

Highway Safety



# 1997 Annual Report





## **THE DIVISION OF STATE PATROL**

### **OUR MISSION**

*To promote highway safety and enhance the quality of life for all Wisconsin citizens and visitors by providing professional, competent and compassionate law enforcement services.*

### **OUR VISION**

*People serving people with dignity and respect...  
enhancing a quality highway safety environment.*

## VALUES OF THE WISCONSIN STATE PATROL:

- Accountability* - Being responsible to our governing body, the citizens we serve and each other.
- Attitude* - Being positive, supportive and proactive in our words and actions.
- Compassion* - Showing empathy, consideration, care and courtesy to our customers.
- Excellence* - Consistently performing at the highest possible level.
- Integrity* - Providing our customers with the basis for trust, accountability and respect.
- Loyalty* - Demonstrating respect and support for the administration, our organization and each other.
- Professionalism* - Consistently demonstrating the highest level of leadership, work ethic, appearance and demeanor.
- Teamwork* - We value people working together to achieve a common goal and creating partnerships to enhance our effectiveness.

## MAJOR GOALS OF THE WISCONSIN STATE PATROL

- **Improving Highway Safety**

*Promoting a helpful image and encouraging voluntary compliance with the law through service, education and enforcement.*

- **Operating In a Businesslike Manner**

*Utilizing technology and our skills to develop performance measures in order to make data-based decisions that maximize our resources and increase our effectiveness.*

- **Building and Maintaining a Positive Attitude**

*Creating an organizational culture that fosters an individual attitude of "Feeling good about what we do".*

- **Building And Enhancing Partnerships**

*Fostering positive relationships with public and private partners and the community to improve the quality of our services.*

- **Promoting Education, Training and Personal Development**

*Encouraging personal and organizational growth through job-related, career-related and self-improvement opportunities.*

- **Emphasizing Courtesy, Compassion and Services**

*Treating everyone in the manner we would expect to be treated if the roles were reversed.*

- **Developing Leadership**

*Developing an organizational philosophy and preparing tomorrow's leaders for their roles.*

- **Demonstrating Quality Improvement**

*Continuously improving our service as competent and empowered individuals operating in a team environment.*

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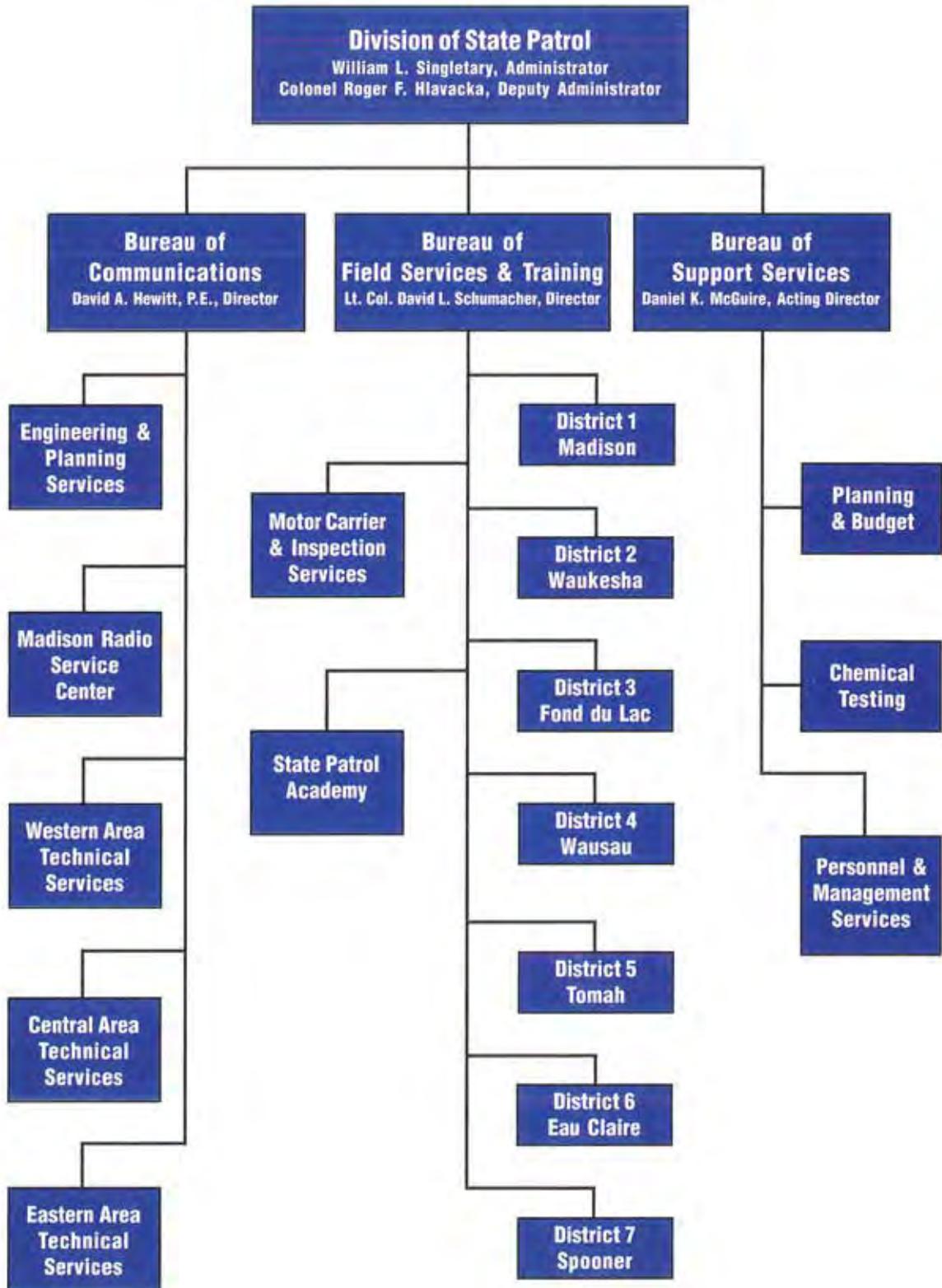
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# ORGANIZATION



## ADMINISTRATOR'S MESSAGE

TO: Charles H. Thompson, Secretary  
Wisconsin Department of Transportation



The Division of State Patrol is pleased to submit, for your review, the following Annual Report for 1997. Our primary mission continues to be highway safety and service to the Wisconsin motorist. The State Patrol is committed to promoting highway safety by providing professional, competent and compassionate law enforcement services.

In 1997 we experienced our lowest traffic fatality rate in history. The fatality rate dropped from 1.44 per 100 million vehicle miles in 1996 to 1.34 per 100 million miles in 1997. This represents a 6% decrease, in one year, in the number of

motorists killed on our highways. We also noted an 8% decrease in the number of alcohol related crashes and a 7.4% decrease in motorcycle injuries and deaths. Improvements at our District highway safety facilities and in our communication and other law enforcement technologies in 1997 have helped to promote our highway safety efforts.

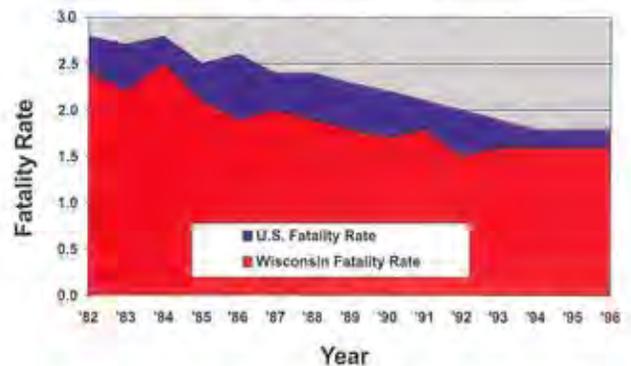
In addition, our State Patrol Academy provided 130 training programs and workshops for law enforcement officers. Of the 2,500 who attended these programs, 1,200 were local law enforcement agency officers. The development of more creative and productive partnerships with local police and government agencies has contributed significantly to the improvement of Wisconsin's highway safety environment. I invite you to read about these accomplishments in this report.

I look forward to further improvements in our highway safety record and am proud of the fine people who work in the Division. I commend them for their outstanding efforts on behalf of the safety of our Wisconsin motorists. I know that the Division of State Patrol will continue to build on its tradition of highway safety.

Sincerely,

William L. Singletary,  
Administrator

Wisconsin and U.S. Motor Vehicle Fatality Rates  
15 Year Summary



## 1997 OVERVIEW OF ACCOMPLISHMENTS



Colonel Roger F. Hlavacka,  
Deputy Administrator

The State Patrol moved into a new era of service to the motoring public in 1997. The division's major traffic law enforcement programs are designed to promote highway safety by ridding Wisconsin highways of impaired drivers, speeders and drug traffickers. This year saw increased efforts by the division in the areas of traffic law enforcement, heavy truck inspection, drug interdiction and the arrest and prosecution of impaired drivers. These efforts were undertaken with the support of our highly trained officers and committed professional staff using the most modern law enforcement technology available. I am proud of our State Patrol team and want to take this opportunity to highlight a few of our accomplishments.

### Technological Advances

In 1997 we were authorized to purchase a new generation of portable mobile radios for our officers. These 380 new radios will complement the 357 laptop computers that will be installed in each cruiser as part of the Mobile Data Communications Network (MDCN). We have completed a major portion of the radio tower work necessary to support the state-wide MDCN. Among the many communications benefits of this system is the capability to access automated vehicle record files directly from an officer's cruiser. We are also in the process of evaluating and purchasing 325 state-of-the-art evidential breath analyzers in support of our chemical testing program.

### IACP Chiefs Challenge Winner

Again in 1997 we were the recipient of national honors related to our efforts on behalf of highway safety. The International Association of Chiefs of Police 1996 Chiefs Challenge competition focused on three major traffic safety priorities: Speeding, impaired driving and occupant protection. Judging was based on competitors efforts in public information, enforcement and training. The judges said, "The Wisconsin State Patrol delivers another winning entry, with strong representation in every category... and continues to be a leader in the nation in highway safety."

### Motor Carrier Services

Our Size and Weight Enforcement Program (SWEP) and Motor Carrier Safety Assistance Programs (MCSAP) are in place to save lives and preserve Wisconsin's highways. We know from a recent cost-benefit study that our Size/Weight and Safety operations save lives and prevent injuries by promoting vehicle safety. This is in addition to the benefits of deterred pavement damage and revenue generation.

We completed our thirteenth year in the MCSAP. This program promotes safer heavy trucks through uniform enforcement and data collection standards. It is a federally funded program managed by the Federal Highway Administration.

### Building Partnerships

Our partnership building efforts foster positive relationships with public and private agencies to improve the quality of our highway safety services. For example, more than half of the students who attended one of the 130 training programs at the Academy in 1997 were from county and municipal law enforcement agencies. These training programs provide all students with a better understanding of state law enforcement programs and encourage inter-agency cooperation. These contacts promote a network of like-minded professionals interested in a proactive approach to law enforcement in Wisconsin. In 1997 the Academy developed the Professional Law Enforcement Managers Program in cooperation with the UW, to be offered in 1998. This is an example of our networking philosophy at work, as we build programs that address the public safety needs of our state. Other examples include our planning effort on behalf of the National Governors' Association meeting to be held in August, 1998, in Milwaukee. We are investing much time and effort, in cooperation with other state, local and federal agencies in order to provide the security necessary for this national event.

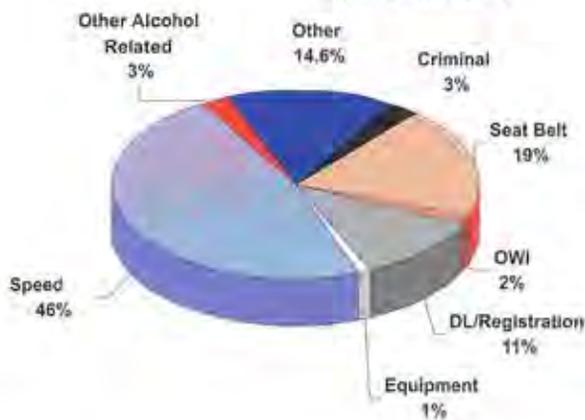
In 1997 we entered into a partnership arrangement with the Department of Natural Resources to jointly plan, construct and implement the state-wide MDCN.

### Promoting Highway Safety

Our highway safety promotion efforts include the planning, training and implementation of a variety of traffic safety operations. The State Patrol is involved in numerous safety planning groups. We are always vigilant regarding changing factors in the safety equation. In the past year we have been called upon to address the increasing problem of "road rage." Symptoms of road rage include the increasing incidents of verbal and physical violence on our roadways. We are represented among 240 law enforcement and safety specialists, in an effort to design an education and enforcement plan to address this problem.

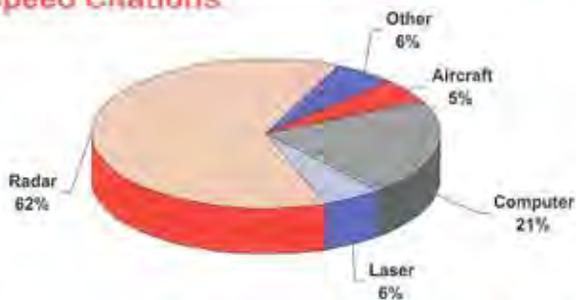
### Traffic Law Enforcement

**Division of State Patrol  
1997 Citations**



**Total Arrests = 162,523**

### Speed Citations



**Total Speed Citations = 76,235**

Excessive speed continues to be the number one cause of motor vehicle fatalities in the United States. Wisconsin's fatality rate, per vehicle miles traveled, decreased to the lowest rate ever in 1997. We believe that our aggressive speed law enforcement contributes to the lower death rate in Wisconsin. We made 76,235 speeding arrests in 1997. This is just less than half of all 157,967 citations issued in 1997.

Removing drivers who are impaired by alcohol or other drugs from our highways is another vital service we provide to the motoring public. Troopers apprehended 2,706 impaired drivers in 1997. Specialized training of troopers and inspectors in apprehending impaired drivers and a sophisticated chemical test program to gather evidence for use in prosecution greatly enhance the State Patrol's law enforcement effectiveness.

All of our troopers and inspectors receive special training in testing for controlled substances that they might encounter during drug interdiction activities. A total of 1,356 drug arrests were made in 1997. To aid in our drug interdiction efforts our officers carry field test kits for the detection of illegal drugs.

These are the kinds of services to the public that are making Wisconsin's highways some of the safest in the nation.

A number of division staff received Meritorious Service Awards and Achievement Certificates for service above and beyond the call of duty. In several cases troopers performed life saving acts in life threatening situations. By any measure, the men and women of the Wisconsin State Patrol are heroes in the pursuit of highway safety. Details of these accomplishments and a summary of the 1997 awards appear later in this report.

### Trooper Of The Year

The International Association of Chiefs of Police annually sponsors a competition for America's Trooper of the Year. Each state may enter one of their troopers who have performed beyond the call of duty. For 1997 we are proud to announce the selection of Trooper James A. Binder as our Trooper of the Year. Trooper Binder has been entered into the IACP national competition. The IACP will select four regional winners. These winners will then have the event that resulted in their nomination re-enacted for television. Viewers will then be invited to vote for their favorite by telephone. We are proud of Trooper Binder's life-saving action, which prompted his nomination for this award and wish him the best of luck in the national competition.

## BUREAU OF FIELD SERVICES AND TRAINING

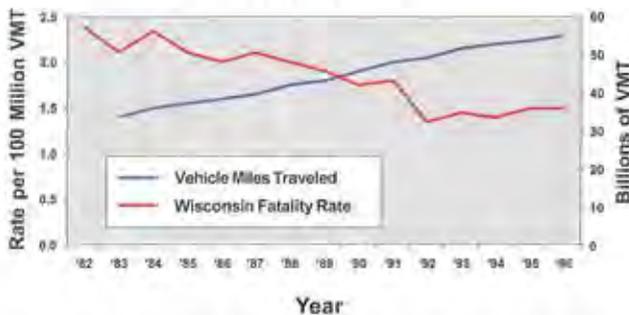


Lt. Colonel David L. Schumacher,  
Director, Bureau of Field Services and Training

### Our Safest Year

1997 was the safest year ever on our Wisconsin highways. The 1997 fatality rate of 1.34 fatalities per million miles traveled was the lowest in Wisconsin history. Over the years our highway safety operations have contributed significantly to making Wisconsin highways some of the safest in the nation. Just ten years ago our fatality rate was 2.03 per 100 million miles traveled. What this shows is that our traffic law enforcement and public safety education efforts have helped to reduce the fatality rate by one third during this period. Over the past 15 years, the number of people killed on Wisconsin highways has always been lower than the national average.

Fatality Rate and VMT  
1982-1996



Note: Fatality Rate is motor vehicle deaths per 100 million vehicle miles traveled.

This accomplishment is due, in great measure, to vigorous traffic law enforcement, the prosecution of speeders and

removal of impaired drivers from our highways. Excessive speed continues to be the number one cause of highway fatalities in the nation. In 1997, the Wisconsin State Patrol made more than 76,000 arrests for speeding. We also removed over 2,700 impaired drivers from our highways.

In addition to our traffic law enforcement efforts, our mission to promote highway safety and enhance the quality of life for Wisconsin citizens and visitors is evident in our many highway safety related, public education programs. Our officers regularly provide safety talks and demonstrations to our youth and adults. These take place at our elementary and high schools and with a variety of civic organizations.

Our seven district offices located in Madison, Waukesha, Fond du Lac, Wausau, Tomah, Eau Claire and Spooner, our State Patrol Academy at Fort McCoy and our 17 safety and weight enforcement facilities support our highway public safety mission. Wisconsin State Patrol staff are pleased to assist you and to answer any questions you may have.

### Training



Major Michael A. Moore,  
Director of Training

As part of the Wisconsin Department of Transportation, the Division of State Patrol training program supports the Department of Transportation's mission to provide leadership in the development and operation of a safe and efficient transportation system. The Wisconsin State Patrol Academy, for the past 42 years, has supported this mission by facilitating training for division, state, county, municipal, and federal agencies.

This year, training at the Wisconsin State Patrol Academy began to take on a new look. The previously typed training calendar will be converted to new electronic media as a way of publishing and communicating the schedule of Academy functions. Digital cameras are taking the place of the traditional reflex camera for use in crash and crime

scene reconstruction and evidence documentation. The recently introduced "total stations" will eventually become a standard method of measuring and recording forensic information at reconstructed crash and crime scenes.

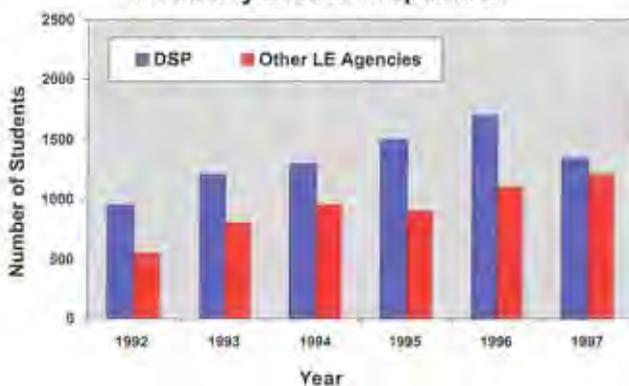
During 1997, the Academy presented training to more than 2,500 students. Over 130 separate training groups attended 83 individual programs conducted in a variety of student and instructor disciplines. Students from Fort McCoy, the Department of the Army, Department of Transportation and Department of Natural Resources, as well as county, state, and municipal agencies from Wisconsin and surrounding states participated in Academy training programs.

Several specialized crash scene investigation courses were also offered. Pedestrian and Bicycle Crash Scene Investigation, taught by the University of North Florida Institute of Police Technology and Management, supplemented the basic and reconstruction classes. Applied Physics and Crash Reconstruction courses are planned for 1998.

The Emergency Vehicle Operator Course was a busy place. Besides inservice, basic recruit, and instructor training, the EVOC course was a site for vehicle and crash investigation training. The Wisconsin State Patrol is also researching the possibility of conducting Pursuit Intervention Techniques training. A variety of programs are conducted on the EVOC facility in order to take full advantage of this multi-purpose course.

Other areas of training undergoing improvement include: instructor and student training in motor carrier courses, speed enforcement, vehicle identification and theft recovery, contingency training, ethics, instructor development, field training officer and Unified Tactical subjects including Vehicle Contacts, Emergency Vehicle Operations, Defense and Arrest Tactics, and Firearms instruction. 1998 will mark the introduction of the Academy's first nine week Advanced Management course. This course will provide participants with credentials as Certified Public Managers.

**Academy Student Population**



## Motor Carrier Inspection Services



Captain Robert B. Young,  
Chief, Motor Carrier Inspection Services

The Motor Carrier Inspection Program is made up of two related but distinct programs. These are the Size-Weight and the Motor Carrier Safety Assistance Programs (MCSAP).

### Size-Weight

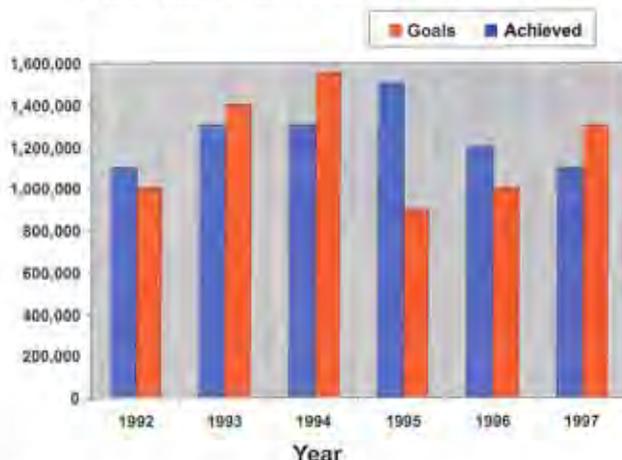
In the Size-Weight Program, Inspectors ensure that carriers operate within statutory or permitted sizes (length, height, width) and weight limitations. Carriers are checked to make sure they have proper registration, fuel tax, insurance and authority credentials. Enforcement activities are conducted at State Patrol Safety and Weight Enforcement Facilities (SWEF) and through mobile commercial vehicle enforcement.

In 1997 we performed a cost benefit analysis of our 17 SWEF. We wanted to learn, more precisely, the economic benefits of SWEF operations. An internal group of WisDOT experts was formed to investigate the value of SWEF operations. This group of engineers, analysts and safety specialists from the State Patrol, the Division of Infrastructure Development and the Office of Policy and Budget came together to determine the benefits in their respective areas of operation. These included safety, prevention of pavement damage and tax revenue generation. The analysis discovered that SWEF operation

prevented 500 crashes, 650 injuries and six fatalities. After all operating costs were deducted, there remained a net benefit of 27 million dollars and an additional 8 million dollars in tax revenue.

State Patrol Inspectors provided nearly 55,000 hours of truck size and weight regulation enforcement in 1997. In addition, we conducted 1,016,205 truck size-weight inspections. We also wrote 11,704 citations and 28,284 incident reports.

**Truck Size and Weight  
Goals and Achievements • 1992 - 1997**



### Motor Carrier Safety Assistance Program

The primary goal of the MCSAP is the reduction in number and severity of crashes and hazardous material spills involving large trucks. We pursue these goals by improving the quality of our inspection, enforcement and educational outreach activities. The "performance based" philosophy we have adopted for our MCSAP calls for the development of measurable motor carrier safety outcomes. We want to be able to accurately relate our daily MCSAP activities to improved motor carrier safety. We are in the process of moving away from a "contact" based MCSAP philosophy where quantity of motor carrier contacts was the measure of our success, to measuring actual positive changes in the motor carrier environment.

In 1997, we conducted 25,172 safety inspections. We make sure that detected driver deficiencies and vehicle safety defects are corrected and that unsafe carrier practices are rectified. We accomplish this through more educational outreach initiatives, and better data through mapping which details the type, severity and location of crashes. Benefits of the Wisconsin MCSAP are remarkable:

- Uniformity of laws, regulations, and inspection procedures relating to commercial motor vehicle transportation nationwide make federal highway law enforcement compatible with state law.

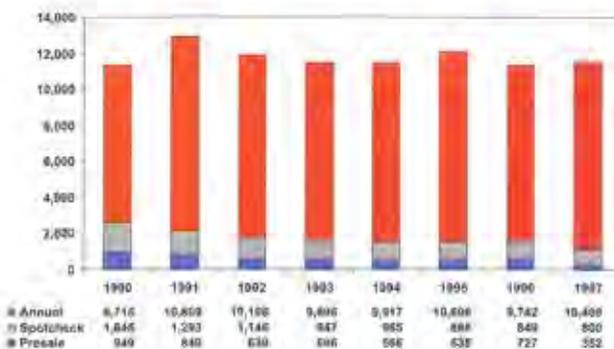
- Awareness programs emphasize Wisconsin's commitment to bus and truck safety and promote public confidence.
- Attention to the inspection of buses and vehicles transporting hazardous material, promotes safer highways.
- Identification of unsafe or unsatisfactory motor vehicles or drivers and their removal from the roadways until compliance has been established.
- Reduced number of commercial motor vehicle crashes resulting in fewer traffic injuries and fatalities.

Since Wisconsin implemented the MCSAP in 1985, large truck crash rates on rural interstate highways have been reduced by 63%, from 146 crashes per 100 million miles of travel in 1985, to 92 crashes per 100 million miles of travel in 1996.

### School Bus Inspection

All 10,409 Wisconsin school buses were inspected by a State Patrol officer during 1997. This Annual inspection looks at such things as braking, steering, electrical and all safety equipment. Two other types of inspections take place. These are the Pre-sale and Spot-check inspections. The Pre-sale inspection occurs at the time of original sale, before a school bus is allowed into service. The Spot-check inspection may take place to insure that a previously noted defect has been remedied. The School Bus Inspection program has been in operation since 1939. Our school bus safety inspection standards are consistent with the National Conference on School Transportation guidelines.

**School Bus Inspection History**



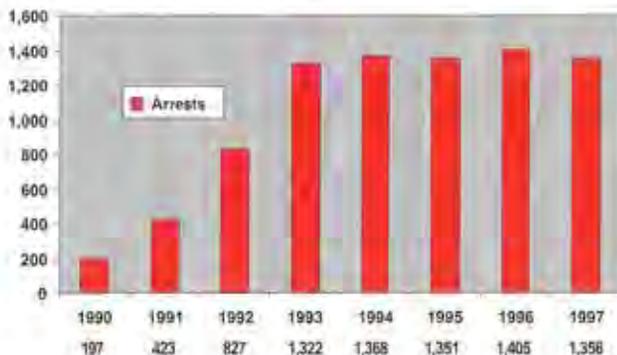
Our responsibility for school bus and commercial vehicle highway safety has grown over the years as the number of these vehicles on our highways has increased. We have improved our effectiveness through specialized training of our vehicle inspectors and through our cooperation within the Department of Transportation and other agencies such as motor carriers and associations that represent the transportation industry.

## Drug Interdiction

We began our drug interdiction program eight years ago. We have since seen a seven fold increase in the number of controlled substance arrests. In 1997, 1356 drug related arrests were made. These typically take place on our interstate highway system incidental to a contact made for a highway safety related offense.

All Troopers and Inspectors receive 23 hours of basic drug interdiction training and updated training at their in-service programs. In addition, staff at the Wisconsin State Patrol Academy are developing a Drug Interdiction Instructor Training Program. Graduates of this program train state, county and municipal officers in the latest drug interdiction techniques.

### Controlled Substance Related Arrests



## Public Safety Education

As one of our major goals, we promote voluntary compliance with our highway safety laws through increased public education. Citizens of all ages are given an opportunity to be a part of the numerous public education events promoting highway safety throughout the state.

One of our most popular safety awareness efforts is the "Little Convincer" program. In 1997, nearly 10,000 youngsters attended this safety belt awareness program. Developed at State Patrol District 3, this program is targeted toward young children and stresses the importance of buckling up. A complete program has been developed for presentation to kindergarten and elementary school children.

Numerous public safety education efforts using television, radio, newspaper and personal appearances took place in 1997. More than 121,000 persons attended highway

safety-related presentations or had other instructive contact with the State Patrol. Highway safety topics included: safety belt and safety seat use and the effects of drinking and driving and excessive speed.

## Intranet Home Page

Employees of the Division of State Patrol (DSP) have an ongoing need to be aware of various kinds of internal information that will help them do their jobs. One new technology currently available is the intranet. An intranet uses World Wide Web technologies to support information sharing and to facilitate communication within an organization. It may also be used for more sophisticated business functions and applications.

The DSPnet is the intranet site for the Division of State Patrol. It is one of the ten designated web sites on the dotnet, the WisDOT intranet site. The State Patrol intranet site consists of DSP General Information, a home page for each bureau, district, and the Academy. In addition to the standard information found on each home page, each bureau, district, the Academy, and section can submit information for inclusion, pertinent to their operation.

All submitted items require prior approval by either the bureau director, district commander, academy, section chief, or division Web Administrator or other designated person. Once approval has been granted, items may be placed in the "DSPnet" folder on the Hill Farms Sharedrive. The DSP Web Administrator is also notified via E-mail. The DSPnet is updated at least twice a month.

## Motorcycle Patrol

Motorcycle patrols have been a part of our highway safety operations since the earliest years of our organization. We purchased five new Harley Davidson 1380cc especially equipped motorcycles, in 1997. Two of these are located at District 1, Fond du Lac and District 2, Waukesha and one unit is located at District 5, Tomah.

Our Motorcycle Troopers are specially trained in motorcycle safety. They are certified for their motorcycle operations after completing 80 hours of classroom and emergency vehicle operations training.

Motorcycles are especially effective in construction zones where maneuverability is required. They are also used in ceremony and parade operations. Our Motorcycle Troopers escorted the Governor in 1997 when he made a motorcycle tour of Wisconsin, promoting tourism and local industry. The Governor planned a motorcycle trip to Washington D.C., in 1998 to promote Wisconsin business interests.

## Stories From The Field

### District 1 KKK Rally Janesville, Wisconsin December 6, 1997

The Rock County Sheriff's Department Chief Deputy, Jeff Tellefson, contacted Sergeant Brad Altman in person to inform him that a faction of the Ku Klux Klan had intentions of holding a rally December 6, 1997 on the Rock County Courthouse steps in Beloit. Chief Deputy Tellefson asked if the Division of State Patrol would be able to assist them with providing crowd control for the event.

After consultation with the Division of State Patrol District 1 command staff, we offered our support. A plan was developed by Sergeant Altman to meet the request of the Rock County local law enforcement authorities.

A planning meeting was held at the Beloit P.D. on Wednesday, December 3, 1997. Several agencies were represented including Beloit P.D., Dane County Sheriff, Edgerton P.D., Evansville P.D., Green County Sheriff, Janesville P.D., Jefferson County Sheriff, Kenosha County Sheriff, Milwaukee County Sheriff, Monroe P.D., Orfordville P.D., Racine County Sheriff, Rock County Sheriff, Walworth County Sheriff, Waukesha County Sheriff, Whitewater P.D., and Winnebago County IL Sheriff. Two hundred and sixty-five law enforcement officers were involved. Twenty-three of these were State Patrol troopers and inspectors. The above mentioned departments were only to deal with crowd/riot control. The Rock County Sheriff's Department and Beloit P.D. deployed S.W.A.T. teams. Local Beloit City and Town of Beloit officers were assigned to patrol. In total there were about 300 law enforcement personnel assigned to all phases of the event.

At about 12:15 p.m. the Ku Klux Klan arrived, pelted by rocks from a large group of protesters. The protesters were not allowed to enter the grounds near the Klan. When the Klan arrived, they were very vocal, shouting and provoking the crowd. Approximately 200 people had gathered in a very short time. They attempted to rush the gates. The crowd grew to about 400 and became very vocal. Several arrests were made by extraction and arrest teams. With each arrest, the crowd became more unruly. The crowd attempted to trample the boundary fence of the designated protest areas. They were successful in removing a portion of the fence. The majority of the activity was now at our position. We dealt with the crowd and held our ground as reinforcement teams arrived.

The crowd then went west on Grand Avenue and south onto Bluff Street. As the Klan left the area, the demonstrators regrouped and headed back to our area. We again dealt with them as they tried to push their way into the fenced areas. They then attacked several pro-Klan people.

The anti-Klan demonstrators converged on City Hall. We were directed to respond. The group was orderly at this time due to the large number of police present at City Hall. The group boarded buses and left the area.

No injuries were sustained by Division of State Patrol personnel. Our troopers and inspectors represented the Division with the utmost professionalism, despite the cold weather, gusty winds, and a very hostile crowd.

### District 3 Explosion Winneconne July 15, 1997

On June 20, 1997, at about 1215 hours, an explosion occurred in the Village of Winneconne. The explosion resulted in the destruction of a two story home, the death of one person, injuries to four people, and the destruction of a portion of the village sewer system, which served approximately 15 users.

District 3 responded to a request for assistance from the Winneconne Police Department, sending four troopers and an inspector.

Upon arrival, district personnel assisted in establishing a perimeter around the explosion area and assisted in crowd and traffic control.

After the initial response and stabilization of the scene, a preliminary cause of the explosion was determined. Just prior to the explosion, individuals at the home which was destroyed had reported smelling a gasoline odor and were in the process of evacuating the home when the explosion occurred.

During the explosion manhole covers were blown up to 150 feet in the air. This indicated a strong possibility that gasoline had breached the sewer system and as a result a "Hot Zone" was established. The Hot Zone was a seven by five block area with the home that exploded at the center. This area encompassed about 130 homes, all of which were evacuated.

As a result of this, STH 116 traffic was detoured around the Hot Zone and District 3 personnel established traffic control points along the detour route designed to eliminate vehicular and pedestrian traffic into the Hot Zone.

District 3 continued to provide personnel on a 24 hour basis to staff these traffic control points until 1800 hours on Monday, June 23, 1997. Our staffing levels were four troopers and a sergeant until 0600 on June 22, 1997. Staffing was then reduced to 2 troopers and a sergeant until 0600 on June 23, 1997, when it was reduced to two troopers, and then terminated at 1800 hours.

A final determination has not been made as to the exact cause of the explosion. It is believed that an area of gasoline contamination which dated back to the 1970's was a

significant factor. This area was undergoing a remediation process which involved pumping a combination of Hydrogen Peroxide and another chemical into the ground which would have the effect of neutralizing the contamination. It is believed, because of the amount of rain which had fallen in the days immediately preceding the explosion, that contamination (gasoline and vapors) were forced upwards in the area and followed the path of least resistance in the clay soil. This was around the sewer line. The sewer line was old tile and the vapors entered the line and traveled to the residence where, because of a combination of things, the vapors escaped and an unknown spark triggered the explosion.

#### **DISTRICT 5 LaCrosse 1997 Oktoberfest**

Each year, District 5, Wisconsin State Patrol, responds to the call for assistance from the La Crosse Police Department concerning the Oktoberfest celebration. The Division of State Patrol has been providing this service to the City of La Crosse for the past 32 years.

Typically there is the officially sponsored Oktoberfest celebration and a concurrent Friday and Saturday night celebration by the University of Wisconsin-La Crosse student body. Many times the student celebration has drawn thousands of young people from various parts of the United States.

District 5 provides approximately 30 law enforcement personnel committed to assisting the La Crosse Police Department on Friday and Saturday nights of the festival. Problems associated with the Oktoberfest celebration have diminished each year. The local police department practices Community Oriented Policing. Under this concept of working with the community and sharing the responsibility for the preservation of the peace, the intensity and lawlessness once associated with Oktoberfest has diminished.

State Patrol troopers and inspectors patrol the streets of La Crosse while La Crosse Police and officers from surrounding communities patrol the festival grounds. The State Patrol is prepared to respond to situations associated with the celebration. We also provide investigative and other specialized services to the troopers and inspectors assigned to the patrol.

#### **Wisconsin Law Enforcement Intelligence Network**

The Wisconsin Law Enforcement Intelligence Network (WisLEIN) is designed to provide Wisconsin law enforcement agencies with a central criminal intelligence base for the investigation of criminal activity. There are presently 163 member agencies, eight of which have automated access to the Time 2000 data base. An updated UNIX host system will be in place in 1998. State Patrol Districts 4 and 6

received computer equipment and training in 1997 in preparation for participation in the WisLEIN system. Planning is underway for all State Patrol Districts to be connected to this new law enforcement data base. Some of the benefits include:

- Improved partnerships with law enforcement agencies.
- Intelligence sharing between law enforcement agencies.
- A centralized data base for law enforcement inquiries and
- Improved coordination between law enforcement agencies.

Considerable planning took place in 1997 for integration of the latest automation technologies into our law enforcement operations.

#### **Electronic Citations**

The Division of State Patrol, in cooperation with the Division of Motor Vehicles, Bureau of Automation Services and the Office of Policy and Budget have developed the operational procedure, policy and technical infrastructure for automation of the Wisconsin law enforcement citation system. The Mobile Data Computer Network, (MDCN), developed by the State Patrol is an integral part of this system. We also developed required training and the policy and procedure related to this new system. The required training will take place at the State Patrol Academy at Fort McCoy, Wisconsin. Implementation of the pilot program for this system took place at State Patrol District 4.

Among the benefits of electronic citations to Wisconsin law enforcement are the more accurate and timely entry of citation information into the Division of Motor Vehicles data base and coordination with the Circuit Court Automation Program (CCAP) for the purpose of document sharing.

#### **National Governors Association Meeting**

The State Patrol will lead the security effort for the summer meeting of the National Governors Association in 1998. All of our nations governors will meet in Milwaukee, early in August. Planning for this security effort was well underway in 1997.

Significant State Patrol Planning has gone into preparing for a "zero defect" security and transportation operation. We are forming partnerships and leading the efforts of a number of local police, state, and federal agencies for this event. Many hundreds of hours were invested in monthly planning meetings for this national event. State Patrol officers have traveled to Washington to meet with NGA officials and observe security operations, as part of the preparations for the Milwaukee event. The President of the United States is expected to address this gathering.

This security and transportation undertaking on behalf of our nations governors demonstrates the partnership capability of the State Patrol and its ability to lead a multi-agency public safety effort.



## DISTRICT 5

Route 3, Box 604  
 (I 90, Tomah Exit, Hwy. 131)  
 Tomah, WI 54660-0604  
 (608) 374-0513



**CAPTAIN  
 DOUGLAS L.  
 VAN BUREN**



TROOPERS .....	41
INSPECTORS .....	11
TRUCK SCALES .....	2
POPULATION .....	231,853

## DISTRICT 7

W7102 Green Valley Road  
 Spooner, WI 54801  
 (715) 635-2141



**CAPTAIN  
 BENJAMIN H.  
 MENDEZ**



TROOPERS .....	24
INSPECTORS .....	8
TRUCK SCALES .....	1
POPULATION .....	225,462

## DISTRICT 6

5005 Hwy. 53 South  
 (Hwy. 53 South at I 94)  
 Eau Claire, WI 54701-8846



**CAPTAIN  
 MARSHA M. WILEY**



TROOPERS .....	42
INSPECTORS .....	13
TRUCK SCALES .....	2
POPULATION .....	352,970



## Bureau Of Communications



David A. Hewitt, P.E.,  
Director, Bureau of Communications

The Bureau of Communications serves the Division of State Patrol by supporting its mission of professional, competent, and compassionate law enforcement. The Bureau's mission is to manage the statewide radio telecommunications networks which provide mobile radio services to the Wisconsin State Patrol and other state, federal and local government agencies. The Bureau supports the design, engineering, operations and maintenance of a highly sophisticated communications system.

The primary responsibility of the Bureau is to provide radio communications to State Patrol Troopers, Inspectors and other division staff. Technical and communications services are also provided to other state, federal, local and municipal agencies in Wisconsin. Bureau field staff are located in eight communications equipment service centers, one at each of the seven State Patrol District Headquarters and one at the Truax Complex in Madison. Support staff are located at the Hill Farms Headquarters in Madison.

The following highlights offer some insight into the Information Technology projects that the Bureau of Communications has undertaken in 1997.

### Mobile Data Communications Network

In January, 1996 Governor Thompson pledged \$3 million dollars to develop a Mobile Data Communications Network (MDCN) for all law enforcement agencies within Wisconsin. This allowed us to expand our pilot system into a state-wide network and create an enterprise approach to the MDCN.

This funding was used for the purchase of additional transmitting equipment that was installed at 40 existing State Patrol tower sites. This network constitutes the backbone of the MDCN. The system assists law enforcement officers in obtaining immediate information on stopped motorists and vehicles. This immediate access to information concerning drivers, vehicles, and outstanding warrants significantly improves officer safety. The MDCN also reduces the amount of time that law enforcement officers must rely on voice communications to obtain information, thus reducing overall radio traffic, and provides a readily accessible system for law enforcement officers to complete required documentation and report writing without returning to their offices.

Local law enforcement agencies are also using the statewide system through use of computers and/or terminals purchased by each agency and linked to the MDCN. Over 35 law enforcement agencies are participating in the State Patrol MDCN system, including the installation of over 185 mobile data units serving approximately 600 officers. The State Patrol will be procuring its own laptop computers, with printers and modems to be installed in the majority of its vehicles by June of 1999.

### Digital Microwave

Installation of digital microwave equipment in District 4 between the Crandon tower and a new site called Clearwater was completed in 1997. This path provides improved two way voice and mobile data communications in the Eagle River/Vilas county area of District 4. This area previously had marginal or no coverage in many locations. The Clearwater site now provides excellent voice and data communications to the various users throughout the vicinity.

Equipment was purchased for several other paths in 1997, with installation scheduled for 1998. Digital Microwave Radio terminals and associated items for the Chilton, Depere and Brussels sites have been received at the Bureau of Communications shop in District 3. Configuration, wiring and equipment checkout has been completed, with installation scheduled for early 1998.

### Consolidation of Radio Services

On February 12, 1997, an Interagency Agreement was signed by Secretary Charles H. Thompson of the Department of Transportation and Secretary George E. Meyer of the Department of Natural Resources for the purpose of setting the future direction for public safety radio systems in Wisconsin State Government and for Enterprise Management of a multi-agency radio system.

One of the first issues for Enterprise Management was to analyze the possible consolidation of radio maintenance services that each agency had performed in the past. The Department of Natural Resources has five service facilities in the state and the Department of Transportation has seven service facilities and a radio installation shop in Madison.

With Enterprise Management and Customer Service as a priority, it was determined that we could consolidate facilities and staff. With these proposed changes, we will have nine service shops statewide, and the installation shop in Madison. In 1997, the DNR Spooner radio maintenance facility and technician merged with the DOT Spooner facility. The DNR facility at Black River Falls was closed and the new technician will be hired to work out of DOT's Tomah facility. In the future, we expect the DNR facility at Nevin Fish Hatchery in Madison to close and move into the new State Patrol District 1 shop. The other shops that will be available are located at Eau Claire, Wausau, Tomahawk, Green Bay, Fond du Lac and Waukesha. The goal of the Bureau of Communications is to have each shop staffed by two technicians.

### **Very High Frequency Trunking**

The State Patrol Bureau of Communications followed up on the very successful single site VHF trunking test at Chilton with increased effort regarding authorization of additional military frequencies. These frequencies will provide the opportunity to release a Request for Proposal (RFP) for a four (4) site pilot. The four sites chosen for this pilot are Janesville (Rock Co.), Baraboo (Sauk Co.), Ridgeville (Monroe Co.) and Black River Falls (Jackson Co.). This past year was spent in negotiation with the U. S. Army and the National Telecommunications and Information Administration (NTIA) to acquire 40 frequencies for the implementation of the pilot, and for reuse in the proposed 55 site statewide expansion. This effort included a trip to Washington D.C. to meet with the U.S. Army and the NTIA. During the delays created by the extensive discussions at the federal level, the RFP was refined to make it as comprehensive as possible. We are encouraged by support from Governor Thompson and our legislative delegation in Washington. We feel their efforts have made

a profound positive effect on the decisions being made by the NTIA.

### **Statewide Radio Shop Services**

The staff at the statewide State Patrol Radio Shop in Madison provide installation services for the seven State Patrol Districts and back up support for the Communication Technicians at the District Radio Shops. The installation of two-way radios, MDT/C's, radar, vascar, video cameras, emergency lights, sirens and other electronic equipment for cruisers and motor carrier inspection vehicles is completed at the Madison facility. In 1997, the Radio Shop performed 138 installations for the State Patrol and another 9 installations for other agencies.

The design of radio consoles and the layout of equipment in vehicles as well as testing, evaluation and the purchase of new equipment is completed at the Radio Shop. The Radio Shop maintains an inventory of spare parts, which are distributed throughout the state.

## Bureau of Support Services



Daniel K. McGuire  
Deputy Director,  
Bureau of Support Services

The Bureau of Support Services is responsible for the performance of managerial functions supporting the primary traffic law enforcement activities of the Division of State Patrol. These include personnel services such as recruitment, payroll, affirmative action, and retirement services; planning and budget; and administration of the statewide chemical testing program.

The Chemical Testing program supports the prosecution of drunk drivers through the provision of a systematic and standardized method of measuring the breath alcohol content of impaired motorists. In 1997, the Chemical Testing Section maintained 261 evidential breath alcohol measuring devices and certified 390 officers as breath test instrument operators. Statewide, over 786 officers were trained to administer evidential and qualitative breath alcohol tests.

These efforts are described in more detail elsewhere in this report. They are bound together by a common operating philosophy that promotes cost effective management of those efforts that address Division goals and objectives. I am pleased to present here a description of several of the support programs that work to promote highway safety in Wisconsin.

### Personnel and Management Services

The Personnel and Management Services Section processes complex personnel transactions in order to assure proper hires, transfers, retirements, promotions, and pay increases for division employees. The Division's Personnel and Management Services Section continued to

review its role in recruiting, hiring, and retaining the best qualified candidates for various careers in the Wisconsin State Patrol. This past year, we continued to update many of our recruitment and information brochures. Our recruitment display boards are a creative addition to our job fair booths.

The 47<sup>th</sup> Recruit Class reported to the State Patrol Academy, at Fort McCoy on July 6, 1997. The class was composed of 31 students, 27 of whom completed the State Patrol 22 week basic training program. The Recruit Class graduates are now serving at Division of State Patrol Districts.

### 1997 PROMOTIONS

Trooper Tanya L. Connors, Sergeant	Central Headquarters
Trooper Steven G. Krueger, Sergeant	District 6
Sergeant David C. Heinle, Lieutenant	District 1
Sergeant David J. Pichette, Lieutenant	District 3
Sergeant Jeffrey P. Swan, Sergeant	District 2
Lieutenant Benjamin H. Mendez, Captain	District 7
Trooper Marlene C. Auerbach, Sergeant	District 1
Trooper William B. Heino, Sergeant	District 3
Deputy Bureau Director David Hewitt	
Bureau Director	Central Headquarters
Sergeant Roxann L. King, Lieutenant	District 7
Police Communications Operator Michael H. Livingston	
Program Assistant Supervisor-3	District 7
Trooper David D. Hertig, Sergeant	Academy

### 1997 RETIREMENTS

Director Richard J. Shulak	12 Years
Trooper James K. Steppke	29 Years
Inspector Kenneth J. Besjada	27 Years
Inspector Ronald L. Lauritzen	29 Years
Sergeant Nicholas H. Pierce	28 Years
Trooper Ronald C. Disher	29 Years
Trooper Paul A. Greiner	30 Years
Trooper Gary M. Reis	25 Years
Lieutenant Donald K. Vinger	25 Years
Sergeant David M. Pfeuffer	29 Years
Inspector John L. Carpenter	29 Years
Trooper Wayne C. Achterberg	29 Years
Trooper Frederick E. Staff	30 Years
Program Asst. Sandra K. Hinkes	28 Years
Trooper John D. Luther	30 Years
Captain Richard C. Fankhauser	30 Years
Trooper Jerry J. Halbleib	27 Years
Trooper Terry S. Knutson	29 Years
Lieutenant Lyle T. Walheim	34 Years
Trooper Michael Jennings	32 Years
Trooper Paul J. Kueber	34 Years
ProgAsst Supv. John H. Parker	31 Years
Trooper Gerald Baumbach	31 Years

## Chemical Testing

The Chemical Test Section provides many services to the Department of Transportation. Regarding the evidential breath testing analyzers, the maintenance and accuracy is certified, personnel are trained and certified in proper instrument operation, and the coordinators provide expert testimony in court on breath alcohol and instrumentation issues. In addition, the Chemical Testing Section is responsible for the approval of Ignition Interlock Devices (IID), and the approval of the Preliminary Breath Testing devices (PBT's) as well as PBT operator certification and PBT repair.

In 1997, the Chemical Testing Section held 13 basic training programs statewide. An average of 30 law enforcement personnel were in attendance to become certified as quantitative breath testing instrument operators. In addition, training is also provided for the preliminary breath testing devices. In 1997, 390 new operators were certified to operate the evidential breath testing analyzers, and 396 new operators were certified to operate the Preliminary Breath Testing equipment.

The Mobile Breath Alcohol Testing Program is also the responsibility of the Chemical Testing Section. This section contracts, schedules and provides for the use of the Mobile Units to statewide law enforcement agencies. In 1997, the Units were utilized for several OWI enforcement initiatives, as well as an increased number of educational hours.

Because it is important our technical staff remain proficient and up-to-date in the very specialized field of breath alcohol testing, some of our staff attended the International Association for Chemical Testing conference, where our electronics technician was a keynote speaker. In a related activity, and in the spirit of partnership building, our technical staff provided training at several municipal judicial conferences including the *Traffic and Impaired Driving Law Program* hosted by the University of Wisconsin Law School Resource Center on Impaired Driving.

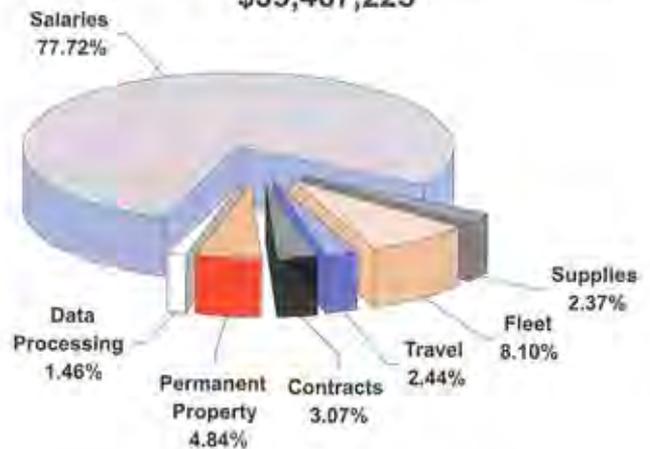
Each year we make a considerable investment in maintaining and certifying the accuracy of existing equipment and investigating the latest quantitative and qualitative breath analysis equipment. In 1997, we did an extensive evaluation of quantitative breath testing analyzers and software in anticipation of replacing existing evidential instrumentation with newly purchased instrumentation. We continue to support the Department of Natural Resources OWI program for boaters, snowmobilers and hunters.

## Planning and Budget

The Planning & Budget Section is responsible for the development and monitoring of the biennial budget, the annual operating budget, and the capital budget. Section

activities in calendar year 1997 included implementation of the 1997-99 biennial budget and development of the fiscal year 1998 operating budget. Section staff developed and implemented a new program revenue budgeting and accounting structure that will have a significant impact on the chemical testing program, Academy operations and the provision of crowd and traffic control services at public events. This Section also shares responsibility for purchasing and other ongoing fiscal services. In fiscal year 1997, actual Transportation Fund expenditures for the Division of State Patrol were \$39,467,225.

## 1997 Operating Budget Expenditures \$39,467,225



The Planning and Budget Section is responsible for program evaluation, the analysis of issues that may affect the State Patrol and the development of strategic or operational plans. During 1997, Planning and Budget staff participated in the development of the Enterprise Public Safety Radio initiative, the WisDOT Communications Outreach project and the writing of this Annual Report.

## Information Technology

The installation of the local area network (LAN) infrastructure was continued in State Patrol District offices in 1997. Network wiring and equipment were installed at the Fond du Lac and Wausau District offices. Planning was also started for the installation of network equipment at the Madison/DeForest District offices.

Efforts continued on the integration of the Mobile Data System with the State Patrol Business systems at State Headquarters and the District offices. This effort involves the development of a computer network utilizing the State Patrol Microwave system.

Next year will continue to be an exciting period in the area of Information Technology as the Division of State Patrol implements further LAN technology and explores new technologies.

## Legislation

One of the functions of the Bureau of Support Services is to monitor, analyze, and respond to the legislative proposals of the Wisconsin State Legislature. Planning analysts write fiscal estimates and bill analyses on proposed State legislation, drawing from their own expertise in the realm of law enforcement and obtaining technical assistance from Inspectors and Troopers who perform the tasks related to specific proposals. State Patrol representatives are also members of various legislative committees within the DOT and other law enforcement organizations, and participate in numerous studies for legislative committees. Additionally, planning analysts function as research and resource contacts for citizens, other state agencies, law enforcement agencies, businesses, and legislators who have questions on specific issues. The focus of the State Patrol participation is to provide educational and professional input related to legislation and administrative rules that address law enforcement, highway safety and motor carrier concerns.

The 1997-99 Session of the Wisconsin Legislature occurred between January 1, 1997 and December 1, 1998. During the first half of the biennial session, the Legislature introduced over 1000 bills, approximately 40% as Senate Bills and 60% as Assembly Bills, one of the lowest totals for the first half of a biennial session in Wisconsin history. Among those proposals that were enacted into law were:

- ACT 31 permits use of flashing strobe lights on human service vehicles.
- ACT 32 repeals the required audible signal prior to overtaking vehicles on the left.
- ACT 33 requires motorcycles to be returned to owners if forfeiture proceedings are not commenced within 30 days.
- ACT 27 (Budget Bill)
  - Permits motor vehicle dealers to sell temporary license plates.
  - Provides overweight permit exemptions for potato haulers.
  - Permits cities, villages, and towns to regulate the operation of golf carts on public roads.
  - Modifies vehicle registration periods.
  - Increases registration and title fees for trucks and motorcycles.
  - Increases the reload limit for any wheel, axle or axle group to 2000#.
  - Permits revenues for special details to be transferred to a program revenue fund.
  - Implements an OWI surcharge to provide funds for Chemical Testing Section operations.
  - Provides funding for purchase and installation of Mobile Data Computers in State Patrol vehicles.
  - Permits Academy revenues to be deposited in a program revenue appropriation.

The 1997 Wisconsin Legislature also introduced proposals that will be acted upon during the 1998 session, including:

- AB 419 enhancing law enforcement monitoring and data collection related to police pursuits.
- Assembly Joint Resolution 11, ensuring the right to bear arms in Wisconsin.
- SB 39 enhancing penalties related to violations at railroad crossings.
- SB 75 lowering the permitted blood alcohol concentration to .08.
- SB 139 permitting the creation of local ordinances in conformity with state laws regarding motor carrier regulations.
- AB 322 requiring the use of motor vehicle headlights whenever windshield wipers are being used.
- AB 572 increasing mandated installation of ignition interlock devices.
- AB 639 prohibiting use of law enforcement quotas.

Administrative rules which the State Patrol either promulgated or assisted in writing include those related to school bus manufacturing, motor carrier markings, and motor vehicle equipment standards.

State Patrol analysts also monitor and respond to federal legislation including proposals related to driver regulations, motor carrier regulations, and highway safety, usually in the form of Federal Register notices. The most important federal issues addressed by the State Patrol during 1997 included:

- Identification of and regulation of low speed vehicles
- Regulation of hazardous materials transporting
- Regulation of air bags
- Hours of service regulations
- Intelligent vehicle initiatives

The Bureau of Support Services will continue to develop programs and policies to address legislative issues and enhance its communications efforts with Legislators and citizens.

## STATE PATROL SPECIAL AWARDS

The Division of State Patrol publicly honors those employees who have demonstrated outstanding service or performance. All of those honored have been recommended by fellow employees for performing actions that deserve special recognition. The recommendations for special awards are evaluated by the Special Awards Review Board. The six members of this board include a Captain; Sergeant; Trooper; Inspector; non-sworn employee; and a State Headquarters representative.

Awards presented in 1997 were, for the most part, resulting from actions which took place in 1996.

### TYPES OF AWARDS

#### Medal of Valor:

Recognizes actions taken by an employee of the Division who has demonstrated valor, courage, or bravery to a high degree beyond the normal expectations of an individual. The Medal of Valor Award consists of a certificate, medal, bar and ribbon.

#### Purple Heart:

Recognizes a Division employee who was seriously injured or wounded, or who lost his/her life while in the performance of duty. The Purple Heart Award consists of a certificate, medal, bar and ribbon.

#### Meritorious Service:

Recognizes a Division employee who performs a meritorious act while in the performance of his/her duties. Examples would be the successful saving of a life or a noteworthy rescue effort. The Meritorious Service Award consists of a certificate, medal, bar and ribbon.

#### Achievement Certificate:

Recognizes accomplishments that contribute to the efficiency and effectiveness of the Division and enhances the professional image to the public we serve; i.e., top performance, program organization, community service, Division-wide efficiency suggestions, etc. The Achievement Certificate Award consists of a certificate.

#### Life Saving Effort:

Recognizes a Division employee who performs a life saving effort. The Life Saving Effort Award consists of a certificate, bar and pin.

#### Outstanding Performance Award:

Recognizes Division employees who have demonstrated an extraordinary commitment to the success of the Division Strategic Plan and overall Mission. The Outstanding Performance Award consists of a certificate and pin.

#### Length of Service Recognition:

Recognizes Division employees who have thirty or more years of service to the State of Wisconsin. The Length of Service Recognition Award consists of a Certificate and pin.

## AWARD RECIPIENTS

### TROOPER BRIAN K. RAHN

#### MERITORIOUS SERVICE AWARD

On July 6, 1996, Trooper Rahn stopped a subject for driving his motorcycle at excessive speeds and following too closely. The driver involved became unruly and with arms outstretched, ran into the middle of US Hwy 41, yelling for traffic to kill him. The portion of highway on which this occurred was near an overpass and traffic volume was heavy. Approaching traffic was forced to drive onto the shoulder to avoid striking the subject. Trooper Rahn ran onto the roadway, grabbed the subject and removed him from the roadway. Once removed, the subject continued to struggle and attempted to run back onto the roadway. Trooper Rahn was able to restrain the subject preventing serious injury or death to the subject, as well as preventing potential accidents which could have resulted from the situation. This was a situation that started out to be a routine traffic stop that suddenly and unexpectedly turned into a very dangerous situation. Trooper Rahn put his own life in danger to remove the subject from the roadway and is commended for his actions. The Division of State Patrol is proud to present Trooper Brian Rahn the Meritorious Service Award.

## **TROOPER DAVID P. FORSYTHE ACHIEVEMENT CERTIFICATE AWARD**

On July 28, 1996, Trooper Forsythe stopped a vehicle for registration and equipment violations. The driver was requested to furnish proof of registration. Upon opening the glovebox, Trooper Forsythe observed a large amount of US currency in the form of coins in a clear ziplock bag. Trooper Forsythe asked the driver about the coins and he responded that they had come from his bank. Two passengers in the vehicle were unable to produce any identification, however, one of the passengers had papers in his pocket which turned out to be silver certificates, which are in fact, rare items. Based on what he had seen thus far, Trooper Forsythe suspected these items may have been stolen. Unsure of what he had at this point, Trooper Forsythe removed the subjects from the vehicle to pat them down. He found a diamond ring on one of the subjects, who explained it belonged to his mother and that he had taken it without her permission just in case he needed money. Further investigation found this to be untrue and also produced information that the driver of the vehicle had been involved in previous burglaries. Trooper Forsythe asked the driver to accompany him to the Marshfield Police Department for further questioning. The incident progressed to a consent search which produced marijuana and other valuable items such as jewelry, coins, and bank books. Area police departments were contacted to check on recent burglaries. When completed, the investigation cleared about 50 burglary investigations in surrounding counties and resulted in 25 charges of burglary. The tactics employed by Trooper Forsythe in this incident exemplifies the role of traffic enforcement in serving to deter and solve criminal law violations. Trooper Forsythe expertly applied his training in officer safety and awareness tactics and demonstrated these acquired skills in this incident. He treated this traffic stop as he does all others he makes, non-routinely. The Division of State Patrol is proud to present the Achievement Certificate Award to Trooper David Forsythe for his performance throughout this incident.

## **TROOPER MICHAEL M. JENNINGS ACHIEVEMENT CERTIFICATE AWARD**

Trooper Jennings has a unique responsibility within our organization. He instructs at the State Patrol Academy and State Patrol Districts, and is called upon to testify in cases that relate to the use of our speed equipment. His responsibilities in the area of speed equipment include: maintenance, much of which he does himself, fabrication of

brackets so that our field personnel can use the equipment; installation of equipment; and assistance with radio console design. When speed equipment is purchased, he writes the specifications and is then actively involved in the purchasing, contracting and testing. During this past year, Trooper Jennings had an idea to certify speedometers using a new radar device. He had radar manufacturers develop the unit to his specifications, tested and demonstrated to our Division how we could reduce ancillary time directed at speedometer certification. In addition, we are going to save thousands of dollars over future years. Law Enforcement agencies across the state are looking into adopting this new technology. Trooper Jennings has received written commendations from various management staff and from field personnel for his assistance. This speaks well of the dedication he willingly puts forth on a daily basis. Trooper Jennings has vastly contributed to the effectiveness and efficiency of our division, thereby enhancing our image to other Law Enforcement agencies and the public. The Division of State Patrol is proud to present Trooper Michael Jennings, with the Achievement Certificate Award.

## **TROOPER WILLIAM D. TRAYNOR**

### **ACHIEVEMENT CERTIFICATE AWARD**

Early Sunday morning, May 19, 1996, a severe storm moved through the Hudson area. This storm produced extremely high winds which caused extensive damage and destroyed several houses. Trooper Traynor's home was in the path of this storm and received extensive damage. After insuring that his family members were safe and uninjured, his first response was to check-in via radio and advise dispatchers of what had just taken place and stated he would be checking his neighborhood for injuries. Because of a power outage, Trooper Traynor used the spotlight on his cruiser, headlights and a flashlight as he went from home to home checking for injured people. He rendered medical assistance to the injured and transported one individual to the local hospital for an injury which required medical attention. After verifying that all injured people were taken care of, he returned to his own home to begin clean-up. Trooper Traynor's presence had a very calming effect on the citizens and community ravaged by the storm. He requested no payment or other compensation for his actions. He felt what he had done was routine and was what was expected of him. He went above and beyond in the very best tradition of the Wisconsin State Patrol. We are honored to present the Achievement Certificate Award to Trooper William Traynor.

## **TROOPER DAVID D. HERTIG**

### **MERITORIOUS SERVICE AWARD**

On February 4, 1997, Trooper David Hertig received a request from the Marinette Sheriffs Department for assistance at a house fire in the town of Stephenson. The weather was bad with snow, blowing winds and approximately 6 to 8 inches of new snow already on the ground. Upon arrival, Trooper Hertig and fire rescue personnel observed a large amount of debris both on the ground and hanging from branches of trees as well as several small fires at various locations. There had been an explosion and nothing remained of the house except the hole in the ground which contained collapsed basement walls and more debris. There was a strong smell of propane gas hanging in the air. Trooper Hertig, with rescue personnel, went into what was the basement, and pulled aside debris and a portion of the basement wall to gain access to a trapped individual. They quickly assessed his medical condition and carefully placed him on a back board and removed him from danger. Everyone retreated to their vehicles which were parked some distance back because of the imminent danger from the leaking gas.

At his squad, Trooper Hertig talked to a neighbor who advised him that a woman and young girl also lived at the residence. Trooper Hertig quickly organized a grid search and the decision was made to treat the area as a crime scene to seal it off from civilian bystanders. Public service personnel arrived to cut electrical power and the gas leaks were located and either shut off or allowed to vent after fires were extinguished. The search was ongoing throughout this period of time and was finally called off after the woman and child were located at another location. Trooper Hertig and other members of the rescue team are to be commended for their rescue efforts. These acts were conducted in the face of great danger and without concern for their personal safety. Trooper Hertig's actions that day warrant his receipt of the Meritorious Service Award.

## **TROOPER LLOYD C. VOLLMAR**

### **MERITORIOUS SERVICE AWARD**

On November 9, 1996, at approximately 9:30 p.m., the Langlade County Sheriffs Department received a report of a car accident on Clear Lake Road in the Town of Elcho. The vehicle was in the water just above the dam at the Lower Post Lake outlet. Deputy Mark Weston was dispatched to the scene and requested assistance from Trooper Vollmar. Upon their arrival, they observed a vehicle upside down in approximately 4 feet of water. They climbed down a rocky shoreline, waded into the

water and out to the vehicle. Trooper Vollmar and Deputy Weston quickly tried to determine if there were occupants in the vehicle which was now full of water. They managed to locate and extricate a female occupant. They got her to shore where a bystander assessed vital signs and finding her unresponsive, began to administer CPR with Trooper Vollmar assisting with ventilations. This continued for several minutes until Trooper Vollmar was relieved by rescue personnel. The air temperature was only 30 degrees and there was a moderate wind making both Deputy Weston and Trooper Vollmar very chilled because of their wet clothing. This was an extremely dangerous rescue attempt because it was a cold, wintry night, water temperatures were frigid, and the location of the vehicle in the water was approximately 20 feet above a dam spillway which is precariously close to the main channel of the outlet which would have strong currents and deeper water. The individual did not regain consciousness. Trooper Vollmar then went to the victim's family to inform them of the situation before proceeding to see to his own personal needs. For his selfless actions, Trooper Vollmar is awarded the Meritorious Service Award.

## **SERGEANT JAY B. SAMPSON**

### **ACHIEVEMENT CERTIFICATE AWARD**

In January of 1990, Sergeant Jay Sampson was assigned to attend the Illinois State Police Highway Drug Interdiction training program. The intent was to learn from the Illinois experience and then incorporate the lessons in the creation of the Wisconsin State Patrol's own highway interdiction program. This was the beginning of what has become a nationally recognized criminal interdiction program in Wisconsin.

While others within the Patrol have worked long hours on the continued growth and success of this program, none have given the level of dedication and personal effort of Sergeant Sampson. He has provided continued instruction to inservice and recruit classes at the State Patrol Academy and at area technical colleges. He currently serves as an instructor for the Federal Drug Enforcement Administration and in this capacity, has contributed to the maturation of our program and given national exposure to the efforts of the Wisconsin State Patrol. He has also recently been instrumental in the implementation of a new commercial vehicle interdiction program for Wisconsin law enforcement officers. Sergeant Sampson has also been a great asset to his district and our organization in the field. Interdiction efforts have resulted in the seizing of hundreds of pounds of contraband, including cocaine, crack, marijuana, LSD and heroin. This as well as the arrest and conviction of organized drug couriers in State and Federal

courts have become a nearly routine element of the operation. Regardless of day or night, Sergeant Sampson will come to a scene and provide direction and assistance, proving invaluable in the continued growth of the learning and experience levels of our sworn personnel. The inter-agency cooperation which has flourished, has helped build strong partnerships between local and state agencies in the district area. The success of recent years has been a true team effort, but if one were to identify a most valuable player in this effort, it would most certainly be Sergeant Jay B. Sampson. Sergeant Sampson has consistently demonstrated an extraordinary commitment to the success of the Division and the enhancement of overall mission accomplishment. His contributions to the Division's effectiveness and professional image make him very deserving of the Achievement Certificate Award.

## **LIEUTENANT LYLE T. WALHEIM**

### **ACHIEVEMENT CERTIFICATE AWARD**

Lieutenant Lyle Walheim retired from the Wisconsin State Patrol effective June 1, 1997. In his 34 years of service, Lyle made considerable contributions to the State of Wisconsin through the motor carrier programs he worked on. His involvement on safety and industry committees at both the state and national levels went a long way to build stronger programs and better partnerships with industry and other government entities. His greatest strength, perhaps, was the global perspective he brought to the motor carrier programs and his ability to see all sides of an issue.

The success of the programs Lieutenant Walheim worked on are largely attributable to his management style, character, work ethics, and professionalism. The Achievement Certificate Award is presented to Lieutenant Walheim for his invaluable contributions both statewide and nationwide in the motor carrier safety and enforcement arenas.

## **TROOPER SHELLY R. HUTTER**

### **LIFE SAVING EFFORT AWARD**

On January 5, 1997, Trooper Hutter responded to a call from a private residence at the request of the Lake Delton Police Department to assist in a possible suicide attempt. Upon arrival, she and a Lake Delton Officer were met by the hysterical parents of a 12 year old boy. The parents had come home and found their son hanging in the basement. They immediately called 911 and took their son down and laid him on the floor. Trooper Hutter

and the officer immediately began 2 person CPR with Trooper Hutter handling the chest compressions. They continued their efforts for several minutes until they were relieved by the EMS crew. This was a devastating situation and Trooper Hutter is to be commended for the way she conducted herself in her first attempt at CPR during her career with the Wisconsin State Patrol. She is awarded the Life Saving Effort Award for her actions.

## **TROOPER JOHN P. JONES**

### **LIFE SAVING EFFORT AWARD**

On December 14, 1996, Trooper Jones was informed by a passing motorist of several vehicles stopping on the shoulder of the highway just north of Trooper Jones' current location. He immediately responded to the scene. Trooper Jones was the first officer on the scene and was exiting his cruiser when another motorist informed him that a vehicle had run off the highway and over an overpass railing. The vehicle had fallen approximately 25 feet and he observed a person lying face down in the grass near the rear of the vehicle. After summoning medical assistance, Trooper Jones went down to the vehicle. He quickly assessed the individual near the rear of the vehicle. He cleared her airway of vomit and blood which allowed this person to continue breathing. After verifying that she appeared stable, he went to the vehicle to assist those remaining inside. Trooper Jones first checked two passengers in the rear seat, both were non-responsive and then checked the driver who was also non-responsive. At this time, additional officers and medical assistance arrived. With multiple injuries and everything happening at once, Trooper Jones responded in a calm, professional manner and is awarded the Life Saving Effort Award.

## **TROOPER DEBRA J. LEWIS**

### **LIFE SAVING EFFORT AWARD**

On January 25, 1997, Trooper Lewis and a Hayward Officer responded to a medical emergency in the City of Hayward. It was reported an elderly female had fallen down a stairway. Upon arrival, Trooper Lewis and Officer Mrotek were directed into the home and immediately assessed the victim's medical condition. Her color was blue and they could not locate a pulse. The officers immediately repositioned her and began CPR. They continued their life saving efforts until medical personnel arrived. While medical personnel continued the effort, Trooper Lewis spoke with the victim's husband and gained additional medical information such as the fact that the victim was diabetic. She then assisted with there

removal and loading of the victim into the ambulance. Trooper Lewis's actions reflect excellent decision making and use of her training. For her efforts, Trooper Lewis is awarded the Life Saving Effort Award.

## **TROOPER MARK E. LEWIS**

### **LIFE SAVING EFFORT AWARD**

On January 15, 1997, during a severe snow storm, Trooper William Miller was investigating a personal injury roll-over of a van on Interstate 90/94. He noticed a jack-knifed semi-tractor combination that was sliding out of control towards him. Trooper Miller exited his cruiser and was running in the opposite direction, when the semi crashed into the rolled-over van, propelling the van up on Trooper Miller, trapping him under the van. Trooper Miller was in a great deal of pain from the waist up and was having difficulty breathing. His portable radio was not working so he instructed a bystander to use the police radio in his cruiser to get help. Trooper Mark Lewis heard the civilian on the radio and being near the location, responded immediately. Upon his arrival, he assessed the situation, quickly organized assistance from bystanders and car jacked the van off of Trooper Miller. He then pulled him from under the van, assessed his medical condition, tended to obvious injuries, stabilized him to prevent the exacerbation of internal injuries and tried to keep him as warm as possible to prevent shock. He arranged for Med-flight transport then followed the ambulance to the Med-flight landing zone and assisted with the transfer to the helicopter. This is a highly charged, emotional situation when a fellow officer and co-worker is involved, yet Trooper Lewis's actions show that he performed in a calm, exemplary manner. His actions that day warrant the Life Saving Effort Award.

## **TROOPER DENNIS W. PLANTZ JR.**

### **LIFE SAVING EFFORT AWARD**

On October 13, 1996, Trooper Plantz and Deputy Reimer of the Calumet County Sheriff's Department responded to an emergency call at a residence in Chilton. Upon their arrival, Trooper Plantz observed a man seated in a chair who appeared to be non-responsive. They checked for vital signs and noticed a visible pulse. They then lowered the individual to the floor and began to monitor him, when suddenly his breathing and pulse ceased. Trooper Plantz and Deputy Reimer administered CPR until EMS personnel arrived. Trooper Plantz

continued to administer chest compressions with the EMS personnel in the ambulance on the way to the Calumet Medical Center. For his efforts, Trooper Plantz is awarded the Life Saving Effort Award.

## **TROOPER RICHARD L. SACIA**

### **LIFE SAVING EFFORT AWARD**

On January 13, 1997, Trooper Sacia was off-duty with his father and intended to haul firewood at the Ausen farm near Ettrick, Wisconsin. He noticed a First Responder van near the woods and Mrs. Ausen explained that an individual had been hurt while cutting trees. Trooper Sacia crawled up a steep hill approximately 200 yards to the location of the accident. The victim was semi-conscious and was bleeding from a severe head wound. Trooper Sacia immediately began assisting the EMT by holding a bandage in place while the EMT wrapped his head. A backboard and oxygen were retrieved from the van, oxygen was administered immediately and the victim was then wrapped in blankets and secured to the backboard. The temperature was 8 degrees below zero and the victim was suffering from the cold as well as shock. Trooper Sacia was constantly talking to the victim to calm him and reassure him. He then helped transport the victim down the steep embankment which required them to descend at angles because of the steep slope. The severe skull fracture, which required three metal plates to repair and the frigid temperatures were each a life threatening situation. Responding quickly, Trooper Sacia became a member of the team that overcame these threats. For his actions that day, Trooper Sacia is awarded the Life Saving Effort Award.

## **TROOPER WILLIAM R. SCHMIDT**

### **LIFE SAVING EFFORT AWARD**

On August 28, 1996, at approximately 8:50 p.m., Trooper Schmidt responded to an emergency at the nearby Chipper Factory in Merrill. Upon arrival, he was told a rescue was underway for 3 teenagers who had been playing on the large piles of wood chips when one of the piles collapsed. One of the boys was easily extricated, while the other two boys were buried up to their necks as the pile slowly eroding on top of them. The pile was shaped like a volcano with a hollow center and one side stretching 20 feet straight up. One of the boys was directly below this steep embankment. The other boy was further away from this location and was dug out within 15 minutes. Trooper

Schmidt and other rescue personnel quickly rounded up sheets of plywood which could be placed around the remaining boy's head to divert the falling wood chips. The sheets of wood formed a shelf to try to support the sliding pile of chips. Trooper Schmidt and rescue personnel then used shovels and their hands to dig down around the boy. By digging very fast, they were able to get an oxygen mask on him and get a rope around his chest before he went further under the pile. The pile was continuously falling around them and the faster they dug, the faster it fell. Suddenly it came so fast the plywood over his head gave out and he went under. Everyone immediately took the rope, pulled and were able to free him. There is great danger in situations like this and without the efforts of Trooper Schmidt and other rescue personnel, these boys would have perished. Trooper Schmidt is awarded the Life Saving Effort Award for his actions.

## **TROOPER HEIDI J. THAVES**

### **LIFE SAVING EFFORT AWARD**

On November 29, 1996, Trooper Thaves responded to the location of an individual who was possibly choking. On entering the house she observed a male slumped over in a chair. The individual's wife said he had been like that for approximately 6 to 10 minutes. Trooper Thaves with a Bonduel First Responder checked for breathing and a pulse and found none. CPR was started. Trooper Thaves performed both rescue breathing and chest compressions on the individual until the ambulance arrived and trained personnel took over. Rescue personnel said that Trooper Thaves responded in a very professional, competent manner and were surprised to learn that this was her first rescue attempt. Trooper Thaves is awarded the Life Saving Effort Award for her actions.

## **LENGTH OF SERVICE RECOGNITION**

### **30 YEARS:**

DONALD ADERMAN

FRIEDA M. ANDREAS

GERALD P. BAUMBACH

TERRY D. BENGTSON

GARY D. EBERHARD

ROBERT FOLLIS

ROBERT A. GOHRE

ROGER F. HLAVACKA

DONALD R. HOLT

JOHN C. MUNDY JR.

JOHN H. PARKER

LOREN D. RAETHER

WILLIAM L. SINGLETARY

FREDERICK E. STAFF

RICHARD C. FANKHAUSER

PAULA GREINER

JAMES B. KUHN

JOHN D. LUTHER

MICHAEL A. MOORE



# WISCONSIN DIVISION OF STATE PATROL DISTRICT MAP

## DISTRICT 7

Captain Benjamin H. Mendez  
W7102 Green Valley Road  
Spooner, WI 54801  
(715) 635-2141  
Fax 715-635-6373

## DISTRICT 4

Captain Terry D. Bengtson  
2805 Martin Avenue  
(Junction Hwys. 51 & NN)  
Wausau, WI 54401-7172  
(715) 845-1143  
Fax 715-848-9255

## DISTRICT 6

Captain Marsha M. Wiley  
5005 Hwy. 53 South  
(Hwy. 53 at I 94)  
Eau Claire, WI 54701-8846  
(715) 839-3800  
Fax 715-839-3841

## DISTRICT 5

Captain Douglas L. Van Buren  
P.O. Box 604  
(I90, Tomah Exit, Hwy. 131)  
Tomah, WI 54660-0604  
(608) 374-0513  
Fax 608-374-0599

## WISCONSIN STATE PATROL ACADEMY

Major Gerald J. Zuhlsdorf  
95 South 10th Avenue  
Ft. McCoy, WI 54656-5168  
(608) 269-2500  
Fax 608-269-5681

## STATE HEADQUARTERS

Administrator William L. Singletary  
Colonel Roger F. Hlavacka  
Lt. Colonel David L. Schumacher  
4802 Sheboygan Avenue  
P.O. Box 7912  
Hill Farms State Trans. Bldg., Rm. 551  
Madison, WI 53707-7912  
(608) 266-3212  
Fax 608-267-4495

## DISTRICT 1

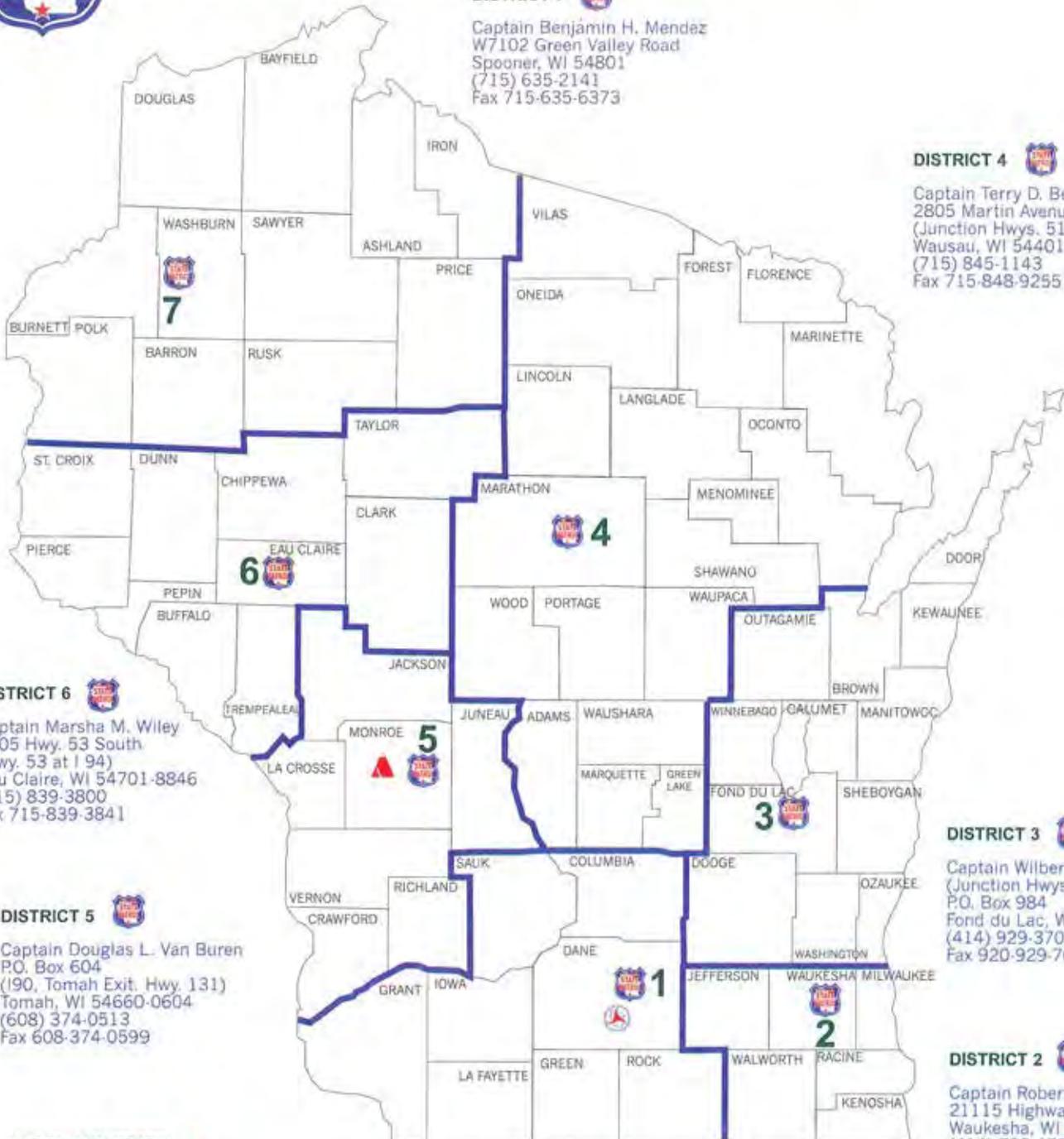
Captain Alvin L. Bishop  
911 West North St.  
P.O. Box 610  
Deforest, WI 53532-0610  
(608) 846-8500  
Fax 608-846-8523

## DISTRICT 3

Captain Wilbert C. DeGuire  
(Junction Hwys. 151 & 41)  
P.O. Box 984  
Fond du Lac, WI 54936-0984  
(414) 929-3700  
Fax 920-929-7666

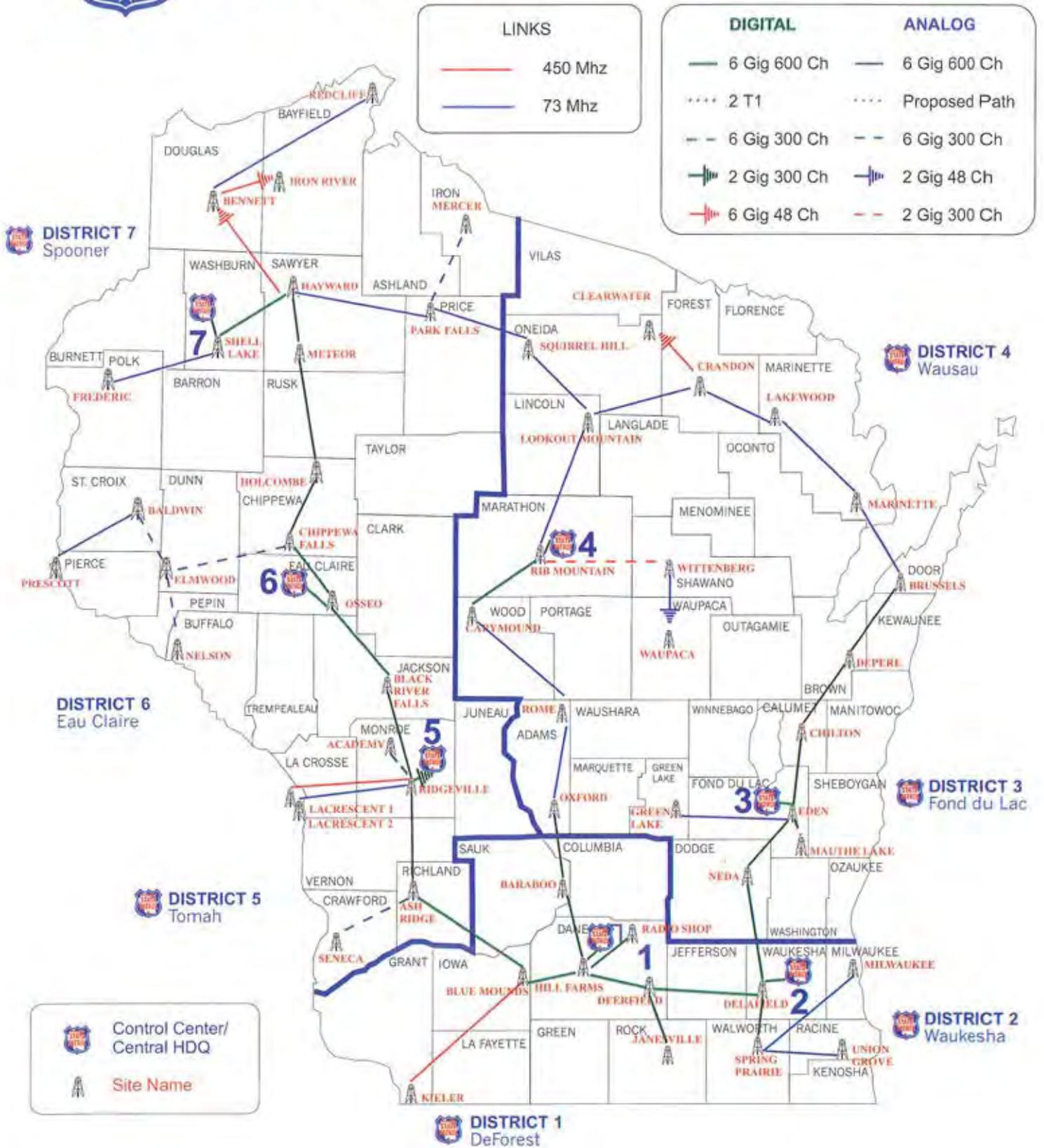
## DISTRICT 2

Captain Robert A. Bereiter  
21115 Highway 18  
Waukesha, WI 53186-2985  
(414) 785-4700  
Fax 414-785-4723





# WISCONSIN STATE PATROL TOWER SITES





# WISCONSIN STATE PATROL SAFETY AND WEIGHT FACILITIES

