

TRAFFIC DIRECTION & CONTROL

1. **PURPOSE:** To establish guidelines for providing traffic direction and control needed during routine and emergency situations.
2. **POLICY:** The Department will provide traffic direction, control and scene protection services, when necessary to ensure safety.
3. **SCOPE:** This directive is applicable to all personnel.
4. **RESPONSIBILITY:** It is the responsibility of all personnel to comply with this directive.

5. DEFINITIONS

- A. **ACCIDENTAL HAZARDS:** Items that have fallen onto the roadway such as cargo, tree limbs, power lines, etc.
- B. **ACTS OF NATURE:** Floods, fog, snow, ice, tornadoes etc.
- C. **DAMAGE HAZARD:** Any item damaged by an accidental or deliberate act that might cause additional risk of injury, should a vehicle strike it upon leaving the roadway, such as exposed guardrail ends.
- D. **SPECIAL EVENT:** Any activity that results in the need for traffic control, such as crowds, parades, athletic contests, or demonstrations.
- E. **TEMPORARY TRAFFIC CONTROL DEVICES:** Devices intended for temporary deployment to assist in the safe and efficient direction of vehicular and pedestrian traffic. These consist of moveable barriers, cones, portable signs, etc.
- F. **TRAFFIC CONTROL:** The control of vehicular and pedestrian movement at a particular location.

6. PROCEDURES

A. SAFETY EQUIPMENT

1. **REFLECTIVE VESTS:** Officers will wear reflective clothing (vests or other suitable attire) at all times while directing traffic or in the road controlling traffic.
 - a. In cases of inclement weather, the vest is to be worn over any other clothing.

b. Vests will be available to all personnel normally required to direct traffic. Should the vest become damaged, lost, stolen or require replacement, officers will notify their supervisor as soon as possible.

2. FLASHLIGHTS: Officers must use flashlights when directing traffic after sunset or at any time visibility is reduced to the point that drivers are likely to have difficulty seeing the officer or his/her hand signals.

3. WHISTLES: Officers will use whistles as needed to gain a driver's attention and to assist in directing traffic flow.

B. HAND SIGNALS: All personnel engaged in manual traffic direction will use the method of uniform hand signals and gestures taught by the Huntsville Police Academy.

C. TRAFFIC CRASHES

1. Officers will perform traffic control at the scene of auto crashes when the crash interferes with the normal flow of traffic.

2. Officers will make every reasonable effort to reroute the flow of traffic around the crash scene, until the vehicles can be removed and the road reopened.

3. Officers may, as described in this directive, use both temporary devices and manual hand signals.

4. Officers will make every reasonable effort to remove vehicles from the roadway that have not been damaged to an extent that would render them completely incapable of being moved, to reduce traffic congestion and other crashes caused by traffic congestion.

D. TEMPORARY DEVICES

1. Temporary traffic control devices may be deployed in support of traffic direction and control activities. Circumstances which may justify their use include special events, adverse road and weather conditions, rerouting traffic, etc.

2. Portable or part time stop signs should not be used as temporary traffic control devices except in an emergency situation and then only after approval by a supervisor.

3. Temporary traffic control devices may be obtained from the Traffic Engineering and Public Works Departments on an as needed basis. Supervisors will advise Communications to notify these departments as appropriate.

4. As soon as practical after determining the temporary traffic control device is no longer needed, the supervisor authorizing the use of the device, or the supervisor responsible for the scene will ensure its removal or deactivation.

5. All temporary traffic control devices must adhere to and be used in accordance with standards set forth in the U.S. Department of Transportation, Federal Highway Administration Manual of Uniform Traffic Control Devices as adopted by the State of Alabama.

E. FIRE SCENES

1. When responding to the scene of a fire the first officer on the scene will immediately notify Communications and request any additional help as needed, for example; Huntsville Fire and Rescue, ambulances, or additional Police units.
2. If possible, the first officer on the scene will render any first aid needed to injured persons, consistent with the officer's training.
3. As soon as possible, the officer will establish a safe perimeter to keep unauthorized personnel out of the immediate area and protect fire and rescue equipment. The officer will then assist in crowd control and maintain a safe perimeter as needed.
4. Communications will notify a field supervisor of the situation as soon as possible.
5. As soon as practical, the officer will contact the Huntsville Fire and Rescue official in charge to determine the seriousness of the fire and to decide if additional Police Department personnel are needed (i.e., investigators or supervisors).
6. Perimeter officers will restrict access to only those persons whose services are immediately needed in the fire scene area.
7. Officers on the scene will assist the Huntsville Fire and Rescue Department to ensure the safe removal of unauthorized vehicles, objects, or persons that may be hampering emergency operations.

F. ADVERSE ROAD AND WEATHER CONDITIONS

1. In the event of severe or adverse road and weather conditions, the Shift Commander or designee will be responsible for ensuring traffic safety in the area or areas involved in the hazard.
2. Upon discovering an adverse road or weather condition, the Shift Commander or designee shall ensure that appropriate agencies (Fire and Rescue, Emergency Medical, Emergency Management Agency, Transportation, Public Works, etc.) are notified of the situation. The Shift Commander will work directly with the agencies to correct the problem.
3. The Department will maintain a close working relationship with those agencies and departments that share responsibility for coping with adverse road and weather

conditions affecting public safety. The Department will also cooperate with them to develop and carry out mutual assistance policies, procedures, and programs to serve the public as effectively as possible when these type situations arise. These shall include but are not limited to, interdepartmental memoranda concerning the closing of I-565, Memorial Parkway overpasses, salt and sand barrel locations, flood gauges and training bulletins.

4. The Shift Commander or his designee shall close roads and streets, if existing conditions pose a hazard to the safety of persons traveling on them. If closings are to be for an extended period of time, the Shift Commander or his/her designee may request that the news media make announcements of closings, to advise the public. If roads are to be closed, the 911 Communications Center will be notified.

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G. MANUAL OPERATION OF TRAFFIC CONTROL DEVICES: Manual operation of traffic control devices may be warranted to prevent or resolve traffic flow problems associated with special events. Whenever practical, the manual or “flash” operation of traffic signals will be coordinated through the City Department of Transportation. Manual operation requires the approval of the supervisor responsible for coordinating traffic control for the event, or a Shift Commander.