Wisconsin State Patrol 2005 Annual Report

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"Because of the sweeping reorganization… a 2004 annual report was not produced… However, the very noteworthy achievements of the men and women of the State Patrol in 2004 are covered in this report."

From the Superintendent:

The Wisconsin State Patrol has recently experienced monumental changes that streamlined and transformed our agency. The planning and preparation for our reorganization started in 2004, and the transformation was fully implemented in 2005.

This annual report focuses on the status of the State Patrol at the end of 2005. Because of the sweeping reorganization that encompassed the entire Wisconsin Department of Transportation, a 2004 annual report was not produced while changes were being introduced. However, the very noteworthy achievements of the men and women of the State Patrol in 2004 are covered in this report.

Although the State Patrol may look and operate differently than in the past, we will continue our tradition of meeting our traffic safety mission of promoting highway and public safety.

With the support of Governor Jim Doyle and WisDOT Secretary Frank Busalacchi the State Patrol is a strong, innovative, and professional agency with the talent and resources to meet ever-changing traffic safety challenges.

Sincerely,

David L. Collins

David L. Collins
Superintendent
Wisconsin State Patrol

Formation

The State Patrol has evolved over its history to become an effective statewide force

"Throughout its nearly 65-year history, the State Patrol has progressed and evolved into a statewide force of highly trained professionals who offer an array of services…"

The Wisconsin State Patrol was established in 1939 when 46 inspectors were designated as traffic officers.

In 1955, the modern State Patrol was created with an increase in strength to 250 State Patrol troopers. During the 1960s, the State Patrol became part of the Wisconsin Department of Transportation, and it was designated a WisDOT division in 1977.

In 2003, WisDOT Secretary Frank Busalacchi strengthened statewide traffic safety efforts by incorporating the Bureau of Transportation Safety into the State Patrol.

During 2004 to 2005, in response to state budget deficits, Governor Jim Doyle transformed state government agencies by consolidating functions and finding greater efficiencies in their operations. As part of this transformation, the State Patrol was realigned from seven districts into five regions that coincide with the regional alignment of all other WisDOT divisions.

Throughout its nearly 65-year history, the State Patrol has progressed and evolved into a statewide force of highly trained professionals who offer an array of services and programs that are critical components of highway and public safety in Wisconsin.

Above: The first teletype machine received May 1958 and used until 1987.
At right: In-squad computers now used.

Organizational changes

The State Patrol in 2005 completed a significant reorganization as part of a comprehensive reorganization of the entire Wisconsin Department of Transportation (WisDOT). Planning for the reorganization started in 2004.

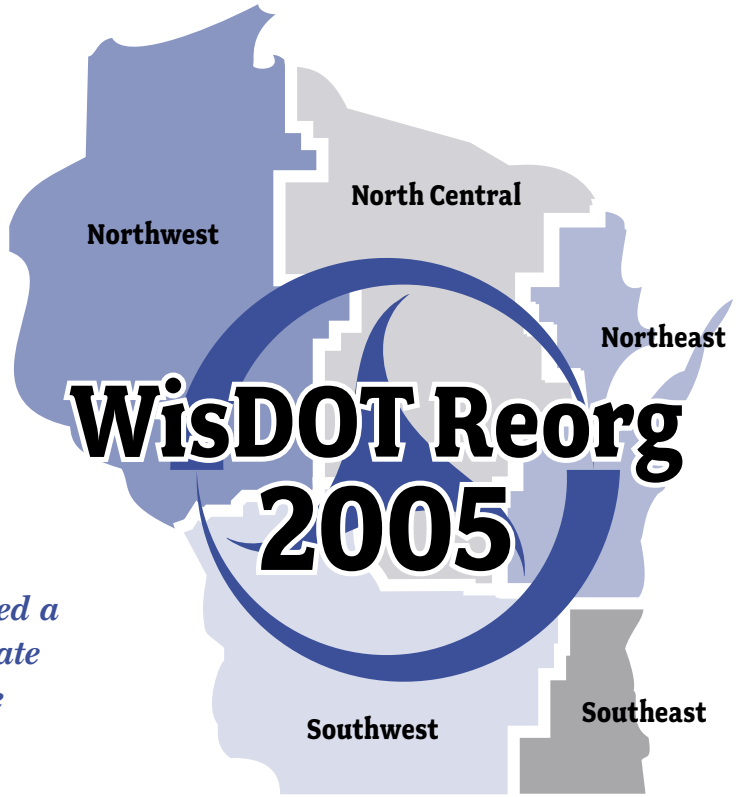
A major change entailed a realignment of seven State Patrol districts into five regions, which encompass the same counties as other WisDOT divisions. Previously, various WisDOT divisions had a different number of districts covering different counties. The seven district headquarters were renamed posts.

Because of their geographical size, the Northwest Region and the Southwest Region have two posts that include communications centers while the other three regions each have one post with a communications center. *(See map of regions and post locations on page 34.)*

The reorganization also eliminated the Bureau of Support Services and transferred many of its functions to the Bureau of Communications, the Bureau of Transportation Safety and the Superintendent's Office. In addition, the following changes were implemented as part of the WisDOT and State Patrol reorganization:

- Motor carrier safety enforcement functions and inspectors were transferred from the Bureau of Field Service and Training to the Bureau of Transportation Safety.
- Overall and supervision of the State Patrol Academy at Fort McCoy was transferred from the Bureau of Field Services and Training to the Superintendent's Office.
- The Bureau of Field Services and Training was renamed the Bureau of Field Operations to reflect its new structure.
- The Chemical Testing Section was transferred from the Bureau of Support Services to the Bureau of Transportation Safety
- The position of colonel was reinstated with all program staff reporting to the colonel.

"A major change entailed a realignment of seven State Patrol districts into five regions..."



To address significant budget deficits, 36 sworn-officer positions and 18 non-sworn positions were eliminated by March 2005 as part of the 2003-2005 state biennial budget.

However, the next state biennial budget for 2005-2007 restored 10 sworn-officer positions in order to meet the State Patrol's traffic safety mission and to return as many officers as possible to highway duties.

With the 2005-2007 biennial budget provisions and WisDOT reorganization plan, 22 non-sworn positions in administrative supervision and support service functions were eliminated. Most of the position reductions were attained through retirements or normal attrition with employees transferring to other state positions or finding suitable jobs.

Organizational structure

Under the direction of the Office of the Superintendent, the State Patrol has three bureaus and the State Patrol Academy that function as a team to meet the demands of traffic safety statewide:

See the organizational chart on page 37 for more details.

The State Patrol has three bureaus and the Academy that function as a team:

The Bureau of Communications ★

★ provides the engineering, installation, technical support and maintenance for the statewide voice and data communications networks, statewide microwave network, and vehicular communications systems used by the State Patrol, Department of Natural Resources and more than 160 law enforcement agencies.

The Bureau of Field Operations ★

★ consists of troopers, police communications operators, as well as supervisory and support staff in five regions with seven communications centers. The bureau's primary responsibilities are to enforce criminal and traffic laws, perform crash reconstructions and assist other local, state and federal agencies in response to emergencies and natural disasters.

The Bureau of Transportation Safety ★

★ manages federal grants for traffic safety programs, provides traffic safety analysis, conducts education and outreach, administers statewide commercial motor vehicle enforcement and safety inspections, as well as school bus and ambulance inspection services. The bureau's Chemical Testing Section provides breath alcohol testing equipment and training for law enforcement agencies throughout the state.

The State Patrol Academy ★

★ provides comprehensive training for State Patrol staff and other law enforcement agencies. The Office of the Academy directs the State Patrol's training initiatives for its sworn personnel, especially in areas designed to enhance unified tactical skills and ethical leadership.

Services & programs

State Patrol provides professional law enforcement services statewide:

- The Wisconsin State Patrol has a big role in public safety even though it is the smallest state patrol or state police force in the nation. Based on the number of sworn officers per capita, the Wisconsin State Patrol ranks 49th in the nation. (Hawaii does not have a state patrol or police force.)
- The State Patrol's troopers and inspectors are highly trained law enforcement officers who have successfully completed a rigorous 21-week training program at the Wisconsin State Patrol Academy at Fort McCoy. To upgrade their skills, troopers and inspectors attend annual training programs at the academy. They also attend specialized training sessions throughout the year.
- The Wisconsin State Patrol has an essential traffic safety and enforcement mission on interstate and rural highways.
- To provide homeland security, troopers routinely monitor highways, bridges and other potential terrorist targets. Inspectors carefully scrutinize trucks, especially those hauling hazardous materials.

In addition to its highway safety and law enforcement mission, the State Patrol provides the following statewide services:

- Enforcement of laws regulating the size and weight of trucks to prevent expensive deterioration of roadways, bridges, and other infrastructure.
- Motor carrier safety inspections using portable inspection equipment and weigh stations (Safety and Weight Enforcement Facilities). Trucking companies' records also are examined for compliance with safety regulations.
- Inspections of school buses, ambulances, human services vehicles, motor coaches and salvage vehicles.
- Evaluation and maintenance of breath-alcohol testing equipment, including training local law enforcement agencies and prosecutors at no cost to them.

The State Patrol provides an array of specialized professional services and benefits statewide including the following:

- Traffic and emergency assistance for local law enforcement agencies whenever and wherever needed. During peak travel times (such as holiday weekends), troopers team up with other agencies to target their enforcement in areas with high crash rates, speeding and other problems.
- Assistance to communities during emergencies, natural disasters (tornadoes, floods, forest fires, etc.), or major public events.
- Reconstruction of crashes and mapping of crime scenes for accurate investigations. Crash reconstruction data also help engineers design safer highways.
- Law enforcement training at the State Patrol Academy at Fort McCoy, including use of the Emergency Vehicle Operators Course for pursuit training.
- Revenue generated by State Patrol enforcement is disbursed to counties, the state school fund and other state programs. The State Patrol does not receive revenue from citation forfeitures. *(See chart on page 38.)*
- Traffic safety programs in partnership with law enforcement agencies, hospitals, public health departments, advocacy groups, and community organizations.

The State Patrol manages and maintains towers and infrastructure for statewide voice communications and the Mobile Data Communications Network (MDCN).

- MDCN is provided as a free service for more than 160 local, state and federal agencies including sheriff's departments, local police departments, the Wisconsin Department of Natural Resources and two tribal agencies. The network supports more than 1,300 mobile data computers in State Patrol and other agencies' vehicles.
- State Patrol communications centers coordinate enforcement throughout the state, which is especially important during pursuits or emergencies. Other communications centers, serving municipalities or counties, use varied technologies and frequencies that may not be compatible with systems in adjoining jurisdictions.
- State Patrol communications networks are self-contained and will operate independently of other agencies' systems if they should fail after a disaster or terrorist attack.
- As part of its technologically advanced communications system, the State Patrol has a digital microwave backbone linking 80 tower sites. *(See map on page 36.)*

The roles of troopers and inspectors

State Patrol officers provide expert testimony in court proceedings.

These officers provide many specialized skills that contribute to highway safety.

State Patrol officers team up with other law enforcement agencies for crowd control missions, like the massive Halloween celebration on State Street in Madison. (photo courtesy of Wisconsin State Journal via www.Merlin-net.com)

Troopers and inspectors are sworn law enforcement officers who have full legal authority to enforce all laws. In performing their duties, they arrest drug dealers and other criminals, as well as issue traffic citations.

Most motorists are familiar with State Patrol troopers, who carefully monitor the highways to enforce traffic laws, respond to crashes, and assist disabled motorists.

However, these officers also provide other specialized skills that contribute to highway safety. For instance, highly trained and well equipped State Patrol crash reconstructionists provide information and legal evidence about the cause of serious injury and fatal crashes. Using special equipment, the State Patrol also provides forensic mapping of crime scenes.

During high-profile visits by public officials, including the president, the State Patrol works with the Secret Service and other agencies to staff motorcade routes and employ other security measures. State Patrol troopers also are assigned to protect the Wisconsin governor when he travels.

State Patrol inspectors focus their enforcement efforts on ensuring that commercial motor vehicles and drivers meet all legal safety requirements. In addition, inspectors at 13 Safety and Weight Enforcement Facilities (roadside scales) weigh trucks to prevent damage to roads and bridges caused by overweight loads. Inspectors patrolling highways also use portable scales to weigh trucks.

Troopers are assigned to protect the Wisconsin governor.

Inspectors check every school bus in the state to ensure it's safe for transporting students.

As part of the federal Motor Carrier Safety Assistance Program, inspectors provide reconstruction of serious crashes involving commercial vehicles to determine if equipment failures or non-compliance with driver's requirements contributed to the crash.

To ensure compliance with regulations, State Patrol inspectors conducted approximately 50,000 motor carrier inspections in 2005.

Well-trained crash reconstructionists help determine the sequence of events in fatal crashes,

Inspectors examine commercial motor vehicles and monitor drivers to ensure compliance with safety regulations.

They also conducted 1,049 New Entrant audits and 251 compliance reviews.

Increasingly, troopers and inspectors have an important role in homeland security. During their regular patrols, officers are trained to observe, report and respond to suspicious activities. Inspectors carefully examine vehicles transporting hazardous materials, which might be used in a terrorist attack. In addition, State Patrol officers routinely assist local law enforcement agencies with security at large public events, like Green Bay Packer and Wisconsin Badger football games and the EAA Air Venture in Oshkosh.

At the State Patrol Academy at Fort McCoy, officers provide law enforcement training and programs to meet the challenges of today's

As part of their homeland security and public safety mission, State Patrol officers provide security at events, like Green Bay Packer and Wisconsin Badger football games.

In their public education and outreach efforts, State Patrol offices demonstrate the importance of safety belts, child safety seats, and other occupant protection equipment in vehicles.

public safety environment. State Patrol recruits undergo a rigorous and comprehensive training program before they are assigned as troopers or inspectors.

All inspectors and troopers attend an annual in-service training period to maintain their skill proficiencies and build their knowledge base.

Vital services provided by non-sworn staff

Non-sworn staff provide lifeline support, vital records, and technical services to State Patrol officers in the field as well as other agencies.

Members of the Chemical Testing Section test the effectiveness of ignition interlock devices, used to deter repeat drunken drivers.

Members of the State Patrol must be adept at performing multiple tasks simultaneously.

Maintaining and repairing complex equipment at each post is essential for operating the State Patrol's Mobile Data Communications Network

Police communications operators in the State Patrol's seven posts provide the information necessary for enforcement actions.

Working in seven communications centers around the state, police communications operators are non-sworn staff who dispatch State Patrol officers and work closely with other agencies to coordinate responses to crashes and emergencies.

As telecommunications experts and a lifeline to officers, they monitor the locations of State Patrol vehicles and exchange information necessary for enforcement actions. State Patrol police communications operators also provide services for 10 state agencies and nine federal departments, including the U.S Army, Secret Service and FBI.

They also release information to the news media about crashes, traffic delays, and highway closings.

State Patrol engineers and technicians in the Bureau of Communications maintain and upgrade voice and data communications systems. For driver and vehicle registration information as well as criminal records checks, 160 agencies use the State Patrol's Mobile Data Communications Network (MDCN).

Bureau of Transportation Safety experts are often tasked to provide testimony and information to the legislature, media and the public.

To promote traffic safety programs and initiatives, members of the Bureau of Transportation Safety offer education, outreach, media relations, policy analysis, grant administration and other services. In partnership with law enforcement agencies, advocacy groups and community organizations, State Patrol safety experts are involved in a variety of efforts to reduce impaired driving and to improve motorcycle safety, vehicle occupant safety (safety belts and child restraints), pedestrian and bicycle safety, and emergency medical services.

Members of the Chemical Testing Section evaluate, maintain and repair breath-alcohol testing equipment and provide training to local law enforcement agencies and prosecutors at no cost. The section monitors approximately 240 Intoximeter EC/IR breath testers around the state.

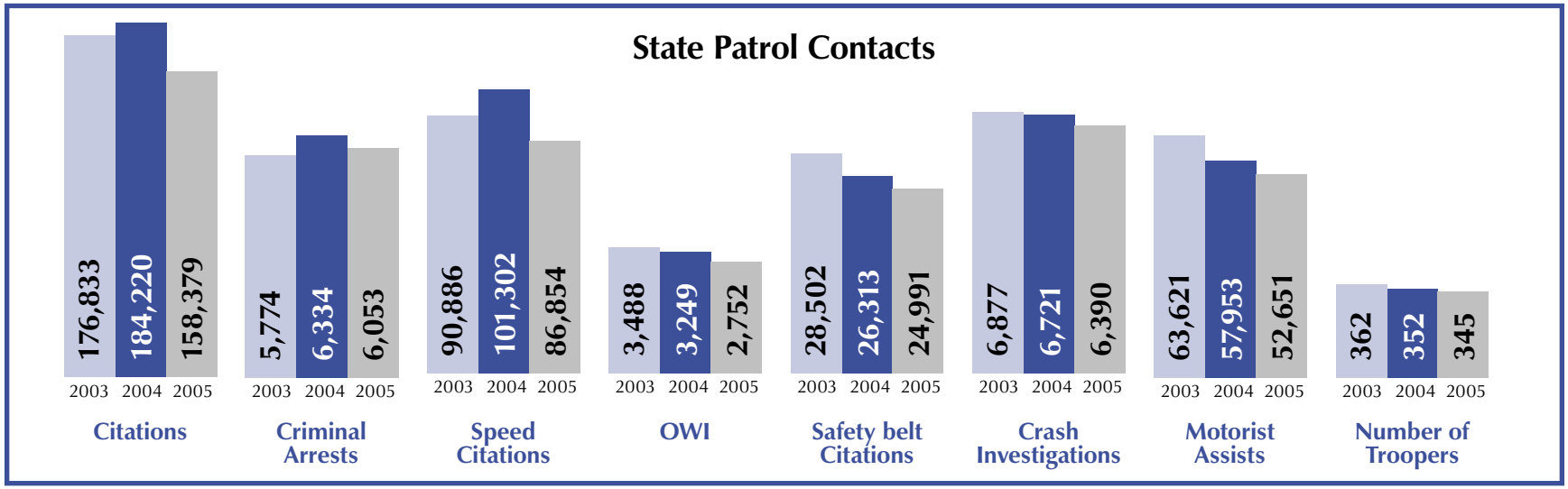
Wisconsin Department of Transportation Secretary Frank Busalacchi along with State Patrol Superintendent David Collins (right), law enforcement partners and traffic safety advocates answer questions from reporters at the Governor's Conference on Highway Safety sponsored by the Bureau of Transportation Safety.

Technicians with the Chemical Testing Section repair breath-alcohol testing equipment used by law enforcement agencies throughout the state

With the growing popularity of motorcycles, Bureau of Transportation Safety staff is focusing on improving riders' skills and safety consciousness.

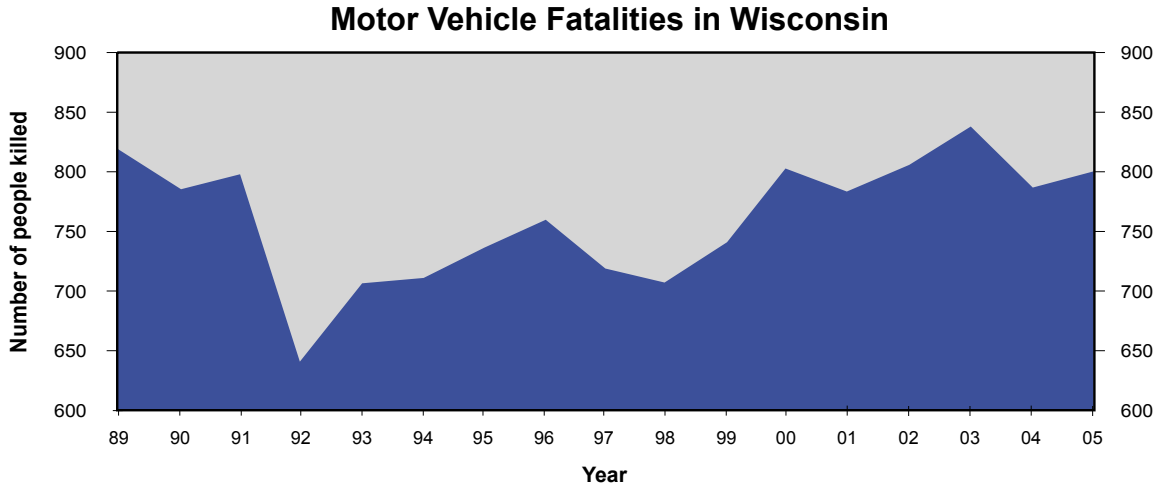
Highlights and accomplishments

State Patrol amasses an array of impressive accomplishments



The greatest goal for the State Patrol is to reduce the number of people who die in traffic crashes. Through effective enforcement and safety education, the State Patrol has contributed greatly to preventing traffic fatalities.

In addition to keeping motorists from killing themselves and others on Wisconsin roads, the men and women of the State Patrol worked together to amass an impressive list of recent accomplishments.



Wisconsin's Highway Safety Clock

one
TRAFFIC CRASH
every 4.1 minutes

one
INJURY or FATAL CRASH
every 13.5 minutes

one
PROPERTY DAMAGE CRASH
every 5.9 minutes

one
PERSON KILLED
every 11.2 hours

one
PERSON INJURED
every 9.5 minutes

one DRIVER AGE 19 OR UNDER
in a fatal or injury crash
every 51.9 minutes

one person injured or killed
in a SPEED-RELATED CRASH
every 44.3 minutes

one person injured or killed
in an ALCOHOL-RELATED CRASH
every 80.5 minutes

one MOTORCYCLIST
injured or killed
every 3.7 hours

one PEDESTRIAN
injured or killed
every 6.3 hours

one BICYCLIST
injured or killed
every 7.8 hours

one SCHOOL BUS OCCUPANT
injured or killed
every 34.3 hours

All events listed occured in motor vehicle crashes in Wisconsin.

State Patrol intensified enforcement details target speeders and aggressive drivers

Wisconsin State Journal
WWW.MADISON.COM/WSJ MONDAY, APRIL 25,2005 MADISON, WISCONSIN

A8•Monday, April 25,2005★

OUR OPINION

Praise State Patrol for Beltline Busts

We hope you don't speed pass this editorial like a sports car in the left lane on the Beltline whose driver is late for work. We want you to slow down long enough to join us in, however begrudgingly, thanking and congratulating the Wisconsin State Patrol on its recent Madison traffic sting.

The State Patrol used 15 vehicles, including an unassuming white truck with a ladder on it, to cite or warn about 300 drivers who were speeding, driving aggressively or otherwise violating safety rules on the Beltline.

The Beltline has seen more than its share of terrible crashes in recent years. Remember the semi-truck last fall that slammed into the back of a car, killing the DeForest woman and her 4-year-old granddaughter? Remember the Sun Prairie woman last year who died after her car drifted into the shoulder and hit a county work truck from behind? Remember the Verona man last year who died after speeding off the road and hitting a tree?

We know a lot of drivers don't like police crackdowns. But we also know a lot of drivers who think the Beltline is becoming ever more dangerous, crowded, and for some, downright frightening.

The State Patrol publicized the sting ahead of time, hoping more people would get the message. Some did, which seemed to improve traffic flow. Others didn't', and several were angry they got caught. Better to be caught alive than found dead after yet another horrific Beltline crash …

Thankfully, the State Patrol is promising additional sweeps for speeders along Madison's most notorious highway. Madison police and other law enforcement agencies plan to help. And the next time, the crackdown won't be announced ahead of time.

The State Patrol also pledged to run a full-time weekly patrol car up and down the Beltline. The trooper will be able to operate across the many municipal boundaries that seem to occur every mile or two.

There are other ways to slow down speeders and improve safety. But most of those techniques, such as public awareness campaigns and limiting the flow of cars onto the road, have already been tried. Maybe, police writing more tickets is the only solution left. The problem with that is that taxpayers end up footing the steeper bill.

The State Patrol is the exception to that. They largely get their money from gas taxes and registration fees. But with state budget under ever more scrutiny and belt-tightening, the State Patrol can only do so much.

So again, thanks State Patrol. And thanks to the many drivers who drive safely on the Beltline. Many of you are courteous. You don't tailgate, jabber on your cell phones or drive after a night of drinking … We know that you're still the rule. Yet the exceptions can cause so much heartbreak.

That's why a crackdown, even if some of you good drivers are snagged and have to pay a steep fine, should be supported and repeated and even stepped up.

Wisconsin citizens continually advocate for greater enforcement of speeding and aggressive driving laws. In response to this need, State Patrol posts around the state organized intensified enforcement details along with their traffic law enforcement counterparts in areas where speeding and aggressive driving are prevalent.

For instance, crackdowns led by the State Patrol on the Beltline highway around Madison in April and June 2005 were prominently covered in the media and yielded hundreds of citations, including commercial motor vehicle violations, in just a few hours each day.

Not only did the enforcement efforts help reduce speeds on the Beltline during the details, speeds dropped for weeks afterward, according to speed monitoring. The percentage of Beltline drivers going over 65 mph (10 over the posted limit) was at nearly 25 percent before the April 2005 detail. During the intensified enforcement detail that percentage dropped to 8 percent. About four weeks after the detail, the percentage of drivers over 65 mph had increased slowly but only to 17 percent, which is significantly lower than the 25 percent before the enforcement efforts.

State budget restores 10 sworn officer positions

Governor Jim Doyle signed the State Biennial Budget for 2005-2007 that restored 10 sworn officer positions and provided funding for related salaries, training and operational expenses. The budget also provided the following:

- More than $1.3 million in the biennium for State Patrol fleet operation expenses.
- More than $354,000 to fund replacement of portable communications equipment through a five-year master lease schedule.
- Nearly $450,000 to replace Intoximeters and simulators that support the breath-alcohol testing program supervised by the Chemical Testing Section.
- Nearly $90,000 for the Chemical Testing Section's program cost increases.

In addition, the budget approved the remodeling of the Northeast Region-Fond du Lac Post's headquarters.

Homeland security and highway criminal interdiction efforts look beyond the traffic stop

Drug dealers, criminals and terrorists rely on their mobility to avoid arrest. But they also are vulnerable to detection when stopped for a traffic violation.

Troopers and inspectors who "look beyond the traffic stop" and use their training to detect evidence and behavioral indicators of criminal or terrorist activity make a valuable contribution to public safety.

To fight crime and protect against terrorism, the State Patrol revitalized its highway criminal interdiction and homeland security efforts in the fall of 2004. In addition to a renewed emphasis on criminal interdiction training, the State Patrol teamed up with other law enforcement agencies for special enforcement details to detect criminal activity.

For example, a detail on June 23 and 24, 2005, on I-94 in Jackson County demonstrated the benefits of criminal interdiction efforts. In 20 hours, the detail made 378 traffic stops and averaged:

- 1 drug arrest every 14 stops
- 1 criminal arrest every 11 stops
- 1 impaired driving arrest every 95 stops.
- 1 consent search every nine stops
- 1 canine search every eight stops.

Communications and data collection improvements enhance enforcement efficiency

After years of testing and development, the State Patrol and its law enforcement partners in 2005 began employing the Traffic and Criminal Software (TraCS) automated forms on their vehicle's mobile data computers for citations, warnings and crash reporting. With TraCS, citations are no longer handwritten. Instead, officers print out the automated citation in their squad cars. The citation information is also saved on a computer disc for use by the courts. The TraCS system saves time during a traffic stop so officers can get back on patrol quicker, increasing their enforcement effectiveness. In addition, the automated system eliminates many of the transcription errors and legibility problems from hand-written citations and reports.

The implementation and training for computer aided dispatch (CAD) also began in 2005. CAD uses the State Patrol's Mobile Data and Communications Network to record a wealth of pertinent enforcement information quickly and accurately from officers in the field. The ability of CAD to provide clear and concise enforcement, arrest and contact reports provides the data necessary for State Patrol supervisors to make better informed management decisions. CAD also provides mapping capabilities to display exact locations for every State Patrol vehicle, which improves officer safety as well as the effectiveness and timeliness of an enforcement response.

More people than ever "buckling up" in Wisconsin

More than 73 percent of Wisconsin drivers and passengers—the highest percentage ever—are wearing their safety belts, according to a survey conducted by the University of Wisconsin-Whitewater in June and July 2005. Conducted immediately after the Click It or Ticket mobilization, the survey consisted of 26,905 observations at 280 sites throughout the state.

The survey showed some variation in safety belt use. Among drivers, young adults continued to be the age group least likely to use safety belts with only 66.1 percent buckling up. Seniors were the most likely drivers to buckle up at 79.9 percent. For passengers, adults continued to buckle up their young children (0 to 4 years) at a higher rate than themselves. Some 96 percent of the children seen were buckled.

Females continued to have an apparently higher regard for the importance of wearing seat belts than males did. Females buckled up at an overall rate of 80.1% where their male counterparts were buckled only 68.1% of the time. Drivers and passengers in pickup trucks were least likely to buckle up, a persistent trend. Those most likely to wear belts drove or rode in sport utility vehicles.

Belt use varied by more than 11 percent across the state. The Green Bay/Appleton area was highest at 77.6percent, and the Wausau/Rhinelander area was lowest at 66.1percent.

Wisconsin still trails the national average of 80 percent for safety belt use.

Mobilizations crackdown on seatbelt and drunken driving violations

Two of the largest coordinated law enforcement efforts ever in Wisconsin were held in 2005 with the guidance of the State Patrol's Bureau of Transportation Safety.

More than 200 agencies, including State Patrol posts, mobilized for the "Click It or Ticket" safety belt enforcement effort in May and June and the "You Drink and Drive. You Lose" crackdown on drunken driving in August and September.

The approximately 2,400 officers participating in the "Click It or Ticket" mobilization issued 11,012 safety restraint citations from May 23 to June 5.

During the "You Drink & Drive. You Lose" mobilization, approximately 1,013 participating officers arrested 634 drunken drivers from August 19 to September 5, 2005. Both mobilizations were backed by traffic safety messages broadcast throughout the state.

State Patrol's Chemical Testing Section hosts international conference

The International Association of Chemical Testing (IACT) held its 18th annual conference at the Monona Terrace in Madison from April 10 to 14, 2005. The conference was planned and hosted by the State Patrol's Chemical Testing Section.

Susan Hackworthy, State Patrol Chemical Testing Section chief, served as the IACT vice president in 2005, and Jane Maney served as conference committee chair.

More than 160 IACT members attended the conference to keep up to date on advances in breath alcohol testing methods, equipment, scientific research, and legal issues.

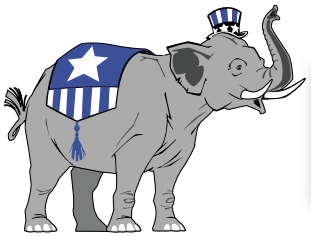
Some of the Conference attendees, from left to right: Jan Grebel, Barb Dayle, Meliissa Kimball, Dave Collins, Jane Maney, Sue Hackworthy, Marty Morris, Dave Odekirk, Shelly Binder, Tara Scribbins, Mike Harried, and Gene Tremelling

State Patrol's mapping of crime scene helps secure murder conviction of a man who shot and killed 6 deer hunters

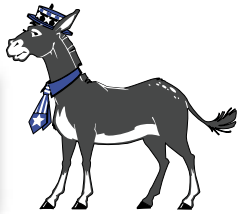
A map of the crime scene clearly showed jurors that the defendant's version of what happened was not credible.

The State Patrol's expertise in using the total station surveying system to map a crime scene was instrumental in helping secure a murder conviction of Chai Soua Vang, who shot and killed six deer hunters and wounded two others in the woods near Exeland in Sawyer County on Nov. 21, 2004. Vang contended that he acted in self-defense after the hunters harassed him for trespassing on their property and then fired a shot at him. According to William Bremer, the jury foreman, a map of the crime scene, produced by the State Patrol Northwest Region, helped show jurors that the defendant's version of what happened was not credible. The high-profile murder trial attracted international attention.

State Patrol's expertise use of the total station surveying system was instrumental in securing Vang's murder conviction.



State Patrol protects presidential candidates



During the presidential campaign, Wisconsin ranked third behind only Ohio and Pennsylvania in the number of visits by candidates and their representatives in 2004. State Patrol staff throughout the state worked closely with the Secret Service and other agencies to protect the candidates on their motorcade routes and at presidential and vice-presidential campaign events.

State Patrol contributes to the success of the PGA Championship

For the first time since 1933, one of golf's four major tournaments was played in Wisconsin when the world's best players competed in the PGA Championship at Whistling Straits (near Haven in Sheboygan County) from August 12-15, 2004. To make the championship a success and showcase Wisconsin, everyone involved in the tournament—including spectators, players, volunteers, reporters and dignitaries—had to get to and from the course's remote rural location without long delays. With a well-conceived traffic control plan that was executed to perfection, the State Patrol and the other participating agencies made sure that the golf course—and not the roadways—were filled during championship play. Troopers, sheriff's deputies and local police officers manned approximately 30 traffic points along four designated routes. To identify potential traffic back-ups and other challenges, State Patrol officers in aircraft provided panoramic observations of parking lots and roadways. During the championship, traffic flowed like a long-putt on a fast green.

With a well-conceived traffic control plan that was executed to perfection by the State Patrol and other agencies, traffic flowed like a long-putt on a fast green."

Left: View from the clubhouse of the PGA Championship course at Whistling Straits.

State Patrol leads efforts to eliminate explosive threat in Prairie du Chien

An evacuation that originally was expected to last three days was over in about 12 hours.

When approximately 800 pounds of deteriorating dynamite was discovered in an old shed on land acquired by the Wisconsin Department of Transportation for a highway project, the State Patrol was tasked to secure the site and coordinate a comprehensive plan for an evacuation of nearby residents and businesses while the explosives were removed. Using 17 checkpoints, State Patrol officers formed a security perimeter around the evacuation site on June 8, 2004, while explosive experts carefully removed the dynamite and transported it in bomb disposal units to a site where it was safely burned. An evacuation that originally was expected to last three days was over in about 12 hours.

State Patrol officers formed a security perimeter while dynamite was removed to a remote site where it was safely burned.

Trooper's instincts lead to arrest of suspect in quadruple homicide case

Trooper Morehouse was nominated by the State Patrol for the national "Looking Beyond the License Plate" award.

Trooper Craig Morehouse of the Southwest Region-DeForest Post received an attempt to locate (ATL) message on his cruiser's mobile data computer on Sept. 30, 2005, that the FBI was looking for a black Chevy Trailblazer with Illinois plates. The Trailblazer was driven by Eric C. Hanson, who was wanted on a felony intimidation charge for threatening his sister and eventually became a prime suspect in the murders of his mother, father, sister and brother-in-law in Aurora, Illinois, on Sept. 29.

Morehouse was traveling southbound on the Interstate in Dane County when he observed a northbound vehicle that matched the ATL description. When Morehouse looked to read the license plate of the vehicle traveling in the opposite direction, he noticed that the driver's behavior was suspicious.

Trooper Craig Morehouse of the Southwest Region was nominated for a national award.

The plate number on the Trailblazer was different than the one reported on the ATL, but Morehouse instinctively decided to check it anyway using the mobile data computer in his cruiser. The computer inquiry showed that the plates on the Trailblazer were registered to Hanson, who earlier had switched plates with another vehicle he owned. Morehouse then verified the subject's name and date of birth.

Because the subject was considered armed and dangerous, Morehouse waited for back-up before pulling over Hanson on the westbound off-ramp to WIS 60 in Columbia County. With the assistance of Trooper Jim Larson, Trooper Chris Becker and Inspector Dave Harvey, Morehouse executed a high-risk stop and took Hanson into custody without incident. Hanson was arrested and subsequently extradited to Illinois.

For his stellar police work, Morehouse was nominated by the State Patrol for the national "Looking Beyond the License Plate" award, sponsored by the International Association of Chiefs of Police and the 3M Corporation.

Trooper saves suicidal woman from jumping off bridge

The heroic actions of Trooper Boldt were captured on his in-car video camera and broadcast nationwide.

Trooper Les Boldt of the Northeast Region was patrolling near Green Bay when he monitored a call on July 19, 2004, about a suicidal woman driving in the area. He spotted her car and followed it at a high rate of speed to the Leo Frigo Bridge, which spans the Fox River. Unexpectedly, she stopped on the bridge and exited her car. As the trooper scrambled out of his cruiser, the woman walked quickly to side of the bridge and jumped over the retaining wall toward the river more than 200 feet below. Without hesitation, Trooper Boldt grabbed her arm and held on tightly while being pulled toward the bridge wall. He momentarily lost his footing and was in danger of going over the wall with her. Fortunately, the woman's downward flight was slowed by a steel bridge support. Using all his strength and stamina, Trooper Boldt held onto her arm—even as she struggled to break free—until Sergeant Bill Morgan and Deputy Kevin Kinnard of the Brown County Sheriff's Department arrived to help drag her back over the wall and onto the bridge. The heroic actions of Trooper Boldt were captured on his in-car video camera, and the astonishing footage of the rescue was broadcast nationwide. Trooper Boldt was interviewed countless times by the national news networks and received a special commendation from Governor Jim Doyle for risking his life to save another.

Photo far left: With the Leo Frigo bridge in the background, reporters interview Trooper Les Boldt after he received an award from Governor Jim Doyle. Above: Trooper Boldt with his parents (on left) and Governor Doyle (on right).

Inspector helps crack case of stolen truck trailers

Inspector Conine's thorough investigative work and knowledge of vehicle identification numbers helped the FBI build their case.

The investigative work of Inspector Rick Conine, who is assigned to the Coloma Safety and Weight Enforcement Facility, helped arrest Scott Ort, a trucking company owner, on multiple counts of theft and altering vehicle identification numbers in December 2004. Ort sold his company's refrigerated trailers to another company in 2001. Those truck trailers were subsequently stolen from sites around the country and returned to Wisconsin where they were given vehicle identification numbers taken from wrecked and out-of-service trailers owned by Ort. After applying new logos and license plates, the stolen trailers with altered vehicle identification numbers were used by Ort Trucking. Inspector Conine noticed VIN discrepancies on an Ort Trucking trailer during a routine inspection. His thorough investigative work and knowledge of vehicle identification numbers helped the FBI and other agencies build their case against Ort whose criminal activity was identified by an informant. The State Patrol also recovered 14 stolen trailers and a Volvo semi-tractor.

Inspector Rick Conine of the North Central Region helped bust a company suspected of using stolen trucks.

State Patrol Academy marks 50 years of "training for excellence"

The Wisconsin State Patrol Academy, located on the grounds of Fort McCoy, celebrated its 50th anniversary in 2005. The Academy's illustrious past typifies the growth in education, expertise and professionalism among members of the State Patrol.

Early history

The Academy started in 1955 when the Wisconsin Legislature approved the expansion of the 70-man State Patrol to 250 men. L.E. Beier, the director of the Motor Vehicle Department's Enforcement Bureau, was faced with the challenge of preparing 180 inexperienced individuals for a career in traffic law enforcement. Director Beier saw the need for an extensive training program and contracted with the Northwestern University Traffic Institute to administer the program.

Fort McCoy was selected as the site for the patrol academy, and the buildings and grounds were leased from the Army. The availability of barracks, mess hall and classroom facilities, as well as streets and roads for traffic crash investigation, driver training and many other exercises made this location ideal.

During the initial program, recruit training sessions were held for the 180 new individuals as well as the 70 original troopers. Recruit sessions were held periodically as vacancies occurred or if additional strength was authorized. After the original contract with the Northwestern Traffic Institute expired in 1957, specially trained State Patrol staff continued the training program.

Because of renovation projects at Fort McCoy, the State Patrol Academy moved to the Whitewater State University campus in 1968 where a class of motor vehicles inspectors plus the new troopers of the 17th and 18th recruit classes were trained. The Academy returned to Fort McCoy and in 1969 moved into different buildings on the post.

Recruit training

The first recruit sessions lasted 12 weeks. As the role of the State Patrol expanded, more training was needed to prepare new troopers for the complex duties of law enforcement. In 1972, the training concept for troopers and inspectors was changed. The enforcement cadet program was instituted with the beginning of the 22nd recruit class. Under this program, all individuals seeking employment as troopers or inspectors received the same basic recruit training. At the completion of the training program, all of the trooper openings were filled in accordance with their scholastic standing upon completion of the Academy training program. The remainder of the graduates took appointments to inspector 1 positions. As trooper openings occurred, the next inspector in line who had received the enforcement cadet training was promoted to the trooper position.

By 1979, the Academy training program lasted 22 weeks, three of which were devoted to field training for the enforcement cadets. Beginning with the 30th recruit class in January 1981, the field training process was removed from the academic portion of the training program. Field training is now administered at the operational level following successful completion of the academy program requirements.

Growth in facilities and programs

The Academy's original six-building training complex at Fort McCoy was constructed in 1942 to serve as temporary military barracks. By the early 1980s, the barracks were inadequate. In 1984, construction started on a new $6.3 million complex to house the Academy's administrative, educational and food service areas as well as provide dormitory space for up to 154 students. The new facility was completed in June 1987. Through periodic updates and improvements, it remains one of the state's premiere law enforcement training facilities with many state-of-the art features.

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State Patrol Academy marks 50 years (continued from page 23)

"Education and training are the cornerstones of every successful organization, and no law enforcement agency has done a better job at building that foundation than the State Patrol."

— *State Patrol Superintendent David Collins at the Academy's 50th anniversary celebration*

The Academy staff and faculty provide a variety of formal training programs that range in scope from annual in-service training to highly specialized technical subjects. Academy courses cover diverse subjects including crash reconstruction, vehicle pursuit intervention techniques, highway criminal interdiction, commercial motor vehicle and driver inspections, and hostage negotiations (taught by FBI instructors).

In addition to meeting the training and education needs of the State Patrol, the Academy facilitates the instructional programs of other municipal, county, state and federal agencies by providing facility resources and staff support.

At the Academy's 50th anniversary celebration on Sept. 9, 2005, State Patrol Superintendent David Collins said, "Education and training are the cornerstones of every successful organization, and no law enforcement agency has done a better job at building that foundation than the State Patrol. The Academy has served the State Patrol well for 50 years and will be an even more vital part of our organization in the future."

STATE
PATROL
PROJECT

50 years

Special Awards acknowledge outstanding achievements and service:

The State Patrol publicly honors those members who have demonstrated outstanding service or performance. All honorees were recommended by their fellow members of the State Patrol. The recommendations for special awards were evaluated by a committee, composed of a captain, sergeant, trooper, inspector, non-sworn employee, and a state headquarters' representative. The superintendent made the final determination. The following members of the State Patrol have received special awards during 2004 and 2005.

2004 & 2005 Special Awards

Trooper Les J. Boldt—Meritorious Service Award

Trooper Les J. Boldt received a Meritorious Service Award for risking his life to save a woman who attempted to jump off a Green Bay bridge on July 19, 2004. While on patrol, Boldt received information that a suicidal woman was driving in the area. He saw her vehicle traveling at a high speed and pursued it onto Interstate 43. She stopped abruptly on the Leo Frigo Bridge, which rises 200 feet above the Fox River. As Boldt pulled his vehicle behind hers, she walked to the side of the bridge. Before Boldt could reach her, she jumped over the wall. Without hesitating, Boldt grabbed her arm and hung on tightly. He lost his footing temporarily and was pulled to the edge of the bridge. Fortunately, the woman's downward momentum was slowed by a support below the bridge wall. The woman struggled to break free, but Boldt used all of his strength to hold on until two Brown County Sheriff's Department officers arrived to assist. They pulled the woman back over the bridge wall.

Inspector Gregory C. Venne—Meritorious Service Award

Inspector Gregory C. Venne received a Meritorious Service Award for attempting to save the life of a driver trapped inside a burning van in the town of Red Cedar in Dunn County on August 25, 2004. Venne was the first officer to arrive at the crash scene involving a van and dump truck. The van driver was trapped inside the burning vehicle. Despite the intense heat, Venne repeatedly tried to pull the driver out of the van. After a bystander provided him with a shirt to wrap around his hands, Venne made another attempt to save the driver. In spite of the inspector's heroic efforts, the extrication was unsuccessful and the driver died in the fire. An investigation by the fire department reported that the driver's legs were entangled in the wreckage making a successful rescue impossible.

Trooper Matthew C. Anderson—Lifesaving Award

Trooper Matthew C. Anderson received a Lifesaving Award for rescuing a disabled man whose home near Athens was on fire on November 29, 2003. Anderson was on patrol in Marathon County when he received information about a residential fire. When he arrived at the scene, Anderson saw smoke coming out the front door of the home and a man inside the doorway trying to escape. Anderson rescued the disabled man, who was having trouble breathing, and called an ambulance. After he was sure that the man was medically stable, Anderson entered the residence and put out the flames with his fire extinguisher before heavy smoked forced him to exit.

Trooper Matthew A. Johnson—Lifesaving Award

Trooper Matthew A. Johnson received a Lifesaving Award for preventing a man from choking to death at a Johnson Creek restaurant on February 13, 2004. Johnson responded to a dispatch call to assist a man who was having a seizure at a restaurant. Johnson discovered that the man was not breathing properly due to an obstruction of his airway. The trooper performed the Heimlich maneuver along with back blows that dislodged a piece of food in the man's airway.

Trooper David M. McCarthy—Lifesaving Award

Trooper David M. McCarthy received a Lifesaving Award for assisting a man who was found without a pulse and not breathing in a truck at a Tomah gas station on June 1, 2004. McCarthy helped remove the man from the vehicle and then administered CPR. Along with a police officer, McCarthy continued CPR until an ambulance arrived and transported the man to a hospital.

Trooper Kristian P. Perales—Lifesaving Award

Trooper Kristian P. Perales received a Lifesaving Award for saving the life of a 2-year-old girl who was choking on a piece of food at her West Bend home on May 16, 2004. At the scene, he found that the child was turning blue. He immediately performed back blows that cleared the child's airway. She then resumed breathing normally, and her face returned to its usual color.

Trooper Ryan J. Rattunde—Lifesaving Award

Trooper Ryan J. Rattunde received a Lifesaving Award for assisting a child who was unable to breath on September 7, 2004, in New Lisbon. While responding to the call, Rattunde was advised that the child had swollen tonsils and was unable to breath. At the scene, he found the child unresponsive and gray in color. He retrieved his medical bag and prepared a bag mask with a pediatric mouthpiece. He administered rescue breaths and the child began to respond. The child was monitored until the ambulance arrived and was taken to a hospital for surgery.

Trooper Glenn D. Haroldson—Commendable Service and Lifesaving Awards

Trooper Glenn D. Haroldson received a Lifesaving Award for assisting a child who nearly drowned at Sunset Lake in Portage County on July 31, 2004. At the scene, Haroldson saw the young boy lying on the shoreline while several people tried to revive him. Haroldson retrieved a bag mask and took over performing ventilations from an individual performing CPR on the child. An airway was inserted into the boy's throat. Haroldson performed compressions and continued CPR until the ambulance arrived. Haroldson also received a Commendable Service Award for his attempt to rescue a driver who died in a fire after crashing his car into tree in rural Portage County on May 1, 2004. At the crash scene, Haroldson found the driver pinned inside the vehicle, which was on fire. He used his fire extinguisher to try to put out the fire while also attempting to remove the driver. Unfortunately, the driver could not be extracted and died in the fire.

Inspector Douglas Puent—Commendable Service Award

Inspector Douglas Puent received a Commendable Service Award for his response to a house fire in the town of Campbell in La Crosse County on April 21, 2004. When he arrived at the house, Puent saw smoke coming from the roof and vents. To find out if anyone was trapped inside, he entered the smoke-filled house by forcing his way through a garage door. He did not find anyone in the house before he was forced outside by heavy smoke and extreme heat. He then was told that there could still be people inside the house. Puent then tried to enter the house again but could not because of smoke and heat. Tragically, firefighters later found two small children in the basement who died in the fire.

Trooper David L. Meredith—Commendable Service Award

Trooper David L. Meredith received a Commendable Service Award for his work in the development and implementation of new computer software, known as TraCS, which enables officers to issue electronic warnings and citations. Through his efforts, enforcement information from approximately 26 states, including Wisconsin, is automatically entered into the computer system. He continues to improve the computerized program by developing a database for the storage of all records. In addition to developing the new TraCS software, Meredith maintains many officers' laptop computers, which saves an enormous amount of time and money for the State Patrol.

Trooper Craig T. Teff—Lifesaving Award

Trooper Craig T. Teff received a Lifesaving Award for acting promptly to help save the life of a heart attack victim at the Vernon County Fair on September 18, 2004. Along with another officer, Teff performed CPR until an ambulance crew arrived. After a defibrillator was used, the victim regained consciousness and was transported to a nearby hospital.

Trooper Nathan D. Wright—Lifesaving Award

Trooper Nathan D. Wright received a Lifesaving Award for his actions in reviving a man who had no signs of breathing or a pulse on October 20, 2004. Assisted by a Manitowoc County sheriff's deputy, Wright started CPR on the man who was found face down in his home. After a few minutes, Wright found a pulse and the victim began breathing with long gasps. Ventilations were continued. Emergency medical technicians arrived and placed an oxygen mask on the victim, who then went into a seizure. Wright assisted the paramedics in transporting the victim into an ambulance. The victim had recently started taking a new blood pressure medication that drastically affected his heartbeat.

Police Communications Operator Pamela A. Beirne—Lifesaving Award

Police Communications Operator Pamela A. Beirne received a Lifesaving Award for her response after receiving a call from a man who was contemplating killing himself on the interstate on December. 10, 2004. Beirne listened to his concerns with great understanding and tactfully determined his location. Her skillful coordination of the response allowed a trooper to find the man and safely prevent him for committing suicide. Fully aware that a life hung in the balance, Beirne's capable judgment and compassion for this individual saved his life and possibly the lives of other citizens.

Commendable Service Awards—Lieutenant Ruth M. Ferg (above left), Sergeant David J. Catalano (above middle), and Communications Technician Supervisor Stephen M. Kondreck (above right)

Lieutenant Ruth M. Ferg, Sergeant David J. Catalano, and Communications Technician Supervisor Stephen M. Kondreck received Commendable Service Awards for their leadership in the State Patrol's traffic planning, operations and communications for the PGA Championship at Whistling Straits golf course in August 2004. Ferg and Catalano spent countless hours in developing a comprehensive traffic plan, which entailed learning routes, identifying potential problem areas and determining staffing needs. They also developed numerous contingency plans for potential emergencies. Once the PGA Championship started, Ferg and Catalano supervised and coordinated the State Patrol's efforts, including staff rotations and labor issues as well as logistical and safety support. Kondreck developed the PGA Championship voice and data communications plan. He also created contingency plans to ensure communications for law enforcement agencies were maintained throughout the event. To provide back-up communications systems, he procured tower space from a private vendor. Because of Kondreck's outstanding planning and operational performance, there were no communication problems during the entire PGA Championship.

All members of the State Patrol are devoted to improving highway and public safety. But the members of the State Patrol who receive special awards have demonstrated exceptional service and courage under extremely stressful conditions. Their achievements go well above and beyond their normal duties.

Promotions & Retirements 2004

The following State Patrol members were promoted in 2004:

Sergeant Ruth M. Ferg ..... to Lieutenant
Trooper Rick Humphreys ..... to Sergeant
Lieutenant Daniel W. Lonsdorf ..... to Major
Lieutenant Douglas R. Notbohm ..... to Captain
Lieutenant Darren C. Price ..... to Major
Trooper Bradley J. Seymour ..... to Sergeant

The following State Patrol members retired in 2005:

Sergeant Kenneth N. Bundick ..... 27 years of state service
Trooper Thomas J. Delforge ..... 25 years of state service
Trooper Thomas J. Derse ..... 27 years of state service
Sergeant Eric L. Erickson ..... 25 years of state service
Grants Specialist Carol A. Karsten ..... 37 years of state service
Trooper Robert F. Koresh ..... duty disability retirement
Trooper Sandra K. Larsen ..... 20 years of state service
Trooper Brian W. McDonald ..... 28 years of state service
Human Res. Assist. Donna R. McDonough ..... 27 years of state service
Trooper Thomas E. Osteen ..... 36 years of state service
Grants Specialist JoAnne Pruitt Thunder ..... 11 years of state service
Captain Marsha M. Wiley ..... 31 years of state service
Colonel Robert B. Young ..... 26 years of state service
Major Gerald J. Zuhlsdorf ..... 33 years of state service

Promotions & Retirements 2005

The following State Patrol members were promoted in 2005:

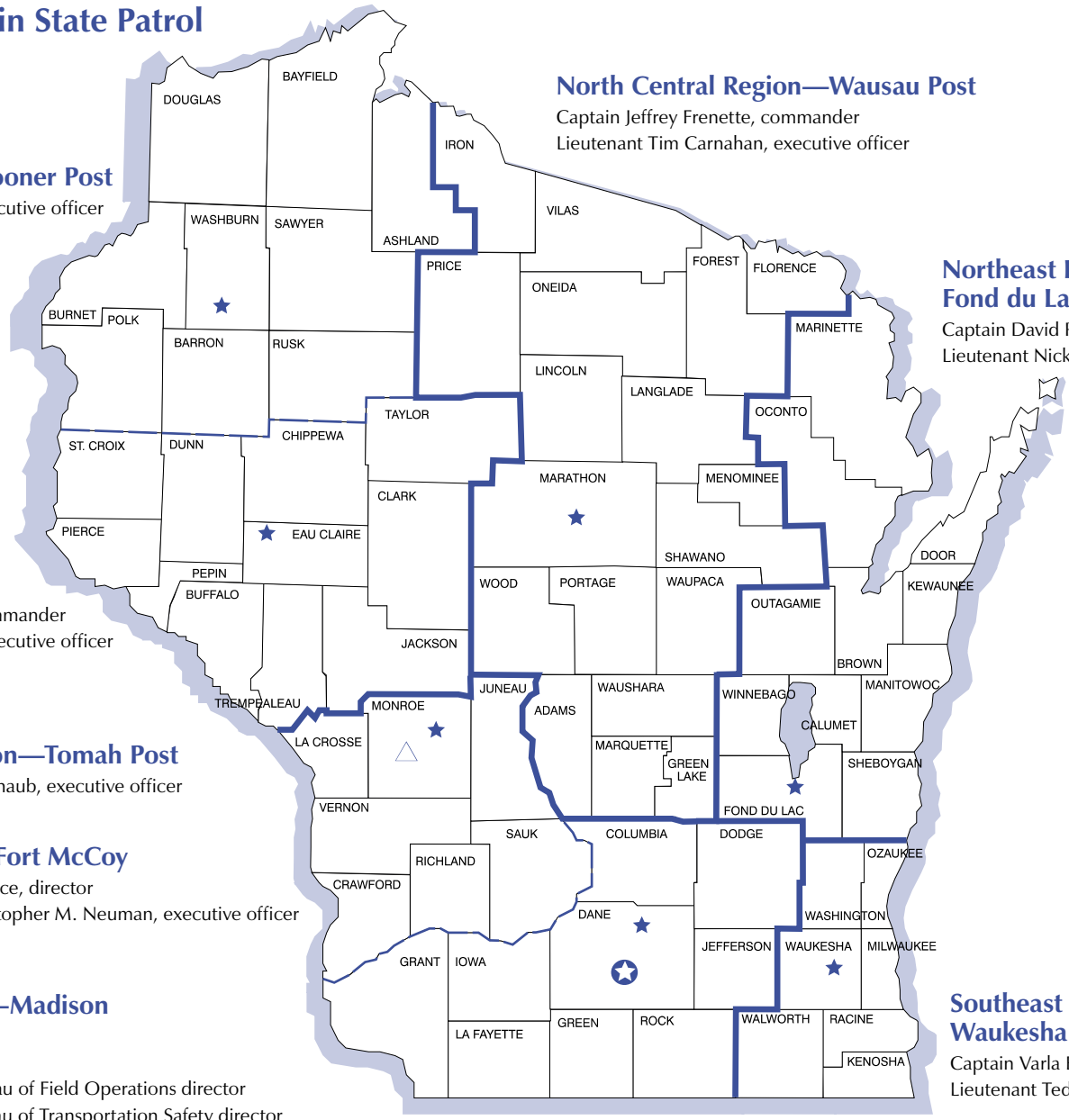
Trooper Nathan D. Clarke ..... to Sergeant
Lieutenant Ruth M. Ferg ..... to Captain
Trooper David R. Fish ..... to Sergeant
Police Communications Operator Wendy L. Gribben ..... to Police Communications Supervisor
Trooper Timothy K. McGrath ..... to Sergeant
Sergeant David S. Pabst ..... to Lieutenant
Trooper Dori L. Petznick ..... to Sergeant
Office Operations Associate Geralyn E. Pulse ..... to Payroll & Benefits Specialist
Lieutenant Charles R. Teasdale ..... to Captain

The following State Patrol members retired in 2005:

Program & Planning Analyst Sr. Diane K. Cremer ..... 38 years of state service
Trooper Rita A. Garrison ..... 21 years of state service
Program & Planning Analyst Sr. Judith A. Gelhaus ..... 9 years of state service
Office Operations Associate Frieda M. Haesler ..... 38 years of state service
Sergeant Robert A. Knueppel ..... 32 years of state service
Trooper John R. Leitner ..... 27 years of state service
Grants Specialist Thomas J. Loeffler ..... 26 years of state service
Trooper Joan K. Peterson ..... 16 years of state service
Inspector Victor L. Pittman ..... 17 years of state service
Trooper David L. Sands ..... 24 years of state service
Lieutenant Steven D. Sell ..... 30 years of state service
Inspector David A. VerBruggen ..... 27 years of state service

Wisconsin State Patrol Regions for 2005

Wisconsin State Patrol



North Central Region—Wausau Post
Captain Jeffrey Frenette, commander
Lieutenant Tim Carnahan, executive officer

Northwest Region—Spooner Post
Lieutenant Lee McMenamin, executive officer

Northeast Region—Fond du Lac Post
Captain David Pichette, commander
Lieutenant Nick Scorcio, executive officer

Northwest Region—Eau Claire Post
Captain Douglas Notbohm, commander
Lieutenant Nicholas Wanink, executive officer

Southwest Region—Tomah Post
Lieutenant Gregory Schaub, executive officer

△ Academy—Fort McCoy
Major Darren Price, director
Lieutenant Christopher M. Neuman, executive officer

✪ State Headquarters—Madison
Superintendent David Collins
Colonel Benjamin Mendez
Major Sandy Huxtable, Bureau of Field Operations director
Major Daniel Lonsdorf, Bureau of Transportation Safety director
David Hewitt, Bureau of Communications director

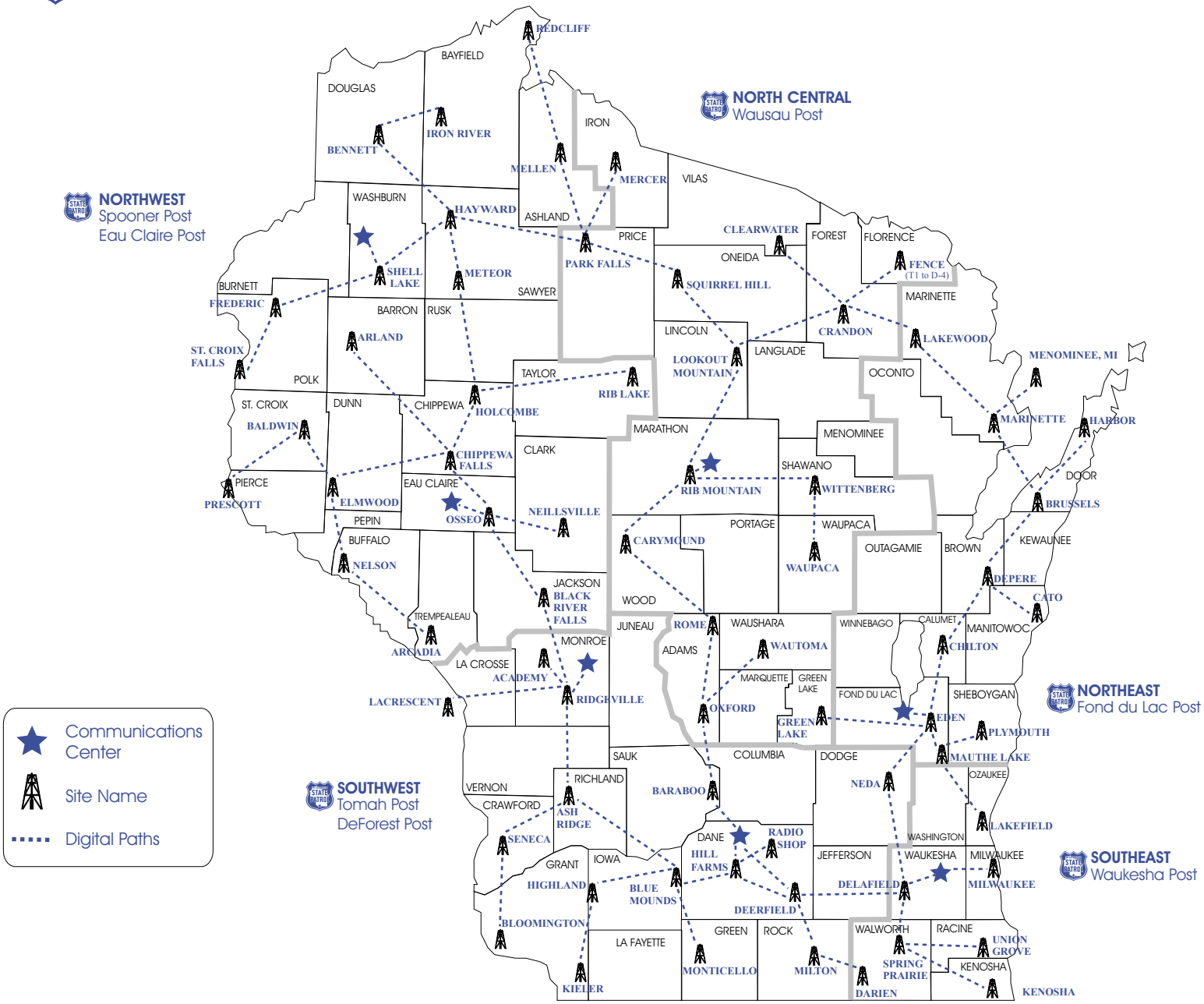
Southeast Region—Waukesha Post
Captain Varla Bishop, commander
Lieutenant Ted Meagher, executive officer

Southwest Region—DeForest Post
Captain Ruth Ferg, commander
Lieutenant Lauri Steeber, executive officer

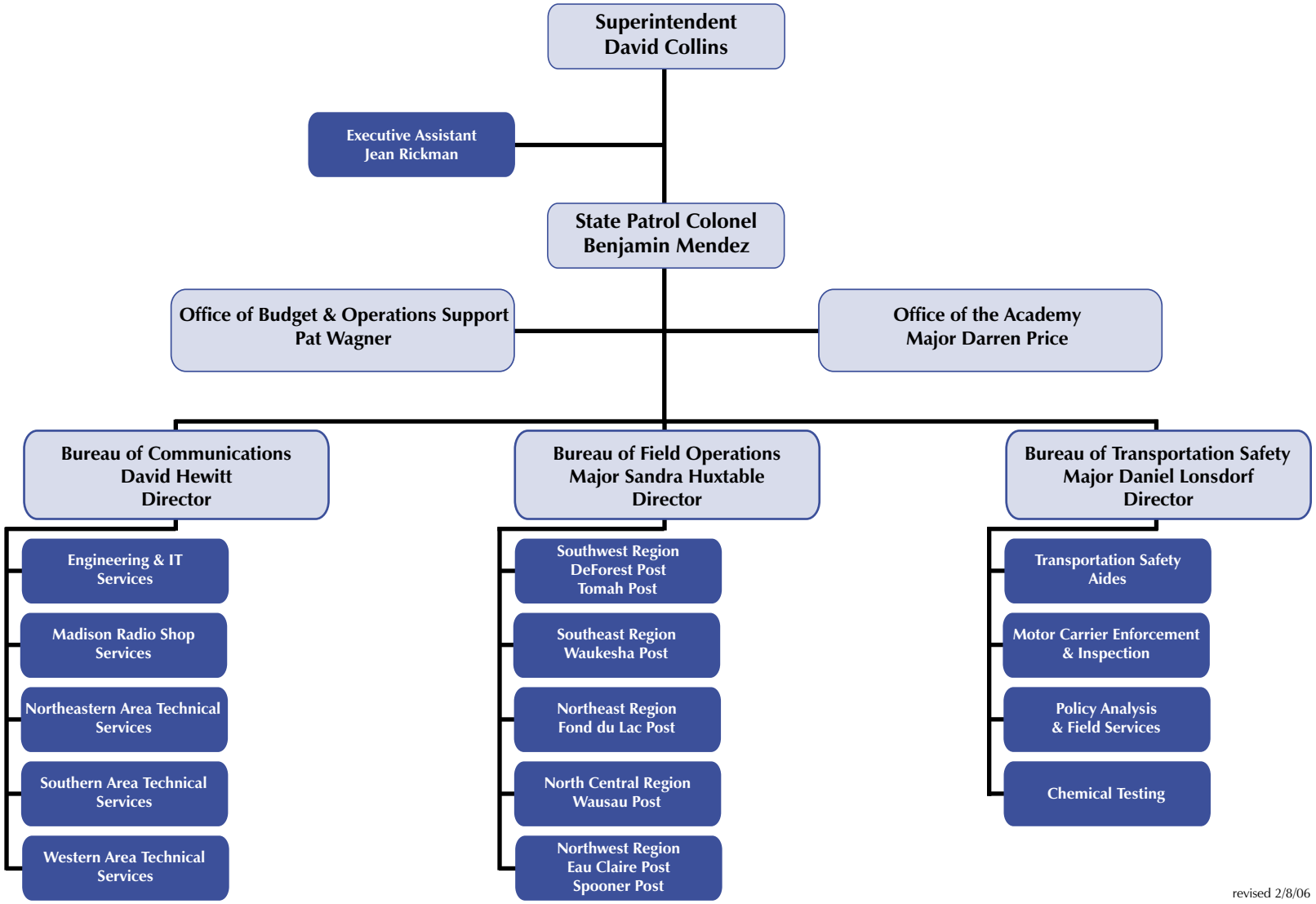
Southwest Region—DeForest Post 911 W. North St. PO Box 610 DeForest, WI 53532-0610 Phone: 608-846-8500	Captain Ruth Ferg Lieutenant Lauri Steeber Trooper Sergeants ..... 7 Inspector Sergeants ..... 2 Troopers ..... 59 Inspectors 25	Police Communications Supervisor ..... 1 Police Communications Operators ..... 10 Office Operations Associate. ..... 1 Program Assistant Advanced Conf..... 1 Payroll and Benefits Specialist..... 1
Southwest Region—Tomah Post 23928 Lester McMullin Drive PO Box 604 (I-90, Tomah Exit Hwy. 131) Tomah, WI 54660-0604 Phone: 608-374-0513	Lieutenant Gregory Schaub Trooper Sergeants ..... 5 Inspector Sergeants ..... 1 Troopers 42	Inspectors ..... 9 Police Communications Operators ..... 7 Office Associates 2
Southeast Region—Waukesha Post 21115 East Moreland Blvd. Waukesha, WI 53186-2985 Phone: 262-785-4700	Captain Varla Bishop Lieutenant Ted Meagher Trooper Sergeants ..... 6 Inspector Sergeants ..... 2 Troopers ..... 41 Inspectors 16	Police Communications Supervisor ..... 1 Police Communications Operators ..... 7 Office Associate ..... 1 Purchasing Associate..... 1 Payroll and Benefits Specialist..... 1
Northeast Region—Fond du Lac Post 851 S. Rolling Meadows Drive PO Box 984 Fond du Lac, WI 54936-0984 Phone: 920-929-3700	Captain David Pichette Lieutenant Nick Scorcio Trooper Sergeants ..... 6 Inspector Sergeants ..... 2 Troopers ..... 44 Inspectors 14	Police Communications Supervisor ..... 1 Police Communications Operators ..... 7 Office Operations Associate ..... 1 Program Assistant Advanced Conf..... 1 Payroll and Benefits Specialist..... 1
North Central Region—Wausau Post 2805 Martin Ave. PO Box 5157 (Junction Hwys. 51 & NN) Wausau, WI 54401-7172 Phone: 715-845-1143	Captain Jeffrey Frenette Lieutenant Tim Carnahan Trooper Sergeants ..... 6 Inspector Sergeants ..... 1 Troopers 36	Inspectors ..... 10 Police Communications Supervisor ..... 1 Police Communications Operators ..... 5 Office Operations Associates..... 2 Payroll and Benefits Specialist..... 1
Northwest Region—Eau Claire Post 5005 Hwy. 53 South (Hwy. 53 at I-94) Eau Claire, WI 54701-8846 Phone: 715-839-3800	Captain Douglas Notbohm Lieutenant Nicholas Wanink Trooper Sergeants ..... 6 Inspector Sergeants ..... 1 Troopers 44	Inspectors ..... 10 Police Communications Supervisor ..... 1 Police Communications Operators ..... 8 Office Operations Associates..... 2 Payroll and Benefits Specialist..... 1
Northwest Region—Spooner Post W7102 Green Valley Road Spooner, WI 54801 Phone: 715-635-2141	Captain Lee McMenamin Trooper Sergeants ..... 3 Inspector Sergeants ..... 1 Troopers 21	Inspectors ..... 7 Police Communications Supervisor ..... 1 Police Communications Operators ..... 5 Office Operations Associate 1

Statewide Voice and Data Communications Networks

Wisconsin State Patrol



Division of State Patrol
Organizational Chart for 2005



revised 2/8/06

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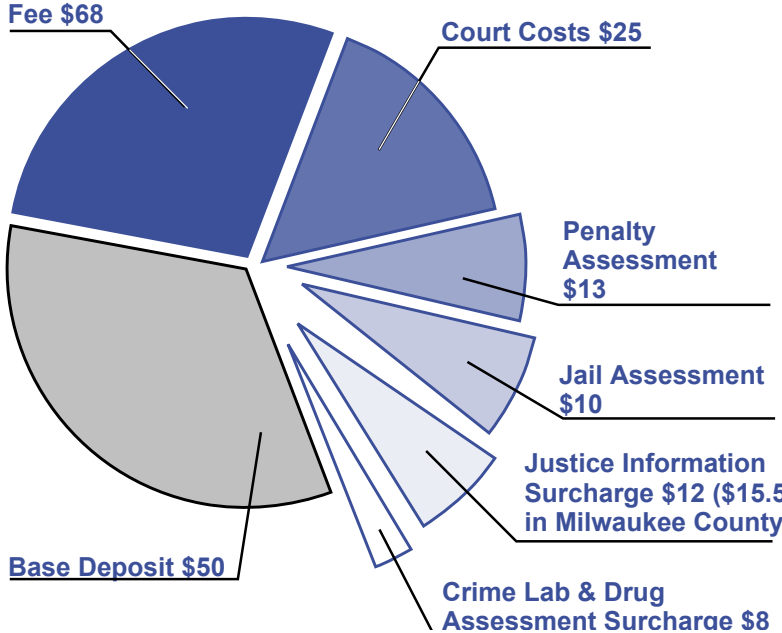
11-15 mph above posted limit on roads posted at 65 mph: $186.00 ($189.50 in Milwaukee County)