



**MINUTES OF THE LANGLADE COUNTY  
PUBLIC SAFETY COMMITTEE  
TUESDAY, October 07, 2014**

**Members Present:** Arlene Bonacci, Vern Cahak, Pete Pennington

**Members Absent:** Dale Dahms, Larry Poltrock

**Others Present:** Bill Greening, Kim Bissonette, Becky McPhail, Larry Shadick, Brad Henricks

**Call meeting to order/Pledge of Allegiance**

Chairperson Bonacci called a meeting of the Lantana County Public Safety Committee to order on the above date at 8:00 a.m., the Pledge of Allegiance immediately followed.

Moved by Pennington, second by Cahak to excuse Dale Dahms and Larry Poltrock. Dahms was sick and Poltrock had other meetings to attend to. All ayes. **Motion Carried.**

**Approval of Minutes of the September 09, 2014 meeting**

Moved by Cahak, second by Pennington to approve the minutes of the September 09, 2014 meeting. All ayes. **Motion Carried.**

**Coroner Report**

Larry Shadick presented the Coroner's report. The report was placed on file in the County Clerk's office with the minutes.

Moved by Pennington, second by Cahak to approve the Coroner's report. All ayes. **Motion Carried.**

**Child Support Report**

Becky McPhail presented the Child Support report. The report was placed on file in the County Clerk's office with the minutes.

Moved by Pennington, second by Cahak to approve the Child Support Report. All ayes. **Motion Carried.**

**Emergency Management Report**

Brad Henricks presented the Emergency Management Report. The report was placed on file in the County Clerk's office with the minutes. Henricks also informed the committee that the City Council is meeting this week with a resolution to eliminate weather sirens.

Moved by Cahak, second by Pennington to approve the Emergency Management Report. All ayes. **Motion Carried.**

### **Car Report**

Sheriff Greening presented the car report. Sheriff Greening informed the committee that he is concerned about the service contract for 2015 because there is normally only one proposal received. If we don't receive any proposals, the Sheriff's Office would be in limbo. Potentially Greening would like to take the service to the highway department but have been told that they are too busy. At this point Greening does not have another alternative. The report was placed on file in the County Clerk's office with the minutes.

Moved by Cahak, second by Pennington to approve the Car Report. All ayes. **Motion Carried.**

### **Sheriff/Jail Office/Nurse Report**

Sheriff Greening presented the Jail Office report and Medical report. The report was placed on file in the County Clerk's office with the minutes.

Moved by Pennington, second by Cahak to approve the Sheriff/Jail Office/Nurse Report. All ayes. **Motion Carried.**

### **Approve request to advertise for 2015 new squad and service proposals**

Sheriff Greening noted that the agenda item should read squads, not squad. The annual rotation is three cars. Cars being replaced are the two oldest marked squads #5 & #8 and one unmarked squad assigned to Investigator 416.

Moved by Cahak, second by Pennington to approve the request to advertise for 2015 new squads and service proposals. All ayes. **Motion Carried.**

### **Request to replace proactive capacitor on the UPS at the safety building with funds to be taken from Jail Assessment**

Sheriff Greening informed the committee that Sergeant Westen received an email from Liebert regarding the 3 phase Liebert UPS/Battery system. The unit was started up/installed in February of 2005. When a 3 phase UPS hits this age, a proactive capacitor replacement is a recommended practice. The capacitors in the safety building UPS system are the electrolytic type and are made with a dialectic material, which can break down causing leaking into the UPS. They also can dry out which causes lack of separation internal to the capacitor and results in the capacitor actually exploding like a fire cracker. Either of these scenario's would cause the UPS to instantly drop the load, with no warning given. The estimated cost is \$3,021.00 and would be taken from Jail Assessment funds.

Moved by Pennington, second by Cahak to approve the request to replace the proactive capacitor on the UPS at the safety building with funds to be taken from Jail Assessment. All ayes. **Motion Carried.**

### **Discuss referral from the Finance Committee to study the need for a dispatcher position, to check staffing patterns in the Sheriff's Office and Jail and give direction for a funding source for a dispatcher position**

Sheriff Greening informed the committee that there are currently seven full time dispatchers and that there should have been eight hired. The problem is that they are scheduled based on call levels. On the weekends there is only one dispatcher

that works a 12 hour shift from 6a-6p. This dispatcher is alone from 6a until 4p when the other shift dispatcher comes in. Depending on the call volume and radio traffic it is very difficult for this dispatcher to leave the dispatch area to take bathroom and lunch breaks. There is one dispatcher that works Monday-Friday from 8a-4p because in the daytime during the week is the busiest for all calls because the courthouse is open, there are open records calls, calls for the city, county, fire etc.. Sheriff Greening also stated that he has looked at different schedule options in the past and will continue to look at them and how it affects our manpower. Eight hour shifts will not work because there would have to be three different shifts. Possibly looking at 10 to 12 hour shifts. Gary Olsen estimated the position would cost \$75,000-\$80,000 per year including benefits. The main problem is finding the funding source. There is nowhere to fund this in the Sheriff's budget. This will have to be addressed down the road. For discussion at this time until more research in scheduling can be completed. Pennington stated that it is important to have this position covered.

**Next Meeting Date**

The next meeting will be held Tuesday, November 04, 2014 at 8:00 a.m.

**Adjournment**

A motion was made by Cahak, second by Pennington to adjourn the meeting at 8:50 a.m. All ayes. **Motion Carried.**

Respectfully submitted

Kim Bissonette, Public Safety Committee Recording Secretary

**LANGLADE COUNTY CORONER'S OFFICE  
840 CLERMONT ST, ANTIGO WI 54409**

**CORONER: Larry E. Shadick  
PHONE #: (715) 484-2960**

**CELL #: (715) 493-9757  
PAGER #: (715) 490-9320**

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**CORONER'S REPORT**

September 1-September 30 2014      19 Death Reported

1 Death at ER investigated  
0 Death first 24 hours hospital  
1 Hospital deaths after 24 hours  
4 Hospice deaths at hospital  
1 Nursing home deaths natural  
11 Cremations paid and photographed. Revenue (\$825.00)  
4 Hospice deaths at nursing home  
1 Hospice deaths at home  
4 Residential deaths investigated (2 agent orange Vietnam)  
0 Suicides  
0 Fatal accidents  
2 Blood draws  
4 Death Certificates signed  
2 Autopsies

Worked with DA, Sheriff Department, Police Department,  
hospital, nursing homes, ambulance service, funeral homes and  
donor organization.

Larry E Shadick



CHILD SUPPORT REPORT  
PUBLIC SAFETY MTG.  
October 7, 2014 8:00 am

1. CASE COUNT - 2,236.00
2. EXPENSES/REVENUE TO DATE (Attached)  
REVENUE  
EXPENSES  
NET COST

3. PERFORMANCE MEASURES - August 2014

|          | <u>Pat.Est.</u> | <u>C/O Rate</u> | <u>CURRENT</u> |
|----------|-----------------|-----------------|----------------|
| Langlade | 105.29%         | 94.51%          | 71.66%         |
| State    | 104.10%         | 86.76%          | 72.95%         |

Federal Arrears collection rate

|          |        |
|----------|--------|
| Langlade | 67.84% |
| State    | 64.73% |

4. EXTRA/OVER TIME  
USED: 0



## Emergency Management Report-Sept. 2014

September represents the closure of my Plan of Work year, as Wisconsin Emergency Management follows the federal year which runs from October 1 to September 30. With that, all Emergency Operations Plan Annexes must be updated and signed. All Off-Site hazardous material facilities must have their plans updated and inspections done by myself. Here's just a brief synopsis of the month's activities:

- A four County Commodity Flow Study was completed for Langlade County. I've provided a copy for the Committee to review and will provide public access from my County web page.
- Attended a Wisconsin Mutual Insurance webinar on workplace safety programs for County departments.
- Filed an insurance claim to attempt to recover \$8,805.00 in lightning damages to the White Lake Local Government radio system.
- Assisted in the formation in a 16 county Dispatch Users Group to share concerns, policies, best practices and solutions to issues.
- Work with Langlade Hospital for a safety presentation regarding the public response to an ebola outbreak.
- Finalized FFY2014 POW documentation for final submittal and re-imbusement claim.

Respectfully submitted,

Brad Henricks

Emergency Management Director

**Multi-County  
Commodity Flow Study  
and Responder  
Hazardous Materials  
Training Assessment**

Counties of: Langelade, Lincoln, Marathon, Oneida

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*Prepared by the Langlade, Lincoln, Marathon and Oneida County (WI)  
Local Emergency Planning Committees (LEPC's) with funding assistance  
by the U.S. Dept. of Transportation, Hazardous Materials Emergency  
Preparedness (HMEP) Planning Sub-Grant, administered by  
Wisconsin Emergency Management*

Project Contractor: Five Bugle Training & Consulting, L.L.C.  
W6095 Rock Creek Rd., Mondovi, WI 54755  
(715) 577-8944; [www.5bugle.net](http://www.5bugle.net)

## EXECUTIVE SUMMARY

This commodity flow study is intended to assist public sector planners and response agencies to pre-plan and train for emergency response to a hazardous materials transportation incident by familiarizing them with information of the types and classes of hazardous materials that have been found to be transported within their county and review the training requirement to help ensure first responder health and safety when responding to hazardous materials incidents.

There is a strong need for first responders of all disciplines to be familiar with the categories of hazardous materials that are transported through their county. Understanding the commodity's characteristics and exposure risks will help determine the best way to protect responders and the general public until a properly equipped and trained hazardous materials response team arrives. While hazardous materials incidents may be considered a low frequency occurrence, national statistics demonstrate that these types of transportation accidents continue to occur on a regular basis with the potential for a high severity outcome.

A range of 15 - 23% of the Tier II material was observed on their highways, making observation percentages relatively consistent between all four counties. By deduction, 77% - 85% of the county's reported hazardous materials were either not observed, or were being transported in below-threshold quantities that require a placard or possibly via a general category placard (i.e.: *Flammable*) that does not identify the specific chemical.

The Canadian National (CN) railroad operates in multiple counties of this study. CN provided a listing of the dangerous goods that were transported through these counties in 2013. For security purposes, only the DOT Hazard categories are referenced in this report, but it should be noted that several of the chemicals listed were not identified on the Tier II listings.

Information obtained from written surveys of fire departments, law enforcement agencies, EMS agencies and Wisconsin Technical College officials indicate that initial *Awareness Level* training is part of the core training for all these disciplines, and meets State and Federal standards. Public Works Departments reported a lack of Awareness training overall. While these employees may not undergo certification or licensing requirements as the protective services do, OSHA (and therefore State of WI codes) can be interpreted to require this training due to the potential exposure of Public Works employees to transportation or other accidents that may involve hazardous materials. Annual refresher training is significantly lacking in all instances, with the exception of career fire departments. In most cases, there is a basic misunderstanding or lack of understanding regarding the hazardous materials training requirements for Wisconsin.

The Department of Safety and Professional Services (SPS) adopts OSHA 1910.120 as part of WI code. Regardless whether the first responder is a member of law enforcement, the fire service or emergency medical services, if there is the reasonable possibility of an emergency response to an incident involving hazardous substances, then responders are required to receive training commensurate with their expected duties and function to be performed. Appendix E

to 1910.120 recognizes the National Fire Protection Association's (NFPA) Standard No. 472, *Professional Competence of Responders to Hazardous Materials Incidents* in determining appropriate training competencies.

OSHA states that the *Awareness* level of training is mandated for ALL emergency responders, along with annual refresher training. Surveys of fire, law enforcement and EMS departments indicated that annual refresher training has, and continues to be lacking. These agencies are therefore in violation of training requirements per OSHA (1910.120(q)(8)(i) and Wisconsin Department of Safety and Professional Services [SPS 330.07(5); SPS 332.15]. Public Works employees, by the nature of their work, would benefit from *Awareness* training as well. At least one example of a public works crew encountering a hazardous materials container was related during the interviews.

If a department responds to a chemical event, the response personnel need additional training to the *Operations or Technician Level*, "...based on the duties and function to be performed..." (OSHA 1910.120(q)(6). Nearly every department indicated that they responded to hazardous materials incidents; the majority of the surveyed agencies were not, however, 100% trained or refreshed in the *Operations Level*, and therefore in violation of State and Federal law (unless, arguably, the department has a policy that only *Operations Level* trained personnel may respond to hazardous materials incidents).

It is the recommendation of this report that these agencies work with their Emergency Management Directors to attain compliance with the *Awareness Level* training requirements. If the agencies do not have a written policy or guideline stating the requirements for responding to hazardous materials incidents, one should be developed, taking the *Operations Level* training requirement into account.

Mr. Frank Docimo, Hazardous Materials Coordinator at Wisconsin Emergency Management (WEM) points out that the State of WI provides grant funding that is available for hazardous Material training in each fiscal year. WEM can fund an array of courses, including *Awareness Level First Responder and Responder Operations Level*. The list of classes can be viewed on WEM's training portal at: [www.trainingwisconsin.org](http://www.trainingwisconsin.org).

The information provided by this commodity flow study, in conjunction with first response departments defining their action parameters to hazardous materials incidents will help promote responder and public safety and health as well as reduce any potential liabilities associated with a response to such an incident.

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## **1.b Introduction**

Established in 1990 by the Hazardous Materials Transportation Uniform Safety Act, HMEP grants provided by the US Department of Transportation are intended to assist public sector planners and response agencies to fund hazardous materials response planning and training activities, routed through the County Local Emergency Planning Committee (LEPC).

A January 12, 2012 U.S. Department of Transportation memorandum states there have been nearly 165,000 hazardous materials incidents that have occurred in the United States, resulting in more than 2800 injuries, including several fatalities, and about \$640 million in damages. The report also states that “The importance of adequately trained responders is highlighted when deficiencies in emergency response contribute to an endangerment of public safety.”\*

The goals of this study for the Wisconsin Counties of Langlade, Lincoln, Marathon and Oneida are to identify 1) the hazardous materials at reporting facilities in the counties (which are assumed to be transported to the manufacturing or storage facility via either highway, rail or both); 2) to identify other hazardous materials that are being transported through the counties on selected primary highways; 3) to evaluate emergency response departments’ training to respond to a hazardous materials incident, and to determine if public works departments are involved in training as well, and 4) to provide recommendations to enhance responder preparedness, response capabilities and safety.

The study researched hazardous commodity information from four sources: highway, rail, pipeline and fixed facility use (as reported through the Tier II reporting process). The highway commodity flow study focused on random observations of commercial vehicles placarded with the United Nations (UN) symbol and number or described hazardous characteristic. The survey information is provided in detail in tables within this report. Rail transportation information came from the Canadian National Railroad.

In cases where no first responder survey responses were received, telephone contacts were attempted in an effort to secure some basic information. This was successful in most cases, but there were times when there was no response in that attempt as well. Overall results, however, confirm the determination of the need for increased refresher training efforts.

To our knowledge, this is the first formal commodity flow study for any of the counties involved. Before this study, raw data on hazardous commodities existed in various locations throughout the counties, such as on-site at facilities, Emergency Management offices, and at individual fire departments. The goal of this report is to bring all the information together in a single source.

\* U.S. Department of Transportation, Jeffrey B. Guzetti, Assistant Inspector General; January 12, 2012; re: JA-10

### **1c: Current Hazardous Materials Response Training Requirements**

Responses to 'EHS' (Extremely Hazardous Substances) are categorized by the health and safety hazards the commodity presents and level of personal protective equipment that is required when exposed to the substance. Training requirements for EHS and non-EHS hazardous materials differs. For EHS chemicals (those that require high levels of skin and respiratory protection), the hazardous materials *Technician Level* training is mandated. For hazardous substances that require respiratory protection but a lower level of skin protection, a minimum of *Operations Level* training is mandated. Federal and State laws require that a minimum of *Operations Level* training for any first responder responding to a hazardous materials incident.

The State's response to hazardous materials incidents is currently structured with designations of "Type 1, 2 and 3" teams. A "Type 1" team will be a full technician level haz mat response team with the added capability of monitoring for Weapons of Mass Destruction (WMD) compounds. The cities of Milwaukee, Madison, Eau Claire and Oshkosh fire departments are currently recognized as "Type 1" teams. The "Type 2" teams will be technician level haz mat response capable, and the "Type 3" teams will consist of personnel trained at the *Operations Level*, capable of defensive actions on the scene of a hazardous materials release.

For additional information, County Emergency Management Directors should contact their regional response team or WEM.

### **1d: EPCRA Tier II Reporting Requirement**

The **Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA)** and the Superfund Amendments and Reauthorization Act, was implemented with the intent of providing local governments and the public with information about possible chemical hazards in their communities. It also served the purpose of encouraging and supporting emergency planning for responding to chemical accidents, and utilizing the Local Emergency Planning Committee (LEPC) to help accomplish these goals.

In order to facilitate the flow of information for planning and response purposes, facilities that utilize or store hazardous materials must document, notify and report information relating to those materials per requirements specific to a chemical or group of chemicals to satisfy EPCRA requirements.

As part of this report the 2013 EPCRA Tier II listing of chemicals submitted by the reporting facilities for the counties covered in this research was obtained from WEM. Many of the materials listed were not considered a controlled material in the United States by the Department of Transportation. As such, those materials were not included as part of this report's data.

## **1e: Highway Placard Observations (HPO)**

Random highway placard observations were performed at strategic locations throughout the County at varying times of day. The intent of these observations was to 1) determine what chemicals were being transported thru the County in sufficient quantities to require placards, and 2) to identify chemicals being transported through the County that are not found on the county's Tier II reports. Because these are unknowns, they are not normally taken into account in emergency response planning.

The Tier II reporting information confirms that many hazardous chemicals are present at fixed facilities, and therefore must be transported by some means to get there; not all of these chemicals were noted during the random observations performed during this study, however. Some of these chemicals may be being transported in quantities that are below the threshold quantity requiring placarding. The lack of a placard does not ensure the absence of a hazardous commodity, so caution and discretion should always be foremost in the first responder's assessment of a scene.

Binoculars were used to help identify placards. Limiting factors in the HPO process included dirty and obscured placards, multiple placards on a single vehicle, observation point distance from the highway that impaired clarity and passing traffic blocking view of the placards.

## **2.0 Report Narrative**

The goals of this report included identifying hazardous materials that are transported in or through each county.

The tables in Section 3 identify the known hazardous materials per the EPCRA reporting system, and the results of the random highway placard observations. Those chemicals that are common to both sources are highlighted in the tables. The remaining chemicals were either not observed on the highways or may be transported in quantities below those required for placard utilization

Railroad chemical transport information, which is considered confidential information, is listed on pages 20 and 21. Due to confidentiality issues, specific dangerous goods transported by railroad are not listed. Instead, DOT hazard classifications provide a basic understanding of the types of risks responders may face. The county Emergency Management Directors have the list of specific chemicals, and can use them for planning and training purposes.

The following table compares, by county, the percentages of Tier II chemicals observed, to the total number of chemicals observed traveling on highways during random observations:

|                 | EPCRA Tier II HM | Observed Tier II HM | Non-Tier II HM or Unkn. |
|-----------------|------------------|---------------------|-------------------------|
| Langlade County | 27               | 4 (15%)             | 8                       |
| Lincoln County  | 19               | 3 (16%)             | 18                      |
| Marathon County | 43               | 10 (23%)            | 12                      |
| Oneida County   | 27               | 5 (18%)             | 11                      |

It is noted that the majority of the chemicals that appear on any county's Tier II list were not observed on the highway, with the exception of Bayfield County. Therefore, it appears that the majority of the Tier II chemicals were either unobserved, or being transported in quantities below which a placard is required. The other possibility is that the shipping company chose not to placard the shipping unit.

The most common DOT controlled materials observed in all counties were gasoline, or gasoline product (such as ethanol blend), placard number 1203. Other common observations included L.P. gas (propane), placard numbers 1075 or 1978, containers carrying a 'HOT' product (usually asphalt material) placarded either 'HOT' or 3257, and gaseous products requiring the general "Flammable" and/or "Non-Flammable" placards, such as welding gases.

### **3.0 DOT HAZARD CLASSIFICATION**

The following is the listing of the DOT Hazard Class for regulated chemicals. This class is referenced for individual chemicals on each of the Tier II tables.

Class 1 - Explosive

Class 2 – Gases

Class 3 – Flammable liquids (and Combustible liquids [U.S.])

Class 4 – Flammable solids; spontaneously combustible materials; and Dangerous when wet materials/water-reactive substances

Class 5 – Oxidizing substances and Organic peroxides

Class 6 – Toxic (poisonous) substances and infectious substances

Class 7 – Radioactive materials

Class 8 – Corrosive substances

Class 9 – Miscellaneous hazardous materials/Products, Substances or Organisms

\*Note: There are sub-classifications under each Class that are not listed. Refer to the Emergency Response Guidebook (ERG) for more detailed information on each Class.

#### **Section 3.1: Tables 1.0 – 4.1**

The following tables, by county, list each county's Tier II chemicals considered reportable by the Federal DOT; chemical placards noted during the random observations of highway traffic are listed in subsequent tables.

Highlighted materials are those observed materials that appear on the Tier II reporting information. The non-highlighted materials are those not found on the Tier II, or possibly Tier II materials under a general placard (i.e.: "Flammable").

Table 1.0 Langlade County EPCRA Tier II Hazardous Materials (27 placard categories)  
(Chemicals observed on highways are highlighted)

| PLACARD NUMBER | CHEMICAL NAME  | GUIDE # | DOT HAZARD CLASS |
|----------------|--|---------|------------------|
| 1005           | AMMONIA, ANHYDROUS   | 125     | 2.2              |
| 1006           | ARGON, COMPRESSED  | 121     | 2.2              |
| 1017           | CHLORINE   | 124     | 2.3              |
| 1066           | NITROGEN, CRYOGENIC LIQUID                                   |         | 2.2              |
| 1075/1978      | PROPANE/LIQUID PETROLEUM GAS                                 | 115     | 2                |
| 1123           | BUTYL ACETATE  | 129     | 3                |
| 1202           | DIESEL FUEL  | 128     | 3                |
| 1203           | UNLEADED GASOLINE  | 128     | 3                |
| 1203           | UNLEADED GASOLINE WITH ETHANOL                               | 127     | 3                |
| 1223           | KEROSENE   | 128     | 3                |
| 1230           | METHANOL   | 131     | 3                |
| 1268           | NAPHTHA, HEAVY HYDROTREATED (MINERAL SPIRITS)                | 128     | 3                |
| 1778           | HYDROFLUOSILICIC ACID  | 154     | 8                |
| 1789           | MURIATIC ACID 20 DEG   | 157     | 8                |
| 1791           | SODIUM HYPOCHLORITE (15% SOLUTION)                           | 154     | 8                |
| 1805           | PHOSPHORIC ACID  | 154     | 8                |
| 1813/1814      | POTASSIUM HYDROXIDE (solid/solution)                         | 154     | 8                |
| 1823           | CAUSTIC SODA   | 154     | 8                |
| 1824           | CAUSTIC SODA SOLUTION  | 154     | 8                |
| 1824           | SODIUM HYDROXIDE <55%  | 154     | 8                |
| 1830           | SULFURIC ACID  | 137     | 8                |
| 1977           | LIQUID NITROGEN  | 120     | 2.2              |
| 1993           | DIAZINON AG 500/600 (Phosphorothioate)                       | 128     | 3                |
| 2032           | NITRIC ACID  | 157     | 8                |
| 2672           | AQUEOUS AMMONIA (29% SOLUTION)                               | 154     | 8                |
| 2733           | *AMERCOR 1848  | 132     | 8                |
| 3018           | ETHOPROP MOCAP 10G+MOCOP 6EC<br>(Organophosphorus Pesticide) | 152     | 6.1              |
| 3077           | ALUMINUM SULFATE   | 171     | 9                |
| 3077           | SODIUM PHOSPHATE   | 171     | 9                |
| 3082           | CHLOROTHALONIL   | 171     | 9                |
| 3082           | POLYMERIC DIPHENYLMETHANE DIISOCYANATE<br>(MDI) foams        | 171     | 9                |
| CORROSIVE**    | POTASSIUM DIMETHYLDITHIOCARBAMATE<br>(BULAB 5103)            | 154     | 8                |

\*Green highlighted chemicals are Toxic Inhalation Hazard or Dangerous Water Reactive Material (produces toxic gas upon contact with water); reference Table 1, Green pages of ERG

\*\* General placard observed; may or may not be product listed on Tier II.

Table 1.1 Langlade County Highway Observations (Total Hours: 20)

| Date: 07/10/14 | Location: Hwy. 55 @ Hwy 52 (Lilly) | Time period: 1230-1630 (4) |
|----------------|------------------------------------|----------------------------|
| UN Number      | Product                            | Trailer Type               |
| 2187           | Carbon Dioxide (Refrigerated)      | MC-331                     |

| Date: 07/10/14 | Location: Hwy. 55 @ Hwy 64 (Langlade) | Time period: 1230-1630 (4) |
|----------------|---------------------------------------|----------------------------|
| UN Number      | Product                               | Trailer Type               |
| 1075           | Propane                               | Local Delivery             |
| 2187           | Carbon Dioxide (Refrigerated)         | MC-331                     |

| Date: 7/16/2014<br>7/17/2014 | Location: Hwy 45 @ Hwy 64 (Antigo) | Time: 1530- 1730 (4)<br>0800 - 1000           |
|------------------------------|------------------------------------|---|
| UN Number                    | Product                            | Vehicle Type                                  |
| 1075                         | Propane                            | MC- 331; Local Delivery; 500# Tank on Trailer |
| 1202                         | Diesel Fuel                        | MC-306  |
| 1203                         | Gasoline                           | MC-306 & Local Delivery                       |
| 1863                         | Fuel, Aviation                     | MC-306  |
| 3256                         | Elevated Temp Liquid               | MC-312  |
| 3257                         | Elevated Temp Liquid               | MC-312  |
| CORROSIVE                    | Unknown                            | 53' Box Semi                                  |
| FLAMMABLE                    | Unknown                            | 53' Box Semi                                  |

| Date: 7/18/2014   | Location: Hwy 45/47 @ Cty. 'T' (Summit Lake) | Time: 1100 - 1500 (4)        |
|-------------------|--|------------------------------|
| UN Number         | Product                                      | Vehicle Type                 |
| 1073              | Oxygen, refrigerated                         | MC-331                       |
| 1203              | Gasoline                                     | MC-306                       |
| 1863              | Aviation Fuel                                | MC-306                       |
| 2187              | Carbon Dioxide                               | Local Delivery Truck         |
| FLAMMABLE GAS     | Mixed Load                                   | 53' Box Semi                 |
| NON-FLAMMABLE GAS | Mixed Load / Welding Gas                     | 53' Box Semi / Pick-Up Truck |

| Date: 7/17/2014 | Location: Hwy 47 @ Hwy 45 (Phlox) | Time: 1030-1430 (4) |
|-----------------|-----------------------------------|---------------------|
| UN Number       | Product                           | Vehicle Type        |
| 1203            | Gasoline                          | MC-306              |
| 1993            | Flammable Liquid                  | MC-306              |

Table 2.0 Lincoln County EPCRA Tier II Hazardous Materials (19 placard categories )  
(Chemicals observed on highways are highlighted)

| PLACARD NUMBER | CHEMICAL NAME                                 | GUIDE # | DOT HAZARD CLASS |
|----------------|---|---------|------------------|
| 1006           | ARGON – CRYOGENIC LIQUID                      | 121     | 2.2              |
| 1017           | CHLORINE                                      | 124     | 2.3              |
| 1075/1978      | PROPANE/LIQUIFIED PETROLEUM GAS               | 115     | 2                |
| 1123           | BUTYLACETATE                                  | 129     | 3                |
| 1202           | DIESEL FUEL                                   | 128     | 3                |
| 1203/1993      | UNLEADED GASOLINE                             | 128     | 3                |
| 1203/1993      | UNLEADED GASOLINE WITH ETHANOL                | 127     | 3                |
| 1268           | NAPHTHA, HEAVY HYDROTREATED (Mineral Spirits) | 128     | 3                |
| 1778           | HYDROFLUOSILICIC ACID                         | 154     | 8                |
| 1791           | SODIUM HYPOCHLORITE (15% SOLUTION)            | 154     | 8                |
| 1813/1814      | POTASSIUM HYDROXIDE (SOLID/SOLUTION)          | 154     | 8                |
| 1823           | CAUSTIC SODA                                  | 154     | 8                |
| 1824           | SODIUM HYDROXIDE <55%                         | 154     | 8                |
| 1830           | SULFURIC ACID                                 | 137     | 8                |
| 2032           | NITRIC ACID                                   | 157     | 8                |
| 2672           | AQUEOUS AMMONIA (29% SOLUTION)                | 154     | 8                |
| 2733           | *AMERCOR 1848                                 | 132     | 8                |
| 3077           | ALUMINUM SULFATE                              | 171     | 9                |
| 3077           | SODIUM PHOSPHATE                              | 171     | 9                |
| 3082           | CHLOROTHALONIL                                | 171     | 9                |
| 3453/1805      | PHOSPHORIC ACID (Solid/Solution)              | 154     | 8                |

\*Green highlighted chemicals are Toxic Inhalation Hazard or Dangerous Water Reactive Material (produces toxic gas upon contact with water); reference Table 1, Green pages of ERG

Table 2.1 Lincoln County Highway Observations (Total Hours: 32)

| Date: 7/09/2014 | Location: Hwy 51 @ Hwy 8 (Tomahawk)       | Time period: 0900-1300 (4)      |
|-----------------|---|---------------------------------|
| UN Number       | Product                                   | Trailer Type                    |
| 1075            | Propane                                   | 20# & 100# Cylinders on Trailer |
| 1920            | Nonanes                                   | 53' Box Semi                    |
| 1993            | Flammable Liquid                          | MC-306                          |
| 2014            | Hydrogen Peroxide                         | MC-307                          |
| 2187            | Carbon Dioxide, Cryogenic (FLAMMABLE GAS) | MC-331                          |
| 2801            | Dye, Liquid, Corrosive, n.o.s.            | 53' Box Semi                    |
| 3257            | Elevated Temp. Liquid                     | MC-312                          |
| CORROSIVE       | Unknown                                   | 53' Box Semi                    |
|                 |   |                                 |

|                  |  |                               |
|------------------|--|-------------------------------|
| Date: 7/09/2014  | Location: Hwy 107 @ Cty. 'S'<br>(Tomahawk) | Time period: 1400 – 1800 (4 ) |
| <b>UN Number</b> | <b>Product</b>                             | <b>Trailer Type</b>           |
| 1993             | Gasoline                                   | MC-306                        |

|                  |   |                               |
|------------------|---|-------------------------------|
| Date: 7/24/2014  | Location: Cty. 'Q' @ Cty. 'K'<br>(Tomahawk) | Time period: 1315 – 1715 (4 ) |
| <b>UN Number</b> | <b>Product</b>                              | <b>Trailer Type</b>           |
| 1075             | Propane                                     | MC-331                        |
| 1202             | Diesel Fuel                                 | MC-306                        |
| 1203             | Diesel Fuel                                 | MC-306                        |

|                  |   |                             |
|------------------|---|-----------------------------|
| Date: 7/24/2014  | Location: Hwy 51 @ Hwy 86<br>(Tomahawk) | Time period: 0830-1230 (4 ) |
| <b>UN Number</b> | <b>Product</b>                          | <b>Trailer Type</b>         |
| 1075             | Propane                                 | MC-331                      |
| 1202             | Fuel Oil                                | Local Delivery              |
| 1203             | Gasoline                                | MC-306                      |
| 3264             | Corrosive Liquid, Acidic, n.o.s.        | 53' Box Semi                |
| DANGEROUS        | Unknown                                 | 53' Box Semi                |

|                  |  |   |
|------------------|--|---|
| Date: 6/17/2014  | Location: Hwy 64 @ Hwy 51<br>(Merrill)         | Time period: 1300 – 1700 (4 )                   |
| <b>UN Number</b> | <b>Product</b>                                 | <b>Trailer Type</b>                             |
| 1075             | Propane  | MC-331; Local Delivery; 20#<br>Cylinder Trailer |
| 1203             | Gasoline                                       | MC-306  |
| 1993             | Flammable Liquid                               | MC-306  |
| 3264             | Corrosive Liquid, acidic,<br>inorganic, n.o.s. | 53' Box Semi                                    |
| CORROSIVE        | Unknown  | MC-307  |
| DANGEROUS        | Unknown  | Air Gas Box Truck                               |
| FLAMMABLE GAS    | Unknown  | Air Gas Box Truck                               |
| NON-FLAMMABLE    | Welding Gasses                                 | 53' Box Semi                                    |
| OXYDIZER         | Unknown  | 53' Box Semi                                    |

|                   |   |                               |
|-------------------|---|-------------------------------|
| Date: 06/17/2014  | Location: Hwy 107 @ Hwy 64<br>(Merrill) | Time Period: 0800 - 1200 (4 ) |
| <b>UN Number</b>  | <b>Product</b>                          | <b>Trailer Type</b>           |
| 1075              | Propane                                 | 20# Cylinder Truck & Trailer  |
| FLAMMABLE GAS     | Welding Gases                           | Box Truck (Air Gas)           |
| NON-FLAMMABLE GAS | Welding Gases                           | Box Truck (Air Gas)           |

| Date: 6/17/14 | Location: Hwy 51 @ Cty. 'K'<br>(Merrill) | Time Period: 1300-1700<br>(4) |
|---------------|--|-------------------------------|
| UN Number     | Product                                  | Trailer Type                  |
| 1001          | Acetylene                                | 35' Box Truck                 |
| 1066          | Nitrogen, Refrigerated                   | MC-338                        |
| 1072          | Oxygen, Compressed                       | Home Medical                  |
| 1075          | Propane                                  | MC-331, Local Delivery        |
| 1202          | Fuel Oil                                 | Local Delivery                |
| 1203          | Gasoline                                 | MC-306; Local Delivery        |
| 1999 (HOT)    | Tars, Liquid                             | MC-312                        |
| 2014          | Hydrogen Peroxide                        | MC-331                        |
| 2067          | Ammonium Nitrate/Fertilizer              | 53' Box Semi                  |
| 2187          | Carbon Dioxide                           | Tube Trailer                  |
| 3257          | Elevated Temp Liquid                     | MC-312                        |

| Date: 6/17/14           | Location: Hwy 17 @ Cty 'G'<br>(Merrill) | Time period: 0800-1200<br>(4) |
|-------------------------|---|-------------------------------|
| UN Number               | Product                                 | Vehicle Type                  |
| 1203                    | Gasoline                                | MC-306; local fuel trucks     |
| FLAMMABLE GAS (Placard) | Unknown                                 | Panel Truck                   |

Table 3.0 Marathon County EPCRA Tier II Hazardous Materials (43 Placard categories)  
(Chemicals observed on highways are highlighted)

| PLACARD NUMBER              | CHEMICAL NAME                   | GUIDE # | DOT HAZARD CLASS |
|-----------------------------|---------------------------------|---------|------------------|
| 1005                        | ANHYDROUS AMMONIA               | 125     | 2.2              |
| 1006/ NON-<br>FLAMMABLE GAS | ARGON                           | 121     | 2.2              |
| 1013                        | CARBON DIOXIDE                  | 120     | 2.2              |
| 1017                        | CHLORINE                        | 124     | 2.3              |
| 1073                        | OXYGEN (REFRIGERATED LIQUID)    | 122     | 2.2              |
| 1075 / 1978                 | PROPANE/LIQUIFIED PETROLEUM GAS | 115     | 2.1              |
| 1079                        | SULFUR DIOXIDE                  | 125     | 2.3              |
| 1090                        | ACETONE                         | 127     | 3                |
| 1170                        | ETHYL ALCOHOL                   | 127     | 3                |
| 1193                        | METHYL ETHYL KETONE             | 127     | 3                |
| 1198                        | FORMALDEHYDE                    | 132     | 8                |
| 1202                        | DIESEL FUEL                     | 128     | 3                |
| 1203                        | UNLEADED GASOLINE               | 128     | 3                |
| 1203                        | UNLEADED GASOLINE WITH ETHANOL  | 127     | 3                |
| 1219                        | ISOPROPYL ALCOHOL               | 129     | 3                |
| 1223                        | KEROSENE                        | 128     | 3                |
| 1230                        | METHANOL                        | 131     | 3                |

|           |   |     |     |
|-----------|---|-----|-----|
| 1268      | MINERAL SPIRITS (NAPHTOL SPIRITS)       | 128 | 3   |
| 1748      | CALCIUM HYPOCHLORITE                    | 140 | 8   |
| 1778      | HYDROFLUOSILICIC ACID                   | 154 | 8   |
| 1778      | FERRIC CHLORIDE SOLUTION                | 154 | 8   |
| 1779      | FORMIC ACID 90%                         | 153 | 8   |
| 1789      | HYDROCHLORIC ACID                       | 157 | 8   |
| 1790      | HYDROFLUORIC (MURIATIC) ACID            | 157 | 8   |
| 1791      | SODIUM HYPOCHLORITE (12.5%)             | 154 | 8   |
| 1805      | PHOSPHORIC ACID                         | 154 |     |
| 1823      | SODIUM HYDROXIDE                        | 154 |     |
| 1824      | CAUSTIC SODA – 25%                      | 154 | 8   |
| 1830      | SULFURIC ACID                           | 137 | 8   |
| 1863      | JPE-UNIVERSAL FUEL                      | 128 | 3   |
| 1910      | CALCIUM OXIDE                           | 157 | 8   |
| 1951      | LIQUID ARGON, CRYOGENIC                 | 120 | 2.2 |
| 1977      | NITROGEN, CRYOGENIC                     | 120 | 2.2 |
| 1987      | DENATURED ETHANOL 200 PROOF             | 127 | 3   |
| 1993      | CRUDE SULFATE TURPENTINE                | 128 | 3   |
| 1993      | ETHYLENE GLYCOL BUTYLEETHER             | 128 | 3   |
| 2014      | HYDROGEN PEROXIDE (50%)                 | 140 | 5.1 |
| 2032*     | NITRIC ACID                             | 157 | 8   |
| 2187      | CARBON DIOXIDE (CRYOGENIC)              | 120 | 2.2 |
| 2586      | ALKYLBENZENE SULFONIC ACID              | 153 | 8   |
| 2672      | AMMONIA, AQUA (19.2%) (HYDROXIDE)       | 154 | 8   |
| 2693      | MAGNESIUM BISULFITE SOLUTION            | 154 | 8   |
| 3261      | HYDROXYACETIC ACID (HYDRISTAIN, HC1700) | 154 | 8   |
| 3264      | ALUMINUM SULFATE SOLUTION               | 154 | 8   |
| 3264      | LIQUID ALUM (LOW IRON)                  | 154 | 8   |
| 3265      | LACTIC ACID 88%                         | 153 | 8   |
| CORROSIVE | DAIRY ACID #42                          | 153 | 8   |

\*Green highlighted chemicals are Toxic Inhalation Hazard or Dangerous Water Reactive Material (produces toxic gas upon contact with water); reference Table 1, *Green* pages of ERG

Table 3.1 Marathon County Highway Observations (Total Hours: 28)

| Date: 05/13/14    | Location: Hwy 51 N. of Hwy 29'  | Time Period: 1400-1800 (4)                   |
|-------------------|---------------------------------|--|
| UN Number         | Product                         | Vehicle Type                                 |
| 1075              | Propane                         | MC-331; Local Delivery; 20# cylinder trailer |
| 1203              | Gasoline                        | MC-306                                       |
| 1824              | Sodium Hydroxide Solution       | 53' Box Semi                                 |
| 3257              | HOT                             | MC-312; Hot Mix Trailer                      |
| 3264              | Corrosive Liquid; Acidic n.o.s. | 53' Box Semi                                 |
| CORROSIVE         | Unknown                         | 53' Box Semi                                 |
| DANGEROUS         | Unknown                         | 53' Box Semi                                 |
| NON-FLAMMABLE GAS | Unknown                         | Panel Truck                                  |

| Date: 5/15/14              | Location: Hwy 51 S. of Hwy 29<br>(Also I-39) | Time period: 0815 - 1215 (4) |
|----------------------------|--|------------------------------|
| UN Number                  | Product                                      | Vehicle Type                 |
| 1073                       | Oxygen, Refrigerated                         | MC-338                       |
| 1075                       | Propane                                      | MC-331; Local Delivery       |
| 1077                       | Propylene                                    | 53' Box Semi                 |
| 1203                       | Gasoline                                     | MC-306                       |
| 1264/CORROSIVE             | Paraldehyde                                  | 53' Box Semi                 |
| 1824                       | Caustic Soda Solution                        | 53' Box Semi                 |
| 1987**                     | Alcohols, n.o.s.                             | 53' Box Semi                 |
| 1993**                     | Flammable Liquid                             | MC-306                       |
| 2187                       | Carbon Dioxide, Refrigerated                 | MC-338                       |
| DANGEROUS                  | Unknown                                      | Fed Ex Box Truck; Box Truck  |
| CORROSIVE                  | Unknown                                      | 53' Box Semi                 |
| FLAMMABLE GAS              | Welding Gasses/Unknown                       | Box Truck; 53' Box Semi;     |
| NON-GLAMMABLE GAS          | Welding Gasses                               | Box Truck                    |
| ORGANIC PEROXIDE (placard) | ORGANIC PEROXIDE                             | 53' Box Semi                 |
| OXYDIZERS                  | Unknown                                      | Fed Ex Box Truck             |
| OXYGEN                     | Oxygen (compressed)                          | Panel Van                    |

\*\* General placard observed; may or may not be product listed on Tier II.

| Date: 5/14/14     | Location: Hwy 29 @ Cty. 'X'<br>(Weston) | Time period: 0830 - 1230 (4)                   |
|-------------------|---|--|
| UN Number         | Product                                 | Vehicle Type                                   |
| 1075              | Liquid Petroleum Gas                    | MC-331; Local Deliver; 20#<br>cylinder trailer |
| 1203              | Gasoline                                | MC-306; Local Delivery                         |
| 1824              | Sodium Hydroxide Solution               | 53' Box Semi                                   |
| 1987              | Alcohols (n.o.s.)                       | MC-306   |
| 1993              | Gasoline                                | MC-306   |
| 3257              | HOT (Poss. Asphalt)                     | MC-312   |
| CORROSIVE         | Unknown                                 | 53' Box Semi                                   |
| DANGEROUS         | Unknown                                 | 53' Box Semi                                   |
| FLAMMABLE         | Unknown                                 | Box Truck                                      |
| NON-FLAMMABLE GAS | Unknown                                 | Panel Truck                                    |
| OXIDIZER          | Unknown                                 | 53' Box Semi                                   |

| Date: 5/14/14                  | Location: Hwy 52 @ Cty 'Y'<br>(Hogarty) | Time period: 1300-1700 (4) |
|--------------------------------|---|----------------------------|
| UN Number                      | Product                                 | Vehicle Type               |
| 1075                           | Liquid Petroleum Gas                    | Local Delivery Trucks      |
| FLAMMABLE/NON-FLAMMABLE<br>GAS | Welding Gasses                          | 1-Ton Pick-Up Truck        |

| Date: 5/12/14 | Location: Hwy 29 @ Hwy 13 (N)<br>(Abbotsford) | Time period: 0830 - 1230 (4)        |
|---------------|---|-------------------------------------|
| UN Number     | Product                                       | Vehicle Type                        |
| 1203          | Gasoline                                      | MC-306                              |
| 1977          | Nitrogen                                      | Pick-Up Truck w/camper-type trailer |
| 2187          | Carbon Dioxide, Refrigerated                  | MC-338                              |
| 3257          | Elevated Temp. Liquid                         | MC-312                              |
| HOT           | Elevated Temp Liquid                          | MC-312                              |

| Date: 5/12/14      | Location: Hwy 29 @ Hwy 13 (S)<br>(Abbotsford) | Time period: 1245 - 1645 (4) |
|--------------------|---|------------------------------|
| UN Number          | Product                                       | Vehicle Type                 |
| 1075               | Propane                                       | MC-331                       |
| 1203               | Gasoline                                      | MC-306                       |
| FLAMMABLE GAS      | Mixed-Load                                    | 25' Box Truck                |
| NON-FLAMMABLE GAS  | Mixed Load                                    | 25' Box Truck                |
| OXIDIZER/CORROSIVE | Unknown                                       | 53' Box Semi                 |
| OXYGEN             | Oxygen, Compressed                            | 20' Box Truck                |

| Date: 6/03/14 | Location: Hwy 97 @ Hwy 153<br>(Stratford) | Time period: 0900 - 1300 (4) |
|---------------|---|------------------------------|
| UN Number     | Product                                   | Vehicle Type                 |
| 1075          | Propane                                   | Local Delivery               |
| 1133          | Adhesives (flammable)                     | 53' Box Semi                 |
| 1202          | Fuel Oil                                  | Local Delivery               |
| 1203          | Gasoline                                  | MC-306; Local Delivery       |
| CORROSIVE     | Unknown                                   | 26' Box Truck                |
| FLAMMABLE     | Unknown                                   | 53' Box Semi                 |
| OXYGEN        | Oxygen (compressed)                       | 26' box Truck                |

Table 4.0 Oneida County EPCRA Tier II Hazardous Materials (27 Placard Categories)  
(Chemicals observed on highways are highlighted)

| PLACARD NUMBER | CHEMICAL NAME                     | GUIDE # | DOT HAZARD CLASS |
|----------------|-----------------------------------|---------|------------------|
| 1005           | AMMONIA (HYDRATED)                | 125     | 2.2              |
| 1017           | CHLORINE                          | 124     | 2.3              |
| 1072           | OXYGEN (COMPRESSED)               | 122     | 2.3              |
| 1073           | OXYGEN (CRYOGENIC)                | 122     | 2.2              |
| 1075/1978      | PROPANE                           | 115     | 2.1              |
| 1123           | N-BUTYL ACETATE                   | 129     | 3                |
| 1170           | ETHYL ALCOHOL                     | 127     | 3                |
| 1202           | DIESEL FUEL                       | 128     | 3                |
| 1203           | UNLEADED GASOLINE                 | 128     | 3                |
| 1203           | UNLEADED GASOLINE WITH ETHANOL    | 127     | 3                |
| 1206           | HEPTANE                           | 128     | 3                |
| 1219           | ISOPROPYL ALCOHOL                 | 129     | 3                |
| 1223           | KEROSENE                          | 128     | 3                |
| 1274           | NORMAL PROPYL ALCHOL              | 129     | 3                |
| 1276           | NORMAL PROPL ACETATE              | 129     | 3                |
| 1294           | TOLUENE SOLUTION                  | 130     | 3                |
| 1773           | FERRIC CHLORIDE (35%)             | 157     | 8                |
| 1778           | HYDROFLUOSILCIC ACID              | 154     | 8                |
| 1791           | SODIUM HYPOCHLORITE (10-16%)      | 154     | 8                |
| 1805/3453      | PHOSPHORIC ACID                   | 154     | 8                |
| 1824           | SODIUM HYDROXIDE                  | 154     | 8                |
| 1830           | SULFURIC ACID                     | 137     | 8                |
| 1977           | NITROGEN (CRYOGENIC)              | 120     | 2.2              |
| 1993           | PETROLEUM PRODUCTS                | 128     | 3                |
| 2187           | CARBON DIOXIDE                    | 120     | 2.2              |
| 2967           | SULFAMIC ACID                     | 154     | 8                |
| 3264           | ALUMINUM SULFATE AS LIQUIED ALUM  | 154     | 8                |
| 3271           | PROPYLENE GLYCOL MONOPROPYL ETHER | 127     | 3                |

Table 4.1 Oneida County Highway Observations (Total Hours: 20)

| Date: 07/10/2014 | Location: Hwy. 51 @ Hwy. 47<br>(Woodruff) | Time period: 0830 -1230 (4 ) |
|------------------|---|------------------------------|
| UN Number        | Product                                   | Trailer Type                 |
| 1075             | Propane                                   | MC-331; 53' Box Semi         |
| 1203             | Gasoline                                  | MC-306                       |
| 3257             | Elevated Temp Liquid                      | MC-312                       |

| Date: 07/09/14 | Location: Hwy. 8 @ Hwy. 51<br>(Exit 234)     | Time period: 1400- 1800 (4 )    |
|----------------|--|---------------------------------|
| UN Number      | Product                                      | Trailer Type                    |
| 1075           | Propane                                      | 20# & 100# Cylinders on Trailer |
| 1993           | Flammable Liquid                             | MC-306                          |
| 2014           | Hydrogen Peroxide                            | MC-307                          |
| 2187           | Carbon Dioxide, Cryogenic<br>(FLAMMABLE GAS) | MC-331                          |
| 3257           | Elevated Temp. Liquid                        | MC-312                          |
| CORROSIVE      | Unknown                                      | 53' Box Semi                    |

| Date: 08/14/14 | Location: Hwy. 8/17/47 Intersection<br>(Rhineland) | Time Period: 1400-1800 (4) |
|----------------|--|----------------------------|
| UN Number      | Product  | Trailer Type               |
| 1001           | Acetylene (welding gasses)                         | 1 Ton Pick-Up              |
| 1066           | Nitrogen (Cryogenic)                               | MC-338                     |
| 1072           | Oxygen   | MC-331                     |
| 1075           | Propane  | MC-331                     |
| 1202           | Diesel Fuel  | MC-306                     |
| 1203           | Gasoline   | MC-306                     |
| 1263           | Paint (Flammable)                                  | 53' Box Semi               |
| 1958           | Refrigerant Gas                                    | Panel Truck                |
| 2902           | Pesticide, Liquid, Toxic                           | 51' Box Semi               |
| 3257           | Elevated Temp. Liquid (Asphalt)                    | MC-312                     |
| 3291           | Medical Waste                                      | Box Truck                  |
| DANGEROUS      | Unknown  | Fed-Ex Panel Truck         |
| EXPLOSIVE 1.4  | Fireworks  | Panel Truck                |

| Date: 07/9/14 | Location: Hwy. 45 @ Hwy. 8<br>(Monico) | Time period: 1400-1800 (4) |
|---------------|--|----------------------------|
| UN Number     | Product                                | Trailer Type               |
| 1203          | Gasoline                               | MC - 306                   |
| 3257          | Elevated Temp Liquid                   | MC-312                     |
| CORROSIVE     | Unknown                                | 53' Box Semi               |

| Date: 07/10/14 | Location: Hwy. 17 @ Cty 'A'<br>(Sugar Camp) | Time period: 0800-1200 (4) |
|----------------|---|----------------------------|
| UN Number      | Product                                     | Trailer Type               |
| 1202           | Fuel Oil                                    | Local Delivery             |
| 1203           | Gasoline                                    | MC-306                     |
| 1075           | Propane                                     | MC-331                     |
| 3257           | Elevated Temp. Liquid (Asphalt)             | MC-312                     |

### Pipeline Transportation

Several counties involved in this study have an underground pipeline running through them which carry natural gas. The Office of Emergency Management for affected Counties has contact information for the pipeline company.

### Crude Oil

Recent events have created a strong public interest in the safety of crude oil shipments. It is noted that there is no Bakken crude oil being shipped through the study counties.

### Rail Road Transportation Information

*(Security Sensitive Information)*

*WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know," as defined in 49 CFR parts 15 and 1520, except with the permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.*

**Canadian National (CN)** has one line that runs through the study counties, and provided a list of ten (10) dangerous goods they transported in 2013. *There were two chemicals on their transportation report that are not listed on every County's Tier II report, along with several N.O.S. (not specified) chemical categories that should be taken into consideration in First Responder response planning.* The Counties office of Emergency Management has the specific list of chemicals.

There is good cooperation between CN railroad and the counties. Sawyer County is holding a joint tabletop exercise with Washburn County in October, 2014 and a full-scale exercise in spring of 2015, in cooperation with CN railroad, to deal with chemical spills that may result from railroad transportation.

For security and general reporting purposes, CN transported chemicals were categorized into the following *DOT Hazard Classifications*:

- **Class 2: Gases**
  - Sub classification of 2.1
- **Class 3: Flammable (and combustible) liquids**
- **Class 4: Flammable solids; spontaneously combustible materials; dangerous when wet/water reactive materials.**
  - Sub classification of 4.1
- **Class 8: Corrosive Substances**
- **Class 9: Miscellaneous hazardous materials/Products, Substances or Organisms**

#### **Section 4: First Responder Survey Results**

##### FIRE DEPARTMENT SURVEYS – Langlade County (4 responses)

Note: The full-time fire department in the county is the City of Antigo

- 1) Range of size department 22
- 2) Range of Call Volume 30 – 50 (volunteer); 1800 (City of Antigo)
- 3) Operations capable? 50 – 100%
- 4) HazMat Training (range): (Volunteer Dept.'s Only)
  - a. Awareness: 7 – 15 Ave: 11
  - b. Operations: 7 – 25 Ave: 12
  - c. Technician 0
- 5) First Response to HazMat? Yes
- 6) Trained w/ HazMat Provider? 1- Yes 3- No
  - a. Last training? 1 year
- 7) Aware of hazmat in area? Some
  - a. Types: Petroleum products, L.P., possible agriculture chemicals
- 8) Haz Mat call volume/2013 0 - 2
  - a. Materials involved: Fuel spills
- 9) Want more Haz Mat training? 4 -Yes
  - a. Type: Op's and Tech refresher (City); general training (volunteers); "Some guys may be interested in the training."

Note: The City of Antigo currently provides Level III haz mat response for Langlade County. As of January 2015, Antigo will no longer be providing this response for the County, and Langlade County will be contracting with Oneida County for primary Level III response.

### **LAW ENFORCEMENT SURVEYS** (2 responses)

John Shenke, Chief Deputy Sheriff's Dept.: Sheriff's squad cars do have the ERG books, but Deputies are not trained (or at least refreshed) on their use. Deputy Shenke was not aware of any training that has or is occurring, outside of current basic recruit training requirements.

Captain Musaf, City of Antigo P.D., stated that they do have the ERG's in their police squads, but that he is unaware of any refresher training ever offered on their use, or any other *Awareness* refresher training. Cost and time permitting, the training would be welcomed.

### **EMS AGENCIES** (2 responses)

Gordon (Digger) Hayes, the EMS Coordinator for the towns of Antigo, Polar and Price, stated that they receive annual hazardous materials refresher training through the Town of Antigo. He could not state specifically what level of training it was, however.

Mary Greunke, Squad Chief Pickerel Volunteer Fire Dept. and Rescue Squad, Inc., stated that they had *Awareness* training when it first came available some time ago, but has had nothing since. She stated that they would be very interested in additional training, as they have EMT's and firefighters with old training, and new members that have nothing except what they had in EMT class. She is interested in knowing what they need to do to bring their department up to the level "as everyone else."

### **PUBLIC WORKS DEPARTMENTS**

Don Moyle, Shop Superintendent for Langlade County Highway Department, stated that annual safety training is provided for their personnel that includes Mine Safety and Health Administration (MSHA) Material Safety Data Sheet (MSDS) and Hazardous Communications (Haz Comm) training. While he is familiar with the ERG book, he is not certain it is covered in any detail in the MSHA training process.

Message was left with Julie Zack, Safety Officer for the City of Antigo Department of Public Works. A response had not arrived at the time of this writing. The Emergency Management Director could do a follow-up with Ms. Zack to determine training needs.

## FIRE DEPARTMENT SURVEYS – Lincoln County (2 responses)

Note: The full-time fire department in the county is the City of Merrill

- 1) Range of size department 23 (City of Merrill) 32 (volunteer dept.)
- 2) Range of Call Volume 2000 (City); 18 (Volunteer)
- 3) Operations Level capable? 1 – Yes (City); 1 - No
- 4) HazMat Training (range):
  - a. Awareness: 100% (City) 0 - volunteer
  - b. Operations: 100% (City) 0 - volunteer
  - c. Technician 4 (City) 0 - volunteer
- 5) First Response to HazMat? City - Yes; volunteer - No
- 6) Trained w/ HazMat Provider? 2- No
  - a. Last training? n/a
- 7) Aware of hazmat in area? 1 – Yes (City); 1- No
  - a. Types: Petroleum/fuel products, propane; “We have a 23-mile ‘backbone’ highway and single lane train through our response area.”
- 8) Haz Mat call volume/2011 0 - 3
- 9) Want more Haz Mat training? 2 Yes
  - a. Type: Awareness/Operations Level training/refresher.

## LAW ENFORCEMENT SURVEYS (3-responses)

Two of the Law Enforcement Agencies that responded to the survey indicated that their personnel were *Awareness* trained, while one stated that no one had the training. One department stated they had an *Operations* trained officer. None of the departments could state that they had annual hazardous materials training. None knew how many hazardous materials incidents their officers responded to, but indicated that the one’s they were on scene for were usually a spill of a petroleum product. All three departments would be interested in *Awareness* and/or refresher training.

## EMS Service Surveys (1 response)

Lincoln County EMS advised that all of their personnel are *Awareness* level trained. They do not as a rule respond to hazardous materials incidents. Their last refresher training occurred two (2) years ago. They do not have any *Operations* trained personnel, and have not trained with any county hazardous materials response teams. The service was not interested in obtaining any specific hazardous materials training.

## Public Works Departments

Mike VanDeWeerd, the Highway Commissioner for Lincoln County advised that they receive hazardous materials and safety training from Alpha Terra Science, an environmental engineering and safety/health consulting firm in Plymouth, Wis. He stated that this training included the use of the Emergency Response Guidebook (ERG).

Richard Lupkon, the Street Commissioner for the City of Merrill, stated that there has been no *Awareness* level training for the City of Merrill public works department, and that they do not participate in the County's training efforts at this time. He would be interested in obtaining *Awareness* level training for his personnel.

## FIRE DEPARTMENT SURVEYS – Marathon County

(6 Fire Departments Responded)

Note: The full-time fire department in the county is the City of Wausau

- 1) Range of size department XX (Wausau FD) 22 - 40 Ave: 35 (volunteer)
- 2) Range of Call Volume XX (City) 35 – 500 (vol.)
- 3) Operations Level Trained? City: YES 3 -Yes (partial) 2- No
- 4) HazMat Training (range): \*1 dept. stated their FF's were COMM 30 grandfathered.
  - a. Awareness: 100 % (City) 5 – 18 (vol.) ; 2 Depts. 100%
  - b. Operations: 100 % (City) 0 – 36 (vol); 3 Depts. @ 50% or >
  - c. Technician 0 – 2 Ave: .5
- 5) First Response to HazMat? 6 - Yes 0 - No
- 6) Trained w/ HazMat Provider?
  - a. Last training? 1 - Yes 5 - No
  - b. Last in-house training unknown – 1 yr.
- 7) Aware of hazmat in area? 6 - Yes 0 - No
  - a. Types: Petroleum products; fuels (gasoline), pipeline products, paper mill chemicals.
- 8) Haz Mat call volume/2011 0 – 6 Ave: 1
  - a. Materials involved: diesel fuel; CO alarms
- 9) Want more Haz Mat training? 6 - Yes 0 - No
  - a. Type: Awareness/Operations level & refresher; train with county and regional team.

## **LAW ENFORCEMENT SURVEYS**

Sheriff's Patrol Lieutenant Fred Goch stated that their Bomb Squad technicians have had hazardous materials training, as have those that deal with drug labs. Other deputies get occasional refresher training on the ERG (which the squads carry) "as needed," but no specific time frames were identified.

Police Chief Brian Hardel stated that their squad card did carry the ERG to his knowledge, but there has been no continuing education on the use of them that he is aware of. He said that such training would be valuable, and that they would have a place for it in their annual 16-hour in-house training.

## **EMS AGENCIES**

Three (3) EMS agencies responded to questions regarding continuing hazardous materials training aside from the initial Weapons of Mass Destruction (WMD) training they received during their EMT training. All three agencies stated that ERG's are carried in their ambulances, and that some form of refresher training on them does occur, but they varied in terms of regularity of training. All three agencies agreed that a more structured and regular approach to hazardous materials/*Awareness* training would be beneficial. Dr. Preweek of the Athens Area Ambulance Service stated that the last training that service had on haz mat was 2 years ago.

## **PUBLIC WORKS DEPARTMENTS**

Dan Raczkowski, Operations Superintendent for Marathon County Public Works Department stated that they do carry the ERG's in their county vehicles, and that the last training on them occurred about 1 year ago. His department is a member of the WI County Highway Association, which hosts an annual conference. Mr. Raczkowski stated that he had the opportunity last year to meet with Frank Docimo from WEM, and he made arrangements for Mr. Docimo to address his association regarding hazardous materials on several occasions, including an upcoming conference this year. Marathon County appears to be well versed on hazardous materials training requirements, and is pro-active in this area.

Rick Mohelnitzky, Superintendent of Public Works for the City of Wausau, stated that they do not participate in the County Highway Association, nor do have they had any *Awareness* training such as the county has had. He would, however, welcome the opportunity to provide the training to his staff.

## FIRE DEPARTMENT SURVEYS –Oneida County (1 response)

Note: The full-time fire department in the county is the City of Rhineland, who is the responder to the survey.

- 1) Range of size department 20
- 2) Range of Call Volume 1500
- 3) Operations capable? Yes
- 4) HazMat Training (range):
  - a. Awareness: 100%
  - b. Operations: 100%
  - c. Technician 14
- 5) First Response to HazMat? Yes
- 6) Trained w/ HazMat Provider? 0 - Yes 3 - No
  - a. Last training? March, 2014.
- 7) Aware of hazmat in area? Yes
  - a. Types: Chlorine, Ammonia, Sulfuric Acid, Oxidizers
  - b. Haz Mat call volume/2013 4 ; Materials involved: Diesel fuel; Propane
- 8) Want more Haz Mat training? 1 - N/A
  - a. Type: Rhineland is part of a Type II team and to continued training throughout the year.

## LAW ENFORCEMENT SURVEYS

Two agencies responded to the survey request. Both agencies stated that no hazardous materials training has occurred outside what was provided during basic police recruit training. One of the agencies stated that if training would be sought out, it would be requested from the Rhineland F.D., as the regional response team. The other agency is interested in getting the training for their personnel.

The Oneida County Sheriff's Department reports that all of their squads to carry the current ERG, but there is no refresher training provided on the use of them, or other *Awareness* topics.

## EMS AGENCIES

Doug Ducach, EMS Manager for Oneida County Ambulance stated that their company provides annual in-house updates for all employees, which can include the use of the ERG, which all of their ambulances carry. There is no formal training from the county or tech college occurring at this point, however. Their service provides all EMS service for the county, with the exception of the City of Rhineland, which has the fire department service.

## PUBLIC WORKS DEPARTMENTS

Attempted contact with Highway Dept. Commissioner Freeman Bennett and Ben Rich, Patrol Superintendent, who have been unavailable due to field work and personnel shortages. Voicemail had not been returned to date. The administrative assistant said that they had annual MSHA training, but was not familiar with the ERG or *Awareness* training occurring.

Made contact with Tony Gillman, Street Dept. Supervisor for the City of Rhinelander. He stated that their department stays current with MSHA training requirements, but he was unaware of *Awareness* training, nor the ERG and use of it. He saw the value of the training, and would support training efforts in this area.

### **Section 5: Survey Observations**

- Most fire departments have some of their personnel trained at the hazmat *Awareness Level*; several departments stated they had no *Awareness Level* trained personnel. This, however, is a misconception because “Entry Level” firefighter training includes *Awareness* training. It is possible, however, if the department is using non-qualified personnel.
- *Operations Level* trained personnel are less prevalent; Firefighter I training does include *Operations* level training, so firefighters who have taken that level of training are *Awareness* and *Operations* level trained.
- *Technician Level* training is the least prevalent, which would be expected if individuals are not part of a formal hazmat response team.
- The career fire departments within these counties are trained at the *Technician* level, as is the Marathon County Hazardous Materials Response Team.
- The actual number of dangerous goods/hazardous materials incidents is a very small percentage (approximately 1%) of the fire departments total call volume.
- Few responding fire departments stated they have trained with their primary county or regional hazardous materials response team (the City of Wausau is Level II provider of haz mat services to Marathon County).
  - For those that have trained with haz mat teams, such training does not occur on any regular basis.
- The majority of survey responses indicated that additional haz mat training would be welcome; the surveys also indicated however, that there is a lack of understanding, or perhaps a misunderstanding of Wisconsin and Federal Code requirements for first responder qualifications for hazardous materials response.

## **Section 6: Law Enforcement & EMS Survey (written and verbal) Observations:**

Per Associate Dean Eric Anderson of the Chippewa Valley Technical College, a four-hour hazardous materials/weapons of mass destruction training component is part of the State Law Enforcement Curriculum. As OSHA requires the annual refresher training for *Awareness Level* responders, those agencies not mandating the training are in violation of Federal and State law. Emergency Response Guidebooks (ERG) could be found in most county squad cars, though officers may have varied capabilities to use them effectively.

Even in cases where law enforcement cruisers are equipped with the ERG in either the book form or as part of their in-squad computer software, familiarity with this resource is dependent upon the individual and how often the guide is used or trained with. There was a consensus that it would be valuable refresher training to have, but it hadn't been widely considered until the topic was brought up via this project. This demonstrated the lack of understanding of Federal and State training requirements by management level law enforcement personnel.

Most enforcement officers have binoculars in their squad while others told me that binoculars are not standard issue, so sizing up an incident becomes more difficult for them even with the ERG information available.

Some law enforcement agencies may have available respirators that utilize activated charcoal as the filtering agent that is effective against organic chemicals that could range from paint fumes to a nerve toxin like Sarin. These respirators are not carried as standard equipment, but are reserved for special team use such as investigators of clandestine drug labs. Determining the level of training on these specific respirators was not part of this study.

Emergency Medical System (EMS) personnel are required to take a 4-hour on-line course provided by the Wisconsin Department of Health Services entitled Weapons of Mass Destruction. There appears to be some confusion as to whether this training is the equivalent of *Awareness* level training. Some personnel obtained their EMS credentials prior to the WMD training requirement. In any case, the general lack of refresher training for county EMT's and First Responders demonstrates the lack of understanding of Federal and State training requirements, and a violation of Federal and State law.

It should be noted that the training portion of the HMEP grant covers an array of hazardous materials training classes for all disciplines of first response personnel. The list of these classes can be viewed on the Wisconsin Emergency Management's (WEM) training portal at: [www.trainingwisconsin.org](http://www.trainingwisconsin.org).

## **Section 7: Department of Public Works Verbal Survey Observations**

Public Works employees are often times overlooked as First Responders. While they may not be part of an initial emergency response dispatch, the nature of their work (driving about in city/county vehicles) lends the potential for these employees to encounter a hazardous materials leak or incident, be it transportation or fixed facility related. They may well be the first public agency employee on the scene and have to notify emergency response agencies of the situation.

This study focused on county and municipality employees to obtain baseline data. These are full-time agencies; therefore it was assumed that they would be aware of any county-wide hazardous materials training efforts for Public Works employees.

Mine Safety and Health Administration (MSHA) worksite safety training was prevalent among most public work departments. This training, while excellent workplace safety training that involves Lock-out/Tag-out, hazard communication (Haz Comm) and Material Safety Data Sheet (MSDS) training, it does not appear to cover *Awareness* components of identifying hazardous material situations outside of the workplace, nor does it appear to cover the ERG or effective use of it.

## **Section 9: Report Summary & Recommendations**

A recognized need for preparedness and increased response capability to dangerous goods/hazardous materials transportation incidents occurred in the 1990's when the State of Wisconsin created the Regional Hazardous Materials Response Teams. It was reaffirmed and expanded to include weapons of mass destruction (WMD) after several "anthrax" threats and incidents across the country after the attacks of September 11, 2001.

Dangerous good/hazardous materials incidents fortunately remain a low-frequency (albeit potentially high-severity) occurrence today. While first responder awareness of the risks involved in these and WMD incidents has been heightened, the relative low frequency of occurrence has resulted in sustainability issues for some organized haz mat response teams and first responders. In addition, the relatively low consequences of the few releases that do occur have resulted in a lower perceived need for annual training on hazardous materials. Even though some counties have service contracts with higher trained haz mat teams outside their county, some local fire departments are still making an initial response to the incident without *Operations Level* trained personnel. These departments are in violation of Federal and State law.

In general, first responder awareness of the potential for dangerous goods/hazardous materials involvement in a transportation accident or fixed facility event is present. Situational awareness will suffer however, if responders cannot recognize the incident as potentially hazmat in nature due to insufficient training. This will result in the increased risk of injury or death to the first responder.

Properly trained first responders should have the knowledge to identify a hazardous material, its' properties, the risks associated with the material, and the actions needed to protect themselves and others through scene control.

Per OSHA, first responder agencies of all disciplines are required to have a written policy for responding to a hazardous materials incident, which may or may not have an associated cost factor. Some officials may view this as a burden, but hazardous commodities continue to have a presence in every response agency's jurisdiction as the information in this study has demonstrated; as such, proper training and direction is necessary to address first responder and public safety and health.

### **Summary of Specifics:**

1. **Langlade County**: 15% of EPCRA reported materials were observed on county highways; the balances of the materials were either transported in quantities below threshold amounts, or were not observed during the study. 85% of observed placards were either in-transit non-county EPCRA hazmat or Unknowns.
2. **Lincoln County**: 16% of hazardous materials listed on the Tier II report were observed on county highways the balance of the materials were either transported in quantities below threshold amounts, or were not observed during the study. 84% of observed placards were either in-transit non-county EPCRA hazmat or Unknowns.
3. **Marathon County**: 12% of hazardous materials listed on the Tier II report were observed on county highways; the balance of the materials were either transported in quantities below threshold amounts, or were not observed during the study. 88% of observed placards were either in-transit non- county EPCRA hazmat or Unknowns.
4. **Oneida County**: 11% of hazardous materials listed on the Tier II report were observed on county highways; the balance of the materials were either transported in quantities below threshold amounts, or were not observed during the study. 89% of observed placards were either in-transit non-county EPCRA hazmat or Unknowns.

5. At least several chemicals reported as being transported through the study counties by rail were not one listed on the EPCRA Tier II reports.
6. Several pipelines are located within the boundaries of this study. Specific pipeline contact information is available through the County Emergency Management Directors
7. Career fire departments in the study area are staffed with personnel trained at the *Technician Level*. The Wausau Fire Department is considered a **Level II** team by the State of Wisconsin. The Antigo Fire Department will cease being the primary hazardous materials response team for Langlade County; the county will contract with Oneida County for these services.
8. The majority of the fire departments that responded to the survey indicated that they have not trained with the county's primary provider of hazardous materials response, nor the regional team.
9. There is a modest perception of what chemicals are being transported through the county, but not a thorough or specific understanding.
- 10. There is a significant misunderstanding, or lack of understanding of the OSHA and WI Administrative Code requirements for training levels and annual refreshers required of any first responder (Fire, Law Enforcement or EMS) who responds to a hazardous materials accident. Public Works Departments have not traditionally been included in the training process. Refresher training for these disciplines is practically non-existent. This lack of, or misunderstanding has caused many departments failing to comply with OSHA and State mandated training requirements.**
11. The vast majority of response agencies would like to have additional training or updates on hazardous materials response practices. A range consisting of no annual training to the minimum required by Federal and State law currently exists and varies by agency.

## Recommendations:

1. *Awareness level* training has occurred in several counties as a result of other commodity flow studies. The training involved the general properties of various groups of hazardous materials as well as hazmat specific to their county; the effective use of the Emergency Response Guidebook (ERG) was covered. The training was well received and popular. Based on this experience, as well as the responses to both the written and verbal surveys/interviews, it is recommended that *Awareness* training be arranged for all response agencies - Fire, Law, EMS or Public Works. Holding a session open to all disciplines may be beneficial in terms of the questions asked and the networking opportunities. Provisions for annual refresher training should be part of the planning.

Including the regional and local *Operations level* team would reaffirm with first responders how to contact these resources, the type of information they need, and establish mutual expectation for response actions to help ensure maximum safety for both responders and the general public.

Some of this type of training is eligible for financial support through the HMEP grant process, and counties should explore that possibility.

2. Some agencies in the past have stated that they feel overtaxed with training requirements. If this is the case for the departments that did not respond to the survey, they would be best served to contact WEM to discuss a proposal that would bring the agencies into compliance over a specific timeframe if efforts towards immediate compliance would prove to be a significant hardship.
3. Each County should work to establish/renew a relationship with their regional *Technician Level* hazardous materials team and a nearby *Operations Level* trained department. This would help ensure smooth communications and coordination of response efforts in the event of a transportation accident involving hazardous materials.
4. As a result of any training, and with the help of the regional *Technician Level* teams, local *Operations Level* teams and *Awareness Level* departments should identify equipment that would improve overall safety; they may wish to research potential grants as a funding source for needed equipment.
5. Continue dialogue with, and take advantage of free training provided by the Railroads.

6. Periodically review Tier II information for changes in materials listing; update First Responders as necessary. An annual review should be set as a minimum.
7. Distribute this commodity flow study to each Law Enforcement, Fire, EMS response agency for review and discussion of the results and recommendations of this study.

It is with gratitude for the support and involvement of each County's Emergency Management Director and particularly Jeff Kraft of Lincoln County who served as the grant coordinator, the County's LEPCs, the departments that participated in the surveys (both written and telephone) and Wisconsin Emergency Management (Mr. Frank Docimo and Ms. Susan Knudson) who provided information and their personal insights, that *5 Bugle Training and Consulting* is able to submit this Transportation Commodity Flow Study.

*Bruce Fuerbringer*, M.S., EFO  
President  
Five Bugle Training & Consulting, LLC.

## Appendix

Table A-1

### Resources for First Response Agencies

#### Railroads

- TRANSCAER (Transportation Community Awareness and Emergency Response).  
Resources include:
  - Emergency planning assistance
  - On-site classroom and hands-on training
  - Support for community drills and exercises
  - Technical information, references and training materials

|                           |  |
|---------------------------|--|
| Canadian National<br>(CN) | David Slauson, Dangerous Goods Officer<br><a href="mailto:David.slauson@cn.ca">David.slauson@cn.ca</a> Phone: 715-345-2540 |
|---------------------------|--|

#### Wisconsin Emergency Management (WEM)

- EPCRA Computer and Hazmat Equipment Grant
  - Contact Rebecca Slater, EPCRA Planner, [Rebecca.slater@wi.gov](mailto:Rebecca.slater@wi.gov) (608) 242-3229
- Hazardous Materials Emergency Preparedness (HMEP) training grant sponsored classes
  - [www.trainingwisconsin.org](http://www.trainingwisconsin.org)
  - Contact Frank Docimo, Hazardous Materials Coordinator, [frank.docimo@wisconsin.gov](mailto:frank.docimo@wisconsin.gov) (608) 242-3228

Table A-2

# Wisconsin's Regional HazMat Response Teams

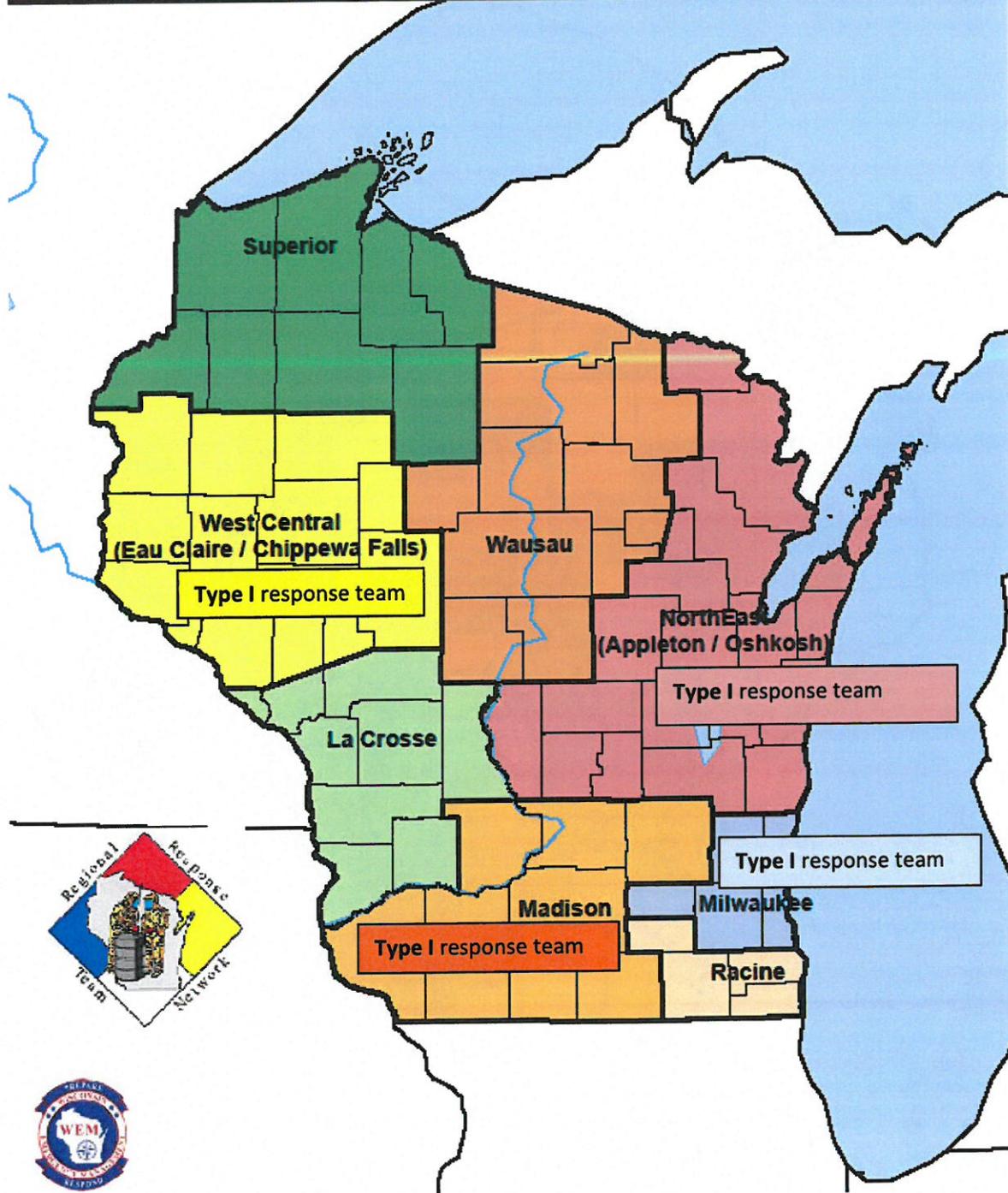
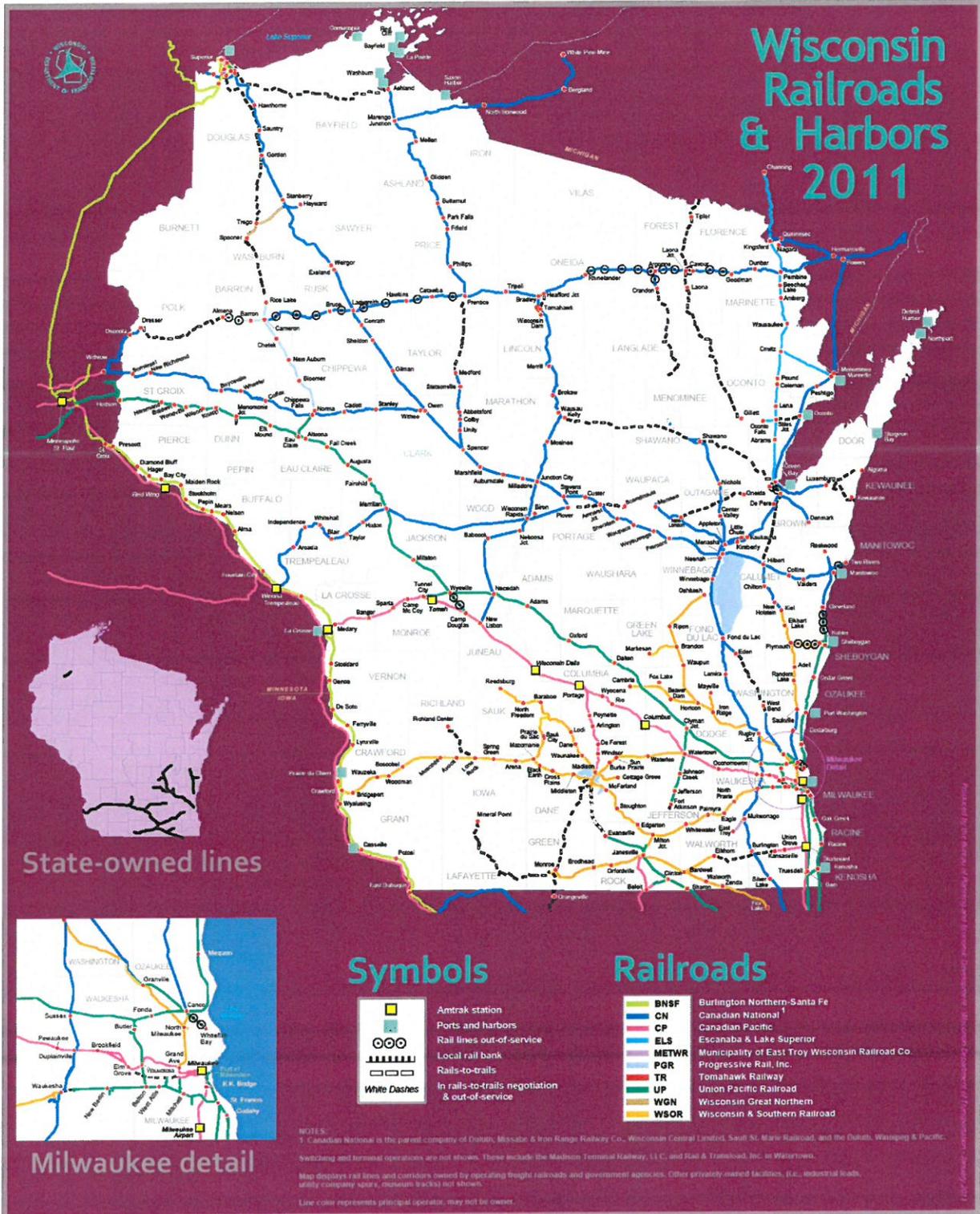




Table A-4





2014

Odometer Reading/Miles Driven as of monthly meeting date

|                            | 1/7/14        | 2/4/14        | 3/4/14        | 4/1/14        | 5/6/14        | 6/3/14        | 7/1/14        | 8/5/14        | 9/9/14        | 10/7/14       |
|----------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Sheriff Greening-401       | 27,972        | 28,472        | 29,426        | 29,873        | 30,465        | 31,265        | 31,677        | 32,996        | 34,285        | 34,850        |
| <b>509 HFA</b>             | <b>1,130</b>  | <b>500</b>    | <b>954</b>    | <b>447</b>    | <b>592</b>    | <b>800</b>    | <b>412</b>    | <b>1,319</b>  | <b>1,289</b>  | <b>565</b>    |
| Chief Deputy -415          | 12,679        | 13,348        | 13,903        | 14,747        | 15,310        | 16,684        | 18,387        | 19,543        | 21,750        | 23,290        |
| <b>481 DER</b>             | <b>692</b>    | <b>669</b>    | <b>555</b>    | <b>844</b>    | <b>563</b>    | <b>1,374</b>  | <b>1,703</b>  | <b>1,156</b>  | <b>2,207</b>  | <b>1,540</b>  |
| Lieutenant - 407           | 79,783        | 80,522        | 81,370        | 82,162        | 83,075        | 84,103        | 85,033        | 85,530        | 86,901        | 87,934        |
| <b>E1917</b>               | <b>964</b>    | <b>739</b>    | <b>848</b>    | <b>792</b>    | <b>913</b>    | <b>1,028</b>  | <b>930</b>    | <b>497</b>    | <b>1,371</b>  | <b>1,033</b>  |
| Investigator - 416         | 88,430        | 89,613        | 90,582        | 92,545        | 94,129        | 95,365        | 97,428        | 99,358        | 101,401       | 103,546       |
| <b>B273</b>                | <b>2,192</b>  | <b>1,183</b>  | <b>969</b>    | <b>1,963</b>  | <b>1,584</b>  | <b>1,236</b>  | <b>2,063</b>  | <b>1,930</b>  | <b>2,043</b>  | <b>2,145</b>  |
| Squad 95 - TRANSP VEH      | 83,761        | 88,336        | 91,404        | 98,279        | 101,330       | 104,111       | 105,858       | 108,160       | 109,639       | 111,974       |
| <b>E703</b>                | <b>4,948</b>  | <b>4,575</b>  | <b>3,068</b>  | <b>6,875</b>  | <b>3,051</b>  | <b>2,781</b>  | <b>1,747</b>  | <b>2,302</b>  | <b>1,479</b>  | <b>2,335</b>  |
| Jail Van                   | 111,521       | 111,521       | 111,521       | 111,521       | 111,521       | 111,521       | 111,521       | 111,521       | 111,521       | 111,521       |
| <b>D793</b>                | <b>0</b>      |
| Training Veh               | 122,537       | 122,738       | 122,741       | 123,530       | 123,880       | 124,761       | 124,938       | 124,938       | 125,431       | 125,627       |
| <b>B272</b>                | <b>466</b>    | <b>201</b>    | <b>3</b>      | <b>789</b>    | <b>350</b>    | <b>881</b>    | <b>177</b>    | <b>0</b>      | <b>493</b>    | <b>196</b>    |
| Dept Black Truck-Forfeited | 121,511       | 122,097       | 122,418       | 122,985       | 123,380       | 123,715       | 123,920       | 124,588       | 125,004       | 125,444       |
| <b>371859</b>              | <b>497</b>    | <b>586</b>    | <b>321</b>    | <b>567</b>    | <b>395</b>    | <b>335</b>    | <b>205</b>    | <b>668</b>    | <b>416</b>    | <b>440</b>    |
| Department Silver Pickup   | 4,012         | 4,655         | 5,497         | 5,882         | 5,955         | 6,089         | 6,227         | 6,381         | 6,763         | 6,871         |
| <b>E4660</b>               | <b>744</b>    | <b>643</b>    | <b>842</b>    | <b>385</b>    | <b>73</b>     | <b>134</b>    | <b>138</b>    | <b>154</b>    | <b>382</b>    | <b>108</b>    |
| Squad 5                    | 35,537        | 41,106        | 45,929        | 51,933        | 57,384        | 62,066        | 66,953        | 70,106        | 74,920        | 77,445        |
| <b>D268</b>                | <b>5,959</b>  | <b>5,569</b>  | <b>4,823</b>  | <b>6,004</b>  | <b>5,451</b>  | <b>4,682</b>  | <b>4,887</b>  | <b>3,153</b>  | <b>4,814</b>  | <b>2,525</b>  |
| Squad 8                    | 36,143        | 40,915        | 44,928        | 49,153        | 55,136        | 59,171        | 63,976        | 68,543        | 72,342        | 76,300        |
| <b>E2540</b>               | <b>6,800</b>  | <b>4,772</b>  | <b>4,013</b>  | <b>4,225</b>  | <b>5,983</b>  | <b>4,035</b>  | <b>4,805</b>  | <b>4,567</b>  | <b>3,799</b>  | <b>3,958</b>  |
| NEW Squad 7                |               |               |               | 182           | 8,727         | 15,555        | 22,074        | 29,033        | 35,772        | 40,061        |
| <b>E702</b>                | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>182</b>    | <b>8,545</b>  | <b>6,828</b>  | <b>6,519</b>  | <b>6,959</b>  | <b>6,739</b>  | <b>4,289</b>  |
| NEW Squad 6 - Durango      |               |               |               | 176           | 200           | 426           | 4,865         | 8,699         | 12,751        | 15,764        |
| <b>E1789</b>               | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>176</b>    | <b>24</b>     | <b>226</b>    | <b>4,439</b>  | <b>3,834</b>  | <b>4,052</b>  | <b>3,013</b>  |
| NEW Squad 9                |               |               |               | 179           | 190           | 250           | 2,367         | 6,865         | 11,404        | 14,644        |
| <b>E4988</b>               | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>179</b>    | <b>11</b>     | <b>60</b>     | <b>2,117</b>  | <b>4,498</b>  | <b>4,539</b>  | <b>3,240</b>  |
| OLD Squad 7 - ENGINE BLOWN | 133,200       |               |               |               |               |               |               |               |               |               |
| <b>DISPOSED</b>            | <b>1,815</b>  | <b>0</b>      |
| OLD Squad 6 - Durango      | 156,512       | 160,094       | 162,514       | 166,273       | 167,875       | 167,885       |               |               |               |               |
| <b>DISPOSED</b>            | <b>4,420</b>  | <b>3,582</b>  | <b>2,420</b>  | <b>3,759</b>  | <b>1,602</b>  | <b>10</b>     | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      |
| <b>Total all Vehicles:</b> | <b>30,627</b> | <b>23,019</b> | <b>18,816</b> | <b>27,008</b> | <b>29,137</b> | <b>24,410</b> | <b>30,142</b> | <b>31,037</b> | <b>33,623</b> | <b>25,387</b> |
|                            |               |               |               |               |               |               |               |               | <b>#REF!</b>  | <b>#REF!</b>  |

