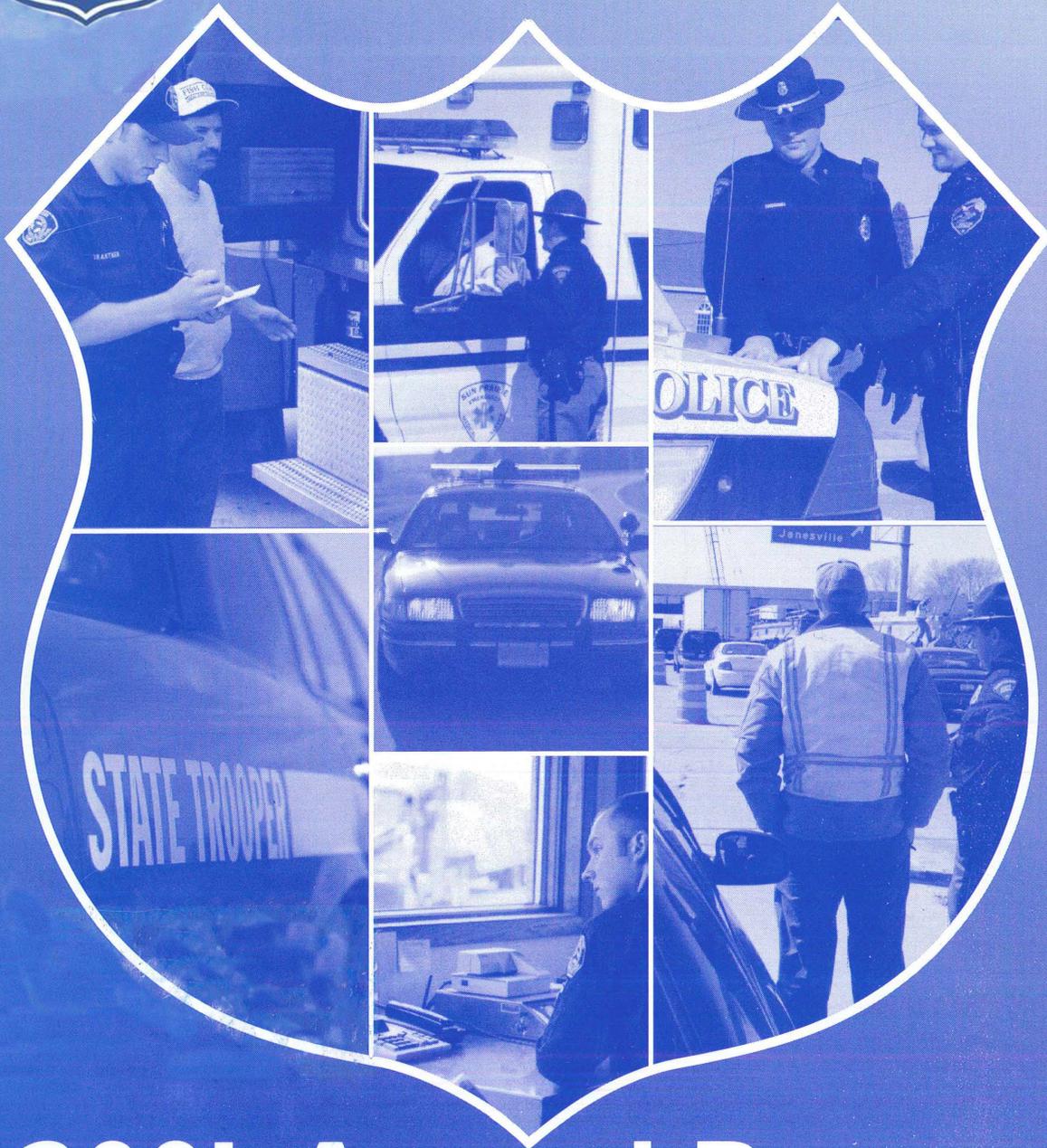




WISCONSIN

State Patrol

Working together for cost-effective public safety



2001 Annual Report

Governor Scott McCallum
Superintendent Doug Van Buren

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.



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 Wisconsin 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.

Division of State Patrol
Douglas L. Van Buren, Superintendent
Robert B. Young, Deputy Superintendent

Bureau of Communications
David A. Hewitt, Director

Bureau of Field Services & Training
Benjamin H. Mendez, Director

Bureau of Support Services
Daniel K. McGuire, Director

Engineering & Planning Services

Madison Radio Service Center

Western Area Technical Services

Southern Area Technical Services

Northeastern Area Technical Services

District 1 DeForest

District 3 Fond du Lac

District 5 Tomah

District 7 Spooner

District 2 Waukesha

District 4 Wausau

District 6 Eau Claire

State Patrol Academy

Planning, Budget & Technology

Chemical Testing

Personnel & Management Services

Contents

Superintendent's Message	1
2001 Overview of Accomplishments	
Improving Highway and Public Safety	2
Building Partnerships	2
Technological Advances	3
Personnel	3
Bureau of Field Services and Training	
Training	5
Special Details	6
Enforcement Statistics	6
Crash Reconstruction	6
Aircraft Program	7
Motorcycle Program	8
Motor Carrier Safety Assistance	8
Size-Weight	9
School Bus Inspection	10
Ambulance Inspection	10
Partnerships	10
Electronic Citations	10
State Patrol Districts	11
Bureau of Communications	
Mobile Data Communications Network	13
Statewide Microwave Network	13
Tower Construction	14
Statewide Radio Shop Services	14
Bureau of Support Services	
Personnel and Management Services	15
Biennial and Operating Budget	16
Chemical Testing	16
Legislation	16
Information Technology	17
Wisconsin State Patrol Special Awards	18
Maps	21

Superintendent's Message

To: Thomas E. Carlsen, P.E. Acting Secretary
Wisconsin Department of Transportation



I am proud to present for your review, this Wisconsin State Patrol Annual Report for 2001. It provides detail about how we respond to the broad scope and wide range of State Patrol highway safety responsibilities. In addition to our ongoing highway safety efforts related to speed, alcohol, seat belt and motor carrier law enforcement, we continue to make progress in our Business Plan. Our Business Plan complements the DOT Strategic Plan, especially as it promotes the safe and efficient transportation of persons and property on our roadways.

We promote voluntary compliance with our highway and public safety rules. In addition to our many highway safety talks at high schools, grade schools, state and county fairs and other public gatherings, our officers are trained to approach each of their contacts with the motoring public as an opportunity to teach about highway safety.

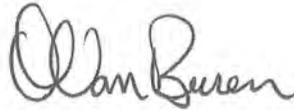
We have been especially sensitive to our public safety responsibilities during this past year. It has been a time of heightened awareness, intensified safety planning and security training on behalf of those we serve.

We have been involved in planning and implementing improvements in programs related to interagency cooperation. In this area, our Academy, Chemical Testing Section, Bureau of Communications and Information Technology staff made great strides to enhance our statewide law enforcement infrastructure. I invite you to read about these successes in this report.

I want to take this opportunity to thank all the men and women of the Division of State Patrol for their fine performance during 2001, and commend them for their outstanding efforts to increase safety on our highways during the past year. I also want to thank you, your staff and the Board of Directors for supporting the Division of State Patrol.

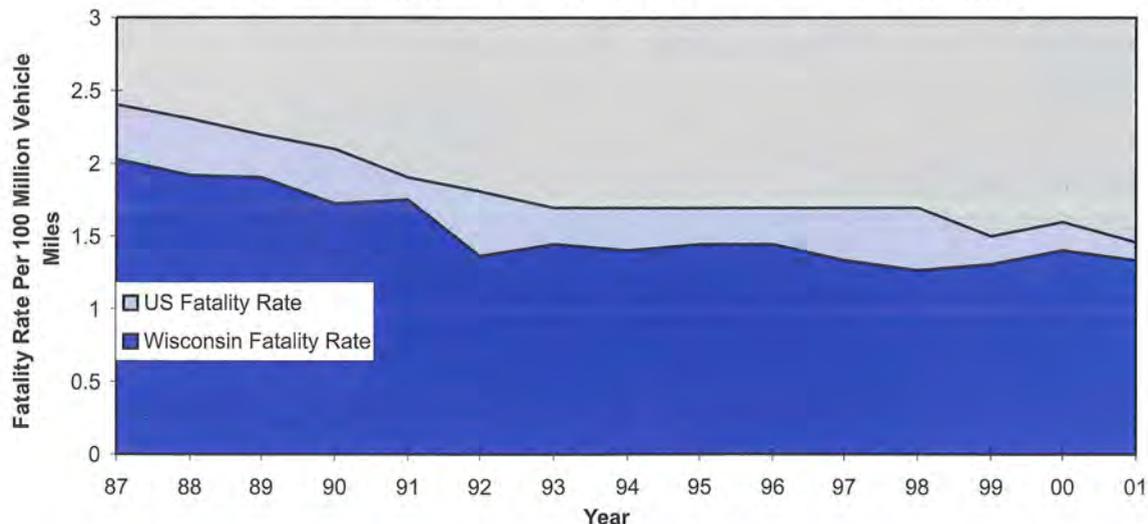
My office and those of all State Patrol personnel throughout the state welcome inquiries and comments about our activities.

Sincerely,



Douglas L. Van Buren
Superintendent

Motor Vehicle Fatality Rates - 15 Year Summary



2001 Overview of Accomplishments



Colonel Robert B. Young

The first priority of the Wisconsin State Patrol is the safe transportation of persons and property on Wisconsin's highways. This year's annual report is filled with accounts of the many highway safety successes of our organization. Accomplishments include enhanced activities in such areas as speed and drunk driving enforcement, motor carrier size-weight enforcement, motor carrier safety assistance and public safety education.

In 2001, the State Patrol developed the third edition of its Business Plan. This plan is intended to guide the organization as it pursues its mission, vision, values and goals. We are ever mindful of our responsibility to the Wisconsin taxpayer to proceed with our programs in the most cost-effective way. The Business Plan describes our role in the Department of Transportation and prescribes strategies, actions and performance measures for pursuit of our eight major goals. It describes our customer focused operating philosophy and the methods we use to promote highway safety.

Improving Highway Safety

The division's major traffic law enforcement programs are designed to promote highway safety by enforcing traffic laws that prevent crashes that lead to injury and death. Arresting speeders and removing drivers who are impaired by alcohol or other drugs from our highways are vital safety services we provide to Wisconsin motorists. Our troopers and inspectors apprehended over 2,900 impaired drivers in 2001. Advanced speed detection equipment, specialized training of troopers and inspectors in apprehending impaired drivers, and a sophisticated chemical testing program greatly enhanced the State Patrol's traffic law enforcement effectiveness.

Other highway safety programs that saw significant improvement in 2001 were the motor carrier size-weight and safety assistance programs. Since their inception, the primary goal of these programs has been to reduce the number and severity of commercial vehicle crashes, hazardous material incidents, and to minimize damage to our state highways by the enforcement of size and weight laws.

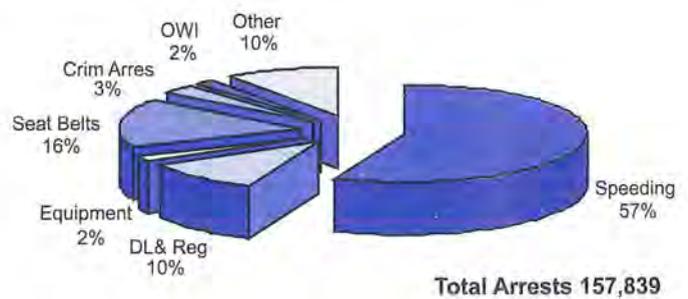
One of our major goals is to improve highway safety through voluntary compliance with Wisconsin traffic laws. Our public safety education program is one method we use to promote voluntary compliance and help motorists become aware of the need for driving safely. We feel our emphasis in this area, including increased attention to safety belt use in the state, had a significant positive impact on the record high 66% safety belt usage in 2001.

Building Partnerships

Another of our major goals is to build partnerships with public and private organizations in order to improve the quality of our public safety services. We continue to cultivate partnerships with a variety of local, state, federal and private sector organizations. One of these partnerships with local police agencies was demonstrated through the Wisconsin Police Corps program at the State Patrol Academy. This 24-week program is sponsored by the federal Office of Justice Assistance. It is operated by State Patrol staff.

The Wisconsin State Patrol Academy provided a variety of law enforcement and public safety training to numerous police agencies throughout the state. It should be noted that of the nearly 3,000 students who attended classes at the Academy in 2001, approximately half were from agencies outside of our division. In addition, 885 persons attended meetings at the Academy during this same period.

Division of State Patrol Arrests 2001



Police communications has entered a new age in Wisconsin with the advent of the Mobile Data Computer Network (MDCN). In this major partnership effort with local police agencies, our Bureau of Communications designed, constructed and now maintains the MDCN. This system consists of 59 tower sites across our state. It allows for direct access by police officers, from their cruisers, to WisDOT vehicle registration and driver licensing data bases and the Department of Justice Time System. At the end of 2001, 115 Wisconsin police agencies were part of this network. This is an increase, in the past year, of 30 agencies participating in the MDCN.

Our Chemical Testing section provides technical training and maintenance support for 240 Intoximeters which are located at local police agencies across our state. We provide training for approximately 500 new operators each year. We also provide re-certification for approximately 3,500 operators annually. We have created partnerships with the Office of General Council and the Division of Motor Vehicles to create and revise forms used for "operating while intoxicated" offenses and to provide expertise regarding legislative issues. We have also created a partnership with the Department of Natural Resources to provide a portable breath testing program including training and service.

Over the past three years, our crash reconstruction assistance to local law enforcement agencies has more than doubled. In 2001, we experienced a 52% increase in our traffic crash reconstruction on behalf of local law enforcement agencies.

Because we are in the public safety business, we became even more concerned this year about the threat of terrorism. In response to this intensified concern we developed specialized public safety partnerships with a number of agencies. Our partnerships have put in place methods to respond to a variety of terrorist threats.

For the past two years we have been administering the Federal Excess Property Program on behalf of Wisconsin local law enforcement agencies. This program provides federal excess property to police agencies in support of their drug interdiction and anti-terrorism programs. This program is another example of our public safety partnerships with the federal government and local police agencies.

Technological Advances

Technological advancements were made in our communications and information infrastructure during 2001. Our Mobile Data Computer Network was enhanced this year with the installation of the Mobile Data Browser (MDB) software. This new software allows for a dramatic expansion of MDCN functions.

We implemented a simulcast system at some of our tower sites. This system allows multiple towers to broadcast messages simultaneously to field personnel.

The migration to the Windows NT Operating System and installation of an improved severe weather warning system required considerable investment of time and expertise on the part of our technical staff. These technological advances hold great promise for improved public safety service.

Personnel

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, these 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 2001 awards appear later in this report.

Because we are in the public safety business, we became even more concerned this year about the threat of terrorism. In response to this intensified concern we developed specialized public safety partnerships with a number of agencies.

Bureau of Field Services and Training



Lt. Colonel Benjamin H. Mendez, Director
Bureau of Field Services and Training

The past year presented significant challenges for our personnel and the citizens of Wisconsin. We will remember 2001 for our public and highway safety achievements as well as our increased anti-terrorism efforts. I am proud of the way our personnel responded to the many and varied obstacles and issues that were placed before them.

I encourage you to read here about our many accomplishments. Our partnerships were made stronger by the events we faced. Our personnel assisted at such events as the Siren tornado, which took lives and devastated a community. The events of September 11th caused us to work even more closely with federal, state, county, municipal and private agencies. We provided security at locations such as airports and nuclear power plants. We transported suspicious packages to the Wisconsin Laboratory of Hygiene for analysis and forwarded information concerning suspected terrorist activities to appropriate agencies. Our specially trained inspector personnel performed safety-sensitive visits to motor carrier agencies involved in the storage or transportation of hazardous materials.

We advanced in the technology arena as well. Our enforcement and inspection vehicles are equipped with mobile data computers. A pilot project that transmits inspection reports via cell phone from the cruiser to the mainframe database was successfully implemented. A mainline electronic screening system for motor carriers was installed at one of our safety and weight enforcement facilities. Our electronic citation project also advanced toward completion in 2001.

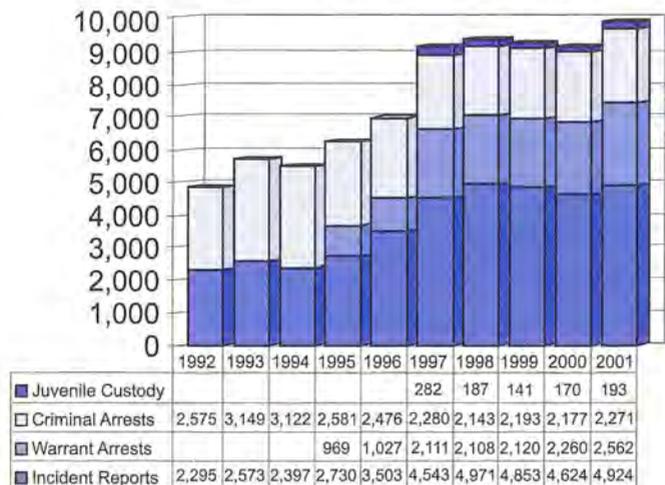
The Bureau of Field Services and Training was very active in training during 2001. In addition to hosting regular training programs, the Academy graduated two recruit classes and a Police Corps class. Further information on these and other training programs offered last year are detailed in this report.

We strove to improve compliance with laws and improved highway safety through public education. Our highway safety education presentations at schools, state and county fairs and other community events allowed us to reach more people with our highway safety message of obeying the speed limit, driving sober and wearing safety belts.

We competed for federal highway safety and other types of grants to upgrade our equipment and increase our service to the public. In addition, we continued to manage the Federal Excess Property Program for the state. This program allows local, county and state law enforcement agencies to obtain federal excess government property at no direct cost.

Highway safety remained our primary responsibility. We incorporated innovative tools in our enforcement and crash investigation efforts. Our personnel carried out 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."

Criminal Enforcement History



We transported suspicious packages to the Wisconsin Laboratory of Hygiene for analysis and forwarded information concerning suspected terrorist activity to appropriate agencies.



Major Gerald J. Zuhlsdorf, Director of Training
Bureau of Field Services and Training

Training

The State Patrol Academy continues to meet the training needs of State Patrol officers, local law enforcement officers and civilian employees. Many of these accomplishments are made through training partnerships with the Department of Natural Resources, the Division of Motor Vehicles, the University of Wisconsin, the WisDOT Office of Organizational Development, the federal Office of Justice Assistance and local law enforcement agencies.

We presented training to more than 2,700 students. Of these, 1,335 were students from other state, county, municipal, and federal agencies. Some of the states represented by students attending training at the Academy this year include California, Michigan, Oregon, Ohio, North Dakota, Missouri, Nebraska, Mississippi, Utah and the province of British Columbia. Over 112 separate training groups attended 78 individual programs.

A defensive driving training program was again presented to employees of the Department of Agriculture, Trade and Consumer Protection. The program combined classroom instruction with hands-on driving on the emergency vehicle operations course.

We continued to cooperate with the La Crosse Police Department, offering law enforcement officers instruction in the Gang Resistance Education And Training (GREAT) program. The GREAT program is designed to decrease gang violence across our nation. The training is intended to assist youth in becoming responsible members of their communities. They do so by setting goals for themselves, resisting peer pressures that lead to destructive behavior, learning how to resolve conflicts and understanding how gangs impact the quality of their life.

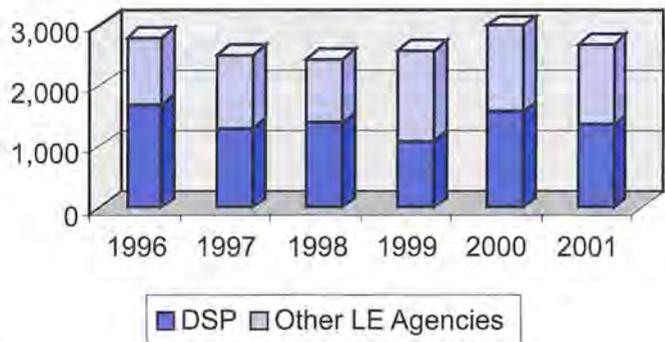
We successfully completed the third Certified Public Managers Program (CPM) for Professional Law Enforcement Managers. This program was created in partnership with the University of Wisconsin's Department of Professional Development and Continuing Studies. It is a nine week program that awards 15 undergraduate credits to those who complete the course. Staff from the State Patrol, and

municipal and county police agency managers attended this program. The fourth CPM program began October 29, 2001.

We graduated 49 new troopers and inspectors from the Academy, in the 51st and 52nd recruit classes. These officers joined our ranks at the seven patrol districts statewide.

The division and Academy created a partnership with the federal Office of Justice Assistance to provide training to the first Wisconsin Police Corps class. The Police Corps is a federal program that provides scholarships to students who agree to earn their bachelors degree, complete approved Police Corps training, and serve four years as police officers in areas of great need. On November 16, 2001, 12 officers completed training and graduated from the Police Corps program. The graduates were employed by various municipal agencies throughout the state.

Academy Student Population



We presented training to more than 2,700 students. Of these, 1,335 were students from other state, county, municipal, and federal agencies.



Major Sandra K. Huxtable, Deputy Bureau Director
Bureau of Field Services and Training

We carried out our commitment of protecting the motoring public and Wisconsin's highways through active pursuit of speeders and impaired drivers. We also responded to numerous safety and emergency-related incidents. Our officers apprehended 2,928 impaired drivers and had a total of 350,987 traffic related contacts. We provided a wide variety of motor vehicle inspections and technical law enforcement services. I encourage you to read more about these activities in the following pages.

Special Details

While the State Patrol's primary responsibility is traffic law enforcement, personnel also participated in numerous special details. These assignments ranged from presenting safety talks to students and civic organizations to transporting blood or organs to hospitals in emergency situations.

Specially trained personnel were called upon to provide technical assistance at serious traffic crashes and crime scenes. Officers responded to requests from county sheriff or municipal agencies to reconstruct crashes or map crime scenes through the use of Total Station technology. Information collected through the use of this equipment was valuable to the successful resolution of these cases.

Personnel were also called upon to assist at the scenes of natural disasters. In the spring, Wisconsin experienced serious flooding along the Mississippi River. Troopers and inspectors assisted in road closures and other necessary emergency services. In June, a devastating tornado ripped through the small community of Siren, in northwest Wisconsin, and destroyed everything in its path. The State Patrol responded to the disaster area. Our officers carried out a systematic search of the area throughout the night for injured residents in need of assistance.

In the days and weeks following the September 11th tragedy, State Patrol personnel were called upon to transport suspicious packages to the State Laboratory of Hygiene, conduct safety sensitive visits to motor carriers involved in the storage or shipment of hazardous materials and assist other law enforcement agencies by providing extra security at places such as nuclear power plants, large sporting events and an airport. Personnel also provided additional dignitary protection in the aftermath of the attacks.

The past year was filled with many challenges and extraordinary events. Through it all, our personnel performed with courtesy, compassion and professionalism. They served the citizens and visitors of Wisconsin well.

Enforcement Statistics

Licensed drivers, registered vehicles, and vehicle miles traveled (VMT) increased again in 2001. Our officers continued to perform their primary mission of traffic law enforcement and traffic crash investigation without an increase in human resources.

Figures from 2001 indicate that troopers and inspectors stopped more vehicles and generated more enforcement contacts than in the past several years. Areas that showed a distinct increase in emphasis include speed and OWI enforcement. The availability of LASER speed equipment has had a significant impact on our speed enforcement. These devices allow officers to detect speeding vehicles in areas of high traffic volume such as urban interstate highways and expressways. LASER generated speed citations are now second only to RADAR citations in total numbers. Our officers issued over 86,000 speed citations in calendar 2001.

Motor Carrier and Motor Carrier Safety Assistance Program (MCSAP) enforcement activity has also shown an upward trend this year with noticeable increases recorded in Motor Carrier inspection reports completed, MCSAP inspections performed and MCSAP citations issued. Whether on the open highway or at a Safety and Weight Enforcement Facility, our officers remain on the front line of highway safety.

Crash Reconstruction

We saw a sharp increase of involvement by the State Patrol in crash reconstruction. Reconstruction work completed on State Patrol cases increased only slightly. However, reconstructions of local agency cases rose dramatically from 105 in 2000 to 155 cases in 2001. Overall, this represents a 32% increase in all reconstruction handled by the Division of State Patrol.

Crash Reconstruction *(continued)*

We witnessed more efficient use of the Total Station survey instruments by the division's trained reconstruction staff. In addition, we continue to experience an increase in calls from outside agencies to survey large and widespread crime scenes. Our managers and officers worked closely with the Division of Transportation Districts and the Bureau of Highway Development to directly link Total Station equipment and the officer's laptop computers. This powerful connection provides our reconstruction staff with real-time state-of-the-art graphics and mapping capabilities.

Division reconstruction staff attended in-service training at the Academy in October. Those in attendance were provided universal computer programming and Total Station connectivity training. Our officers worked on numerous high-profile crash cases and were instrumental in securing difficult convictions of several vehicular homicide suspects. Requests for our reconstruction expertise came from the Wisconsin Departments of Justice and Natural Resources, and the FBI.

Demands for division services in the area of reconstruction are expected to increase again in 2002. Disturbing fatality trends coupled with higher speeds suggest the demand for reconstruction expertise will continue to be at a premium. Our decision to use cutting-edge technology has made us a leader in production of high quality crash reconstruction analysis. This dynamic work product has resulted in an increased demand for our services.

The crash reconstruction program remains one of the cornerstones for building strong partnerships with all branches of state law enforcement. These services are provided at no cost to other agencies as part of the division's dedicated support of local agencies. The pursuit of root causes of violent crashes is the reason for the program's existence. This is linked directly to our goal of improving highway safety.

Demand for division services in the area of reconstruction are expected to increase again in 2002. Disturbing fatality trends coupled with higher speeds suggest the demand for reconstruction expertise will continue to be at a premium.

Aircraft Program

The aerial enforcement program is to some extent seasonal. Aircraft hours normally peak during May and June. The State Patrol aircraft program continues to be an effective tool in the performance of concentrated aerial traffic law enforcement. Although availability of appropriate ground support is sometimes difficult, the efficiency of the aircraft is clearly reflected in its enforcement history.

There was a slight decrease in the use of aircraft by division pilots. Aircraft hours decreased 6% to 1,176 hours in 2001 compared to 1,256 hours in 2000. Aerial details generated 4,716 contacts, up 1% from 2000. The vast majority of aerial enforcement resulted in citations being issued to violators. Of the 4,716 contacts generated, 85% resulted in a citation. A ratio of 7.9 contacts per every enforcement hour, represented a 10% increase when compared to the CY 2000 rate of 7.1 contacts per hour.

Three of the four aircraft have been scheduled for replacement with the new Cessna 172 Skyhawks. Those orders were placed in August, 2001. We also made a commitment to ongoing pilot training. The outside vendor training program was well received by division pilots and tailored to fit the type of aerial surveillance flying they typically perform.

The State Patrol began an aggressive partnership with the WisDOT Division of Transportation Infrastructure Development, Bureau of Aeronautics, to upgrade the classification of all pilots not rated for instruments. These upgrades will continue through 2002.



A Cessna 172 Skyhawk

Motor Cycle Program

The State Patrol motorcycle program continued to be an effective tool for high visibility traffic law enforcement. Although somewhat restricted by weather, the efficiency of the motorcycle in dense traffic situations is well known.

There was a decrease in the use of motorcycles by the division. Last year, cycle hours decreased 13% to 2,192 hours when compared to 2,526 hours in 2000. Cycle operation generated 2,298 contacts, down 18% from 2000. Of the 2,298 contacts generated, 579, or 25% resulted in a citation. The ratio of two contacts per every enforcement hour remained constant from the previous year. Nearly a quarter of the motorcycle officers time was committed to special details. One of these involved two cycles participating in the annual Governor's Ride. Another detail sent two cycles from Milwaukee to New York to escort Harley-Davidsons donation to that city's September 11th relief effort.



Harley Davidson Electra-glide Police Motorcycle

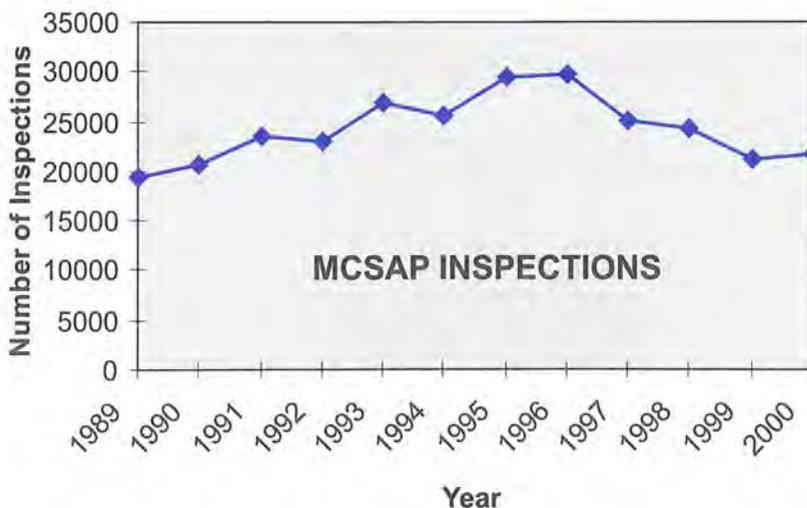
Motor Carrier Safety Assistance Program

The goal of the Wisconsin Motor Carrier Safety Assistance Program (MCSAP) is to reduce commercial motor vehicle (CMV) crashes through the implementation of consistent, uniform and effective CMV safety programs. The MCSAP Commercial Vehicle Safety Plan identified several strategies to accomplish this goal. The majority of these strategies related to the five basic program elements: driver/vehicle inspections, traffic enforcement, compliance reviews, public awareness, and data collection.

In response to a congressional imperative to increase the number of driver and vehicle inspections, the 2001 Safety Plan set out to increase the number of inspections by 20%. This equated to approximately 25,550 inspections. The MCSAP-trained inspectors responded by meeting and exceeding this goal and performing more than 27,000 driver and vehicle inspections. As indicated in the graph below, the number of MCSAP inspections completed in each district increased significantly.

The crash data indicates that the majority of CMV crashes are attributed to driver error. The MCSAP Traffic Enforcement program targets the commercial vehicle driver who is speeding, driving recklessly, following too closely, or otherwise driving unsafely. MCSAP personnel documented over 10,000 traffic enforcement inspections. The traffic enforcement program provides an opportunity to inspect drivers and vehicles that may not be inspected at a permanent safety, weight and enforcement facility.

The Compliance Review program provides an effective means of promoting highway safety through the audit of commercial motor carriers. MCSAP inspectors performed nearly 200 compliance reviews throughout the state. In



The Compliance Review program provides an effective means of promoting highway safety through the audit of commercial motor carriers.

Motor Carrier Safety Assistance Program *(continued)*

response to the events of September 11th, MCSAP inspectors also assisted the Federal Motor Carrier Safety Administration in performing over 600 security sensitivity visits of those carriers responsible for transporting hazardous materials. These visits were conducted within three months, in response to the potential threat that commercial vehicles transporting hazardous materials could be used as weapons of mass destruction.

Statistics also indicate that approximately 70% of all crashes involving large trucks are caused by the driver of an automobile. As a result, the State Patrol continued to work in partnership with the Wisconsin Motor Carriers Association to educate young drivers on the limitations of large trucks and how to interact with them on the roadway. MCSAP personnel conducted more than 350 public education details throughout the state.

The transfer of inspection and crash data from Wisconsin to Washington, D.C. is critical for determining a motor carrier's fitness. Therefore, WisDOT made several improvements to the process of uploading data. First, the State Patrol implemented the SAFETYNET 2000 program to allow for a more efficient transfer of data from the Wisconsin mainframe computer to the national database. In addition, a pilot project developed by the Division of Business Management, Bureau of Automation Services further increased the efficiency of data transfer. The program allowed MCSAP personnel to directly access the mainframe through a cellular connection from their cruisers on the roadside. As the demands for service increase, it is imperative that we take advantage of this type of technology to maximize the efficiency of our limited personnel.

The State Patrol continued to work in partnership with county and municipal law enforcement agencies to enhance the MCSAP at the local level. There were 17 county deputies and municipal officers representing 10 different agencies certified as MCSAP inspectors. Through this partnership the MCSAP will continue to have a significant impact on highway safety in Wisconsin.

Our inspectors performed more than 10,000 school bus inspections.

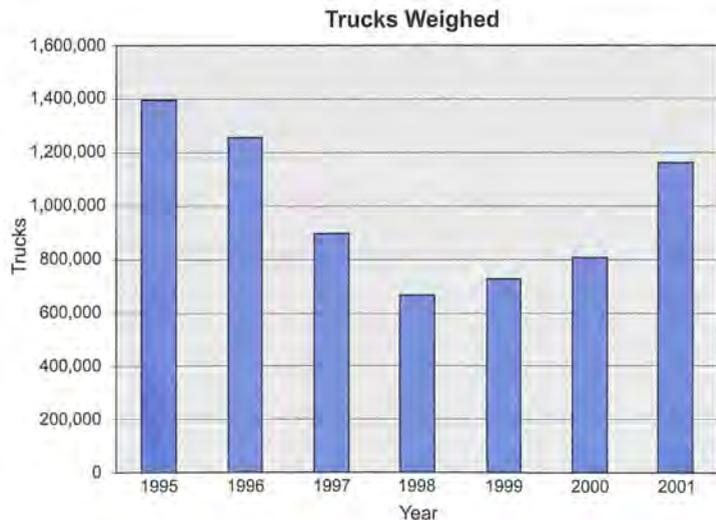
Size-Weight Program

The Motor Carrier Enforcement program continued to emphasize the basics: "weigh and inspect." This approach has reaped its share of rewards. We completed 30,338 motor carrier inspection reports. This compares to 20,334 motor carrier reports completed in 2000. We also inspected 1,162,835 trucks. These could not have been accomplished without the dedication of all division field personnel.

New technology has led to increased efficiency and productivity. The Division of State Patrol, in concert with the Division of Transportation Infrastructure Development, deployed Wisconsin's first mainline electronic credential screening system at the Hudson Safety and Weight Enforcement Facility. The PrePass electronic credential screening system verifies for enrolled motor carriers: 1) registration, 2) fuel tax, 3) authority and insurance, 4) safety rating and 5) all axle weights and licensed weights. A failure in any of these five categories will result in the vehicle being directed into the SWEF for further review. With no defaults, the vehicle is allowed to remain on the mainline bypassing the scale. Other technologies introduced in 2001 include the automated citation and the electronic school bus form.

The renewed emphasis on the primary responsibilities of the Motor Carrier Enforcement program did not curtail the other areas of inspection. Our inspectors performed more than 10,000 annual school bus inspections, 1,119 school bus pre-sale inspections, and 783 motor bus inspections. In addition to the bus inspections, we inspected 1,827 human service vehicles and 3,736 salvage vehicles.

The continued success of the "weigh and inspect" emphasis of the Motor Carrier Enforcement program is the foundation of a long-term commitment to excellence. The goals of the department and division are directly supported by such commitment.

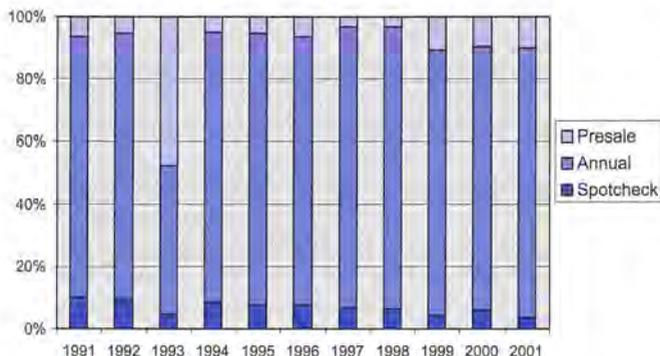


School Bus Inspection

In order to promote safe transportation of students in motor vehicles, it is our policy to assure that sufficient, qualified personnel are assigned to inspect all Wisconsin school buses on an annual basis. Pursuant to this policy, certified inspectors completed approximately 11,000 school bus inspections in 2001. These inspections helped to ensure that Wisconsin had the safest possible school bus transportation fleet and helped to reduce the number of school bus-related crashes over the past year.

In partnership with the Division of Business Management, Bureau of Automation Services, we developed a computer-based inspection form that will serve to maximize our resources and increase our effectiveness. The inspection form has been loaded onto the mobile data computers and will allow our inspectors to upload the inspection data directly to the Wisconsin database. This will decrease the amount of time spent entering data and thus provide more efficient use of resources. We continue to work with the legislature, industry representatives and the Wisconsin School Bus Association in order to assure the safest possible transportation of school age children.

School Bus Inspection History



Ambulance Inspection

This was a transitional year for the ambulance inspection program. Highlights of the past year included inspection of 240 ambulance service providers from across the state. In addition, a total of 663 ambulances at 289 different locations came under the scrutiny of this office. Six of these units were placed out of service for major violations or mechanical problems. One of these was a primary response vehicle. On average, 3.37 violations were found per unit inspected. This is less than the previous year. Forty hours were spent on complaint investigations.

Partnerships

The State Patrol is proud to work side-by-side with local and county law enforcement. Our partnerships have included crash investigation and crash reconstruction, speed and alcohol enforcement, and public education at job fairs and state and county fairs.

We also serve as the coordinating agency for the Federal Excess Property Program for Wisconsin. This program was instrumental in bringing excess property into the state. By the end of 2001, Wisconsin law enforcement agencies had made 320 requests for federal property. This property was valued at over \$800,000. Local, county, and state agencies have used this equipment to supplement their budgets and provide additional equipment to their officers.

Electronic Citation

The electronic citation initiative continued to be developed in State Patrol District 4 as a pilot program involving five troopers in Vilas and Lincoln counties. These troopers enter driver, vehicle and violation data into a program on their mobile data computer and then print out a paper copy of the traffic citation to give to the violator. The citation data is then saved to a computer disk that is delivered to the clerk of court who then enters the citation data into the Circuit Court Automation Program database.

When citations are adjudicated, the dispositions are electronically sent to the Division of Motor Vehicles for automated update of driver records. Adjudicated citation data is available to State Patrol staff. Disposition of traffic citations may also be viewed over the Internet.

Upon successful completion of the pilot program in Vilas and Lincoln counties, the electronic citation process will be expanded to other State Patrol districts. The Electronic Citation program is a cooperative effort involving the State Patrol, Division of Business Management, Bureau of Automation Services and the Circuit Court Automation Program.

When citations are adjudicated the dispositions are electronically sent to the Division of Motor Vehicles for automated update of driver record files.

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.....	62
Inspectors.....	22
Police Communication Operators.....	10
Safety and Weight Enforcement Facilities.....	3
Population.....	808,687

District 2

2115 East Moreland Blvd.
 Waukesha, WI 53186-2985
 (262) 785-4700



Captain
 Robert A.
 Bereiter



Troopers.....	46
Inspectors.....	23
Police Communication Operators.....	9
Safety and Weight Enforcement Facilities.....	2
Population.....	1,707,119

District 3

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



Captain
 David J.
 Pichette



Troopers.....	62
Inspectors.....	11
Police Communication Operators.....	9
Safety and Weight Enforcement Facilities.....	2
Population.....	1,211,800

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.....	50
Inspectors.....	12
Police Communication Operators.....	7
Safety and Weight Enforcement Facilities.....	2
Population.....	644,583

Wisconsin State Patrol Districts

District 5

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



Captain
 Arnold T.
 King



Troopers.....	44
Inspectors.....	11
Police Communication Operators.....	8
Safety and Weight Enforcement Facilities.....	1
Population.....	254,658

District 7

W7102 Green Valley Road
 P.O. Box 80
 Spooner, WI 54801-0080
 (715) 635-2141



Captain
 Lee F.
 McMenamin



Troopers.....	26
Inspectors.....	8
Police Communication Operators.....	6
Safety and Weight Enforcement Facilities.....	1
Population.....	274,384

District 6

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



Captain
 Marsha M.
 Wiley



Troopers.....	44
Inspectors.....	13
Police Communication Operators.....	8
Safety and Weight Enforcement Facilities.....	2
Population.....	389,418



Note: Supervisory staff are not included in these numbers.

Bureau of Communications



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

The Bureau of Communications (BOC) 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 of Communications is a national leader for developing and implementing statewide mobile voice and data technologies.

The bureau is organized into three service territories, one statewide installation facility and headquarters. 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, and the southern area, which includes service facilities at Madison and Waukesha and the Madison Radio Shop located at the Truax complex, where all new vehicle installations are performed. Engineering and program assistance are located at the Wisconsin Department of Transportation headquarters in Madison.

The Bureau of Communications maintains equipment at over 80 state tower sites. We also maintain mobile portable, vehicular repeaters and computer docking stations in over 1,000 State Patrol and DNR vehicles. We service and maintain a variety of communications equipment at seven State Patrol district headquarters, nine DNR Fire Control dispatch points and DNR base stations.

The BOC 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 2001.



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

Mobile Data Communications Network

On October 8, 2001, the State Patrol Mobile Data Communications Network (MDCN) marked its 5th anniversary serving the law enforcement communities of Wisconsin. The MDCN supports and enhances the ability of the State Patrol to operate in a businesslike manner by deploying technology to improve effectiveness of division personnel. The MDCN allows officers to query criminal justice and motor vehicle databases from a computer in their enforcement vehicle. It enhances officer safety and makes law enforcement more effective. The MDCN is an important example of how we build and enhance partnerships. We now share this service with 115 federal, state and local agencies.

Communications data is becoming increasingly important to law enforcement agencies. It provides higher security than voice communications, and lends itself to a variety of emerging sources of law enforcement information including computer-aided dispatch (CAD). The State Patrol continued to prepare for the implementation of CAD. We also worked on improvements to the information systems supporting the MDCN, to enhance stability and improve security. We deployed new software, called the Mobile Data Browser, on all laptops. Coverage of the MDCN increased as several new tower sites were constructed. New sites included Plymouth in Sheboygan County, Mellen in Ashland County and Rib Lake in Taylor County.

Statewide Microwave Network

The Microwave Radio Network received much attention in 2001. The Western Technical Area staff upgraded several microwave paths from analog to digital technology. These included the Baldwin to Elmwood, Baldwin to Prescott, Elmwood to Nelson, Seneca to Ashridge, Chippewa Falls to Elmwood and Shell Lake to Frederic paths. New digital microwave paths were implemented from Rib Lake to Holcombe, Park Falls to Mellen and Mellen to Red Cliff. The LaCrescent site included two towers; one of these provided a UHF link to the Ridgeville tower. This UHF link has been upgraded to digital technology.

The Northeastern Technical Area staff installed a spread spectrum path from Mauthe Lake to a new site near Plymouth. The new tower site provides improved MDCN and District 3 voice coverage for northern Ozaukee, Sheboygan and southern Manitowoc counties. Staff replaced the analog microwave with digital microwave between Eden and Green Lake, and between Rib Mountain and Wittenberg. When the old Eden tower was replaced, seven new microwave dishes were installed on the new tower. The same plan was applied to the Rib Mountain tower.

The Southern Technical Area staff moved equipment from the Kieler tower to a tower in the Happy Corners area. The Kieler tower equipment included a UHF link to the Bluemounds tower. When the move was made to Happy Corners, digital microwave replaced the UHF link and connected the Happy Corners tower to the Highland tower.

Tower Construction

BOC was successful in coverage “gap filling” using the approach of leased tower sites at Mellen, Rib Lake and Plymouth. Construction was started at the Blue Mounds tower site in the fall of 2001 and is scheduled to be finished by Memorial Day of 2002. This will minimize the impact on the visitors to Blue Mounds State Park where the tower is located.

The Western Technical Area staff replaced the Baldwin to Prescott path with a digital spread spectrum path. This has increased reliability with only a single outage since the change. New towers at Ashridge, Meteor and Eden have been constructed and are operational. All three sites had building expansions constructed. Both Ashridge and Eden now have a new 300 foot towers and Meteor has a new 240 foot tower. These projects were funded in the 1997-1999 budget.

Installation of two-way radios, mobile data computers (MDC), radar, video cameras, emergency lights, sirens and other electronic equipment for cruisers and motor carrier inspection vehicles is performed at the Madison Radio Shop.

Statewide Radio Shop Services

At the State Patrol Radio Shop in Madison we provide installation services for the seven State Patrol districts, the Department of Natural Resources (DNR), the Capital Police, the UW Madison Police and other state agencies. We provide backup support for the communication technicians at the seven State Patrol district radio shops. Installation of two-way radios, mobile data computers (MDC), radar, video cameras, emergency lights, sirens and other electronic equipment for cruisers and motor carrier inspection vehicles is performed at the Madison Radio Shop. The Radio Shop performed 82 installations for the State Patrol, 83 installations for the DNR and eight 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. Radio Shop staff developed a new layout for State Patrol cruisers and will begin installing it in the 2002 installation cycle.



Blue Mounds tower, under construction.

Bureau of Support Services



Daniel K. McGuire, Director
Bureau of Support Services

The Bureau of Support Services is responsible for the performance of administrative, technical and specialized support functions that are essential to the accomplishment of the primary law enforcement duties assigned to the State Patrol. These functions include the development and support of management information systems and information technology, the administration of the statewide breath alcohol testing program, budget development and implementation, the analysis of legislation and the coordination of legislative activities, program planning and evaluation, and the provision of personnel services. Each of these services is subsequently described in this report.

The programs and program support services that are included within the Bureau of Support Services are disparate. However, all of the bureau sections and programs are directed toward a common purpose: 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

All division payroll functions, personnel transfers, reinstatements, promotions, retirements, disciplinary matters, contractual and labor agreement applications are handled by the Personnel and Management Services section. We are committed to the efficient and effective management of each of these important personnel functions.

The continuing challenge for our division is to maintain a highly qualified and diverse workforce. The Personnel and Management Services section is working with the WisDOT, Bureau of Human Resources and the Department of Employment Relations in this effort. We continue to be an active partner in the development and application of the WisDOT recruitment plan. The division's website has become a valuable resource and has become a primary source of employment information for the public.

Our division's commitment to minimizing vacancies in both the non-sworn and sworn ranks has been met. The average vacancy rate for sworn officers was 2%. We have maintained a workforce comprised of 13% females in our sworn ranks. This is among the highest in the nation.

2001 Promotions

Trooper Christopher M. Jushka to Sergeant
Inspector Candy L. Konz to Sergeant
Lt. Colonel Robert B. Young to Colonel
Colonel Douglas L. Van Buren to Superintendent
Sergeant Christopher M. Neuman to Lieutenant
Inspector Gaetano J. Martino to Sergeant
Captain Benjamin H. Mendez to Lt. Colonel
Trooper Frank C. Hefti to Sergeant
Inspector Paul D. Matl to Sergeant
Sergeant Charles R. Teasdale to Lieutenant
Lieutenant Lee F. McMenamain to Captain
Inspector David S. Pabst to Sergeant
Sergeant Nicholas R. Wanink to Lieutenant
Trooper Richard D. Reichenberger to Sergeant
Trooper Shelly R. Hutter to Sergeant
Captain Sandra K. Huxtable to Major

2001 Retirements

Joan M. Cofell 33 years
LeRoy L. Holl 20 years
George A. Menart 33 years
Jerome E. Borzymowski 29 years
William S. Barnett 24 years
John D. Singleton 29 years
Jan Steinbergs 31 years
Malcolm R. Kautz 24 years
Ronald J. Wolfe 21 years
Gary A. Nehrbass 23 years
Philip D. Hunter 26 years
Linda B. Woldt 21 years
Keith A. Wynstra 29 years
Santiago C. Camacho 29 years
Nancy A. Page 20 years

*We are committed to the
efficient and effective
management of each of
these important personnel
functions.*

Biennial and Operating Budgets

Act 16 was signed into law establishing operating funds for the 2001-03 biennium. New state match funds were provided to allow full utilization of the Motor Carrier Safety Assistance Program (MCSAP) federal grant. Additional monies were provided to convert the remaining communications tower microwave paths from analog to digital.

The enactment of the budget bill also imposed a 5% reduction in WisDOT's state operations appropriations, to be lapsed to the state's general fund. Based on a slowing economy and Wisconsin's response to the acts of terrorism, this reduction was the first step toward achieving a balanced state budget. Act 16 specifically exempted the State Patrol from these cuts. However, subsequent cuts resulted in a .22% reduction in our FY02 state segregated funding, effective July 2001. In order to meet this reduction, we placed restrictions on travel and the use of fleet vehicles.

The FY01 operating budget expenditures from all federal and program revenue appropriations, amounted to \$4.6 million. These appropriations include federal grants and program revenue for MCSAP, the Police Corps program, Academy tuition payments, Chemical Testing, public safety radio management, escort services and security details.

FY01 expenditures in our state transportation segregated appropriation totaled \$51,610,000. The percentage of salary/fringe benefit costs increased 11% compared to FY00. This is the result of market rate pay adjustments received by sworn staff, which was the largest one-time pay increase in the history of the Wisconsin State Patrol.

Chemical Testing

The Chemical Test section serves the public safety interests of the people of Wisconsin by providing state-of-the-art breath alcohol testing equipment and training for all law enforcement agencies statewide. The section also cooperates with prosecutors in every county to provide education, support and expert testimony to assist in effective operating-while-intoxicated (OWI) prosecution. The section consists of eight chemical test coordinators, three limited term employee-training officers, a field supervisor, a section chief, an electronics technician, a chemist and two program assistants in the Madison office.

New initiatives included assistance in the revision of administrative code to conform to new OWI legislation, development of protocol for ignition interlock device evaluation and implementation of a new re-certification program for all Class-2 permit holders.

The Chemical Testing section completed 19 basic training programs for breath examiner specialists. In these programs, 570 new operators were trained and certified to operate the Intoximeter EC/IR. We also implemented an improved intoximeter operator recertification program that involves additional training and testing for the 5,600 instrument operators in Wisconsin. This aggressive training schedule included two additional classes in southeastern Wisconsin, two in north central Wisconsin and one in Dane County. These training programs addressed attrition in these areas. Currently the section maintains certification for over 7,900 Class-1 (PBT) permit holders and over 5600 Class-2 (EC/IR) permit holders.

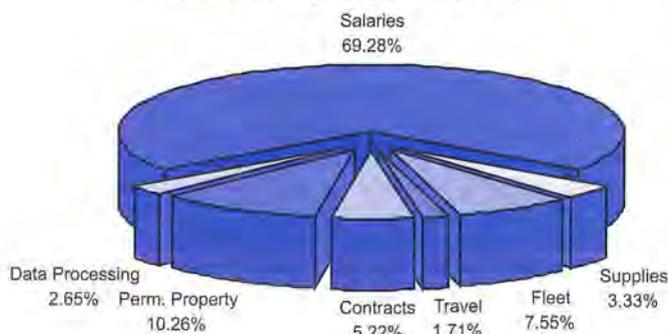
In addition to the training that is done for law enforcement, the section participated in educational initiatives that benefit attorneys throughout the state. The Traffic and Impaired Driving Conference, prosecutor seminars and training for the students at the UW Madison Law School are a few examples of this Chemical Testing section-sponsored training. The section also provides expert testimony in court in support of impaired driver prosecution.

Legislation

The 2001-2002 legislative session began on January 1, 2001, with a new governor. Governor Tommy Thompson left Wisconsin in late 2000, to assume a place in President Bush's cabinet as the Secretary of the federal Department of Health and Human Services. Lt. Governor Scott McCallum became Governor of Wisconsin in January, 2001, upon Governor Thompson's resignation. As the Lt. Governor for all of Governor Thompson's 14 years in office, Governor Scott McCallum had the administrative experience and political support to lead Wisconsin into the new legislative session.

Governor McCallum's Executive Order #1 required all law enforcement agencies in Wisconsin to enact policies prohibiting the practice of racial profiling, to implement the recom-

2001 Operating Budget - \$51,610,000



Legislation *(continued)*

mendations of Governor Thompson's Task Force on Racial Profiling and to "identify the means necessary to implement the recommendations in cooperation with their communities." This executive order was given in response to the extensive work completed and the comprehensive recommendations made by the Task Force during 2000. However, the Governor's Executive Order #1 and a continued focus on the issue of racial profiling did not prevent a reintroduction of legislation mandating racial/ethnic data collection, both on the state and national level. The various proposals did receive public hearings and generate discussions statewide, but were not adopted.

The state budget, 2001 Wisconsin Act 16, modified some existing laws and created a few new ones:

- ◆ Postponed any ban on Passive Alcohol Sensors (PAS) until the DOT completes a study of their use and effectiveness.
- ◆ Required courts to order either the immobilization of or the installation of an ignition interlock device on every motor vehicle owned by a person convicted OWI offenses within a specific time period.
- ◆ Eliminated the Class B road designation.

Though the activity level of the first year of the 2001-2002 legislative session was lower than in previous years, a few significant proposals were enacted:

- ◆ Act 2 (Safe Harbor for Newborns) allows parents of newborn infants, no more than 72 hours old, to be relinquished to the custody of law enforcement, emergency medical services, or hospital personnel, with no questions asked and no charges filed.
- ◆ Act 15 requires motorists to move to another lane of traffic or slow down when approaching an emergency vehicle, a tow truck, or a highway maintenance vehicle parked along the side of the road with their emergency lights activated.
- ◆ Act 27 requires law enforcement officers to report traffic violations and crashes involving foreign diplomats to the federal Department of Justice.
- ◆ Act 34 prohibits a motorist from following a snowplow closer than 200 feet on any roadway with a speed limit of more than 35 mph.
- ◆ Act 41 repeals the sunset provision on law enforcement access to driver licenses photos provided by DOT.

Other repeat legislative proposals included:

- ◆ Carrying concealed weapons
- ◆ Various vehicle lighting and equipment changes
- ◆ Permitted increased size, weight, and length of motor carriers.

Information Technology

Information technology (IT) services are provided by the Planning, Budget and Technology (PBT) section, in partnership with the Division of Business Management, Bureau of Automation Services. Several IT initiatives were implemented in order to improve the quality of services provided to all State Patrol programs. These initiatives included the completion of the migration to the Windows NT Server Operating System.

Two additional IT professional positions have been established through the redeployment of existing agency positions. The first new IT position serves as the Computer Aided Dispatch (CAD) Administrator, functions as one of three Local LAN Administrators and provides user support. In addition, the Bureau of Automation Services reallocated one position in order to create a LAN Manager. This position is assigned to the State Patrol on a full time basis. The addition of these two positions effectively doubles the level of professional IT staffing assigned to the support of State Patrol programs.

The 1999-01 biennial budget included funding for the development and installation of a CAD system. This system will automate dispatch functions, and will contribute to the improvement of officer and public safety. CAD software will facilitate the collection, analysis and reporting of data in order to improve program management. In addition, the implementation of the CAD system will result in the full integration of the Mobile Data Computers (MDCs) into the Mobile Data Communications Network (MDCN). HTE Inc. was previously chosen as the CAD vendor. In CY 2001, the primary activities associated with CAD implementation included the development of mapping strategies and the redesign of the MDCN.

Planning, Budget and Technology section staff also support the Bureau of Communications statewide radio telecommunications networks, which incorporate Wide Area Network (WAN) technology. These staff members played an essential role in the implementation of significant BOC network improvements, including the deployment of a new Mobile Data Browser, the full conversion of the network to Internet Protocol connectivity and the development of the MDCN data architecture.

Special Awards

The Division of State Patrol publicly honors those employees who have demonstrated outstanding service or performance. All those honored have been recommended by fellow employees for performing actions that deserve special recognition. The recommendations for special awards are evaluated by the Division Awards Committee. The six members of this committee include a captain, sergeant, trooper, inspector, non-sworn employee and a division headquarters representative. The committee reviews all nominations and recommends to the Superintendent those persons the committee believes deserve recognition.

Types of Awards

Medal of Valor Award:

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 Award:

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 Award:

Recognizes a division employee who places himself/herself at risk of injury while exceeding the expectations of his/her duties. The Meritorious Service Award consists of a certificate and bar.

Commendable Service Award:

Recognizes a division employee who performs a highly creditable act above and beyond the normal job expectation or recognizes accomplishments that contribute to the efficiency and effectiveness of the division and enhances the professional image to the public we serve. The Commendable Service Award consists of a certificate and bar.

Lifesaving Award:

Recognizes a division employee who performs a life-saving effort resulting in saving a life. The Lifesaving Award consists of a certificate and bar.

****Lifesaving Effort Certificate:**

Recognizes a Division employee who performs a life saving effort. The Lifesaving Effort Certificate 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.

On August 20, 2001 division policy changed Special Award nomenclature.

*** Represents awards given prior to this policy change.*

Special Award Recipients

**Trooper
Dean R. Luhman**

*Lifesaving Effort**
Certificate*



**Trooper
Ronald E. Zenk**

*Lifesaving Effort**
Certificate*



**Trooper
Brad A. Bray**

*Lifesaving Effort**
Certificate*



**Trooper
Steven P. Koch**

*Lifesaving Effort**
Certificate*



**Trooper
Jeremy T. Foster**

*Lifesaving Effort**
Certificate*



**Trooper
Peter M. Moe**

*Lifesaving Effort**
Certificate*



**Trooper
Mark E. Lewis**

*Lifesaving Effort**
Certificate*



**Trooper
Ryan J. Rattunde**

*Lifesaving Effort**
Certificate*



**Trooper
Jimmy B. Yost**

*Lifesaving Effort**
Certificate*



**Trooper
Nathan D. Wright**

*Lifesaving Effort**
Certificate*



Special Award Recipients

**Trooper
Timothy P. Austin**

*Outstanding Performance**
Award*



**Trooper
Andrew J. Rau**

*Meritorious Service
Award*



**Trooper
Leslie C. Block**

*Outstanding Performance**
Award*



Patricia J. Wagner

*Commendable Service
Award*



**Inspector
Gwen P. Schneider**

*Outstanding Performance**
Award*



**Trooper
James D. Lind**

*Commendable Service
Award*



**Trooper
Timothy J. Berg**

*Meritorious Service
Award*



Special Awards Committee:

Captain Arnold T. King Sergeant Scott G. Lindemann

Sergeant William A. Harley Trooper Debra J. Lewis

Inspector Anne M. Maxson

Executive Assistant Jean A. Rickman

**Trooper
Richard W. Fitzgerald**

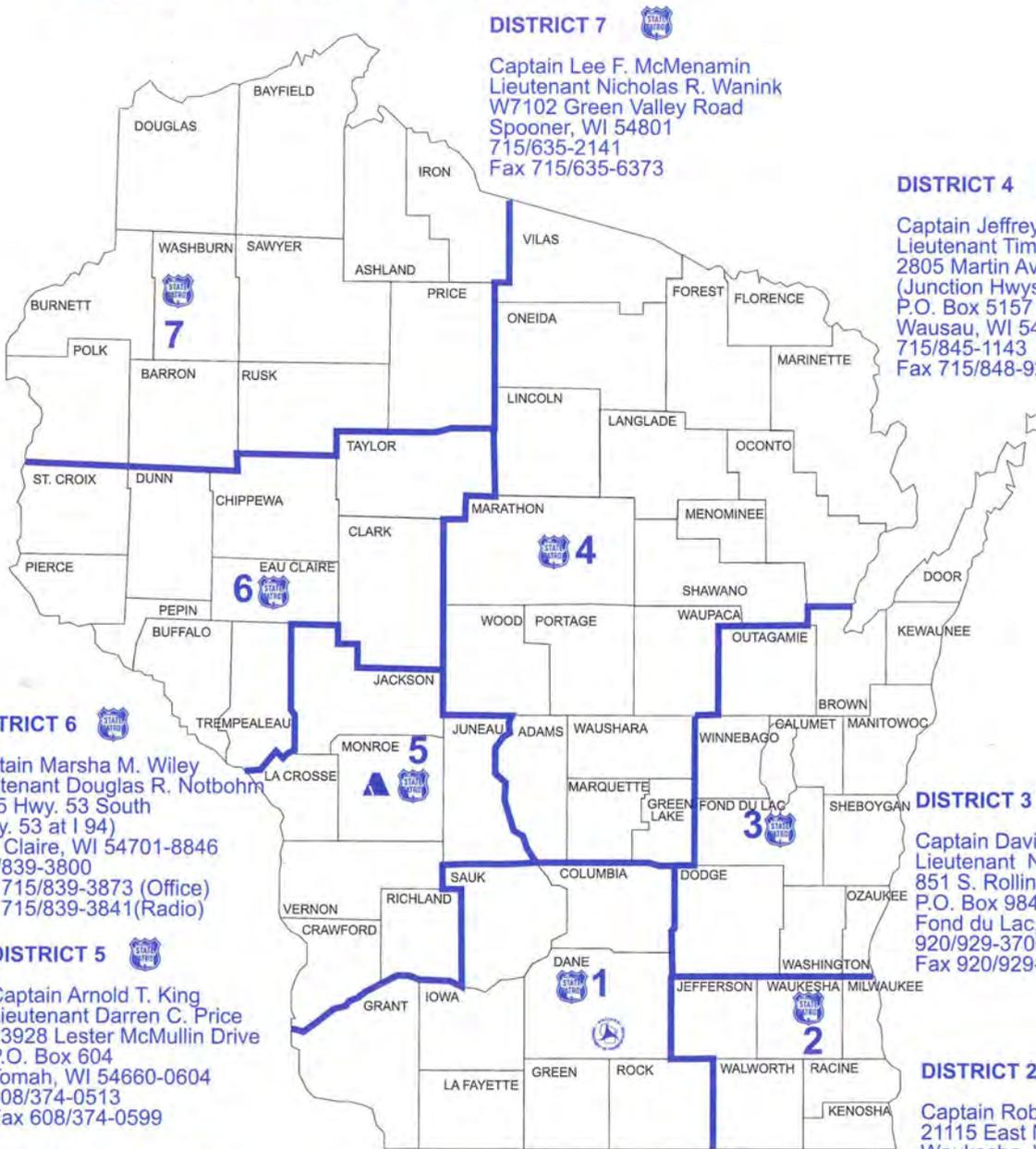
*Meritorious Service
Award*



*For more information on this Annual Report:
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WISCONSIN DIVISION OF STATE PATROL DISTRICT MAP



DISTRICT 7



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Lieutenant Nicholas R. Wanink
W7102 Green Valley Road
Spooner, WI 54801
715/635-2141
Fax 715/635-6373

DISTRICT 4



Captain Jeffrey J. Frenette
Lieutenant Timothy L. Carnahan
2805 Martin Avenue
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P.O. Box 5157
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DISTRICT 6



Captain Marsha M. Wiley
Lieutenant Douglas R. Notbohm
5005 Hwy. 53 South
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Eau Claire, WI 54701-8846
715/839-3800
Fax 715/839-3873 (Office)
Fax 715/839-3841 (Radio)

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

DISTRICT 3



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

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

DIVISION HEADQUARTERS



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Colonel Robert B. Young
4802 Sheboygan Avenue
Hill Farms State Trans. Bldg., Rm. 551
P.O. Box 7912
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 608/846-8536 (Office)
Fax 608/846-8523 (Radio)

DISTRICT 2

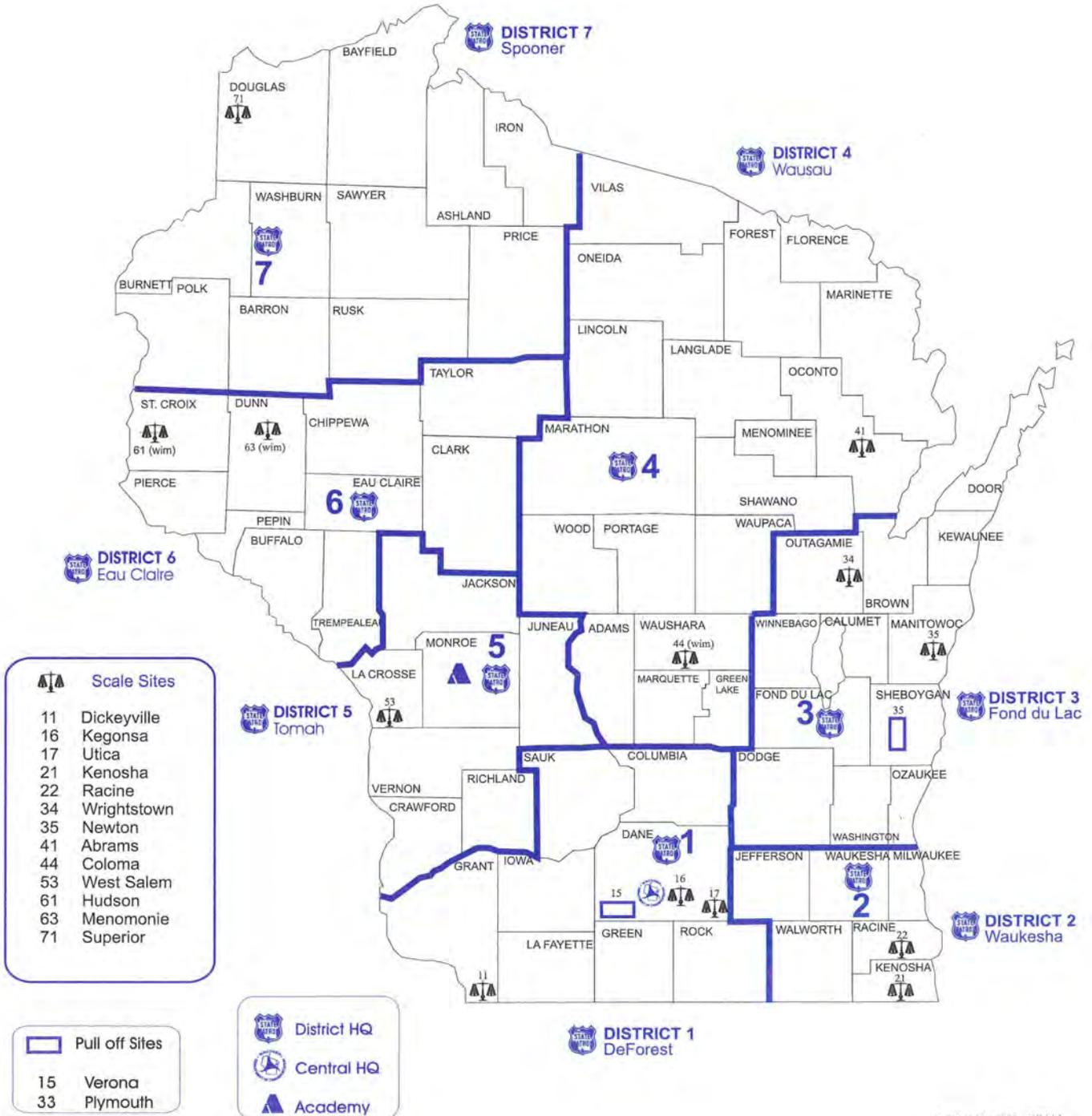


Captain Robert A. Bereiter
21115 East Moreland Blvd.
Waukesha, WI 53186-2985
262/785-4700
Fax 262/785-4723

Revised by JKR - 2/2002



Wisconsin State Patrol Safety and Weight Facilities



Revised by JKR - 7/2001
DSPScale7_2001.cdr

