



**NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF HIGHWAY SAFETY  
WASHINGTON, D.C.**

**SURVIVAL FACTORS GROUP CHAIRMAN'S  
FACTUAL REPORT**

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**A. CRASH INFORMATION**

Refer to the *Crash Information and Crash Summary Report* in the docket for this investigation.

**B. SURVIVAL FACTORS GROUP**

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**C. CRASH SUMMARY**

For a summary of the crash, refer to the *Crash Summary Report* in the docket for this investigation.

Note that this crash is the last in a sequence of 3 crashes that occurred in this vicinity. The first crash occurred at 3:31 a.m. and is not being investigated by the NTSB. A second crash occurred at 4:51 a.m. and has the NTSB investigation number HWY20IH009. This report is for the third crash, which occurred at 6:45 a.m.

**D. DETAILS OF THE SURVIVAL FACTORS INVESTIGATION**

Travel to the crash site did not occur due to the COVID-19 pandemic. The investigation was a limited scope field investigation. Accordingly, limited information was collected remotely through the Wisconsin State Patrol (WSP) and other responding agencies for the vehicles, occupants, and emergency response. Interviews of some victims and responders were also conducted.

**1. Vehicles**

There were eight vehicles involved in the crash. Further information about the vehicles can be found in the Vehicle Group Chairman's Factual Report, located in the docket for this investigation.

The damaged vehicles were transported to Blystone’s Towing and Radiator Inc., located at W1201 WI-33, Portage, WI 53901. The vehicle inspections were based on photographs provided by the WSP. The WSP also provided a report for WSP Case Number 000153-8727 titled Limited Reconstruction Analysis.<sup>1</sup> Information from this report has been included in this factual where noted.

### 1.1. 2013 Freightliner truck-tractor towing a 2017 Utility semitrailer

The 2013 Freightliner truck-tractor was destroyed by the collision and post-crash fire. The 2017 Utility semitrailer also sustained severe collision damage and damage from post-crash fire. **Figure 1** shows an overhead view of the remains of the Freightliner truck-tractor and the Chevrolet Malibu at the scene. The yellow box provides an approximate outline of the truck-tractor, and the yellow arrow indicates the right-front wheel. The red box provides an approximate outline of the Chevrolet. The occupant compartment of the Freightliner was destroyed, and an inspection of the debris was not conducted.



**Figure 1.** Overhead view of the Freightliner truck tractor, outlined in the yellow box, with the left-front portion in contact with the Chevrolet Malibu, outlined in red box. [source: WSP]

### 1.2. 2021 Kia Seltos SUV

The 2021 Kia Seltos SUV sustained severe damage from a rear impact which crushed the aft half of the vehicle, as shown in **Figure 2**. The vehicle came to rest after rolling onto its right side.

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<sup>1</sup> SF Attachment: WSP Limited Reconstruction Analysis report.



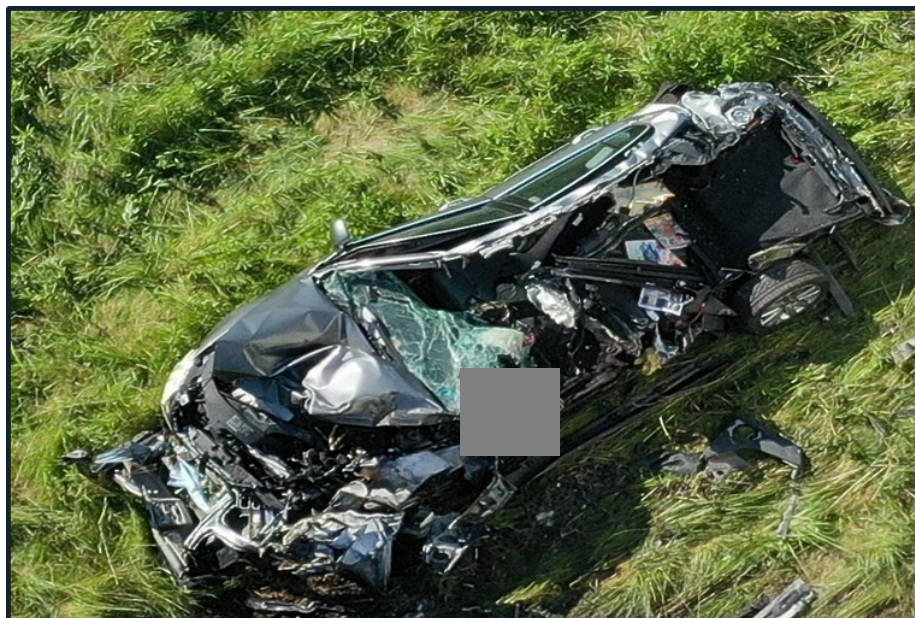


**Figure 2.** Overhead view of the left side of the Kia, which is rolled onto its right side. [source: WSP]

Photographs reveal that while the front seating area appears generally intact, extensive damage is evident from broken windows and the deformed roof, extending throughout the occupant compartment.

### **1.3. 2006 Volkswagen Passat sedan**

The 2006 Volkswagen Passat sedan was destroyed by the collision with the roof torn off of the vehicle and severe damage to the left side and front, as shown in **Figure 3**.



**Figure 3.** Overhead view of the Volkswagen with grey box redacting graphic content. [source: WSP]

Survivable space throughout the occupant compartment appears to have been compromised due to intrusion.

#### 1.4. 1999 Chevrolet Malibu sedan

The 1999 Chevrolet Malibu sedan was destroyed by the collision and post-crash fire. It remained engaged with the 2013 Freightliner post-crash, as shown in figure 1. The entire vehicle was completely destroyed. The WSP Limited Reconstruction Analysis provided a photograph of the Malibu from an alternate angle that is shown in figure 1, see **Figure 4**.



**Figure 4.** View of the Chevrolet Malibu at its final rest position. [source WSP]

#### 1.5. 2018 Ford F150 pickup

The 2018 Ford F150 pickup was destroyed by the collision and post-crash fire as shown in **Figure 5**. The left front corner of the pickup was in contact with the left-rear drive axle of the 2013 Freightliner, as indicated by the yellow arrow.



**Figure 5.** Overhead view of the Ford pickup at its final rest position, with the left-front corner in contact with the left-rear drive axle of the Freightliner. [source: WSP]



## 1.6. 2018 Mack dump truck

The 2018 Mack dump truck sustained damage to the front hood and grill as shown in **Figure 6**. The occupant compartment was not damaged.



**Figure 6.** Left-front view of the Mack dump truck. [source: WSP]

## 1.7. 2020 Peterbilt 579 truck-tractor towing a 2014 Utility semitrailer

The 2020 Peterbilt 579 truck-tractor did not appear damaged, and the 2014 Utility semitrailer were damaged in the collision. **Figure 7** shows an overhead view of the truck-tractor. The vehicle was inspected by police. The WSP Driver Vehicle Examination Report No. WI2674000874 was conducted on June 12, 2020. The report indicated that the truck-tractor and trailer had a mechanical inspection and the trailer was placed out of service due to “disabling damage to sidewalls, lower railing, landing gear, and windguard.”<sup>2</sup> The truck-tractor did not appear damaged.

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<sup>2</sup> See the Vehicle Factors Group Chairman’s Factual report for more information, available in the accident docket.



**Figure 7.** Overhead view of the Peterbilt truck-tractor. [source: WSP]

### **1.8. 2020 Volvo truck-tractor towing a 2007 Utility semitrailer**

No photos were found from the WSP information for the 2020 Volvo truck-tractor and 2007 Utility semitrailer. The driver was allowed to drive the vehicle from the scene.

The WSP Limited Analysis Report (previously referenced) provided a photo of the damaged 2007 Utility semitrailer, see **Figure 8**. The WSP report noted that the semitrailer sustained damage at the aft end during the collision sequence.



**Figure 8.** Right rear view of the 2007 Utility semitrailer. [source: WSP]

## 2. Occupants

The crash involved eight drivers and one passenger, as shown in **Table 1** below.

**Table 1.** Vehicles and occupants.

Vehicle/location	Driver	Passenger	Total
2013 Freightliner truck-tractor	Fatal 1		Fatal 1
2021 Kia SUV	Fatal 1		Fatal 1
2006 VW sedan	Fatal 1		Fatal 1
1999 Chevrolet sedan	Fatal 1		Fatal 1
2018 Ford pickup	Serious 1	Serious 1	Serious 2
2018 Mack dump truck	Serious 1		Serious 1
2020 Peterbilt truck-tractor	Uninjured 1		Uninjured 1
2020 Volvo truck-tractor	Uninjured 1		Uninjured 1
			<b>Uninjured 2</b>
			<b>Serious 3</b>
			<b>Fatal 4</b>
			<b>(TOTAL 9)</b>

### 2.1. 2013 Freightliner Truck-Tractor Occupant

The driver of the Freightliner was a 55-year-old male, and was fatally injured in the crash. The autopsy report for Case #: Columbia 20-4202 from the Office of the Dane County Medical Examiner was obtained. The final diagnoses included thermal injuries and inhalation of products of combustion, blunt force injuries of the torso and head, remote right 1<sup>st</sup> through 6<sup>th</sup> rib fractures with fusion and lung adhesions, hypertensive and atherosclerotic heart disease. The summary comment included the opinion that the suggested cause of death includes both blunt and thermal injuries. The body was noted to be 70 inches long and 309 pounds with an accurate body mass index (BMI) not possible due to thermal injuries.

### 2.2. 2021 Kia Seltos SUV Occupant

The driver of the Kia was a 72-year-old male, and was fatally injured in the crash. The autopsy report for Case #: Columbia 20-4181 from the Office of the Dane County Medical Examiner was obtained. The final diagnoses included multiple blunt force injuries of head and neck, blunt force injuries of the torso, blunt force injuries of the extremities, hypertensive and atherosclerotic heart disease. The summary comment included the opinion that he died of multiple blunt force injuries of the head, torso, and extremities, and the suggested manner of death was accident. The body was noted to be 73 inches long and 278 pounds with a calculated BMI of 36.7.

### 2.3. 2006 Volkswagen Passat Sedan Occupant

The driver of the VW was a 59-year-old female, and was fatally injured in the crash. The autopsy report for Case #: Columbia 20-4182 from the Office of the Dane County Medical Examiner was obtained. The final diagnoses included blunt force injuries of head and neck, blunt force injuries of the torso, thermal injuries, atherosclerotic heart disease. The summary comment

included the opinion that she died of blunt force injuries of the head, neck and torso, and the absence of detectable carbon monoxide in the blood suggests the thermal injuries did not contribute to death; the suggested manner of death was accident. The body was noted to be 63 inches long and 185 pounds with a calculated BMI of 32.8.

#### **2.4. 1999 Chevrolet Malibu Sedan Occupant**

The driver of the Chevrolet was a 23-year-old female, and was fatally injured in the crash. The autopsy report for Case #: Columbia 20-4201 from the Office of the Dane County Medical Examiner was obtained. The final diagnoses included thermal injuries and smoke inhalation, blunt force injuries of head and torso, acute tetrahydrocannabinol (marijuana) use. The summary comment included the opinion that she died of smoke inhalation and thermal injuries sustained following a multi-vehicle car crash when her vehicle was engulfed in flames. It also noted that the blunt force injuries were consistent with life-threatening injuries from a great impact and recommended that the blunt force injuries be included as a contributory cause of death. The suggested manner of death was accidental death by the reported mechanism of occurrence (driver of passenger car struck by semi-truck). The body was noted to be 69 inches long and 158 pounds with a calculated BMI of 23.3 (with noted existence of thermal injury).

#### **2.5. 2018 Ford F-150 Occupants**

The driver of the Ford was a 50-year-old male, and was seriously injured in the crash. Injury description is pending. The WSP reported that he was transported from the scene by EMS and taken to University of Wisconsin Hospital with serious injuries. He was treated at the scene by Poynette Dekorra Fire EMS, and the patient care report (PCR) for unit 37, incident 20200612168 was obtained. The PCR narrative indicated that rescue truck 37 was returning from another call when they responded and were the first medical unit on scene. They made a quick count and trauma severity of the patients. This patient was on the roadside and had a compound fracture of the lower right leg, was coughing up blood, and had other multiple lacerations. They stabilized the patient, provided oxygen, splinted the leg and placed him on a backboard with cervical spine support. The PCR indicated that they were notified at 7:17 a.m., and it did not provide a time of transferring care. They transferred care to Deforest-Windsor Fire EMS who transported the patient, run 20210564.

The passenger of the Ford was a 10-year-old male, and was seriously injured in the crash. Injury description is pending. The WSP reported that he was transported from the scene by EMS and taken to University of Wisconsin Hospital with serious injuries.

The Devine Savior EMS PCR for ALS unit number 604, run number DSHEMS20-1292 was obtained. It indicated that the unit was dispatched and enroute at 6:51 a.m., was on scene at 7:00 a.m., at the patient at 7:03 a.m., departed at 7:20 a.m., and arrived at the destination at 7:50 a.m. The PCR listed the patient's weight at 90 lbs. The PCR identified the symptoms as an open wound of the lower leg and upper arm, pain of the left lower leg, hemorrhage, pain to the right upper arm, right lower leg, right thigh and shoulder, with the impression of a partial upper arm amputation and fracture of femur and lower leg and fracture of the humerus. The triage category was critical (red). The narrative indicated that the patient sustained an avulsion to the right arm with arterial bleeding and a tourniquet was applied, and multiple long bone fractures.



## **2.6. 2018 Mack Dump Truck Occupant**

The driver of the Mack was a 24-year-old male, and was seriously injured in the crash. The WSP reported that he was transported from the scene by EMS with a fractured back. The Arlington ambulance PCR for run 201A073 was obtained. The narrative indicated that they found the patient laying in a ditch and he was being accompanied by a volunteer fireman. They stabilized the patient including his neck, was secured on a longboard/stretcher, and loaded onto the ambulance. When asked about the incident, the patient reported to EMS that he was the driver of the dump truck, stopped and in park with the parking brake on. He said he saw the semi in his rear view mirror approaching at high speed. It struck the dump truck and spun it around. After the impact he stated he was able to get out of his truck on his own power. He was transported to University of Wisconsin Hospital. The PCR noted that they were dispatched at 6:44 a.m., enroute at 6:45 a.m., at scene at 7:03 a.m., departed at 7:17 a.m., and arrived at destination at 7:44 a.m.

## **2.7. 2020 Peterbilt 579 truck-tractor Occupant**

The Peterbilt driver was a 52 year old female. She was interviewed by WSP and reported that she was wearing her seatbelt. She did not report an injury.

## **2.8. 2020 Volvo truck-tractor Occupant**

The driver of the Volvo was a 51-year-old male, and was not injured in the crash. The WSP reported the driver was released from the scene by driving the Volvo truck from the scene.

# **3. Emergency Response**

## **3.1. Wisconsin State Patrol (WSP)**

The Wisconsin State Patrol dispatch log for event CFS 000153-8727 was obtained.<sup>3</sup> It was created at 6:47 a.m. and the event description was “tertiary crash with fire”. Fire and EMS were notified at 6:48 a.m. WSP units responded that they were on scene at 6:49 a.m. (had been in the proximity due to the earlier crash), and others responded that they were responding. At 6:50 a.m. it was reported that vehicles were engulfed in fire and that they needed to establish an alternative route to highway 5, the road closure process was started at 6:52 a.m. At 6:53 a.m. there was a request for 10 ambulances and 2 medflights. At 7:17 a.m. shutting down the southbound lanes was discussed in order for the medical flights to land, but they were then cancelled at 7:19 a.m. Between 7:37 a.m. and 8:03 a.m. clearing the secondary crash traffic queue was in process and then completed. At 9:24 a.m. it was noted that lanes 1 and 2 will be open within the hour, but lane 3 will remain closed. Lanes 1 and 2 were open at 11:06 a.m.

WSP log noted the mutual aid agencies were: Arlington Fire and EMS, Poynette Fire and EMS, Lodi Fire, Columbia County Sheriff’s Office Medical Examiner, Divine Savior Healthcare, Deforest EMS, Sun Prairie EMS, Medflight, Dane County Emergency Management, Columbia County Department of Highways, Portage Fire.

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<sup>3</sup> SF Attachment: Wisconsin State Patrol Dispatch Report CFS 000153-8727.

The Wisconsin Motor Vehicle Crash Report KRL114K18M was obtained.<sup>4</sup> The crash report provided details of the vehicles and persons involved in the crash, as well as a simple diagram of the crash scene and vehicle locations.

Wisconsin Department of Transportation (WDOT) Traffic Crash Report Statements were obtained.<sup>5</sup> These included statements from 9 witnesses, some of whom were drivers of vehicles involved in the crash. WSP also created a Limited Reconstruction Analysis Report that included interviews and narrative statements from officers.<sup>6</sup>

### **3.2. Columbia County Sheriff's Office and Columbia County Dispatch**

The Columbia County Dispatch Center is operated under the Columbia County Sheriff's Office (CCSO). It is located at the Law Enforcement Center, 711 East Cook St., Portage WI 53901. The center uses an enhanced 911 system with an Ultra Tech Telephone Device for the Deaf phones. The dispatch center also uses a Spillman Computer Aided Dispatch software with time stamps for all county calls and fire, EMS, and municipal agencies.

The CCSO Call Detail Reports for both the 4:51 a.m. and the 6:45 a.m. crashes were obtained, referenced as call numbers C2051614 and C2051625 respectively.<sup>7</sup> <sup>8</sup> There was some overlap of units for the two calls. The last unit completed the 4:51 a.m. call at 8:21 a.m. See the NTSB incident investigation HWY20IH009 for more information about the 4:51 a.m. crash.

The C2051625 call was reported as a fatal accident at 6:42 a.m. Units were dispatched and enroute by 6:45 a.m. and the first unit reported on scene at 6:50 a.m. Reports conveyed from the WSP estimated 5 plus injuries and 2 fatalities, and that there was a request for 10 EMS rigs at 6:55 a.m. It was noted that the Arlington Chief requested highway I-90 closed at mile marker 126 at 7:00 a.m. Interstate 90 westbound was closed at 7:02 a.m. in preparation for the landing the medical flights, which were enroute but then cancelled at 7:18 a.m. due to reports that the patients had been transported by ground. Coordination of scene access by fire and EMS occurred between 7:00 a.m. and 7:23 a.m., when it was noted that a street sweeper was being sent. At 7:29 a.m. it was noted that all patients had been transported from the scene and that two fire units remained on scene. Coordination with the medical examiner occurred at 7:36 a.m. At 8:00 a.m. it was noted that witness statements were being collected. It was noted at 8:28 a.m. that barricades were set up on highway ramps for traffic control. It was noted that the towing company arrived on scene at 10:00 a.m. Traffic coordination was occurring throughout the event. The last unit completed the call on the day of the crash at 9:40 p.m. The call was reopened for follow up work in the days following the crash and the last unit completed the call on June 17, 2020.

### **3.3. Columbia County Medical Examiner**

The Columbia County Medical Examiner's office is also located at the Law Enforcement Center, 711 East Cook St., Portage WI. The Columbia County Chief Medical Examiner was contacted, and the autopsy reports as well as notes or information regarding seat belt use for the

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<sup>4</sup> SF Attachment: Wisconsin Motor Vehicle Crash Report KRL114K18M.

<sup>5</sup> SF Attachment: WDOT Traffic Crash Report Statements.

<sup>6</sup> SF Attachment: WSP Limited Reconstruction Analysis and Interviews.

<sup>7</sup> SF Attachment: Columbia County Call Detail Report C2051614.

<sup>8</sup> SF Attachment: Columbia County Call Detail Report C2051625.

fatally injured drivers were requested. A summary of the autopsy report findings is provided in Section 2 of this report.

### **3.4. Arlington Fire Department**

The Arlington Fire Department, located at 200 Commercial St., Arlington, WI 53911, had primary jurisdiction for the fire/rescue response. According to the AFD website (arlingtonfiredept.com), it is a volunteer organization with 27 active members and 7 apparatus as follows: Engine 22, Engine 23, Tender 24, Brush 25, Tender 26, Squad 29, and UTV 25A.

The fire chief was contacted and provided a summary of the response and answered questions via email as noted below. The National Fire Incident Reporting System (NFIRS) reports were obtained.<sup>9</sup> The NFIRS reports provided the response times and actions taken by each of the AFD apparatus. The first unit to arrive was Squad 29 at 6:53 a.m. with the fire chief who assumed incident command. Tender 24 and Tender 26 arrived at 6:54 a.m., followed by Engine 23 at 6:56 a.m. All AFD units were cleared at 9:54 a.m.

The actions taken were: incident command, notification of other agencies, traffic control, and extinguishment. Mutual aid was received by Lodi Area Fire Department (notified at 7:08 a.m., arrived at 7:22 a.m., cleared at 8:37 a.m.) and Poynette-Dekorra Fire Protection District (notified at 7:08 a.m., arrived at 7:27 a.m., cleared at 8:52 a.m.). Both consisted of fire apparatus with 2 personnel, and provided water transportation.

The NFIRS report provided the following event narrative [editorial notes are in brackets]:

“Responded to a report of multi-vehicle accident involving a semi and passenger vehicles. Many injuries, multiple ambulances requested along with Med Flight. One semi and several vehicles were on fire. Upon arrival traffic control was put in place. Fire extinguishment operations were put in place. Landing Zone was being setup when Med Flight was cancelled. 4 people were deceased. Extricated one person for the ME. Coordinated with State Patrol, Portage Fire Department, Blystone’s Towing, and the ME to move the other vehicles with deceased to a secure off-scene site for recovery away from the media cameras. Discussed removal of vehicles with the deceased with [Blystone’s]. After we had the fires out, the patients loaded and gone, the State Patrol took over traffic control with the interstate closed and we were released.”

Email response from the Arlington Fire Chief [editorial notes are in brackets].

The Columbia County Dispatch (which is run through the Columbia County Sheriff's Department) paged Arlington Fire and EMS along with multiple other agencies for ambulances due to the WSP request for a number of ambulances. The Arlington Fire Department and the Arlington EMS are separate entities in our fire district. When we were paged, I was with a crew in our heavy rescue squad, we had just finished fueling up from the previous crash. We went en-route immediately to the crash you are referring to [crash 3 which occurred at 6:45 am.] I believe that one of the Arlington ambulances was not yet back from the previous crash. Upon arrival at the scene there were several WSP vehicles on the scene. The vehicles that burned were already fully engulfed. Our squad crew worked to

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<sup>9</sup> SF Attachment: Arlington Fire Department NFIRS reports.



tighten up vehicles in the que to open a space to allow ambulances (we had at least two or three already behind us) and the fire suppression apparatus to make it up to the scene to handle their respective duties. As we made that happen and I got up to the scene I did talk to an officer of the WSP about what we had. I don't know how long they were on scene or if one of them actually took an IC role. I did take the role of Incident Command at that point. There wasn't an official transfer of command. Another WSP officer lead some ambulances up to care for patients. We do tend to switch a Unified Command once some of the initial chaos is handled. EMS was working with patients. I was in communication with Columbia County Dispatch about additional resources needed on the scene to extinguish the fires. I worked on communicating with units not yet on scene to actually fight fire from Pine Hollow Rd. which is in close proximity to the Interstate in that area. I hope that answers your IC questions.

The Columbia County Sheriff's Office should be able to supply the dispatch logs of that incident. Arlington Fire and EMS don't have records of such.

I had asked for a tender (water truck) from Lodi Area Fire Department and Poynette Dekorra Fire Department. Poynette's unit is a pumper / tender.

I'm not sure on which ambulances did the transports and which were stand-by. I believe that the WSP listed EMS agencies were there along with Lodi EMS. It would be best to contact Arlington EMS about ambulances to get it first hand [contact points provided].

I was in contact with Blystone's Towing & Radiator Inc., Portage Fire Department, and the Columbia County ME along with a WSP official on-scene to coordinate offsite recovery of the deceased from the burned vehicles. We had news crews trying to film from a bridge south of the scene and didn't want to perform the recoveries on-scene. We did extricate the one victim from the vehicle that didn't burn with the ME on-scene.

After the Fire and EMS duties were completed we turned the traffic control and recovery operations over to the WSP.

I can get you a copy of the NFIRS report. [additional notes on obtaining information removed.]

The AFD website also referenced a Multi-Vehicle / Multi-Agency Drill conducted with the following agencies present or involved: Arlington Fire Department (Host), Arlington EMS, Lodi Area Fire Department, Lodi EMS, Poynette Dekorra Fire Department, Poynette Dekorra EMS, Columbia County Sheriff's Department, Wisconsin State Patrol, Lodi Shell (Towing), Blystone's Towing & Radiator Inc.

### **3.5. Emergency Medical Services (EMS)**

Arlington EMS, located at 215 Pierce Street, Arlington, WI 53911, had primary jurisdiction for the EMS response. Some of the units responding to the crash were in the vicinity from the crash at occurred at 4:51 a.m. (NTSB number HWY20IH009). **Table 2** below provides references for the EMS agencies and run numbers associated with both crashes. Note that the assistant chief from Poynette EMS reported that Madison EMS also responded.

**Table 2.** EMS Runs

<b>Crash</b>	<b>EMS Identifier</b>	<b>EMS Run</b>
04:51	6001213	Poynette Dekorra EMS 20PY175
	6000102	Arlington EMS 201A073
	6001378	Devine Savior 20DS1261
	6000329	Lodi 20L218
06:45	6001075	Deforest-Windsor 20210564
	6001378	Devine Savior 20DS1263
	6000102	Arlington EMS 201A073

The Arlington EMS dispatch log was obtained.<sup>10</sup> The log was created at 6:42 a.m. and noted a Westbound semi vs dump truck with fire and other vehicles. At 6:55 a.m. the WSP requested 10 EMS units. Two medical flights were available at 7:03 a.m., but were cancelled at 7:22 a.m. when it was reported that both critical patients had been transported. It was reported that all patients had been transported at 7:29 a.m.

### **3.6. University of Wisconsin Hospital**

EMS transported the injured victims to University of Wisconsin Hospital, located at 600 Highland Ave, Madison, WI, 53792.

### **3.7. Mutual Aid Agencies**

The following agencies provided mutual aid as noted:

Poynette Fire and EMS (water transport and EMS services),  
Portage Fire (Fire services),  
Lodi Fire (water transport),  
Divine Savior (EMS services),  
Deforest EMS (EMS services),  
Sun Prairie EMS (EMS services),  
Medflight (called and then cancelled),  
Dane County Emergency Management,  
Columbia County Highway Department (traffic incident management).

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<sup>10</sup> Arlington EMS Runtime Report CAD Call ID #C2051625.

#### 4. Interviews

A phone interview was conducted with the wife of the Chevrolet pickup driver/mother of the passenger, on June 30, 2020

Interview notes are as follows:

She indicated that she is the wife of the pickup driver and the mother of the pickup passenger. Both were injured in the crash. Investigator Barth provided information about the investigation and asked about the victims. She noted that her husband remains admitted in the hospital in Madison, and that while he was initially able to speak, he is now on a ventilator. He has suffered extensive abdominal injuries. She noted that she spoke to him soon after the crash, and that he said that he didn't know what happened other than that the vehicle got hit from behind, and that after the crash there was a fire and he was concerned they would burn to death. She also spoke to her son, and he said he was sleeping at the time of the crash and did not see or remember anything. He had multiple injuries that will require an extensive recovery.

She said that a family from another vehicle was the first to approach the crash and called 911. They helped pull her husband and son out of the car. She said it was a mother with her daughter and son. The mom called 911. She said that she is in contact with them, and will provide my contact information and let them know that the NTSB would like to speak to them about the crash. She indicated that they had driven to Madison to provide an account of their activities to the police.

She said that there was also a truck driver who helped get her husband and son out of the car. She had heard about him on Facebook, and that he had gotten a commendation from his company. She believed that he also had given a statement to police.

She was asked about her son and where he was seated. She responded that he was in the front passenger seat. She was asked if her husband and son routinely wore seatbelts and answered in the affirmative. She noted that immediately after the crash her husband was able to give her phone number to the family who helped him, and so the mom from that family called her from the scene. She was on her way to Madison when the hospital worker contacted her.

She provided her email address to the investigator and was told that she would be provided some information and contact points for the investigation.



## **E. DOCKET MATERIAL**

The following attachments and photographs are included in the docket for this investigation:

### LIST OF ATTACHMENTS

- Survival Factors Attachment - WSP Limited Reconstruction Analysis and Interviews
- Survival Factors Attachment - Wisconsin State Patrol Dispatch Report CFS 000153-8727
- Survival Factors Attachment - Wisconsin Motor Vehicle Crash Report KRL114K18M
- Survival Factors Attachment - WDOT Traffic Crash Report Statements
- Survival Factors Attachment - Columbia County Dispatch Report C2051624
- Survival Factors Attachment - Columbia County Dispatch Report C2051625
- Survival Factors Attachment - Arlington Fire Department NFIRS reports
- Survival Factors Attachment - Arlington EMS Runtime Report CAD Call ID #C2051625

### END OF REPORT

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Thomas Barth Ph.D.  
Senior Investigator, Biomechanics Engineer