February 8, 2011

Senator Evie Hudak, Madame Chairman  
Representative Glenn Vaad, Chairman  
Honorable Members of the Joint Senate and House Transportation Committees  
State Capitol  
Denver, Colorado 80203

Subject: Annual Report of Fatal Accidents in State Highway Work Areas

Dear Senator Hudak, Representative Vaad, and Honorable Members:

The Colorado Department of Transportation has completed an analysis of data from the Fatality Analysis Reporting System (FARS) to determine the number and attributes of work zone fatalities that occurred in state highway work areas during calendar year 2010. The report will show that the year was a safe period of time for DOT employees and contractors in the work areas. However, 11 lives of motorists and passengers were lost as a result of traffic crashes in Colorado work zones. All fatalities occurred between March and December of 2010.

CDOT and the Colorado State Patrol are committed to saving lives and will continue our joint efforts to make these work zone areas as safe as possible during all phases of construction/maintenance and during any type of weather. A key component in this endeavor is the establishment of a multidisciplinary Work Zone Safety and Mobility Process Review Team, which was assembled to assess the effectiveness of the policies and practices in place, and whether they are understood and being implemented consistently throughout CDOT.

To increase awareness and improve construction work zone safety, The Colorado State Patrol and local law enforcement agencies participate in CDOT’s Slow for the Cone Zone Campaign, which begins in June and continues through September every summer. CDOT provides funding for overtime enforcement on highly-visible construction projects across the state. CSP Troop Commanders supplied manpower and nearly 1,800 hours of enforcement between May and December of 2010.
The objective was to have troopers stay within the work zone while activating their emergency lighting equipment and to remain in close proximity of the maintenance workers. Traffic stops were not made unless the driving behavior of a motorist was so egregious that it required some form of enforcement action. This methodology has proven to be most effective in securing the safety of workers, troopers, and motorists while traveling through the work zone environment. In light of our successful partnership the contract between CDOT and CSP has been extended through February of 2013.

Both of our agencies are dedicated to making Colorado a safer place to live, work, and to visit while maintaining the integrity of the highway infrastructure used to enjoy the beauty of this great state. We look forward to 2011 and the reduction of fatal crashes in highway work zone areas.

Pamela Hutton
Chief Engineer Pam Hutton
Colorado Department of Transportation

James M. Wolfinbarger
Colonel James M. Wolfinbarger
Chief, Colorado State Patrol
HB 10-1014

Calendar Year 2010 Annual Report of Fatal Accidents in State Highway Work Areas

Section 1. Purpose:
The HB 10-1014 requires the department of transportation and the Colorado state patrol to annually present a joint report to the transportation and energy committee of the house of representatives and the transportation committee of the senate regarding fatal accidents occurring in state highway work areas.

Section 2. Calendar Year 2010 Work Zone Fatality Data:
CDOT conducted an analysis of data derived from the Fatality Analysis Reporting System (FARS) to determine the number and attributes of work zone fatalities occurring in state highway work areas during Calendar Year 2010. The FARS contains data on all vehicle crashes in the United States that occur on a public roadway and involve a fatality. A couple of comments about the query are necessary:

- CDOT has chosen to use the D-16 federal definition of “work zones” to determine the total number of crashes/fatalities. This standard does not differentiate between construction and maintenance work zones.

- In keeping with the state statutory definition of “construction zones”, troopers and other officers investigating crashes have not indicated whether or not workers are present in the construction zone at the time of these fatal crashes. The legal definition does not differentiate between a construction zone with workers present and one without active work taking place.

As requested in HB 10-1014, the following information is provided:

A. Summary of total number of fatal accidents and total number of individuals killed
In Calendar Year 2010, there were a total of 8 fatal accidents in state highway work areas in which 11 people died. Appendix A contains a summary of statewide fatal accidents in state highway work areas for Calendar Year 2010.

B. Categorization of total number of individuals killed (DOT employees, contractors or subcontractors, other individuals)
In Calendar Year 2010, the 11 fatalities were all motorists. No DOT employees, contractors, or subcontractors were killed in state highway work areas.

C. Copy of the accident reporting form for each fatal accident
Appendix B contains the accident reporting form for each of the 8 fatal accidents.
Section 3. Work Zone Safety Program Update:

HB 10-1014 requests a description of both ongoing and newly implemented measures taken by CDOT to prevent fatal accidents in work zones. A description of CDOT’s Work Zone Safety and Mobility (WZSM) Process Review and a cooperative effort between CDOT and CSP related to the development and implementation of a statewide work zone safety campaign is provided below.

A. Work Zone Safety and Mobility (WZSM) Process Review

In September 2004, the Federal Highway Administration (FHWA) published updates to the work zone regulations at 23 CFR 630 Subpart J referred to as the Work Zone Safety and Mobility Rule (WZSM Rule). In December 2007, FHWA added new regulations at 23 CFR 630 Subpart K referred to as the Temporary Traffic Control Devices Rule. Both are applicable to all Federal-Aid Highway Projects with the intent to improve work zone management and decrease the likelihood of fatalities and injuries to road users and workers exposed to motorized traffic. The Safety and Mobility Rule was effective on October 12, 2007 and the Subpart K was effective on December 4, 2008.

The WZSM Rule requires a process review at least every two years to assess the effectiveness and consistency of work zone safety and mobility policies and practices at the project level for both design and construction. The construction portion of the review was performed via CDOT’s annual Traffic Control Review (TCR) program. The Rule recommends that appropriate personnel, who represent the various project development stages and the different offices within CDOT, as well as FHWA, participate in the review of processes, procedures, data and information resources, and training to address safety and mobility on current and future projects.

The process review’s scope was to evaluate CDOT’s processes and procedures as they relate to WZSM at both the program and project levels. The CDOT review team determined what is working well, what is not working well and recommended adjustments, and ultimately determined how to improve the safety and efficiency of CDOT work zones.

The Work Zone Safety Process Review was successfully completed as follows:

A multidisciplinary Work Zone Safety and Mobility Process Review Team, consisting of personnel from CDOT Traffic, Project Development, Design, Construction, and FHWA, was assembled to assess the effectiveness of the policies and practices in place, and whether they are understood and being implemented consistently throughout CDOT. This included, but was not limited to:

- Speed reduction practices,
- Lane closure procedures,
- Use of positive protection devices, and
- Transportation Management Plan implementation

A review plan was developed by the team, which included conducting the review via survey, analyzing and interpreting the results, and developing and applying the recommendations and
lessons learned. Surveys were sent to the lead designer and the project engineer for the six full office review projects (one per Region), as well as knowledgeable traffic personnel.

B. Traffic Control Reviews

Six inspections were conducted in Regions 1, 2 3, 4, and 6 and five inspections were conducted in Region 5 during the summer of 2010 (R5 only had 3 construction projects reviewed due to two schedule changes by a Contractor at the time of the reviews). In each Region, the team attempted to review at least one nighttime operation, two CDOT Maintenance operations, and one full office review of a construction project, including traffic control documents.

The inspections consisted of a drive-thru of each project with information and comments recorded on a standard form. The office review included a review of project safety plan, the Method of Handling Traffic (MHT) and other traffic control related documentation. Following completion of the inspection and entry of data and comments, an overall percentage score was assigned to each project. The percent score was communicated to project or region personnel and is being reported to FHWA with this document. Project percentages were averaged to formulate a Region and Statewide average. Maintenance operations were scored similarly but are reported separately. The scores for the construction projects reviewed without prior notification are also reported separately below.

Results of the annual inspections form the basis for identifying needed changes and improvements to ensure continuous improvement in program results. Region staff will be expected to make changes as appropriate in the design process and in maintenance procedures, as well as in individual project management. Staff Branches will use the results to identify and support needed improvements in standards, specifications, procedures and training.

The goal for FY11 was a statewide average quality rating of 90%, with no individual projects rated below 85%. The average statewide quality rating for the 23 engineering projects was a 95.6%. There were zero construction projects of the 23 (17 with prior notification and 6 with no notification) reviewed with a score below 85%. The statewide average of the 18 construction projects that received notification was 95.3%. The statewide average of the 6 construction projects that did not receive prior notification was 95.8%. The statewide average for the 12 maintenance activities was 95.0%.


C. Slow for the Cone Zone Campaign and Enforcement

To increase awareness and improve construction work zone safety, every summer beginning in June and continuing through September, the Colorado Department of Transportation (CDOT) partners with the Colorado State Patrol (CSP) troop offices and other local law enforcement agencies to conduct the "Slow for the Cone Zone" campaign, which entails overtime enforcement on highly-visible construction projects across Colorado.
The Cone Zone project began providing coverage of maintenance projects in 2005, and initially, coverage was only requested by one CDOT district office. Since then, the project has grown to include more areas and has allowed for greater cooperation between numerous CSP and CDOT offices.

Troopers were asked to stay with the maintenance workers, not stopping vehicles unless a dangerous driver needed to be stopped. Enforcement was provided in order to ensure the safety of the maintenance crews by protecting the workers from dangerous driving.

Over the past 4 years, CDOT Maintenance Supervisors and CSP Captains have forged partnerships in numerous offices in order to identify areas needing coverage and provide effective Uniformed Traffic Control (UTC) which protects CDOT maintenance crews while they work. During this grant period, CSP field management teams were notified by CDOT project engineers when overtime enforcement was needed on any maintenance projects. UTC was provided whenever possible in response to those requests.

CSP officers from 12 CSP Field Troops provided 1,794 hours of overtime enforcement in maintenance zones between May 15, 2010 and December 31 of 2010. The contract has been extended through February 28, 2013.

Overtime provided and results:

<table>
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<tr>
<th>Quarter</th>
<th>Total Hours</th>
<th>Contacts</th>
<th>DUI</th>
<th>HVPT</th>
<th>Seatbelts</th>
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<tr>
<td>Q2 2010</td>
<td>43.5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Q3 2010</td>
<td>1219.25</td>
<td>259</td>
<td>0</td>
<td>104</td>
<td>3</td>
</tr>
<tr>
<td>Q4 2010</td>
<td>531.25</td>
<td>70</td>
<td>0</td>
<td>15</td>
<td>11</td>
</tr>
<tr>
<td>Year Total</td>
<td>1794</td>
<td>329</td>
<td>0</td>
<td>119</td>
<td>14</td>
</tr>
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## 2010 Construction Zone Fatalities

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Time</th>
<th>Type</th>
<th>Killed</th>
<th>Sex</th>
<th>Age</th>
<th>Action</th>
<th>Factor</th>
<th>Alcohol</th>
<th>Drug</th>
<th>Restrained</th>
<th>Type</th>
<th>Speed</th>
<th>Cited</th>
<th>Road</th>
<th>Weather</th>
<th>Condition</th>
<th>Source: Colorado FARS (Fatality Analysis and Reporting System), as reported to NHTSA (January 01, 2010 to date).</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3/18/2010</td>
<td>544</td>
<td>Overturn</td>
<td>1</td>
<td>M</td>
<td>53</td>
<td>Lane Violation</td>
<td>None</td>
<td>No</td>
<td>Yes</td>
<td>Driver</td>
<td>65</td>
<td>W</td>
<td>NA</td>
<td>Asphalt</td>
<td>Dry</td>
<td>12200 block W 44th Ave, 1/2 mile on-Ramp at Mile Point 265.76</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>6/22/2010</td>
<td>451</td>
<td>Sign</td>
<td>1</td>
<td>M</td>
<td>46</td>
<td>None</td>
<td>Asleep</td>
<td>Unknown</td>
<td>No</td>
<td>No</td>
<td>Driver</td>
<td>75</td>
<td>75</td>
<td>Concrete</td>
<td>Dry</td>
<td>1-76 at Mile Point 67.87</td>
<td>Vehicle #1 was eastbound on Colorado 76. Vehicle #1 ran off the right side of the roadway, collided with a construction sign, then a delineator post. Driver #1 attempted to steer back onto the roadway, and lost control of Vehicle #1. Speed calculation and in toxicology reports are pending for this accident before determining fault.</td>
</tr>
<tr>
<td>3</td>
<td>6/28/2010</td>
<td>1030</td>
<td>Rear-end</td>
<td>1</td>
<td>M</td>
<td>79</td>
<td>None</td>
<td>Distracted /Other</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Passenger</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>Blacktop</td>
<td>Dry</td>
<td>1-76 at Mile Point 430.43</td>
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<tr>
<td>4</td>
<td>7/6/2010</td>
<td>2300</td>
<td>Overturn</td>
<td>1</td>
<td>M</td>
<td>36</td>
<td>Fail to yield R/W</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>Helmet</td>
<td>Driver</td>
<td>50</td>
<td>50</td>
<td>Blacktop</td>
<td>Dry</td>
<td>SH-21 at Grinnell Street (Mile Point 136.61)</td>
<td>Vehicle #1 was traveling eastbound on Grinnell Street, proceeding from a stop sign and making a left turn onto Colorado 21 (Powers Boulevard). Vehicle #2 was traveling northbound on Colorado 21 (Powers Boulevard). Vehicle #2 skidded 39 feet before rolling 1/2 time. Vehicle #2 continued another 305' on its right side and collided its front left side with Vehicle #1. Impact of Vehicle #1 continued eastbound for 117', coming to rest on its wheels facing east. Vehicle #1 came to rest on the southside of Colorado 21 (Powers Boulevard) and Grinnell Street. Vehicle #2 was moved prior to law enforcement arrival.</td>
</tr>
<tr>
<td>5</td>
<td>7/12/2010</td>
<td>930</td>
<td>Side-Swipe</td>
<td>1</td>
<td>F</td>
<td>58</td>
<td>Reckless</td>
<td>Aggressive</td>
<td>Unknown</td>
<td>Yes</td>
<td>No</td>
<td>Passenger</td>
<td>75</td>
<td>65</td>
<td>65</td>
<td>Blacktop</td>
<td>Dry</td>
<td>1-25 at Mile Point 245.68</td>
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<tr>
<td>6</td>
<td>8/5/2010</td>
<td>1150</td>
<td>Overturn</td>
<td>1</td>
<td>M</td>
<td>51</td>
<td>Careless</td>
<td>Careless Area</td>
<td>No</td>
<td>No</td>
<td>Helmeted</td>
<td>Driver</td>
<td>75</td>
<td>75</td>
<td>Blacktop</td>
<td>Dry</td>
<td>1-25 at Mile Point 266.40</td>
<td>Vehicle #1 was northbound in the left lane of 1-25. Vehicle #1 drifted into the right lane. The surface in the right lane was grooved concrete. Vehicle #1 attempted to move back into the left lane and on to new asphalt. Vehicle #1 went out of control while making the lane change, rotated counter-clockwise, then rolled over one quarter time landing on its left side. Vehicle #1 slid off the left side of the road, collided with the guardrail, re-directed to the roadway, slid across the left lane and stopped on its right side in the right northbound lane. Both occupants were ejected. The final rest of the passenger is unknown.</td>
</tr>
<tr>
<td>7</td>
<td>9/28/2010</td>
<td>2211</td>
<td>Rear-end</td>
<td>1</td>
<td>M</td>
<td>36</td>
<td>None</td>
<td>None</td>
<td>Unknown</td>
<td>Yes</td>
<td>No</td>
<td>Driver</td>
<td>45</td>
<td>45</td>
<td>Blacktop</td>
<td>Dry</td>
<td>SH-287 at Mile Point 22.05</td>
<td>Vehicles #1, #2, and #3, all semi-tractors with trailers, were northbound on Colorado 287. Vehicles #2 and #3 were stopped on the roadway in a construction zone where vehicle #1 failed to maintain a safe distance and struck the rear of vehicle #2's trailer. Vehicle #1 and Trailer #2 remained engaged after impact, which pushed Vehicle #2 a short distance into the trailer. Vehicle #2 and Trailer #3 remained engaged and came to rest a short distance from impact. All vehicles came to rest on their wheels facing north. Tractor #1 was not equipped with airbags. Tractors #2 and #3 were.</td>
</tr>
<tr>
<td>8</td>
<td>12/17/2010</td>
<td>555</td>
<td>Front to side</td>
<td>1</td>
<td>M</td>
<td>56</td>
<td>Lane Violation</td>
<td>None</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Driver</td>
<td>50</td>
<td>50</td>
<td>Blacktop</td>
<td>Snow</td>
<td>SH-115 at Mile Point 21.92</td>
<td>Vehicle #1 was traveling southbound on Colorado 115 while Vehicle #2 was traveling northbound. Vehicle #1 attempted to negotiate a curve to the right and began rotating counterclockwise, traveling across the roadway and into the northbound lane. Driver #2 attempted to avoid the collision by steering to the right, but was unable to avoid Vehicle #1. The front of vehicle #2 collided with the passenger side of Vehicle #1. After impact, both vehicles traveled north for a short distance before coming to rest facing north. Vehicle #1 was equipped with airbags, none deployed. Vehicle #2 was equipped with airbags, which deployed at the driver's and front passenger's position.</td>
</tr>
</tbody>
</table>
**Date of Accident:** 03/19/2010  
**City:** Wheat Ridge  
**Location:** 12200 block W 44th Ave  
**Latitude:** 39°- 46'- 46.74"  
**Longitude:** 105°- 08'- 34.17"  
**Total Vehicles Involved:** 2  
**Vehicle Unit 1:**  
- **City:** Lakewood  
- **Street Address:** 11389 W Tennessee Drive  
- **Driver Name:** L Taggari  
- **Vehicle Identification Number:** 2B4GP4R1TR707092  
- **Make:** Dodge  
- **Model:** Caravan  
- **Year:** 1996  
- **License Plate Number:** 625TRVI  
- **Violations:**  
  - **Description:** DU  
- **Personal Phone:** (220) 629-9556  
- **Reported Name:** Covenant's Towing  

**Vehicle Unit 2:**  
- **City:** Arvada  
- **Street Address:** 11101 W 54th Ave  
- **Driver Name:** N McCarty  
- **Vehicle Identification Number:** 1HD1FSW121Y639173  
- **Make:** Chevrolet  
- **Model:** Silverado  
- **Year:** 2001  
- **License Plate Number:** WQY7837  
- **Violations:**  
  - **Description:** DU  
- **Personal Phone:** (303) 475-0262  

**Reported Damage:**  
- **1:** Slight  
- **2:** Moderate  
- **3:** Severe  

**Witnesses:**  
- **Name:**  
- **Phone:**  
- **Address:**  

**Insurance Information:**  
- **Company:**  
- **Policy Number:** 065835367  
- **Expiration Date:** 03/25/2010  

**Owner Information:**  
- **Name:** N McCarty  
- **Address:** 12290 W 44th Ave  
- **Expiration Date:**  

**Police Report Number:** T2-1  
**ID:** 131
Vehicle #2 was eastbound on W 44th Ave in the 12200 block in the right through lane. Vehicle #1 was eastbound on W 44th Ave in the 12200 block in the center lane, which is a left turn only lane.

Vehicle #1 made a lane change from the center lane to the right lane in front of vehicle #2. There was no contact between vehicle #1 and vehicle #2. Vehicle #2 braked hard and locked up the front motorcycle wheel of vehicle #2. Vehicle #2 went down onto the pavement on its right side. Vehicle #2 slid on its right side off the right edge of the roadway. Vehicle #2 slid across the sidewalk on the south side of W 44th Ave. Vehicle #2 struck a wooden fence on the south side of W 44th Ave. The rider of vehicle #1 was ejected from vehicle #2 and landed on the sidewalk.

Speed calculation and intoxilcology reports are pending for this accident before determining fault.

2010-2332
Scene at point of impact

12200 block W 44th Ave

This lane must enter eastbound I-71

This lane must enter eastbound I-71

split rail fence
**STATE OF COLORADO TRAFFIC ACCIDENT REPORT**

- **State:** CO
- **County:** Morgan
- **Milepoint:** 07.9
- **Date of Accident:** 06/22/2010
- **Case #:** 00451
- **Officer #:** 0103
- **Vehicle Number:** 0103
- **Hwy Number:** 876
- **Location:** Westbound Colorado 76
- **Vehicle Identification Number:** 1GCHECK29223SE201874
- **Make:** CHEV
- **Model:** 2005
- **Year:** 2005
- **Color:** BLU
- **Vehicle Type:** PK
- **Driver Name:** Boskovich, Scott
- **Driver Address:** 6815 E 131st Way, Thornton, CO 80602
- **Owner Name:** Steffen Automotive
- **Owner Address:** 104 Main St., Wiggins, CO 80654
- **Policy Number:** 144 0903-06-86A
- **Policy Issuer:** State Farm
- **Policy Date:** 11/26/2010
- **Approved By:** Root, Robert

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**Property Code:** 03

<table>
<thead>
<tr>
<th>Property Code</th>
<th>Property Description</th>
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</thead>
<tbody>
<tr>
<td>01</td>
<td>Property Damage</td>
</tr>
<tr>
<td>02</td>
<td>Property Damage</td>
</tr>
<tr>
<td>03</td>
<td>Property Damage</td>
</tr>
</tbody>
</table>

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**Trailer VIN:**

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<tr>
<th>Trailer VIN</th>
<th>Damage Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 - Slight</td>
</tr>
<tr>
<td></td>
<td>2 - Moderate</td>
</tr>
<tr>
<td></td>
<td>3 - Severe</td>
</tr>
</tbody>
</table>

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**Insured:**

- **Name:** 4201 E. Arkansas
- **Address:** Denver CO 80222

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**EARS ID:** 10003819388
Vehicle #1 was westbound on Colorado 76. Vehicle #1 ran off the right side of the roadway, collided with a construction sign, then a delineator post. Driver #1 attempted to steer back onto the roadway, and lost control of Vehicle #1 rotating counter clockwise back into the roadway. Driver #1 then attempted to regain control of Vehicle #1 by steering to the right. Driver #1 lost control of the vehicle again. Vehicle #1 started to rotate clockwise off the left side of the roadway into the center median, rolled three times to final rest on its wheels facing north. Driver #1 was ejected from the vehicle and came to final rest in the center median facing south.
Case #: 1A100570  
Accident Date: 08/28/2010  
Agency: Colorado State Patrol

Describe Accident

Veh 1 was eastbound on Colorado 70 in the left lane near milepost 430 in Kit Carson County, Colorado. Veh 2 was also eastbound on Colorado 70. Veh 2 was partially on the left shoulder and partially in the left lane performing highway maintenance at a slow speed with amber warning lights illuminated. Veh 2 had posted signs at mile post 426.75 stating that weed spraying was in progress using two large orange signs. Veh 1 rear-ended Veh 2 causing major damage to Veh 1's front. Veh 2 rolled across the right lane of eastbound Colorado 70 and down a grass embankment. Veh 2 struck a barbed wire fence and came to rest approximately 200 feet south of Colorado 70 in a field facing south. Veh 1 came to rest approximately 10 feet east of point of impact in the left lane facing east.
Describe Accident
Vehicle #1 was traveling eastbound on Grinnell Street, proceeding from a stop sign and making a left turn onto Colorado 21 (Powers Boulevard). Vehicle #2 was travelling southbound on Colorado 21 (Powers Boulevard).

Vehicle #2 skidded 39 feet before rolling 1/2 time. Vehicle #2 continued another 30°5' on its right side and collided its front with the left side of Vehicle #1.

After impact, Vehicle #1 continued eastbound for 107°, coming to rest on its wheels facing east. Vehicle #2 came to rest on its right side in the intersection of Colorado 21 (Powers Boulevard) and Grinnell Street.

Vehicle #2 was moved prior to law enforcement arrival.

***Not to Scale***
Rough Diagram drawn by:
Trooper M. Morgan
Vehicle #1 and vehicle #2 were northbound on Colorado 25. Vehicle #3 was southbound in the right lane of Colorado 25. Vehicle #1 was passing vehicle #2 when the right front corner of vehicle #2 contacted the left rear corner of vehicle #1. Vehicle #1 began to rotate counter-clockwise ran off the left side of the road, went through the median, entered the southbound lanes and collided head on with vehicle #3. Vehicle #1 moved to the south and stopped in the right southbound lane. Vehicle #2 skidded to the right shoulder of the northbound lanes and stopped. Vehicle #3 stopped on the right southbound shoulder.
Vehicle #1 was northbound in the left lane of I-25. Vehicle #1 drifted into the right lane. The surface in the right lane was grooved concrete. Vehicle #1 attempted to move back into the left lane and onto new asphalt. Vehicle #1 went out of control while making the lane change, rotated counter-clockwise, then rolled one quarter time landing on its left side. Vehicle #1 slid off the left side of the road, collided with the guardrail, re-directed to the roadway, slid across the left lane and stopped on its right side in the right northbound lane. Both occupants were ejected. The final rest of the passenger is unknown.
Vehicles #1, #2, and #3, all semi-tractors with trailers, were northbound on Colorado 287. Vehicles #2 and #3 were stopped on the roadway in a construction zone when vehicle #1 failed to maintain a safe distance and struck the rear of vehicle #2's trailer.

Vehicle #1 and Trailer #2 remained engaged after impact, which pushed Vehicle #2 a short distance into the trailer #3. Vehicle #2 and Trailer #3 remained engaged and came to rest a short distance from impact. All vehicles came to rest on their wheels facing north.

Tractor #1 was not equipped with airbags. Tractors #2 and #3 were

0.2 miles north of milepost 22

The impact forces vehicle #2 forward 12' before it collides with the rear of trailer #3. Vehicles #2 and #3 remain in contact and come to rest at impact.

The front of vehicle #1 collides with the rear of trailer #2. Vehicle #1 leaves 17.7' of frnt. wheel skid as it remains in contact with the trailer before it comes to rest.

Vehicles #2 and #3 were stopped in a construction zone prior to impact.

Colorado 287
Dry blacktop
<table>
<thead>
<tr>
<th>Carrier Name</th>
<th>US DOT</th>
<th>ICC</th>
<th>State DOT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Line Delivery</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Address:
7190 Robinhood St. #7 Brownsville, TX 78521

Carrier Identification #:
598823
Vehicle #1 was traveling southbound on Colorado 115 while Vehicle #2 was traveling northbound.

Vehicle #1 attempted to negotiate a curve to the right and began rotating counterclockwise, traveling across the roadway and into the northbound lane. Driver #2 attempted to avoid the collision by steering to the right, but was unable to avoid Vehicle #1.

The front of vehicle #2 collided with the passenger side of Vehicle #1. After impact, both vehicles traveled north for a short distance before coming to rest facing north.

Vehicle #1 was equipped with airbags, none deployed. Vehicle #2 was equipped with airbags, which deployed at the driver's and front passenger's position.

**Colorado 115**

**Icy blacktop**

Note: Lane lines shown for illustration only.

At the scene, roadway markings were entirely covered by snow, ice, slush, and sand/ice treatment.

Due to snow and traffic/snowplows, no roadway evidence was visible upon officer arrival.

All measurements are precise, but were taken to or from an approximate area of impact.
COLORADO INVESTIGATOR'S FATAL TRAFFIC ACCIDENT SUPPLEMENTAL REPORT

Case # 2A101956  
DOR CODE  
Accident Date 12/17/2010  
Agency Colorado State Patrol

EMERGENCY MEDICAL SERVICES  
(Record all time using 24 Hr. time)  
Time Notified  
Time Arrived @ Scene  
Time Arrived @ Hospital

If times are unknown provide name of responding services  
Penrose FD, American Medical Response

TRAFFICWAY FLOW  
01. Not Divided (Two Way)  
02. Divided, Median W/Divide  
03. Divided, Median W/Barrier  
04. One Way

NUMBER OF TRAVEL Lanes

01. No Controls  
02. Not Functioning  
03. Functioning Improperly  
04. Functioning Properly  
05. Unknown

TRAFFIC CONTROL DEVICE FUNCTIONING

01. List the Most Significant Types of Traffic Control Devices

None

MUST BE COMPLETED FOR ALL PERSONS INVOLVED EXCEPT UNINJURED BUS/RAILWAY PASSENGERS.
(A) Traffic Unit Number (List Traffic Unit Number as on DR 2447)

(B) Position in Vehicle

<table>
<thead>
<tr>
<th>03</th>
<th>06</th>
<th>09</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>05</td>
<td>06</td>
</tr>
<tr>
<td>01</td>
<td>04</td>
<td>07</td>
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</tbody>
</table>

10/11 12

(C) Ejection Path

01. Not Ejected/Not applicable  
02. Through Side Door Opening  
03. Through Side Window  
04. Through Back Window  
05. Through Back Door/Trailer Gate Opening  
06. Through Roof Opening (Non-convertible top down)  
07. Through Windshield  
08. Other Path (e.g. back of pickup truck)  
09. Unknown

(D) Alcohol Suspected (Officer Opinion Only)

Yes 01  
No 02  
SFST 03  
PAS 04  
Other 05  
06. Preliminary Breath Test  
07. SFST  
08. Other method  
09. Observed  
10. Not Observed

(E) Tested for Alcohol

01. Not Tested  
02. Blood  
03. Urine  
04. Other  
05. Refusal

(F) Other Drug/Impairment Suspected (Officer Opinion Only)

Yes 01  
No 02  
SFST 03  
PAS 04  
Other 05  
06. Drug Recognition Expert  
07. SFST  
08. PAS  
09. Other Method  
10. Not observed

(G) Tested for Other Drugs

01. Not Tested  
02. Blood  
03. Urine  
04. Other  
05. Refusal

(H) Dead at Scene

01. No  
02. Yes

<table>
<thead>
<tr>
<th>Name</th>
<th>Taken to</th>
<th>Data Expired</th>
<th>Time</th>
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<tbody>
<tr>
<td>1 Jordan, Larry</td>
<td>Fremont County</td>
<td>12/17/2010  0715</td>
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<tr>
<td>2 Taggart, Robert Law</td>
<td>St. Thomas More</td>
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<td>2 Taggart, Robert C</td>
<td>St. Thomas More</td>
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