

LOW-STAFFING

SOBRIETY

CHECKPOINTS



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Impaired driving and alcohol-related crashes constitute two of the nation's leading health problems. These events result in more deaths each year than do total homicides.¹ The impact is particularly severe among young people age 15 to 24, where impaired driving is the leading cause of death. Clearly, impaired driving and alcohol-related crashes constitute a major threat to the safety and well being of the public. The costs resulting from alcohol-related crashes should be recognized and weighed against the costs and inconveniences associated with efforts to reduce them.

These guidelines have been designed to provide law enforcement agencies with a uniform and successful method to plan, operate, and evaluate low-staffing sobriety checkpoints. When implemented in conjunction with departmental policy and constraints imposed by State or local courts, low-staffing sobriety checkpoints provide an effective tool to combat the impaired driving problem.

Any agency considering the use of low-staffing sobriety checkpoints should integrate them with a continuing, systematic and aggressive enforcement program, including vigorous media support, and public information and education. The purpose of the program is to maximize the deterrent effect and increase the perception of "risk of apprehension" of motorists who operate vehicles while impaired by alcohol and/or drugs. There is convincing evidence that the use of checkpoints has a marked, dramatic effect on reducing alcohol-related crashes in a community.²

The National Highway Traffic Safety Administration (NHTSA) wishes to express its appreciation to Kenneth Copeland, Highway Safety Specialist, NHTSA; J.D. Meadows, West Virginia Governor's Highway Safety Office; Jerry D. Stemler, Fairfax County Police Department; and Dick Ashton, International Association of Chiefs of Police (IACP), Jefferson County, Colorado Sheriffs Office.

¹ Department of Justice Uniform Crime Report (UCR)

² "Sobriety Checkpoints for DWI Enforcement -A Review of Current Research," National Highway Traffic Safety Administration, 1987

INTRODUCTION

Impaired driving crashes result in tens of thousands of injuries and thousands of lives lost every year. Stopping and arresting a drug- and/or alcohol-impaired driver may seem to be a simple process. In fact, it is a series of procedures that are dictated by complex State and local laws. Before addressing the issue of impaired driving enforcement, it is important for law enforcement to consider all components involved in successfully deterring the impaired driver.

High visibility enforcement efforts accompanied by aggressive media coverage of enforcement efforts, public awareness, and education are essential to a comprehensive impaired driving campaign. These tools have proven effective in reducing impaired driving, and were documented in the Checkpoint Tennessee Evaluation Project.³

This document will provide guidance to law enforcement agencies on how to adequately coordinate the planning, operation, data collection, and actions of conducting low-staffing sobriety checkpoints.

³ DOT HS 808 841

UNDERSTANDING THE PROBLEM

As a community, we all support law enforcement efforts to protect us from theft, burglary and assault. Yet, many otherwise law-abiding citizens continue to view impaired driving merely as a traffic offense. Impaired driving is no accident nor is it a victimless crime. It is a serious crime that kills more than 17,000 people and injures nearly 305,000 others every year.

Traffic crashes of all types are a serious yet often overlooked problem in this country. Every 32 minutes someone in America is murdered. Yet every 12 minutes someone dies in a traffic crash. Law enforcement agencies in every State and locality are serving on the frontlines in the fight against this deadly threat to America's communities.

Communities are beginning to understand the economic impact of this criminal activity. Impaired driving costs the public more than \$110 billion every year. Alcohol-related crashes are often more serious and deadlier than other crashes, and cost the the public more than \$50 billion annually in medical services, market productivity, workplace costs, insurance administration, and legal fees.

WHAT ARE SOBRIETY CHECKPOINTS?

Sobriety Checkpoints

Sobriety checkpoints are an effective law enforcement tool involving the stopping of vehicles or a specific sequence of vehicles, at a predetermined fixed location, to accomplish two goals: raise the public's perception of being arrested for driving while impaired (DWI), and detection of drivers impaired by alcohol and/or other drugs. Low-staffing sobriety checkpoints in effect accomplish the same tasks, but with fewer people. Low-staff sobriety checkpoint operations are conducted with four to six officers, they are very mobile, and typically they will not last as long as full-scale sobriety checkpoints. Low-staffing sobriety checkpoints are typically conducted by agencies having limited resources, but still which desire to make a significant impact on the impaired driving problem in their communities.

When coordinating a low-staffing sobriety checkpoint, you should consider critical components that will make the checkpoints functional, successful, and comply with Federal, State, and local laws.

These guidelines suggest and describe procedures police administrators may want to consider to ensure that sobriety checkpoints are used legally, effectively, and safely. These points are consistent with those specified in recent court decisions, including the United States Supreme Court ruling in *Michigan Department of State Police v. Sitz*, upholding the constitutionality of sobriety checkpoints. An effective sobriety checkpoint program consists of components outlined below.

GUIDELINES FOR COORDINATING SOBRIETY CHECKPOINTS

Ongoing Program to Deter Impaired Driving

Agencies considering implementing low-staffing sobriety checkpoints should integrate them with a continuing, systematic, and aggressive enforcement program. Vigorous enforcement and communication strategy need to be part of this program. The purpose of the checkpoint is to maximize the deterrent effect and increase the perception of "risk of apprehension" to motorists who operate vehicles while impaired by alcohol or other drugs.

Judicial Support

When officials decide to use low-staffing sobriety checkpoints, they should involve their prosecuting attorneys (district attorney, attorney general, etc.) in the planning process to determine legally acceptable procedures. The prosecutor can assist in identifying any legally mandated requirements and the types of evidential information needed to prosecute cases emanating from checkpoint apprehension. The jurisdiction's presiding judge should be informed of the proposed checkpoints and procedures, an essential step if the judiciary is to accept their use. The judge can provide insight into what activities would be required to successfully adjudicate such cases. Prosecutors, judges, and other involved members of the criminal justice system can be invited to observe the actual operation of the checkpoint.

Existing Policy/Guidelines

Before using sobriety checkpoints, the agency must have specifically established procedures outlining how the checkpoints are to be conducted. The courts have been very clear in requiring the advanced planning of sobriety checkpoints. Failure to do so has been used as evidence that the checkpoint techniques involved unfettered discretion. The policy

should also assure that the checkpoints are conducted with a minimal amount of intrusion or motorist inconvenience.

Site Selection

Planning should assure the safety of the general public and law enforcement officers when selecting an operational site. Sobriety checkpoints must not create more of a traffic hazard than the results of the driving behavior they are trying to modify. Planners should remember to select a site that allows officers to pull vehicles out of the traffic stream without causing significant subjective intrusion (fright) to the drivers (*United States v. Ortiz* 422 U.S. 891 [1975]) and/or creating a safety hazard, e.g., by creating a traffic backup. Furthermore, officers' safety must be taken into account when deciding where to locate the checkpoint. The department should objectively outline criteria used in the site selection process, e.g., an unusual incidence of alcohol/drug involved crashes or driving violations, unusual number of nighttime single-vehicle crashes, or other documented alcohol/drug-related vehicular incidents. The site should permit the safe flow of traffic through the checkpoint. Consideration should be given to the posted speed limits, traffic volume, and visibility. Most jurisdictions have the capability to review the Average Traffic Volume (ATV) during the surveillance period for major roadways in their area.

Once a jurisdiction has decided on possible locations for the sobriety checkpoints, the effect on traffic flow can be determined by ascertaining how long each interview takes, then, multiply by the number of available officers, and finally, divide by the average number of vehicles that can be expected at that location. This will suggest whether all vehicles can be examined without causing a traffic build-up.

If the traffic volume precludes stopping every vehicle, a nondiscretionary scheme should be adopted, in advance, for stopping some subset of vehicles. In *Delaware v. Prouse*, 440 U.S. 648 (1979), the U. S. Supreme Court ruled that stopping all cars would be an acceptable method of conducting spot checks. In a concurring opinion, Justice Blackmun (joined by Justice Powell) added that other methods would also be acceptable, such as stopping every tenth car that passes a given point. If every vehicle is not stopped, the method used to determine which ones will must appear in the administrative order authorizing the use of the sobriety checkpoint.

The site should have maximum visibility from each direction and sufficient illumination for the safety of both the motorists and officers. If permanent lighting is unavailable, ensure that adequate portable lighting is provided. Planners should also ensure that sufficient adjoining space is available to pull vehicles off the traveled portion of the roadway. Any other conditions that may pose a hazard should be taken into consideration.

Warning Devices

Special care should be taken to warn approaching motorists of the sobriety checkpoint. Such notice can be accomplished using warning signs indicating the upcoming checkpoint, flares or fuses (if weather permits) and safety cones or similar devices for marking and/or closing lanes on the roadway, permanent or portable lighting to illuminate the checkpoint area, and marked patrol vehicles with warning lights flashing. A sign or device should be placed to provide advance warning stating why motorists are being stopped. The U.S. Supreme Court has found that visible signs of the officers' authority generate less concern and fright on the part of lawful travelers, and is therefore less of a subjective intrusion (*United States v. Martinez-Fuerte*, 428 U.S. 643 [1976]). The placement and types of traffic control devices used should comply with Federal, State or local transportation codes. Planners should check with appropriate agencies administering the location and placement of signing devices.

Visible Police Authority

The visibility of uniformed officers and their marked vehicles makes the police presence obvious. It also serves to reassure motorists of the legitimate nature of the activity. This is an important aspect of the sobriety checkpoint and part of the effort to reduce the intrusion to the passing motorists affected by the checkpoint. A sworn, uniformed officer should be assigned to provide on-site supervision of the checkpoint operation. This officer should be responsible for the overall operation and should be well versed in contingency planning for the checkpoint. The checkpoint should be staffed by a sufficient number of uniformed personnel to assure a safe and efficient operation, based on traffic volume, roadway size, type of location, etc.

Chemical Testing Logistics

Since impaired driving arrests are anticipated at the selected location, the logistics of chemical testing must also be included. If possible, a mobile breath-testing unit with a qualified operator could be physically located at the checkpoint. If one is not available, a system for expeditiously transporting suspected violators to chemical test sites should be established. In applicable locations, a drug recognition expert (DRE) should be available to examine subjects who may be impaired by drugs other than or in combination with alcohol.

Contingency Planning

Any deviation from the predetermined plan for stopping vehicles should be thoroughly documented and the reason for the deviation given (e.g., traffic backing up, intermittent inclement weather). Courts have allowed this as long as documentation of the reason requiring the deviation from the interview sequence is kept (*United States v. Prichard*, 645 F2d 854). If such an event occurs, jurisdictions should have prepared an alternative plan, in advance, to handle the checkpoint.

Detection and Investigation Techniques

An agency considering the use of sobriety checkpoints should ensure that the participating officers are properly trained in detecting impaired drivers. The use of sobriety checkpoints that allow impaired drivers to pass through undetected will not achieve the desired deterrence effect. Officers should look for the following indicators of impairment during initial contact with a driver at a checkpoint: odor of alcoholic beverages or other drugs (marijuana, hashish, some inhalants); bloodshot eyes; alcohol containers or drug paraphernalia; fumbling fingers; slurred speech; admission of drinking or drug use; inconsistent responses; detection of alcohol by a passive alcohol sensor; etc. It is highly desirable that officers assigned to conduct the sobriety checkpoint receive the DWI Detection and Standardized Field Sobriety Testing (SFST) training. Police are using the techniques taught in the SFST course to quickly detect signs of driver impairment.

Once an officer's suspicion is raised, further investigation can take place out of the traffic lane without impeding the

flow of traffic. If an officer believes it is necessary to move a suspect's car after reasonable suspicion of impairment, it should be moved by someone other than the suspect. The officer should then continue the investigation using nonincriminating divided-attention questions (e.g., by the officer simultaneously asking for driver's license and vehicle registration, requiring the subject to do two things at once) and the administration of the SFST battery, which includes the Walk-and-Turn test, One-Leg Stand test, and Horizontal Gaze Nystagmus test. After the completion of the SFST, the officer may use a portable breath-testing (PBT) device, if permissible in that jurisdiction. An evidential test to determine the blood alcohol concentration (BAC) should then be administered. If the officer determines the subject is impaired and obtains a low BAC, a DRE should be used for further investigation. If a DRE is not available, normal departmental procedures regarding drug-impaired drivers should be followed.

Operational Briefings

The success of a sobriety checkpoint depends greatly upon smooth and efficient operations. The people selected as supervisors of the operation should be briefed thoroughly on all procedures. This includes maintaining as little delay to the motoring public as possible and keeping records of any deviation from the original operational plan. People selected to staffing the checkpoint should be briefed on both its purpose and operation. To avoid subjectivity, officers should understand the necessity of asking standard and uniform questions of drivers. The use of an operational briefing is essential in accomplishing this requirement.

Communication Strategy

To obtain maximum benefit in terms of its general deterrent effect, low-staffing sobriety checkpoints should be publicized aggressively. Most drivers will probably never encounter a sobriety checkpoint, but will only learn of it through media reports or by word of mouth. These two valuable forms of public communication will greatly enhance the program and should be employed consistently throughout the duration of enforcement efforts. Checkpoints are an ideal opportunity to give educational material regarding impaired driving, speeding, child restraints and seat belt usage, as well as seasonal reminders such as when schools are opening, to people stopped at the checkpoint.

Data Collection and Evaluation

A systematic method of data collection and evaluation should be used to monitor and ensure standardization and consistency of sobriety checkpoints. This may be done by measuring the reaction of the public to the checkpoint and an administrative evaluation of collected data. Listed below are some methods for evaluation.

Public Reaction

The public's reaction can be measured by immediate feedback received by officers at the site of the sobriety checkpoint. Also, a short questionnaire, which includes an explanation of why the checkpoint is conducted, given to drivers stopped at the checkpoint can provide data. The questionnaire may ask the driver such questions as: Does the driver believe the checkpoint is fair? Did the driver mind being stopped briefly? Did the driver feel checkpoints help deter impaired driving? The responses can be completed later and mailed to the agency. If the jurisdiction has the resources, a stamped, self-addressed postcard can be used for the questionnaire.

Evaluation

This concerns the extent to which the program's implementation, operation, and efficiency meets targets set for the program. The following items may be addressed:

- number of vehicles passing through the checkpoint;
- average time delay to motorists;
- number of motorists detained for field sobriety testing;
- number and types of arrests;
- identification of unusual incidents such as safety problems or other concerns;
- reaction of police officers participating in the sobriety checkpoint, including degree of support and effect on morale;
- perception of the quality of checkpoint cases brought before prosecutors and judges, including special problems;
- change in number of impaired driving arrests;
- change in number of impaired driving related nighttime crashes;
- other information deemed necessary by individual agencies.

NHTSA strongly supports the regular use of sobriety checkpoints. They should be integrated into an overall alcohol- and drug-impaired-driving program, along with vigorous selective enforcement, public information, and education. Effective enforcement of impaired-driving laws, combined with swift and sure driver's license removal, and provides the most important elements for reducing alcohol-related fatal- and serious-injury crashes. Roadside sobriety checkpoints have provided some of the most effective results of any enforcement program. Checkpoints are an important part of a comprehensive enforcement program designed to raise the perceived probability among potential impaired drivers that they will be stopped and arrested for DWI.

OPERATIONAL PLAN FOR CONDUCTING LOW-STAFFING SOBRIETY CHECKPOINTS

Function Glossary

These definitions are intended to serve as a guideline of basic responsibilities for personnel assigned to low-staffing sobriety checkpoints. Additional duties may be assigned or expanded, as dictated by jurisdiction and location needs.

Checkpoint Supervisor (CS)

Designated to coordinate all checkpoint activities per the department's operational plan, including: briefing, staffing, operations, debriefing/evaluation, and overall supervision. The CS is additionally responsible for ensuring the safety of motorists and members participating in the checkpoint operation. These responsibilities may include, but are not limited to:

- manage and supervise site operations;
- supervise proper site location and checkpoint performance;
- answer motorists' questions and/or complaints;
- ensure checkpoint procedures are being performed and followed;
- determine if checkpoint procedures necessitate changing sequence of vehicles stopped or moving the checkpoint location;
- collect individual officers' activities reports;
- may act as screening officer, as long as the supervisor does not leave the site and is not prevented from performing essential supervisory duties.

Checkpoint Screening Officers

Responsible for stopping and screening vehicle operators, per the operational plan to determine driver impairment. These responsibilities may include, but are not limited to, the following:

- appropriately greet vehicle driver (refer to Appendix A);
- evaluate for impairment (refer to Appendix A);
- conduct SFST (refer to NHTSA/IACP SFST Training Curriculum);
- administer PBT, if applicable in jurisdiction (refer to Appendix A)
- administer chemical test(s); applicable to the jurisdiction (refer to Appendix A);
- evaluate drivers for other violations (refer to Appendix A);
- inventory and tow vehicle(s) (refer to Appendix A);
- reporting individual activity to checkpoint supervisors (refer to Appendix A).

Volunteers

Jurisdictions may consider the use of volunteers to perform ancillary duties required under the operational plan. Volunteers should be properly trained and briefed, and their safety carefully considered. Volunteers may include, but are not limited to:

- MADD chapters;
- SADD chapters;
- auxiliary police;
- volunteer fire fighters;
- Enforcement Explorer posts;
- Citizens on Patrol;
- police cadets.

The volunteer's responsibilities may include, but not be limited to the following:

- vehicle counters;
- non-law enforcement paperwork;
- monitor and maintain sobriety checkpoint traffic control devices;

Reminder: *Law Enforcement and public safety are the most important things to consider. Under no circumstances should these two elements be compromised.*

Document References

Saturation Patrols & Sobriety Checkpoints (June 2001, DOT HS 809 063)

An Evaluation of Checkpoint Tennessee (January 1999, DOT HS 808 841)

NHTSA/IACP Standardized Field Sobriety Testing (SFST) Training Program (September 2004, HS 178 R9/04)

Drug Evaluation and Classification Pre-School (HS 172A R9/02)

Drug Evaluation and Classification 7-Day School (HS 172 R9/02)

Prosecuting the Drugged Driver (HS 171 R11/93)

Sample Model Operational Plan Low-Staffing Sobriety Checkpoints

SOBRIETY CHECKPOINT OPERATIONS PLAN

Purpose:

The purpose of conducting three sobriety checkpoints during the same night is to send a message to motorists who are under the influence of alcohol or drugs that they may encounter a sobriety checkpoint anytime they get behind the wheel of a vehicle. They may encounter a checkpoint on any day of the week, at any time of the day, and on any street in Jefferson County.

As with any sobriety checkpoint, the word spreads fast of the checkpoint location and motorists under the influence avoid these areas. This operation is designed to be set up in 15 minutes, taken down, and moved to another location within a minimal amount of time, usually 15-30 minutes. By completing this, motorists under the influence may see the sobriety checkpoint at one location and avoid this area in fear of being arrested. If the motorists later travel another road, they may encounter another checkpoint and later on another checkpoint on another roadway. Statistics from the Tennessee Checkpoint Operation have proven this a more effective way of discouraging motorists under the influence of drugs and alcohol to drive.

Location:

10600 Block of West Ken Caryl Avenue

This particular location was selected due to the number of DWI arrests that have been made in the area. Approximately 41 percent of all DWI arrests made by deputies in unincorporated Jefferson County occur in this general vicinity. This location provides sufficient area for the necessary staging areas for the checkpoint and traffic will be able to flow smoothly and safely through the area. Drivers who

choose not to be contacted can legally turn and avoid the checkpoint at South Kipling Street and Continental Divide for westbound traffic and South Simms Street, Chatfield Avenue and West Indore Drive for eastbound traffic. Variable messaging signs (VMS) warning motorists of the upcoming checkpoint will be placed before the checkpoint (see attached diagram.) The shoulder for east and westbound traffic is sufficient to maintain patrol cars for contact deputies/officers. The number two lanes for both east and westbound traffic will be coned off and also provide an area for roadsides.

Time: 1900 - 0330 hours.

These times were selected because since the beginning of 2003 96 percent of all DUI arrests made by Jefferson County deputies were made during these times. This also correlates and parallels with data produced in national studies.

Date: May 30, 2004 (Sunday)

Operations Plan:

The checkpoint will be placed in the **10600 Block of West Ken Caryl Avenue**; six contact officers, three for eastbound traffic and three for westbound traffic, are assigned this duty. The contact officers patrol units will have all of their emergency lighting activated and their spotlights shinning in the contact area. Reflective cones will be placed on the centerline and the number one lane will be blocked off by cones and a marked patrol car (see diagram). Reflective cones will also be placed against the median guiding the motorist into the pattern, approximately 50 feet in both directions. LED flares will be placed on the cones entering the contact area as well as the white roadway boundary line. Two traffic control officers, not being used as contact officers will be placed approximately 50 feet prior to the cone pattern and contact officers with their overhead emergency lighting activated to slow approaching motorists. Roadway portable speed bumps will also be placed before entering the cone pattern in each direction.

To comply with the law, a VMS sign will be placed on Ken Caryl Avenue just west of Chatfield Avenue for eastbound traffic. This will allow motorists to legally exit the highway onto South Simms Street, Chatfield Avenue and West Indore Drive before entering the sobriety checkpoint. One marked uniform motorcycle acting as a chase car will be placed at this location. One VMS sign will be placed just east of Kipling Street for westbound traffic. One marked uniform motorcycle will be placed at this location acting as a chase car. This will allow motorists to legally exit onto South Kipling Street and Continental Divide Road before entering the sobriety checkpoint.

One stationary sobriety checkpoint sign will be placed 100 feet west of Kipling Street on westbound Ken Caryl Avenue.

One stationary sobriety checkpoint sign will be placed on Continental Divide Road at the intersection of Ken Caryl Avenue.

One stationary sobriety checkpoint sign will be placed approximately 100 yards east of Chatfield Avenue on eastbound Ken Caryl Avenue.

The motorcycle officers' responsibilities will be to watch for vehicles making inadvertent maneuvers to avoid the checkpoint.

Traffic will be maintained through both east and westbound traffic. Three contact officers at a time, per lane will be used looking for intoxicated drivers. If a suspected DUI is located, the driver will be directed off of the highway by the contact officer and onto the shoulder of the highway or into the blocked off number two lane. The contact officer will remain with the suspected intoxicated driver. If the contact officer determines that the person is not capable of driving the vehicle to the shoulder of the road the driver will be escorted from the vehicle and walked to the area where roadside maneuvers will be conducted. Another officer will then drive the vehicle to the shoulder of the road.

Patrol car spotlights will be the only lighting in the contact area. Contact officers leaving the contact area with their

patrol cars will not leave until being relieved by another patrol unit that can illuminate the same area being vacated by the previous patrol unit. **In the event generator-operated lighting (light towers) are used, special care should be taken so as not to blind any oncoming traffic.**

Contact officers will be responsible for their own arrests. The only exception will be if the motorcycle or K-9 officers contact a DUI. In this case, an available contact officer will respond to pick up the suspected intoxicated driver. The motorcycle officer will complete a statement of probable cause for the stop and give it to the assisting contact officer. The contact officer will then proceed as if it were his arrest originally. If a driver is suspected of DUI, the driver will be taken into custody by the arresting officer and transported to the JCSO booking area. The driver's vehicle will be searched incident to arrest and towed by the JCSO contract Tow Company. If a sober passenger is in the vehicle, the passenger may, with the driver's permission, take responsibility for the vehicle. If the driver does not wish a passenger to take the vehicle, or the passenger(s) are unable to operate a motor vehicle, they will be taken to a nearby pay telephone that has a parking lot for safety. The motorcycle supervisor will make occasional runs through the parking lot to ensure the safety of these individuals. In no event will intoxicated passengers be allowed to leave on foot and in most cases these intoxicated passengers will be transported to the Arapahoe House for safety reasons.

WARNING DEVICES

Warning devices will be used to warn motorists of the checkpoint and guide them into the checkpoint with a minimum amount of confusion, delay, and danger. VMS signs warning of the checkpoint will be placed before the checkpoint on Ken Caryl Avenue just west of South Simms Street for westbound motorists and just east of South Kipling Street on Ken Caryl Avenue. The motorcycle units will evaluate traffic conditions at the intersection of Ken Caryl Avenue and Continental Divide and Ken Caryl Avenue at South Simms Street notifying the operations sergeant of potential traffic back-ups. One stationary sobriety checkpoint sign will be placed 100 feet west of Kipling Street on westbound Ken Caryl Avenue. One stationary sobriety checkpoint sign

will be placed on Continental Divide Road at the intersection of Ken Caryl Avenue. One stationary sobriety checkpoint sign will be placed approximately 100 yards east of Chatfield Avenue on eastbound Ken Caryl Avenue to alert motorists of the upcoming checkpoint.

Contacts:

During the checkpoint, effort will be made to stop every vehicle entering east and westbound Ken Caryl Avenue in the 10600 block. The only exceptions to this will be emergency vehicles on emergency runs.

Motorcycle officers responsible for traffic control/chase units will be placed at the junction of South Simms Street and Ken Caryl Avenue for eastbound traffic and South Kipling and Ken Caryl Avenue for westbound motorists. These officers will be responsible for monitoring the effect of the checkpoint on traffic at the two intersections.

Arrests:

Contact officers will conduct the standardized field sobriety tests on any driver they suspect as being intoxicated. If probable cause to arrest the driver exists, the contact officer will search the driver incident to that arrest and take the driver into custody. The contact officer will be responsible for completing all of the paperwork required by his/her agency for DUI arrests, including the affidavit and notice of revocation form. The arresting officer will transport the driver to the Jefferson County Jail for chemical testing and processing. If it is determined the driver is under the influence the arresting officer will call the operations sergeant and advise him the vehicle can now be towed.

Once the appropriate documents have been completed and served, the driver will be released to a sober adult or transported to the Arapahoe House. Copies of the documents generated will be forwarded to Sergeant Vette.

Briefing:

At 1900 hours, a briefing will be held at the Jefferson County Sheriffs Office, 200 Jefferson County Parkway, Golden, Colorado. The purpose of the briefing is to assign tasks and outline checkpoint procedures. Any questions that arise will

be addressed at that time. A post-checkpoint critique and report will be completed to address any problems, ensure paperwork regarding arrests is completed, and to evaluate the overall success of the checkpoint.

WORK FORCE REQUIREMENTS AND RESPONSIBILITIES

Contact officers, traffic control officers, and chase car positions are all interchangeable so everyone will have to be familiar with everyone else's position.

- Driver Contact Officers (Line)/Roadside Evaluations (4)
- Traffic Control Officers (0)
- Chase Cars (0)
- Cadets/Reserves-Statistics/pattern set-up and take-down (1)
- Supervision (1)

Driver Contact Officers (Line) | Roadside Evaluations Officers will determine which drivers will be allowed through the pattern, and which will be directed to an evaluation area. Officers selected for this position should be familiar with the signs of intoxication and proficient in applying their knowledge. They will have a pre-rehearsed statement (i.e., "I am Deputy/Officer (name) of the (name of department.) You have been stopped at a sobriety checkpoint set up to identify intoxicated drivers), which they will recite to the drivers. Contact officers will base their decision to allow the driver through the pattern or to the evaluation area on the recognized signs of intoxication. Contact officer will not ask for driver's licenses or any documentation. Any vehicle in which plain view observations of illegal activity (i.e., drug paraphernalia, etc.) are made will be directed to the evaluation area for further investigation. Contact officers directing drivers to the evaluation area will accompany the driver and continue the investigation in the evaluation area. **Business cards may be given to motorists during the sobriety checkpoint.**

Contact officers will be responsible for conducting sobriety examinations on drivers directed to the evaluation area. Officers selected for this role should be comfortable and proficient in the use of Standardized Field Sobriety Tests.

Contact officers should be equipped with portable breath test (PBT) instruments (where applicable), however the decision to arrest should not be solely based upon these instruments. The contact officers will place drivers who do not satisfactorily complete the examination into custody.

Traffic Control Officers *will* be required to slow and guide drivers into the traffic control pattern and to the approaching driver contact officer. Reserve officers can be used for this role.

Date:

Location:

Jefferson County Sheriffs Department Personnel
Lieutenant D. Gard/Watch Commander/Supervision
V-1 6, Sergeant B. Vette-Supervision-Operations

Contact Officers

(List Names of Line Officers)

Public Information Officer

(List Name of Officers)

SOBRIETY CHECKPOINT RESOURCE LISTS

Resource		Provider
Pre-Checkpoint publicity	(X)	CDOT, Jefferson County Sheriffs Office PLO
Traffic Control Equipment	(X)	Jefferson County Sheriffs Office (2) Variable Message Signs (VMS) and 50 reflective cones. JCSO- (1) VMS sign and (10) stationary “Sobriety Checkpoint Ahead” signs. 100 LED flares
Vehicle Towing	(X)	Towing Company
Detox. Services	(X)	Name Service (if applicable)
Blood Draw / Intoximeter Operator	(X)	Ambulance Service / Certified Intoximeter Operator

LOW-STAFFING SOBRIETY CHECKPOINT ASSIGNMENT REPORTS

Due to Sobriety Checkpoints being governed by a U.S. Supreme Court decision, Michigan State Police vs., Sitz, 1990, an assignment report should be completed and included with final reports and made available to the prosecutors and courts for prosecution.

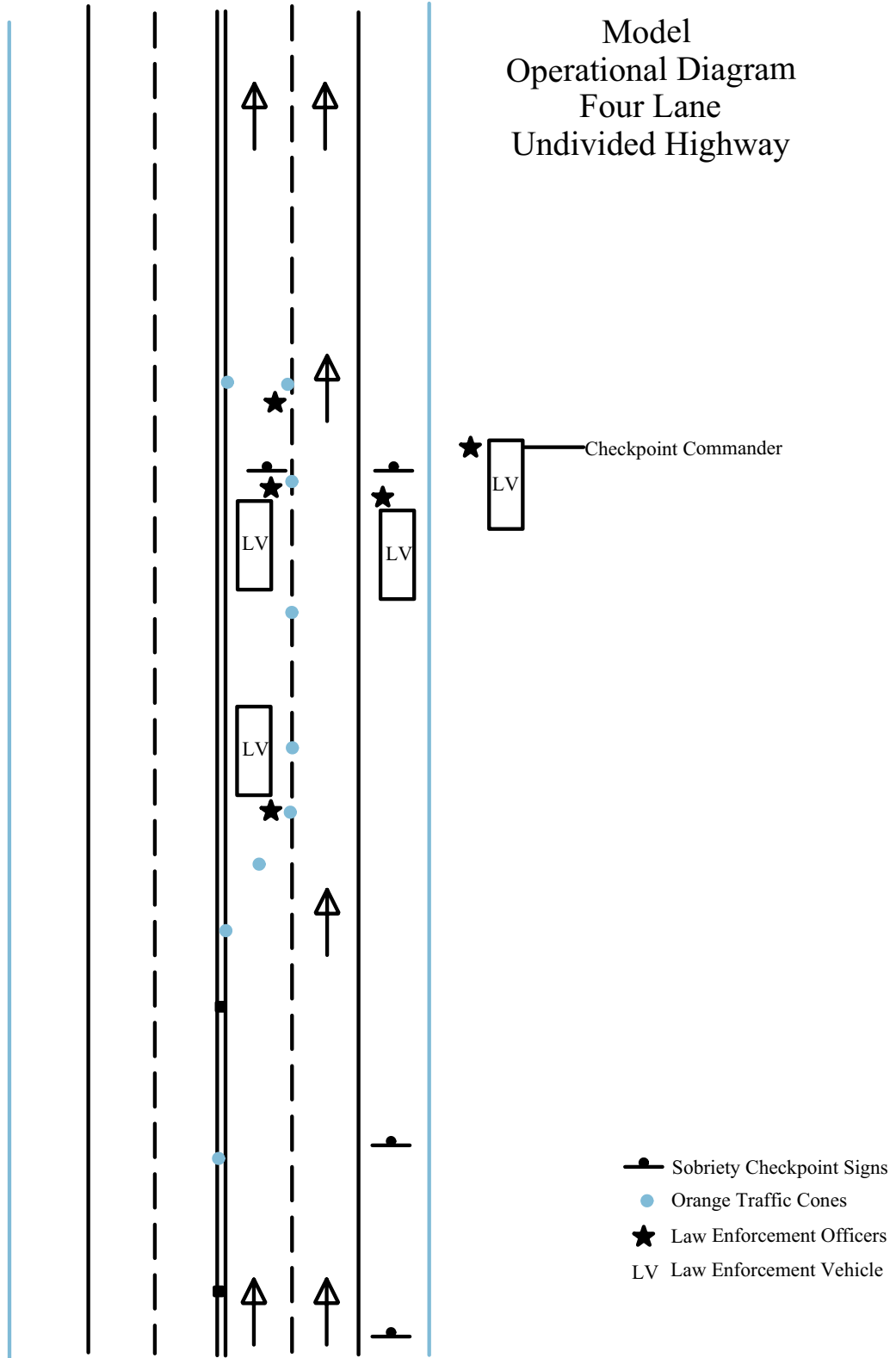
(Name of Host Agency)
Low-Staffing Sobriety Checkpoint
(Location)
(Date)

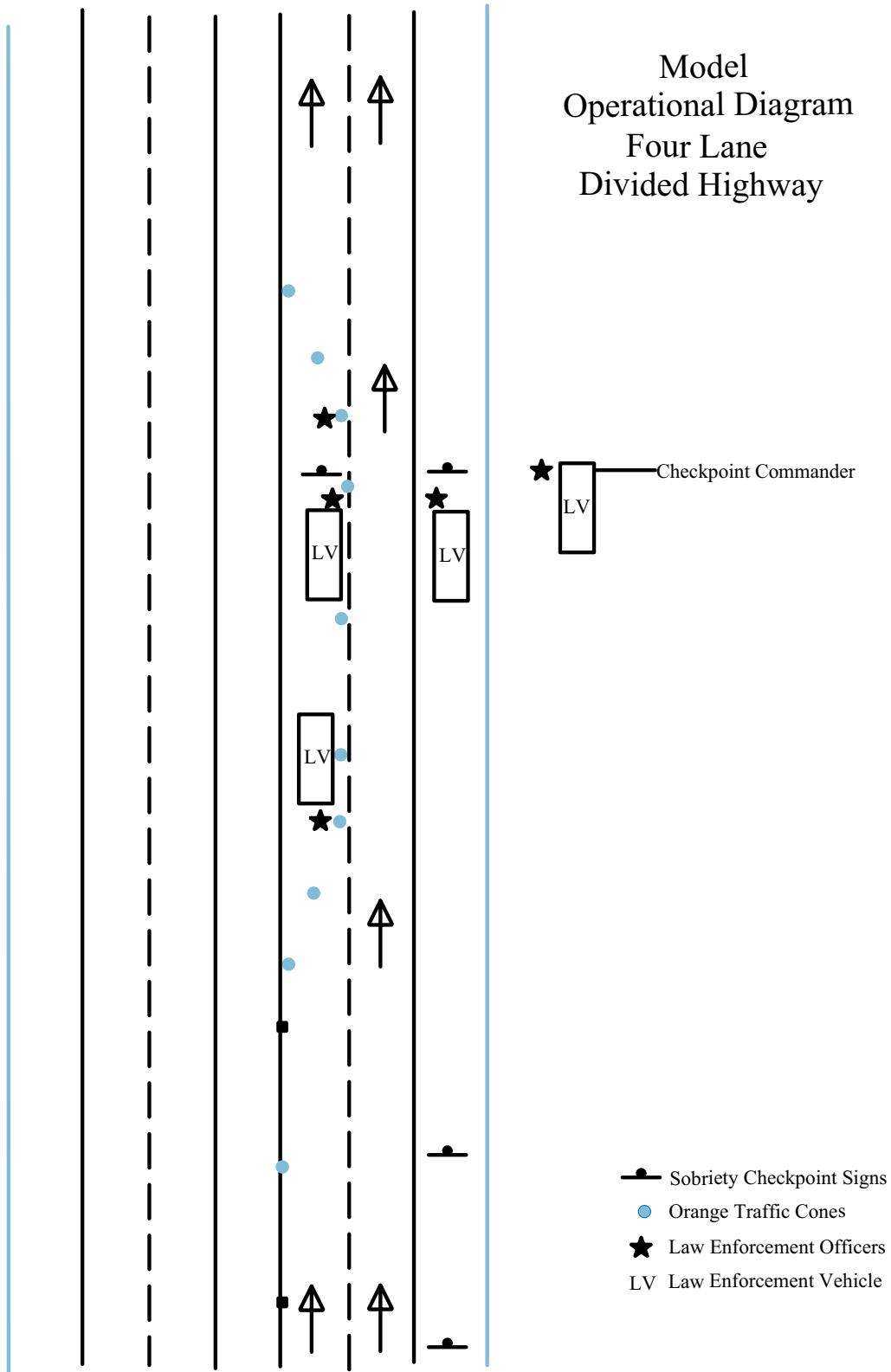
Assignments:

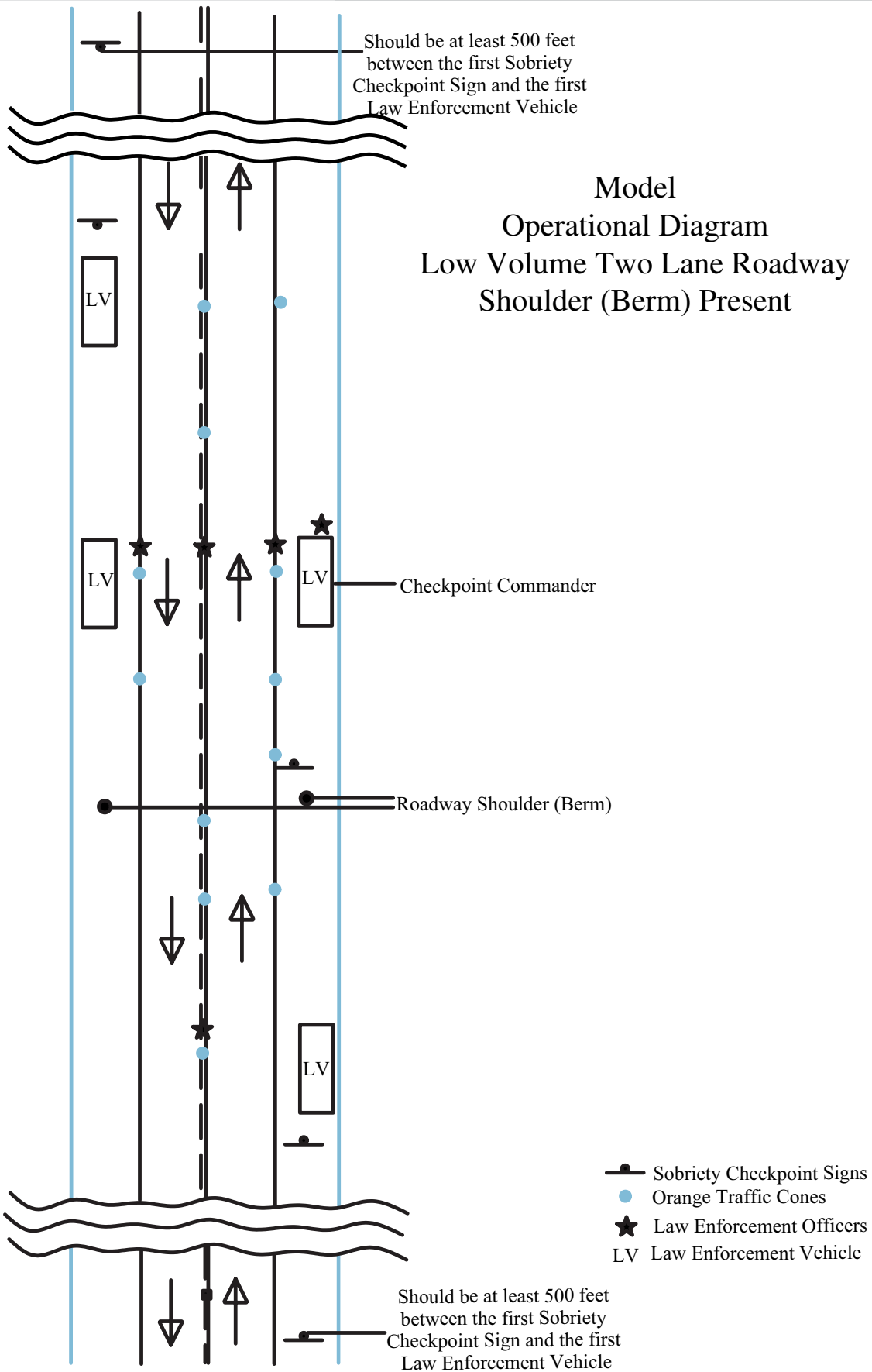
- Checkpoint Commander: _____
- Command Vehicle Driver _____
- Evidential Breath Test Operator _____
- DRE _____
- Phlebotomist _____
- Public Information Officer _____
- Traffic Control Devices _____
- Traffic Control Set-up _____
- Booking Officer(s) _____
- Roving Patrol Vehicle(s) _____
- Chase Car(s) _____
- Checkpoint Line Officers _____

- Volunteer(s) Assignments _____

Model
Operational Diagram
Four Lane
Undivided Highway







DOT HS 810 590
April 2006



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

www.nhtsa.dot.gov
nhtsa
people saving people