

# The Wisconsin Responder



WisDOT's TIME Program Quarterly Newsletter

Winter 2020-2021

[wisconsindot.gov/time](http://wisconsindot.gov/time)



## Inside This Issue

Message from the Manager	P. 2	TIME Coalition Update	P. 6
TIME Program Resumes In-Person TIM Training	P. 3	National Traffic Incident Response Awareness Week Recap — Nov. 9-15, 2020	P. 7
TIME Program Training Goal for 2021	P. 3	Mega Loads Come to Wisconsin	P. 8
Results of Surveys Conducted About TIM Training and Regional TIME Meetings	P. 4	New Concept – Flex Lane – Planned for US 12/18	P. 9
2021 Spring TIME Meeting Schedule	P. 5	Delayed Recovery—To Do or Not to Do? That is the Question	P. 10
National Move Over Day — A Great Success	P. 6	Another Tragedy Prevented Because of the Application of TIM Principles	P. 11



## A Message from the Manager



**DAVID L. SPAKOWICZ**  
TIME Program Manager

We are finally able to put 2020 behind us. I think everyone would agree that we are all hoping for a much better year in 2021. We all want to get back to what we consider “normal.” Everyone wants to once again go to picnics, festivals, Brewer games, and anything else you want to without having to worry about COVID, social distancing and face coverings, but let’s keep the handwashing! We are turning the corner.

Thanks to all of you in the responder community that continue to respond to incidents because you are “essential” to our state's safety. You still respond to the traffic crash, the fire, the medical emergency, the guardrail repair, and the vehicle in the ditch. You still plow our roads, go out in the middle of the night when called, and respond to whatever emergency that society throws at you, and there were plenty of them in 2020. For that, we as a state are very grateful for the sacrifices of not only you but also for the sacrifices of your family. They stay at home and worry about the incident you were responding to and the people you were dealing with.

2021 has started on a very good note for the TIME program. In-person TIM classes have resumed (with CDC restrictions). We have scheduled all of the regional TIME meetings for the spring, and we are hoping to be able to start attending some responder conferences once again. We’re getting invitations, so we know you are planning on having them.

One of the biggest things that I have noticed over the past years, no matter what discipline you come from, there is one thing that joins all of the disciplines: the desire to help. When you’re at a crash, nobody says, “I’m not going to do that,” instead they say, “What do you need me to do?” Coming from a law enforcement career (a long time ago), we always operated in our own silo, as did most other disciplines. We did our job, and they did theirs. Many times, without really communicating at all. We can no longer work like that, and from what I have seen over the past seven and a half years, we no longer do. Of course, every incident is different. There are still communication problems on occasion, but I have never seen the communication between disciplines better. That is a credit to each one of you. You realize the importance of reaching out to the other disciplines at an incident in order to open up the lines of communication. I receive emails and calls about how incidents were cleared quickly and efficiently because “everyone was on the same page” at the scene. I can only hope that some of that can be attributed to the strong TIM responder training program offered all over the state that over 16,300+ responders have taken. We have a way to go, but the program is strong. We have 173 volunteer instructors across the state ready to take the program to the next level. Each one of the instructors volunteers their time to teach a class for one reason: to improve the safety of ALL responders at a traffic crash. That in itself is commendable. I personally thank them for their support of the program and commitment to improving responder safety.

The program is looking forward to 2021 and getting back to pre-COVID activities. We hope to see you at a regional TIME meeting, a TIM training class, or a training conference. Whatever it is, it will be good to see you. Let’s put 2020 in the rear-view mirror. The most important goal for 2021 is that everyone goes home at the end of their shift to their families and friends. Please remain vigilant to the dangers of working in or near live traffic. Wear your reflective vest, keep your head on a swivel, and always have a plan in case something goes sideways. Stay Safe!!

**If you are interested in TIM training, please contact the program at [timeprogram@dot.wi.gov](mailto:timeprogram@dot.wi.gov) or 414.225.3729.**

## The TIME Program Resumes In-Person TIM Training



TIM Training at WCTC — Pewaukee — 2018



TIM Training at WI State Patrol Academy — 2015

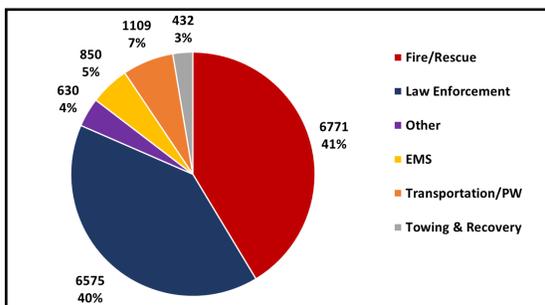
2021 is going to be a good year! As of January 1, 2021, the TIME Program is again offering in-person classes for its 4-hour TIM responder course. As you are aware, the program postponed all in-person classes in March due to COVID-19. The program attempted to present a virtual TIM class in the fall of the year, but we couldn't obtain a host agency.

We are starting strong this year with one class already taught, and four more classes scheduled. We had a new class of instructors trained in October, and they are ready to get started. The additional instructors put the program at 173 instructors ready for the requests for classes that we believe will be forthcoming. The program received a lot of inquiries about classes during mid to late 2020. Remember, there is **no cost** to attend or host a TIM class.

If you are interested in hosting a TIM class, the program will require that your agency abides by all CDC guidelines to prevent the spread of COVID-19. This will include social distancing, hand washing and sanitizing and the wearing of face coverings. We are confident that the majority of agencies are already abiding by the CDC guidelines. The program will work with you to ensure we can train all of your staff if that requires multiple classes due to space restrictions, the development of a virtual class, or anything in between. We are here to assist you in any way we can.

If you are interested in attending or hosting a TIM class, please visit [wisconsin.gov/time](https://wisconsin.gov/time) for a list of trainings currently scheduled. Or contact the TIME Program @ [timeprogram@dot.wi.gov](mailto:timeprogram@dot.wi.gov). If you would like to discuss the requirements to host a class, please feel free to contact the program at 414.225.3729.

## The TIME Program Sets Its Training Goal for 2021



Despite all of the issues surrounding COVID-19 and the inability to host in-person TIM classes, Wisconsin was still able to train 941 responders in TIM in 2020. The majority of the trainings occurred as a result of TIM being taught in law enforcement recruit academies across the state. TIM was also taught by some fire departments in the state that conduct their in-house fire academy for recruits. That brings the total number of responders trained in TIM in Wisconsin as of 12/31/20 to 16,367. Wisconsin ranks 11<sup>th</sup> in the nation in the total number of responders trained.

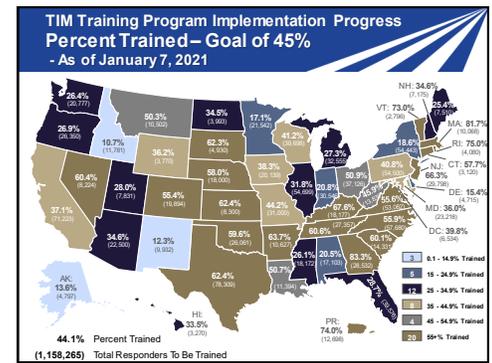
FHWA has set a nationwide goal to train 45 percent of the identified responders in every state for 2021. We currently have trained 41.2 percent of the identified responders in Wisconsin. We are not going to settle for a mere 3 percent increase in order to achieve FHWA's goal. The TIME program has set an internal goal to train an additional 10 percent of the already trained 16,367 responders for 2021. That means we want to train at least an additional 1,637 responders in 2021. Since we have resumed in-person classes as of January 1, 2021, we know we will be able to achieve that goal! We've started strong for 2021. We have already taught a number of classes, we have many new classes scheduled and even more classes in the hopper.

*(continued on page 4)*

## The TIME Program Sets Its Training Goal for 2021

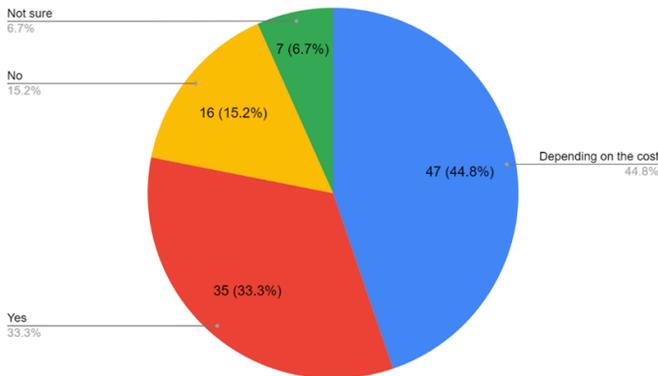
(continued from page 3)

Please consider attending a TIM class in your area or hosting a class at your department. There is **NO COST** to attend the training, and you will be given a certificate of completion after the course. If you are interested in attending a TIM class in your area, please visit the list of training events at [wisconsindot.gov/time](http://wisconsindot.gov/time). If you are interested in hosting a class or have any questions about the TIME program or TIM training, please email us at [timeprogram@dot.wi.gov](mailto:timeprogram@dot.wi.gov) or call 414-225-3729.



## Results of Surveys Conducted About TIM Training and Regional TIME Meetings

If there is a cost to attend TIM training, would you still consider attending?



Two surveys were sent out to responders in December of 2020 regarding TIM training and Regional TIME meetings. The first survey was geared toward identifying the respondent’s opinion regarding charging for TIM training. Currently, there is no cost to attend or host a 4-hour TIM responder training course. All costs are supported by WisDOT through the TIME program. All of the 174 TIM instructors in the state are volunteers. The instructors volunteer their time and many times drive their personal vehicle to and from the training. The TIME program has never had any funding available to compensate the instructors for any of their costs. This survey was an attempt to gauge responders’ interest in either having to pay for TIM training or making a voluntary contribution. This survey was a request made by the TIME Coalition.

The second survey was suggested by WisDOT staff and was geared toward identifying topics of interest for the 2021 regional TIME meetings. Currently, the spring TIME meetings will be held virtually. We are hoping that for the fall meetings, we can return to in-person meetings, but that is not for sure. For every TIME meeting, the program attempts to have a topic of interest to all responders, regardless of their discipline. These topics are generally only 15-30 minutes long. Some of the past presentations were DNR Hazardous Materials Spills Protocol, CNG fueled vehicles, Mitigating a Crash Involving a U.S. Mail contracted carrier, Electronic Control Module (ECM) Downloads and the Information Retrieved from Them, Crashes Involving Utilities and the Dangers Associated with Them, and numerous others.

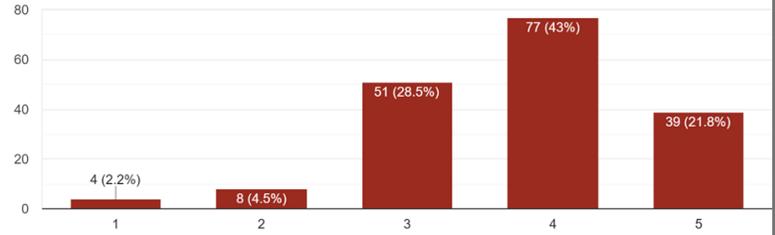
The program received 105 responses to the first survey. The responses received were somewhat surprising. Here are just some of the more notable responses to the survey questions. For the question, *If there is a cost to attend TIM training, would you still consider attending?* 33 percent replied that they would be receptive to paying for the training, 45 percent stated it depended on the cost, 7 percent were not sure, and 15 percent said they would not attend TIM training if we charged for the class. In response to the question, *Would you consider paying for the 4-hour TIM responder training in order to provide some compensation to the volunteer instructors?* 36 of the 105 respondents stated they would support charging a \$5.00 per attendee fee for the training. By contrast, 17 respondents said they would not support charging for TIM training. In response to the question, *If there is a voluntary monetary donation to attend TIM training, would you still consider attending?* 48 percent stated Yes, 30 percent said it depended on the suggested donation, 9 percent reported they were not sure, and 14 percent stated they would not attend the training. And lastly, for the question, *Would you consider making a voluntary donation towards the 4-hour TIM responder training in order to provide some compensation to the volunteer instructor?* 36 respondents stated they were willing to voluntarily donate \$5.00 per attend for the training. Twenty said they would not. This information will be used by the TIME Coalition to evaluate if there is enough interest in pursuing funding in order to compensate the instructors for their time and some expenses. Review the complete list of [responses](#) to the survey. (continued on page 5)

## Results of Surveys Conducted about TIM Training and Regional TIME Meetings

(continued from page 4)

The program received 179 responses to the second survey. The responses were interesting, but the list of suggested training topics was impressive. The regions used some of the responses and suggestions to plan the spring TIME meetings. The program will also use the list of suggested topics to develop presentations for the Annual Governor’s Conference on Highway Safety held in August this year. Review the complete list of [responses](#) to the survey.

WisDOT’s Traffic Management Center and How It Can Assist You  
179 responses



Thanks to everyone who participated in the surveys. Your opinions and suggestions are important to the program. We value every TIM instructor and are trying to find a way to support them in any way possible. We also always try to make the regional TIME meetings interesting and beneficial to the attendee. If you commit your time to attend or participate in a TIME meeting, we want to make sure it is time well spent. We hope you can participate in a TIME meeting this spring. If you have never participated or attended, please consider logging in. We are confident you will find it informative!

## 2021 Spring Regional TIME Meeting Schedule



April	
<b>Wednesday, April 28, 2021</b> Southwest Region Madison Area	<b>9:00 AM – 11:00 AM</b> Virtual Meeting
<b>Thursday, April 29, 2021</b> North Central Region	<b>9:00 AM – 11:30 AM</b> Virtual Meeting

May	
<b>Tuesday, May 4, 2021</b> Southwest Region La Crosse Area	<b>1:00 PM – 3:00 PM</b> Virtual Meeting
<b>Thursday, May 6, 2021</b> Northeast Region Northern I-41 Counties	<b>9:00 AM – 11:00 AM</b> Virtual Meeting
<b>Monday, May 10, 2021</b> Southwest Region Southwest part of the SWR	<b>5:30 PM – 7:30 PM</b> Virtual Meeting
<b>Tuesday, May 11, 2021</b> Northeast Region Lakeshore Counties	<b>1:00 PM – 3:00 PM</b> Virtual Meeting
<b>Tuesday, May 18, 2021</b> Northeast Region Southern I-41 Counties	<b>1:00 PM – 3:00 PM</b> Virtual Meeting
<b>Wednesday, May 19, 2021</b> Northwest Region	<b>9:00 AM – 11:30 AM</b> Virtual Meeting
<b>Thursday, May 20, 2021</b> Southeast Region	<b>9:00 AM – 11:30 AM</b> Virtual Meeting

## National Move Over Day – A Great Success



October 17, 2020 was National Move Over Day (NMOD). The TIME program has participated in this outreach effort since they first learned about it in 2018. The program was participating in a nationwide traffic incident management (TIM) conference call hosted by FHWA. During the call, the State of Oregon stated that they had selected a Saturday in October and asked all responder disciplines in their state to post a personal message on their social media site(s) reminding the motoring public that they should Move Over for responders. The personal message was geared toward identifying the responder as a mother, father, son,

daughter, brother, sister, friend, baseball coach, or anything else. It was to remind the public that there was a person in that uniform – that they were not just a tow operator, highway worker, EMT, firefighter or police officer. There is no cost to take a department staff photo with a handwritten message reminding people to move over.

After hearing about the program, we stated we could do that in Wisconsin. In 2018, we notified responders on the TIME program’s distribution list of the effort and asked them to consider participating. That first year we had 20 agencies participate in NMOD.

In 2019, we stated we could do better. We conducted additional outreach, and in 2019, 40 agencies participated.

For 2020, we promoted participation through the program’s distribution lists, regional TIME meetings, and this time through the TIME Coalition. We had a goal of having 75 agencies participate. When all of the posts were received, we had 95 different responder agencies that participated in some form or another. There were some great posts. Some funny, some family-oriented, some serious, but all with the same message, *Please Move Over*, there’s someone behind that uniform on the side of the road.



For 2021, NMOD is Saturday, October 16. Please mark it on your calendar, and please consider participating. It’s a great message, it doesn’t cost anything, and if it helps one responder avoid injury from someone who failed to move over, it’s more than worth it.

View past years’ [posts](#).

## TIME Coalition Update



The TIME Coalition continues to have bi-monthly meetings. In addition, there are standing committee meetings held in-between the bi-monthly meetings. In the fall of 2020, many of the recommendations that were made by Russell Consulting, Inc. were implemented and approved by the Coalition as a whole. The recommendations included a wide variety of subjects, from surveys about charging for TIM training, to member organizations' participation at meetings, to the Coalition's Vision and Mission Statements. A number of the recommendations were also tabled until a later date and will be revisited when appropriate. All of the recommendations were adopted in order to move the Coalition towards becoming a more cohesive group as a whole. The recommendations are part of an overall strategic plan that may take two to three years to implement. Now that the Legislature is back in

session, the Coalition will be watching for any legislation that may be of interest to Coalition members. When legislation is identified, the Legislative Standing Committee (LSC) will brief the Coalition membership on the content. No formal support or objection will be made by the LSC or the Coalition as a whole regarding any legislation. It will be up to the individual member associations to decide what path to pursue.

## National Traffic Incident Response Awareness Week Recap – November 9-15, 2020

By Jon Riemann, WisDOT Communications Manager – Traffic Management Center



Firefighter Chad Hirte was working to clear a scene on US 10 with emergency lights flashing when his fire engine was struck from behind. He was hospitalized for one day.

#MoveOver #SlowDown  
#TrafficIncidentResponseAwarenessWeek



“My truck was hit on the highway because the driver was intoxicated and not paying attention.” Tow truck drivers work in dangerous conditions every day, just inches from traffic.

#MoveOver and #SlowDown and help them do their jobs.  
#TrafficIncidentResponseAwarenessWeek



Volunteer firefighter James Matthews was working to extract a driver from a crashed vehicle when another vehicle lost control. He dove out of the way just before the vehicle hit and damaged the fire engine. They're volunteers. They have families.

#MoveOver #SlowDown  
#TrafficIncidentResponseAwarenessWeek

A flurry activity filled the 2020 National Traffic incident Response Awareness Week in November.

By proclamation Governor Tony Evers declared November 9-15 Traffic Incident Response Awareness Week, encouraging all Wisconsinites to learn more about highway crash safety and to recognize the hard work of our state's traffic incident response professionals.

“First responders have no choice but to work dangerously close to moving traffic. We want to make sure that every one of them goes home to their families at the end of their shift,” WisDOT Secretary-designee Craig Thompson said. “The single best thing you can do to help in that effort, is to move over and slow down when you see emergency lights.”

Lighting up the highway all week were the dynamic message signs, starting with: Flashing lights do what's right, move over or slow down. The signs continued recognizing each responder discipline, including law enforcement, fire/ems, towing, and maintenance crews.

Traffic Management Center Communication Manager Jon Riemann spent time on AM 620 WTMJ discussing various elements of traffic incident response. Riemann reminded drivers of the need to move over for all responders working on the roadway, of the value and safety added when drivers steer it and clear it, and how to protect themselves and responders from secondary crashes.

WisDOT social media, including Facebook, Twitter and LinkedIn, posted your stories, which were widely shared. Those important testimonials drive home the need for drivers to ditch distractions, slow down and move over when they see flashing lights.

We all hope the education campaign moves responder safety to the front of drivers' minds to make Wisconsin roads safer for everyone working on the roadway.

## Mega Loads Come to Wisconsin for Husky Energy

By Christena O'Brien, WisDOT Communications Manager – Northwest Region



Two mega loads made their way to Wisconsin in November and December 2020 as part of Husky Energy's efforts to rebuild its Superior refinery damaged by an explosion in April 2018.

The first, a deisobutanizer tower, arrived Nov. 10, crossing the Bong Bridge, which carries US 2, from Duluth, Minn., to Superior, Wis. ([Click here](#) to see the load enter the Dairy State.) The load, transported by a crew from Barnhart Crane & Rigging, weighed in at 687,818 pounds.

However, before the load left the Sooner State on Oct. 25, 2020, a survey was completed, so all potential parking locations big enough to accommodate the tower for the night along the route could be noted as well as signs and light poles that would have to be removed by local agencies ahead of time to allow the load to make turns, said Jared Bush, heavy haul manager for Barnhart. "An accurate and detailed route survey is imperative in moving a load of this size."

The deisobutanizer tower convoy had 24 axles – a 4-axle pull truck, a 16-axle trailer and a 4-axle push truck. In addition, there were 156 tires on the ground; of those, 128 tires were on the trailer. There also were additional support vehicles that accompanied the mega load, including a pickup, which had an external fuel tank in its bed. At the end of each day, fuel from the tank would be transferred into the pull and push tractors, so they didn't have to be disconnected from the load to get fuel. The crew traveled up to ten hours daily.



Despite a couple of delays along the way, it took 13 days to transport the mega load, which measured 280 feet long, 16 feet wide and more than 15 feet high, 1,600 miles through six states – Oklahoma, Kansas, Nebraska, South Dakota, Minnesota and Wisconsin – at a maximum speed of 35 mph. When the mega load entered Wisconsin, people, including school children, gathered along the streets to watch as the police-escorted convoy passed.

"As one of our colleagues says, 'We are not here for the show; we are the show,'" Bush said.

More than a week after arriving in Superior on a barge pushed by the tug Zeus, the second massive load, a vacuum column, made its way through Superior. That load weighed in at almost 590,000 pounds.

The vacuum column, which measured 123 feet long, 22 feet wide and 22 feet tall, was transported by barge via the Mississippi and Illinois rivers from in Natchez, Miss., according to Barnhart's Brian Smith. Once it arrived in Chicago, a self-propelled 18-axle Goldhofer trailer with 144 tires was loaded onto another barge first, and then the column was set on the trailer. The tug Zeus pushed the barge with the mega load up Lake Michigan and across Lake Superior, where its final stop was Fraser Shipyards in Superior. There, a Barnhart crew drove the column off the barge using the 18-axle Goldhofer.



On the evening of Dec. 1, the Barnhart crew began the trek from Fraser to a laydown yard on Stinson Avenue at 7 p.m. using the Goldhofer, which is controlled by an operator walking in front or behind it, Smith said. Moving at walking speed and adhering to the cable restrictions, the column made it to its final destination just before 2 a.m. Dec. 2.

Getting these loads to their final destination was an effort that involved WisDOT Division of Transportation System Development personal, along with staff from the Bureaus of Highway Maintenance and Structures, local law enforcement agencies and private industry partners, and many hours of communication and coordination.

## A New Concept – Flex Lane – Planned for US 12/18 (Beltline) in Madison, WI

By Brandon Lamers, P.E., WisDOT Project Supervisor – Southwest Region



The Wisconsin Department of Transportation (WisDOT) is proceeding with the development of a new Dynamic Part-Time Shoulder Use or “Flex Lane” for US 12/18 – commonly known as the Beltline – in Madison. Making improvements to the inside median shoulders will allow for additional travel lane during peak traffic periods. This measure is recognized as a safe, sustainable and reliable way to alleviate congestion.

The Flex Lane project is a first for Wisconsin; however, it’s already in place in 17 states. “This will improve daily life for commuters, as well as visitors attending major area events,” WisDOT Secretary-designee Craig Thompson said. “It’s another example of the department providing a safe, cost-effective solution to address periodic and recurring congestion.”

Flex Lane construction is expected to begin in March, with completion in December. WisDOT anticipates the Flex Lane system will open in late 2021 or early 2022. Traffic cameras will be installed along the Flex Lane corridor, between I-39/90 and Whitney Way. In coordination with the Traffic Management Center (TMC) in Milwaukee, those cameras and vehicle detection will be regularly monitored – especially during peak travel times (i.e., morning and afternoon rush hours).

WisDOT has coordinated with area first responders during project design. This coordination was essential, and many elements were considered in the project design. Moving forward, WisDOT will continue coordination with emergency responders and law enforcement to work through operations scenarios and protocols. Due to the great collaboration with first responders, WisDOT has received some of their endorsements to proceed with the Flex Lane concept.

WisDOT will also continue to engage stakeholders such as local and state officials, special interest groups, business community, and the general public to educate traveling motorists of the Flex Lane project. Coordination is also ongoing with our Dane County partners in law enforcement and highway department.

Learn more about the Flex Lane project at [wisconsindot.gov/FlexLane](https://wisconsindot.gov/FlexLane); watch the narrated operations video on that homepage.

## Delayed Recovery – To Do or Not to Do? That is the Question...

By Joshua Falk, P.E, WisDOT Traffic Engineer – NE Region and Scott A. Nelson, P.E, WisDOT Traffic Engineer – NE Region



It is the Tuesday afternoon prior to the Thanksgiving holiday on I-41 Southbound in Fond du Lac County, and you are in the middle of a clean-up operation from an overturned semi-tractor trailer.

Lane 1 is open, and you keep lane 2 closed for the recovery efforts, and the queues are continuing to build (now approaching three miles) as you are now into the afternoon peak and holiday rush hours with adverse weather conditions that have moved into the area. You have been working the clean-up for about two hours, and you feel that you may be able to finish the clean-up in about another two hours. You already have all your needed resources on-site, traffic control set up, and you are making steady progress. Do you continue with the clean-up operations, or do you decide to re-open lane 2 of the interstate and complete a delayed recovery later in the evening?

How do you balance the opportunity to continue operations to complete the incident clean-up against the risks of the queues building and a potentially more severe crash happening at the back of the queue? How do you communicate to those working on the scene who are telling you they are almost done and let's just finish? At the same time, how do you justify keeping a lane closed through a peak travel time that is causing excessive back-ups and delays creating an unsafe situation? This is the struggle that many responders face on-scene, and this was the challenge with the incident response on the afternoon of Tuesday, November 24<sup>th</sup>, in Fond du Lac County on Interstate 41.

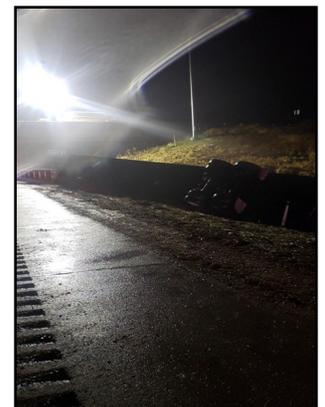
The answers to all these questions are extremely challenging, our traffic incident management training, tells us the best way to answer these questions and make a sound decision, is to collaborate with subject matter experts in unified command and make the best decisions to meet the scene objectives. In this case the RIMC, Wisconsin State Patrol Sergeant, Fond du Lac County Sheriff's Department Lieutenant, Fond du Lac County Highway Department patrol superintendent, and towing & recovery representative worked together and shared perspective to ultimately decide to stop clean-up operations, re-open all lanes and perform a delayed recovery later in the evening. The risk of allowing the queue to continue to build with a potential high-speed rear-end crash was simply too great.



Ultimately, the decision was to re-establish the lane closure with appropriate traffic control at 7 pm based on the expected traffic flows determined by the RIMC.

At 7 pm, the Fond du Lac County Highway Department went back out to the incident scene and re-established the lane closure on lane 2. By this time the queue from the previous lane closure had cleared, and traffic volumes had decreased substantially. Once the lane closure was in place, the queues and delays for southbound traffic were minimal. Based on the need to continue manually loading the spilled differentials, prior to up righting the semi-tractor and trailer, the ultimate clean-up of the incident scene took until 11:45 pm.

It seems each incident we respond to has a different set of circumstances that can weigh in on and how we strategically determine the best way to handle the incident. Oftentimes, the amount of information to process, the dynamics of the incident scene, and the different agencies or people involved in the response can all create unique challenges at the incident scene. Fortunately, if we work together and utilize the expertise each agency provides during the incident response, we know this will provide the greatest opportunity for a successful response. Kudos and many thanks to the individuals and agencies that worked together on the afternoon of November 24<sup>th</sup> to complete a successful delayed recovery with no secondary incidents.



## Another Tragedy Prevented Because of the Application of TIM Principles

**Chief: Dover fire truck blocked people from being hit on Spaulding Turnpike**

*By Jeff McMenemy, Fosters Daily Democrat*

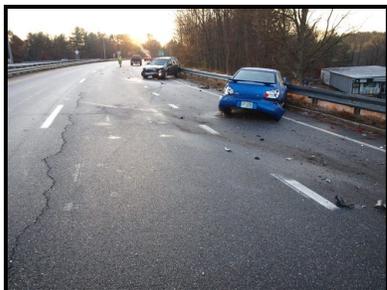
DOVER, NH — The decision by fire officials to position a ladder truck in front of an accident scene prevented a box truck from crashing into the area where several people were already being treated following an early Saturday morning wreck on the Spaulding Turnpike, according to city Fire Chief Paul Haas.

“The ladder truck got hit because it was in a specific blocking position,” Haas said Monday. “If it was not used for that purpose, the box truck would have come directly into the accident scene and hit people.”

“We call it a near miss,” he said about the incident on the Spaulding Turnpike. “Even though our vehicle was struck, we view it as a near miss incident. The situation could have been much worse.

“We view it as the system worked and protected our members from being personally damaged or killed,” Haas added. He hopes to use the incident as a “wake-up call” to remind drivers to move one lane over when they can safely do so as they approach an accident scene.

There were five Dover fire personnel at the scene aiding the four people who were involved in the initial incident, Haas said.



A Good Samaritan was [struck by a vehicle](#) after a crash involving three vehicles on the Spaulding Turnpike early occurred Saturday morning. Police reported that Shinta Mambu, 34, of Dover, was traveling just south of Exit 7 in Dover at approximately 5:34 a.m. when he lost control of his Subaru and collided with the guardrail on the right hand side of the road. Leo Quirk, 64, of Effingham, got out of his Chevy pick-up truck to try to help.

As he approached the scene, Jared Colbath, 44, of Somersworth, driving a Cadillac, lost control, colliding with the Subaru and striking Quirk, State Police said. Quirk was transported to Portsmouth Regional Hospital, where as of Sunday he remained with serious injuries to his legs. Mambu was transported to Wentworth-Douglas Hospital with minor injuries. Colbath was not injured but was transported to Wentworth-Douglas Hospital as a precaution.

Firefighters were at that scene when the ladder truck was struck, Haas said. “The highways are one of the most hazardous areas that we operate on,” he said, adding that they respond to accidents “all the time.” He urged motorists when they’re approaching a scene to take “early action to adjust to what’s going on in front of you.” “You see people waiting until the last minute,” he said. When that happens, they can “run out of room to get out of the way ... bringing them right into the accident scene,” Haas said.



Dover's Ladder Truck 3 sustained what is being described as “significant damage” during the incident. City Manager Michael Joyal said “arrangements have been made to have the truck transported to the dealer/manufacturer to have repairs made and to have the truck returned back to the city in service as soon as possible.” “Insurance is expected to cover the cost of repairs,” he added. The investigation into the incident is continuing, and a cause has yet to be finalized, Joyal said. It does however appear the accident happened “because of cold weather conditions and possible black ice conditions,” he said. “Fortunately, no emergency responders or additional people were injured as a result,” Joyal said.

