

1363

*Richie Wilson*

Spill ID Number \_\_\_\_\_  
Y Y M M D D 0-99 \_\_\_\_\_

Date of Incident 12-10-92 Day of Week THURS Time of Incident 6:25  A.M.  P.M.  
Date Reported 12-10-92 Day of Week THURS Time Reported 6:30  A.M.  P.M.  
Substance Involved Diesel Fuel Quantity ~100 Units gallons  
Substance Involved \_\_\_\_\_ Quantity \_\_\_\_\_ Units \_\_\_\_\_

Reported By (Name) State Patrol D-4 Telephone Number (715) 843-7857  
Agency or Firm Reporting DNR Reported thru Div. Emergen. Gov't.  Yes  No  
Person or Firm Responsible Anthony J. Lieggi Konkol Feed + Grain  
Contact Name Frank Konkol Telephone Number (800) 236-4266

Physical Characteristics  
 Solid  Liquid Color \_\_\_\_\_  
 Semisolid  Gas Odor Diesel

Address - Street or Route 2405 5TH 66"  
City, State, Zip Code Koskoff, WI 54473

Cause of Incident Semi Tractor + Trailer 10-50

Action Taken By Spiller  
 No Action  No Notification  Investigate  
 Taken  Containment; Type \_\_\_\_\_  
 Cleanup; Method Hired Best Excavating  
 Amount Recovered \_\_\_\_\_  
 Monitor \_\_\_\_\_  
 Contractor Hired; Name \_\_\_\_\_  
 Other Action \_\_\_\_\_

Exact Location Description (intersection, mileage, etc.) 1/4 mile south of Hwy 54 on

County Location Portage  $\frac{1}{4}$ ,  $\frac{1}{4}$ , Section, Town, Range sec 11 NW 1/4 SW 1/4, T22 N, R8E

Spill Location  
 Industrial Facility/Paper Mill/Chem. Co. *OK to Close 10/18/92*  
 Gas/Service Station/Garage, Auto Dealer, Repair Shop  
 Ag Coop/Facility/Cheese Factory/Creamery  
 Other Small Business (bank, grocery, insurance co., etc.)  
 Public Property (city, county, state, church, school, etc.)  
 Utility Co., Power Generating/Transfer Facility  
 Private Property (home/farm)  
 Pipeline, Terminal, Tank Farm, Oil Jobber/Wholesaler  
 Transportation Accident, Fuel Supply Tank Spill  
 Transportation Accident, Load Spill  
 Construction, Excavation, Wrecking, Quarry, Mine  
 Other \_\_\_\_\_

DNR Dist NCD DNR Area WTR Groundwaters Affected  Yes  No  Potential

Surface Waters Affected  Yes  No  Potential Name of Surface Water \_\_\_\_\_

Date District Notified 12-10-92 Day of Week THURS Time District Notified 6:30  A.M.  P.M.

District Person Notified Roy A. Kubisiak Telephone Number (715) 344-2752

Date Investigated 12-10-92 Day of Week THURS Time Investigated 6:50  A.M.  P.M.

Person Investigating Roy A. Kubisiak Telephone Number (715) 344-2752

Action Taken By DNR  
 No Action  Investigation  Supervise/Conduct Cleanup  
 Taken

Spiller Required To Take Action; Type \_\_\_\_\_

Contractor Hired By DNR; Name \_\_\_\_\_

Amount Recovered \_\_\_\_\_

29.29 Enforcement \_\_\_\_\_

Other Agencies on Scene Portage Co Sheriff

Local Portage Co Sheriff

State State Patrol / DNR

Federal \_\_\_\_\_

Spilled Substance Destination  
 Air  
 Soil  
 Groundwater  
 Surface Water  
 Storm Sewer  
 Sanitary Sewer  
 Contained/Recovered  
 Other \_\_\_\_\_

Person Filing This Report (print name) Roy A. Kubisiak  
Signature Roy A. Kubisiak Date Signed 12-10-92

Additional Comments:  
Driver - Anthony J. Lieggi 06-27-70  
PO Box 333  
Amherst, WI 54406  
170 1/2 Mill Street, Ida  
C240 talked with owner  
Frank Konkol and he said ~~Central~~ Central  
Wisconsin Engineering  
Excavating was going to be hired  
for cleanup

## 1.0 INTRODUCTION

Central Wisconsin Engineers, Inc. (CWE) was retained by Crawford and Company Insurance Adjusters, Inc. (Crawford & Co.) of Wausau, Wisconsin, to conduct a site investigation to assess the environmental impacts of a diesel spill to the soil as a result of an accident with a semi-truck. Crawford & Company is the insurance adjuster for Great West Casualty who represents Konkol Feed and Grain, the company which owns the semi-truck.

The accident occurred on December 10, 1992 at approximately 6:30 am. Personnel from Konkol Feed and Grain estimate that approximately 100 gallons of diesel fuel were discharged as a result of the accident.

### 1.1 Purpose of Site Investigation Report

The purpose of the site investigation report is to:

1. Provide background information regarding the spill incident
2. Provide a summary of response actions taken
3. Provide a summary of the site investigation conducted by CWE
4. To evaluate the extent and degree of contamination to the site
5. To assess the environmental impacts of the spill based on field observations, telephone interviews and the documentation available
6. To provide recommendations for additional clean up, if necessary

## 2.0 SITE BACKGROUND INFORMATION

### 2.1 Responsible Party

Crawford & Company Insurance Adjusters, Inc.  
c/o Konkel Feed and Grain  
324½ Washington  
Wausau, WI 54401

Attn: Mr. Jeff Grip  
Phone: 715-845-2149

### 2.2 Engineering Consultant

Central Wisconsin Engineers, Inc.  
903 Grand Avenue  
Rothschild, Wisconsin 54474

Attn: Hooshang Zeyghami, P.E.  
Phone: (715) 359-9400

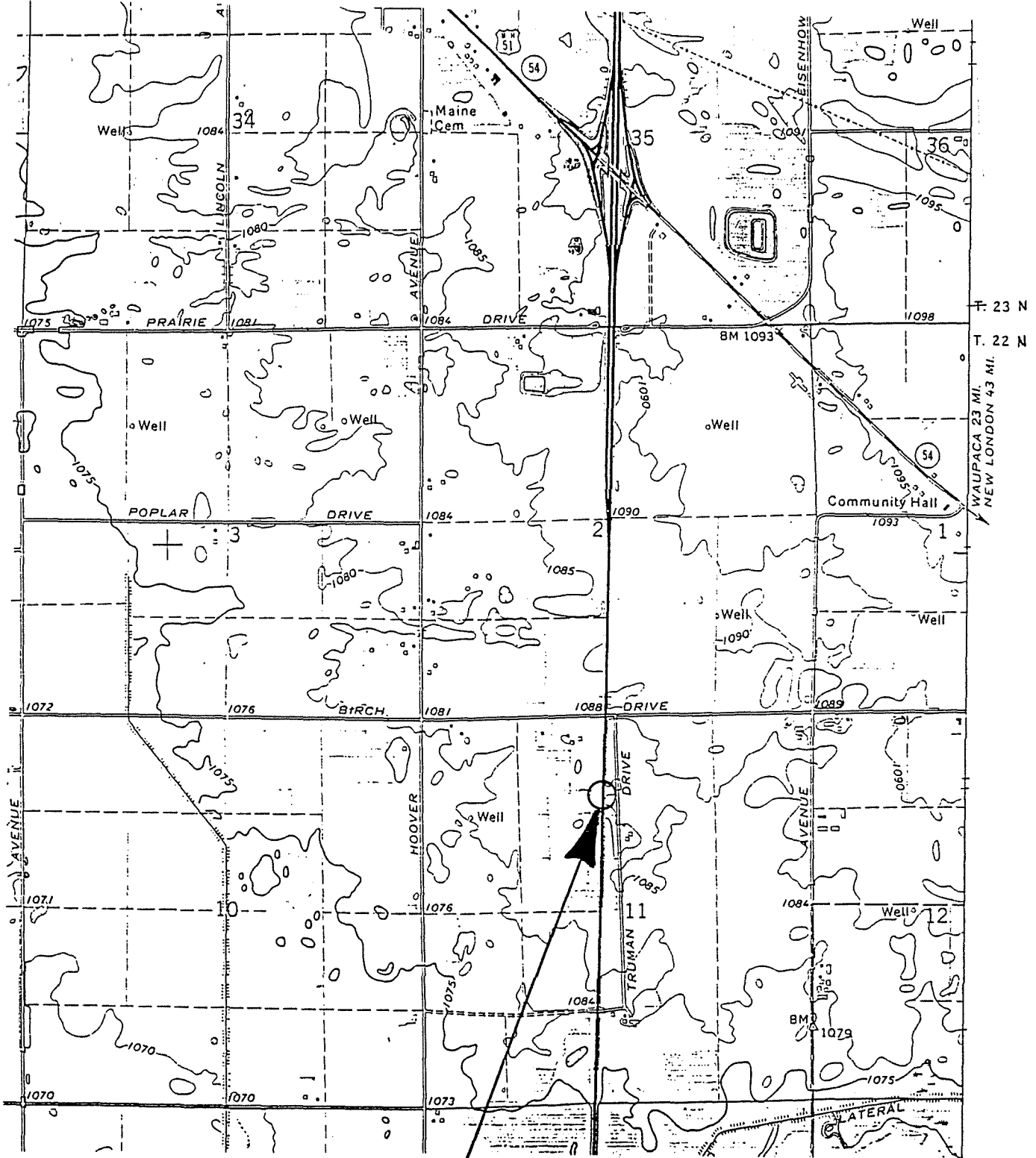
### 2.3 Excavation Contractor

Tork Trucking and Excavating, Inc.  
2510 Engel Road  
Wisconsin Rapids, WI 54494

Attn: Mr. Randy Bahl  
Phone: (715) 423-2980

### 2.4 Site Location

The site is located in the NE¼ of the NW¼, Section 11, T22N R8E, Portage County. This is approximately 1.6 miles south of the Highway 51 and 54 interchange (see Figures 1 and 2).



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W. 97 MI.  
W. 98 MI.  
W. 99 MI.  
W. 100 MI.

WHITING, WIS.

NE/4 WHITING 15' QUADRANGLE  
N4422.5—W8930/7.5

1970

AMS 3072 I NE—SERIES V861

SITE LOCATION

N



FIGURE 1  
SITE LOCATION

CENTRAL WISCONSIN  
ENGINEERS, INC.



KONKEL FEED & GRAIN  
PROJ # 11679200

### **3.0 SPILL BACKGROUND**

According to the Wisconsin Motor Vehicle Accident Report, the driver of the semi-truck was southbound on US Highway 51, when the driver lost control. The truck jackknifed and slid off the road going backwards. The vehicle came to rest in the median with trailer on its right side, with the tractor pointing into the air resting on its back dual tires. The accident happened at 6:27 a.m. on December 10, 1992. See Appendix A for the accident report.

As the truck entered the median, the diesel fuel tank on the driver's side was ruptured and leaked diesel fuel. The fuel tank leaked a small amount of fuel as it slid in the median. When the vehicle came to rest on its back tires, the fuel tank leaked fuel into the trailer. Approximately 100-125 gallons of diesel fuel was reportedly lost. The fuel tank on the passenger side was empty.

Within minutes, the Portage County Sheriff's Department was notified and on-site. Mr. Roy Kubisiak, a warden from the Department of Natural Resources was also on-site. Mr. Archie Wilson of the Department of Natural Resources Spill Program was also notified, but was not on-site. The Portage County Emergency Government was also notified and on-site.

### **4.0 SITE INVESTIGATION**

#### **4.1 Site Inspection**

On December 11, 1992, the accident site was inspected by a Central Wisconsin Engineer's technician. Observations were made and photos taken (see Appendix B).

Areas of note were staked out, such as where the tractor came to rest and where the end of the trailer was at.

At the time of inspection, some diesel odor was noted. Small amounts of diesel stained snow was observed on the west side of the median. The contaminated soil appeared to be the topsoil loosened from the accident. From the site inspection it was determined the contaminated soil could be excavated to remediate the site.

Regulatory agencies or departments contacted prior to implementation of the project included the Department of Transportation, Portage County Highway Department, Department of Natural Resources, State Highway Patrol and Digger's Hotline. An application to dispose of petroleum contaminated soil was approved on December 16, 1992.

#### 4.2 Excavation

On December 17, 1992, the excavation of the spill site was conducted. Supervising the site investigation for Central Wisconsin Engineers, Inc. was Dale Kauzlaric, Environmental Engineer.

A backhoe was used to remove the contaminated soil. Initially all snow and the top 6 inches of topsoil west of the skid and in the area where the vehicle rested was removed. It appeared diesel fuel was sprayed onto the snow as the truck skidded. Soils were screened with a field instrument to identify areas of contamination. Field screening identified that diesel fuel was spilled directly under the truck as it skidded. The area of

the skid was excavated from 1.0 to 1.5 feet in depth. The area under the tractor required excavation to 2.0 feet.

It was reported that after the vehicle came to rest, diesel fuel leaked into the trailer. This was confirmed, as field screening and soil staining identified contaminated soil at the back end of the trailer. When the vehicle came to rest, the trailer sloped towards the back of trailer. The diesel fuel apparently ran through the trailer and exited the back end into the soil. Excavation in this area was to 2.5 feet to obtain clean samples.

The excavation was backfilled with clean fill and covered with topsoil. See Figure 3 for a Site Plan.

#### 4.3 Soil Sampling for Field Screening

Soil samples were collected and field tested with the Thermo Environmental Model 580A Organic Vapor Meter (OVM). The OVM is a photoionization meter that detects volatile organic compounds in the head space of soil samples.

Table 1 summarizes field screening results.

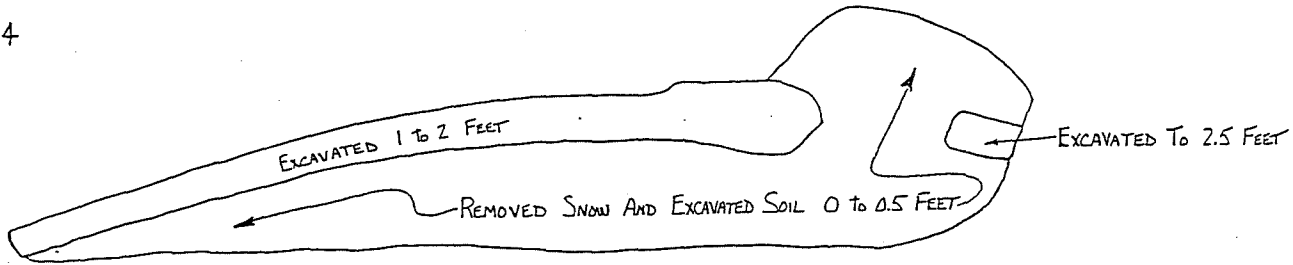
SHOULDER

HWY 51 NORTH LANES

SHOULDER

1.6 MILES TO HWY 54

DRAIN



SHOULDER

HWY 51 SOUTH LANES

SHOULDER

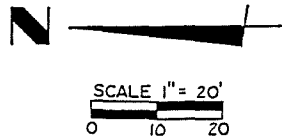


FIGURE 3  
SITE PLAN

CENTRAL WISCONSIN  
ENGINEERS, INC.



KOBIKEL FEED AND GRAIN SPILL  
PROJ# 11679200



**Table 1**  
**Field Sample Results**

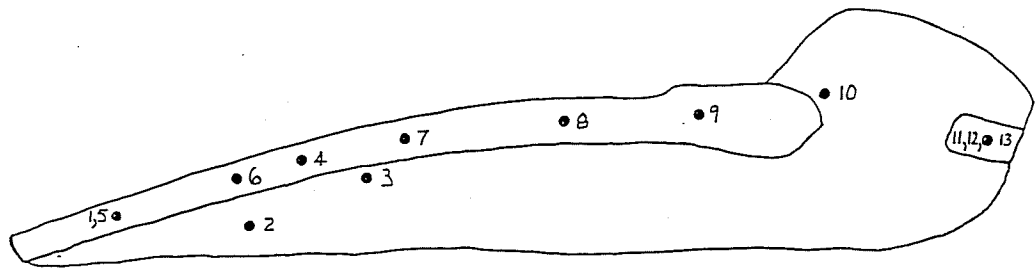
<u>Sample #</u>	<u>Depth in Feet</u>	<u>ppm*</u>
1	0.5	34.3
2	0.5	2.8
3	0.5	2.2
4	0.5	3.5
5	1.5	2.2
6	1.0	1.2
7	1.0	1.2
8	1.0	0.9
9	2.0	0.9
10	0.5	0.9
11	0.5	141.8
12	2.0	5.3
13	2.5	0.9

\* = as isobutylene

Sample locations are indicated on Figure 4.

#### 4.3.1 OVM Sampling Procedures

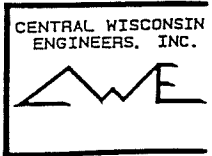
The samples gathered for OVM analysis were collected using a hand trowel cleaned with Alconox detergent and tap water between samples. The samples were placed in a new quart sized ziploc bag ( $\frac{1}{4}$ - $\frac{1}{2}$  full) and sealed with air in the bag. Samples were placed in a heated vehicle and allowed to reach a temperature of approximately 70°F. (approximately 15 minutes). The head space soil gases were then analyzed by gently inserting the probe through the bag's seal. The meter readings are direct from a digital read-out in parts per million (ppm). This technique is different from that described in the standard operating procedures in Appendix B.



SCALE 1" = 20'  
 0 10 20

LEGEND  
 • FIELD SAMPLE

FIGURE 4  
 FIELD SAMPLES



KANKEL FEED AND GRAIN SPILL  
 PROJ# 11679220

#### 4.3.2 OVM Calibration

The OVM Model 580A used for field screening of soil samples for volatile organic compounds (VOCs) is calibrated once a week in accordance with the manufacturer's instructions. The OVM is factory calibrated with isobutylene, and calibration is checked by sampling a span gas with a known concentration. The OVM is checked with 100 ppm isobutylene calibration gas. All OVM responses contained in this report are shown relative to 100 ppm isobutylene. Because OVM screening is not a quantitative method and screening detects total ionizable hydrocarbons, lab analysis and soil screening results do not directly correlate. However, screening does give a qualitative indication of the magnitude of contamination present.

#### 4.4 Soil Disposal

After excavation by a backhoe, the soil was immediately placed in trucks and transported to Tork Landfill, Wisconsin Rapids, Wisconsin for disposal. Approximately 85 yards of contaminated soil was removed.

A copy of the WDNR approved application to Treat or Dispose of Petroleum Contaminated Soil is included in Appendix C.

#### 4.5 Soil Samples for Laboratory Analysis

Ten (10) soil samples, which includes a duplicate as required by the WDNR, were collected for laboratory analysis. Verification samples were taken every 25 feet in the bottom of the excavation as required by WDNR "Guidance for Conducting

Environmental Response Actions" dated March 1992. Because the excavation was so shallow, no sidewall samples were taken. Sample locations are indicated on Figure 5.

The samples were preserved in laboratory-supplied clear glass jars with airtight, screw-on teflon-lined lids. Samples were collected with a hand trowel cleaned between samples with Alconox detergent and tap water. The sample locations were recorded and the jars stored in a cooler on ice to minimize volatilization. The samples were taken directly to the lab by Central Wisconsin Engineers, Inc. personnel. The samples were logged in by laboratory personnel at 2:37 p.m. on December 17, 1992. The chain of custody is in Appendix D with the complete lab data and results.

## **5.0 LABORATORY TESTING**

The samples were analyzed at Central Wisconsin Enviro Lab, Inc., Schofield, Wisconsin (License #737125510), a WDNR approved laboratory. The samples were analyzed as follows:

**Table 2**  
**Laboratory Sample Results - Soils**  
**Konkel Feed and Grain Spill**

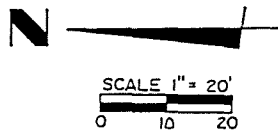
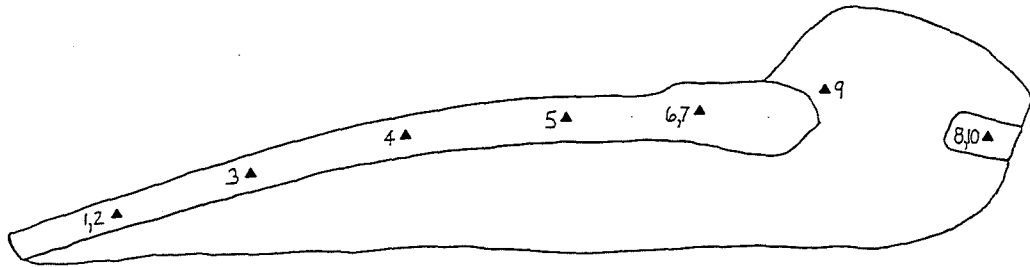
<b><u>Parameter</u></b>	<b><u>1</u></b>	<b><u>2</u></b>	<b><u>3</u></b>	<b><u>4</u></b>	<b><u>5</u></b>	<b><u>6</u></b>	<b><u>7</u></b>	<b><u>8</u></b>	<b><u>9</u></b>	<b><u>10</u></b>
Benzene	ND	ND	ND	ND	ND	ND	ND	.034	ND	ND
Ethylbenzene	.042	ND	ND	ND	ND	ND	ND	1.960	ND	ND
Toluene	.009	ND	ND	ND	ND	ND	ND	1.720	ND	ND
o-Xylene	.176	ND	ND	ND	ND	ND	ND	4.820	ND	ND
m&p-Xylene	.134	ND	ND	ND	ND	ND	ND	4.970	ND	ND
MTBE	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
1,2,4-Trimethyl- benzene	1.290	ND	ND	ND	ND	ND	ND	7.790	ND	ND
1,3,5-Trimethyl- benzene	160	ND	ND	ND	ND	ND	ND	2.580	ND	ND
Diesel Range Organics	160	ND	BQL	BQL	ND	ND	ND	6680	ND	ND
Depth	0.5	1.5	1.0	1.0	1.0	2.0	2.0	0.5	0.5	2.5
Field Sample #	1	5	6	7	8	9	9	11	10	13

ND = Not Detected  
 BQL = Below Quantification Limit  
 Units = Parts per million (ppm)

Sample #7 is a duplicate of #6

Sample locations are indicated on Figure 5.

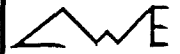
Complete laboratory results are in Appendix D.



LEGEND  
▲ LAB SAMPLE

FIGURE 5  
LAB SAMPLES

CENTRAL WISCONSIN  
ENGINEERS, INC.



KONKEL FEED AND GRAIN S  
PROJ# 11679200

Sample numbers correspond with numbers on complete lab report in Appendix D. All laboratory analyses followed approved WDNR methods as stated in the lab report.

## **6.0 CONCLUSIONS AND RECOMMENDATIONS**

Samples 1 and 8 which showed detections of petroleum volatile organic compounds were taken to verify soil contamination. These areas were excavated deeper to obtain clean samples, #2 and #10 respectively.

Based on field screening and laboratory data (as obtained and prepared in accordance with WDNR requirements), it appears this site has been closed clean with no contamination left. Central Wisconsin Engineers recommends this site go before the WDNR Closure Committee for closure. No further work is needed.

## **7.0 GENERAL QUALIFICATIONS AND LIMITATIONS**

Field and laboratory tests were conducted on samples collected at the locations specified in this report. Sample locations, numbers and parameters analyzed for in each sample were determined by Central Wisconsin Engineers, Inc. personnel in general accordance with the Wisconsin Department of Natural Resources "Guidance for Conducting Environmental Response Action (March 1992), and the Wisconsin Department of Natural Resources (WDNR) Leaking Underground Storage Tank (LUST) Analytical Guidance (June 1991). Variation in soil tests may occur in both the horizontal and vertical directions between any test locations. Because of these potential variations, no warranty or guarantee, expressed or implied, can be made by Central

Wisconsin Engineers, Inc. with respect to all in-place soils, excavated soils or groundwater quality at the site.

The results and conclusions contained herein are based upon the data supplied to Central Wisconsin Engineers, Inc. by the analytical laboratory(ies) indicated in the Appendices.



592-10800  
Wisconsin Motor Vehicle  
Accident Report

Amended Document No.

0264996

PLEASE DO NOT WRITE IN THIS MICROFILM SPACE

County <b>Portage</b>		City <b>Plover</b>		Village		Township <b>Township</b>		ACCIDENT DAY, DATE, TIME			TOTAL NUMBER			Sheet	
Name <b>Plover</b>		and Street Name		Day of week <b>THUR</b>		Mo. Day-Tr. <b>12-10-92</b>		Time of acc. <b>6:27 PM</b>		UNITS	Injured	Killed	No. Of		
Hwy No. <b>U.S. 51</b>		and Street Name		10		11		12		13	14	15	16		
House No.		Utility No.		Fire No.		Railroad No.		Other		Accident Location		17			
Feet		Mileage		TYPE OF ACCIDENT		First		Hazard		Event		18			
<b>1 3 N S E W FROM</b>		<b>HWY. 54 E.</b>		1. Collision with another Motor veh. in operation		2. Fixed object		3. Object on road		4. Parked motor vehicle		5. Deer			
				6. Other animal		7. Overturning		8. Pedestrian		9. Bicyclist		10. Maintenance veh. or equip.			
				11. Farm equip.		12. Railway train		13. Other				<b>7</b>			
Reportable Accident Y/N	Government Property Y/N	Photos Taken Y/N	Material Spillage Y/N	Trailer or Towed Y/N	Fire Y/N	Witness Y/N	Construction Zone Y/N	Hit & Run Y/N							
<b>Y</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>N</b>							
UNIT 1 Unit Type	Total Number of Occupants	Direction of Travel Before Accident	Posted Speed	UNIT 2 Unit Type	Total Number of Occupants	Direction of Travel Before Accident	Posted Speed								
<b>2</b>	<b>1</b>	<b>S</b>	<b>65</b>	<b>28</b>	<b>29</b>	<b>S</b>	<b>32</b>								
Operator Name First M.I. Last <b>Anthony J. Liaggi</b>				Operator Name First M.I. Last											
Street Address (Area) Phone No.				Street Address (Area) Phone No.											
City and State Zip				City and State Zip											
Driver's License - No. State Exp. Yr.				Driver's License - No. State Exp. Yr.											
<b>WI 95</b>															
Date of Birth Sex Licensed As: Classified Preclassified Type				Date of Birth Sex Licensed As: Classified Preclassified Type											
<b>M 4A</b>															
On Duty Accident Preclassified Type				On Duty Accident Preclassified Type											
<b>Y</b>				<b>N</b>											
Vehicle Owner/Lessor First M.I. Last				Vehicle Owner/Lessor First M.I. Last											
<b>Frank Konkol</b>															
Street Address (Area) Phone No.				Street Address (Area) Phone No.											
<b>2405 HWY. 66 521-800-236-4266</b>															
City and State Zip				City and State Zip											
<b>Rosholt WI 54473</b>															
Year Make of Veh. Model Body Style Color				Year Make of Veh. Model Body Style Color											
<b>83 PTRB Cab-Over Tractor Whi</b>															
Vehicle ID Number				Vehicle ID Number											
<b>1zP6DB9X2DD155544</b>															
License Plate No. Plate Type State Exp. Yr.				License Plate No. Plate Type State Exp. Yr.											
<b>T-77147 APO WI 63</b>															
Liability Insurance Company Name				Liability Insurance Company Name											
Policy Holder's Name Policy No.				Policy Holder's Name Policy No.											
1st Citation No. Violation - Statute No. ABV. Code				1st Citation No. Violation - Statute No. ABV. Code											
2nd Citation No. Violation - Statute No. ABV. Code				2nd Citation No. Violation - Statute No. ABV. Code											
73 SAFETY EQUIPMENT				Name First M.I. Last				Date of Birth Sex				Severity K-A-B-C			
1. Shoulder Belt 2. Helmet 3. Lap Belt 4. Child Res. 5. Air Bag 6. Eye Protect 7. Helmet & Eye 8. None 9. Unknown				74				75				76			
ENTER ONE NUMBER PER OCCUPANT				Address City and State Zip				77				78			
UNIT 1 UNIT 2				Name First M.I. Last				Date of Birth Sex				Severity K-A-B-C			
1 2 3 4 5 6 7 Other				Address City and State Zip				79				80			
1. Traffic sign 2. Traffic sign post 3. Tree/shrubbery 4. Light support/utility pole 5. Fence				Fixed Objects				Property Owner First M.I. Last				Street Address (Area) Phone No.			
6. Guard rail/concrete barrier 7. Culvert/drainage structure 8. Embankment 9. Building/wall 10. Bridge support 11. Construction barricade 12. Impact attenuator 13. Mailbox 14. Other				81				82				83			
Govt. Damage Tag Number				84				85				86			

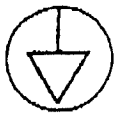
Location

Date

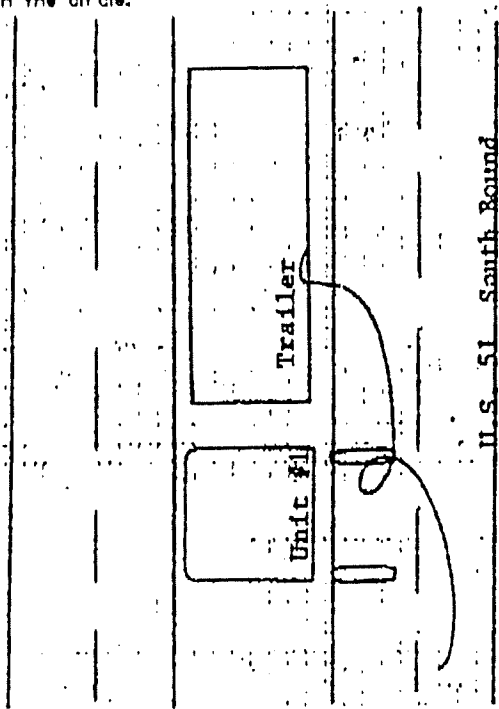
Police No.

Accident No.

Draw diagram of accident.  
Indicate north with an arrow in the circle.



PICTORIAL REPRESENTATION OF NARRATIVE



Skidmarks to Impact  
Unit 1 Unit 2  
FT. FT.  
Surface Type

Type of Material Spilled: Diesel Fuel Unit No. 1 Hazardous: Y/N N Placard Number

Narrative: Unit #1 was south bound on U.S. 51 when the operator lost control of the vehicle and the vehicle then jackknifed, slid off the road and then overturned on its side.

Witness Name First <u>GRDN</u> Last <u>Loat</u>		Date of Birth <u>1977</u>		LICENSEE PLATE NO. <u>290780</u>		PLATE TYPE <u>STL</u> STATE <u>WI</u> EXP. TR.	
Street Address <u>1516 Stronga Ave.</u>		(Area) Phone No. <u>715-346-1400</u>		MANNER OF COLLISION 1 Head On 2 Rear End 3 Side Swipe Same 4 Side Swipe Opposite 5 Off Rd Left 6 Off Rd Right 7 Angle 8 Left Turn 9 Other <u>5</u>		Circle Area Of Vehicle Damage UNIT 1 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 <u>Overturn 10</u>	
City and State <u>Stevens Point WI</u> Zip <u>54481</u>		LIGHT CONDITION 1 Daylight 2 Dark 3 Dark with street lights 4 Dawn or Dusk <u>4</u>		WEATHER CONDITION 1 Clear 2 Cloudy 3 Rain 4 Snow or Ice 5 Fog or Mist 6 Sleet 7 Other <u>2</u>		ROAD CONDITION 1 Dry 2 Snow or Ice 3 Wet 4 Gravel 5 Slush 6 Muddy 7 Oily 8 Other <u>2</u>	
DRIVER CONDITION 1 Had been drinking 2 Use of drugs 3 Physical disability UNIT 1 UNIT 2 UNIT 3		DRIVER FACTOR 1 Appeared normal 2 Reduced alertness 3 Ability impaired <u>105</u>		Damage Severity 1 Scratched 2 Bent 3 Damaged 4 None apparent UNIT 1 UNIT 2 <u>112</u>		Damage Severity 1 Scratched 2 Bent 3 Damaged 4 None apparent UNIT 1 UNIT 2 <u>112</u>	
WHAT DRIVERS WERE DOING 1 Backing in roadway 2 Going straight ahead 3 Making left turn 4 Making right turn 5 Stopping or stopping 6 Stopped in traffic 7 Legally parked 8 Illegally parked 9 Parking maneuver 10 Changing lanes 11 Overtaking on left 12 Overtaking on right 13 Making U turn 14 Turning on red 15 Merging 16 Other 17 Negotiating Curve <u>106</u>		PEDESTRIAN LOCATION 1 In crosswalk 2 In roadway 3 Not in roadway 4 On or off veh. UNIT 1 UNIT 2 <u>107</u>		OFFICER'S OPINION OF POSSIBLE CONTRIBUTING CIRCUMSTANCES Driver Factors 1 Speed too fast/condition 2 Fail to yield RT-or-way 3 Inattentive driving 4 Following too close 5 Improper turn 6 Left of center 7 Disregarded signal 8 Disregarded stop sign 9 Improper overtaking 10 Unsafe backing 11 Failure to have control 12 Driver Condition 13 Other <u>115</u>		Vehicle Factors 1 Brake system 2 Tires 3 Steering system 4 Turn signals 5 Head lamps 6 Stop lamps 7 Tail lamps 8 Disabled in prior acc. 9 Other disabled 10 Mirrors 11 Suspension system 12 Other <u>116</u>	
TRAFFIC CONTROL 1 No control 2 Traffic signal operating 3 Traffic signal flashing 4 Stop sign 5 Stop sign with flasher 6 Warning 7 Warn sign with flasher 8 Yield sign 9 Police officer 10 RR sign stand 11 Other UNIT 1 UNIT 2 <u>109</u>		PEDESTRIAN ACTION 1 Walking at facing traffic 2 Disregarded signal 3 Crossing into road 4 Dark clothing UNIT 1 UNIT 2 <u>108</u>		Date Notified <u>12-10-92</u> Time Notified <u>6:27</u> Time Arrived <u>6:47</u> Officer ID No. <u>391</u>		Enforcement Agency <u>Portage County Sheriff's Office</u> Date of Report <u>12-11-92</u>	
Print Name First <u>Robert A. Larson</u> Last <u>Loat</u>		City and State <u>Stevens Point WI</u> Zip <u>54481</u>		Agency No. <u>54481</u>		Date of Report <u>12-11-92</u>	

## **Photograph Index**

1. Looking South at Accident Site
2. Looking North at Accident Site
3. Looking at North End of Excavation
4. Looking South along Excavation
5. Looking at South End of Excavation
6. Looking at Excavation of Soil under the Trailer
7. Backfill with Topsoil
8. Truck after Accident



Photo 5



Photo 6



Photo 7



Photo 1



Photo 2



Photo 3



Photo 4

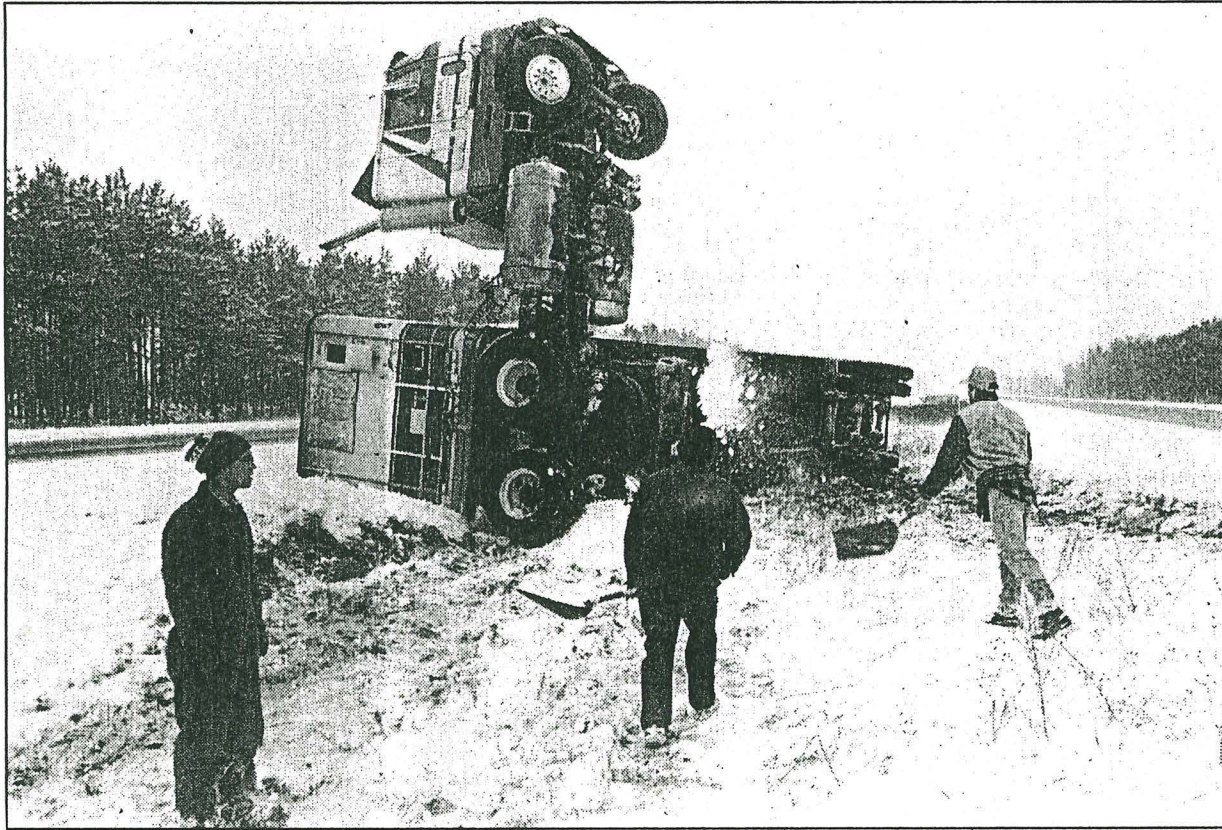


Photo 8