

	MARICOPA COUNTY SHERIFF'S OFFICE POLICY AND PROCEDURES	
	Subject USE OF ROADBLOCKS	Policy Number EA-7
		Effective Date 05-08-07
Related Information	Supersedes EA-7 (08-30-96)	

PURPOSE

This Policy establishes guidelines for the use of roadblocks in emergency and traffic enforcement situations.

POLICY

It is the Policy of the Office to ensure that roadblocks are conducted safely, with a minimal amount of intrusion or motorist inconvenience, and in compliance with local, State, and Federal laws.

DEFINITIONS

None

PROCEDURES

1. **Levels of Roadblocks:**
 - A. Level One: A roadblock accomplished through the use of equipment, such as lightweight barricades, tire deflation devices, pylons, or flares, which would cause little or no damage if a vehicle were to strike them.
 - B. Level Two: A roadblock accomplished by physically blocking the road with a fully marked patrol vehicle or heavy materials, for the purpose of stopping, diverting, or disabling an approaching vehicle. This roadblock is used only when a suspect has committed, or is committing, a felony involving serious injury or death, and there is a substantial risk of serious injury or death to others if apprehension is delayed.

2. **Types of Roadblocks:**
 - A. General Roadblock: Restricts the flow of traffic on a single roadway. It may be used as a planned activity involving a large number of officers, a tactical technique when personnel and equipment are limited, or when the suspect has only one likely avenue of escape. This type is applicable to:
 1. Containing or terminating pursuits as specified in Policy CP-4, *Emergency and Pursuit Driving*.
 2. Traffic enforcement situations.
 3. Traffic Checkpoints for selective traffic enforcement.
 - a. A Sobriety Checkpoint is a strictly structured procedure intended to detect and prosecute intoxicated drivers as specified in Policy EB-8, *Sobriety Checkpoints*.

- b. Registration Checkpoints are intended to detect and prosecute the theft of specific types of vehicles, such as ATVs, dirt bikes, jet skis, or trailers, or to inspect commercial vehicles.
 - c. All checkpoints must have prior approval from the Enforcement Operations Bureau Commander.
 - d. Checkpoint roadblocks should use physical barriers and channelization to ensure compliance. Barricades should be sturdy and well marked. Warning signs will be positioned strategically to make drivers aware that they are approaching the roadblock.
- B. Perimeter Roadblock: Restricts the flow of traffic on multiple roadways and is designed to contain the suspect in a given area where several avenues of escape are possible.
3. **Factors to Consider:** Factors to be considered when determining the type of roadblock used to contain and apprehend a suspect include, but are not limited to, the following:
- A. The number of deputies available or assigned to the roadblock situation.
 - B. The amount of time which has elapsed since the crime was committed or the suspect was last observed.
 - C. The extensiveness of the suspect and vehicle descriptions.
4. **Roadblock Approval:** Supervisory approval should be obtained prior to establishing a roadblock. However, in emergency situations, such as accidents, fires, chemical spills, gas leaks, sniper attacks, or pursuits, officers may establish Level One roadblocks without prior approval.