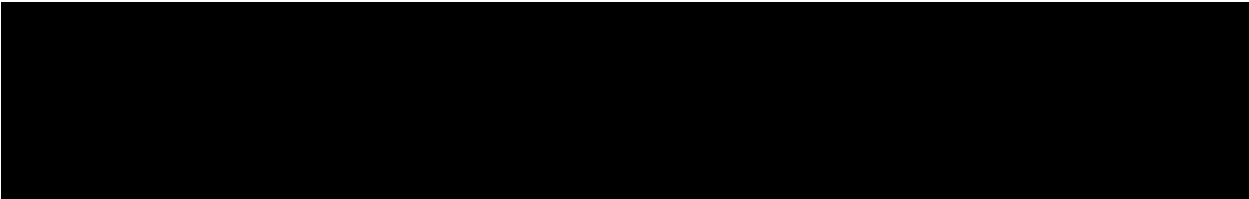


**CHAPTER 16**  
**ROADBLOCKS**  
**REVISED DECEMBER 2025**  
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**CHAPTER 16**  
**ROADBLOCKS**

1. INTRODUCTION.

a. Roadblock Application. This chapter provides information on the practical application of roadblocks. Plans should address local terrain and conditions unique to each Area.

(1) While this chapter attempts to define the rules governing the application of roadblocks, use of the information contained in this chapter depends upon planning and sound professional judgment.

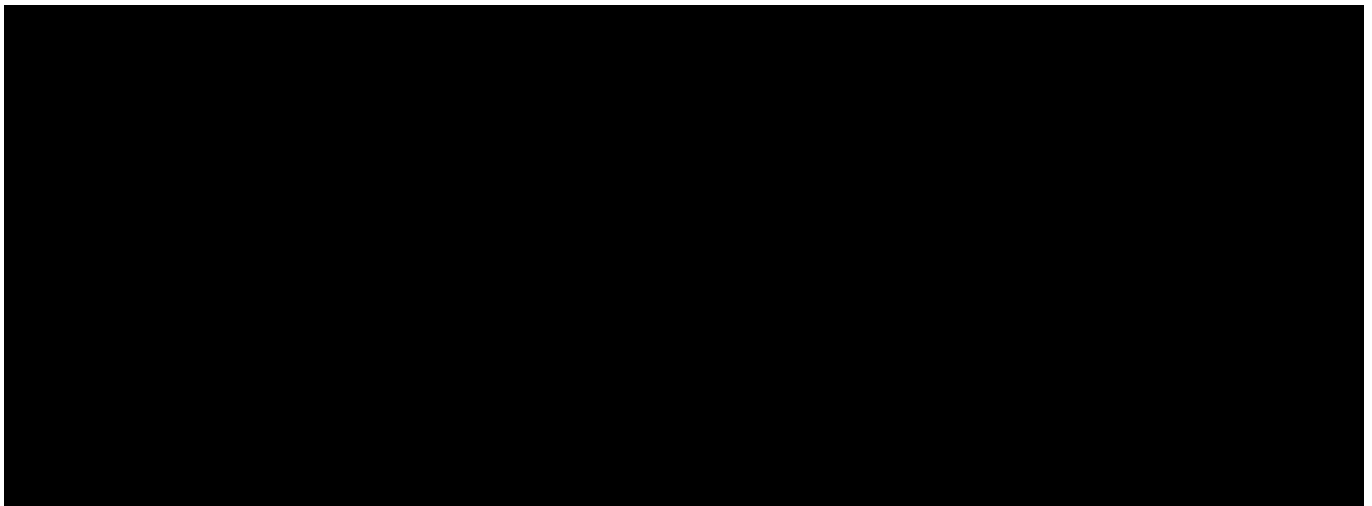
(2) Coordination and communication between law enforcement agencies is the key to a successful roadblock. A planned roadblock system must be coordinated with other enforcement agencies on an individual command basis.

(3) Roadblock plans can be established to minimize weak points and coordinate the efforts of the involved agencies. This will promote cooperation among the various enforcement agencies and add to the effectiveness of the roadblock. Speed and coordination are significant factors in the efficiency and effectiveness of any roadblock plan.

(4) Officers shall be acquainted with the plan for their particular Area.

(5) Safety of the officers and the public is of the utmost importance.

2. POLICY ON USE OF ROADBLOCKS. Officers shall not employ a roadblock except as permitted in this chapter for the purpose of the apprehension of a fleeing felon and/or disaster relief.





- b. Misdemeanor Apprehension. Roadblocks should not be utilized when attempting to apprehend misdemeanants.
  - c. Disasters. In the event of a disaster (e.g., fire, flood, earthquake, hazardous material spill), a roadblock may be employed to quickly seal off an area, expedite evacuation, and aid those who are injured.
3. DEFINITION OF A ROADBLOCK. Establishing a physical impediment to traffic as a means for stopping a vehicle using signs, devices, actual physical obstructions, or barricades.
4. PURPOSE. Roadblocks are used to partially or completely divert or stop traffic upon a highway for the purpose of the apprehension of a wanted person or disaster relief.
5. LEGALITY OF ROADBLOCKS. Roadblocks shall be used in conformance with Chapter 1, Use of Force, of this manual.
6. JUSTIFICATION.
- a. Factors Affecting Roadblock Deployment. The supervisor who permits a roadblock to be established shall take several factors into consideration before making the decision:
    - (1) Whether the crime or disaster is serious enough to justify a roadblock(s) being established.
    - (2) The time elapsed between the commission of the crime and its discovery; ordinarily, the more time, the less the roadblock would be justified.
    - (3) The volume of vehicular and pedestrian traffic, school zone, weather and road conditions, officer safety, etc.
  - b. Reliable Information. Another factor to weigh when considering the use of a roadblock is whether the information concerning the crime and the description of the wanted person(s) and vehicle is adequate. Full and complete information should be obtained as available. There would be little to gain in establishing a

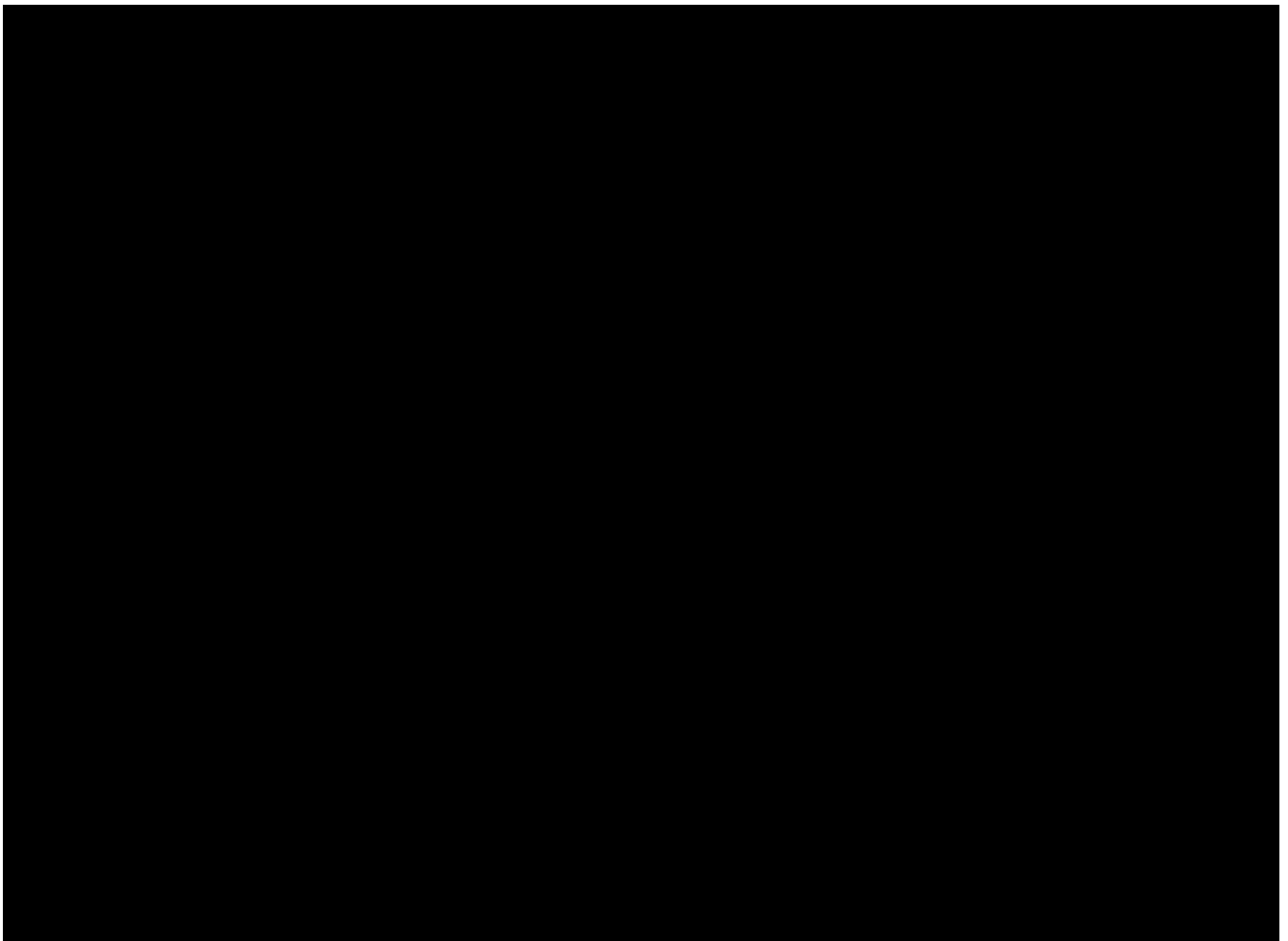
roadblock to apprehend a felon if the description furnished is not sufficient to enable the officer to identify the wanted person. A physical description, including a description of clothing, should be obtained along with information on the mode of transportation, direction of travel, and description of any firearms used. In robbery cases, it is important to have a description of any money or other property taken.

7. SAFETY OF THE PUBLIC.

a. Goal. The safety of the public and officers is of the utmost importance in planning a roadblock location and determining the method of apprehension.

b. Selecting a Proper Location. Consideration must be given to the placement of physical barriers, signs, or other devices to permit both the wanted person and passing motorists sufficient time to stop at all controlled locations. The location must be carefully selected with emphasis on good visibility in all directions.

8. TYPES OF ROADBLOCKS.





9. INNER AND OUTER PERIMETERS.

a. Inner Perimeter.

(1) The inner perimeter is formed around the crime scene, to quickly block escape routes, and deny access to an area.

(2) It is the first assignment in a roadblock plan.

(3) It should be covered as soon as possible by available officers. The officers should be alert for the wanted vehicle or person while en route.

(4) The size may depend on the geographical area. In the case of a disaster area, the size should be limited to a perimeter of the affected area.

b. Outer Perimeter.

(1) The outer perimeter is a larger area designed to completely encompass the inner perimeter.

(2) The outer perimeter should be composed of units and officers positioned a greater distance from the crime, incident, or disaster area. These positions should be limited to main thoroughfares/roads.

10. POINTS TO REMEMBER.

a. Recommendations. The following observations are recommended in connection with selecting a roadblock location:

(1) If the choice is optional, select a place where the area adjacent to the roadway is restricted, such as a bridge, culvert, cut through a hill, etc. However, clear visibility in either direction is necessary.

(2) Do not select a roadblock location which will prevent a motorist from seeing the patrol vehicle and roadblock in time to stop (e.g., parking just over the crest of a hill or behind a sharp curve).

b. Location. Do not set up a roadblock where an access road intersects the highway within sight of the location.

c. Line of Fire. Avoid fellow officers' lines of fire.

d. Lighting. Direct a spotlight on all vehicles **stopped** at night. This affords some protection for the officer(s) due to the inability of the occupants to see past the light source.

e. Firearms. Avoid any unnecessary brandishing of firearms.

f. Inspection. When apprehension is the primary goal of a roadblock, all vehicles should be thoroughly searched prior to passing through a roadblock.

g. Officer Safety. When practical, officers should utilize cover until a vehicle has stopped and a safe approach can be made.

h. Escape. Do not set up a roadblock where an officer has little chance to escape an assault with a deadly weapon with a vehicle.

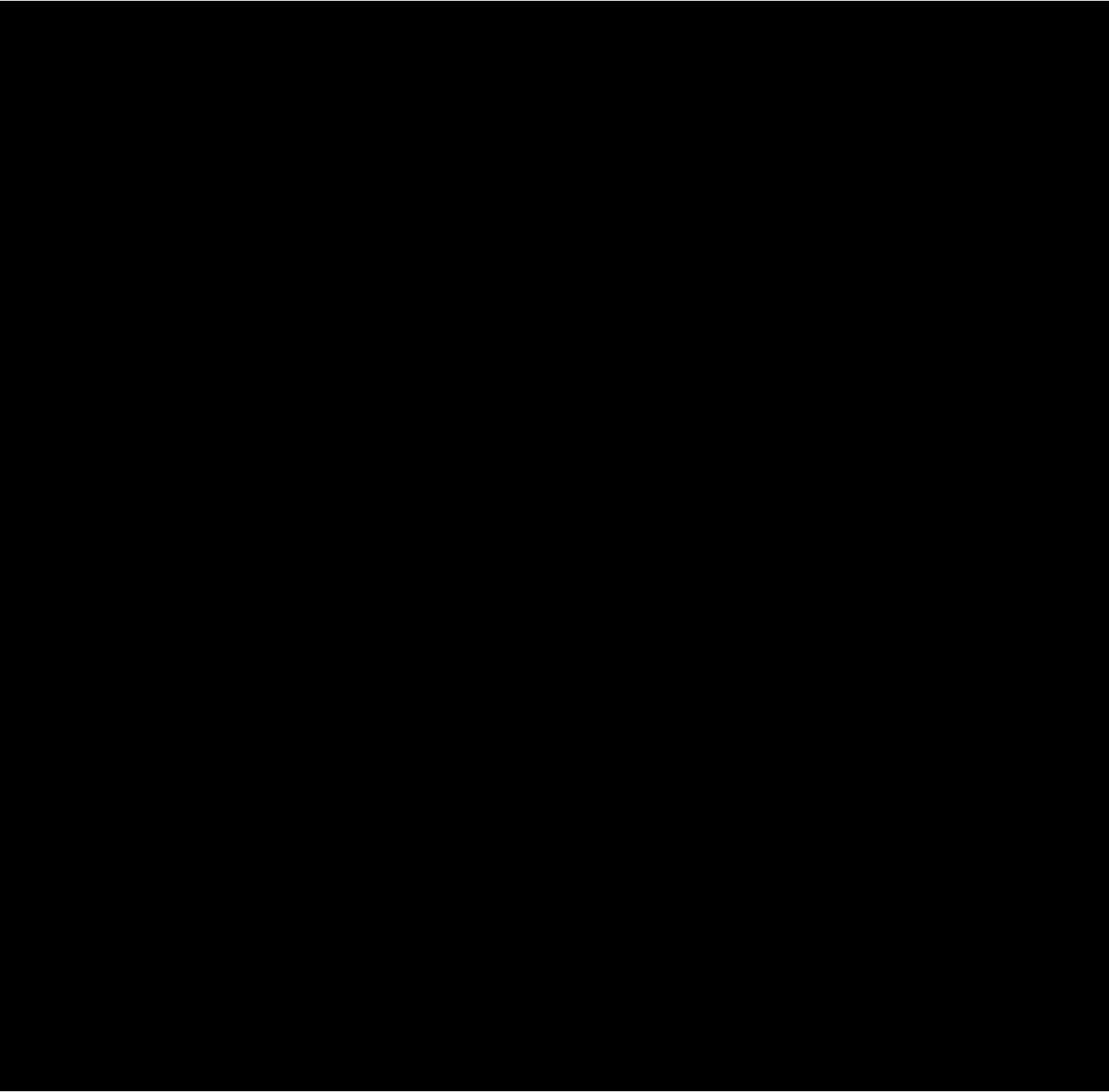
i. Coverage. Cover as many avenues of escape as possible.

- j. Crimes. Use of the roadblock is directly associated with the seriousness of the crime.
- k. Procedures. There can be no set procedures to follow as each case will vary.
- l. Communication. Advise the communications center with as much detailed information regarding the identity of the possible person(s), vehicle(s), involvement of weapons, etc. Have the communications center relay the information to assisting allied agencies.
- m. Assistance. If it becomes necessary to assign a unit containing only one officer, assistance should be provided as soon as possible.
- n. Aircraft. Departmental aircraft should be used when available and practical.

11. WHEN TO TERMINATE A ROADBLOCK. The roadblock should be maintained until apprehension has been affected or until the officer has reason to believe the wanted person is not within the roadblock area, or when it is no longer necessary to restrict public access to the area affected by a natural disaster.

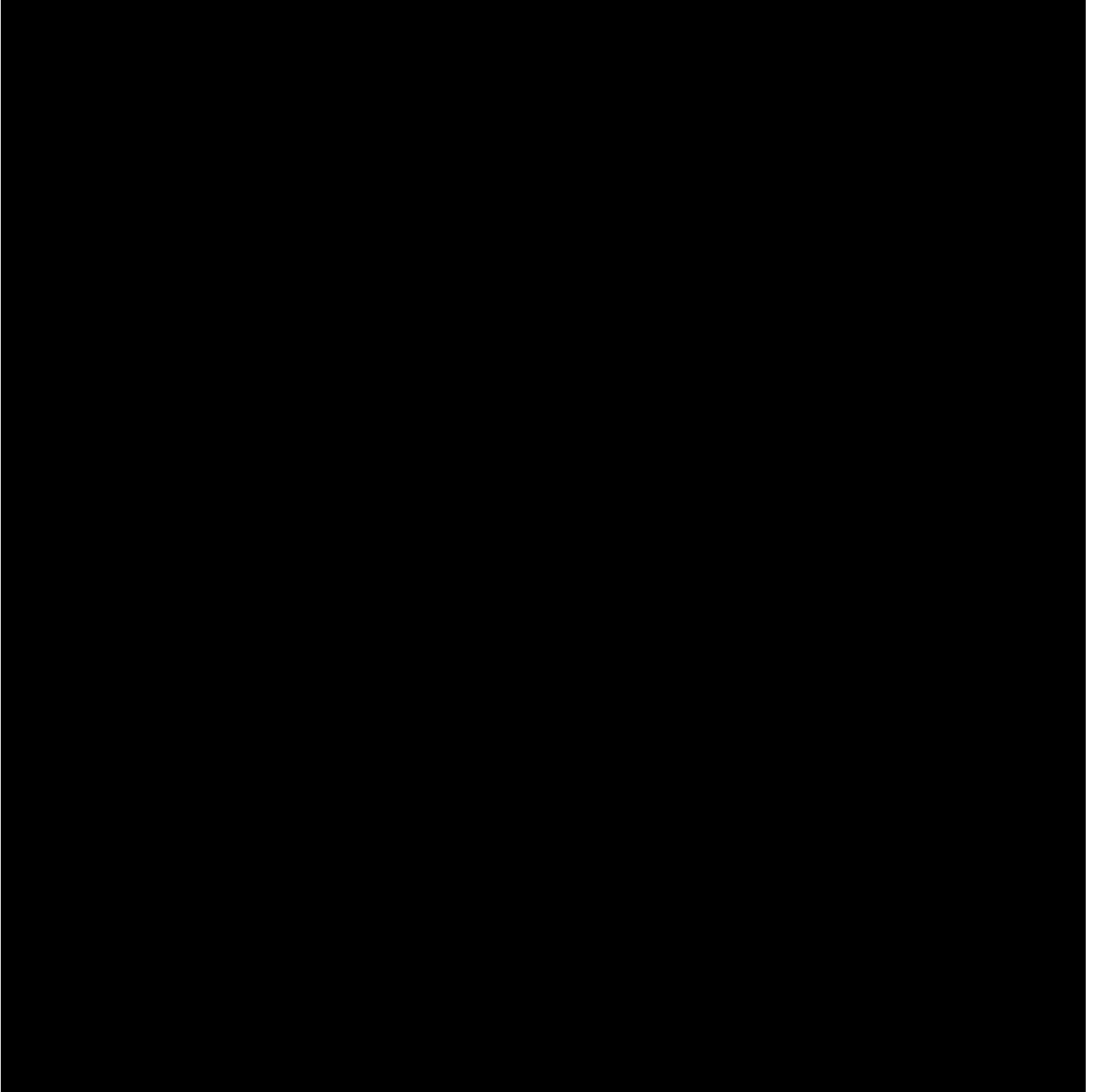
12. REPORTING. The reporting procedures set forth in General Order 100.80, Notification and Report of Emergency Incidents and Significant Events, shall be followed when a roadblock is implemented.

**ANNEX A**



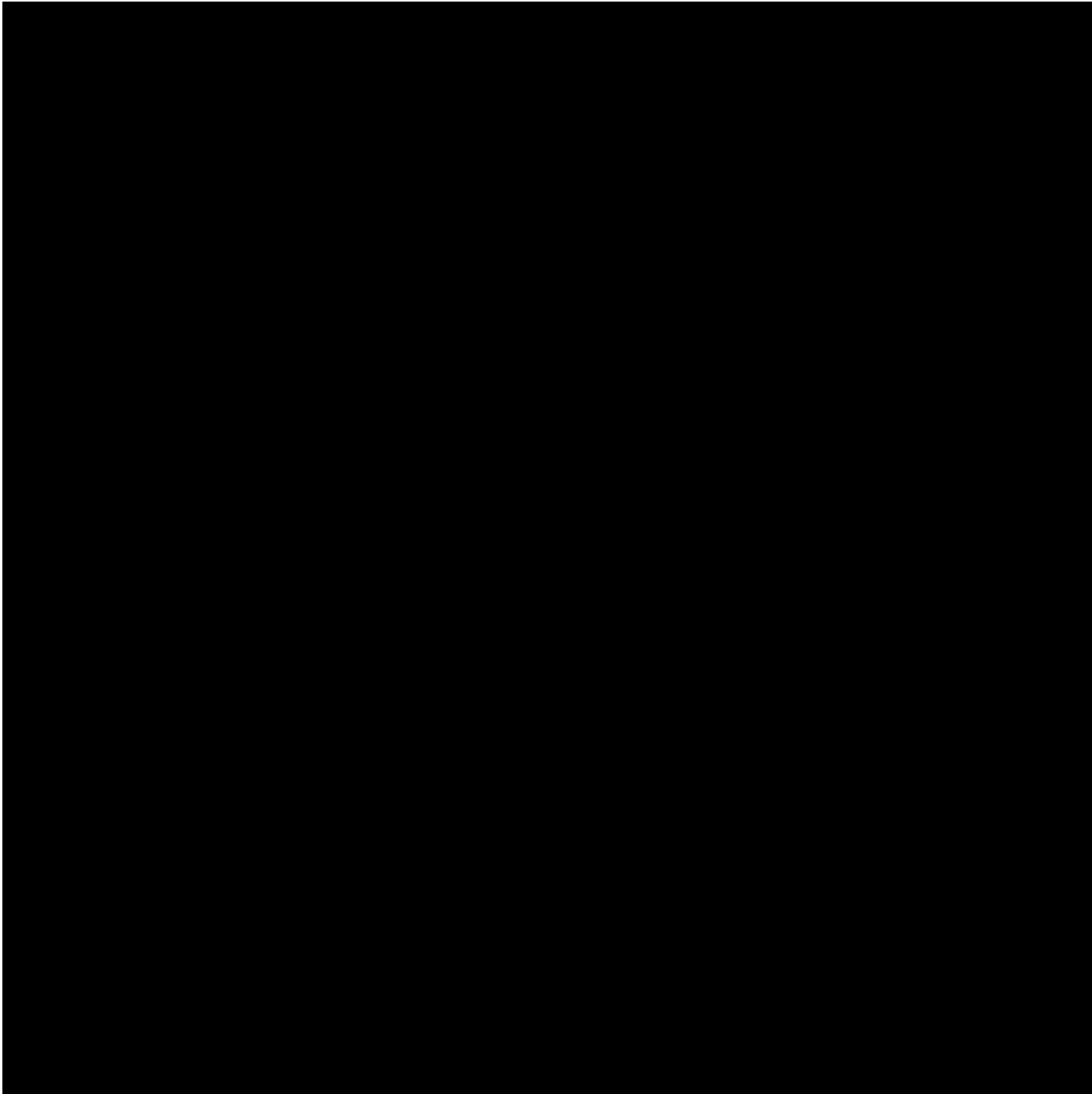
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**ANNEX B**



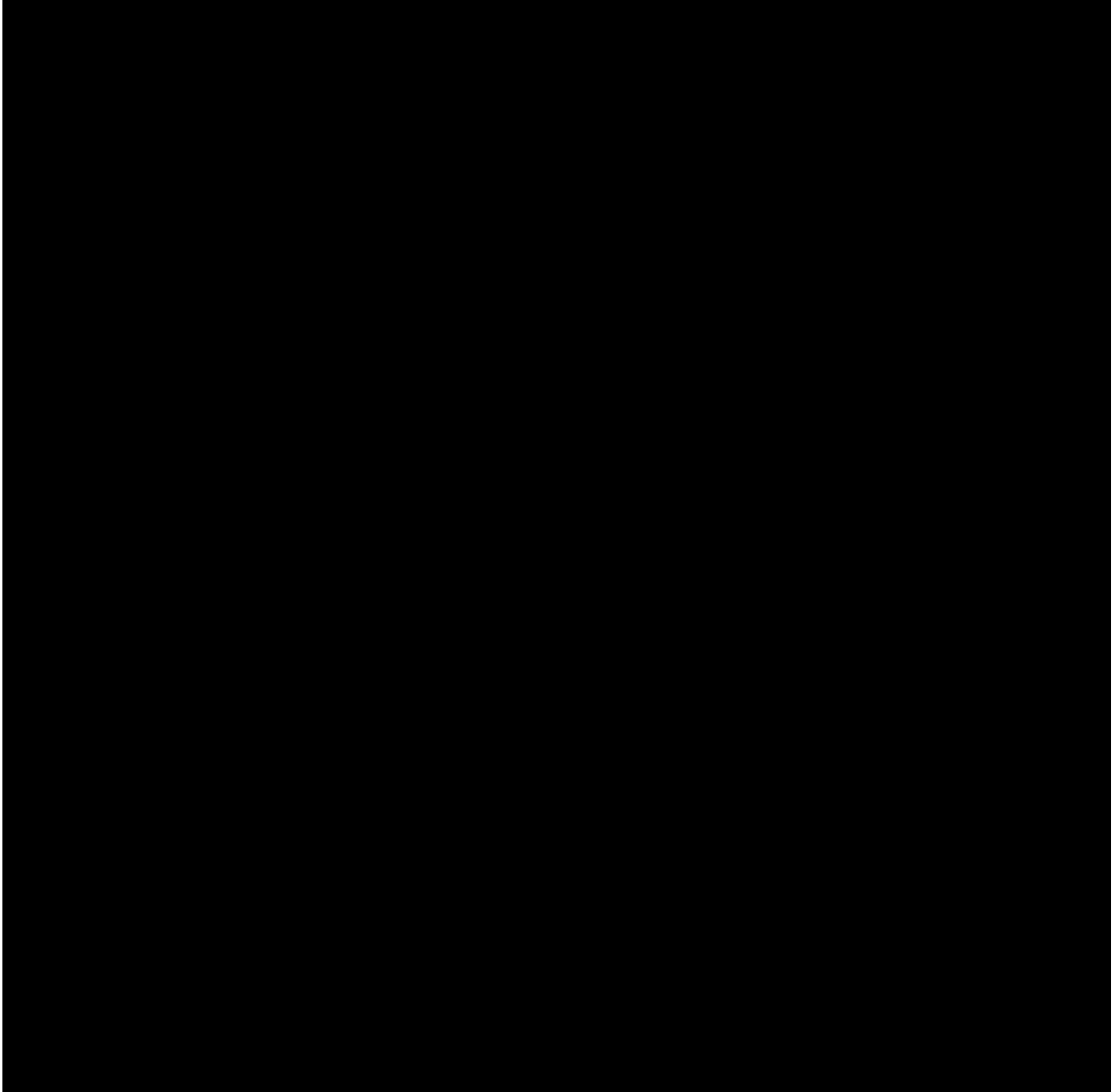
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**ANNEX C**



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**ANNEX D**



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