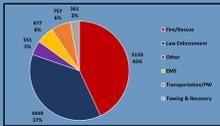


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David L. Spakowicz
TIME Program Manager

Well, the summer has passed, and fall is just around the corner. Construction projects all over the state have made some great progress, and a number of projects have passed milestones or have been completed altogether. All of these road projects make our roads safer and more efficient for everyone. There are many projects still ongoing, and that will have an impact on your response to incidents in those work zones. Please be careful. Many times, even in just your normal course of duties you are working just feet away from live traffic. Whether it is performing maintenance duties on a road, hooking up a vehicle to be towed, making contact with a motorist, or assisting with a medical emergency, you MUST always remain cognizant of your surroundings and the traffic moving past your location. The D-drivers: Drunk, Drugged, Drowsy, Distracted or just plain Dumb are a huge problem on our roads, and you must watch out for them at all times. A traffic cone is not going to stop a 4,000-pound vehicle.

The responder community knows firsthand how dangerous it is out on our roads. Based on the number of requests for TIM classes the program has received, they realize they have to do more to make an incident scene as safe as possible for not only themselves but for everyone. More and more agencies are requesting training. Some law enforcement agencies are incorporating TIM into their department's field training program. Some fire departments have included TIM into their new firefighter training requirements, above and beyond what the state requires. All of this is fantastic. However, still too many responders are being struck or nearly struck on a near-daily basis. You must do whatever you can to stay safe. Communication is always the key to improving a scene. Instead of complaining that someone or some agency may not be doing things as safely as they could, ask them to do what you think would enhance the safety of the scene and explain why. They may not know any better, and once you explain the reason why you want them to move or reposition, set up a taper, extend a taper or any other of the many TIM principles, they may remember what you told them the next time. No one wants to be out on the road longer than they have to.

Enjoy the beautiful fall season of our state and be safe.

44th Annual Governor's Conference on Highway Safety

The 44th Annual Governor's Conference on Highway Safety was held August 21-23, 2018 at the Grand Geneva Resort and Spa in Lake Geneva. The TIME program partnered with the Bureau of Transportation Safety (BOTS) and developed 10 TIM-related presentations in support of the conference. There were over 400 people that registered from all over the state. The speakers were excellent, the presentations were fantastic, and the venue was outstanding. Overall, it was a great conference. Based on the evaluations received, the attendees agreed with our assessment of the conference.

A special thanks to all of the responders that created presentations and took time out of their busy schedules to travel to Lake Geneva to share their knowledge with others.

Topics Presented:

-The "New" Wisconsin Traffic Management Center

Lt. Nate Clarke – Wisconsin State Patrol – The Wisconsin Traffic Management Center
Sgt. Kirk Danielson - Wisconsin State Patrol – The Wisconsin Traffic Management Center

-Compressed Natural Gas (CNG), Liquid Natural Gas (LNG) and Propane-fueled vehicles and the challenges posed to those who respond to incidents involving these vehicles.

Lt. Douglas Pietz – Milwaukee Fire Department

-Best Practices and other Possible Solutions for Effectively Mitigating Traffic Crashes

David L. Spakowicz – TIME program Manager
Division Chief Matthew Karpinski – Grafton Fire Department

-Mitigating On-going Crashes in a Work Zone

Chief Randall Pickering – Edgerton Fire Protection District.
Sgt. William Miller – Wisconsin State Patrol – SWR – DeForest Post

-Mitigating Traffic Queues Through Technology

Josh Koebernick, PE – WisDOT Traffic Engineer
Jeff Sandberg, PE, PTOE – WisDOT Consultant (AECOM)

-Verona Road Multiple-Vehicle Crash Investigation and the Use of Technology

Sgt. Richard Alsaker – Dane Co. Sheriff's Department
Chief Joseph Giver – Verona Fire Department
Tim Pelton – Dane Co. Highway Department

-The Importance of Evidence Preservation at Traffic Incidents

Sgt. Thomas Erdman – Wisconsin State Patrol -Technical Reconstruction Unit
Trooper Michael Smith – Wisconsin State Patrol -Technical Reconstruction Unit

-School Bus Design and Best Practices to Mitigate Crashes Involving Them

Lt. Karl Mittelstadt – Wisconsin State Patrol – Motor Carrier Section
Capt. Scott Thimm – Ashland Fire Department

-WisDOT's ETO Plan: Working behind the scene to keep the motoring public safe

Marquis Young – WisDOT Emergency Transportation Operation Engineer
Mike Jungbluth – Emergency Transportation Operations Program Manager

-Opiate Awareness and Exposure Concerns for First Responders.

Sgt. Todd Brehm – Wisconsin State Patrol – K-9 unit
Mitchel Reuter – Milwaukee County Emergency Management – EMS Education

**Capt. Scott Thimm from the Ashland Fire Department won the farthest travelled award by travelling 366 miles from Ashland to Lake Geneva to present. Thanks for making the trip Scott!



Wisconsin DOT Joins Emergency Response Partners in Dark Sky Exercise

By: David Hunt, WisDOT Communications Manager



It all started with a power outage.

Not like the typical rolling brownout where the lights flicker and kick back to life minutes later. This one was going to last for days, if not longer.

Then things got much worse, and in a hurry. Reports of a sniper. A bomb-armed drone over Chippewa Falls. Riots and protests. People stranded in boats. Hospitals in need of evacuation. Crops dying in the fields. Price gouging complaints.

That's a brief glimpse into the emergency operations center (EOC) Dark Sky Exercise, a statewide, full-scale training exercise held in May that focused on long-term power outages caused by physical and cyber-attacks against utility companies and other critical Wisconsin infrastructure. All fictitious, but designed to get key stakeholders from multiple state agencies thinking about how to best share and coordinate personnel and resources for public safety should such a catastrophe ever occur. The EOC plays a critical role in acquiring, allocating and tracking resources, managing and distributing information, and setting response priorities among many incident sites.

In all, there were more than 1,000 participants from the state EOC, the Wisconsin Business Emergency Operations Center, the Wisconsin National Guard, county emergency operations centers, municipal command posts, the American Red Cross and federal agencies. Their activities were driven by a Simulation Cell made up of 75 participants from state, county, local and private entities. Their goal was to challenge the SEOC and push them to their limits and beyond.

Overall, WisDOT had roughly 50 participants, most from the Division of State Patrol but also from the engineering and traffic operations areas. In the event of such an emergency, the department is accountable for road closures, detours, and the inspection, maintenance and repair of state highway infrastructure.

"It's an eye-opening experience that provides valuable insight to aid in our planning for any type of emergency we may encounter," said Mike Jungbluth, Wisconsin DOT's Emergency Transportation Operations (ETO) program manager. "The more we can challenge ourselves to think through and prioritize critical scenarios, and the more we can facilitate teamwork and cooperation, the better positioned we are to deal with real-world situations."

Why training matters

To find an example of why this training matters, look no further than 2017's Hurricane Harvey. The storm dumped more than 27 trillion gallons of rain on Texas, according to Weathermodels.com Meteorologist Ryan Maue, making Harvey the wettest Atlantic hurricanes ever measured. Resulting floods inundated hundreds of thousands of homes, displaced more than 30,000 people, and prompted more than 17,000 rescues, according to a [National Oceanic and Atmospheric Administration report](http://NationalOceanicandAtmosphericAdministration.gov). The disaster response that followed was extraordinary and a perfect opportunity for emergency responders, including those with the Dark Sky exercise, to study and learn from.

Wisconsin DOT participates as part of a statewide team in training exercises that support prevention, preparedness, response, recovery, and mitigation activities among transportation stakeholders within the authorities and resource limitations that exist. Real-life response

Wisconsin DOT and its ETO program have been involved in multiple real-life scenarios in recent years. In July 2016, northern Wisconsin received 12 inches of rain in a matter of hours, causing rampant flooding and leading Governor Scott Walker to declare a state of emergency in Ashland, Bayfield, Burnett, Douglas, Iron, Price, Sawyer and Washburn counties. Multiple highway closures and washouts required emergency engineering and detour routes, coordination with 511 Wisconsin, and restoration efforts required teamwork from several state agencies over the coming months. *(continued on page 4)*

Wisconsin DOT Joins Emergency Response Partners in Dark Sky Exercise

(continued from page 3)

In May, Wisconsin DOT aided in response to the explosion and fire at a Superior refinery by providing coordination space at the Safety and Weight Enforcement Facility near the crossroads of US 2 and 53. Currently, Wisconsin DOT and the ETO program are again dealing with significant flooding across many highways and portions of the interstate system. Primarily in the southern half of the state.

Continued improvements

The ETO program establishes protocols and procedures in cooperation with other first responders on a variety of critical public safety topics such as when to close a road or bridge, how to deal with a hazmat spill on the highway or how to control traffic away from an incident scene.

The department's Traffic Incident Management Enhancement (TIME) program provides resources and training to emergency responders including law enforcement, firefighters, emergency medical providers and tow truck operators. Having a uniform approach helps provide the safest possible work environment for all Wisconsin incident responders while minimizing the risk for secondary crashes.

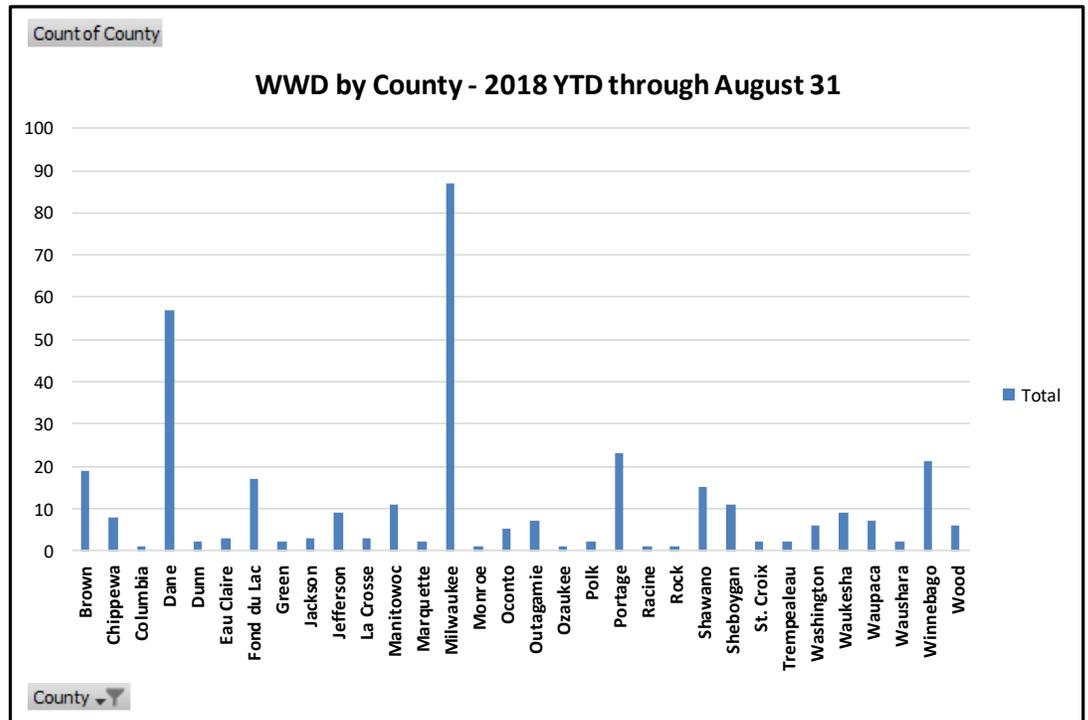
“It all comes down to coordination and training,” said Jungbluth. “Planning and teamwork are critical to public safety.”

Wrong Way Driver Incidents

The Traffic Management Center (TMC) continues to receive reports from law enforcement (LE) of wrong way driving (WWD) events that occur all across the state. This reporting started in January of 2018 in an attempt to identify the volume of the WWD events as well as identify any specific area(s) where there is a higher occurrence of events.

As of 5/10/18, LE reported 190 events in 26 counties. As of 8/31/18, LE reported 346 events in 32 counties. Please continue to report any WWD events reported to your agency to the TMC.

Row Labels	Count of County
Brown	19
Chippewa	8
Columbia	1
Dane	57
Dunn	2
Eau Claire	3
Fond du Lac	17
Green	2
Jackson	3
Jefferson	9
La Crosse	3
Manitowoc	11
Marquette	2
Milwaukee	87
Monroe	1
Oconto	5
Outagamie	7
Ozaukee	1
Polk	2
Portage	23
Racine	1
Rock	1
Shawano	15
Sheboygan	11
St. Croix	2
Trempealeau	2
Washington	6
Waukesha	9
Waupaca	7
Waushara	2
Winnebago	21
Wood	6
Grand Total	346



2018 TIME Program Outstanding Achievement Award Recipients

The TIME program is once again proud to announce it's 2018 TIME program Outstanding Achievement award winners. After receiving a number of nominations, the TIME program selected **Marion Lammert** of Rod's Towing & Service LLC of Merrill and Wausau as this year's Outstanding Achievement Award winner. Also, the program selected **Kelly Sellner** of Bill's Towing and Auto Repair of Lodi as this year's Outstanding Achievement - Honorable Mention Award winner.

Marion's nomination detailed how she continuously promotes TIM training for all responders located in her area. In addition, whenever there is a TIM class in the area (sometimes over an hour away), Marion will travel to and attend the class to talk about the importance of TIM from a towing and recovery perspective. She has probably attended over 12 TIM classes already.

The nomination also detailed how she strongly supports the Move Over or Slow Down Law. The TIME program has sent Marion many bumper stickers, posters and brochures over the years in support of the Move Over or Slow Down Law. Marion distributes the materials at local fire department safety days, during parades where they decorate their tow trucks with Move Over or Slow Down messaging and village and town picnics.



Marion and Wayne Lammert



Kathy and Bill Sellner

Kathy's nomination detailed how she works on many volunteer community projects. She was an EMT for many years with the Lodi and Middleton Fire Departments. Kathy is one of the TIME program's TIM instructors and volunteers when we have a training in her area. Kathy also served two terms on the Towing Recovery Association of America executive board and was the vice-president for two years. Kathy was instrumental in getting legislation developed and passed through the Wisconsin legislature that designated the second week of September "Towing Industry Awareness Week."

Both Marion and Kathy are well deserving of the recognition they received for their tireless support of TIM training, the TIME program and the Move Over or Slow Down law. Without the support of people like Marion and Kathy, the TIME program would not be as strong as it is. The TIME program thanks Marion and Kathy for all of their support of the program and congratulates them on their much-deserved awards.

A Great Example of Applying What you Have Learned

The TIME program received this photo and the text on 6/28/18 at 7:06 a.m. from Dunn County Sheriff's Office Deputy Matthew Feeny.

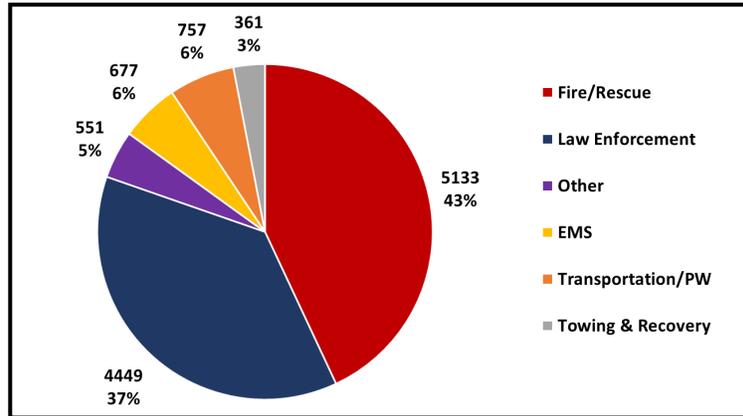
"First day back at work and implementation of TIM in a traffic queue on I-94. Thanks for the great training. Looking forward to teaching more classes."

The best thing about this was that Matt had just completed the TIME program's TIM instructor course the day before. It is evident that he is a fast learner!



The TIME Program Sets an Aggressive Goal for Training for 2019

For each of the past four years, the TIME program has exceeded their goal for TIM training in the state. For 2018, the program established an internal goal of training 40 percent of the identified responders in the state by 5/31/18. As of 09/05/18, we have trained 11,928 of the 27,081 responders in the state, or 44 percent. For 2019, the program set a goal of 55 percent of the 27,081 responders, or 14,894. This is an aggressive goal to reach. However, we feel with the increased interest and awareness of the program, along with the number of requests for trainings the program has already received, we will achieve our goal with your help.



If you are interested in hosting a 4-hour TIM responder class for your agency, please contact the TIME program at timeprogram@dot.wi.gov or TIME Program Manager David L. Spakowicz at david.spakowicz@dot.wi.gov or 414.225.3729.

Federal Highway Administration’s Training and Leadership Symposium

By: Marquis S. Young
 WisDOT’s Statewide TIM Engineer

The Federal Highway Administration (FHWA) hosted its 2nd National Traffic Incident Management (TIM) Training and Leadership Symposium on July 27 – 29, 2018 at the National Emergency Training Center/National Fire Academy, in Emmitsburg, Maryland. There were over 110 Traffic Incident Management (TIM) practitioners from 48 different states. Representing Wisconsin was Deputy Eric Novotny from Dane County Sheriff’s Office, Lt. Douglas Pietz from Milwaukee Fire Department, Jeff Roskopf, National President of the Towing and Recovery Association of America and owner of Roskopf’s Towing in Menomonee Falls and WisDOT’s Statewide TIM Engineer Marquis Young.



As the program prepares for this year’s National Traffic Incident Response Awareness Week (November 11 – 17, 2018), the symposium was designed for the states to build upon their past successes and share those successes with other states. Also, everyone agreed to assist other states with the process of building stronger TIM training programs and helping take other state programs to the next level. As strong TIM proponents, everyone attending the symposium played a key role in not only shaping their individual state’s TIM culture but equally as important, the nation’s. Strong TIM champions can influence the TIM culture for generations of responders to come. If they learn TIM the right way first, they will not know any other way.

During the symposium, Sgt. Bob Bemis, a 22-year veteran from Pennsylvania State Patrol shared his story of being struck on March 27, 2015. Sgt. Bemis told a story of strength and determination through his tragedy and recovery. Sgt. Bemis now encourages others through his book, *Forged in Scars & Stripes*. All attendees also heard many testimonials of successes through TIM training. Many attendees provided advice on how to educate the public about TIM. We brought back a number of best practices and new ideas that other states have been successful with. We hope to incorporate some of these ideas into our program to make Wisconsin even better in TIM.

Best Practices for Work Zone Crashes

By: Stephanie Leranth

Wisconsin Department of Transportation

Construction Program Work Zone & Traffic Engineer

Every crash has its own set of challenges. Crashes in work zones add another layer of challenges for law enforcement and emergency responders such as narrow lane widths, little to no shoulders, and restricted access. The best way for law enforcement and emergency responders to prepare for crashes within a work zone is communication. Communication with the construction team, the contractors, and each other is key in getting emergency responders to the incident as quickly and safely as possible.

Meeting regularly with the construction team is very important throughout the life of the construction project for emergency responders. The pre-construction kick-off meeting is a great place to meet the project team and contractors responsible for building the project. Emergency responders can find out who their primary point of contact will be if they need to report safety concerns or need assistance with incidents. During the life of the project, attending the weekly progress meetings is a great way to stay in the loop on the progress of the project, issues, stage changes, and access restricts. Don't have the time to attend the progress meeting every week? That's okay. Just request to be added to the distribution list for the progress meeting minutes. Emergency responders can get all the information talked about at the meeting and be able to read it at their leisure.

It's never too early to start discussing emergency response to and through a work zone. Talk to the project staff so you know who your primary point of contact will be in the event of an incident in the work zone. Depending on the type/size of the project, they may be able to provide assistance to the emergency responders. Know where the emergency access points are and how to get around closures and restrictions. Communication with the project team and driving the work zone on a weekly or bi-weekly basis are great ways to know where your access points are. Discuss with the project staff how changes in the access will be communicated. Maps showing the location and a brief description of the access point is a common way project staff can share this information with law enforcement, emergency responders, and dispatchers.

For projects that go through multiple counties, it is always good to have a discussion about modified response routes or joint response. If there are ramps or access restrictions that prohibit/impede one agency from responding, then it may be quicker and more efficient for another agency to respond. Law enforcement and fire departments from neighboring counties or cities/towns/villages should discuss if modified response or joint response is needed prior to the closures or restrictions are in place. Project staff can help facilitate these types of meetings and provide staging information. Communicating early and often will help everyone be prepared for incidents in the work zone.

Another Group of Responders Ready to Help



On June 26 -27, 2018 the TIME program hosted it's fourth Federal Highway Administration's National Traffic Incident Responder Train-the-Trainer Program at the Wisconsin State Patrol Academy (WSPA) near Tomah. 25 responders from across the state attended the two-day course. The course was instructed by Portage County Sheriff's Office Chief Deputy Daniel Kontos. Chief Deputy Kontos is one of only ten "Master Instructors" in the country certified by FHWA to instruct a Traffic Incident Management (TIM) train-the-trainer course.

The class was very diverse in regard to disciplines. There were representatives from law enforcement, the fire service, county highway, towing and recovery, the technical college system and insurance providers. The students were very engaged during the entire course of the instruction. They asked numerous questions and provided their personal experiences and insight about TIM.

(continued on page 8)

Another Group of Responders Ready to Help

(continued from page 7)



As in years past, the TIME program created a mock traffic incident management area (TIMA) with the assistance of Paul Bingenheimer from P.E.R. Towing and Western Technical College (WTC) of Sparta. Many of the students never viewed or participated in setting up a TIMA and found that part of the training very beneficial. P.E.R. Towing is a strong TIM proponent and supports the TIME program and TIM training whenever asked. Paul and his staff also volunteer their time and provide training on towing and recovery to the classes of new recruits that pass through the WSPA. Melissa Elliot is the Law Enforcement Academy Director for WTC and one of the TIME program's TIM instructors. WTC provided the fire apparatus and ambulance for the TIMA set-up. Whenever Melissa is asked to assist the TIME program, she never says no.

All students completed the training without exception. Many have already arranged to host TIM classes in their respective areas. The TIME program values their TIM instructors for one reason, they are 100 percent volunteer. They teach TIM because they believe in the TIM principles and improving the safety of fellow responders. They won't know the people they are teaching in a class other than they are a fellow responder and they want to share the knowledge and experience they have gained to improve the safety of others.



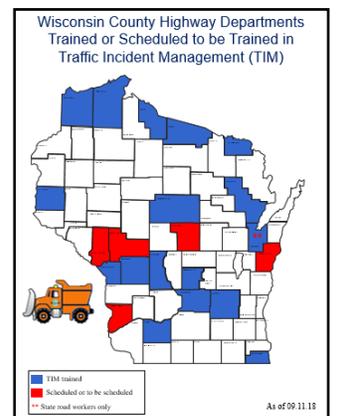
The program now has 154 TIM instructors statewide. Everyone a volunteer. The TIME program, the responder community and all motorists in the state of Wisconsin are better off because of their unselfish commitment to responder and traffic safety. The next time you see a TIM instructor in a class, just say "Thanks for volunteering your time and sharing your knowledge." It will be appreciated.

Wisconsin County Highway Association Recommends TIM Training for all Member Counties



On July 20, 2018, the Wisconsin County Highway Association's (WCHA) executive board voted unanimously to recommend to all 72 member counties that they have their staff trained in Traffic Incident Management (TIM). Columbia County Highway Commissioner Chris Hardy, the WCHA representative to the TIME Coalition, made this request on behalf of the Coalition and the WCHA.

The TIME program has attended as well as presented at WCHA Road School and Supervisor training conferences in past years. Following the 2017 Winter Road School, TIME program manager David Spakowicz and Commissioner Hardy discussed the idea of approaching the WCHA executive board to see if WCHA would be receptive to the idea of making a recommendation for all member counties to have their staff trained in TIM.



To date, the TIME program has already trained or is scheduled to train 22 county highway departments in the state by the end of 2018. Highway departments and Department of Public Works (DPW) are the gold standards of traffic management. That is what they do every day. However, with TIM, it is a little different story. When an incident occurs, they drop what they were doing and respond to the incident. They must work with a cadre of emergency responders to make the scene as safe as possible through the use of traffic control devices, possibly establish, sign and monitor an alternate route, direct traffic through or around the incident scene, and then open up the roadway as soon as possible.

The TIME program is looking forward to working with the various highway departments throughout the state to have their staff trained. The program would like to thank Commissioner Hardy for his leadership in marshaling this recommendation to the WCHA executive board. The program would like to commend and thank the WCHA executive board for recognizing the importance of TIM for the safety of their membership and recommending that their member counties receive TIM training.

Wisconsin State Patrol Hosts 2018 State Patrol/Police Crash Reconstruction Managers Meeting



For the third year in a row, the Wisconsin State Patrol (WSP) has hosted a meeting dedicated to the exchange of ideas and techniques in relation to the investigation and technical reconstruction of traffic crashes. In 2015, the WSP invited 11 midwestern states to come to Wisconsin and talk about crash reconstruction and the program in their state. The three-day meeting was held in Madison and was so well received that other states heard about the meeting and asked to attend. Since that time, the meeting's content and attendance has grown. This year, the four-day meeting was held in Brookfield from September 11 – 14, 2018. 20 states and one province of Canada sent representatives to learn the latest techniques, processes and program ideas regarding technical crash reconstruction.



The genesis for this type of meeting was developed by Sgt. Thomas Erdmann. Sgt. Erdmann is the supervisor of WSP's Technical Reconstruction Unit (TRU). Sgt. Erdmann also reached out to the Wisconsin Department of Justice – Training and Standards Bureau (T&S) and inquired if T&S would like to partner with the WSP to host the meeting? T&S agreed to the partnership and 20 states and one province are reaping the benefits.

The TRU has 13 reconstructionist and one sergeant assigned to the unit. They handle over 425 crime scene and traffic crash reconstructions a year for local, county, the WSP and other state law enforcement agencies. In addition to traffic crash reconstruction, they frequently “map” crime scenes at the request of the Wisconsin Department of Justice – Division of Criminal Investigation (DCI) and local law enforcement. Those requests account for approximately 20 percent of the overall number of cases the unit handles each year. It is that type of activity and the utilization of the latest technology that makes Wisconsin a national leader in technical reconstruction. We believe the image of the program is reflected by the number of states that have come to Brookfield to exchange ideas and information. Keep up the great work!!

TIM Training Classes Available in Your Area

The TIME program is now listing all scheduled TIM classes in the state on WisDOT's TIME program web site. As soon as a class gets scheduled, we will post the date, time, location and point of contact for the class. Please check for TIM classes in your area by visiting wisconsindot.gov/time. We hope to see you at a TIM class in your area soon.



Regional TIME Meeting Schedule

September 19, 2018 Northwest Region <i>Superior</i>	9:00 AM – 12:00 PM Superior WisDOT Office 1701 N. 4 th Street, Superior, WI 54880
September 20, 2018 Northwest Region <i>Eau Claire</i>	9:00 AM – 12:00 PM Eau Claire County Sheriff's Office Jail Conference Room 710 Second Avenue, Eau Claire, WI 54307
September 27, 2018 Southeast Region <i>Milwaukee</i>	9:00 AM – 12:00 PM Traffic Management Center (TMC) 433 W. St. Paul Avenue, Milwaukee, WI 53203
October 2, 2018 Northeast Region <i>Northern US 41/US 141/STH 172</i>	9:00 AM – 12:00 PM Brown County Sheriff's Office 2684 Development Drive, Green Bay, WI 54311
October 4, 2018 North Central Region <i>Wausau</i>	9:00 AM – 12:00 PM Northcentral Technical College Center for Business & Industry 1000 W. Campus Drive, Wausau, WI 54401
October 10, 2018 Southwest Region <i>La Crosse</i>	9:00 AM – 12:00 PM State Patrol Safety and Weight Enforcement Facility 5751 Interstate 90, Sparta, WI 54656
October 18, 2018 Northeast Region <i>I-43 & Lakeshore Counties</i>	9:00 AM – 12:00 PM Sheboygan County Sheriff's Office Law Enforcement Center 525 North 6 th Street, Sheboygan, WI 53081
October 24, 2018 Southwest Region <i>Madison</i>	9:00 AM – 12:00 PM WisDOT SW Region Madison Office Rock/Dane Rooms 2101 Wright Street, Madison, WI 53704
November 7, 2018 Southwest Region <i>Wisconsin Dells</i>	9:00 AM – 12:00 PM Wisconsin Dells Visitor and Convention Bureau 115 La Crosse Street, Wisconsin Dells, WI 53965
December 5, 2018 Southeast Region <i>Milwaukee</i>	9:00 AM – 12:00 PM Traffic Management Center (TMC) 433 W. St. Paul Ave., Milwaukee, WI 53203