

CHAPTER 9

TRAFFIC CONTROL

To ensure that vehicle drivers recognize and follow class and clearance restrictions, and that vehicles come upon the bridge properly, use traffic control measures.

BRIDGE SIGNS

Mark bridges and access roads with standard North Atlantic Treaty Organization (NATO) bridge and vehicle classification signs. These signs state the class, the roadway width, and the overhead clearance of the bridge. Details on the proper posting of NATO bridge signs are found in Field Manual 5-34.

BRIDGE GUIDES

Post traffic guides at each end of long bridges or at one end of short bridges. The guides' duties are to—

- Enforce traffic restrictions and bar unsafe vehicles. The guide determines the proper crossings of critical vehicles and bars all vehicles having vehicle class numbers exceeding the posted bridge class. The guide permits caution and risk crossings only when so authorized and in the presence of higher authority. (This higher authority must have theater or area approval of caution and risk crossings.)
- Keep traffic moving to avoid congestion.
- Arrange for alternative flow of traffic when needed to keep the bridge exit clear.

To avoid congestion, waiting vehicles are directed to park off the road.

- Stop traffic when bridge is damaged.
- Keep vehicles spaced properly and within speed limits specified for the type of crossing authorized.
- Help drivers of wide vehicles by giving instructions and signal guidance across the bridge.
- Maintain markers in a clean and easily recognizable condition. This is particularly necessary for the luminous painted panel verticals and roadway centerline when these are used.

Approach guides are stationed on approach roads or at the intersection of an approach road with the main traffic net. They control the traffic on the approach roads. Normally, units other than the bridge crew provide the approach guides.

The two guides on long bridges should communicate by telephone. The guides at the bridge and the guides on the approach roads should also be able to communicate directly.

BRIDGE MARKING

Luminous tape for distinguishing the bridge during blackout conditions is provided with

the bridge set. The tape is attached to the approach posts and is not visible from the air. These markers help guide drivers to and through the bridge and help to keep traffic moving steadily. They may be arranged on the bridge and at the approaches in different ways, according to the type of approach, length of the bridge, and amount of skylight. Figure 9-1 shows a suggested arrangement of blackout markers on the approach and on the bridge. On the bridge, place tape level with the top of the bottom story.

As a further aid in night driving and particularly as a guide for very wide vehicles, a 4-inch (10.1 centimeters) wide centerline in the roadway should be painted with luminous or white paint. Ribbands, end posts, panel verticals, panel chords, and gusset plates may also be painted with luminous or white paint. These painted markings aid in guiding wide vehicles in the daytime as well as all night traffic (Figure 9-2). Since luminous paint might be seen from the air, use it only when and where the tactical situation permits its use.

ROAD SURFACE

To avoid shocks and possible displacement of the bridge from the impact of vehicles striking its end, build up the road surface to about an inch (2.5 centimeters) above the decking of the ramp.

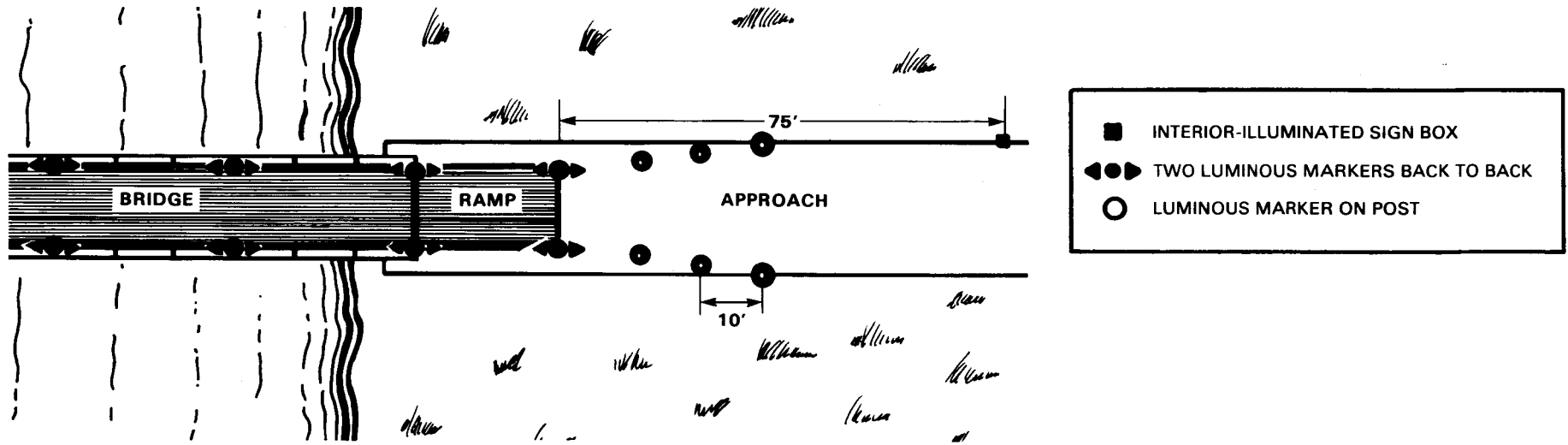


Figure 9-1 Arrangement of luminous markers on approach and on bridge

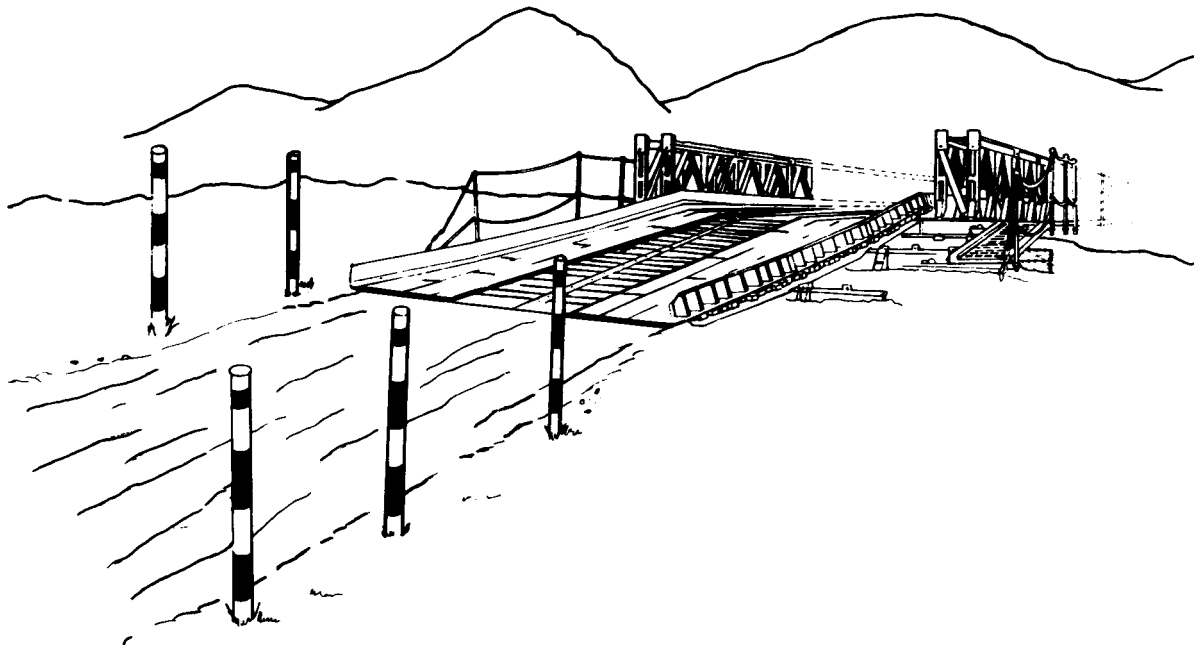


Figure 9-2 Bridge with painted centerline and panel posts to aid in night driving