



# Faribault County Sheriff's Office

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## 801 ROADBLOCKS / TIRE DEFLATING DEVICES POLICY

Issued Date:	11/2001
Revised Date:	04/2023
Approved By:	Mike Gormley, Sheriff; Scott Adams, Chief Deputy

### **PURPOSE:**

The purpose of this policy is to ensure the safe and proper use of a sheriff's vehicle or equipment during pursuit or other emergency situations where a Roadblock or the use of Tire Deflating Devices are required.

The tire deflating device may be used to assist in concluding pursuits. Deputies should use the device to stop a pursuit or emergency situation which is creating unnecessary risks or to stop a dangerous felon. Roadblock means an enforcement procedure designed for stopping or diverting traffic in instances of riots jail or prison escapes, or natural disasters and for apprehending motor vehicle drivers which are creating unnecessary risks to citizens and police officers.

### **PROCEDURE:**

#### **Roadblocks:**

1. The decision to activate a roadblock should be based on the following:
  - a. Seriousness of the crime.
  - b. Sufficient information and description of wanted persons and vehicles.
  - c. The elapsed time between the criminal act and its discovery.
2. The roadblock may be activated for all felony crimes and any misdemeanor where the continued operation will obviously endanger the safety of the public.
3. The location of a roadblock should be based on making the best use of available staffing. The roadblock shall be established in such a location as to allow the fleeing suspect the opportunity to stop voluntarily at the roadblock. No route of escape should be overlooked. There is never any guarantee of safety when an automobile is stopped at a roadblock. The best place for a roadblock provides safety and convenience in stopping vehicles. Care in choosing the site can reduce any potential hazard.
4. Deputies should be deployed individually and not grouped. Grouping provides a single target for gunfire or an oncoming car. Officers should remain on the same side of the road so they won't get in the line of fire.
5. One-car roadblocks are most practical when used off the roadway. It allows the deputy to concentrate on the suspect vehicle and minimize their attention to traffic control.
  - a. The patrol unit should be parked at an angle.
  - b. All red lights on the patrol unit should be activated.
  - c. Fusees should be placed 300 feet in each direction and 10 feet to the rear of the unit if practical.
6. The two-car roadblock is most effective for felony apprehensions. The two-car roadblock restricts traffic, provides cover for the deputies and allows for immediate pursuit.

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- a. Patrol units should be parked at an angle facing in opposite directions.
  - b. Patrol units shall be parked far enough apart so that, if required, a vehicle could be driven in between them.
  - c. Fusees should be placed at 300 feet in each direction and 10 feet to the rear of the unit if practical.
7. The moving roadblock is not usually effective and is not recommended. It may be utilized only under exceptional circumstances. It should not be attempted by one Deputy because it places him/her in an extremely vulnerable position.
8. The courts have held that a violation of the Fourth Amendment requires an intentional acquisition of physical control. A seizure occurs even when an unintended person or thing is the object of detention or taking. A seizure occurs when a person is stopped by the very instrumentality set in motion or put in place in order to achieve the result, (ie: the roadblock). The location of roadblocks must be such that the fleeing suspect has an opportunity to stop voluntarily. After a pursuit the Deputy should conduct a high-risk stop (felony stop). Deputies should not approach the suspect vehicle, if practical, after a pursuit.

### **Tire Deflating Devices:**

When using the Tire Deflating Device:

1. Care should be given in determining when and where to place the device.
2. Deputies who are assigned the device shall be trained in its use.
3. The Tire Disabling Device must be carried in the assigned member's squad. Issues to be considered in utilizing the device are:
  - a. Road conditions (leading to and after the deployment site),
  - b. Traffic conditions,
  - c. Ability to communicate with other agencies,
  - d. Possibility of apprehension at a later date,
  - e. Consideration that the need is offset by the person continuing to flee,
  - f. Ability of the officer to obtain protective shelter from the violator.

Deputies do **not** need supervisory permission prior to implementation. **In no circumstances will the device be used to disable motorcycles.**

4. The disabling device should be placed on the opposite side of the appropriate roadway, with the towrope across the roadway.
  - a. All agencies involved in the pursuit shall be advised on the MINCEP that the device is in place. Officers should continue the pursuit to a point where they can safely avoid striking the device and stop other traffic.
  - b. As the vehicle approaches, the disabling device should be pulled onto the roadway directly into the vehicle's path. The Tire Disabling Device may be tossed into the vehicle's path if time does not permit placement and use of the towrope. Deputies are not to hold onto the towrope.
  - c. The device shall be removed from the road immediately after the suspect vehicle passes the site.

### **Responsibilities:**

After utilizing the Device or Roadblock, the Deputy must submit a Field Report containing the following information to the County Sheriff:

- Reason for use,

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- Location,
- Method of deployment,
- Length of pursuit,
- Estimate speed of violator,
- Distance from the device to the termination of the pursuit.

After use, the device should be examined for damage. The County Sheriff should be notified of any required repairs.