

# WISCONSIN STATE PATROL



Serving Since 1939

# 1996

# Annual Report





## **THE DIVISION OF STATE PATROL**

### **OUR MISSION**

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

### **OUR VISION**

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

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## DIVISION OF STATE PATROL VALUES

**Accountability** - *Being responsible to our governing body, the citizens we serve and each other.*

**Attitude** - *Being positive, supportive and proactive in our words and actions.*

**Compassion** - *Showing empathy, consideration, care and courtesy to our customers.*

**Excellence** - *Consistently performing at the highest possible level.*

**Integrity** - *Providing our customers with the basis for trust, accountability and respect.*

**Loyalty** - *Demonstrating respect and support for the administration, our organization and each other.*

**Professionalism** - *Consistently demonstrating the highest level of leadership, work ethic, appearance and demeanor.*

**Teamwork** - *We value people working together to achieve a common goal and creating partnerships to enhance our effectiveness.*

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## **DIVISION OF STATE PATROL GOALS**

### ***Improving Highway Safety***

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

### ***Operating In A Businesslike Manner***

*Developing our skills and drawing on technology to make data-based decisions that maximize our resources and increase our effectiveness.*

### ***Building And Maintaining A Positive Attitude***

*Creating an organizational and individual attitude of "Feeling Good About What We Do".*

### ***Building Partnerships***

*Fostering positive relationships with public and private entities and the community at large to improve the quality of our service.*

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

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

### ***Emphasizing Courtesy, Compassion and Service***

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

### ***Developing Leadership***

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

### ***Implementing Quality Improvement***

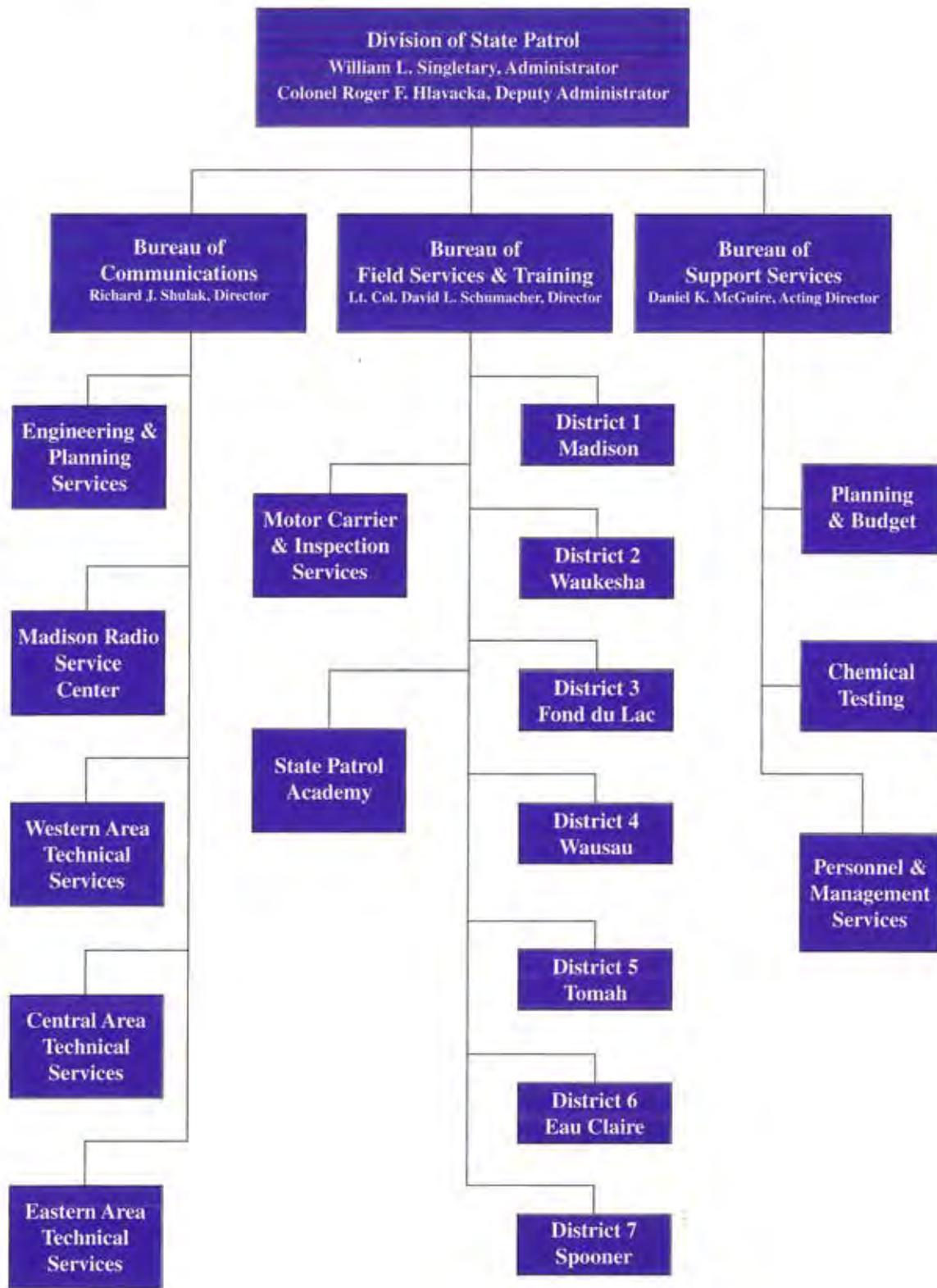
*Continuously improving our service as qualified individuals operating in a team environment.*

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# ORGANIZATION



# ADMINISTRATOR'S MESSAGE

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



I am pleased to present for your review the Division of State Patrol's Annual Report for 1996. 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 Operating Plan. Our plan complements the DOT Strategic Plan, especially in those areas related to Transportation Safety. Examples include our performance-based state enforcement plan for the Motor Carrier Safety Assistance Program; our multi-agency drug recognition training program at the Academy and our analysis of the feasibility and cost benefits of new technology and equipment for law enforcement, especially as it relates to the emerging Mobile Data Communications System.

Completion of several Division Operating 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 Operating Plan and convinced that this Plan is worth our investment of time and effort.

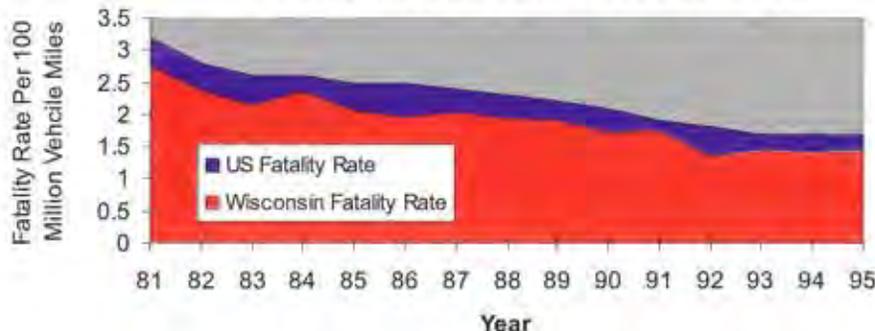
The motor vehicle fatality rate in Wisconsin has been reduced by nearly 50% over the past 15 years. Factors contributing to this improvement include better public awareness of highway safety issues, the application of the latest law enforcement technologies to well defined problems and the development 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,

William L. Singletary,  
Administrator

Motor Vehicle Fatality Rates - 15 Year Summary



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## 1996 OVERVIEW OF ACCOMPLISHMENTS



*Colonel Roger F. Hlavacka,  
Deputy Administrator*

Safety on Wisconsin highways through service to Wisconsin citizens has been the purpose of the State Patrol since its creation in 1939.

In 1996, the Patrol was engaged in a variety of service-related programs aimed at achieving our strategic goals. I am proud of each member of the State Patrol team and want to take this opportunity to highlight a few of our goal-related successes.

### **Safety Belt**

The first of these efforts is the promotion of safety belt use by all Wisconsin motorists and passengers. Since 1954, the State Patrol has been an enthusiastic supporter of safety belt use and, as a matter of policy, requires safety belt use by all of its employees while on duty. In 1996, we participated in the National Highway Traffic Safety Administration Safe and Sober Campaign. This is a national, state and local effort to increase safety belt use and reduce alcohol and speed-related crashes. This program is aimed at saving lives, preventing injuries and

substantially reducing the dollars spent on the aftermath of motor vehicle crashes.

The State Patrol participated in special traffic enforcement efforts in support of this program. We dedicated more officer hours for public safety education and enforcement, resulting in more motorists assisted and citations for speeding, and Operating While Intoxicated

### **Networking**

As a part of our effort this year, on behalf of highway safety, the State Patrol was represented at state, national and international forums on highway safety. An example of such a gathering was the International Association of Chiefs of Police (IACP) conference in Phoenix, Arizona. Another purpose of this gathering was to provide other law enforcement professionals with information concerning techniques for vehicle occupant protection. It was at this gathering that we were awarded first place in the International Chiefs of Police, National Chief's Challenge. This award was made to the Wisconsin State Patrol for its many unique highway safety initiatives. The grand prize award is the use of a 1996 Explorer for one year. This vehicle will be used at special events and on routine patrol in an effort to improve the visibility of the Patrol.

The Wisconsin State Patrol and the Brookfield Police Department co-hosted the Northwestern University - Traffic Institute Graduate Re-training Seminar in Brookfield on September 15-18, 1996. The annual seminar was attended by a record number 250 law enforcement and criminal justice system officials from across Wisconsin, a number of other states and countries including five representatives from Panama. The Seminar Steering Committee was chaired by Colonel Roger F. Hlavacka of the Division of State Patrol. He was assisted by Captain Robert A. Bereiter of District 2 and representatives from the Milwaukee County Sheriff's Department, the cities of Brookfield, Milwaukee, Cudahy, and Tomah Police Departments and a member of the Wisconsin Department of Justice. Dr. Noel Bufe, Director of the Traffic Institute and his staff provided guidance and assistance with the conference. The Northwestern University Traffic Institute is an internationally recognized training institution in the arena

of police administration, management and training. It is noted for its expertise in highway safety, traffic law enforcement, traffic engineering, investigations, research, training and numerous other law enforcement related areas.



The Traffic Institute was founded in 1936 and is recognized as one of the top training centers on law enforcement topics in the world. During this annual seminar the Traffic Institute celebrated its 60<sup>th</sup> Anniversary.

The theme of the conference was "Managing the Future: Strategic Law Enforcement Issues." Renowned speakers from across the country presented training on a variety of topics including: "The Future of Policing" by Dr. William L. Tafoya; "Success Without Stress" by Dr. James T. Reese; "Risk and Liability" by Attorney Gordon Graham; and "The Future of Terrorism" by Dr. Jonathan R. White. Conference attendees also were presented with a report on the issues involved in a trial that included the use of DNA as evidence and received updates on civil liability, discipline and criminal law.

The Steering Committee worked very hard to make this training conference the success it turned out to be. The dedication, commitment and thorough planning by the co-host agencies resulted in a comprehensive, innovative and futuristic program on strategic law enforcement issues which were extremely well received by those in attendance. The reviews of this year's seminar were extremely positive, with many of the participants summarizing the experience as "outstanding".

This seminar provided an opportunity for our agency to enhance existing partnerships with other agencies and share a worthwhile experience with our law enforcement

colleagues from throughout the state, country and internationally.

## Motor Carrier Safety

We continued our efforts to reduce the number of crashes involving commercial motor vehicles. We completed the twelfth year of our Motor Carrier Safety Assistance Program (MCSAP). This program addresses highway safety by promoting uniform enforcement and data collection standards. It is a federally funded program managed by the Federal Highway Administration.

We continued to expand and enhance our program. We have progressed from conducting roughly 3,800 inspections when we began our MCSAP in 1985, to nearly 30,000 inspections this year. In addition to conducting vehicle and driver inspections, we conduct hazardous materials inspections, post-crash inspections, and participate in a variety of other safety initiatives including educational and informational presentations and safety audits of commercial carriers.

In addition to our normal activities, we were involved in the 100/200 Site Project, a voluntary federal program and an Intelligent Transportation Systems (ITS) project. The 100/200 Site Project is intended to provide inspection staff with the resources needed to more effectively select carriers in need of inspections. Fifteen permanent sites have been installed with computers equipped with an Inspection Selection System (ISS). ISS contains current information on motor carriers likely to pass through a particular state's facilities and assists inspectors in determining a *need* to inspect. In addition, we have five laptop computers equipped with the Inspection Selection System (ISS) data collection program for inspectors doing portable motor carrier enforcement.

Another ITS project is the HEKA Project, which is technology designed to automatically determine a truck's brake efficiency. Designed and manufactured in Germany, it is being piloted with other brake technologies in other states. Installed at the Hudson Scale, District #6 has taken the lead on overseeing this project, working with federal representatives from Washington, DC, a consultant from Battelle Corporation of Ohio, and representatives from HEKA, USA. At the conclusion of this project, Battelle will compile results of the various brake technologies to determine effectiveness of each design.

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Officers assisted a record 47,712 motorists in 1996. These assists 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 one million persons contacted the State Patrol in 1996, seeking information, assistance and other services.

## **Drunk Driver Arrests**

Removal of alcohol or other drug-impaired drivers from our highways is another vital method of serving Wisconsin motorists. Troopers apprehended 3,373 impaired drivers in 1996, bringing the total number of drunk drivers arrested in the 1990s to over 30,000. Considerable credit for the State Patrol's drunk driving arrest record must go to the vigilance and effort of State Patrol Troopers and an alert motoring public who are increasingly making use of cellular telephones to report dangerous driving behavior.

The war on drunk driving is being fought on other fronts as well. Breath alcohol testing instruments, provided by the State Patrol, are in use at over two hundred and forty state, county and municipal law enforcement centers statewide. Efficient use of this technology is assured by an ongoing training and certification program, provided by our Chemical Test Section, which is aimed at the successful prosecution of the impaired driver. The State Patrol intends to replace these evidential breath testing instruments with new state-of-the-art equipment within the next few years.

More than 4,500 law enforcement officials are trained and licensed in the use of this new breath alcohol testing equipment. In 1996, over 35,000 breath alcohol tests were administered to impaired motorists. These tests resulted in the conviction of more than 90% of the arrested individuals.

## **Partnerships**

In cooperation with local law enforcement agencies, numerous public awareness events are scheduled each year dealing with the effects of alcohol on driving. In 1996, several hundred such demonstrations, seminars and mini-courses were put on before a variety of community groups and organizations. Numerous such events took place at county fairs and shopping malls. It is estimated that well over three million motorists had contact with the State Patrol's highway safety related alcohol and drug education programs. In addition to these efforts, education programs developed specifically for youthful drivers were put on at high schools statewide.

## **Operating Plan**

In December we completed our Division Operating Plan. The fundamental purpose of the Division Operating Plan is the identification and description of those projects that promote our strategic goals. The plan provides a description of specific projects that we intend to implement; performance measures for those projects; and details about objectives and milestones that will guide us to our goals. While the plan is fairly specific, it should not be viewed as static. Implementation of Operating Plan recommendations will enable the State Patrol to operate more efficiently. We will pursue continuous improvement of our operations through regular review of our Operating Plan.

The Operating Plan is the product of extensive discussion, staff work and leadership. Experienced staff led "Project Action Teams" (PATs) for each of the eight goals identified in the Strategic Plan. These teams identified a variety of projects related to their respective strategic goals. The initial work of each PAT was reviewed by Division managers to ensure that project resources were available and to select projects for implementation. Division leadership set priorities, schedules, performance measures and provided project resource allocations. This involved extensive and healthy debate throughout the Division.

The purpose of the Operating Plan is to provide program guidance for the State Patrol. It will also provide a basis for discussion with the highway safety community and others who have an interest in road safety. We hope that it will elicit comment from the community we serve and be the foundation for legislative support of our programs.

## **Traffic Law Enforcement**

We know that motor vehicle crashes are not accidents but avoidable events, caused by a single variable or chain of variables. We are dedicated to reducing traffic fatalities and injuries by addressing the factors that cause them. Our enforcement efforts address the three main factors that contribute to the severity of motor vehicle crashes. These contributing factors are speed, alcohol consumption and the lack of safety belt use.

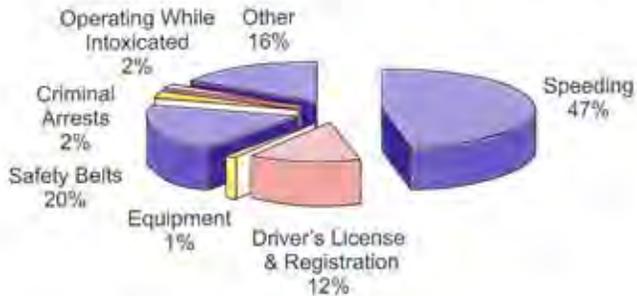
In 1996, nearly one half of the 186,585 arrests we made were speed related. Our speed law enforcement addresses excessive speed as one of the most common factors contributing to vehicle crashes. In 1996, we continued our enforcement and safety education efforts to increase compliance with our highway speed laws.

Our philosophy of promoting voluntary compliance with highway safety rules is also applied to our motor carrier safety programs. In 1996, a number of technological and policy improvements were made in our motor carrier safety services to promote voluntary compliance with our motor carrier rules. These are described later in this report.

While Wisconsin is the 16th largest state, based on 1990 Census figures, it ranks last in the number of troopers per capita with one trooper for every 12,672 residents.

Our challenge for the future is to build on these successes and to be constantly searching for new and effective methods to carry out our mission of providing a safe environment for Wisconsin motorists through education and traffic law enforcement programs.

### Division of State Patrol Arrests 1996



Safety belt use in Wisconsin has continued to increase since passage of the safety belt law in 1987. Safety belt use was only 26% in the spring of 1987, before the mandatory safety belt law was passed. Of all occupants observed in the most recent field survey, 64.2 percent were wearing their safety belts. The number of citations we have written over the past several years continues to decline as voluntary compliance with the safety belt law increases.

We wrote 3,373 alcohol-related citations in 1996. Known as "Operating While Intoxicated," these arrests decreased by 7% in the past year. Alcohol related traffic fatalities have decreased by more than 42% in the past twenty years. Public safety education and fair enforcement of our highway safety laws have played an important role in the improvement of our highway safety environment.

Over the past ten years, the number of registered vehicles has increased 18%, the number of drivers is up 9.5% and vehicle crashes went up 17%. We have also become more involved in criminal arrest and drug interdiction activities. Criminal arrests for the State Patrol have almost tripled in six years: from 1,305 in 1989 to 3,500 in 1995. Our drug related arrests have increased nearly 600% in this period: from 197 in 1990 to more than 1,400 this year. We experienced these increases in service while operating under a state law, unchanged since 1986, that caps the number of troopers at 386.

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## BUREAU OF FIELD SERVICES AND TRAINING



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

The past year has presented us with many challenges, demonstrating the wide variety of responsibilities faced by our officers each day.

**\*\*In** the spring of this year, we assisted in the evacuation of Weyauwega when a train derailed and presented one of the greatest hazardous material spill threats, in U.S. history.

**\*\*During** the summer we were called upon to help the residents of Oakfield when a tornado struck their community.

**\*\*Not** far away, we assisted local authorities in preparation for a threatened riot at the University of Wisconsin-Oshkosh.

**\*\*We** also provided investigation and reconstruction services following a tragic motor carrier/school bus crash near Rosendale.

Our mission to promote highway safety and enhance the quality of life for Wisconsin citizens and visitors is one we take very seriously. Our seven district offices located in Madison, Waukesha, Fond du Lac, Wausau, Tomah, Eau Claire and Spooner, our State Patrol Academy at Fort McCoy and our 17 safety and weight enforcement facilities support our highway public safety mission. Our performance this year, in the face of very difficult circumstances, demonstrates our commitment.

### Training



*Major Michael A. Moore,  
Director of Training*

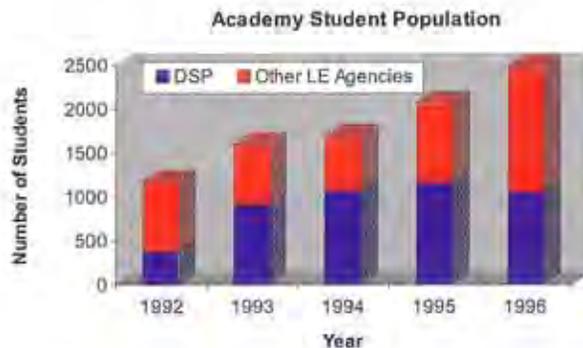
All of our highway safety programs and many statewide law enforcement efforts are supported by a comprehensive training effort at the Wisconsin State Patrol Academy, located at Fort McCoy, Wisconsin.

In 1996, we expanded our curriculum to address increasing demand for officer training. As we developed our training programs this year, we have been mindful of our Major Goals related to promoting training, personal development and cultivation of partnerships with local law enforcement agencies. We do this through program and instructor development as well as technical improvements to our teaching facility.

In addition to training Division personnel, we provided training to 1,100 personnel from numerous state, local and federal agencies in 109 different law enforcement-related programs. In 1996, these included National Park Rangers and Bureau of Alcohol, Tobacco and Firearms personnel. In addition, our state Department of Natural Resources and DOT Divisions of Highways and Motor Vehicles made frequent use of Academy facilities.

Our expanded training curriculum includes Wisconsin Department of Justice certified training programs in Defense and Arrest Tactics (DAAT), Emergency Vehicle Operations (EVOC), Firearms and vehicle stop procedure. Our newest training programs in Vehicle Identification and Theft Recovery and Motor Cycle Crash Investigation were attended by 56 state and local police officers the first time these courses were offered. We see

an increasing demand for these types of programs as well as those related to crash investigation, commercial motor vehicle inspection and ethics in law enforcement. Personnel from a number of local police and human service agencies attend these programs. Plans are underway for several new EVOC programs that will take place during the next training year.



In 1996 we experienced increased use of Academy facilities by a wide range of agencies and organizations for conferences, meetings and a variety of training and in-service programs. For example, in May, the American Association of Motor Vehicle Administrators conducted their Fraudulent Identification Prevention program at the Academy. Participants came from Minnesota, Iowa, South Dakota, Nebraska, Wisconsin, and the U.S. Secret Service. In addition, we are conducting the basic training program for new officers from the Provost Marshals' Office at Fort McCoy.

In addition to our specialized training programs, the Academy conducted basic training for the 46th Recruit Class. Thirty-seven Troopers and Inspectors graduated on December 6th, and were welcomed into the Division and the Department of Transportation.

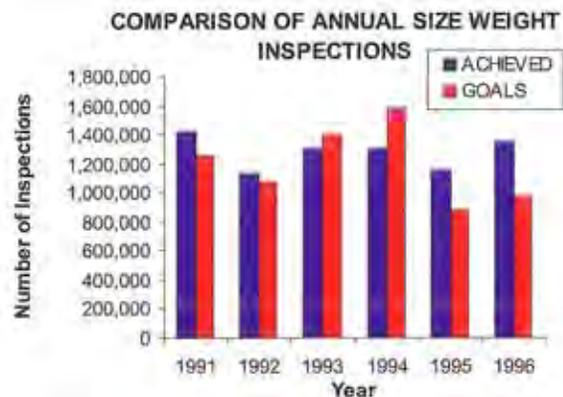
## Motor Carrier Inspection Services



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

The Division has an authorized force of 112 Motor Carrier Inspectors operating 17 permanent safety and weight inspection facilities throughout the state. Ninety-three portable scales are also used in mobile enforcement and inspection operations. In 1996, we conducted 1,496,888 truck weight and 29,362 safety inspections procedures resulting in 7,052 trucks ordered out of service until needed repairs were made and drivers met all safety regulations.

We want to be sure that drivers can operate their trucks safely. We check truck logs to see if the driver has adequate rest and, of course, we are always watchful for indications of alcohol and drug use.

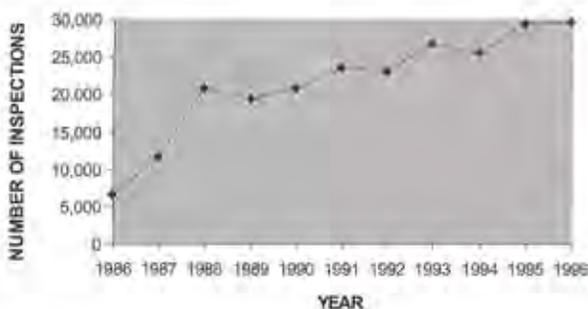


## Intelligent Transportation System

The Wisconsin State Patrol is one of many partners involved in the Intelligent Transportation System (ITS) both nationally and on the state level. ITS is deployment of proven technologies in the transportation arena to increase the efficiency and effectiveness of transportation while decreasing the number of crashes and incidents occurring.

On the national level, the Wisconsin State Patrol is an active participant in setting the "Guiding Principles" of ITS in Commercial Vehicle Operations (CVO) by serving on the CVO Program Committee of FHWA and ITS

MCSAP INSPECTIONS



America. At the state level, we serve on the WisDOT ITS Steering Committee and the Executive Committee. The ITS Steering Committee has been working on a 20-year plan to make the Interstate 90/94 corridor safer by deploying "smart technology".

Initiatives are planned within the first five years of this 20-year plan to solve transportation problems on I-90 and I-94, two of Wisconsin's most heavily traveled corridors. The Wisconsin DOT is coordinating projects in the Gary-Chicago-Milwaukee corridor and the I-90 and I-94 corridor from the Illinois to Minnesota state lines through separate program plans developed with the help of consultants and user input.

Though the Interstate-90/94 ITS Deployment Plan will address transportation problems for the entire motoring public, two particular projects will directly affect commercial vehicle operations.

1. The *Automated Safety Inspection/Weigh-in-Motion Scales* will allow weight, credentials and safety history to be checked during a single inspection without the vehicle ever coming to a complete stop. Automatic scales will be deployed at selected sites along the corridor.

2. The *Purchase Credentials in Advance* project will allow Wisconsin-based operators to purchase over-size and overweight permits in advance of their trip.

These two projects will enable commercial vehicle operators to operate more efficiently and will help the Wisconsin State Patrol to more effectively monitor and enforce motor carrier regulations.

## Motor Carrier Safety Assistance Program (MCSAP)

Wisconsin State Patrol Inspectors are also responsible for conducting motor carrier safety inspections. Inspection volume has increased from approximately 3,800 inspections in 1985 to 30,100 in 1996. The 1996 totals are the largest in the history of the program. The purpose of this program is to reduce accidents involving commercial vehicles by detecting violations of federal motor carrier safety regulations, federal hazardous material regulations, and state regulations involving commercial vehicles.



Commercial vehicle inspections are conducted as part of the MCSAP. Sub-programs include the Mobile Inspection and Size/Weight Program and the Traffic Enforcement Program. As part of the Mobile Inspection and Size/Weight Program, inspectors conduct safety inspections, measuring and weighing commercial vehicles along the roadside to determine compliance with federal and state safety regulations. Over 1,500 inspections were conducted under this sub-program. The Traffic Enforcement Program is conducted by specially trained troopers who conduct an interview of the commercial driver and do a cursory inspection of the vehicle as part of a traffic enforcement stop. Over 4,000 Traffic Enforcement inspections were conducted. The remaining inspections were completed as Compliance Reviews. Compliance Reviews are conducted by inspectors at the

carrier's principal place of business and involve an in-depth review of the carrier's records to ensure that systems are in place to meet federal safety regulations.

## New Partnerships

Plans are underway to improve the MCSAP through improved relations with local school districts, law enforcement agencies and the Federal Highway Administration.

Our contact with local school districts will focus on educating the younger driver regarding heavy trucks and the need to share the road with commercial motor vehicles. We also plan to reach out to local law enforcement agencies in our efforts to collect data related to commercial motor vehicle crashes. We will be using the Geo-graphic Information System (GIS) to integrate and synthesize commercial vehicle crash data to help us plot crash histories on state trunk highways. We will then have a better idea regarding the allocation of MCSAP resources.

Another area of partnership building is related to coordination of the State Enforcement Plan with the Federal Accident Reduction Plan. This cooperative effort with the local Federal Highway Safety Administration office seeks to unite state and federal crash reduction activities.

## HEKA Brake Tester

Wisconsin was awarded a \$65,000 federal grant, to install and test an automatic brake testing device, designed and manufactured in Germany, to test brake efficiency. The device has been installed at the Hudson Scale in St. Croix County. A small number of inspectors have been chosen to participate in the research and development phase of the project to determine the equipment's accuracy and effectiveness. This project is being pursued in partnership with the Federal Highway Administration and is guided by Battelle Corporation. The research will continue through 1997.

## 100/200 Site Project

Wisconsin received a \$100,000 federal grant to participate in this voluntary project. The goal of this project is to provide computer equipment nationwide to 200 motor carrier inspection facilities for the purpose of

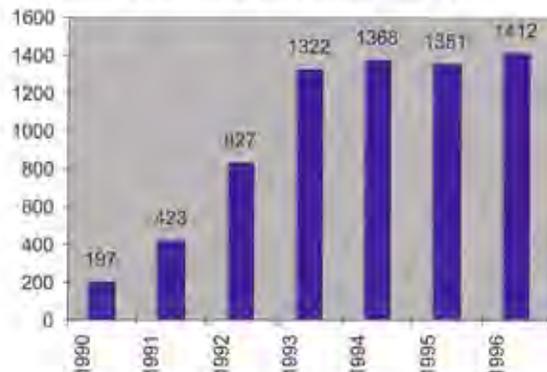
electronic access to motor carrier safety and driver license data. Wisconsin has installed this specialized equipment at 17 permanent inspection facilities. It will also be available to a small number of troopers and inspectors who use pen-based notebook computers for their mobile commercial motor vehicle enforcement activities.

## Drug Interdiction

Since the beginning of our drug interdiction program five years ago, we have seen a 600% increase in the number of controlled substance arrests. In 1996, 1412 drug related arrests were made. These typically take place on our interstate highway system incidental to a contact made for a highway safety related offense.

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

Controlled Substance Arrests



## Public Safety Education

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

One of our most popular safety awareness efforts is the "Little Convincer" program. In 1996, more than 14,000

youngsters attended this safety belt awareness program. Developed at State Patrol District 3, this program is targeted toward young children and stresses the importance of buckling up. A complete program has been developed for presentation in pre-schools and elementary schools.

Numerous public safety education efforts using television, radio, newspaper and personal appearances took place in 1996. More than 50,000 persons of all ages attended highway safety-related presentations by the State Patrol. Highway Safety topics included: safety belt and safety seat use and the effects of drinking and driving and excessive speed.

### Customer Service Complaints “Down”

An emphasis on courtesy, compassion, and service has been demonstrated through the continual decline in service complaints from the public in recent years. The quality of the State Patrol’s contacts with the public assists the Division with promoting highway safety.



The Wisconsin State Patrol recorded 47,712 “Motorist Assists” in 1996.

### Cops in Shops

The Division of State Patrol entered into an agreement with the Bureau of Transportation Safety to work with local law enforcement agencies to provide officers for an undercover enforcement program targeting underage alcohol purchasers. The creation of the Cops in Shops program was a grassroots effort to curb underage drinking. This program provided plain clothes troopers and inspectors with the opportunity to work in local liquor stores to help stop the illegal sale of alcohol to minors. The program goals were to stop underage people from buying alcohol, using fake or altered identification cards, and to stop adults from purchasing alcohol for underage persons. The Cops in Shops program improved the relationships between law enforcement and alcohol selling establishments by providing them with common goals for the public good. There will be lasting benefits from increased community awareness of the problem of underage alcohol abuse and a new understanding that community policing is effective. Underage alcohol purchases are one of the biggest challenges faced by law enforcement and the Alcohol Retailers Association. The program began in May and concluded in September. This pilot program was viewed as successful and received a great deal of community support.

# WISCONSIN STATE PATROL DISTRICTS

## DISTRICT 1

4845 E. Washington Avenue  
Madison, WI 53704  
(608) 246-3220



**CAPTAIN  
ALVIN L. BISHOP**



**TROOPERS**.....55  
**INSPECTORS** .....24  
**SAFETY AND WEIGHT FACILITIES**.....4  
**POPULATION** .....714,487

## DISTRICT 2

21115 Highway 18  
Waukesha, WI 53186-2985  
(414) 785-4700



**CAPTAIN  
ROBERT A. BEREITER**



**TROOPERS**.....46  
**INSPECTORS** .....21  
**SAFETY AND WEIGHT FACILITIES**.....2  
**POPULATION**.....1,709,988

## DISTRICT 3

P.O.Box 984  
(Junction Hwys. 151 & 41)  
Fond du Lac, WI 54936-0984  
(414) 929-3700



**CAPTAIN  
WILBERT C. DEGUIRE**



**TROOPERS**.....59  
**INSPECTORS** .....11  
**SAFETY AND WEIGHT FACILITIES**.....3  
**POPULATION**.....1,073,382

## DISTRICT 4

2805 Martin Avenue  
(Junction Hwys. 51 & NN)  
Wausau, WI 54401-7102  
(715) 845-1143



**CAPTAIN  
TERRY D. BENGTSON**



**TROOPERS**.....44  
**INSPECTORS** .....12  
**SAFETY AND WEIGHT FACILITIES**.....4  
**POPULATION** .....583,734

## DISTRICT 5

Route 3, Box 604  
 (1 90, Tomah Exit, Hwy. 131)  
 Tomah, WI 54660-0604  
 (608) 374-0513



**CAPTAIN  
 DOUGLAS L.  
 VAN BUREN**



<b>TROOPERS</b> .....	<b>40</b>
<b>INSPECTORS</b> .....	<b>13</b>
<b>SAFETY AND WEIGHT FACILITIES</b> .....	<b>2</b>
<b>POPULATION</b> .....	<b>231,853</b>

## DISTRICT 6

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



**CAPTAIN  
 MARSHA M. WILEY**



<b>TROOPERS</b> .....	<b>41</b>
<b>INSPECTORS</b> .....	<b>17</b>
<b>SAFETY AND WEIGHT FACILITIES</b> .....	<b>2</b>
<b>POPULATION</b> .....	<b>352,970</b>

## DISTRICT 7

P.O. Box 80  
 (Junction Hwys. 253 & 63)  
 Spooner, WI 54801-0080  
 (715) 635-2141



**CAPTAIN  
 RICHARD C.  
 FANKHAUSER**



<b>TROOPERS</b> .....	<b>23</b>
<b>INSPECTORS</b> .....	<b>7</b>
<b>SAFETY AND WEIGHT FACILITIES</b> .....	<b>1</b>
<b>POPULATION</b> .....	<b>225,462</b>



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## BUREAU OF COMMUNICATIONS



*Richard J. Shulak, P.E.,  
Director, Bureau of Communications*

The Bureau is composed of four sections providing technical support and field engineering throughout the state, and centralized staff providing specialized engineering, management, and support functions. This staff of highly trained and motivated communications experts is responsible for the engineering, construction and maintenance of the statewide communications systems serving the Division of State Patrol and other public safety agencies within Wisconsin.

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

### **Mobile Data Communications System**

The Mobile Data Communications System (MDCS) was put in place to help reduce traffic on the congested voice radio system, but quickly proved to be a valuable enforcement tool enhancing officer safety and increasing officer productivity.

The Bureau of Communications was asked to implement the MDCS infrastructure by October, 1996. On October 8, 1996, Governor Tommy Thompson cut the ribbon on the new MDCS radio system, praising the cooperation demonstrated between the Division of State Patrol and the other participating law enforcement agencies in Wisconsin. The infrastructure is now complete. Mobile Data Computers (MDCs) have been requested as part of the 1997-99 budget for the State Patrol. The MDCS is the

first statewide radio communications system built specifically to serve the needs of all agencies; State, County, Local, and Federal, within Wisconsin.

### **Digital Microwave**

The microwave replacement program continued in 1996. This program achieved a major milestone this year with connection to all seven of the State Patrol district offices and the Academy.

Negotiations with Sprint, a Personal Communications System (PCS) company, produced the FCC-mandated frequency conversion at our Mauthe Lake to Eden and Baldwin to Elmwood paths. This migration was at no cost to the State Patrol and included replacing analog equipment with digital microwave equipment.

This leaves 11 of our backbone and 12 of our stub paths out of the original 49 analog microwave paths to be converted over the next few years.

This migration to the new technology will improve the accuracy, speed, and capacity of information transmissions. This will improve service to the Mobile Data Communications System (MDCS) via local and wide area networks.

### **Wisconsin Winter Weather System**

This Department of Transportation (DOT) project provides valuable road condition information to highway maintenance personnel. This system helps state and local highway maintenance agencies anticipate poor winter road conditions. The system consists of computer processing units (CPU) at each of the seven State Patrol District Offices and 51 road condition sensors throughout the state highway system.

Before this year, information from the sensors was available through long distance telephone lines. To reduce costs it was decided to transmit sensor information on the State Patrol Statewide Microwave Network. To accomplish this, the sensor units were linked by radio signal to the microwave towers. In 1996 Federal Communications Commission licensing was completed for this system.

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The Bureau of Communications (BOC) has been working very closely with DOT Transportation Districts to accommodate their needs. Final installation is underway to link the District CPU's to the Master CPU which is located at the Hill Farms State Transportation Building. When complete, this road condition reporting system will be available to individual agencies by toll-free telephone.

## Very High Frequency Trunking

The State Patrol Bureau of Communications engineered a pilot project to demonstrate the efficiencies of VHF (136-173Mhz) frequencies. The DOT Statewide Public Safety Radio Management Program is providing leadership to the Wisconsin Interagency Committee On Radio Tower Sites (WICORTS), exploring new architectures for the next generation of radio communications. The pilot system was used by many public safety entities in the Lake Winnebago area. State agencies included the DOT Division of State Patrol, the Department of Natural Resources, the Department of Justice, the Department of Health and Family Services, the Department of Corrections, the Department of Military Affairs, as well as several local and federal agencies. The pilot demonstrated cross agency communications, telephone interconnections, multiple agency talk groups, selective call, secure communications and alpha-numeric identification to all units. Trunking is a proven technology for multiple agency users. Trunking systems have typically been built in the more costly 800 MHz band. This system uses the more efficient VHF band and was the first of its kind in the nation. Single site coverage is expected to be several times that of a comparable 800 MHz system, meaning that if the coverage is projected to statewide coverage, the number of tower sites required will be substantially reduced. While the emphasis of the pilot will be multi-agency trunking of voice communications, the inherent digital architecture can also accommodate Mobile Data Communications systems. This pilot system, has been operational since February 10, 1996.

## Statewide Radio Shop Services

Staff at the statewide State Patrol Radio Shop, in Madison, provide installation services for the seven State Patrol Districts and backup support for Communications Technicians at the District radio shops. The installation of two-way radios, MDT/C's, radar, vascar, video cameras, emergency lights, sirens and other electronic equipment for cruisers and motor carrier inspection vehicles is

completed at the Madison facility. In 1996, the Radio Shop performed 160 installations for the State Patrol and another 10 installations for other state agencies.

The design of radio consoles and the layout of equipment in vehicles, as well as the testing, evaluation and purchase of new equipment is completed at the Radio Shop.

Radio Shop technicians maintain an inventory of spare parts, which are distributed throughout the state.

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## BUREAU OF SUPPORT SERVICES



*Daniel K. McGuire,  
Acting Director, Bureau of Support Services*

The Bureau of Support Services performs a variety of managerial functions in support of the primary traffic law enforcement activities of the Division. These include personnel services such as recruitment, payroll, affirmative action, and retirement services; planning and budget; and administration of the statewide chemical testing program.

The Chemical Test program supports the prosecution of alcohol impaired drivers through the provision of a systematic and standardized method of measuring the breath alcohol content of impaired motorists. In 1996, the Chemical Test Section maintained 253 Intoxilyzer breath alcohol measuring devices and certified 12,806 officers as breath test instrument operators. Statewide, over 450 officers were trained to administer evidential breath alcohol tests.

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

### Personnel and Management Services

The Division's Personnel and Management Services Section continues its role of recruiting, hiring, and retaining the best qualified candidates for a variety of careers in law enforcement. This past year, we updated many of our recruitment and information brochures. Our new recruitment display boards were a successful addition to our public relations effort.

A Police Communications Operator Survey was implemented in January to address recruitment and retention issues. The survey provided for the organization of the Police Communications Operator series into one level, and placed the single classification in a labor market competitive pay range. On December 22, 1996 the Police Communications Operator classification increased one pay range. Police communications supervisors received a similar increase.

This summer, the 46th Recruit Class reported to the State Patrol Academy, at Fort McCoy. The 37 Trooper and Inspector graduates completed a 22 week basic training program and graduated on December 6th.

The Personnel and Management Services Section continues to process complex personnel transactions in order to assure proper hires, transfers, retirements, promotions, and pay increases for all of the Division's employees.

### 1996 PROMOTIONS

Trooper James R. Barnier--Sergeant, District 6  
Trooper Sandra K. Huxtable-- Sergeant, State Headquarters  
Trooper Theodore J. Meagher--Sergeant, State Patrol Academy  
Trooper Eugene C. Wagner-- Sergeant, District 1  
Sergeant Lee F. McMenemy--Lieutenant, State Headquarters  
Sergeant Timothy L. Carnahan--Lieutenant, State Headquarters  
Trooper Bruce W. Holsclaw--Sergeant, District 5  
Trooper Scott G. Lindemann--Sergeant, District 5  
Trooper Nick Scoreio Jr.--Sergeant, District 7  
Inspector Nicholas R. Wanink--Sergeant, District 7  
Trooper Darrell W. Hill--Sergeant, District 5  
Inspector Jeffrey D. Lorentz--Sergeant, District 4

Trooper Glen A. Jones--Sergeant, District 2  
 Trooper Andrew T. Tennesen--Sergeant, District 1  
 Trooper Gerald C. Voight--Sergeant, State Patrol Academy  
 Trooper Tanya L. Connors--Sergeant, State Headquarters  
 Trooper Steve G. Krueger--Sergeant, District 6

### 1996 RETIREMENTS

Trooper Keith I. Nollenberg .....	28 Years
Sergeant Richard J. Terlikowski .....	29 Years
Sergeant Steven C. Hanson .....	24 Years
Trooper Orin L. Wincentsen .....	28 Years
Inspector Robert O. Raraff.....	28 Years
Trooper Bryan G. Peth.....	28 Years
Inspector Robert M. Schroeder.....	30 Years
Trooper Earl L. Cupp.....	29 Years
Trooper Donald R. Aderman .....	30 Years
Trooper Harry C. McCallum .....	27 Years
Trooper Glenn W. Steffen .....	27 Years
Trooper Gary D. Eberhard .....	30 Years
Inspector Sergeant James P. Cmeyla .....	34 Years
Captain Donald R. Holt .....	30 Years
Program Asst 4-Conf. Janet G. Sabatke .....	39 Years
Inspector David E. Forbush .....	28 Years
Sergeant David J. Neumaier .....	26 Years
Sergeant Rodney G. Day .....	28 Years
Sergeant Alan W. Campbell .....	17 Years
Lieutenant Dennis F. Ebner .....	28 Years
Lieutenant Stephen F. Gasper.....	32 Years
Trooper James H. Hanson.....	24 Years
Trooper Robert K. Follis.....	30 Years
Trooper Larry C. Doxruide .....	28 Years
Inspector Florian A. Kotecki .....	29 Years
Trooper Gail R. Minks.....	30 Years
Sergeant Darol G. Peterson.....	32 Years
Sergeant Larry D. Krueger.....	24 Years
Trooper John W. Lyman.....	28 Years
Lieutenant Ronald A. Kuhn.....	30 Years

### Chemical Test

In 1996, the Chemical Test Section continued to perform its three basic functions: test and certify the accuracy of evidential breath testing instruments, train personnel to operate breath testing instruments, and provide expert court testimony on breath alcohol issues.

In 1996, the Chemical Test Section re-certified breath examiner specialists and certified more than 450 new operators. An average of 30 law enforcement personnel attended each of 15 basic training programs for breath examiners.

Related to this effort, a Chemical Test Section database was enhanced in 1996 to help track activities of the section and allow us to monitor trends in instrument certification and repairs as well as trends in Operating While Intoxicated driving court cases.

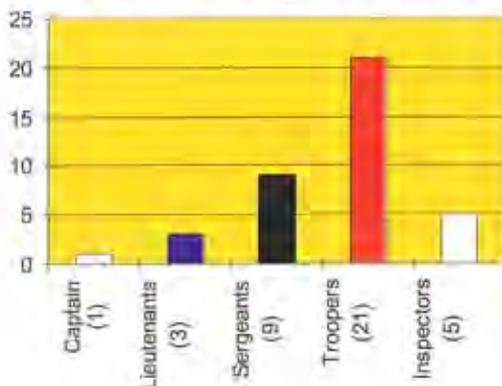
It is important that our technical staff remain proficient in their respective areas of expertise. Several section staff attended the International Association For Chemical Testing conference in Lisle, Illinois and the Intoxilyzer 5000 Users Group convention in Las Vegas, where our electronics technician was the keynote speaker. In a related activity, and in the spirit of partnership building, Chemical Test Coordinators provided training at several municipal judicial conferences.

Each year we make a considerable investment in maintaining and certifying the accuracy of existing equipment and investigating the latest evidential and qualitative breath analysis equipment. An example of this was the assistance we provided to the Department of Natural Resources with its Intoxilyzer 1400 and dry gas program. Consistent with this effort, we are investigating the potential for dry gas technology as an alcohol standard for field use. This process continues to be very encouraging. Replacement of existing evidential instrumentation with newly purchased instruments is a high priority.

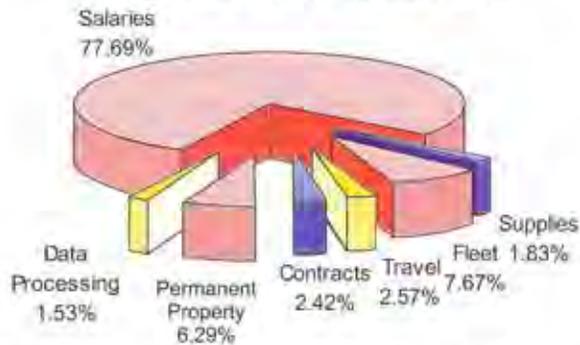
### Planning and Budget

The Planning & Budget Section is responsible for development of the biennial budget, the annual operating budget, and the capital budget. Section activities in calendar year 1996 included finalizing the 1997-99 biennial budget and development of the fiscal year 1997 operating budget. The Section also shares responsibility for purchasing and other ongoing fiscal services. In fiscal year 1996, actual Transportation Fund expenditures for the Division of State Patrol amounted to \$39,303,547.

**Rank of Departing Sworn Officers**



## 1996 Operating Budget - \$39,303,547



The Planning and Budget Section is responsible for program evaluation, the analysis of issues that may affect the State Patrol and the development of strategic or operational plans. During 1996, Planning and Budget staff participated in the development of the Communications Long Range Plan, the Enterprise Public Safety Radio initiative, the Volunteer Pilot Project and the writing of this Annual Report.

### Information Technology

The installation of the local area network (LAN) infrastructure was continued in State Patrol District offices in 1996. Network wiring and equipment were installed at the Tomah, Eau Claire, and Spooner District offices. Planning was also started for the installation of network equipment at the Fond du Lac and Waukesha District offices.

As part of the State Patrol's implementation of Executive Order 242, migration to a LAN based electronic mail system was initiated. The employees of the State Patrol Academy and several headquarters staff began using the LAN based mail system during 1996.

Efforts were begun to integrate the Mobile Data System with the State Patrol Business systems at State Headquarters and the District offices. This effort involves the development of a computer network utilizing the State Patrol Microwave system.

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

### Legislation

The Bureau of Support Services is responsible for monitoring the legislative activities within the State Legislature and with providing research and analysis of legislative proposals relating to law enforcement issues on both the state and federal level.

The Wisconsin Legislature passed 469 acts from the 1,780 bills proposed during the 1995 - 1996 legislative session. During the 1996 sessions, legislation responding to the Federal repeal of the National Maximum Speed Limit, statewide motor carrier transport restrictions, and law enforcement officer concerns received considerable attention.

- **Response to the repeal of the National Maximum Speed Limit - ACT 318** increased the maximum speed limit on certain Wisconsin state trunk highways to 65 mph. The criteria used in determining which roadways would receive an increase in the posted limit, and what a possible increase would be, were developed through an intensive data collection, review and analysis procedure involving all divisions within the Department of Transportation, the Senate Committee on Transportation, Agriculture and Local Affairs, and the Assembly Committee on Highways and Transportation.
- **Motor Carrier issues** - Motor carriers traveling along all of Wisconsin's highways, and those traveling on particular highways, will benefit from an easing of some restrictions and permit regulations related to specific loads, widths, weights, and route:

**ACT 7** permits vehicles transporting Christmas trees from September 15 through December 15 to exceed general width limitations.

**ACT 113** permits continued operation of certain overweight and overwidth vehicles on Interstate 39.

**ACT 163** authorized overweight and overlength permits for transport of seed potatoes along a specific route in northeastern Wisconsin to the Michigan border.

**ACT 193** increases the maximum allowable length from kingpin to axle to 43 feet.

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**ACT 330** assures compliance of fireworks transportation in Wisconsin with federal regulations.

**ACT 347** creates annual or consecutive month permits for vehicles or combined vehicles transporting loads near the Wisconsin/Michigan border and exempts the operators of motorized construction equipment from driver licensing requirements.

**ACT 348** eliminates the permitting process required for vehicles carrying overweight loads during declared energy or agricultural emergencies.

- **Law enforcement officer concerns:**

**ACT 93** identifies a violation for barricading and provides an increased penalty for resisting an officer during a barricading situation.

**ACT 251** created a separate bargaining unit for state law enforcement employees, including State Patrol Troopers, Inspectors, Police Communications Operators, and DMV Driver Licensing Examiners.

**ACT 306** gives full faith credit to enforcement of orders providing protection to individuals, specifically domestic battery victims.

**ACT 314** permits law enforcement agencies to use polygraph testing of prospective employees.

**ACT 339** adds OC (oleoresin of capsicum / pepper spray) as a dangerous weapon identified during the commission of disarming a law enforcement officer.

**ACT 341** requires the State Patrol to provide bulletproof vests to Troopers and Inspectors upon request.

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# STATE PATROL SPECIAL AWARDS

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

## TYPES OF AWARDS

### *Medal of Valor:*

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

### *Purple Heart:*

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

### *Meritorious Service:*

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

### *Achievement Certificate:*

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

### *Life Saving Effort:*

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

### *Outstanding Performance Award:*

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

### *Length of Service Recognition:*

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

## AWARD RECIPIENTS

Wisconsin Department of Transportation Secretary Charles Thompson and Wisconsin State Patrol Administrator William Singletary are proud to present the following awards:

### TROOPER GEORGE T. RIEDEL MEDAL OF VALOR

On December 4, 1995, the Monroe County Sheriff's Department received a call reporting a domestic dispute involving a weapon and shots fired in the town of Melvina. Troopers Riedel and Kapitany were at the Monroe County Sheriff's Department at the time of the call and responded as backup. Officer Howland of Sparta, also responded. While enroute, responding officers were told they could back down. At this point, Trooper Kapitany started to return to the Sheriff's Department to continue processing some juveniles that he had apprehended in a stolen vehicle. Trooper Riedel continued toward Melvina. Officer Howland encountered a male pedestrian in the Southbound lane of traffic, causing him to stop his vehicle on the roadway with the pedestrian on the passenger side of his vehicle. When Trooper Riedel came upon the scene, he observed the pedestrian pointing a rifle through the front passenger window of Officer Howland's cruiser. Trooper Riedel immediately backed his cruiser to about 50 yards, where he exited his cruiser with his shotgun and took a position of concealment behind his open door. Trooper Riedel radioed for assistance from Trooper Kapitany. At this time, Trooper Riedel could hear the suspect make death threats against Officer Howland. Officer Howland had keyed his mobile radio microphone so the threats could be heard through the police airwaves. Trooper Riedel used his cruiser's PA system to order the suspect to put down the weapon, but the suspect did not comply. Trooper Kapitany arrived on the scene, and upon hearing the threats, it was determined that he should retrieve his shotgun and take a tactical position on the left. The suspect demanded that all police vehicles shut off their emergency lights, which was complied with. He also demanded that all weapons be surrendered, which could not be honored. At this point the suspect was crouching alongside the open door of Officer Howland's cruiser, aiming the rifle at Officer Howland's neck, chest and ribs. The suspect told Officer Howland that he had to the count of ten to surrender his weapon or he would kill him. The counting was being broadcast over the

police radio. The suspect was about half finished counting when Officer Howland grabbed the barrel of the rifle, pushed back and exited his vehicle on the driver's side. As he exited his vehicle, he fired a shot back toward the suspect, striking the door post and causing the suspect to stumble back slightly from the cruiser. Trooper Riedel seized this opportunity to fire on the suspect. Trooper Kapitany had just returned from retrieving his shotgun and both he and Trooper Riedel approached the suspect. With the assistance of a Monroe County Deputy, he was disarmed and secured. Trooper Riedel performed his required duties in a cool, calm manner and was commended for his follow through of what was a very difficult decision.

**TROOPER WILLIAM A. MILLER**  
**MEDAL OF VALOR**

At approximately 2:00 a.m. on Friday, December 1, 1995, Madison Police Officers spotted a speeding vehicle on East Washington Avenue which led to a high speed pursuit. The Madison PD was joined by the Dane County Sheriff's Office and the Wisconsin State Patrol. Trooper William Miller was one of the officers in pursuit. The pursuit continued out of the City of Madison, into Sun Prairie and to Windsor, where it stopped at a convenience store. When confronted by a police presence, the individual exited her vehicle. She was armed with a fully loaded revolver, which she pointed directly at a City of Madison Police Officer. She was ordered repeatedly to put down the weapon but continued to advance toward the police officer, pointing the weapon at him. Trooper Miller and other officers were then forced to fire at the individual. Trooper Miller's cool and professional actions stabilized the situation and canceled the threat to a fellow officer. This is a very difficult decision and was appropriate in this case. We are proud, as a Division, to honor Trooper Miller for his actions. Trooper William Miller was awarded one of our highest honors, the Medal of Valor.

**INSPECTOR RICKY J. NOWACK**  
**MERITORIOUS SERVICE AWARD**

On August 4, 1995, Inspector Ricky Nowack was advised a young boy on a bicycle was operating erratically on US Hwy 51. Inspector Nowack arrived at the scene and observed a ten year old boy driving his bike south in the northbound lane. Traffic was moderate and vehicles were taking drastic evasive action to avoid striking the boy. Inspector Nowack activated his lights, crossed the median ahead of the boy, stopped his cruiser, and attempted to stop the boy on foot. The boy evaded him and continued to drive his bike toward oncoming traffic. Inspector Nowack attempted to talk to the boy and persuade him to stop. He then returned to his cruiser and attempted to catch up with the boy. The pursuit continued across the median and into the southbound lane. Inspector Nowack stopped his vehicle and with the assistance of a motorist apprehended the boy as he attempted to escape through a ditch and over a fence. The young boy was

attempting to commit suicide because of family problems. The Department of Social Services commended Inspector Nowack for his good work and professional manner.

**TROOPER JOHN D. SINGLETON**  
**MERITORIOUS SERVICE AWARD**

On November 7, 1995, at approximately 12:25 a.m., Trooper John Singleton, with two Jackson County Deputies responded to a domestic disturbance with shots fired in the village of Merrilan. Upon their arrival, the officers took up a position a block away from the residence to plan a course of action. After exiting their vehicles they came under fire from the house and immediately took cover behind their vehicles. Dispatch advised that two females were trapped inside the house and that an armed male would not allow them to leave. The man had threatened to kill them and they were pleading for help. Trooper Singleton and Deputy Haldeman decided to take action to attempt to remove the women from the situation. Dispatch advised that the women were trapped on a third floor balcony in the front of the house. This created a dangerous situation as the front of the house was well lit with street lights and any movement toward the front of the house could easily be detected. Trooper Singleton and Officer Haldeman took up a position 30 yards from the house behind a truck parked in the driveway. They attempted to talk the women into jumping from the third floor balcony to the second floor balcony and then again to the ground, but the women were too frightened to comply. At this point, Trooper Singleton, with no regard for his own safety, moved toward the front of the home and climbed to the second floor balcony. Deputy Haldeman covered Trooper Singleton with a shotgun while Trooper Singleton assisted the women from the third floor to the second floor and then finally to the ground where they were able to run to safety. The male subject surrendered after four to five hours and was taken into custody. The action taken by Trooper Singleton and the Jackson County Deputy was above and beyond the call of duty. At great peril to themselves and thinking only of the safety of the women, they took heroic action and demonstrated total disregard for their safety to effect the safe rescue of others.

NOTE: This incident was reenacted for an episode of the TV program "Real Stories of the Highway Patrol."

**TROOPER JAMES H. SMITH**  
**MERITORIOUS SERVICE AWARD**

On August 5, 1993, Trooper Smith observed an unregistered black Suzuki motorcycle traveling east on CTH N in the town of Rib Mountain. Trooper Smith had information that this vehicle was being operated by a revoked driver who also was in possession of controlled substances. Trooper Smith attempted to stop the motorcycle, which resulted in a pursuit situation. After a short distance the subject lost control of the motorcycle and a foot pursuit followed. Trooper Smith was

able to catch the suspect and after a struggle was able to gain control. A fanny pack located under the suspect's jacket was confiscated. A search of the fanny pack disclosed several small wrapped containers of an unknown substance as well as a container of methcathinone or CAT. A warrant was issued to search the suspect's home where other drugs and drug paraphernalia were found. The suspect provided the names of his suppliers, who in turn were arrested. This arrest led to the closing down of one of the largest CAT labs in Wisconsin.

**SERGEANT RAYMOND J. SONDELSKI**  
***MERITORIOUS SERVICE AWARD***

On March 4, 1996, an eastbound freight train derailed in the small town of Weyauwega. As a result of the derailment, 14 tank cars containing liquid propane gas were damaged and several were burning at the scene. This resulted in one of the most dangerous transportation emergencies in the history of the United States. Sergeant Sondelski arrived at the scene shortly after 7:00 a.m. and began to coordinate the State Patrol response with the Waupaca County Sheriff's Office. Initially, the response was being coordinated from an area within close proximity of the burning rail cars. Sergeant Sondelski and command staff from the Sheriff's Office initiated actions to isolate and contain the area. The needed resources for the evacuation effort were identified and assigned to posts and duties as they were brought into the Weyauwega area. Throughout this time frame, the threat of a catastrophic explosion was very real. The possibility of a boiling liquid expanding vapor explosion was imminent on that morning. In the face of this danger, and a great peril to his personal self, Sergeant Sondelski conducted his field supervisory response and coordination duties in an exemplary manner. His decisiveness and leadership under very demanding circumstances were in keeping with the highest traditions of the Division of State Patrol.

**SERGEANT CHARLES L. JANSSEN**  
***MERITORIOUS SERVICE AWARD***

On March 4, 1996, at that same incident, the train derailment in Weyauwega, Sergeant Janssen, who lives nearby, responded and was one of the first officers on the scene. He observed flames shooting hundreds of feet into the air from the crash site. He immediately began clearing bystanders from the area. He was in such close proximity to the crash site that he could feel the heat of the fires on his exposed skin. He established a control point to restrict media access to the area. Sergeant Janssen then assisted with the evacuation of residents from the town and reported to the command post to assist with any other needed duties. Sergeant Janssen also responded in an exemplary manner in the face of this danger while disregarding the very real danger to himself. His decisiveness and leadership under very demanding circumstances were in keeping with the highest traditions of the Division of State Patrol.

**TROOPER PATRICK J. KONZ**  
***LIFE SAVING EFFORT AWARD***

On October 7, 1995 Trooper Konz responded to the report of a possible pulseless nonbreather at a gas station in Lake Mills. When Trooper Konz arrived at the scene, he talked to a customer who stated that she thought the attendant was deceased. Trooper Konz entered the station, recognized the attendant and knew she had a history of heart problems. He checked the victim and found her to have a weak pulse and shallow breath. Trooper Block and an off-duty EMS member arrived at the scene and with their assistance the victim was placed on the floor and vital signs were monitored. Just as the Lake Mills EMS arrived, Trooper Konz detected a loss of pulse. The off-duty EMS member began ventilations and Trooper Konz assisted the EMS crew with connecting a defibrillator to the victim. While the EMS personnel continued to work on the victim, Troopers Konz and Block placed the victim on a backboard and assisted in placing the victim in the ambulance. Trooper Konz's efforts were commended and deserving of special recognition.

**TROOPER PATRICK J. KONZ**  
***LIFE SAVING EFFORT AWARD***

On October 9, 1995, Trooper Konz responded to a report of a motor vehicle accident in which the driver of the vehicle was experiencing problems breathing. When Trooper Konz arrived at the scene, he saw that a Jefferson County Deputy was performing CPR on the individual. Due to problems with maintaining an airway on the victim, Trooper Konz obtained an oral airway from his first responder kit, inserted it and continued ventilations. When the Lake Mills EMS arrived, Trooper Konz continued to assist with the victim. This included preparing and applying defibrillator patches to the victim. Due to the efforts of Trooper Konz and other individuals a heart rhythm was maintained and the victim was transported to the hospital.

**TROOPER JEFFREY A. HILL**  
***LIFE SAVING EFFORT AWARD***

On February 5, 1996 at approximately 7:00 p.m., Trooper Hill responded to a call for help from the Green County Sheriff's Office. The call was from an individual who had been talking to a relative on the phone when the person began having problems breathing. When Trooper Hill arrived, he ran to the front door, upon finding it locked, he went to the window and peered in. He observed a female seated in a chair in the living room. Her left arm was hanging alongside the chair and the phone cord stretched from the phone. Trooper Hill quickly ran to the front door and broke a window panel to gain entrance to the home. He found the subject upright in a chair but not breathing. He placed her on the floor and began one person CPR. After several minutes a Green County Deputy arrived and they then switched to two

person CPR. They continued the CPR until the EMS arrived and transported the subject to the hospital.

**INSPECTOR FLORIAN R. KOTECKI**  
***LIFE SAVING EFFORT AWARD***

On January 8, 1996, at approximately 6:00 p.m., while off duty and driving his personal vehicle, Inspector Kotecki had stopped at the end of his driveway to pick up his mail when his neighbor came running out of his house yelling that his wife had fallen and was unconscious. Inspector Kotecki immediately exited his vehicle and ran into the house where he found the victim on the floor. Inspector Kotecki checked for vital signs and found none. He began one person CPR while the neighbor called the Oconto County Rescue Service. During CPR, the victim regurgitated, but Inspector Kotecki continued CPR. His efforts resulted in a pulse and breathing being restored prior to the rescue squad's arrival. The rescue squad continued CPR and transported the victim to the hospital.

**TROOPER JEFFREY L. NETT**  
***LIFE SAVING EFFORT AWARD***

On June 4, 1995, Trooper Nett responded to an emergency call to a residence south of Richford. The call requested an ambulance and rescue squad for a possible drowning. Trooper Nett arrived at the scene and parked his cruiser so his emergency lights would be visible to other responding units. He immediately proceeded to the residence and found a male doing CPR on a young boy who was laying on the lawn. Trooper Nett immediately assisted with CPR and began to do chest compressions until the Wautoma Ambulance arrived and transported the child to the hospital. The individual administering CPR was the young boy's uncle. He explained that the child had fallen in a nearby creek.

**TROOPER WILLIAM R. SCHMIDT**  
***LIFE SAVING EFFORT AWARD***

On September 29, 1995, while on routine traffic patrol on STH 29, Trooper Schmidt heard the Marathon County Sheriff's Office dispatch a car to a residence that was within 1 or 2 miles of Trooper Schmidt's location. He immediately radioed that he would respond. He arrived at the scene with the Marathon County Ambulance crew, which consisted of one EMT/driver and another EMT. After entering the residence, they found a 63 year old white male lying on the basement floor. The victim had no pulse and was not breathing. The ambulance crew immediately began CPR. Trooper Schmidt accompanied the EMTs in the ambulance and assisted with CPR while enroute to the Wausau hospital. Trooper Schmidt and the EMTs worked tirelessly until the victim was turned over to the hospital's emergency room personnel.

**TROOPER THOMAS W. PARROTT**  
***LIFE SAVING EFFORT AWARD***

On January 12, 1996, Trooper Parrott responded to an emergency medical call reporting that a man had fallen out of a bucket truck. Upon arrival at the scene, Trooper Parrott learned that the victim was installing lights at an intersection and was electrocuted when he accidentally touched the high voltage lines. The victim was unconscious and not breathing. Trooper Parrott retrieved his pocket mask and assisted two female witnesses with CPR until the Rib Mountain Rescue Squad arrived. Trooper Parrott maintained the victim's airway while the two witnesses assisted with ventilations and compressions. Rib Mountain Fire Department Captain Darren Westover praised Trooper Parrott and the two witnesses for their response time and their efforts.

**TROOPER THOMAS W. PARROTT**  
***LIFE SAVING EFFORT AWARD***

On February 2, 1996, Trooper Parrott was assigned to Highway 51 in Portage County, which is not his normal assigned work area. Trooper Parrott was contacted by the Portage County Sheriff's Office about an unknown medical emergency on CTH D which was approximately two miles from Trooper Parrott's location. Trooper Parrott arrived at the scene and was approached by a female who advised him that her husband was approximately one half mile back into their wooded property with a man who was injured. Trooper Parrott immediately notified emergency personnel that snowmobiles would be needed to reach the injured party. He then grabbed his First Responder Kit and other foul weather gear, boarded a snowmobile and proceeded to the scene. Upon arrival, Trooper Parrott assessed the victim and found that he had suffered two broken legs when his snowmobile left the trail and struck a tree. The victim had already been out in sub-zero weather for nearly four hours and had managed to drag himself for three-tenths of a mile before being found. Trooper Parrott kept the victim warm and calm while updating the Sheriff's Office on his status. Trooper Parrott acted quickly and decisively, which enabled the victim to receive emergency care with no delays.

**TROOPER DENNIS R. KRUGER**  
***LIFE SAVING EFFORT AWARD***

On May 5, 1996, Trooper Kruger received a call for assistance for a male that was having difficulty breathing. Trooper Kruger was within a couple of miles from the address on East Hill Drive in Fitchburg. Trooper Kruger and a Fitchburg Officer went into the residence and were told that the victim had just stopped breathing. Trooper Kruger checked for a pulse and found none, there was also no indication that the victim was breathing. They immediately started CPR and were then able to maintain a slight pulse but the victim could not breathe on his own. The Fitchburg EMS arrived about ten minutes later. The EMT's began working

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with the heart monitor while Trooper Kruger and the Fitchburg Officer continued with CPR. The heart monitor detected a slight heartbeat, but that stopped several times. They continued with CPR for approximately 25 minutes until Madison Paramedics arrived and readied the victim for transport.

**TROOPER JAMES L. NELSON**  
**LIFE SAVING EFFORT AWARD**

On February 15, 1996, Trooper Nelson heard a dispatch call requesting the Portage EMS respond to the Petro Truck Stop for a person having a seizure. Trooper Nelson and Trooper Mel Yasick were within two miles and responded. Within a few seconds another call was received stating the victim was now a pulseless, nonbreather. The troopers arrived at the truck stop and observed a man performing CPR on the victim. They immediately took over CPR. Trooper Yasick began experiencing problems with his CPR mask. A waitress stepped in and took over ventilations while Trooper Nelson continued compressions. They performed these functions until relieved by the EMS.

**TROOPER PAUL A. GREINER**  
**LIFE SAVING EFFORT AWARD**

On February 3, 1996, Trooper Greiner stopped at a convenience store located at the intersection of Interstate 90/94 and Highway 33, near Portage. A store clerk mentioned her concern for an elderly patron, who was a daily customer at the store and had not been in for the last several days. He had been suffering from a number of health problems recently. Trooper Greiner agreed to check on the gentleman's welfare and received directions to his residence. Upon his arrival, he discovered that the victim had fallen and was suffering from hypothermia and had been unable to take his medication for diabetes. Trooper Greiner immediately called for an ambulance. He assisted in stabilizing the victim and readying him for transport. The victim was within hours of dying from hypothermia had Trooper Greiner not checked on him. Trooper Greiner has received many words of praise and thanks from friends of the victim as well as the owner and staff at the convenience store for going that extra step in the performance of his duties.

**MARY A. LARSON**  
**ACHIEVEMENT CERTIFICATE AWARD**

During November 1995, a routine inquiry into the telephone listings at the Wisconsin State Patrol Academy was undertaken by Mary Larson. As a result of tedious, meticulous work, Mary discovered a potential billing error on the part of the vending company. The potential billing error was a double billing over an extended period of time. After many telephone calls and clarifying conversations, Mary was able to prove to the satisfaction of the phone company that indeed such an overbilling had occurred. After the

accounting process evaluated the work Mary had submitted, the phone company determined that the double billing had occurred and the amount of overbilling was \$4,889.47. Mary's efforts were commendable and considerable on behalf of the State, the Division, and the Academy. The credit and savings were a portion of the value of her service in this instance. Her work provides greater value with each passing month of corrected billing.

**TROOPER DAVID L. SANDS**  
**ACHIEVEMENT CERTIFICATE AWARD**

On October 17, 1995, at approximately 1:15 p.m., Trooper Sands assisted the DeForest Police Department with the evacuation of the DeForest High School due to a fire. Subsequent investigation of the fire indicated the suspicion of arson, a determination due in part to the diligence of Trooper Sands. Trooper Sands took an active part in the interrogation of juvenile suspects and through his efforts the perpetrator was discovered. As a follow-up to the investigation, he recommended an emergency detention of the "emotionally disturbed child," which was accomplished with his assistance. Trooper Sands exemplified the ideals and conduct that the Division strives for. During this incident, Trooper Sands devoted several hours of his personal off-duty time to accomplish the necessary tasks, choosing to forego any requests for overtime.

**TROOPER LAURANCE R. BURZYNSKI**  
**OUTSTANDING PERFORMANCE AWARD**

Trooper Burzynski embodies the very essence of team orientation and cooperation. His efforts are always directed towards the goals of the organization and the continued improvement of fellow members of the team. In day-to-day activities, he is first to not only identify problems, but provide effective means to address and correct those difficulties. He is always highly motivated and his enthusiasm, in the accomplishment of assigned missions is both greatly appreciated and contagious among his peers. He has provided and continues to be active in the formation of innovative ideas for improving work processes. Trooper Burzynski is highly regarded by his peers because of the encouragement and assistance that he continuously offers. He demonstrates outstanding performance, not only in his regular activities but by his constant and beneficial involvement in improving the processes used to obtain the goals established by the Division of State Patrol.

**JOAN M. COFELL**  
**and**  
**MARY R. BRATZ**  
**OUTSTANDING PERFORMANCE AWARD**

Joan and Mary have both served for over twenty years with the Division of State Patrol, District 4, Wausau. During this time, they have proven themselves to be dedicated and loyal

employees. The willingness to exceed expectations of their job assignments and to constantly strive for excellence sets them apart as true professionals. Both of these employees consistently give the extra effort that may be required to complete the mission at hand. In addition, they are always willing to help others with projects and assignments important to district operations. They both have demonstrated the highest levels of dedication to the Division and consistently support the values and goals of the organization in both word and deed.

**TROOPER WILLIAM B. HEINO**  
**ACHIEVEMENT CERTIFICATE AWARD**

On the evening of February 14, 1995 an aircraft crashed northwest of the Chippewa Valley Regional Airport. Trooper Heino was one of the first officers on the scene. Upon arrival at the crash site, Trooper Heino found two pilots still pinned in the plane. One of the pilots had no vital signs while the other was shrieking and thrashing around. Trooper Heino could only reach the surviving pilot by crouching down and reaching through a vent window, where he was able to hold the pilot against the seat in an attempt to keep him from injuring himself further on the surrounding jagged metal and broken glass. Trooper Heino noticed that the pilot was going into shock and losing consciousness, but was able to reawaken him and continued to reassure him. Due to the damage of the aircraft, extrication took several minutes; thus requiring Trooper Heino to maintain his physical, verbal and emotional contact with the pilot. Throughout the ordeal the pilot drifted into unconsciousness, only to reawaken and become physically violent. Though Trooper Heino did receive numerous abrasions on forearms from the jagged window glass with numerous sharp surfaces, he was successful in keeping the pilot from moving by using a great deal of force. Trooper Heino assisted throughout the extrication and the transport by snowmobile. Trooper Heino was awarded the Achievement Certificate for demonstrating outstanding physical and emotional strength in his dealing with the injured pilot to the point of compromising his own safety.

**INSPECTOR PETER J. COLLETTE**  
**PURPLE HEART AWARD**

On February 16, 1995, Inspector Collette, Division of Motor Vehicle employes; several local, state, and federal law enforcement officers and the Internal Revenue Service representatives executed a search warrant at a Muscoda unlicensed salvage yard. During the search, an individual drove onto the property, got out of his car and opened fire on those law enforcement officers who were closest to him, a Grant County Sheriff's Deputy and Inspector Collette. There was an exchange of fire before officers were able to subdue the assailant and take away his weapon. Both the deputy and Inspector Collette were wounded. It is with great pride, that

we awarded Inspector Collette the Purple Heart for an act of bravery in performance of his duties.

**TROOPER BRUCE W. HOLSCLAW**  
**ACHIEVEMENT CERTIFICATE AWARD**

On Sunday morning, April 30, 1995, while attending church in the Lake Delton area, Trooper Holsclaw observed an elderly woman sitting with her daughter and son-in-law. He overheard the elderly woman say that she was feeling dizzy and made note that it was very warm in the building. Trooper Holsclaw glanced over his shoulder and saw that the woman had slumped back in her seat with her head on her chest. He glanced back again to notice that she had not yet stirred and she was beginning to drool. Trooper Holsclaw quickly got up to render aid and upon assessment found no breath. He instructed another individual to call for an ambulance and then proceeded to lift the woman from her seat and lay her on the floor. He found her unresponsive and proceeded with rescue breathing. The emergency personnel arrived and continued with the rescue breathing at which point she began to breathe on her own. Trooper Bruce Holsclaw was awarded the Achievement Certificate for his actions.

**TROOPER JAMES A. FETHERSTON**  
**LIFE SAVING EFFORT AWARD**

On May 29, 1995 Trooper Fetherston was off duty and visiting the Shawano area. He had taken his personal vehicle to the Rainbow Car Wash for cleaning. Trooper Fetherston asked the attendant for change and noticed that he was confused about the request. He then proceeded outside to secure his vehicle and returned to check on the attendant. Upon return, he found the attendant lying on the floor suffering from a seizure. Trooper Fetherston attended to the individual and kept him from receiving further injury. When Law Enforcement and emergency personnel arrived it was determined that the attendant was a diabetic and had suffered a diabetic seizure. For his actions that day, Trooper Fetherston was awarded the Life Saving Effort Award.

**TROOPER RONALD C. DISHER**  
**and**  
**TROOPER MICHAEL D. HOOKHAM**  
**LIFE SAVING EFFORT AWARD**

On September 28, 1995, Troopers Disher and Hookham received a radio message that there was a cardiac arrest at MP 100. Both troopers responded to the area. Trooper Disher arrived at the scene first and found that a motorist had already removed the female victim from the vehicle. Within a short period of time, the motorist and Trooper Disher started CPR duties on the female. Trooper Hookham arrived on the scene and relieved the motorist. Both troopers continued until two EMT's, who were passing by, stopped and took over the CPR duties from the troopers who were by now exhausted. The ambulance arrived and began advanced medical

procedures. The woman was then transported to the hospital and was later transported by Flight for Life to the University Hospital in Madison. The University Hospital remarked that "They saved the woman's life. Please congratulate them." Without their involvement, without their ability, and without their dedication this woman would not have survived. For their action, Trooper Disher and Trooper Hookham were awarded the Life Saving Effort Award.

**TROOPER ANDREW T. TENNESSEN**  
**LIFE SAVING EFFORT AWARD**

On April 8, 1995, Trooper Tennesen was on his way to Fort McCoy to perform naval rescue duties. Weather conditions were foggy with a slight mist making visibility very poor. Trooper Tennesen noticed a trailer had overturned and was off the roadway on the shoulder of the highway. As he passed the scene, he observed a truck which was perpendicular to the highway and was actually the vehicle that had been pulling the trailer. Upon realizing this was a fresh accident with no emergency personnel yet on the scene, he immediately returned to the scene. Upon arrival he found two women trying to perform CPR on a male subject. Trooper Tennesen did a quick initial assessment and noted the subjects skin was cyanotic and almost blue in color. There were no other visible signs of trauma to the victim. Trooper Tennesen immediately began CPR with the assistance of one of the women who had stopped to render aide. After several minutes the victim's skin color was improving. Efforts continued for ten minutes until emergency personnel arrived. Trooper Tennesen was awarded the Life Saving Effort Award for his actions that day.

**REBECCA A. GRANGAARD**  
**OUTSTANDING PERFORMANCE AWARD**

Becky Grangaard is a Payroll and Benefits Specialist at District 6, Eau Claire. She performs her assigned duties in an exceptional manner. Her enthusiasm is evident every day in her dealings with fellow employes and the general public. She has consistently demonstrated the following qualities: dependability and reliability in assigned duties as well as special projects; initiative by providing time saving ideas and sharing knowledge and information, flexibility in her openness to accept change; and compassion in her dealings with employes, their families and others. Her good judgement has enabled her to be pro-active which has often prevented problems. District 6 staff and supervisor, Jan Lorentz, are proud to recognize Becky for her exceptional performance and positive attitude in furthering the mission and goals of the Division of State Patrol. Rebecca Grangaard was awarded the Division of State Patrol Outstanding Performance Award.

**JAMES E. THOMPSON**  
**OUTSTANDING PERFORMANCE AWARD**

James Thompson, Facility Repair Worker at District 6, Eau Claire has continually performed beyond the requirements of his position. He has eagerly taken on extra assignments within the District which have resulted in a more efficient, well-organized operation and savings for the Division. By going that extra mile, he has maintained district facilities in a "like new" condition. His variety of talents include: painting; wallpapering; and woodworking. These enable him to build shelves, computer stands, cabinets, tables, and repair almost anything; welding; plumbing; and knowledge of the basic operation of air conditioning, heating and electrical systems. Jim personifies the term "team player" and it shows in his enthusiasm as he deals with fellow district employees, summer students, family, and the public. He simply works well with everyone. District 6 staff and supervisor, Jan Lorentz, are proud to recognize Jim for his outstanding performance in furthering the mission and goals of the Division of State Patrol. James Thompson was awarded the Division of State Patrol Outstanding Performance Award.

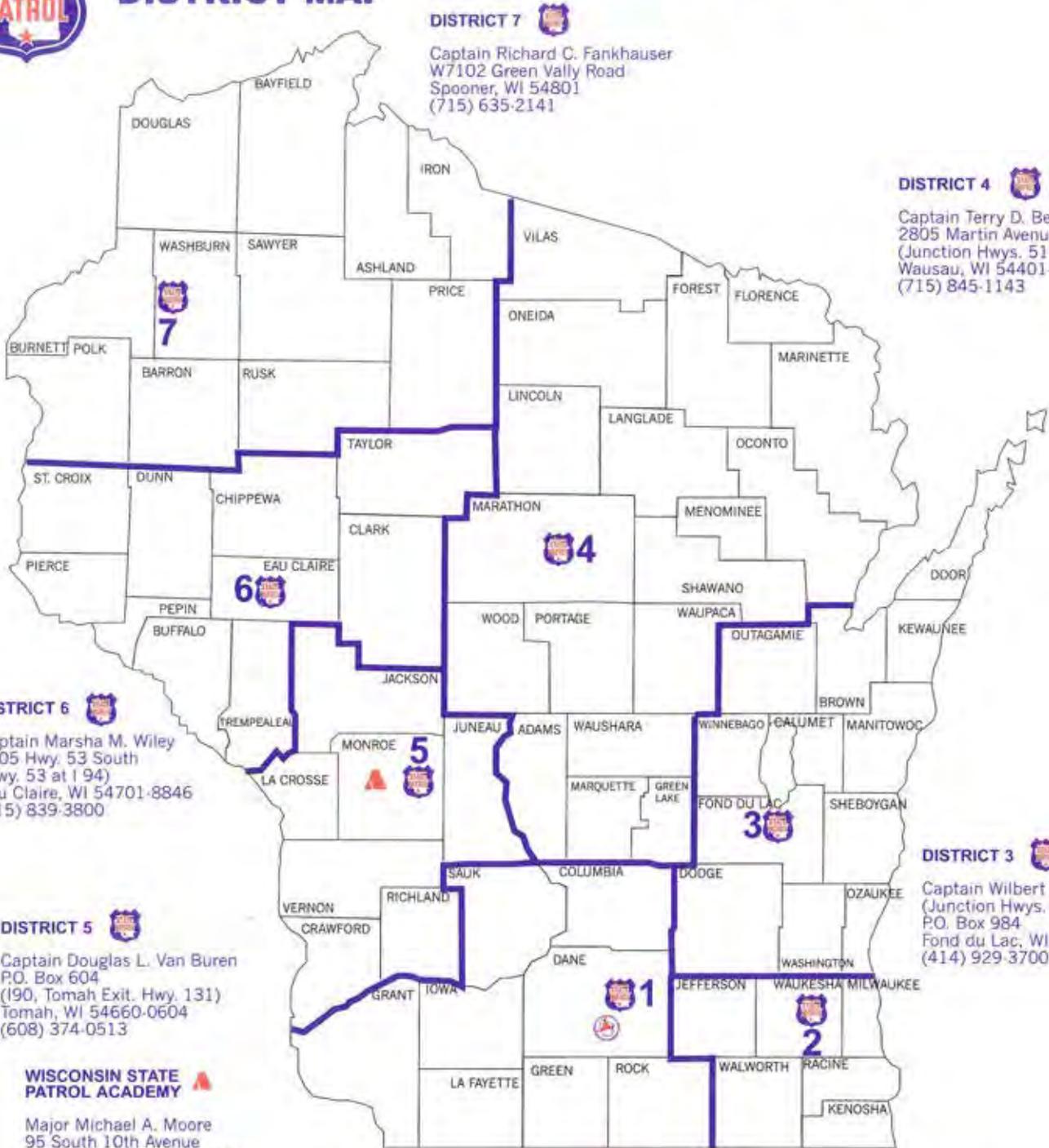
**LENGTH OF SERVICE RECOGNITION**

**30 YEARS:**

**KAREN M. KNOX**  
**MICHAEL M. JENNINGS**  
**DONALD R. ADERMAN**  
**FRIEDA M. ANDREAS**  
**GERALD P. BAUMBACH**  
**TERRY D. BENGTSON**  
**GARY D. EBERHARD**  
**ROBERT K. FOLLIS**  
**ROBERT A. GOHRE**  
**ROGER F. HLAVACKA**  
**DONALD R. HOLT**  
**JOHN C. MUNDY, JR.**  
**JOHN H. PARKER**  
**LOREN D. RAETHER**  
**WILLIAM L. SINGLETARY**  
**FREDERICK E. STAFF**



# WISCONSIN DIVISION OF STATE PATROL DISTRICT MAP



### DISTRICT 7

Captain Richard C. Fankhauser  
W7102 Green Vally Road  
Spooner, WI 54801  
(715) 635-2141

### DISTRICT 4

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

### DISTRICT 6

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

### DISTRICT 5

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

### WISCONSIN STATE PATROL ACADEMY

Major Michael A. Moore  
95 South 10th Avenue  
Ft. McCoy, WI 54656-5164  
(608) 269-2500

### DISTRICT 1

Captain Alvin L. Bishop  
4845 E. Washington Avenue  
Madison, WI 53704-3294  
(608) 246-3220

### STATE HEADQUARTERS

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

### DISTRICT 3

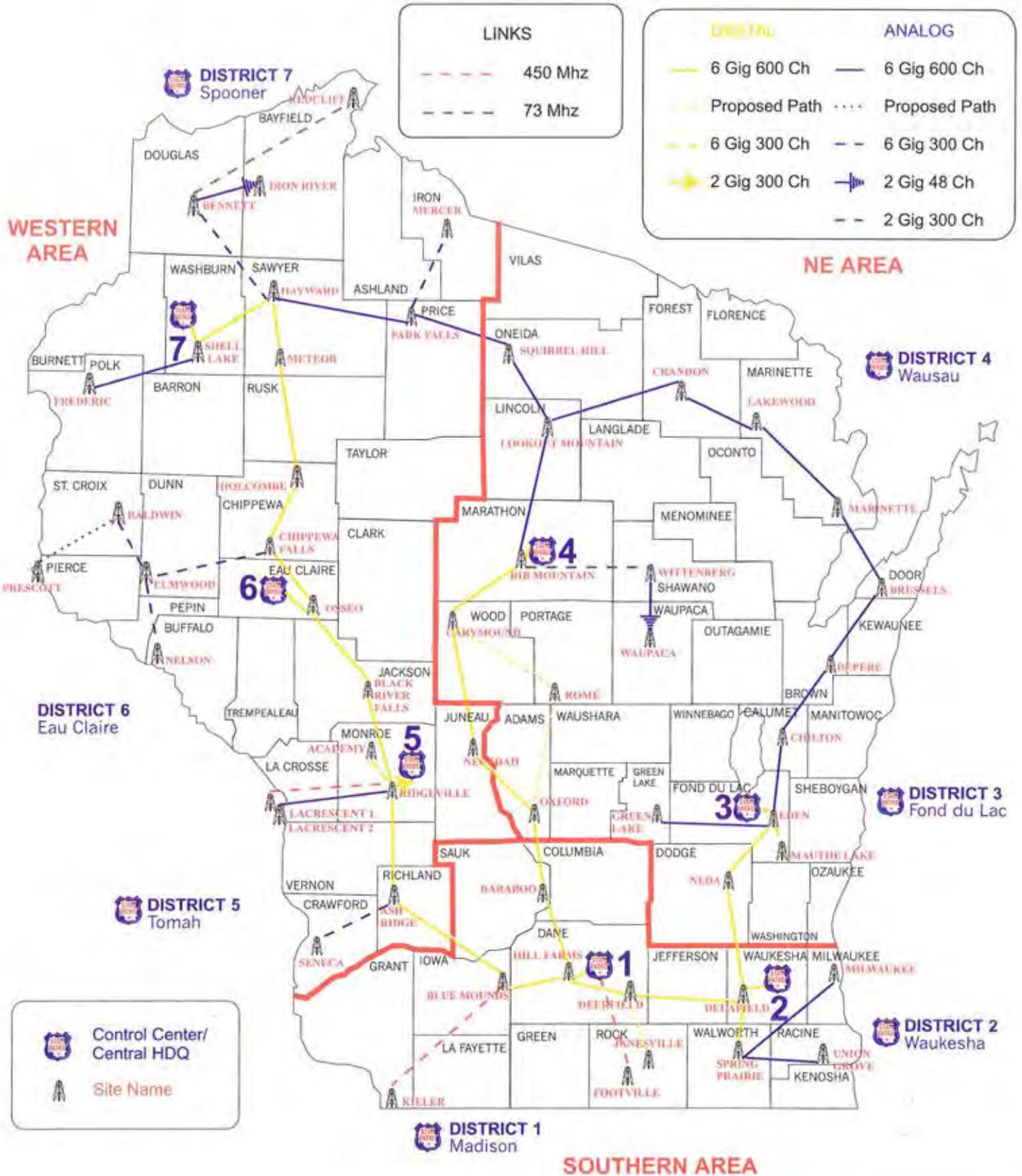
Captain Wilbert C. DeGuire  
(Junction Hwys. 151 & 41)  
P.O. Box 984  
Fond du Lac, WI 54936-0984  
(414) 929-3700

### DISTRICT 2

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



# State Patrol Tower Sites and Service Areas





# Wisconsin State Patrol Safety and Weight Facilities

