

Oakland County Sheriff's Office
General Order # 3.3



SUBJECT: Direction and Control of Traffic		NUMBER: 3.3
EFFECTIVE DATE: 1/25/2023 REVIEW DATE: Annually	MACP Standard Impact: 3.6.5	
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This order replaces and rescinds all previously issued orders, procedures, rules and regulations, notices and/or practices in conflict with this General Order.

I. PURPOSE

To establish guidelines for members of the Oakland County Sheriff's Office when carrying out the manual direction and control of traffic.

II. POLICY

According to the Bureau of Labor Statistics, transportation incidents and workers being struck by vehicles or other mobile equipment account for the highest number of fatal work injuries. The major objective of the person carrying out manual traffic direction and control is to maintain/restore the safe and efficient movement of vehicular and pedestrian traffic. It shall be the policy of the Oakland County Sheriff's Office to perform this necessary law enforcement function in a manner that is safe for both our staff and the public at large.

III. PROCEDURES

- A. The procedures set forth in this order shall be used for controlling traffic during unplanned or planned disruptions in the normal flow of traffic, including:
 - 1. At the scene of traffic collisions that impede the normal flow of traffic. **(MACP Standard 3.6.5 b)**
 - 2. At the scene of certain emergencies, such as fires, utility emergencies and large medical emergencies that may impede or block the normal flow of traffic. **(MACP Standard 3.6.5 c)**
 - 3. During weather emergencies or other road closures. **(MACP Standard 3.6.5 d)**
- B. Sworn and non-sworn personnel, using the below described equipment and techniques, will give due consideration to their own safety at all times while carrying out manual traffic direction and control.

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- C. High Visibility Clothing (MACP Standard 3.6.5 g)
1. The Sheriff's Office provides high visibility outerwear to personnel assigned to perform manual traffic direction and control functions. Personnel will wear such high visibility outerwear, in addition to the full prescribed uniform, whenever conducting scheduled manual traffic direction and control or while performing traffic duties outside of normal traffic enforcement.
 2. The reflective safety outerwear will be donned as soon as it is practical and safe to retrieve the vest from the deputy's gear bag or trunk of their patrol vehicle.
- D. Assuming and maintaining a traffic direction and control position
1. Personnel carrying out manual traffic direction and control will ensure that their presence and purpose are well demonstrated to drivers and pedestrians by:
 - a. Positioning themselves so that they can clearly be seen by all, usually in the center of an intersection or street.
 - b. Standing straight with weight equally distributed on both feet.
 - c. Allowing hands and arms to hang easily at the sides, except when gesturing.
 - d. Standing facing or with back to stopped traffic, and with the side toward traffic being directed to move.
- E. Signals and Commands (MACP Standard 3.6.5 a)
1. Personnel will employ uniform procedures (signals, gestures, etc.) to enhance driver and pedestrian recognition and response to their direction.
 - a. To stop traffic, the deputy should first extend his/her arm, point their index finger toward the driver, and look directly at the person to be stopped. The deputy will make eye contact with the driver so the officer can be sure the driver is aware of the deputy's gesture. Second, the pointing hand is raised at the wrist so that its palm is toward the person to be stopped, and the palm is held in this position until the person is observed to stop. To stop traffic from both directions on a two-way street the procedure is then repeated for traffic coming from the other direction while continuing to maintain the raised arm and palm toward the traffic previously stopped.
 - b. To start traffic, the deputy should first stand with shoulder and side toward the traffic to be started, extend his/her arm and index finger toward and look directly at the person to be started until that person is aware or it can be reasonably assumed that he is aware of the deputy's gesture. Second, with palm up, the pointing arm is swung from the elbow, only, through a vertical semicircle until the hand is adjacent to the chin. If necessary, this gesture is repeated until traffic begins to move. To start traffic from both directions on a two-way street, the procedure is then repeated for traffic coming from the other direction.
 - c. Drivers turning right usually affect their turns without the necessity of being directed by the deputy. When directing a right turn becomes necessary, the deputy should proceed as follows: if the driver is approaching from the deputy's right side, his/her extended right arm and index finger and gaze are first directed toward the driver, followed by swinging the extended arm and index finger in the direction of the driver's intended turn. If the driver is approaching from the deputy's left side, either the same procedure may be followed utilizing the left arm extended or the extended left forearm may be raised to a vertical position from the elbow while closing the fingers so that the remaining extended thumb points in the direction of the driver's intended turn.

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- d. Drivers turning left should not be directed to affect their movement while the deputy is also directing oncoming traffic to proceed. Therefore, the deputy should either direct opposing vehicles to start while avoiding left turn gestures directed at turning drivers, which will lead them to complete their turn only when there is a gap in the oncoming traffic, or to stop or hold oncoming drivers, after which the left-turning driver can be directed into his turn. The deputy's right side and arm should be toward the oncoming traffic, and the left side and arm should be toward the left-turning driver. After stopping oncoming traffic by using the right arm and hand, the right hand should remain in the halt gesture, then the extended left arm and index finger and deputy's gaze is directed toward the driver who intends to affect a left turn. When the left turning driver's attention has been gained, the extended left arm and index finger are swung to point in the direction the driver intends to go.

F. Signaling Aids

1. A whistle may be used as a signaling aid to get the attention of drivers and pedestrians. It is used as follows:
 - a. One long blast with a STOP signal.
 - b. Two short blasts with the GO signal.
 - c. Several short blasts to get the attention of a driver or pedestrian who does not respond to a given signal.
 - d. The whistle should be used judiciously. It should not be used to indicate frustration, but the volume should be sufficient to be heard by those whose attention is required. Therefore, whistle blasts directed at pedestrians should be moderate in volume. The whistle should be used only to indicate stop, go, or to gain attention, and when its purpose has been achieved, the deputy should cease sounding the whistle. If the whistle is utilized continuously it ceases to hold meaning for drivers and pedestrians.
2. The voice is seldom used in directing traffic. Arm gestures and the whistle are usually sufficient. There are numerous reasons why verbal commands are not used:
 - a. Verbal orders are not easy to give or understand and often lead to misinterpretations which are dangerous.
 - b. An order which is shouted can antagonize the motorist.
 - c. Occasionally a driver or pedestrian will not understand the deputy's directions. When this happens, the deputy should move reasonably close to the person, politely and briefly explaining his directions. No deputy shall exhibit loss of temper by shouting or otherwise indicate antagonism toward those who do not understand or who do not wish to obey the deputy's directions.
3. The illuminated traffic wand may be confusing to drivers and pedestrians unless it is properly used.
 - a. Using the illuminated traffic wand to command a stop: Face oncoming traffic, hold the wand in the right hand, bend the right elbow, hold the wand vertically, then swing the wand from left to right through an arc of approximately 45 degrees.
 - b. Using wand to command 'Go' or 'Left Turn:' Use the same gestures previously described under item F, 'Signals and Commands.' However, the wand should be used as an extension of the hand and index finger.
 - c. Signals and directions given with the aid of the wand should be exaggerated and often need to be repeated because of existing poor visibility. The wand's light should be turned off when it is not being actively utilized to give directions.

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4. A flashlight can be used to halt traffic. To stop traffic slowly swing the beam of the light across the path of oncoming traffic. The beam from the flashlight strikes the pavement as an elongated spot of light. After the driver has stopped arm signals may be given in the usual manner with the vehicle's headlights illuminating the arm signals.
- G. Flares, Cones, Barricades or other Temporary Traffic Control Devices (MACP Standard 3.6.5 f)
1. The use of flares, cones, barricades and other temporary traffic control devices is authorized by this agency.
 2. Flares and cones shall be available in all patrol vehicles. Deputies noting a lack of flares or cones in their assigned patrol vehicle are to restock the vehicle prior to the beginning of their shift.
 3. Flares should be utilized during hours of darkness as a visual aid to control traffic but should not be used at crash scenes where there is any possibility of the presence of flammable liquids.
 4. If the traffic event/road closure will last more than 2 hours or is required for safety needs, barricades or other temporary traffic control devices can be requested.
 - a. For city streets (surface streets) contact the local Department of Public Works.
 - b. For I-75 or M-59, contact Southeast Michigan Traffic Operation Center (SEMTOC) at [REDACTED]. MDOT will be contacted.
 - c. For county Roads, contact Oakland County Road Commission.
- H. Manually Operating Traffic Control Signals (MACP Standard 3.6.5 e)
1. Manually operating traffic control signals will be authorized when requested by road commission, during special events to assist in the flow of traffic, and temporarily during traffic signal replacement. Access to the signals is found at the control box usually closest to the signal pole. When manually controlling traffic in this manner, the deputy should monitor traffic congestion and may temporarily favor a given direction of travel to relieve this congestion.



ISSUED BY: Sheriff Michael J. Bouchard