



CORY TOMCZYK

STATE SENATOR • 29TH SENATE DISTRICT

Committee Members,

Thank you for being here today to hear SB 355.

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 SB 355 which builds on WI Act 255 by allowing utility vehicles to utilize amber or green lights when marking their vehicles.

Under LRB 1745, 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.



CALVIN CALLAHAN

STATE REPRESENTATIVE • ASSEMBLY DISTRICT 35

Office: (608) 266-7694
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Rep.Callahan@legis.wi.gov
P.O. Box 8952
Madison, WI 53708-8952

Testimony in Support of Senate Bill 355 *Senate Committee on Transportation and Local Government* September 27, 2023

Members of the committee, thank you for holding a public hearing on Senate Bill (SB) 355. I appreciate the opportunity to submit written testimony in support of this proposal. This bill will go a long way to increase visibility for utility workers and safety on Wisconsin's roadways.

Last session, I authored a similar bill alongside Sen. Jerry Petrowski, which eventually became 2021 WI Act 255. This bill allowed county and municipal highway vehicles to use green lights, in addition to their already allowed red or amber. By now, you may have seen the results of this legislation both in your districts and here in Madison.

Studies have shown that green light is more visible on the spectrum than red and amber lights, which are currently the only colors allowed under state statutes. Our proposal simply allows the utilities, whose support I'm sure you'll hear today, to use the green lights as well. The lights can only be used when restoring utility services or repairing damaged infrastructure; meaning that it is reserved for more dangerous situations. Lastly, there is no mandate that utility vehicles have the green lights included, providing flexibility.

Thank you again for this opportunity to submit written testimony in support of SB 355. I look forward to seeing your support on this important piece of legislation.



**Wisconsin
Electric
Cooperative
Association**

222 West Washington Avenue, Suite 680
Madison, WI 53703-2719
(608) 467-4650
(608) 467-4651 fax
www.weca.coop

**Senate Committee on Transportation and Local Government
September 27, 2023
Testimony on Senate Bill 355**

Good afternoon, Chair Tomczyk and members of the committee:

My name is Tim Clay and I'm the Vice President of Operations, Environmental and Regulatory Services for the Wisconsin Electric Cooperative Association (WECA). Normally my colleague, Rob Richard, VP of Government Relations and External Affairs, would be here to testify but he is currently out of state. I am before you today to speak in favor of Senate Bill 355, 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. Senate Bill 355 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 Senate Bill 355 and give our line crews every available safety measure for our roadways that is available to others performing similar work.

Thank you!





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 SB 355: Warning lights on public utility, telecommunications carrier, or cooperative vehicles.

Chairman Tomczyk and Vice-Chair Cowles,

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.

SB 355 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, SB 355 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 SB 355.

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?

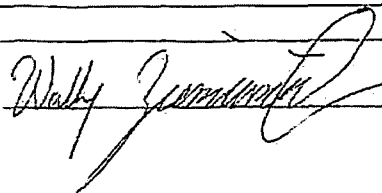
Driver not paying attention

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

Not Sure

Date: 11-25-2020

Signature:



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

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 DCC #88

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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	Longitude
	43.627480557	-89.761351168
	X Coordinate	Y Coordinate
	277226.40625	4834204.5
	Structure Type	

Crash Scene

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

Unit Summary

UNIT 01	Unit Status		Vehicle Operating As Classification		Unit Type	
	IN TRANSIT		D CLASS		TRUCK	
	Vehicle Type				Operating As Endorsements	
	UTILITY TRUCK/PICKUP TRUCK					
	Total Occs	Train/Bus # Recorded	Total # Citations Issued	Total Trailers	Total Hazmat Types	
	1		1	0	0	
	Insurance?	Direction Of Travel	Pre Crash Tire Mark	Speed Limit	Total Lanes	
	NO	EASTBOUND	<input type="checkbox"/>	25	4	
	Most Harmful Event: Collision With		Special Function		Emergency Motor Vehicle Use	
	PARKED MOTOR VEHICLE		NO SPECIAL FUNCTION		NOT APPLICABLE	
Traffic Way		Traffic Control		Traffic Control Inoperative/Missing		
TWO-WAY, NOT DIVIDED		NO CONTROL		NO		
Surface Type		Road Curvature		Road Grade		
BLACKTOP (BITUMINOUS)		STRAIGHT		LEVEL		
Truck Bus or HazMat						
NO						

Vehicle

01 01	License Plate Number		Plate Type	St	Country of Issuance
	MS8698		LTK - LIGHT TRUCK	WI	UNITED STATES
Vehicle Identification Number		Make	Year	Model	
2FTRX18WX4CA18697		FORD	2004	F150 HERIT	

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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	BLK - BLACK	Body Style	PK - PICKUP	Bus Use				
	Initial Contact Point	12 - FRONT	Vehicle Damage						
	Extent Of Damage	DISABLING DAMAGE							
	Towed Due To Damage	TOWED DUE TO DISABLING DAMAGE							
UNIT VEHICLE	Vehicle Removed By	OWNER							
	What Driver Was Doing	GOING STRAIGHT							
	Driver Prior Action Other	NOT APPLICABLE							
	Driver Actions	OPERATED MOTOR VEHICLE IN INATTENTIVE, CARELESS OR ERRATIC MANNER							
01	01	Owner Name	DYLAN JAMES UPSON (608) 432-4381						
		Owner Address	W14519 GULCH RD WISCONSIN DELLS, WI 53965 , US						
Sequence Of Events									
01	01	Event MOTOR VEH IN TRANSPORT							
	02	Event PARKED MOTOR VEHICLE							
	03	Event							
	04	Event							
Individual									
UNIT INDIVIDUAL	01	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				On Duty Crash	Safety Equipment			
01	001	Row	01 - FRONT ROW		Seat Position	07 - LEFT			
		RESTRAINT USE UNKNOWN				Helmet Compliance			
		Eye Protection				Tint Compliance			
		Injury		Injury Severity		Airbag		NO APPARENT INJURY	
Ejected		Ejection Path		Trapped/Extricated		NOT EJECTED		NOT EJECTED/NOT APPLICABLE	NOT TRAPPED
Medical Transport				EMS Agency Identifier		EMR Run #		NOT TRANSPORTED	
Hospital				Date of Death		Time of Death			

3PLOVKHWRZ
20WD6006

WISCONSIN MOTOR VEHICLE
CRASH REPORT

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

UNIT INDIVIDUAL	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	Suspected Drug Use	
			NO	NO	
	Alcohol Test Given		Alcohol Test Type		Alcohol Test Results
	TEST NOT GIVEN				
Drug Test Given		Drug Test Type		Drug Test Results	
TEST NOT GIVEN					
Drug Type					
Individual Condition					
APPEARED NORMAL					
Violations					
01	001	UTC Number	Issue To?	Statute Number	Description
		BB8518580	001	346.89(1)	INATTENTIVE DRIVING

Unit Summary

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

Vehicle

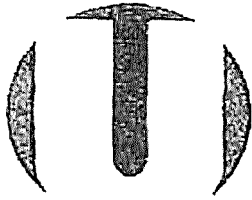
UNIT 02	License Plate Number		Plate Type	St	Country of Issuance
	77676		LTK - LIGHT TRUCK	WI	UNITED STATES
Vehicle Identification Number		Make	Year	Model	
1FDAF57Y39EA99713		FORD	2009	F550 SUPER	

3PLOVKHWRZ
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							
	What Driver Was Doing	LEGALLY PARKED	OPERATOR							
	Driver Prior Action Other		Vehicle Factors							
	Driver Actions	NO CONTRIBUTING ACTION								
02 UNIT VEHICLE	Owner Name	WISCONSIN DELLS CITY (608) 253-2542		Owner Address	300 LA CROSSE ST WISCONSIN DELLS, WI 53965 , US					
	Sequence Of Events									
02 01 02 03 04	Event	PARKED MOTOR VEHICLE								
	Event	MOTOR VEH IN TRANSPORT								
	Event									
	Event									
02 UNIT 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		
	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.

September 21, 2023

Re: Utility Work Zone Accident

On Tuesday January 4, 2022 the Reedsburg Utility Commission Electric Department was taking down Christmas decorations on STH23/33. We were using our bucket truck and a "cushion vehicle" with both trucks having LED flashers and strobe lights. A driver came along, did not see our vehicles or our safety lights and ran into our cushion vehicle. At the time of the accident one employee was working at the rear bumper of the bucket truck. If the "cushion vehicle" had not been placed where it was we could have easily had a fatality.

Notes to consider –

- Employee safety.
- Public safety.
- It took 53 weeks to repair our truck.
- It took over 50 emails and multiple phone calls to get our truck repaired.
- The accident took place on a straight, level stretch of four lane road with a 45-mph speed limit.
- The accident took place at 10 am which usually has lower traffic volumes. When possible, we schedule our work to avoid heavy traffic periods.

Sincerely

Dennis Horkan
Electric System Supervisor
Reedsburg Utility Commission



9PL010TWTQ
R21-106

WISCONSIN MOTOR VEHICLE
CRASH REPORT

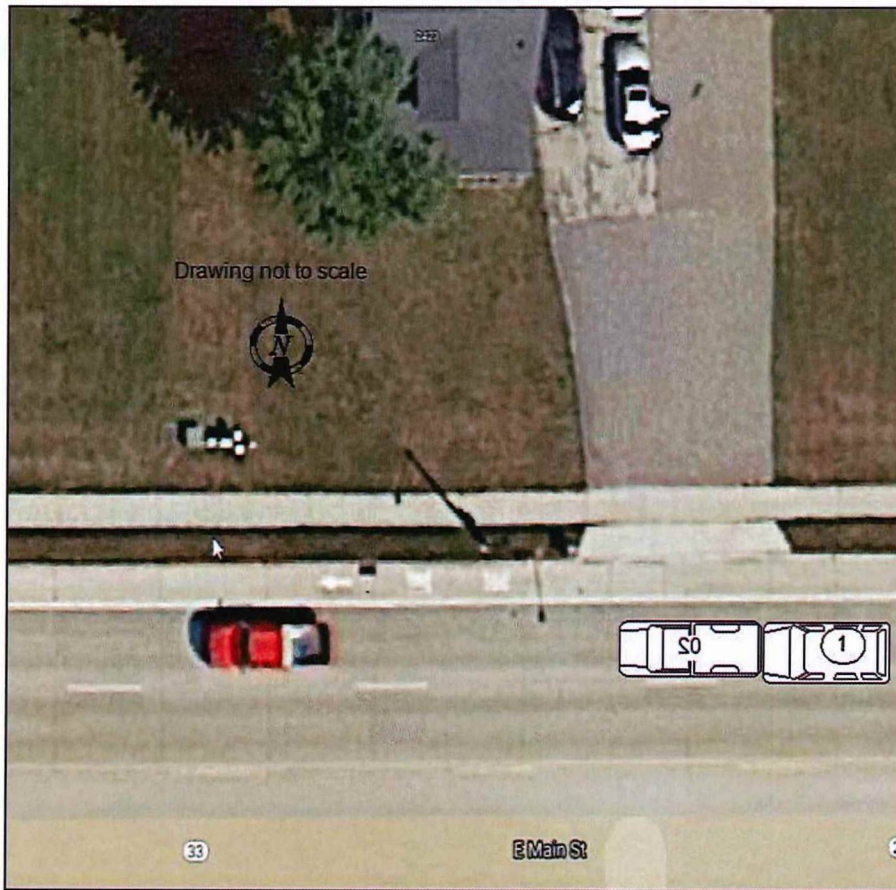
REEDSBURG POLICE DEPARTMENT
200 SOUTH PARK STREET
REEDSBURG, WI 53959
(608) 524-2376

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 ITS 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 LAW ENFORCEMENT	
Date Initial Lane/Rd Closed 01/04/2022	Time Initial Lane/Rd Closed 10:00 AM	Date Scene Cleared 01/04/2022	
Date All Lanes Open 01/04/2022	Time All Lanes Open 10:36 AM		
Date All Lanes Open 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				
01	Vehicle				
	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 12 - FRONT		
	Extent Of Damage DISABLING DAMAGE			
	Towed Due To Damage TOWED DUE TO DISABLING DAMAGE	Vehicle Removed By		
	What Driver Was Doing GOING STRAIGHT	Vehicle Factors NOT APPLICABLE		
UNIT VEHICLE	Driver Prior Action Other			
	Driver Actions			
01	01	Owner Name DENNIS LEE ARKIN (608) 524-1573	Owner Address E7187B EAGLE RIDGE CT REEDSBURG, WI 53959 , US	
Sequence Of Events				
01	01	Event MOTOR VEH IN TRANSPORT		
02	02	Event		
03	03	Event		
04	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 SHOULDER & LAP BELT	
	Row 01 - FRONT ROW	Seat Position 07 - LEFT		
	Helmet Use		Helmet Compliance	
	Eye Protection		Tint Compliance	
001	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 #	

WISCONSIN MOTOR VEHICLE
CRASH REPORT

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
	Insurance? YES	Direction Of Travel WESTBOUND	Speed Limit 45
	Most Harmful Event: Collision With MOTOR VEH IN TRANSPORT		Total Trailers 0
	Traffic Way TWO-WAY, NOT DIVIDED		Total HazMat Types 0
	Surface Type CONCRETE		Pre Crash Tire Mark <input type="checkbox"/>
	Truck Bus or HazMat NO		Emergency Motor Vehicle Use NOT APPLICABLE
	Special Function NO SPECIAL FUNCTION		Traffic Control Inoperative/Missing NO
	Road Curvature STRAIGHT		Road Grade LEVEL

Vehicle

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

WISCONSIN MOTOR VEHICLE
CRASH REPORT

UNIT INDIVIDUAL 02 002	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					

Randy,

Eric had mentioned to me this morning that you had sent an email asking for me to send a little report about the car that had rear ended us just over two years ago. I have enclosed a few pictures that I had taken from the morning if you have any problems opening or receiving the pictures let me know I can try to resend them.

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.

In the 2nd picture we do have a strobe light on the top of truck on driver's side. That strobe light is on and is going and you can't even see it in the picture from where the sun is. I would sure think a green strobe light would be more noticeable than that?!

Randy if you need more information or anything let me know. Hope all is well!

Tony Luell

Plymouth Utilities

