*". The road guards will come to attention, execute the appropriate facing movement (left or right) to face the flight, and expedite to clear the intersection (double time if in BDU or PTU). The FLT/CC will exit the intersection simultaneously with the road guards.

The road guards will then resume their proper positions in the flight and the FLT/CC will assume the appropriate position to command the flight.

(f) In group or squadron formations, the lead flight will send out the initial road guards. As each flight approaches the intersection, FLT/CCs will send out road guards to relieve the preceding flights road guards. No more than three individual flight formations or one squadron formation will cross intersections at one time in this manner when one or more vehicles are waiting.

(g) The FLT/CC should never enter (or command the flight to enter) an unsafe intersection. Leaders must wait for traffic to stop or clear! Do not move marching units through or near construction areas under any circumstances.

Attachment 1: Civil Air Patrol Encampment Basic Operating Instruction; Chapter 2 Safety 2.4. Road Guards

Attachment 2: AP Knowledgebase: <http://capnhq.custhelp.com/app/answers/list>

Attachment 3: Angelo State University AFROTC Cadet Handbook page 27 paragraph 13.4 Road Guard Procedures
<http://www.angelo.edu/dept/rotc/documents/CadetGuide.pdf>

Attachment 4: 737 TRG OPERATING INSTRUCTION 36-3 BASIC MILITARY TRAINING (BMT) page 30-31 paragraph 3.7 Marching Units and Pedestrian Risk Management <https://737trgadb.lackland.af.mil/InstructionsPolicy/index.cfm>