

## 2015 TIME Program Outstanding Achievement Award Winners



Chief Deputy Daniel Kontos, Portage County Sheriff's Office and Marquis Young

The TIME Program proudly presented their Outstanding Achievement Awards for 2015 at this year's 41<sup>st</sup> Annual Governor's Conference on Highway Safety. One TIME Outstanding Achievement and two TIME Honorable Mentions were awarded.

The TIME Program's Outstanding Achievement Award for 2015 was given to Portage County Sheriff's Office Chief Deputy Daniel Kontos. Kontos was nominated by Portage County Sheriff Mike Lukas. Sheriff Lukas' nomination detailed Dan's 20 years of service with the Portage County Sheriff's Department, his 20 years with the Whiting Fire Department, serving as their fire chief for a period of time, his outgoing dedication to TIM training, not only within his county, but as one of only ten nationally recognized FHWA TIM "Master Trainer", and most importantly, his commitment to TIM for all responder disciplines. This nomination was further enhanced by Dan's support of the TIME Program. Dan has been a resource for the TIME Program on a number of TIM-related issues. Dan also agrees to participate in any TIM-related subcommittee when asked.



David Spakowicz and Sgt. David Coughlin, Racine County Sheriff's Department

The Outstanding Achievement Award is intended to recognize an individual who shows regular participation in TIME Program initiatives such as After Action Reviews, incident debriefings and TIME meetings. The nominee is also active in the training and outreach of Emergency Traffic Control and Scene Management Guidelines. This individual works to integrate these initiatives and principles into the culture of their agency through training and utilizing the Guidelines in their agency.

Also awarded this year were two Outstanding Achievement - Honorable Mention Awards.

The first award went to Racine County Sheriff's Department Sergeant David Coughlin. Coughlin was nominated by Racine County Sheriff's Office Captain Tomas Lamke. Captain Lamke cited Dave's training of all department personnel, both sworn and dispatch in TIM as part of their in-service training this year, his outreach to county fire and rescue departments within their county to train their staff and "has made great strides in bringing everyone 'to the table'" as it relates to traffic incident management.



David Spakowicz, Lt. Brad Altman, Wisconsin State Patrol and Marquis Young

The second award went to Wisconsin State Patrol (WSP) – DeForest Post Lieutenant Brad Altman. Lt. Altman was nominated by WisDOT Southwest Region Mega Project Chief John Vesperman. Mr. Vesperman cited Brad's 36 years with the WSP and conveyed that Brad has, "continuously worked to improve the safety and operations of Wisconsin roadways." Mr. Vesperman further cited that Brad has been a regular trainer of WisDOT's Emergency Traffic Control and Scene Management Guidelines and "practices what he preaches in regards to incident management and scene management."

The TIME Program is proud to officially recognize these three outstanding individuals who through their unselfish efforts and commitment to the proper application of TIM principles are making Wisconsin safer for all responders and the motoring public.

## TIME Program Announcements

BY DAVID L. SPAKOWICZ, TIME PROGRAM MANAGER



TIME Program Community,

This year, the TIME Program had another successful Governor's Conference on Highway Safety. Attendance at the conference was excellent, with attendees in excess of 450. The Kalahari Resort proved to be a great location for the conference with some attendees combining business with pleasure and extending their stay after the conference for one last summer vacation with the family. The TIME Program was responsible for 10 separate TIM-related presentations. From all of the positive comments, as well as the evaluations we received, we are confident that we hit a home run. A special thanks to all of the presenters who volunteered to present on their topic of expertise or offered to share a significant incident experience. We all know we learn best by doing. We learn second best by learning from someone else who has done it. We are already thinking about topics for next year.

The TIME Program had a very busy summer. We are now ramping up for our "Fall Tour" of TIME Meetings throughout our fine state. A note of interest, this will be the first time that we will be hosting TIME Meetings in both Crandon (10/14/15) and Phillips (10/21/15). These meetings are going to be more training-oriented than traditional TIME meetings. We want to expose attendees to all of the assets that WisDOT and the TIME Program has to offer to assist them in managing incidents. Many of the attendees know very little about the TIME Program and how we may be able to assist them. We are already receiving some very positive feedback in regard to the idea.

Please check the TIME Program meeting schedule and attend a meeting in your region if at all possible. There are a lot of new and exciting things occurring within the program. We continue to try and ensure that everyone will take away at least one new idea or technique at every meeting.

With fall starting, the leaves will be changing, the nights will be getting cooler and the deer will start moving across our roads (even more than they do now). Please be careful when you drive around the state. With winter coming soon, please consider attending one of the ETO Winter Preparedness exercises that are scheduled this fall. This year's training is different from years' past and promises to be educational.

We look forward to seeing you at a TIME meeting, ETO exercise or responder training class. As always, if there is anything that the TIME Program can do to assist you or your agency with a TIM-related topic or obtaining TIM-related material, please don't hesitate to contact us at [timeprogram@dot.wi.gov](mailto:timeprogram@dot.wi.gov) or TIME Program Manager David L. Spakowicz at 414.225.3729 or [david.spakowicz@dot.wi.gov](mailto:david.spakowicz@dot.wi.gov).



## 2015 Remaining TIME Meeting Schedule

**October 22, 2015 9:00 AM – 12:00 PM**  
**North Central Region**  
Northcentral Technical College  
Center for Business and Industry Building  
1000 W. Campus Drive, Wausau, WI 54401

**October 29, 2015 9:00 AM – 12:00 PM**  
**Northeast Region - Southern US 41/STH 441**  
Winnebago County Sheriff's Department  
4311 Jackson St., Oshkosh, WI 54901

**November 4, 2015 9:00 AM – 12:00 PM**  
**Southwest Region**  
WisDOT SW Region I-39/I-90 Project Office  
111 Interstate Blvd., Edgerton, WI 53534

**November 12, 2015 9:00 AM – 12:00 PM**  
**Southwest Region**  
WisDOT SW Region Office  
Conf. Rooms B19 & B20  
3550 Mormon Coulee Rd., La Crosse, WI 54601

**November 19, 2015 9:00 AM – 12:00 PM**  
**Northeast Region - I-43 & Lakeshore Counties**  
Sheboygan County Law Enforcement Center  
525 6th Street, Sheboygan, WI 53081

**December 3, 2015 9:00 AM – 12:00 PM**  
**Southeast Region**  
WisDOT Statewide Traffic Operations Center  
433 W. St. Paul Ave., Milwaukee, WI 53203

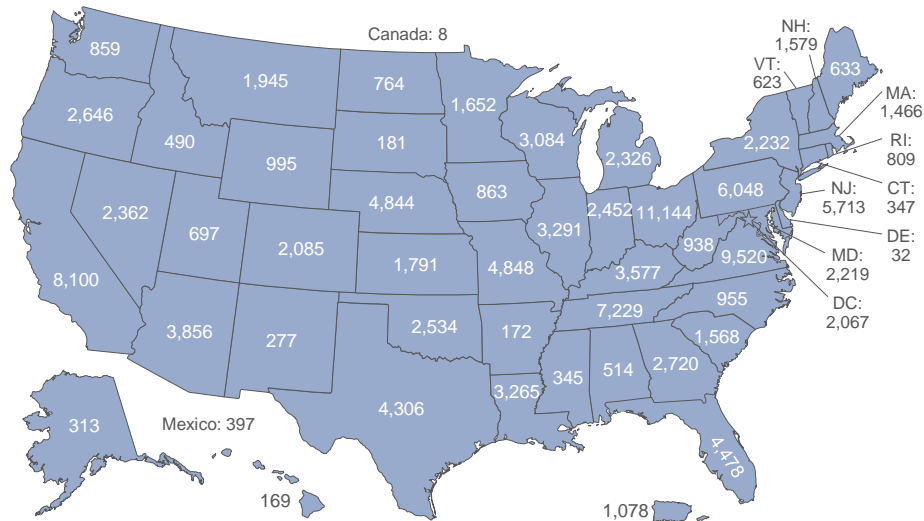
## Wisconsin Reaches Over 3,000 Responders Trained

As of September 21, 2015, the TIME Program has trained 3,084 responders utilizing WisDOT's Emergency Traffic Control and Scene Management Guidelines. The TIME Program reports all training classes and students by discipline to FHWA. As reflected in the map, Wisconsin ranks 13<sup>th</sup> among the 50 states and Puerto Rico. That is impressive considering Wisconsin ranks 20<sup>th</sup> in total population in the United States. Wisconsin has trained 11.4 percent of their responders as identified by FHWA. FHWA's goal is to have all states achieve 20 percent of their responders trained by October 1, 2016. That means Wisconsin needs to train another 2,332 next year, for a total number of 5,416. We have some work to do and need your help!

We have a number of responder classes already scheduled for the end of 2015 and even some already scheduled for 2016, but are always looking for more opportunities. If you or your agency are interested in hosting a 4-hour responder class, all you have to do is email the TIME Program at: [timeprogram@dot.wi.gov](mailto:timeprogram@dot.wi.gov) or contact TIME Program Manager David Spakowicz at 414.225.3729 or [david.spakowicz@dot.wi.gov](mailto:david.spakowicz@dot.wi.gov). A number of agencies are hosting training and inviting responders from all other disciplines in their area.

There is **no cost** for the training and the TIME Program will supply all of the manuals, CDs and Certificates of Completion for all participants.

### TIM Training Program Implementation Progress Total Trained - As of September 21, 2015



**129,406 Total Trained**

## WisDOT Launched #MoveOver, a Social Media First

The campaign to raise awareness of the state's move over law launched and is a sensation. The Facebook features include custom video production of:

- A helpful animation of how to move over or slow down when approaching a vehicle with emergency lights flashing;
- A first-hand account of State Patrol Trooper Jim Reese's close call;
- An explanation of the dramatic impact on an entire department and community when a worker is killed roadside; and
- A personal tribute and plea from the widow of a tow truck operator killed by a driver who did not move over.

The strategic campaign also included radio and television interviews, coordination with stakeholders (TIME Coalition and Governor Highway Safety Conference), statewide DMS roadside messaging and an online survey asking and answering "Do you know how much a ticket costs for not moving over?"



## Ramp Gate Use in Wisconsin

The Wisconsin Department of Transportation (WisDOT) has invested nearly \$10 million into a safety feature, the ramp gate. Ramp gates help mitigate severe congestion caused by traffic incidents or severe weather. To enable the physical closure of a roadway's on-ramp when the mainline is blocked, WisDOT has installed ramp gates at numerous interstate interchanges and on-ramps on selected highways around the state. Wisconsin first began installation of ramp gates in 2001 in Racine and Kenosha Counties.

Ramp gates utilize a mechanical gate arm that can be manually lowered by any responder that is authorized to respond to an incident. The gate prohibits additional motorists from entering a roadway, thereby allowing incident responders to work more effectively by not increasing the number of vehicles at an incident scene. Even more importantly, decreasing the number of vehicles entering a roadway near an incident will create a safer environment for all responders. The utilization of a ramp gate will also enable a responder to lower the gate and then be free to assist in clearing an incident, instead of having to park at an on-ramp and direct traffic away from the ramp.



Public outreach is needed to help educate the motoring public and external stakeholders on the use of ramp gates. There are a variety of avenues that could be effective in ensuring this information is disseminated. One avenue is to develop a "how-to" video for responders. This project is currently in development by WisDOT.

The Statewide Traffic Operations Center (STOC) has started tracking the use of ramp gates. To better track the use of ramp gates, the TIME Program will reach out to responder partners through the TIME Coalition and during the fall TIME Meetings across the state. The STOC will request responders to contact the STOC whenever a ramp gate is deployed. Outreach will also be made to the police and fire dispatch community. They will be requested to assist by:

- Advising the STOC whenever a ramp gate is deployed;
- Providing the location(s) and time deployed; and
- Advising the STOC when the ramp is reopened.

This outreach about ramp gates will ensure that a consistent message is reaching all responders across the state and will aid WisDOT in tracking the use of this safety tool.



## TIM “Best Practices” Spotlight

**In each issue of the TIME Newsletter, we will start spotlighting a “Best Practice” utilized by responders we know. This will let all of the responder disciplines know of some of the great things that other responders use in order to keep each other safe while clearing the road in the quickest and most efficient manner. We all know that we don’t need to reinvent the wheel; we just need to change a tire once in a while. These tried and true things are being utilized every day somewhere across the state. This is why we conduct After Action Reviews (AAR). These are implemented to review how things may have been done differently in retrospect, but just as important, what was done that made the operation go safer, smoother and more effective. This newsletter’s “Best Practice” is:**

### **Quicker Clearance Through Technology**

As you know, WisDOT must conduct an AAR whenever the interstate is closed in one direction for two hours or more, or closed in both directions for 30 minutes or more. That is called an Extended Duration Incident (EDI). What is not always captured is the great work that is being done to clear incidents and as a result, keeping crashes from becoming EDIs. In other words, clearing an incident before the 30 minute or two hour threshold.

One such “Best Practice” was recently utilized by some deputies with the Milwaukee County Sheriff’s Office. The incident involved a flatbed tractor-trailer that was transporting a crane that had struck a bridge. The crash occurred at approximately 2:45 pm on I-41/US-45 and blocked two out of the three lanes of traffic. The deputy that was sent to the crash was already aware that “rush hour” in that area would begin around 3:30 pm. With the tractor-trailer blocking that many lanes, rush hour traffic would very quickly become impossible and the queuing would go for miles.

Upon arriving at the scene, the deputy immediately recognized that this was not going to be a “typical” towing and removal operation. The deputy immediately contacted the towing company and told them what the tractor-trailer was hauling. In addition, the deputy took a number of photos with her cell phone and emailed them to the tower. Upon receipt of the photos, the tower in turn was able to immediately dispatch additional units as well as send some specialized equipment that would be needed to secure the crane and remove the tractor-trailer.

As soon as the tow arrived, the deputy, the tow operators and the CMV inspector (also a deputy) all got together and discussed how they were going to remove the unit. The “rush hour” clock was ticking. Through a decision made by all parties involved, it was agreed to temporarily secure the crane and then tow the tractor-trailer to an adjacent Park and Ride lot off the freeway. The download of the tractor’s ECM module would then be performed at that location, instead of at the scene of the crash. With all three parties working together, the road was completely cleared and all lanes were opened in one hour and 25 minutes. Just into the start of the dreaded “rush hour.” The CMV inspector continued his investigation at the Park and Ride lot and the tower was able to properly secure the crane and then tow the tractor-trailer.

This was an excellent example of: 1) a great working relationship between law enforcement and towing and recovery; 2) a simple use of technology to significantly reduce the amount of response and removal time by the tow operator, by knowing “what to bring” after viewing the photos; and 3) an effective use of unified command. Getting all three of the parties involved in the incident together (each of whom had a different role) to discuss and decide on a solution to the problem was significant. This was all accomplished within the two hour threshold for an EDI.

This is a perfect example of how different disciplines working together can clear a scene by working together effectively. It’s guaranteed that the rush hour motorists appreciated the expedited manner in which the interstate was opened. The deputies and tow operators also appreciated not having to be out there any longer than they needed to be.

The key to success in utilizing this “Best Practice” is developing a relationship between law enforcement and towing and recovery. The officer or deputy may know the tower from previous incidents, or may feel comfortable in telling dispatch what the tower will need to clear a vehicle from a scene, but by developing a close working relationship with the tow provider and the simple use of available technology, they can respond quicker and with all the right equipment. The days of operating in your own silo are long gone. It’s too busy and too dangerous not to work together. Once you are at a scene, bring all of the disciplines together, even for a minute or two, and discuss a plan of action. With all of the different sets of eyes at an incident, a lot of times there may be a better way to do something.

## Wisconsin Tower is National Towing and Recovery President



Jeff Roskopf, owner of Roskopf's Service & Towing in Menomonee Falls, and great friend of Wisconsin's TIME Program has been elected president of the Towing and Recovery Association of America (TRRA). The TRRA represents more 35,000 towing and recovery businesses in the United States.

In a recent article posted in the American Towman Magazine, it cited that Jeff is a member of the 2012 Towing Hall of Fame class and has served as TRAA's first vice president since 2011. Jeff has also been the recipient of the organization's Presidential and Diamond Appreciation Awards, as well as a recipient of the Wisconsin Towing Association's Service Award.

Jeff stated that he plans to grow TRAA's membership by personally inviting all towers to join their respective state associations, strengthening the organization's communication with state associations, promote educational programs and educate the motoring public about Move Over laws. Promoting educational programs and educating the motoring public about Move Over laws run parallel to the TIME Program's goals.

"I am strongly committed to the growth and forward movement of TRAA," he said. "I envision TRAA reaching their greatest heights in representation of towing professionals across the nation."

The TIME Program would like to congratulate Jeff on his recent election. It is great knowing that the TIME Program has a strong partner not only the WI Tow Association, but with the TRRA as well. Congratulations Jeff!!

## Fall ETO Exercises Planned

This fall the WisDOT Emergency Transportation Operations (ETO) office will be hosting joint agency winter weather preparedness exercises at six National Guard armories around the state. In addition to WisDOT, invited participants are Wisconsin Emergency Management, Wisconsin National Guard and local partners, i.e., law enforcement, fire, emergency managers, highway departments, towing and recovery and EMS.

The focus of these full-scale exercises will be demonstrations of the incident command system (ICS) by means of role playing. We will be using WEM's "Model City" which encompasses 96 square feet. Most of the participants will be gathered around the "Model City" as we collaboratively work through response and recovery efforts to a severe winter storm scenario. The exercise will allow collaboration and communication among the principle civilian and military responders. Exercise participants will practice and refine skill-sets in a classroom environment in order to gain confidence and build upon new and established working relationships.

If you are interested in participating in any of these exercises please contact Dennis Draskowski, ETO program manager, at [dennis.draskowski@dot.wi.gov](mailto:dennis.draskowski@dot.wi.gov) or 414-272-2703.

Date	Time	WisDOT Regions	Address
Tues., 10/20/2015	1:00 pm – 4:00 pm	SER	311 Walton Ave., Waukesha
Wed., 10/21/2015	1:00 pm – 4:00 pm	SWR – La Crosse	520 Mill St., Tomah
Thur., 10/29/2015	9:00 am – 12:00 pm	NCR	833 S. 17 <sup>th</sup> Ave., Wausau
Thur., 11/12/2015	9:00 am – 12:00 pm	NWR	307 E. Barker St., Rice Lake
Mon., 12/14/2015	9:00 am – 12:00 pm	NER	1415 Armory Pl, Oshkosh
Tues., 12/15/2015	1:00 pm – 4:00 pm	SWR – Madison	1420 Wright St., Madison