

Georgia Department of Public Safety

Policy Manual

SUBJECT TRAFFIC DIRECTION AND CONTROL	POLICY NUMBER 17.11
DISTRIBUTION ALL EMPLOYEES	DATE REVISED 2/27/2014

17.11.1 Purpose

To establish policy and procedures for sworn members of the Georgia Department of Public Safety concerning traffic direction and control.

17.11.2 Policy

It is the policy of the Georgia Department of Public Safety to direct traffic during incidents that often restrict the flow of traffic.

17.11.3 Procedures

A. Traffic Direction or Control

1. May be required in various situations including but not limited to:
 - a. Traffic crash scenes;
 - b. Disabled Motorists;
 - c. Damaged or missing traffic control devices;
 - d. Fire scenes;
 - e. Adverse weather conditions;
 - f. Special events;
 - g. Man-made or natural disasters, and/or
 - h. Other events that adversely affect the normal flow of traffic.
2. Upon the discovery or notification of conditions necessitating manual traffic direction or control, a member shall:
 - a. Notify the Troop Communication Center and request assistance, if needed;
 - b. Ensure that appropriate agencies, utilities or officials are notified;
 - c. Ensure that appropriate Department of Transportation (DOT) officials are notified in the event an interstate or state route is temporarily obstructed;

- d. Receive prior approval from DOT for interstate detours or closures, and
 - e. Take other action that is appropriate to restore the normal flow of traffic.
3. Emergency lighting equipment on patrol cars shall be used in situations requiring the manual direction or control of traffic.
 4. The issued reflective gear shall be worn at all times when directing traffic.
 - a. Reflective vests shall be worn while in uniform during off-duty employment directing traffic.
 5. Manual traffic control should not be used when the use of a traffic control device would alleviate the problem.

B. Prevention of Traffic Problems

Post Commanders will cooperate and assist the Georgia DOT and local agencies in traffic analysis.

C. Procedures for the Manual Direction of Traffic

1. Members shall comply with the following procedures when directing traffic:
 - a. Locate themselves in a location that is clearly visible;
 - b. Members may park on a roadway to protect victims or warn other motorists of roadway obstructions or hazards. Anytime a patrol vehicle is parked on a roadway, the emergency lights shall be activated. In any event, the patrol vehicle should be removed as soon as practical from the roadway, and
 - c. Be attentive to traffic and maintain an erect, alert and balanced stance.
2. Uniform signals shall be used for traffic direction
 - a. Stopping traffic flow
 - 1) Point and look directly at the driver that is to stop until eye contact is made.
 - 2) Raise one hand with palm toward the driver until they stop. The member may point with their other hand to the exact location the driver is to stop.
 - b. Starting and maintaining traffic flow
 - 1) Point at the driver being directed to start and make eye contact.
 - 2) Rotate the hand up and over the chin bending the arm at the elbow.
 - c. Turns
 - 1) Turns will be allowed when they can be accomplished safely and do not interfere with the traffic flow or plan.
 - 2) Turns shall be directed by pointing in the direction of the turn with one arm extended and the other to motion the vehicle through the turn.

- d. The whistle may be used to get the attention of drivers and pedestrians.
 - 1) One long blast with stop signal;
 - 2) Two short blasts with go signal;
 - 3) Several short blasts to get the attention of driver or pedestrian, and
 - 4) Continuous use of the whistle ceases to hold meaning for drivers and pedestrians.
- e. Minor variations of the uniform signals used for traffic direction may be made to facilitate the flow of traffic in unusual situations.
- f. Traffic Direction or Control During Low Visibility
 - 1) Due to reduced visibility, the emergency lights shall be utilized to warn approaching motorists of the member's presence.
 - 2) It is recommended that flares be used if conditions warrant.
 - 3) The orange/red flashlight cone should be used to enhance signals given with a flashlight.
 - 4) The beam of the flashlight may be aimed at and across the pavement in front of approaching cars as a signal to stop.
 - 5) The beam may be rapidly flashed in the direction of the approaching vehicle to get the driver's attention.
 - 6) The beam should be moved along the roadway in a small come-along arc to indicate the path the vehicle should proceed.
- g. Auxiliary lighting may be used in traffic direction to illuminate a hazard or an area for a crash investigation at night. However, care shall be utilized to ensure that the auxiliary lighting is not pointed into the faces of approaching drivers.

D. Gatherings for Private Purposes

- 1. Members shall not direct traffic or the parking of cars as a result of public gatherings for private purposes unless approved by a Supervisor. If traffic at private events presents a safety hazard, members shall notify their Post/Unit Commander.
- 2. An investigation of all continuing traffic hazards created by public gatherings for private purposes shall be conducted by the Post/Unit Commander to determine whether the Department should take action.

E. Request for Assistance

- 1. Any request for assistance from a commercial source for Department services shall be referred to the Troop/Region Commander for approval or disapproval.

2. The member on the scene may request temporary traffic control devices and assistance from the DOT to include DOT HERO units, barricades, temporary control signs and traffic cones to be used in the control of traffic at crash scenes, natural disasters, special events, etc.

F. Traffic Engineering Deficiencies

1. Members should direct all complaints or suggestions concerning traffic-engineering deficiencies to the Post/Unit Commander who should bring them to the attention of the DOT District Engineer for analysis or potential corrective actions.
2. All traffic crash reports from GSP will be forwarded from the Post/Unit Commander directly to the Department of Transportation (DOT) Motor Vehicle Safety (DMVS) for inclusion on the master crash database.

G. Special Events

1. Traffic direction and control for parades or other special events shall be decided on an individual basis.
2. The Troop/Region Commander or their designee shall analyze traffic control needs, in conjunction with local authorities, including the following:
 - a. Ingress and egress of vehicles and pedestrians;
 - b. Parking;
 - c. Crowd control;
 - d. Public transportation;
 - e. Assignment of personnel to specific locations;
 - f. Relief of members;
 - g. Temporary traffic controls and parking restrictions;
 - h. Emergency vehicle access, and
 - i. Communications.