

1999

ANNUAL REPORT



YEARS OF SERVICE

TOMMY THOMPSON
GOVERNOR

DAVID L. SCHUMACHER
SUPERINTENDENT

THE DIVISION OF STATE PATROL

OUR MISSION

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

OUR VISION

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



Division of State Patrol

The 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*** - *Valuing people working together to achieve a common goal and creating partnerships to enhance our effectiveness.*

Major Goals Of The Division of State Patrol

Improving Highway And Public Safety

Promoting highway and public safety through professional law enforcement services including education, inspection, enforcement and technology

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 the Legislature, 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 Service

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

Developing Leadership

Developing an organizational philosophy of 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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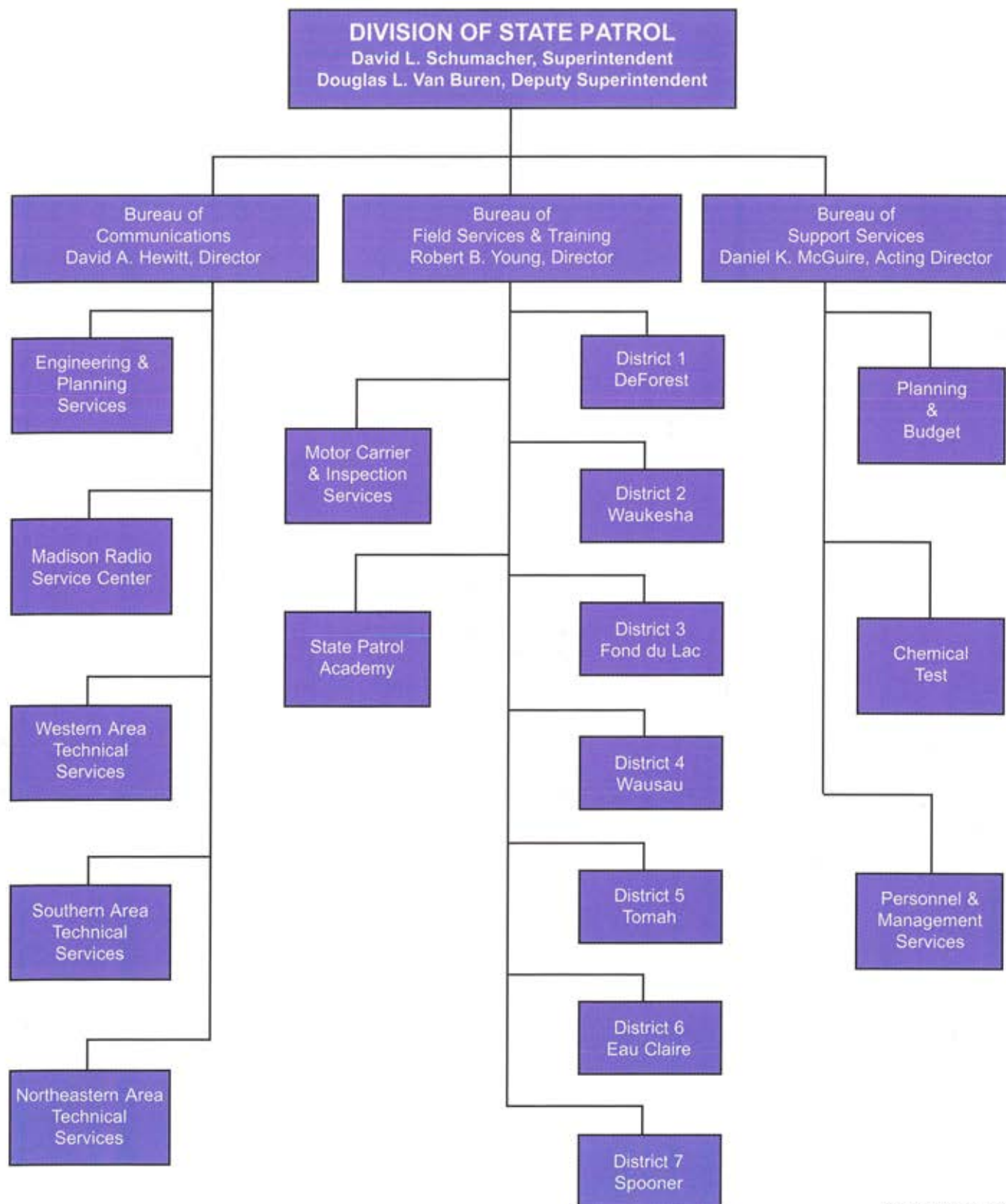
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ORGANIZATIONAL CHART



SUPERINTENDENT'S MESSAGE

To: Terrence D. Mulcahy, Secretary
Wisconsin Department of Transportation



I am pleased to present for your review the Division of State Patrol's Annual Report for 1999. This report recognizes the many contributions by division staff to our highway safety mission. We are committed to promoting highway safety by providing professional, competent and compassionate law enforcement services.

Our mission of improving highway safety has been carefully defined in our State Patrol Business Plan. Our plan complements the DOT Strategic Plan, especially in those areas re-

lated to transportation safety. Examples include our performance-based State Enforcement Plan for the Motor Carrier Safety Assistance Program; our Highway Criminal Interdiction Training Program at the Academy and our analysis of the cost benefits of new technology and equipment for law enforcement, especially as it relates to the Mobile Data Computer Network and the Chemical Testing Program.

Completion of several Division Business Plan projects has enabled the State Patrol to operate more efficiently. These are described later in this report. They demonstrate how existing human and physical resources are being used more effectively. I am proud of the Division Business Plan and convinced that this Plan is worth our investment of time and effort.

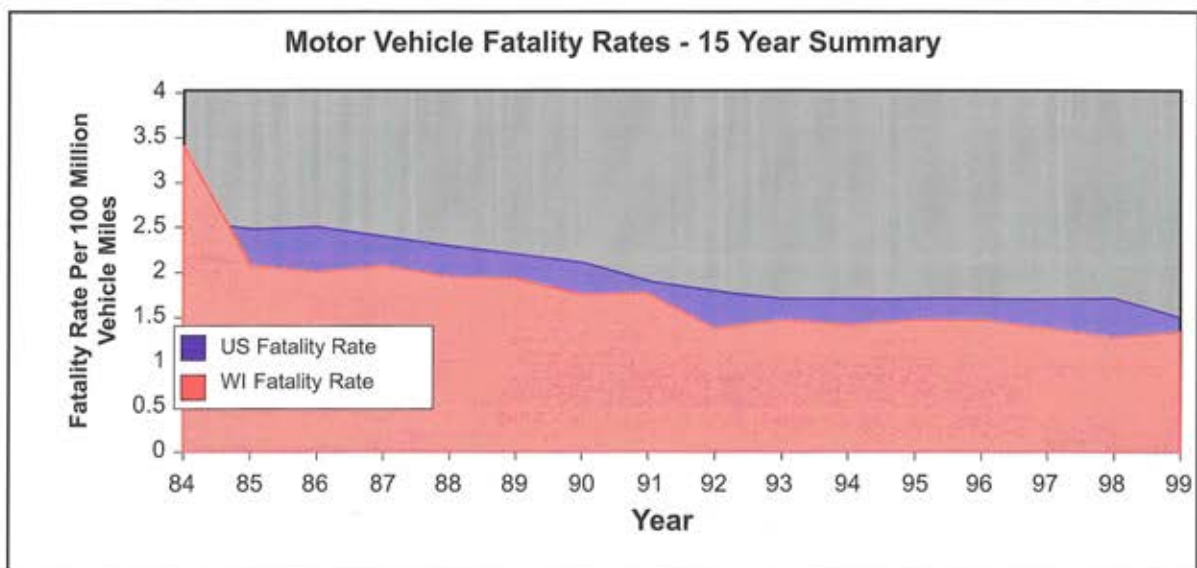
The motor vehicle fatality rate in Wisconsin has been reduced by nearly 50% over the past 15 years. Factors contributing to this improvement include better public awareness of highway safety issues, the application of the latest law enforcement technologies to well defined problems and the development of more creative and productive partnerships with other police and government agencies. Several of these partnerships are described in this report.

I am enthusiastic about the challenges we face and am proud of the fine people who work in the Division. I am confident that the Division of State Patrol will continue to rise to the challenge of improving highway safety in our great state.

Sincerely

David L. Schumacher

David L. Schumacher
Superintendent



1999 Overview of Accomplishments



Colonel Douglas L. Van Buren

Improving Highway and Public Safety on Wisconsin highways through professional law enforcement services to Wisconsin citizens and visitors, has been the number one goal of the Wisconsin State Patrol for the past 60 years. These services include education, assistance, inspection and enforcement. The Wisconsin State Patrol is engaged in a variety of highway safety and public service programs aimed at achieving this goal. This past year we have made considerable progress within our Business Plan and on the Superintendent's ten emphasis areas, which support our mission, vision, values and goals.

Improving Highway And Public Safety

Highway safety education starts early in Wisconsin. One of our first safety efforts is the promotion of highway safety awareness by our youngest citizens, our elementary and secondary school students. Highway safety education programs developed specifically for the youthful driver were put on at several hundred locations in 1999. Our officers promote highway safety around the state by presenting safety talks at schools, shopping malls, state and county fairs and other locations. We estimate that over 3,000,000 Wisconsin citizens had some contact with the State Patrol's highway safety programs. These programs seek to educate the public regarding the need for safety-belt use and the dangers of alcohol and drug abuse.

Later in this report are descriptions of special safety-belt use education programs provided to students as young as five years old. We promote safety-belt use by all Wisconsin motorists and passengers through our education efforts and enforcement of our safety-belt laws. Since 1954, the Wisconsin State Patrol has been an enthusiastic supporter of safety-belt use and as a matter of internal policy, requires safety-belt use by all of our employees while on duty.

Additional Troopers

The 1999-2001 budget provided increased statutory authority to add 14 new trooper positions. In addition, funding was made available to fill 15 trooper and inspector positions that we had historically been required to leave vacant in order to meet an anticipated 3% budget vacancy turnover rate. The realistic effect of this combined legislation was to provide 29 additional officers to augment the Wisconsin State Patrol highway safety programs and initiatives.

Criminal Interdiction

Troopers and inspectors are continuing to detect and interdict criminal activity occurring on state highways. The primary focus of these efforts continues to be the curtailment of the possession and transportation of illegal drugs on our highways. Troopers and inspectors receive drug interdiction training at annual in-service programs. Staff at the Wisconsin State Patrol Academy have developed a comprehensive Drug Interdiction Instructor Training Program. Those who complete this program train other state, county and municipal officers in proper application of drug interdiction techniques.

Removal of alcohol or other drug-impaired drivers from our highways is another vital method of serving Wisconsin citizens and visitors. Troopers apprehended nearly 2,400 impaired drivers during 1999, bringing the total number of impaired drivers arrested during the decade of the 90s to over 30,000. Considerable credit for the State Patrol's drunk and impaired driving arrest records must go to the vigilance and effort of State Patrol troopers, inspectors, police communications operators and an alert motoring public who increasingly use cellular telephones to report dangerous driving behavior.

Motor Carrier Services

In 1999, a quantum leap was made in the effort to improve Wisconsin's highway safety environment, marking our 15th year of involvement with the federal Motor Carrier Safety Assistance Program (MCSAP). This specialized program is directed to the safety of the trucking industry, with special emphasis on the sector that transports hazardous materials such as gasoline, diesel fuel and other toxic chemical compounds in liquid or gaseous form. During 1999, hundreds of millions of pounds of this type of cargo traversed Wisconsin highways. For the next 10 years, an increase of eight to ten percent annually is projected for this type of potentially dangerous cargo. This represents a serious threat to Wisconsin's highway safety environment. The MCSAP program is designed to address the issues of heavy truck safety and hazardous material transport through a vigorous safety inspection program that ensures that trucks meet all safety criteria, that operators are properly licensed and have adequate rest to safely operate the "big rigs."

Building And Enhancing Partnerships

Issues as large as alcohol-related injuries and death could not be significantly remedied without many people working in support of one another to reduce the problem. The war on drunk driving is being fought by many people and on many fronts. The State Patrol's purchase and use of the most up-to-date breath alcohol measuring equipment is another indication of the seriousness with which the State Patrol is addressing impaired drivers. New Intoximeters are in use at over 230 state, county and municipal law enforcement agencies statewide. Efficient use of this technology is assured by an ongoing education, training and maintenance program administered by the division's Chemical Test Section. The Chemical Test Section's major mission is aimed at the successful prosecution of impaired drivers. More than 5,000 Wisconsin law enforcement personnel are trained and licensed by the Chemical Test Section in the use of the new breath alcohol testing equipment. In 1999, 20,235 breath alcohol tests were administered to impaired drivers. These tests supported 75% of the drunk driving convictions. In cooperation with other law enforcement agencies, numerous public awareness events are scheduled each year dealing with the effects of alcohol on driving. During 1999, several hundred such demonstrations, seminars and mini-courses were presented to a variety of audiences.

The Wisconsin State Patrol regularly provides highway safety and related training at the division's academy for a variety of federal, state, county and municipal law enforcement officers. As a leader and full partner in the law enforcement community, the Wisconsin State Patrol regularly participates in state, national and international conferences and other forums on law enforcement and transportation related issues.

Division of State Patrol and DNR Communications Services Merger

Seven Department of Natural Resources communications positions officially transferred to the Division of State Patrol in 1999. With this consolidation of technical communications staff, we now have a total of 10 radio shops in the state. This enables State Patrol and DNR officers to obtain communication services in an effective and efficient manner. This reduces travel time and saves in mileage costs. Cross training has been conducted to assure that all communications technicians are familiar with both agencies' equipment and program needs. In addition to having communication services provided at our seven district headquarters and the Madison Radio Shop, communication services can now also be obtained at Tomahawk and Green Bay.

Operating In A Businesslike Manner

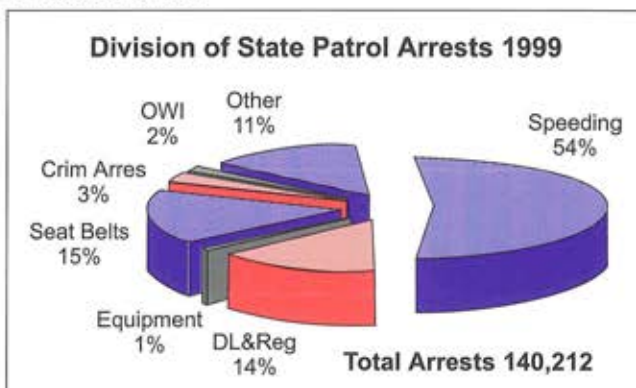
The Division of State Patrol initiated an organizational review process in 1997, at the request of the department secretary. This organizational review was undertaken in order to evaluate the organizational structure of the Division, analyze business support functions, study the potential use of contracted services, consider the application of new technologies and to determine whether positions were appropriately classified. The study was performed in partnership with the Office of Policy and Budget and the Division of Business Management, Bureau of Human Resources Services.

All of the recommendations of the review team, resulting from the organizational review, were approved by the Secretary of DOT in September 1999 and most initiatives were implemented by the end of the year. Major initiatives included crucial operational recommendations such as maintaining a three bureau structure, filling the director position in the Bureau of Support Services and filling the MCSAP program coordinator position. All recommendations will continually serve to improve the efficiency and effectiveness of State Patrol support functions, ensure that the appropriate staff are assigned to support functions and facilitate the implementation of available technology.

Emphasizing Courtesy, Compassion And Service

State Patrol troopers and inspectors provided road-side assistance to a record 71,926 motorists during 1999. This assistance included routine calls to vehicle repair stations on behalf of stranded motorists as well as the rescue of individuals from potential drowning and other life threatening situations. Over 1,000,000 persons contacted State Patrol installations in 1999, seeking information, assistance and other services.

These are the kind of services that make our highways among the safest in the nation. The Wisconsin Interstate Highway System has been the safest in the country for many years. Our challenge for the future is to build on these successes and to be constantly searching for new and better methods to carry out our mission of promoting highway safety and enhancing the quality of life for Wisconsin citizens and visitors by providing professional, competent and compassionate law enforcement services.



Bureau of Field Services and Training



Lt. Colonel Robert B. Young
Director, Bureau of Field Services and Training

This year will be remembered as a year of change in the leadership and organization of division operations. With this change, a new era of principle centered leadership was inaugurated. One of our primary leadership goals is to inspire division staff, at all levels, to be proactive in their daily highway safety operations. Philosophically, this idea recognizes the routine, day-to-day operations of our highway safety efforts, while it puts before us the highest ideals of service to the public.

Our organization's success lies in the quality of its people, the excellence of its service and our commitment to the citizens of Wisconsin. We ensure the quality of our officers through a meticulous recruitment and training program. In 1999 we were authorized 14 additional trooper positions and funding to fill 15 vacant trooper positions. Recruitment and training is underway to fill these additional officer positions and those which occur through normal attrition.



Wisconsin highways continue to be some of the safest in the nation. 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 1999, the Wisconsin State Patrol made 72,816 arrests for speeding. We also removed 2,387 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 Wis-

consin 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 schools and high schools, civic organizations and other public forums.

Our seven district offices, located in De Forest, Waukesha, Fond du Lac, Wausau, Tomah, Eau Claire and Spooner, our State Patrol Academy at Fort McCoy and our 16 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 Gerald J. Zuhlsdorf,
Director of Training

The Wisconsin State Patrol Academy continues to meet the challenge of offering curriculum that includes a combination of programs to address the needs of State Patrol officers and specialized programs intended for State Patrol personnel, local law enforcement officers and civilian employees in those agencies. Many of these accomplishments are the result of the establishment of training partnerships with the Department of Natural Resources, Department of Motor Vehicles, University of Wisconsin-Madison; Department of Transportation Office of Organizational Development, and local law enforcement agencies.

During 1999, the Academy presented training to more than 2,500 students. Of those, 1,091 were students from other state, county, municipal, and federal agencies. States represented by students attending training at the Academy included Minnesota, Illinois, Nebraska, Maryland, New Jersey, Massachusetts, New York, Indiana, Idaho, and Iowa.

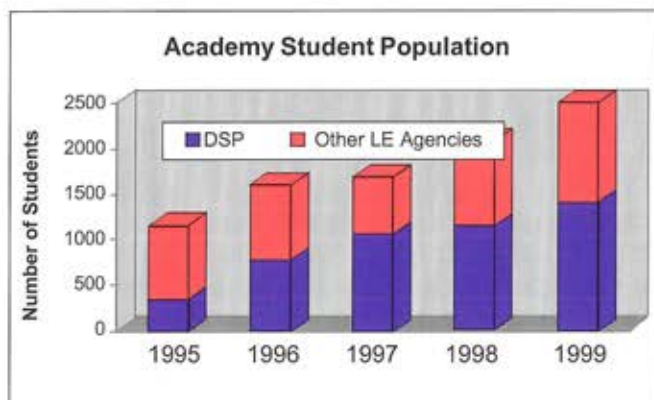
We have developed a partnership with the La Crosse Wisconsin Police Department to train law enforcement officer instructors in the Gang Resistance Education and Training (GREAT) program. A partnership among law enforcement agencies across the country and the Federal Bureau of Alcohol, Tobacco and Firearms, this program is designed to help children set goals for themselves, resist pressures, learn how to resolve conflicts without violence and understand how gangs impact the

quality of their lives. Officers provide GREAT training to students in elementary and middle schools to help them say "no" to gangs and acts of random violence.

A defensive driving training program was designed and presented to approximately 54 employees of the Department of Agriculture, Trade and Consumer Protection. The program combined classroom instruction with driving exercises on the emergency vehicle driving course.

The first Certified Public Managers (CPM) Program for Professional Law Enforcement Managers concluded with graduation ceremonies at the Academy on June 18, 1999. This program was created in partnership with the University of Wisconsin's Department of Professional Development and Continuing Studies. It is a nine week program that awards 15 undergraduate credits to those who complete the course. Agencies represented in the program were the State Patrol and several county and municipal agencies. The second CPM program began October 11, 1999.

In 1999 the Academy was utilized as a regional training center for the Department of Transportation Office of Organizational Development's Education and Training Section. In order to make training more accessible for DOT employees in areas outside of Madison, programs dealing with coaching and counseling, effective listening, and grievance training were offered and attended by State Patrol and transportation districts personnel.



All troopers and inspectors receive 23 hours of basic criminal interdiction training and updated training at their in-service programs. In addition, staff at the Wisconsin State Patrol Academy have developed a Criminal Interdiction Instructor Training Program. Graduates of this program train state, county and municipal officers in the latest criminal interdiction techniques.

Public Safety Education

One of our major goals is to 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 1999, nearly 12,000 youngsters attended this safety belt awareness program. 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 1999. 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.



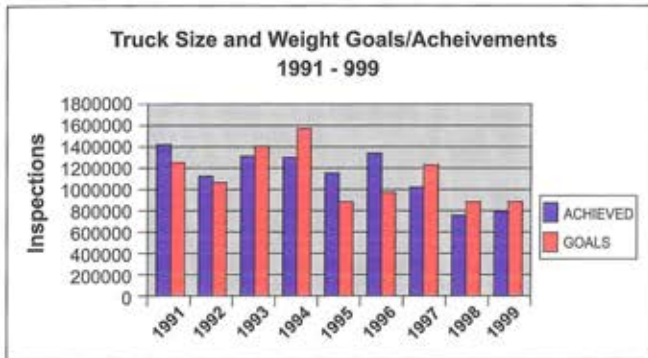
Captain Sandra K. Huxtable
Deputy Bureau Director

The mission of the Motor Carrier and Inspection Services Section is to preserve our state highways and to promote a safe transportation environment.

The division has an authorized force of 112 Motor Carrier Inspectors operating 16 permanent safety and weight enforcement facilities throughout the state. Ninety-two portable scales are used in mobile inspection and enforcement operations.

We want to be sure that drivers can operate their trucks safely. We check driver log books to see if the driver has had adequate rest. We also inspect equipment for compliance with safety regulations. Of course we are always watchful for indications of alcohol and drug use.

Size Weight



The utility vehicle features space for all motor carrier equipment with the power and handling found in a pursuit vehicle.



Mobile operations are an integral part of our size and weight enforcement.



The portable scales make any level roadway a weighing facility.

The Size/Weight Enforcement program focuses on the enforcement of all state and federal regulations related to commercial vehicle operations. It also includes the inspections of school buses, motor coaches, human service vehicles and salvage vehicles.

In 1999, State Patrol inspectors weighed 769,707 commercial vehicles. Besides weight, these vehicles are inspected for any evident equipment defects and may be selected for a credential check. Carriers are required to have proper registration, fuel tax, insurance and operating authority.

All school buses operated in Wisconsin are required to be inspected annually. In 1999, State Patrol inspectors completed 10,337 annual inspections and 1,315 pre-sale inspections. These inspections are to facilitate the safe transportation of our school children. Closely related to the school bus is the motor coach, which is often used to transport students to extra curricular activities. The State Patrol inspected 854 motor coaches during this past year.

Assuring safe transportation for the elderly and disabled is an additional responsibility for the State Patrol. In 1999, State Patrol inspectors certified 2,041 human service vehicles. These vehicles were required to meet Americans with Disabilities Act federal regulations and related state transportation orders.

Another significant use of State Patrol resources is the Salvage Vehicle Inspection Program. In 1999, the State Patrol performed 3,234 salvage vehicle inspections. The process is two-fold. It ensures that the vehicles meet the required equipment standards and it allows officers to verify all vehicle parts and identification numbers to ensure they are not stolen.

The Motor Carrier Enforcement program is looking at important upgrades in the near future. The reduction in fixed facilities will not reduce the number of vehicles weighed. A large increase in the number of inspections is expected using new technologies such as weigh-in-motion scales and electronic screening. Mobile operations were upgraded with an increase in the utility vehicle fleet. The new inspector vehicles are equipped with mobile data computers, portable scales and speed equipment. The tools of technology are being put into place today, as the State Patrol meets tomorrow's inspection demands of the motor carrier industry.

Motor Carrier Safety Assistance

Since the advent of our involvement with the Motor Carrier Safety Assistance Program (MCSAP) in 1985, Wisconsin has made great strides in working towards the reduction of highway fatalities, injuries, property damage and hazardous material incidents involving commercial motor vehicles.

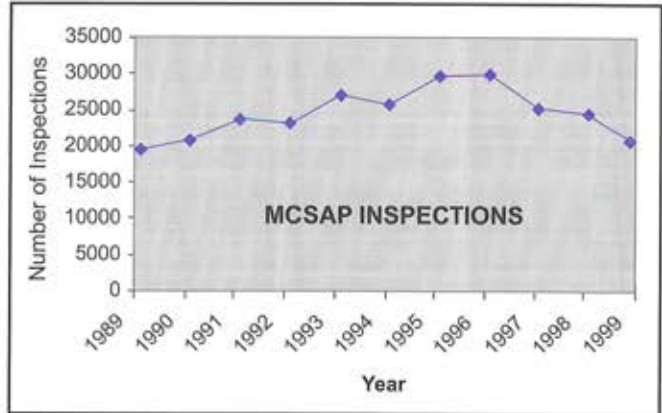
In cooperation with the Federal Motor Carrier Safety Administration, our MCSAP Program was responsible for conducting the following motor carrier safety activities during 1999.

- vehicle and driver inspections
- vehicle and driver hazardous material inspections
- mobile size weight enforcement
- traffic law enforcement
- commercial driver license enforcement
- compliance reviews
- post-crash inspection
- commercial motor vehicle crash data collection
- out-of-service re-inspection
- education and information presentations

The primary goal of the MCSAP program is to reduce the number and severity of crashes and hazardous material spills involving large trucks and buses. We pursue this goal through improvement in the quality of our inspections, enforcement and educational outreach activities. Through the "performance based" philosophy, we have focused resources in those areas identified by data as critical to motor carrier safety. The "performance based" Commercial Vehicle Safety Plan is an important tool in helping us to develop measurable motor carrier safety outcomes and allowing us to accurately relate our daily MCSAP activities to improved motor carrier safety. Through the "performance based" program philosophy, MCSAP has been measuring program success through actual positive changes in the motor carrier environment. We have been working toward this through more educational outreach initiatives and better data mapping, which details the type, severity and location of crashes. Our State Patrol districts use this information to utilize staff resources more efficiently. During federal fiscal year 1999, we conducted 24,380 safety inspections, working to ensure that unqualified or fatigued drivers and unsafe equipment are removed from our highways.

Wisconsin has expanded its MCSAP training program in a continuing effort to provide a quality motor carrier enforcement program. In 1985, we started with a basic one week MCSAP training course called the North American Standard Driver-Vehicle Inspection Course accompanied by on the job training. MCSAP inspectors currently receive: a two week North American Standard Driver-Vehicle Inspection Course, a one week Hazardous Materials Compliance and Enforcement course, a two week Compliance Review Course, a one week Cargo Tank Course, drug interdiction training, and alcohol enforcement training.

1989/99 MCSAP INSPECTIONS



MCSAP inspector instructs driver in preparation for a check of steering equipment.



Here, the MCSAP inspector is performing a wheel rim and brake system inspection.

Ambulance Inspections

This year brought change to the ambulance inspections program. The revised Transportation Administrative Rule 309 went into effect April 1, 1999. The first three months of the year were spent getting the information out to the service providers either by mailings or at meetings.

With the revisions in this rule, the inspection form was revised to reflect what should be inspected to reasonably promote the legislative purpose of promoting safe, efficient emergency transportation for the sick, injured and disabled. Inspection time has increased, from one half hour to one and one half hours, depending on the type of service provider.

In 1999, 413 ambulance inspections took place at 166 locations. One hundred and sixty-six service providers were involved. Fifteen warnings were issued. Five were placed out of service. Numerous health care devices were inspected. In all, 1,877 violations were detected.

School Bus Inspection

In 1999 we continued to enhance our school bus safety program, with 11,652 buses inspected. An additional 22 inspectors were certified in May to conduct the annual, pre-sale, and spot check inspections. This training program was developed to aid our personnel in detecting defective equipment components found in the brake, steering, exhaust, and lighting systems. These additional personnel assisted in the completion of annual inspections of all Wisconsin school buses.

A partnership of field personnel, industry representatives, and the Wisconsin School Bus Association has resulted in the development of uniform inspection guidelines and out-of-service criteria. Representatives of the Wisconsin State Patrol traveled throughout the state this year conducting training sessions to assist companies in complying with these standards. These combined efforts will continue to assure that the safest means of transportation of school age children in Wisconsin, is the school bus.



Crash Reconstruction

We experienced a continuing upward trend in crash reconstruction activity in 1999. Although reconstruction cases by the State Patrol decreased from 60 in 1998 to 40 in 1999, reconstructions of local agency cases nearly doubled from 77 in 1998 to 132 cases in 1999. This represents a 26% increase in all reconstruction handled by the Division of State Patrol last year. As a result, personnel hours charged to crash reconstruction work increased by 38% and mileage use increased by 69% during 1999.

The year was marked by a significant increase in use of the Total Station survey instruments by the division's trained reconstructionists. Districts 2, 4, 5, & 7 were each issued instruments in 1999 while District 3 obtained a second device through a highway mitigation grant. As word of this new technology spread, calls for Division expertise have grown rapidly among local agencies, including county district attorneys, reservation enforcement, and the Department of Justice. In the latter part of 1999, Division reconstructionists were supplied with an advanced computer program to operate on their mobile data computers. This program performs a multitude of crash formulas, providing input range comparisons, predictability projections, graphic displays, and an extensive vehicle database. Division reconstruction expertise played a major role last year near Janesville following the crash of a passenger van along I-39 in which 7 young people were killed.

Demands for division services in the area of crash reconstruction are expected to increase. Several projected changes in personnel within the program may have a significant affect on the agency's ability to meet this demand. Increasing traffic volumes and higher speeds suggest that the rise in the number of serious and fatal crashes will continue. This trend will increase the demand for reconstruction expertise.

New technology continues to be explored and tested. Training opportunities for new and future reconstruction personnel are planned throughout 2000. Computer aided drafting software is being developed for use by the reconstructionists. This tool will provide automatic down loading of Total Station data into a drawing program. The crash reconstruction program remains one of the cornerstones to building strong partnerships with all branches of state law enforcement. Overall, the pursuit of the root causes for violent crashes provides the impetus for the program's existence, linked directly to the goal of improving highway safety.

WISCONSIN STATE PATROL DISTRICTS

DISTRICT 1

911 W. North Street
P.O. Box 610
DeForest, WI 53532-0610
(608) 846-8500



**CAPTAIN
DAVID C.
HEINLE**



TROOPERS 59
INSPECTORS 22
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 4
POPULATION 786,856

DISTRICT 2

21115 East Moreland Blvd.
Waukesha, WI 53186-2985
(262) 785-4700



**CAPTAIN
ROBERT C.
BEREITER**



TROOPERS 46
INSPECTORS 22
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 2
POPULATION 1,797,769

DISTRICT 3

(Junction Hwys. 151 & 41)
P.O. Box 984
Fond du Lac, WI 54936-0984
(920) 929-3700



**CAPTAIN
WILBERT C.
DEGUIRE**



TROOPERS 62
INSPECTORS 11
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 3
POPULATION 1,191,849

DISTRICT 4

(Junction Hwys. 51 & NN)
P.O. Box 5157
2805 Martin Avenue
Wausau, WI 54401-7172
(715) 845-1143



**CAPTAIN
JEFFREY J.
FRENETTE**



TROOPERS 51
INSPECTORS 12
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 3
POPULATION 633,142

DISTRICT 5

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



**CAPTAIN
ARNOLD T.
KING**



TROOPERS 41
INSPECTORS 11
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 1
POPULATION 248,897

DISTRICT 6

(Hwy. 53 at I-94)
5005 Hwy. 53 South
Eau Claire, WI 54701-8846
(715) 839-3800



**CAPTAIN
MARSHA M.
WILEY**



TROOPERS 42
INSPECTORS 13
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 2
POPULATION 379,288

DISTRICT 7

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



**CAPTAIN
BENJAMIN H.
MENDEZ**



TROOPERS 24
INSPECTORS 8
SAFETY AND WEIGHT ENFORCEMENT FACILITIES 1
POPULATION 237,253



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 wireless telecommunications networks which provide voice and data communications to the Wisconsin State Patrol, the Department of Natural Resources and other state, federal and local government agencies. The bureau supports the design, engineering, operations and maintenance of highly sophisticated communications and information systems.

The bureau is organized into three service territories, one statewide installation facility and headquarters staff. These are: the western service area, which includes service facilities at Spooner, Eau Claire and Tomah; the northern service area, which includes service facilities at Wausau, Tomahawk, Green Bay and Fond du Lac; the southern area which includes service facilities at Madison and Waukesha and the Madison Radio Shop located at the Truax complex, where all the new vehicle installations are performed. Engineering and program assistance are located at the Hill Farms Headquarters.

The Bureau of Communications maintains equipment at over 80 state tower sites, mobile, portables, vehicular repeaters and computer docking stations in over 1,000 State Patrol and DNR vehicles, dispatch centers located at seven State Patrol district headquarters, nine DNR Fire Control dispatch points, and DNR base stations and associated mobile and portable equipment at every state park and forest across the state.

The BOC designs, procures, administers and operates major networks that support wireless public safety communications in Wisconsin. These include the digital microwave network, the mobile voice communications system, the Mobile Data Communications Network (MDCN), the VHF trunking pilot system and the "Red" telephone system. The following highlights offer some insight into the information technology projects that occupied the bureau in 1999.



Glenn A. Unger, P.E.,
Deputy Director, Bureau of Communications

VHF Trunking Implemented

The Wisconsin Department of Transportation (WisDOT), Division of State Patrol (DSP) and the Department of Natural Resources (DNR) implemented a four-site VHF trunking pilot voice communications system in 1999. The system autonomously handles voice communications for multiple agencies at the same time. WisDOT and the DNR are jointly funding the \$2.5 million cost of the project.

Motorola, Inc. was awarded the contract for the four pilot sites along the I-90 and I-94 corridors. These provide coverage from Beloit to near Eau Claire. Each site contains five base stations that are accessed by about 90 mobile and 40 hand-held radios during the pilot.

On October 30, 1999, the DNR held a mock fire event in which the trunking pilot was used to carry a large portion of the communications traffic needed to make the event successful. DNR firefighters, DNR wardens, Wisconsin State Patrol troopers, Jackson County Sheriff's deputies, and Black River Falls fire fighters used the trunking system. Some other agencies were patched into the trunking system. Routine use of the trunking system is being planned for the DNR and DSP with an additional special event for the DSP. The pilot successfully demonstrated the capabilities of digital trunking.

Staff from the DSP, Bureau of Communications (BOC) attended public safety agency meetings and conferences throughout the state in an effort to educate participants of the benefits of a trunking system. A grant, administered by the Bureau of Transportation Safety, provided radios that are used by local law enforcement agencies to experience first hand the benefits of the trunking system.

Y2K Rollover

The Bureau of Communications took the year 2000 rollover issue seriously. Planning began early in 1999 to identify any potential weaknesses in our wireless communications systems and take remedial actions. The State Patrol was unique among state public safety and criminal justice agencies in having complete control and ownership of the wireless communications infrastructure. As a result we were considered the backup contingency for countless other enforcement agencies. We were also unique in having our own "Red" phone system that was independent of any telephone company switching or lines.

Extensive planning and documentation went hand-in-hand with remediation efforts. BOC supervisory staff were responsible for overseeing the upgrade of the digital logging recorders in all the districts. Staff were assisted by communications technicians at each district. The digital logging recorders were upgraded to a Windows NT platform and new tape drives. Supervisory staff were responsible for upgrading the Mobile Data Communications Network (MDCN) hardware and software. The process included the relocation of the hub of the MDCN from the Hill Farms penthouse to District 1 - DeForest, which is easily accessible for support. BOC communications technicians tested the generators at every tower site, and corrected several problems that were detected as a result of the four hour tests. They also made adjustments to the microwave equipment at each tower site.

When midnight arrived on December 31, BOC was on hand at each district communications center. The result was a very quiet rollover as communications continued, seemingly indifferent to the year 2000 calendar date.

Mobile Data Communications

In 1999, the Bureau of Communications began a major expansion of mobile data communications for the State Patrol, enhancing officer safety and effectiveness. We purchased 357 mobile data computers for our troopers, inspectors and sergeants. The Madison Radio Shop installed the MDCs in 150 new 1999 cruisers; the District Radio Shops retrofitted the remaining MDCs in older vehicles. The Panasonic Toughbook 27 laptop is easily removable from a docking station in the cruiser for use anywhere the occasion warrants. The computers will support electronic citations in the near future when the software becomes available. The MDCs depend on the Mobile Data Communications Network (MDCN) for direct access to criminal justice and DMV databases. We now support 55 enforcement agencies with the MDCN. Wisconsin was the first state to implement a statewide mobile data infrastructure that is open to all public safety entities.

Mobile Data Computers are enhancing officer safety and effectiveness in the Wisconsin State Patrol.



Consolidation of Radio Services

With the Governor's signing of the 1999-01 budget, seven Department of Natural Resources communications positions officially transferred to the Department of Transportation, Division of State Patrol, Bureau of Communications on November 7, 1999. Prior to the official transfer, an informal cooperative agreement had been in place between these two agencies for the last couple of years.

With this consolidation of radio communications staff, we now have a total of ten radio shops in the state. They are located at the seven State Patrol headquarters, the DNR Tomahawk Shop, the DNR Green Bay Headquarters, and the Madison Radio Shop.

With this merger, staff from the State Patrol and Natural Resources are now able to go to the nearest shop for radio services needs. This will reduce travel time and save in mileage cost. Continued cross training has been conducted to assure that all technicians become familiar with each agency's radio equipment.

Statewide Radio Shop Services

The staff at the State Patrol Radio Shop in Madison provide installation services for seven State Patrol districts, the Department of Natural Resources statewide, the Capital Police, and other state agencies. They provide backup support for the communication technicians at the district radio shops. The installation of two-way radios, mobile data terminals and computers, radar, vascar, video cameras, emergency lights, siren and other electronic equipment for cruisers and motor carrier inspection vehicles is completed at the Madison facility. In 1999, the radio shop performed 154 installations for the State Patrol, 49 installations for the DNR and 9 installations for other state 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, Acting Director

The Bureau of Support Services is responsible for the performance of administrative, managerial and technical functions that are essential to the accomplishment of the primary law enforcement duties assigned to the State Patrol. These functions include the administration of the statewide breath alcohol testing program, program planning and budget development, management information systems support, and personnel services. Each of these functions is described later in this report.

The program planning function includes legislative analysis and liaison activities. In 1999, the State Patrol expanded a comprehensive legislative outreach program, which was intended to develop and strengthen communications with legislators and legislative staff at the district level.

During 1999, the Division of State Patrol devoted a significant amount of time and funding to identification and remediation of potential problems associated with the transition to Year 2000. This effort has included the development of contingency plans related to the continuation of essential business functions. The effectiveness of these efforts was apparent with a successful transition to the new century. These planning efforts improved State Patrol readiness in regard to disaster response.

The 1997-99 budget included funding for the purchase of 340 new evidential breath testing instruments. The Chemical Test Section completed the replacement of the old Intoxilyzers with new Intoximeter EC/IRs in 1999. Program staff also continued an intensive crossover training program, in order to certify instrument operators for operation of the Intoximeter EC/IR.

The common purpose that unites all of the sections and programs that are included within the bureau is the provision of cost effective services that enable the State Patrol to meet its basic law enforcement and traffic safety missions. I am pleased to present a description of these programs.

Personnel and Management Services

The focus of the Personnel and Management Services Section is to recruit, hire, train and retain high quality personnel for all division positions. We work in close partnership with the Department of Transportation, Bureau of Human Resource Services and the Department of Employment Relations in the active recruitment of personnel for our workforce. We are an active partner in the development and implementation of the Department of Transportation recruitment plan. Our division continues to provide personnel and support materials, from recruitment materials to enforcement vehicles, for a diverse number of job fairs, career days and employment seminars. Our State Patrol information website continues to enjoy increasing contacts from individuals seeking employment information.

Our division's proactive commitment to minimizing our vacancies is best illustrated by the assertive Recruit Training Program initiative that began with the 49th Recruit Class. The 49th class began in July 1999 and graduated in December. The 50th Recruit Class will begin in March 2000, followed by the 51st in September 2000, and the 52nd in March 2001. This will be the first time since the 38th Recruit Class of July 1989 and the 39th Recruit Class of January 1990, that the division will be hiring and training back to back classes. The Personnel Section is also an active member of the Department of Transportation team chartered to review and streamline the overall hiring process within the Department. The objective of this team is to reduce the overall time that a position remains vacant.

In addition to our commitment to the hiring process, the Personnel and Management Services Section is responsible for the management of the division payroll, all transfers, reinstatements, promotions and retirements for all of our employees.

Promotions

Loralee A. Brumund to Program and Planning Analyst 5
Trooper Steven M. Tape to Sergeant
Inspector James M. Norquay to Sergeant
Trooper Leslie M. Mlsna to Sergeant
Trooper Roger Jones to Sergeant
Trooper James A. Binder to Sergeant
Inspector Brian J. Ausloos to Sergeant
Captain Robert B. Young to Lieutenant Colonel
Captain Douglas L. VanBuren to Colonel
Lieutenant Arnold T. King to Captain
Lieutenant Sandra K. Huxtable to Captain
Inspector Patricia A. Pautz to Sergeant
Trooper Dennis R. Kruger to Sergeant
Inspector Michael C. Klingenberg to Sergeant
Sergeant Gregory M. Schaub to Lieutenant
Sergeant Jeffrey D. Lorentz to Lieutenant
Sergeant Robert R. Defrang to Lieutenant

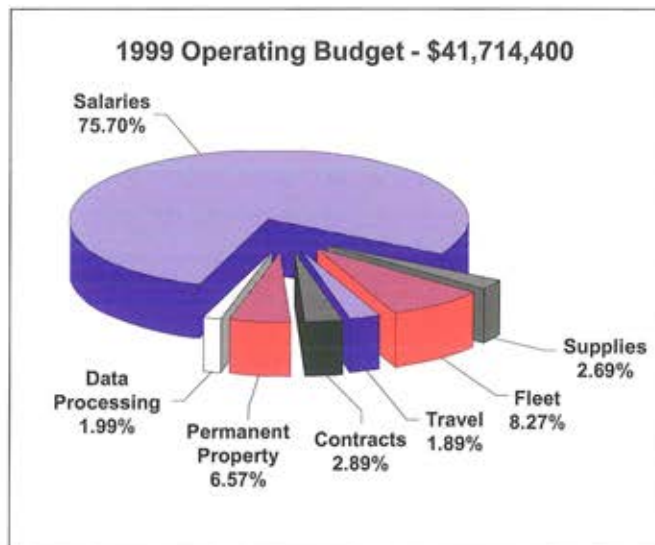
Retirements

Loren D. Raether	32 years
Lois L. Zeman	20 years
Clifford C. Klingbell	31 years
Gerald W. Bloedow	29 years
Gilman E. Lincoln	22 years
Roger F. Hlavacka	33 years
William L. Singletary	33 years
Dick A. Nelson	28 Years
William L. Aschenbrenner	25 Years
Kenneth R. Egglar	27 years
Fred H. Zimpel	30 Years
Edward T. Culhane	22 Years
Donald J. Oglesby	15 Years
Raymond T. Charles	31 years

Planning and Budget

During 1999, the division's 1999-01 biennial budget request was finalized. The most notable items approved for this biennium involved increased statutory authority to add 14 new trooper positions. In addition, funding was provided to offset the 3% reduction in salary funding, based on a Department of Administration imposed turnover rate. This funding will allow the filling of 15 trooper and inspector positions that have historically been left vacant, in order to meet the 3% turnover requirement. Other major biennial budget issues include funds to convert communications microwave paths in the western half of the state from analog to digital, consolidate the DNR and DOT radio shop programs, purchase a computer aided dispatch system and replace the preliminary breath testing instruments.

The 1999 operating budget was developed for the seven state, federal and program revenue appropriations. The federal and program revenue related expenditures totaled \$3,109,300. The 1999 operating budget expenditures from the state transportation segregated funds amounted to \$41,714,400. These are illustrated in the following chart.



Legislation

Bills enacted in 1999 had significant impact on the State Patrol in particular and on Wisconsin law enforcement in general:

- The "quota bill" once again was hotly debated, with the denial by law enforcement that any type of quota policy was in effect being met by the legislative perception that a quota policy was in place throughout the State. The legislators prevailed, 1999 Act 16 prohibits any law enforcement officer from being required to "issue a specific number of citations, complaints or warning notices during any specified time period for violations of traffic regulations" but permits law enforcement managers to "compare the number of citations, complaints or warning notices issued by the law enforcement officer to the number of citations, complaints or warning notices issued by all law enforcement officers employed" by the agency and having similar duties. The State Patrol will not have any difficulty in complying with 1999 Act 16, but has been troubled by the perception of legislators that a quota policy was in effect in the past.
- A Graduated Driver License (GDL) law for Wisconsin was enacted as part of the Budget Bill (1999 Act 9). The intent of the law is to require, and encourage, young, prospective drivers to extend their learning time and to assist them in becoming safer and more responsible drivers. Though not a new idea nationwide, the GDL proposal in Wisconsin was discussed and modified for approximately 18 months before it became law. The new law has phased effective dates,

February 1, 2000, and September 1, 2000, to permit an easy transition from current law into new law for a large number of young drivers. Focusing on those drivers aged 16 to 18 years old, the GDL law will restrict the number and types of passengers a new driver may have in her/his vehicle, limit the hours of operation, expand the hours of driver training and practice driving, and impose stiff penalties and penalty extensions for violators. The impact of the new GDL law on law enforcement will be minimal, but will require a professional and well-informed effort on the part of law enforcement officers to enforce the new rules.

- 1999 Act 9, the Budget Bill, contained a number of proposals that affect law enforcement, the most important of which was to increase the State Patrol's authorized staffing level by 14 troopers. Previously limited statutorily to 386 troopers, the maximum authorized staffing level for State Patrol troopers has been an issue of much discussion and debate as the number of vehicles on the road, the number of vehicle miles traveled, and the number of private and commercial drivers increase. These additional 14 troopers, establishing a maximum of 400, will assist the State Patrol in enhancing Wisconsin roadway safety.
- Additional State Patrol provisions in 1999 Act 9 include: Purchase of digital microwave equipment for VHF trunking. Purchase of a Computer Aided Dispatch (CAD) system. Consolidation of DOT and DNR radio communications support operations. Purchase of replacement Preliminary Breath Test (PBT) instruments. Phased installation of new strobe lighting on State Patrol cruisers. Increased revenues for the Chemical Testing Section. Increased revenues for the Academy training programs. Change in title to State Patrol Superintendent.

The remainder of the 1999 - 2000 legislative session debated the merits of carrying concealed weapons (ccw), numerous impaired driver issues, racial profiling among law enforcement agencies, motor carriers exemptions and changes, and retirement and benefits increases.

Chemical Testing

The Chemical Test Section promotes highway safety in Wisconsin through a comprehensive breath alcohol testing program. It is the mission of the Chemical Test Section to provide the Wisconsin law enforcement community with state of the art breath alcohol testing equipment and training. The section consists of eight chemical test coordinators, three limited term employee chemical test coordinators, a field supervisor, a section chief, an electronics technician, and three program assistants in the Madison office.

In 1999 we completed installation of 235 evidential breath testing analyzers. The new analyzer, (the Intoximeter EC/IR) employs the best qualities of two technologies; infrared and fuel cell. This technology provides law enforcement with reproducible and accurate evidential breath alcohol test results. We also initiated the purchasing process for 493 AlcoSensor IV preliminary breath testers (PBT). These will replace aging preliminary breath test equipment. The evaluation and selection process for both the new preliminary breath test equipment and the Intoximeter EC/IR was consistent with Wisconsin Transportation Administrative Rule 311. This rule requires that only instruments and ancillary equipment approved by the chief of the chemical test section may be used for the qualitative or quantitative analysis of alcohol in the breath.

An aggressive cross-over training program for 5,080 current Intoxilyzer operator permit holders was planned and implemented, with new analyzer installation following training. Our section formed three teaching teams and traveled statewide to accomplish this training goal. The training consisted of four hours of classroom instruction. Each operator was required to attend class and pass an examination before being authorized by our section to perform tests on the EC/IR. Breath Examiner Specialist courses resumed in the fall of 1999.

In addition to the training and implementation of the new evidential breath testing analyzers, the section performed an evaluation of an Ignition Interlock Device (IID), performed Preliminary Breath Testing (PBT) operator certification as well as statewide PBT repair, and maintained the scheduling for the Mobile Breath Alcohol Testing Unit for statewide law enforcement agencies. The Chemical Test Section also continues to provide expert testimony in court in support of OWI prosecution, and provides continuing education to prosecutors, judges and other interested parties on breath alcohol testing issues, including education on the new analyzers.

State Patrol Now On The Internet

The Wisconsin State Patrol now has a website on the Internet, www.dot.state.wi.us/dsp. This site was originated to extend State Patrol recruitment efforts to the web, but has expanded to include the following content areas: "Employment Opportunities, Law of the Month, Maps, Motor Carrier, Road Conditions, and Road Construction". The Motor Carrier page also includes related links and resources such as the Administrative Codes, Statutes, Dockets, and Federal Regulations. Future additions will consist of the "Academy Program Catalog" and "Other Law Enforcement Agencies".

THE WISCONSIN STATE PATROL SPECIAL AWARDS

The Division of State Patrol publicly honors those employees who have demonstrated outstanding service or performance. All honorees 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. The board reviews all commendation nominations from Bureau Directors and then recommends to the Administrator those persons the board believes deserve recognition.

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 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 (five year increments) of service to the State of Wisconsin. The Length of Service Recognition Award consists of a Certificate and pin.

INSPECTOR DANIEL L. ENLOE

MERITORIOUS SERVICE AWARD

Inspector Enloe is awarded the Meritorious Service Award for his actions described below.

INSPECTOR CANDY L. KONZ

MERITORIOUS SERVICE AWARD

Inspector Konz is awarded the Meritorious Service Award for her actions.

On June 22, 1998, **Inspector Daniel Enloe and Inspector Candy Konz** were traveling westbound on State Highway 59. They noticed a brown pickup truck southbound on Washington Road. The truck was approaching the stop sign on the corner of Washington Road and State Highway 59 at a high rate of speed. The driver of the pickup was looking out the driver's side window to see if anyone was coming. The pickup truck then veered off the road onto the shoulder of the road crashing into the ditch. The vehicle appeared to hit a tree and then rolled onto its left side and came to rest partially in the lane of traffic.

Inspector Enloe called District 1 Communications Center to report the crash and requested an ambulance. While Inspector Enloe was contacting District 1, Inspector Konz ran to the truck to check on injuries. As Inspector Konz approached the vehicle, it started on fire. Inspector Konz started to pull the driver out of the truck, but the driver's left foot became lodged under the steering wheel. Inspector Konz called to Inspector Enloe for help. Inspectors Enloe and Konz grabbed the arms of the driver and pulled him from the burning truck. While the two inspectors tried to extricate the victim, there was ammunition from the truck going off in the fire. Shotgun and rifle ammunition was observed on the ground as the inspectors were moving the victim. As the victim was being moved, he stated there was another person in the pickup truck that needed to be helped. The driver was moved back to the location of Inspector Enloe's cruiser and placed on the roadway. Inspector Enloe retrieved the fire extinguisher from his vehicle and proceeded to the fire. Inspector Enloe extinguished the flames that were in the cab of the truck and looked inside the vehicle, but did not see anyone inside the vehicle (it was later found that the driver dropped off his passenger prior to the crash). Inspector Enloe then went to the front of the truck to try and extinguish the flames in the engine compartment.

Inspector Enloe returned to the driver of the vehicle to help assess his injuries. EMS personnel arrived and took charge of the injured driver. The driver was bleeding from the nose and mouth. He had lacerations on his face, shoulders, arms and legs. The hair on his head and beard were singed almost to the skin. The victim was then transported to the hospital. For these actions, Inspector Konz and Inspector Enloe are awarded the Meritorious Service Award.

SERGEANT ROGER L. JONES

(Promoted to Sergeant 01/03/99 at WSP District 2 Headquarters)

ACHIEVEMENT CERTIFICATE AWARD

For many years, Wisconsin State Patrol District 3 has relied on Trooper Roger Jones' assistance in organizing Honor Guard and Color Guard Details for Wisconsin State Patrol employees and their families. His expertise in coordinating, planning and conducting the Honor Guard details has been greatly appreciated by the staff at District 3. When he is asked to put a detail together or represent the Division of State Patrol at a funeral or a law enforcement memorial ceremony, Sergeant Jones always goes far above and beyond what is expected. He always knows the right things to do or say at these difficult times and presents a very positive image of the Wisconsin State Patrol at each and every one of these details. Sergeant Jones has, for years, worked with the District 3 members of the Honor Guard to ensure that they perform every function with the utmost precision. He ensures that each member of the Honor Guard has the proper equipment and present themselves in the best possible way. Sergeant Jones has repeatedly purchased flags at his own expense for law enforcement funerals. These flags cover the casket, and are folded and presented to the immediate family members of the deceased. Sergeant Jones has also purchased floral arrangements at his own expense and signed the Wisconsin State Patrol as the donator. Sergeant Jones possesses the unique ability to coordinate the roles of each department or service organization to ensure the utmost sensitivity to survivors and to ensure a professional ceremony. Sergeant Jones consistently handled these details above and beyond the call of duty and has many times made personal sacrifices to make them happen. He has continually demonstrated an extraordinary commitment to the success of the Division's Strategic Plan and its overall mission. For his efforts, Sergeant Jones is awarded the Achievement Certificate Award.

TROOPER DUANE R. MEYERS

ACHIEVEMENT CERTIFICATE AWARD

Trooper Duane Meyers, District 3, is one of the leading crash reconstructionists in the State of Wisconsin. Trooper Meyers has invested thousands of dollars of his own money in the field of reconstruction. He has purchased computer equipment, software, microscope equipment, photographic equipment. Trooper Meyers continues to attend numerous training seminars and has utilized his time off in order to attend conferences and has unselfishly brought back valuable information and has shared it with others within Wisconsin. Trooper Meyers continues to be very active in training others in crash investigations and reconstructions. He has been very active in training at the Wisconsin State Patrol Academy, various technical colleges throughout Wisconsin, on the district level and at the troop or work unit level. Trooper Meyers has developed a training program that he presented to the various prosecutors attending the annual State Seminar for District Attorneys. His presentation was so well received that a committee had been formed to establish regional reconstruction centers. Trooper Meyers has been a featured presenter at numerous conferences on traffic safety and crash investigations during the past several years. Trooper Meyers regularly receives letters of praise from district attorneys, law enforcement administrators, private attorneys and citizens about his work ethic, the quality of his product and the professionalism he displays in the field of crash reconstruction. For his efforts, Trooper Meyers is awarded the Achievement Certificate Award.

TROOPER TONY L. BURRELL

LIFE SAVING EFFORT AWARD

On February 23, 1998, State Patrol District 3 Communications Center received a call from a business owner advising that one of his drivers called into the business on his cellular phone complaining of chest pain. The business owner then advised District 3 Communications Center that he had lost contact with the cellular phone caller. Trooper Tony Burrell was on an open shift in civilian clothes conducting background investigations. District 3 Communications Center made contact with Trooper Burrell. He responded to the approximate area the driver would be. After an extensive search, Trooper Burrell was able to find the vehicle. He responded to the semi which was several hundred yards away from the roadway in a field. Trooper Burrell was able to extract the driver from the cab and began CPR while the EMT's initiated the defibrillator process and equipment preparation. Trooper Burrell is awarded the Life Saving Effort Award for his actions.

TROOPER CATHERINE A. FREY

LIFE SAVING EFFORT AWARD

On Thursday, October 1, 1998, Shawano County Sheriff's Department received a cellular telephone call reporting a motor vehicle crash that a truck went out of control and overturned. Trooper Cathy Frey responded from the Sheriff's Department. When Trooper Frey arrived at the scene, a deputy from the Sheriff's Department announced that the driver had just stopped breathing. The deputy asked Trooper Frey to bring her pocket mask and assist with CPR. Trooper Frey ran to the victim and did an assessment for vital signs. Trooper Frey determined that the victim was not breathing and he did not have a pulse. She also noticed that there was a considerable amount of blood on the ground next to the victim. The deputy and Trooper Frey quickly decided to begin CPR. Trooper Frey began to provide artificial ventilations as the deputy did chest compressions. Both officers continued to do CPR until the Shawano ambulance arrived. CPR was performed for approximately five minutes until the EMTs arrived. Trooper Frey responded to the Shawano Hospital and did an outstanding job of comforting the family of the victim who did not survive the crash. The scene of the crash was chaotic with the spouse of the victim observing the actions of the rescuers. Trooper Frey demonstrated a tremendous amount of compassion during a very traumatic time. For her efforts, Trooper Frey is awarded the Life Saving Effort Award.

TROOPER CRAIG J. LINDGREN

LIFE SAVING EFFORT AWARD

On May 5, 1998, State Patrol Communications Center dispatched an injury crash on I90/94. Trooper Craig Lindgren responded to the crash scene from District Headquarters and was the first unit on the scene. Upon arrival, a bystander was attending to an injured motorcyclist that had reportedly been struck by a semi-tractor trailer unit. Trooper Lindgren first secured the accident scene and then immediately attended to the medical needs of the motorcyclist. The bystander informed Trooper Lindgren that she felt a weak pulse on the victim. Trooper Lindgren then checked for a pulse on the victim but was unable to detect one. Trooper Lindgren performed CPR on the victim for approximately six minutes until EMS arrived on scene to take over rescue efforts. Although extensive internal injuries prevented successful resuscitation of the victim, Trooper Lindgren's efforts were exemplary. For his efforts, Trooper Lindgren is awarded the Life Saving Effort Award.

TROOPER WILLIAM K. MENOZZI

LIFE SAVING EFFORT AWARD

On October 29, 1998, Trooper Bill Menozzi was eastbound on CTH K in Manitowoc County. He observed a woman running across her front yard waving for him to stop. She informed Trooper Menozzi a man was in a nearby corn field caught in a farm combine/chopper. Trooper Menozzi notified District 3 Communications Center of the situation and requested an ambulance. Trooper Menozzi found the victim upside down with his leg sticking out of the top of the machine. Trooper Menozzi turned the combine off so that he could attempt to remove the man caught in the machine. Trooper Menozzi was able to free the victim from the machine. The victim was transported to the hospital for his injuries. For his actions, Trooper Menozzi is awarded the Life Saving Effort Award.

TROOPER JOHN C. MOORE

LIFE SAVING EFFORT AWARD

On October 11, 1998, Trooper John Moore was attending morning worship services with his family. During the service, a twenty-month old infant began choking on a lemon drop. The mother of the infant began slapping the infant on the back to dislodge the obstruction. The Pastor asked the mother if she had cleared the obstruction and she thought that she had. The mother and infant were sitting about three pews behind Trooper Moore. When Trooper Moore looked back, he saw that the infant had his mouth open and was trying to breathe but could not. The mother then said she did not get the lemon drop out. Trooper Moore took the infant from the mother, sat down and held the infant with his left arm and gave the infant one back blow between the shoulder blades with his right hand. Trooper Moore saw an object hit the floor and the child then immediately began crying and breathing on it's own. Trooper Moore handed the infant back to his mother. The infant was breathing on his own with no further problems. For his efforts, Trooper Moore is awarded the Life Saving Effort Award.

TROOPER CYNTHIA S. TESTER

LIFE SAVING EFFORT AWARD

On July 1, 1998, Trooper Cynthia Tester was asked to respond to a rest area to a report of a man down in the men's restroom. Trooper Tester arrived on the scene and called for oxygen for what appeared to be a heart attack. Trooper Tester began one person CPR and a few moments later she received assistance from a truck driver who took over compressions while she did the breathing. The ambulance then arrived and Trooper Tester continued to assist the victim in the ambulance until their arrival at the hospital. Regrettably, the victim did not survive; but for her efforts, Trooper Tester is awarded the Life Saving Effort Award.

TROOPER SCOTT M. THIEDE

LIFE SAVING EFFORT AWARD

On February 2, 1998, at approximately 10:40 PM while preparing to begin his midnight shift, Trooper Scott Thiede heard a voice calling for help. Following the sound of the voice, Trooper Thiede located a 76-year-old neighbor who had fallen in her yard, breaking her wrist and spraining her shoulder. Unable to get up, the victim lay in the snow for over an hour and a half. Trooper Thiede activated EMS, covered the victim with blankets, and monitored her condition until EMS arrived. He later followed up on her condition, contacted her daughter-in-law and made sure the victim's residence would be secured. For his efforts, Trooper Thiede is awarded the Life Saving Effort Award.

TROOPER PAUL D. WEYER

LIFE SAVING EFFORT AWARD

On July 1, 1998, Trooper Paul Weyer was called to an unresponsive male found lying in his yard on STH 128. Trooper Weyer arrived and found the older male subject lying on the ground. The victim was cyanotic and a pulseless nonbreather. Trooper Weyer immediately started CPR and continued his effort until the victim was loaded in the ambulance for transport to the hospital. Trooper Weyer then assisted with transporting the victim's wife to the hospital. The victim succumbed as a result of the cardiac arrest. For his efforts, Trooper Weyer is awarded the Life Saving Effort Award.

TROOPER KIRK L. DANIELSON

MERITORIOUS SERVICE AWARD

At approximately 3:54 AM on April 24, 1999, Trooper Danielson received information over the Hudson Fire channel that there was a fully engulfed car fire eastbound I94 on the Hudson bridge in the construction zone. Trooper Danielson notified District 6 Communication Center that he was responding. As he drove across the bridge westbound he could see a black pickup truck inside the cement construction barrier with the front end fully engulfed in flames. The Hudson fire department arrived and put out the fire. The driver of the truck had left his vehicle and had fallen through a hole in the bridge and landed on the safety platform approximately 30 feet under the bridge. Trooper Danielson and the Minnesota trooper climbed down over the side of the bridge on an unsafe ladder to the platform and discovered the subject laying face down. They then protected the subject from the water cascading down from the fire fighters. Trooper Danielson and others on the scene determined the best way to remove the subject was to bring him up in a rescue basket. The eastbound lanes were closed and the Hudson snorkel unit arrived. They moved the basket over the water and dropped a line to Trooper Danielson. They secured the rescue basket to the line and the basket was raised to the top of the bridge. The subject was taken to Regent's Hospital in St. Paul, Minnesota. Trooper Danielson is awarded the Meritorious Service Award for his actions.

TROOPER TERRY E. LEONARD

LIFE SAVING EFFORT AWARD

On December 4, 1998, Trooper Terry Leonard was operating radar on WB CTH S when the driver of a Honda Civic EB on CTH S became distracted and crossed over the divided center line and collided with a westbound tractor trailer unit. Trooper Leonard heard the squealing of tires, looked into his rearview mirror, and saw the results of a traffic crash. Trooper Leonard responded immediately. The car was leaking fuel and the engine burst into flames. Trooper Leonard ran back to his cruiser, gained access to his fire extinguisher and was able to put out the fire. Both subjects in the car were trapped. Trooper Leonard's actions prevented what might have been a tragic accident where both the driver and passenger would have burned to death had he not been there to take the appropriate action. For his actions, Trooper Leonard is awarded the Life Saving Effort Award.

TROOPER CHARLES R. TEASDALE

LIFE SAVING EFFORT AWARD

Trooper Teasdale is awarded the Life Saving Effort Award.

SERGEANT BRADFORD S. ALTMAN

LIFE SAVING EFFORT AWARD

Sergeant Altman is awarded the Life Saving Effort Award with a star to indicate a previous Life Saving Award was presented.

On May 17, 1999, State Patrol District 3 Communications Center dispatched a traffic crash on I-90. Trooper Teasdale and Sergeant Altman responded to the scene of the crash. The driver had driven off the road and into the field. Upon approaching the vehicle, Trooper Teasdale came upon one occupant, an elderly male, collapsed behind the wheel. Trooper Teasdale removed the subject from the vehicle and began CPR breathing as Sergeant Altman, who arrived shortly after, began chest compression. Chest compression and breathing was performed for five to ten minutes. EMS had arrived but were having trouble with the defibrillator. The subject could not be revived. It appeared the victim had suffered a heart attack. Several people were at the scene who witnessed the efforts of Trooper Teasdale and Sergeant Altman. There were also three dogs in the car at the time and Dane County Humane Society was called and took the dogs to the Shelter. The victim was carrying a large sum of cash as he was traveling north to make arrangements for his wife's funeral. She had passed away three days earlier. For their efforts, Trooper Teasdale and Sergeant Altman are awarded the Life Saving Effort Award.

TROOPER NATHAN D. CLARKE

LIFE SAVING EFFORT AWARD

On January 23, 1999, Trooper Clarke monitored a Racine County dispatcher advise that a citizen was reporting a one car vehicle roll over near STH 20. Trooper Clarke also monitored that the Racine County Sheriff's Department was turning the call over to the Mount Pleasant Police Department since they did not have a squad in the area. As Trooper Clarke approached the STH 20 exit, he observed a 1995 Chevrolet Blazer lying on its roof in a ditch. Trooper Clarke advised the Mount Pleasant Police Department that he had located the vehicle and would be responding to assist. Trooper Clarke arrived on the scene and made contact with an unidentified motorist who was standing on the shoulder of the East Frontage Road. This subject advised Trooper Clarke that the driver was still trapped in the vehicle and that he had not approached the vehicle due to the water it was lying in. Trooper Clarke then contacted the Mount Pleasant Police Department and advised their dispatcher to send a rescue squad for a trapped occupant and that extrication equipment may be necessary. Trooper Clark approached the vehicle and observed that the front passenger compartment of the vehicle was submerged and that the rear was filling with water. He also observed that the driver had crawled to the rear of the vehicle. Trooper Clarke entered the three to four feet deep water and contacted the subject through the rear passenger side cargo area window which had been broken out in the crash. He was able to calm the subject and extract her through the broken window of the vehicle. Once clear of the vehicle they waded to the shoulder of the road and then escorted the subject to his cruiser. The subject was then seated in the cruiser for warmth and observation until the rescue squad arrived. The subject was treated in the cruiser and after a short time the rescue squad arrived and the subject was transported to the hospital for further treatment. For his efforts, Trooper Clarke is awarded the Life Saving Effort Award.

TROOPER TIMOTHY J. WHITE

LIFE SAVING EFFORT AWARD (1 of 2)

On December 24, 1998, Trooper White responded to an injury crash at Highway 131 and CTH A involving a pickup truck and a car. Trooper White took his first aid kit to the driver side of the car and found a subject laying on the ground with obvious head injuries. Trooper White and a bystander began to administer CPR. The Tomah ambulance arrived and the subject was then transported to the hospital. The truck's occupants were assisted to by other EMT personnel. Trooper White went to the hospital to gather information on the crash and to check on the driver of the car. There he was notified that the driver had passed away. Trooper White had taken a phone call from relatives of the deceased and provided them with directions to the hospital. When the family members arrived he took them to a waiting room and stayed with them when the death notification was given. For his actions, Trooper White is awarded the Life Saving Effort Award.

TROOPER TIMOTHY J. WHITE

LIFE SAVING EFFORT AWARD (2 of 2)

On January 3, 1999, Trooper White responded to a 911 call from the District 5 Communications Center. As Trooper White arrived, he noted several other vehicles stopped at the scene. He exited his cruiser and found an unconscious male subject in a van. Two of the three personnel assisting at the scene identified themselves as registered nurses. These personnel and Trooper White began a rotation of CPR cycles. Eventually an ambulance from Camp Douglas arrived and transported the subject to the hospital in Mauston. Trooper White led other family members to the hospital. Upon arrival Trooper White noted that hospital emergency personnel were still administering CPR. Again, Trooper White began chest compressions as hospital personnel tired. Trooper White continued compression until the attending physician advised him that the subject had passed away. For his actions, Trooper White is awarded the Life Saving Effort Award.

TROOPER BARBARA J. LINGERFELT

LIFE SAVING EFFORT AWARD

On February 27, 1999, Trooper Lingerfelt was in the Luck area when the Polk County Sheriff's Office dispatched a Luck officer to respond to a residence for an unconscious subject. Trooper Lingerfelt started to respond to that location when she heard a second page from the dispatch center. Trooper Lingerfelt and another officer removed the subject from the bed and placed him on the floor to begin CPR. Trooper Lingerfelt began chest compressions and the Luck officer started breaths. They continued CPR until the Luck Ambulance crew arrived on the scene. The subject was then transported to the St. Croix Falls Hospital. Unfortunately the subject was pronounced dead at the St. Croix Falls Hospital. For her efforts, Trooper Lingerfelt is awarded the Life Saving Effort Award.

TROOPER PAUL R. SCHILLING

LIFE SAVING EFFORT AWARD

On February 12, 1999, Trooper Schilling was in the parking lot of the Breakwater Restaurant when a customer came running out of the restaurant. The customer went up to Trooper Schilling and stated a man inside the restaurant was having a stroke. Trooper Schilling ran inside the restaurant where he saw the subject who appeared to be unconscious and a younger male behind him holding the subject up in a seated position. A female subject was telling the younger male subject to do the Heimlich because he was choking. Trooper Schilling got down next to the subject and began checking for a pulse and noticed the subject was not breathing. Trooper Schilling then noticed the subject's tongue appeared to be blocking his airway. Trooper Schilling then told the younger subject not to attempt the Heimlich because the subject is breathing. Trooper Schilling realized that the subject was having a seizure and that his airway was being blocked by his tongue. He repositioned the subject to open his airway. Trooper Schilling then continued to monitor the subject's condition until medical personnel arrived. Without Trooper Schilling's intervention, the subject would have continued to receive ineffective care. For his efforts, Trooper Schilling is awarded the Life Saving Effort Award.

TROOPER JEFFERY J. ZUZUNAGA

LIFE SAVING EFFORT AWARD

Trooper Zuzunaga is awarded the Life Saving Effort Award for his actions, described below.

TROOPER LORI L. WIESER

LIFE SAVING EFFORT AWARD

For her efforts, Trooper Wieser is awarded the Life Saving Effort Award.

Trooper Zuzunaga and Trooper Wieser were on routine traffic patrol and became aware of an EMS call approximately one block from their location. The caller was reporting a pulseless non-breather at the location and that the victim had initially suffered an apparent seizure that lapsed into unconsciousness. Troopers Zuzunaga and Wieser arrived at the residence and were directed to the bedroom where they observed the subject lying on her back on the floor. Trooper Zuzunaga determined the subject was unconscious and non-responsive. He was unable to locate a pulse or breathing so Trooper Zuzunaga and Trooper Wieser began the standard two-person CPR protocol. They continued for approximately two minutes, checked for a pulse and found none, so they continued CPR. Upon arrival of the DeForest EMS crew, Trooper Wieser and Trooper Zuzunaga were relieved of their resuscitation efforts. DeForest EMS administered a defibrillator and continued with CPR for several minutes until advised by St. Mary's Hospital personnel to discontinue resuscitation efforts. For their efforts Trooper Wieser and Trooper Zuzunaga are awarded the Life Saving Effort Award.

TROOPER DONALD P. MAGDZAS

LIFE SAVING EFFORT AWARD

On January 11, 1999, Trooper Magdzas was patrolling USH 53 in Douglas County. He observed a truck traveling too fast for conditions and stopped it to give the driver a warning. Upon identifying the driver and advising him to slow down to a safe speed, Trooper Magdzas observed the driver beginning to have difficulty breathing. When the driver failed to respond to his inquiries regarding this behavior, Trooper Magdzas radioed for an ambulance. The driver eventually quit breathing and Trooper Magdzas was unable to locate a pulse. Trooper Magdzas moved the driver to the rear of the truck and began CPR. Three other first responders arrived during the course of this event and assisted Trooper Magdzas by giving chest compressions while he performed rescue breathing. Trooper Magdzas entered the ambulance and continued the rescue effort by alternating turns giving chest compressions with two of the first responders until the ambulance arrived. The victim was then transported to the hospital where he was pronounced dead a short time later. For his efforts, Trooper Magdzas is awarded the Life Saving Effort Award.

LENGTH OF SERVICE RECOGNITION

30 YEARS:

DEBORAH L. ANNEN

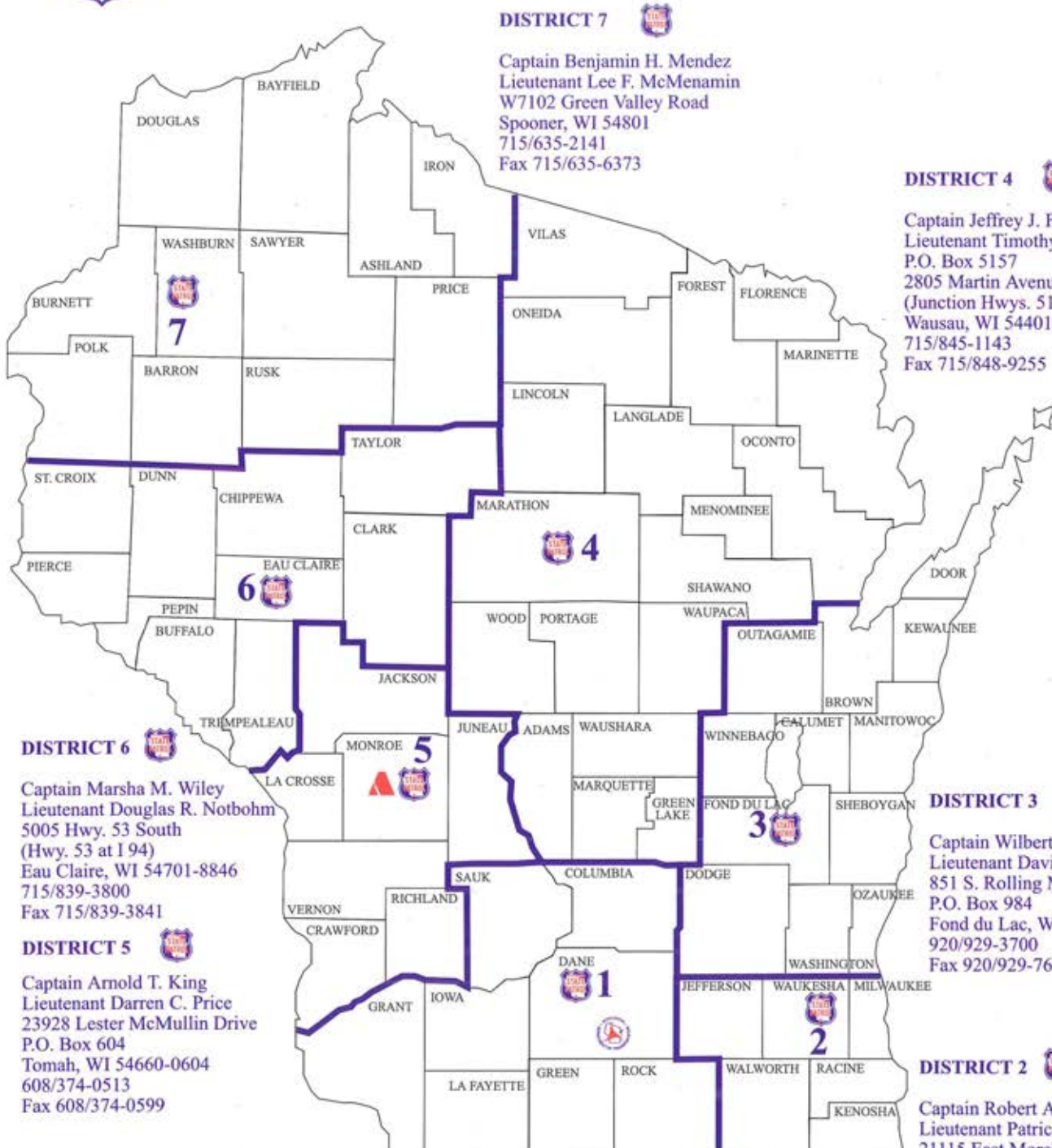
THOMAS R. JENSEN

JAMES L. NELSON

JAN STEINBERGS



WISCONSIN DIVISION OF STATE PATROL DISTRICT MAP



DISTRICT 7

Captain Benjamin H. Mendez
Lieutenant Lee F. McMenamin
W7102 Green Valley Road
Spooner, WI 54801
715/635-2141
Fax 715/635-6373

DISTRICT 4

Captain Jeffrey J. Frenette
Lieutenant Timothy L. Carnahan
P.O. Box 5157
2805 Martin Avenue
(Junction Hwys. 51 & NN)
Wausau, WI 54401-7172
715/845-1143
Fax 715/848-9255

DISTRICT 6

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

DISTRICT 5

Captain Arnold T. King
Lieutenant Darren C. Price
23928 Lester McMullin Drive
P.O. Box 604
Tomah, WI 54660-0604
608/374-0513
Fax 608/374-0599

WISCONSIN STATE PATROL ACADEMY



Major Gerald J. Zuhlsdorf
Lieutenant Roxann L. King
95 South 10th Avenue
Ft. McCoy, WI 54656
608/269-2500
Fax 608/269-5681

STATE HEADQUARTERS

Administrator David L. Schumacher
Colonel Douglas L. Van Buren
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 David C. Heinle
Lieutenant Varla J. Bishop
911 W. North Street
P.O. Box 610
DeForest, WI 53532-0610
608/846-8500
Fax 608/846-8523

DISTRICT 3

Captain Wilbert C. DeGuire
Lieutenant David J. Pichette
851 S. Rolling Meadows Drive
P.O. Box 984
Fond du Lac, WI 54936-0984
920/929-3700
Fax 920/929-7666

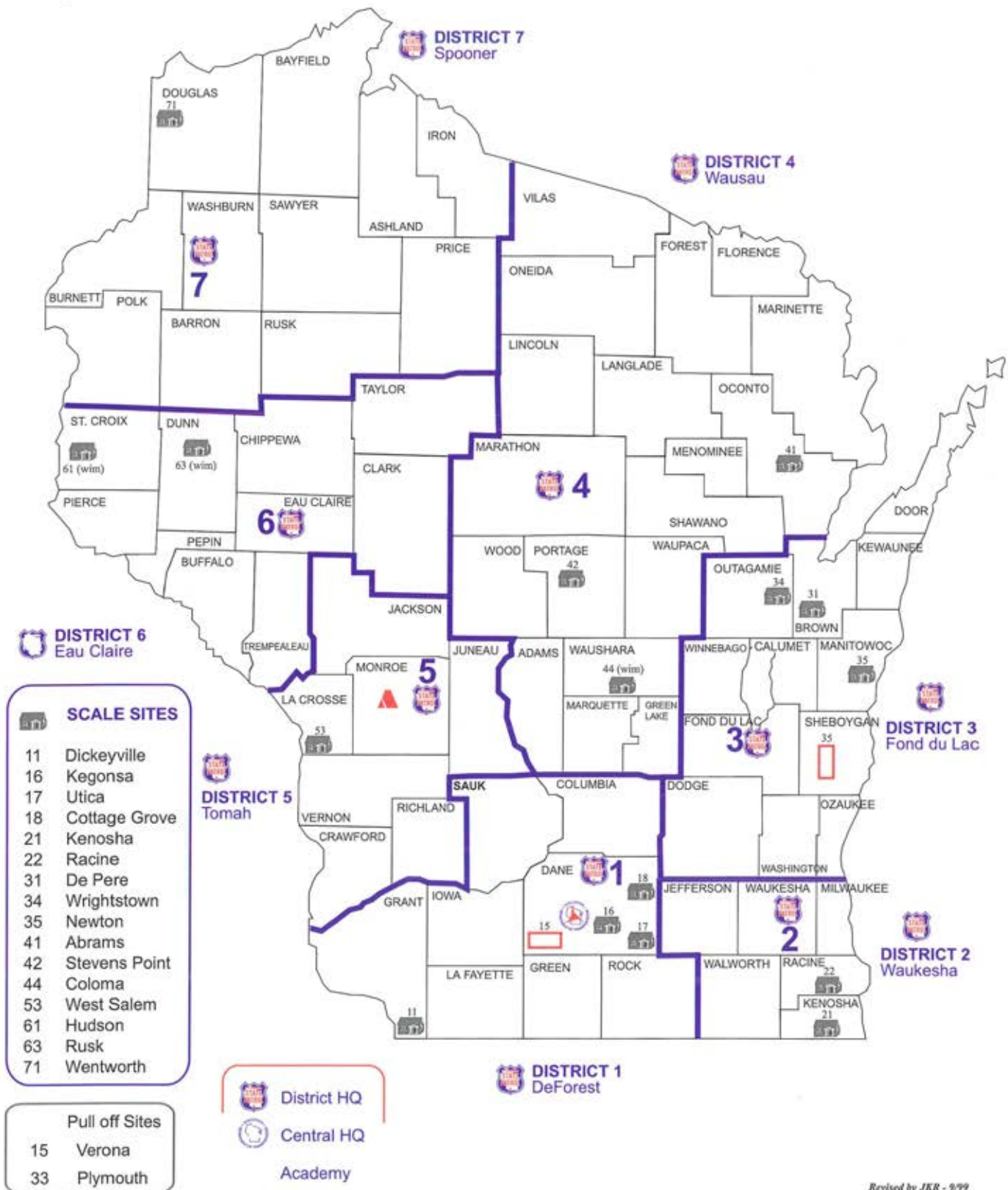
DISTRICT 2

Captain Robert A. Bereiter
Lieutenant Patricia M. Hansen
21115 East Moreland Blvd.
Waukesha, WI 53186-2985
262/785-4700
Fax 414/785-4723

Revised by JKR - 11/99



WISCONSIN STATE PATROL SAFETY AND WEIGHT FACILITIES



Revised by JKR - 9/99
DSPScal2.cdr



WISCONSIN STATE PATROL TOWER SITES

