

CORY TOMCZYK

STATE SENATOR • 29TH SENATE DISTRICT

Committee Members,

Thank you for hearing AB 354.

Last session, the legislature passed 2021 WI Act 255 which allowed a county or municipal highway vehicle to use green-colored lamps, expanding on their existing statutory requirement of amber. Green lights are proven to be more visible in inclement weather conditions than amber, providing an added measure of safety to vehicles operating in potentially hazardous conditions.

Representative Callahan and I were approached by local utilities earlier this session who requested similar allowances be made to their vehicles, as recent storms and power outages in northern Wisconsin have required their workers to take on more risks in inclement weather, with a number of near misses.

In order to provide greater safety options to utility workers, we've introduced AB 354 which builds on WI Act 255 by allowing utility vehicles to utilize amber or green lights when marking their vehicles.

Under AB 354, vehicles utilizing these lights must be restoring utility services or repairing damaged infrastructure, rather than simple maintenance, ensuring that these lights will remain focused on visibility during dangerous situations rather than serving as a standard operating change regardless of hazard.

This bill does not mandate that all vehicles make this switch, but rather provides greater flexibility for utility vehicles looking to keep their workers safe.

This legislation has the support of the Wisconsin Electric Cooperative Association, Dairyland Power Cooperative, the Municipal Electric Utilities of Wisconsin, Customers First Coalition, and the Wisconsin Utilities Association.



222 West Washington Avenue, Suite 680
Madison, WI 53703-2719
(608) 467-4650
(608) 467-4651 fax
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**Assembly Committee on Transportation
October 10, 2023
Testimony on Assembly Bill 354**

Good morning, Chair VanderMeer and members of the committee:

My name is Rob Richard and I'm the Vice President of Government Relations and External Affairs for the Wisconsin Electric Cooperative Association. I am before you today to speak in favor of Assembly Bill 354, relating to warning lights on public utility, telecommunications carrier, or cooperative vehicles.

Current law allows vehicles of a public utility, telecommunications carrier, or cooperative organized for the purpose of producing or furnishing heat, light, power, or waters to its members to utilize amber-colored flashing lights in certain configurations. Assembly Bill 354 will give these entities the ability to also utilize green-colored lights and slightly change the configurations in which they can use them on their utility vehicles. For utility operations that must work on the road or the road's shoulder in emergency situations, this is all about safety for our line crews.

Last session the legislature saw the wisdom in passing a law (2021 Act 255) allowing any department of transportation or county or municipal highway department vehicle which, by reason of its use upon a highway creates a vehicular traffic hazard requiring the exercise of unusual care in approaching, overtaking, or passing, to be equipped with green flashing lights, in addition to already existing red or amber lights. It also allows these vehicles to display two lamps to the front and two lamps to the rear.

This law was passed primarily on the premise of roadway safety. According to testimony from highway commissioners in Dane, Iowa, and Eau Claire County, and the Wisconsin Counties Association, extensive research and testing completed by the Michigan Department of Transportation on the effectiveness of green lamps found that adding them to the current amber lamps improved visibility and attracted the most attention from approaching motorists. Michigan has allowed the use of green lights since 2016.

We are now seeking this same safety measure for our utility workers who are often put in very similar dangerous situations, if not worse, because they must spend most of their time working outside of the vehicle to restore or maintain power for our consumer members – your constituents. In some situations, these vehicles have no other option but to be parked directly on the road or the shoulder.

In early conversations with the Wisconsin Department of Transportation and the Wisconsin County Highway Association, there was concern that adding green lights to utility vehicles, or any other vehicle for that matter, will lessen the brand recognition of green lights with municipal operations. Working together, WECA and Municipal Electric Utilities of Wisconsin (MEUW) recognize the importance of understanding what the green light represents—the idea that road work is being performed and motorists need to pay attention.

With that in mind and a willingness to compromise, WECA and MEUW worked with Sen. Cory Tomczyk and Rep. Calvin Callahan to introduce a bill that allows utility vehicles to use green lights, but only in situations “for the purpose of maintenance and restoration of utility service”. Maintenance and restoration of utility service is defined in section 4 of the bill as “the immediate restoration of a utility service that is outside the normal parameters of general maintenance or construction when damage or interruption of service has been caused to utility infrastructure by adverse weather or other events and that requires utility crews to park utility vehicles in the roadway or on the shoulder of the roadway”.

We don’t believe that green lights should be exclusive to state, county or municipal road crews. We believe green lights should be available to utility crews in certain situations, as well, because this is about roadway safety. The driving public needs to understand the green lights mean a work crew is operating or performing work on, or near, a roadway. It’s that simple. This bill does not lessen or cheapen that meaning.

On behalf of the 25 electric cooperatives that WECA represents, I ask that you please support Assembly Bill 354 and give our line crews every available safety measure for work our roadways that is available to others performing similar work.

Thank you!





Date: October 10, 2023

To: Chairperson VanderMeer and Members of the Assembly Committee on Transportation

From: Ryan Kenealy, Manager, Corporate and Field Safety at Dairyland Power Cooperative

RE: Support of Assembly Bill 354, Warning lights on public utility, telecommunications carrier, or cooperative vehicles

Good afternoon, Chairperson VanderMeer and Members of the Assembly Committee on Transportation. Thank you for holding a hearing today on AB 354, regarding the proposed use of green warning lights on public utility, telecommunications carrier or electric cooperative vehicles. My name is Ryan Kenealy, Manager, Corporate and Field Safety and I am here representing Dairyland Power Cooperative.

At Dairyland, the safety of our employees and the public is our number one priority. Our organization's Safety Culture is centered on safety as a value and a way to describe how we accomplish our work. The safety of our crews when they are in the field is a major area of focus due to the hazards and dynamic conditions they deal with, and this bill will allow us to improve safety of our workers and the public when working on or near roadways.

According to current state law a public utility, telecommunications carrier, or cooperative organized for the purpose of producing or furnishing heat, light, power, or water to its members may be equipped with a flashing amber lamp of the dome type, or with two flashing amber lamps. This bill would permit these service providers to utilize flashing amber/green lamps in a specific configuration and only when the vehicle is operated for the purpose of restoration of utility service outside the parameters of general maintenance or construction.

- According to a study by the Transportation Research Record demonstrated in stationary and moving tests that a combination of amber and green flashing lights had the highest levels of conspicuity to driver.
- The same study showed that green lights were the most effective in alerting drivers with red/green color blindness, which is the most common type of color blindness.
- The purpose of any warning light is to raise the awareness of the driver as soon as possible and to change their driving behaviors accordingly. For Red/Blue we recognize law enforcement activity or fire/rescue and pull to the right, for Amber/Green we recognize work on a roadway is taking place and we slow down.

A Touchstone Energy® Cooperative 

3200 East Ave. S. • PO Box 817 • La Crosse, WI 54602-0817 • 608-788-4000 • 608-787-1420 fax • www.dairylandpower.com

Dairyland Power Cooperative is an equal opportunity provider and employer.

- The sooner we can get the attention of the driver, the longer they have to change their driving behaviors.
- The lights would only be used for restoration, work area protection for planned maintenance and construction work, and is established by following the Manual on Uniform Traffic Control Devices.

The data shows that these lights are the most effective way of alerting motorists and what experience has taught us is that emergent work on a roadway is one of the more difficult situations to raise driver awareness.

From my experience one of the hardest hazards to control or eliminate is vehicle traffic. We try to eliminate the hazard by getting off the roadway, but this isn't always possible. Emergent substation work often requires replacing substation equipment and involves setting up a crane or other mobile equipment to lift heavy materials from a roadway into the station. We take every precaution we can to alert motorists, and I view the addition of these lights as a potentially lifesaving measure. My job is to ensure all employees get home safely every night to their families, and return to work the next day, while keeping the lights on. Adding these lights will help to guarantee our success in doing that.

Thank you, Chairperson VanderMeer and Members of the Committee for holding a hearing on Assembly Bill 354.

Dairyland Power Cooperatives asks for your support of AB 354 so that Wisconsin's Electric Cooperatives and line crews can have the most protection from motorists when they are conducting restoration work.



Municipal Electric Utilities of Wisconsin
725 Lois Drive
Sun Prairie, WI 53590
T: 608-837-2263
www.meuw.org

Municipal Utilities of Wisconsin Testimony in SUPPORT of AB 354: Warning lights on public utility, telecommunications carrier, or cooperative vehicles.

Chair VanderMeer, Vice-Chair Hurd, and members of the Assembly Committee on Transportation,

Thank you for having a hearing on this important bill to help make work areas safer for our utility workers and Wisconsin motorists. The Municipal Electric Utilities of Wisconsin (MEUW) is a 95-year-old trade association representing Wisconsin's 81 municipally owned utilities and their employees through a robust safety and training program, professional development, and advocacy. MEUW's members are responsible for the safe, reliable, and low-cost delivery of electricity to over 300,000 customers across 43 counties in Wisconsin.

AB 354 was brought to our attention by Randy Larson, one of MEUW's Electric Safety and Utility Coordinator, after observing the added visibility of green lights on snowplows and other county maintenance vehicles which was allowed by 2021 Wisconsin Act 255. This bill, AB 354 would extend the same option of placing a green warning beacon on utility vehicles and allow them to be activated when they are within the road right-of-way. We believe that having this option will make our vehicles and workers more visible while performing work in many of the same Wisconsin weather conditions that county maintenance vehicles are working: snow storms, low-visibility, etc. many times suspended from a pole or in a bucket attached to the vehicle.

I have attached for your reference a few close calls that our member crew have recently had while working in the public right-of-way as examples of incidents where extra visibility and attention could have made an incident avoidable.

Thank you for your time and attention, and mostly thank you for having a public hearing on AB 354.

Attachments:

Wisconsin Dells Water & Light Utility
Reedsburg Utility Commission
Plymouth Utilities

CITY OF WISCONSIN DELLS

WITNESS STATEMENT

NAME: Dale Bouser
ADDRESS: 3879 5th Dr.
CITY/STATE/ZIP: W Delles, WI. 53965
TELEPHONE: 608-548-2864
DATE OF BIRTH: 7-17-71

Date of incident: 11-23-20

Approximate time of incident: 2:20pm

Were you injured in the accident?

NO

What were you doing immediately prior to the accident?

Putting up christmas decorations

What occurred at the time of the accident?

Truck hit back of trailer

Why do you believe this accident occurred?

Person was not paying attention - in pickup truck

What acts or other conditions contributed most directly to this accident?

Not sure

Date: 10-25-20

Signature: Dale Bouser

CITY OF WISCONSIN DELLS

WITNESS STATEMENT

NAME: Wally Ziemianczyk
ADDRESS: E10806 Moon Rd
CITY/STATE/ZIP: Baraboo WI 53913
TELEPHONE: 608-408-8400
DATE OF BIRTH: 05-20-1992

Date of incident: 11-23-2020

Approximate time of incident: 2:20 p.m.

Were you injured in the accident?

NO

What were you doing immediately prior to the accident?

Putting up Christmas decorations

What occurred at the time of the accident?

Truck plowed into the back of the trailer

Why do you believe this accident occurred?

Driver not paying Attention

What acts or other conditions contributed most directly to this accident?

Not Sure

Date: 11-25-2020

Signature:

Wally Ziemianczyk

3PLOVKHWRZ
20WD6006

WISCONSIN MOTOR VEHICLE
CRASH REPORT

WISCONSIN DELLS POLICE DEPT
712 OAK STREET
WISCONSIN DELLS, WI 53965
(608) 253-1611

8led

3PLOVKHWRZ

Document Number Override		Primary Crash Document #		Agency Crash Number		Investigating Officer/Deputy OFFICER D. COURNOYER	
Crash Date 11/23/2020		Crash Time 02:20 PM		Date Arrived 11/23/2020		Time Arrived 02:25 PM	
Date Notified 11/23/2020		Time Notified 02:23 PM		Total Units 02		Total Injured 00	Total Killed 00
<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input checked="" type="checkbox"/> Lane Closure		<input type="checkbox"/> Work Zone		<input checked="" type="checkbox"/> Trailer or Towed	<input type="checkbox"/> Reporting Threshold
<input type="checkbox"/> Government Property		<input type="checkbox"/> Active School Zone		School Bus Related NO		Tags	
<input checked="" type="checkbox"/> Reportable		Crash Type DT4000 (STANDARD CRASH)				<input type="checkbox"/> Amended	<input type="checkbox"/> Secondary Crash

Description

Diagram		Reconstruction By	
		Photos By	
		Additional Information NONE	
		<input checked="" type="checkbox"/> I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.	

OPERATOR OF UNIT 1 STATED HE WAS FOLLOWING A VEHICLE WHICH CHANGED LANES IN FRONT OF HIM. WHEN THE VEHICLE CHANGED LANES HE STATED HE DID NOT SEE THE UTILITY VEHICLE PARKED ON THE ROADWAY SHOULDER IN FRONT OF IT AND WAS NOT ABLE TO STOP IN TIME. UNIT 1 STRUCK UNIT 2'S TRAILER CAUSING DAMAGE AND CAUSED FUNCTIONAL DAMAGE TO THE REAR OF UNIT 2. UNIT 2 IS A CITY UTILITY VEHICLE WHICH WAS PARKED ON THE ROADWAY WHILE CHANGING LIGHTS. END OF REPORT OFC DOC #82

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20WD6006

WISCONSIN MOTOR VEHICLE
CRASH REPORT

WISCONSIN DELLS POLICE DEPT
712 OAK STREET
WISCONSIN DELLS, WI 53965
(608) 253-1611

Location

ON STH13 NB 44 FT E OF PLUM ST IN THE CITY OF WISCONSIN DELLS IN COLUMBIA COUNTY	Latitude 43.627480557	Longitude -89.761351168
	X Coordinate 277226.40625	Y Coordinate 4834204.5
	Structure Type	

Crash Scene

First Harmful Event PARKED MOTOR VEHICLE		First Harmful Event Location ON ROADWAY	
Manner of Collision 03 - FRONT TO REAR		Light Condition DAYLIGHT	
Road Surface Condition(s) DRY		Roadway Factor(s) NONE	
Environment Factor(s) NONE			
Weather Condition(s) CLEAR			
Animal Type		Relation To Trafficway TRAFFICWAY - ON ROAD	
Crash Classification - Location PUBLIC PROPERTY		Crash Classification - Jurisdiction NO SPECIAL JURISDICTION	
Tribal Land		Access Control NO CONTROL	Special Study
Within Interchange Area NO	Junction Location INTERSECTION	Intersection Type T-INTERSECTION	
Closure Type LANE CLOSURE		Reasons for Closure LAW ENFORCEMENT	
Date Initial Lane/Rd Closed 11/23/2020	Time Initial Lane/Rd Closed 02:20 PM	Date Scene Cleared 11/23/2020	
Date All Lanes Open 11/23/2020	Time All Lanes Open 02:38 PM		

Unit Summary

UNIT 01	Unit Status IN TRANSIT		Vehicle Operating AS Classification D CLASS		Unit Type TRUCK		
	Vehicle Type UTILITY TRUCK/PICKUP TRUCK				Operating AS Endorsements		
	Total Occs 1	Train/Bus # Recorded	Total # Citations Issued 1	Total Trailers 0	Total HazMat Types 0		
	Insurance? NO	Direction Of Travel EASTBOUND	Pre Crash Tire Mark	Speed Limit 25	Total Lanes 4		
	Most Harmful Event: Collision With PARKED MOTOR VEHICLE		Special Function NO SPECIAL FUNCTION		Emergency Motor Vehicle Use NOT APPLICABLE		
	Traffic Way TWO-WAY, NOT DIVIDED		Traffic Control NO CONTROL		Traffic Control Inoperative/Missing NO		
	Surface Type BLACKTOP (BITUMINOUS)		Road Curvature STRAIGHT		Road Grade LEVEL		
	Truck Bus or HazMat NO						
	Vehicle						
	License Plate Number MS8698		Plate Type LTK - LIGHT TRUCK	St WI	Country of Issuance UNITED STATES		
Vehicle Identification Number 2FTRX18WX4CA18697		Make FORD	Year 2004	Model F150 HERIT			

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WISCONSIN MOTOR VEHICLE
CRASH REPORT

WISCONSIN DELLS POLICE DEPT
712 OAK STREET
WISCONSIN DELLS, WI 53965
(608) 253-1611

UNIT VEHICLE	Color	BLK - BLACK	Body Style	PK - PICKUP	Bus Use
	Initial Contact Point	12 - FRONT	Vehicle Damage		
	Extent Of Damage	DISABLING DAMAGE	01 - RIGHT FRONT CORNER, 12 - FRONT		
	Towed Due To Damage	TOWED DUE TO DISABLING DAMAGE	Vehicle Removed By		
	What Driver Was Doing	GOING STRAIGHT	OWNER		
	Driver Prior Action Other		Vehicle Factors		
	Driver Actions	OPERATED MOTOR VEHICLE IN INATTENTIVE, CARELESS OR ERRATIC MANNER			
UNIT VEHICLE	Owner Name	DYLAN JAMES UPSON (608) 432-4381	Owner Address W14519 GULCH RD WISCONSIN DELLS, WI 53965 , US		

Sequence Of Events

01	Event	MOTOR VEH IN TRANSPORT
02	Event	PARKED MOTOR VEHICLE
03	Event	
04	Event	

Individual

UNIT INDIVIDUAL	Driver	DYLAN JAMES UPSON (608) 432-4381	Citations Issued	1	Sex	MALE
			Date of Birth	08/14/1993	Race	WHITE
	Address	W14519 GULCH RD WISCONSIN DELLS, WI 53965 , US	Driver License Number	U1251709329403	STATE: WISCONSIN COUNTRY: UNITED STATES	

Safety Equipment

UNIT 001	On Duty Crash		Safety Equipment		
	Row	01 - FRONT ROW	Seat Position	07 - LEFT	RESTRAINT USE UNKNOWN
	Helmet Use		Helmet Compliance		
	Eye Protection		Tint Compliance		
	Injury	NO APPARENT INJURY	Airbag		
	Ejected		Ejection Path	Trapped/Extricated	
	NOT EJECTED		NOT EJECTED/NOT APPLICABLE	NOT TRAPPED	
	Medical Transport		EMS Agency Identifier	EMS Run #	
NOT TRANSPORTED					
Hospital		Date of Death	Time of Death		

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WISCONSIN MOTOR VEHICLE
CRASH REPORT

WISCONSIN DELLS POLICE DEPT
712 OAK STREET
WISCONSIN DELLS, WI 53965
(608) 253-1611

UNIT INDIVIDUAL 01 001	Distracted By		Distracted By Source		
	Distracted By Action UNKNOWN				
	Non Motorist		Striking Unit #	Location	
	Prior Action				
	Action				
	Action Other			To/From School	
	Drug & Alcohol		Suspected Alcohol Use NO		Suspected Drug Use NO
	Alcohol Test Given TEST NOT GIVEN		Alcohol Test Type		Alcohol Test Results
	Drug Test Given TEST NOT GIVEN		Drug Test Type		Drug Test Results
	Drug Type				
Individual Condition APPEARED NORMAL					
Violations					
01	UTC Number BB8518580	Issue To? 001	Statute Number 346.89(1)	Description INATTENTIVE DRIVING	

Unit Summary

UNIT 02	Unit Status LEGALLY PARKED		Vehicle Operating AS Classification D CLASS		Unit Type TRUCK	
	Vehicle Type UTILITY TRUCK/PICKUP TRUCK				Operating AS Endorsements	
	Total Occs 0		Train/Bus # Recorded		Total # Citations Issued 0	
	Insurance? UNKNOWN		Direction Of Travel EASTBOUND		Total Trailers 1	
	Most Harmful Event: Collision With MOTOR VEH IN TRANSPORT		Pre Crash Tire Mark <input type="checkbox"/>		Total Haz/Mat Types 0	
	Traffic Way TWO-WAY, NOT DIVIDED		Special Function NO SPECIAL FUNCTION		Speed Limit 25	
	Surface Type BLACKTOP (BITUMINOUS)		Traffic Control NO CONTROL		Total Lanes 4	
	Truck Bus or HazMat NO		Road Curvature STRAIGHT		Emergency Motor Vehicle Use NOT APPLICABLE	
			Road Grade LEVEL			

Vehicle

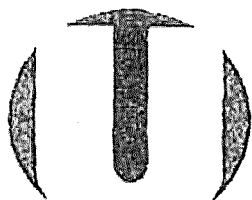
02 02	License Plate Number 77676		Plate Type LTK - LIGHT TRUCK	St WJ	Country of Issuance UNITED STATES
	Vehicle Identification Number 1FDAF57Y39EA99713		Make FORD	Year 2009	Model F550 SUPER

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20WD6006

WISCONSIN MOTOR VEHICLE
CRASH REPORT

WISCONSIN DELLS POLICE DEPT
712 OAK STREET
WISCONSIN DELLS, WI 53965
(608) 253-1611

UNIT VEHICLE	Color RED - RED		Body Style CB - CAB CHASSIS		Bus Use
	Initial Contact Point 06 - REAR		Vehicle Damage		
	Extent Of Damage MINOR DAMAGE		06 - REAR		
	Towed Due To Damage NOT TOWED		Vehicle Removed By OPERATOR		
	What Driver Was Doing LEGALLY PARKED		Vehicle Factors		
	Driver Prior Action Other		NOT APPLICABLE		
UNIT VEHICLE	Driver Actions NO CONTRIBUTING ACTION				
	Owner Name WISCONSIN DELLS CITY (608) 253-2542		Owner Address 300 LA CROSSE ST WISCONSIN DELLS, WI 53965 , US		
02 02	Sequence Of Events				
	01	Event PARKED MOTOR VEHICLE			
	02	Event MOTOR VEH IN TRANSPORT			
	03	Event			
04	Event				
02 TRAILER	Trailer/Towed				
	Trailer Plate # 38626	Plate Type MUN - MUN	Make UNK	State WI	Country of Issuance UNITED STATES
	Unit Type UTILITY TRAILER	Government WISCONSIN DELLS CITY (608) 253-2542			Address 300 LA CROSSE ST WISCONSIN DELLS, WI 53965 , US
	Vehicle Identification Number 3201				



412 Randolph Drive, Appleton, WI 54913 • 888-999-8090 • Fax 920-788-4699

ESTIMATE

DATE
12/3/2020

CUSTOMER:
Wisconsin Dells

EST NO.
20-1203

PREPARED BY: Mike Ringer

We are pleased to provide the following estimate for your review. This estimate covers only the items as listed. If after the job has started and additional work is requested or required, you will be notified of any additional cost, which will be subject to your approval.

*** Note: This estimate is not a contract or a bill. Parts and labor costs may change based on the extent of the repairs needed. If additional parts or labor are required, you will be notified before proceeding with any further work.***

Unit #28, Versalift SST-40EIH, s/n EH090059

Perform ANSI inspection	\$454.50
Perform dielectric test	\$252.50
Perform bearing deflection test	\$252.50
Replace top and bottom rotation bearing bolts	\$839.30
Replace basket rotator bolts. Torque and sentry seal.	\$394.40
Replace vertical section of aluminum tailshelf diamond plate	\$470.15
Replace pintle hook adaptor	\$523.68
Pick up and deliver unit	\$808.00

TOTAL ESTIMATED PARTS AND LABOR (WITH FREIGHT) **\$3,995.03**

- 1 Your Terms For This Order: Net 30 Days
- 2 This Estimate is Good For: Sixty Days
- 3 This Estimate Does Not Include Applicable Sales Tax

If you have any questions about this estimate, please call me at your convenience. Thank you for considering Utility Sales and Service, Inc. to meet your specialized needs in equipment maintenance. We look forward to serving you.

9PL010TWTQ
R21-106

WISCONSIN MOTOR VEHICLE
CRASH REPORT

REEDSBURG POLICE DEPARTMENT
200 SOUTH PARK STREET
REEDSBURG, WI 53959
(608) 524-2376

9PL010TWTQ

Document Number Override		Primary Crash Document #		Agency Crash Number		Investigating Officer/Deputy W. BOTTEN	
Crash Date 01/04/2022		Crash Time 10:00 AM		Date Arrived 01/04/2022		Time Arrived 10:07 AM	
Date Notified 01/04/2022		Time Notified 10:00 AM		Total Units 02		Total Injured 00	Total Killed 00
<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input checked="" type="checkbox"/> Lane Closure	<input type="checkbox"/> Work Zone		<input type="checkbox"/> Trailer or Towed	<input type="checkbox"/> Reporting Threshold	
<input type="checkbox"/> Government Property		<input type="checkbox"/> Active School Zone		School Bus Related NO		Tags	
<input checked="" type="checkbox"/> Reportable		Crash Type DT4000 (STANDARD CRASH)		<input type="checkbox"/> Amended		<input type="checkbox"/> Secondary Crash	

Description

Diagram	Reconstruction By
	Photos By 140
	Additional Information PHOTOS

I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.

OPERATOR OF UNIT 1 WAS TRAVELING WESTBOUND ON THE 2400 BLOCK OF E MAIN ST AT APPROXIMATELY 45MPH. UNIT 2 WAS STOPPED IN TRAFFIC WITH IT'S WARNING LIGHTS ACTIVATED. UNIT 1 STRUCK UNIT 2 FROM BEHIND CAUSING DAMAGE TO THE REAR OF UNIT 2 AND THE FRONT OF UNIT 1. OPERATOR OF UNIT 1 STATED THAT THE WHITE TRUCK (UNIT 2) BLENDED INTO THE SNOWBANK AND HE DID NOT SEE THE VEHICLE UNTIL HE WAS JUST ABOUT TO STRIKE UNIT 2. OPERATOR OF UNIT 1 STATED THAT HE APPLIED THE BRAKES, BUT IT WAS TOO LATE. THIS CREATED A SMALL SKID MARK JUST PRIOR TO THE CRASH.

9PL010TWTQ
R21-106

WISCONSIN MOTOR VEHICLE
CRASH REPORT

REEDSBURG POLICE DEPARTMENT
200 SOUTH PARK STREET
REEDSBURG, WI 53959
(608) 524-2376

Location

ON STH23 EB 187 FT W OF STH23 EB IN THE CITY OF REEDSBURG IN SAUK COUNTY	Latitude 43.532473527	Longitude -89.973289564
	X Coordinate 259749.59375	Y Coordinate 4824243.5
	Structure Type NO STRUCTURE	

Crash Scene

First Harmful Event MOTOR VEH IN TRANSPORT		First Harmful Event Location ON ROADWAY	
Manner of Collision 03 - FRONT TO REAR		Light Condition DAYLIGHT	
Road Surface Condition(s) DRY		Roadway Factor(s) NONE	
Environment Factor(s) GLARE			
Weather Condition(s) CLOUDY			
Animal Type		Relation To Trafficway TRAFFICWAY - ON ROAD	
Crash Classification - Location PUBLIC PROPERTY		Crash Classification - Jurisdiction NO SPECIAL JURISDICTION	
Tribal Land		Access Control NO CONTROL	Special Study
Within Interchange Area NO	Junction Location NON-JUNCTION	Intersection Type NOT AN INTERSECTION	
Closure Type LANE CLOSURE		Reasons for Closure	
Date Initial Lane/Rd Closed 01/04/2022	Time Initial Lane/Rd Closed 10:00 AM	LAW ENFORCEMENT	
Date All Lanes Open 01/04/2022	Time All Lanes Open 10:36 AM	Date Scene Cleared 01/04/2022	Time Scene Cleared 10:36 AM

Unit Summary

UNIT	Unit Status IN TRANSIT	Vehicle Operating As Classification D CLASS		Unit Type AUTOMOBILE		
	Vehicle Type (SPORT) UTILITY VEHICLE	Operating As Endorsements				
	Total Occs 1	Train/Bus # Recorded	Total # Citations Issued 0	Total Trailers 0	Total HazMat Types 0	
	Insurance? YES	Direction Of Travel WESTBOUND	<input checked="" type="checkbox"/> Pre Crash Tire Mark	Speed Limit 45	Total Lanes 4	
	Most Harmful Event: Collision With MOTOR VEH IN TRANSPORT		Special Function NO SPECIAL FUNCTION		Emergency Motor Vehicle Use NOT APPLICABLE	
	Traffic Way TWO-WAY, NOT DIVIDED		Traffic Control NO CONTROL		Traffic Control Inoperative/Missing NO	
	Surface Type CONCRETE		Road Curvature STRAIGHT		Road Grade LEVEL	
	Truck Bus or HazMat NO					
	Vehicle					
	01	License Plate Number 247ZJF		Plate Type AUT - AUTOMOBILE	St WI	Country of Issuance UNITED STATES
Vehicle Identification Number 3GNAXKEV9LS568316		Make CHEVROLET	Year 2020	Model EQUINOX		

9PL010TWTQ
R21-106

WISCONSIN MOTOR VEHICLE
CRASH REPORT

REEDSBURG POLICE DEPARTMENT
200 SOUTH PARK STREET
REEDSBURG, WI 53959
(608) 524-2376

UNIT VEHICLE	Color BLK - BLACK		Body Style UT - SPORT UTILITY VEHICLE		Bus Use	
	Initial Contact Point 12 - FRONT		Vehicle Damage			
	Extent Of Damage DISABLING DAMAGE		12 - FRONT			
	Towed Due To Damage TOWED DUE TO DISABLING DAMAGE		Vehicle Removed By			
	What Driver Was Doing GOING STRAIGHT		Vehicle Factors			
	Driver Prior Action Other		NOT APPLICABLE			
UNIT VEHICLE	Driver Actions					
01	Owner Name DENNIS LEE ARKIN (608) 524-1573			Owner Address E7187B EAGLE RIDGE CT REEDSBURG, WI 53959 , US		
Sequence Of Events						
01	Event MOTOR VEH IN TRANSPORT					
02	Event					
03	Event					
04	Event					
UNIT	Policy Holder					
	Insurance Company AMERICAN-FAMILY-INS-CO			Individual DENNIS ARKIN		
UNIT INDIVIDUAL	Individual					
	Driver DENNIS LEE ARKIN (608) 524-1573			Citations Issued 0		Sex MALE
	Date of Birth			12/19/1943		Race WHITE
	Address E7187B EAGLE RIDGE CT REEDSBURG, WI 53959 , US			Driver License Number A6251724345906 STATE: WISCONSIN COUNTRY: UNITED STATES		
01 001	Safety Equipment		On Duty Crash		Safety Equipment	
	Row 01 - FRONT ROW	Seat Position 07 - LEFT	SHOULDER & LAP BELT			
	Helmet Use				Helmet Compliance	
	Eye Protection				Tint Compliance	
	Injury		Injury Severity NO APPARENT INJURY		Airbag DEPLOYED-COMBINATION	
Ejected NOT EJECTED		Ejection Path NOT EJECTED/NOT APPLICABLE			Trapped/Extricated NOT TRAPPED	
Medical Transport NOT TRANSPORTED			EMS Agency Identifier		EMS Run #	

9PL010TWTQ
R21-106

WISCONSIN MOTOR VEHICLE
CRASH REPORT

REEDSBURG POLICE DEPARTMENT
200 SOUTH PARK STREET
REEDSBURG, WI 53959
(608) 524-2376

UNIT INDIVIDUAL 01 001	Hospital	Date of Death	Time of Death
	Distracted By Distracted By Source NOT APPLICABLE (NOT DISTRACTED)		
	Distracted By Action NOT DISTRACTED		
	Non Motorist Striking Unit #		Location
	Prior Action		
	Action		
	Action Other		To/From School
	Drug & Alcohol Suspected Alcohol Use NO		Suspected Drug Use NO
	Alcohol Test Given TEST NOT GIVEN		Alcohol Test Type
	Alcohol Test Results		
	Drug Test Given TEST NOT GIVEN		Drug Test Type
	Drug Test Results		
	Drug Type		
	Individual Condition APPEARED NORMAL		

Unit Summary

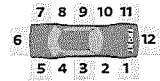
UNIT 02	Unit Status IN TRANSIT		Vehicle Operating As Classification D CLASS		Unit Type TRUCK	
	Vehicle Type UTILITY TRUCK/PICKUP TRUCK				Operating As Endorsements	
	Total Occs 1	Train/Bus # Recorded	Total # Citations Issued 0	Total Trailers 0	Total HazMat Types 0	
	Insurance? YES	Direction Of Travel WESTBOUND	<input type="checkbox"/> Pre CrashTire Mark	Speed Limit 45	Total Lanes 4	
	Most Harmful Event: Collision With MOTOR VEH IN TRANSPORT		Special Function NO SPECIAL FUNCTION		Emergency Motor Vehicle Use NOT APPLICABLE	
	Traffic Way TWO-WAY, NOT DIVIDED		Traffic Control NO CONTROL		Traffic Control Inoperative/Missing NO	
	Surface Type CONCRETE		Road Curvature STRAIGHT		Road Grade LEVEL	
	Truck Bus or HazMat NO					

UNIT 02 02	Vehicle				
	License Plate Number 71650		Plate Type MUN - MUNICIPAL	St WI	Country of Issuance UNITED STATES
	Vehicle Identification Number 3D7KS26D37G726603		Make DODGE	Year 2007	Model RAM 2500 S
	Color WHI - WHITE		Body Style PK - PICKUP		Bus Use

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WISCONSIN MOTOR VEHICLE
CRASH REPORT

REEDSBURG POLICE DEPARTMENT
200 SOUTH PARK STREET
REEDSBURG, WI 53959
(608) 524-2376

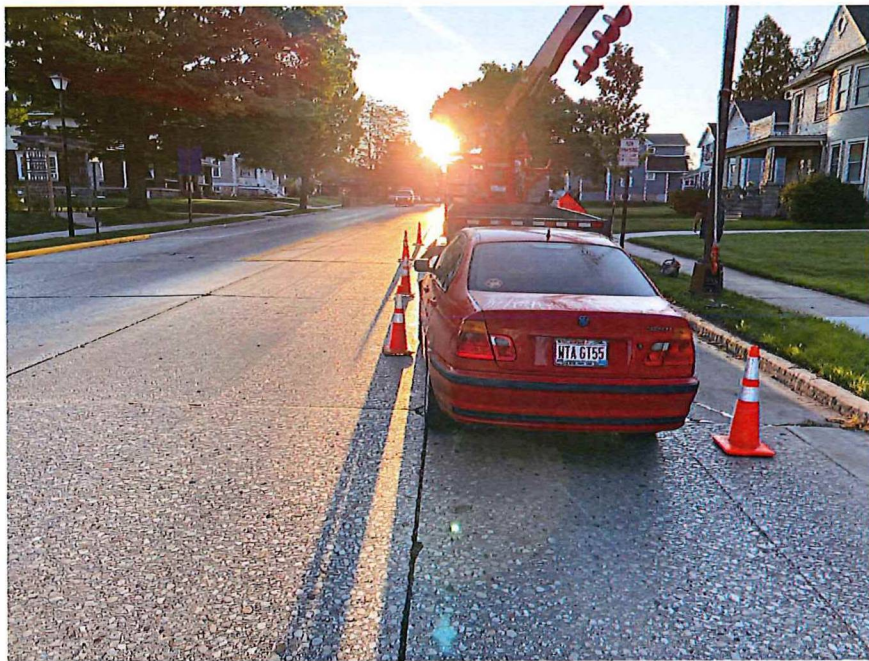


UNIT VEHICLE	Initial Contact Point 06 - REAR	Vehicle Damage 06 - REAR	
	Extent Of Damage MINOR DAMAGE		
UNIT VEHICLE	Towed Due To Damage NOT TOWED	Vehicle Removed By OPERATOR	
	What Driver Was Doing STOP IN TRAFFIC	Vehicle Factors NOT APPLICABLE	
	Driver Prior Action Other		
	Driver Actions NO CONTRIBUTING ACTION		
02 02	Owner Name REEDSBURG UTILITIES (608) 524-4381	Owner Address 501 UTILITY CT REEDSBURG, WI 53959 , US	
	Sequence Of Events		
01 02 03 04	Event MOTOR VEH IN TRANSPORT		
	Event		
	Event		
	Event		
UNIT	Policy Holder		
	Insurance Company CITIES-&VILLAGES-MUTUAL-INS-CO	Organization/Company REEDSBURG UTILITIES	
UNIT INDIVIDUAL	Individual		
	Driver JEREMY LAWRENCE SCHYVINCK (608) 524-4381	Citations Issued 0	Sex MALE
		Date of Birth 02/20/1980	Race WHITE
	Address 501 UTILITY CT REEDSBURG, WI 53959 , US	Driver License Number S1524328006006 STATE: WISCONSIN COUNTRY: UNITED STATES	
02 002	Safety Equipment	On Duty Crash	Safety Equipment SHOULDER & LAP BELT
	Row 01 - FRONT ROW	Seat Position 07 - LEFT	
	Helmet Use	Helmet Compliance	
	Eye Protection	Tint Compliance	
	Injury	Injury Severity NO APPARENT INJURY	Airbag NON DEPLOYED
	Ejected NOT EJECTED	Ejection Path NOT EJECTED/NOT APPLICABLE	Trapped/Extricated NOT TRAPPED
	Medical Transport NOT TRANSPORTED	EMS Agency Identifier	EMS Run #
	Hospital	Date of Death	Time of Death

WISCONSIN MOTOR VEHICLE
CRASH REPORT

02 002 UNIT INDIVIDUAL	Distracted By		Distracted By Source NOT APPLICABLE (NOT DISTRACTED)		
	Distracted By Action NOT DISTRACTED				
	Non Motorist		Striking Unit #	Location	
	Prior Action				
	Action				
	Action Other				To/From School
	Drug & Alcohol		Suspected Alcohol Use NO		Suspected Drug Use NO
	Alcohol Test Given TEST NOT GIVEN		Alcohol Test Type		Alcohol Test Results
	Drug Test Given TEST NOT GIVEN		Drug Test Type		Drug Test Results
	Drug Type				
Individual Condition APPEARED NORMAL					

Plymouth Utilities



Zach and I had the job of removing old street light posts on the main road that goes thru Plymouth. With it being a heavy traffic area and also the start of Sheboygan County fair which the intersection to go to the fair is just west of where we are parked. We had decided to start early that morning to get a jump start on the job before the school, work, and fair traffic had picked up. Before, we started this we had went out and set up signs on both sides of the road. You can see in the picture that there is one sign in front of the truck, we had put there for the next section we were working on, but we also had one on the same side that was a couple blocks to the west to cover us for the section we were working on. We had three posts to remove in the section that I was concerned about working on with the traffic. We had one more to go for the morning and then planned on going back to get rid of the posts and let the morning traffic settle down. We had just brought the boom around to grab the post when I heard the brakes squeal and the impact to the back of the trailer. Luckily, the younger kid was driving at a low rate of speed and the damage to the trailer was very minimal. Even more fortunate was that one of us weren't walking behind the trailer when it happened. When we asked the kid what happened, he said, "the sun was in my eyes and I did not see the truck or trailer till it was to late." We had cones set up around the truck and a buffer zone with the cones.

Like I had mentioned we were just very fortunate we were not walking behind the trailer at the time. I do believe that the green strobe lights might have been a little more noticeable than our normal yellow strobe lights with how bad the glare of the sun was in the morning.

I do believe this accident was NOT due to the driver being on a cell phone or distracted driving. As you can see in one of the pictures the angle of the sun coming up it was pretty blinding. But, I do think the green strobe might of stuck out a little more for him to be able to see us.

Tony Luell