

Monmouth County DWI Strike Force Checkpoint Policy

At each Strike Force Checkpoint, the senior ranking officer shall supervise the operation.

At all checkpoint locations, warning signs and signal lights, (e.g., flares) shall be set up by officers at a safe stopping distance from the checkpoint. Checkpoints on curves, crest of hills, or narrow roadways are to be avoided. Where possible, checkpoints shall be established near off road areas (e.g., parking lots).

The Stopping of vehicles shall be in accordance with the guidelines set forth in Delaware v. Prouse, (e.g., every vehicle, every fifth vehicle). The pattern of such stopping will be determined by the supervising officer before the operation begins and will depend upon traffic conditions. Should the traffic flow increase or decrease significantly, the supervisor officer shall modify the pattern for stopping vehicles. Any such modifications shall be noted in a DWI Strike Force report and the time of such change shall be recorded. The pre-determined, stopping pattern for a particular operation shall be adhered to strictly.

As each vehicle is stopped, the driver shall be advised in a courteous manner of the reason for the stop. Each driver shall receive a hand-out explaining the purpose of the checkpoint. Each driver will be requested to produce a driver's license, vehicle registration, and proof of insurance certificate pursuant to N.J.S.A. 39:3-29.

A written log will be maintained of all vehicles passing through each checkpoint. The log will include the date, location, start and completion times of the operation. Additionally, the log will note any summons issued to a particular driver, (DWI, moving and non-moving violations, criminal arrests),