



# Annual Report



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.

Chief Engineer Pam Hutton

Colorado Department of Transportation

Colonel James M. Wolfinbarger

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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%.

CDOT's final report on the process review will be available in February 2011 at: <a href="http://www.coloradodot.info/library/traffic/traffic-manuals-guidelines/lane-close-work-zone-safety/work-zone-safety-mobility">http://www.coloradodot.info/library/traffic/traffic-manuals-guidelines/lane-close-work-zone-safety/work-zone-safety-mobility</a>.

#### 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:

Quarter	Total Hours	Contacts	DUI	HVPT	Seatbelts
Q2 2010	43.5	0	0	0	0
Q3 2010	1219.25	259	0	104	3
Q4 2010	531.25	70	0	15	11
Year Total	1794	329	0	119	14

		Cra	ash						Fatality (Pers	on Involve	d)			Spe	ed	Con	dition	Fatal Carab Lagation	Negative
No		Date	Time		Killed	Sex			Factor	Alcohol	Drug	Restrained		Posted	Cited	Road	Weathe		Narrative
1	3/	18/2010	544	Overturn	1	М	53	Lane Violation	None	Unknown	No	Yes	Driver	35	N/A	Asphalt	Dry	12200 Block W. 44th. Ave. (I-70 On-Ramp at Mile Point 265.76)	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 of 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 #2 was ejected from vehicle #2 and landed on the sidewalk Speed calculation and in toxicology reports are pending for this Accident before determining fault.
2		22/2010		Sign	1	М		None	Asleep	Unknown		No	Driver	75		Concrete		I-76 at Mile Point 67.87	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 of 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.
				Rear-end				None	Distracted /Other		No	Yes		75		Blacktop		I-70 at Mile Point 430.43	Veh 1 was eastbound on Colorado 70 in the left lane near milepost 430 in Kit Carson
				Rear-end Rear-end			77	None	Distracted /Other		No	Yes	Passenger			Blacktop Blacktop		I-70 at Mile Point 430.43 I-70 at Mile Point 430.43	County, Colorado. Veh 2 was also eastbound on Colorado 70. Veh 2 (CDOT Truck)
3	6/28	8/2010 8/2010	1030	Rear-end	1	М	15	None None		No	No No	Yes Yes	Passenger Passenger	75	75	Blacktop	Dry	I-70 at Mile Point 430.43	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 the 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.
4	7/6/	2010	2300	Overturn	1	M	36	Fail to yield ROW	None	No	No	No Helmet	Driver	50	50	Blacktop	Dry	SH-21 at Grinnell Street (Mile Point 136.61)	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 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 10'7", 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.
			930	Side- Swipe	1	F	58	Reckless	Aggressive	No	Unknown	Yes	Passenger	75	65	Blacktop	Dry	I-25 at Mile Point 245.68	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.
				Overturn					Unfamiliar Area		No			75		Blacktop	,	I-25 at Mile Point 266.40	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 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.
7	9/29	9/2010	2211	Rear-end	1	M	36	None	None	Unknown	Unknown	Yes	Driver	45	60	Blacktop	Dry	SH-287 at Mile Point 22.05	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.
8	12/1	7/2010	555	Front to side	1	М	56	None	Lane Violation	No	No	Yes	Driver	60	50	Blacktop	Snow	SH-115 at Mile Point 21.92	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.

MAIL TO: STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS DENVER, CO 80261-0016

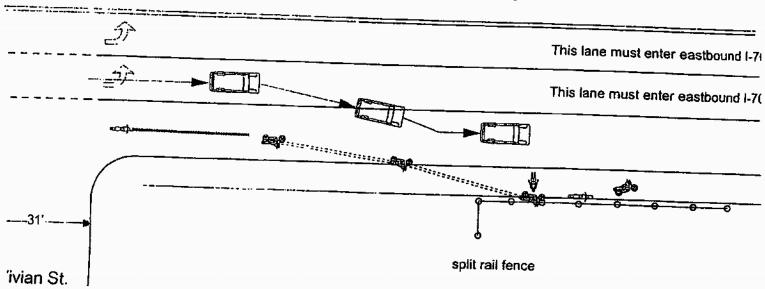
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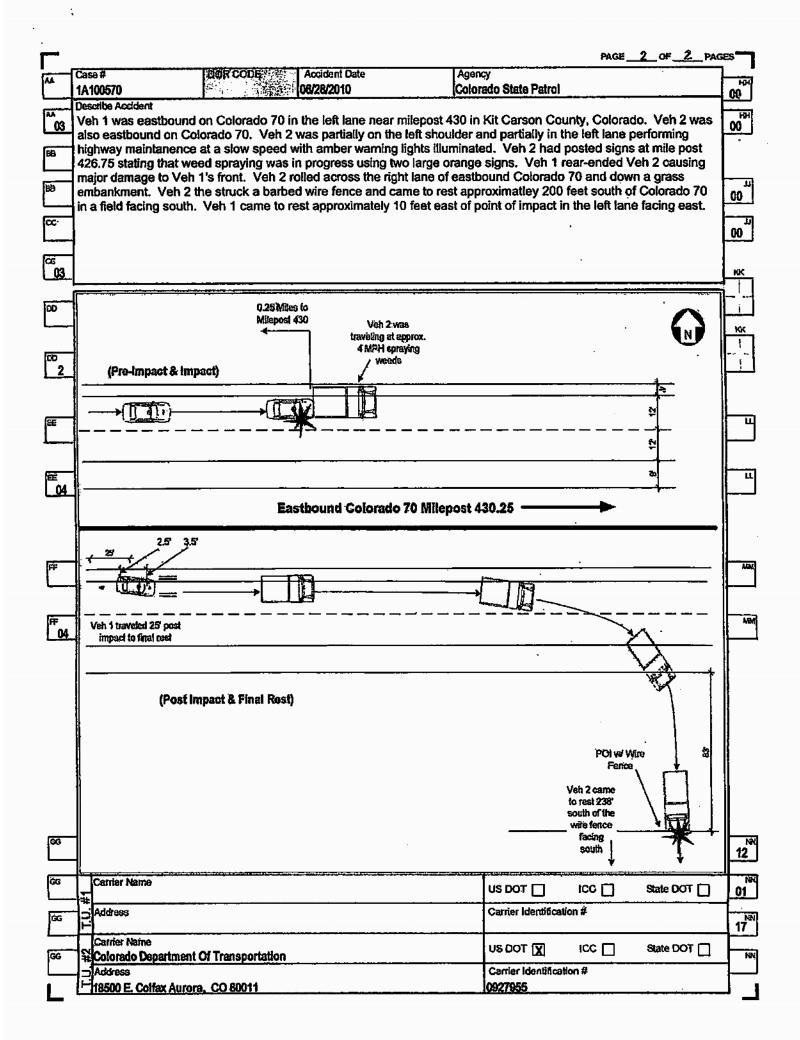
Page 2 of 2 Agency DOR CODE Accident Date Colorado State Patrol 10305771 06/22/2010 3B100575 scribe Accident Vehicle #1 was westbound on Colorado 76. Vehicle #1 ran off the right side of the roadway, collided with a construction sign, then a delineator post, Driver #1 attempted to steer back onto the 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. KK ACCIDENT DIOMENO × T Carrier Name U tec 🗌 State DOT US DOT [] Carrier Identification# Address Carrier Name US DOT □ ICC 🗌 State DOT Carrier Identification # Address

6-033///036

DR 2447 (01/08/06) COLORADO DEPARTMENT OF REVENUE

MAIL TO STATE OF COLORADO MOTOR VEHICLE TRAFFIC CO SOUNDS

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STATE OF COLORADO MOTOR VEHICLE TRAFFICE RECORDS DR 2447 (02/01/05) COLORADO DEPARTMENT OF REVENUE MAIL TO: STATE OF COLORADO TRAFFIC ACCIDENT REPORT DENVER, CO 80261-0016 MENDED/SUPPL. UNDER \$1,000 COUNTER REPORT PRIVATE PROPERTY Page 1 of 2 Pages INTERSTATE HWY HWY NUMBER 05 2-021A-13661 10306461 STATE HWY 01 12 MILEPOINT 2B102375 CITY ST/CNTY RD 04 07/06/2010 Colorado State Patrol El Paso 7 (24Hr.) 2300 Number 3307 2D Gumke, Arthur 03 umber Killed N\_E\_S\_W\_ Injured Location Route, Street, Road 0 Miles 0 Feet Colorado 21 X AT: Grinnell Street DATE OF REPORT 07/07/2010 Latitude 38:46:2.64 Longitude 104:43: 6.02 08 Railroad Crossing Related Agency Code Bridge Related M04 X 2B X 05 08 Xven XVeh Parked Pedestrian Non-Vehicle Non-Contact Veh Parked Bicycle Pedestrian Non-Vehicle Non-Contact Veh 01 Last Name Street Address Street Address (719) 660-0173 5021 Bradley Road 300 Park Street Unknown CO CO 80911 Unknown Woodland Park 80863 Unknown 40 Colorado Springs MD CO B-650-356-139-739 09/24/1965 07-338-0665 07/08/1973 50 Careless Driving Caused Death Dui DUI 03 3672902 42-4-1402(2) 138 20 4 Dr Sedan 1998 BMW 528i 2009 HD Fat Boy Motorcycle 50 397UNI BLU/BLU 001VAA BLK/BLK 01 WBADD5326WBV54122 1HD1BX5129Y036746 Same Same 5021 Bradley Road Same 300 Park Street CO 80911 CO 80863 01 Colorado Woodland Towed Due To Damage XBy: Checker Towing Towed Due To Damage XBy: Checker Towing To: 2737 Delta Dr., Colorado Springs, CO 80910 2737 Delta Dr., Colorado Springs, CO 80910 00 02 Trailer VIN# Trailer VIN# 1 - Slight 1 - Slight 2 - Moderate 2 - Moderate 3 - Severe 3 - Severe Undercarriage Undercarriage G<sub>01</sub> □None □No Proof
Safeco Insurance No Proof 00 12/20/2010 04/30/2010 00 019886779U71038 Y7339354 H<sub>04</sub> Owner Damaged Prop. Last Name Addiesa State Zip 00 POS. REST. ENDO SAFETY AIRBAG SUSPECTED ALCO DRUG AGE SEX | Name Address 0 2 C 0 F 2 1 1 0 B 1 A 0 0 1 44 2 F 0 2 37 1 0 1 0 B A 0 0 4 Mh 3 2 4 F F 0 0 0 B 0 2 1 0 2 34 A 9 13 00 00 Approved By I.D.# Date 7/12/2010 Baker, Michael 0776

EARS ID: 10003820078

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DR 2447 (01/06/06) COLORADO DEPARTMENT OF REVENUE

MAIL TO STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS DENVER, CO 88261-0016

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MAILTO. STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS DENVER, CO 80261-0016

#### STATE OF COLORADO TRAFFIC ACCIDENT REPORT

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				PAGE 2 OF 2	PAGES
AA	Case # 3C101472	Accident   Accident   Accident	· •	rcy rado State Patrol	<b>一 "</b> "
	Describe Accident	\$600.00 - 7/20/14/35/20/100100/20	10010	1800 State Patrol	00
<b>AA</b>	Vehicle #1 was nort	ete. Vehicle #1 attempted to	move back into the left la	the right lane. The surface in the right land one and on to new asphalt. Vehicle #1 we sen rolled one quarter time landing on its	ne HH ent
SB	left side. Vehicle #1 across the left lane	I slid off the left side of the re and stopped on its right side	oad, collided with the quar	rdrail, re-directed to the roadway, slid nne. Both occupants were ejected. The	
<b>58</b>	final rest of the pass	senger is unknown.			00 "
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		Note and	nail transitions to smooth concrete –	<u>:</u>	
	Grass/Din Median	- Tour days	nan nananjina m amootii contriete –	_ Impact with guardrail	ır.
		2 inch dro	p from left	Description of the last of the	
			nt ente	Oriver#1 finel r	<u>♣</u>
FF		fit taine: Vasphalt		128'	NA.
•		72.64	Right late and	Vehicle #1 leaves its wheels	
FF		Right lane and	acceleration lane:	Venice #1 leaves as wheels	MM MM
•	Acceleration	Smooth asphalt	Gower Cardele	Vehicle #1 final rest	
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9-035

DR 2447 (01/06/06) COLORADO DEPARTMENT OF REVENUE

MAILTO STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS DENVER, CO 80261-0016

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DR 2447	(01/06/06)
COLORA	DO DEPARTMENT OF REVENUE

MAILTO. STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS

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	Tate of Repo 09/30/2010 agency Code M10	it )		Investig @:Scer			Lat	lorad itude Distri 2C	37	mber	Publ	17 ic Pro		09.85 Photos T	aken R	At Milep Longitud ailroad Cr etated □	de 102 ossing	36 Const. Zone Related 🔀	Highw	ray .	5.94 Bridge Related □	00
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-	Street Addre 1190 Rob City	nhoo	d St.#		State	ZIP	-	Unkı Bus.	onal Pl nown Phone			Ci	reet Add	fress			State	ZIP		onal Ph Phone	one	-
	Brownsvi Driver Lisan 13146157 Primary Viol	se Nun	nbei		TX		State TX		05/1		68			anse Num Tolation	par		-l	CDL State	Sex	DOB		45
03	DUI Violation Co			Cita	tion No					mon C		V	□ DUI olation	averes and		Cit	ation Nur	ībei			mon Code	-
04	2000   License Pla 2000	/OLV a Ńum	ber		Sem				Tra Co	ctor		Ļ	cense l	Plate Numb				r Country		Calor	1,72	<u> </u>
	Vehicle Ider 4V4ND4J Vehicle Cou	H8YN	1793024			First					IMI			lentificatio Pwner Last				First			МІ	
01	noaress LX 1190 Robin Toward Due To: 8227 F	hood S to Dan	nage 🔀	By: Woller	Towir	Brow	nsvill	9	Stat	78	521			Seme	age 🔲 B	A.		City		Stab	ZIP	0
02			railer V					-						Tı	aller VI	N#						T
						] [	 	10	2	- Slig - Mo	derat	e	 							2	- Slight - Moderate	
01	Insurance Cotting	am &		ge one		Underca	arriag	e 	Exp	- Set Data 31/20			nsurano Policy N	e Compar	rcarriag	e one No		Jndercarria 	ge ——	188	- Severe Date	-
04	TRV552 Owner Date	900-1 naged	Prop. La				Firs				M	1	Address				City			State Z		+
00	حنوندد		ENDO	SAPETY EQUIP		AUR BAG		SUSPE	CTED DRUG	INJ SEV.	AGE	SEX	NAM	/ADDRES	SS		L					
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				<u> </u>		1							-							10 16		Ŧ
11663	Approve Baker,	d By Mich	ael	- 11			<u></u>		l	1	l	1	ـــــــــــــــــــــــــــــــــــ		ı	.D. # 0776				Da 10	te /10/2010	_

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AA	Case #	GOS CODE	Accident Date	Agend				HSH
	2C100806 Describe Accident	Carpenter La Linguista	09/29/2010	Color	ado State Patrol			00
NO.	Vehicles #1, #2, and #							161
	stopped on the roadwa		n zone when vehicl	e #1 failed to m	naintain a safe c	distance and	struck the	<u> </u>
04	rear of vehicle #2's tra	uer.						
	Vehicle #1 and Trailer	#2 remained eng	aged after impact, v	vhich pushed V	ehicle #2 a sho	rt distance i	nto the trailer	<del>                                     </del>
<b>≌</b> 04	#3. Vehicle #2 and Tra rest on their wheels fa		engaged and came	to rest a short	distance from ir	mpact. All ve	hicles came to	00
œ	rest on their wheels ra	Gilg Horu.						<u> </u>
03	Tractor #1 was not eq		js.					60
COE	Tractors #2 and #3 we	ere .						
03								KK
								<b>1</b>  -¦-
oo 5								
								<u>                                    </u>
00	1							1
5								₩"
			0.2 miles					1
æ	4		milepo	st 22:	<b>→</b>			<b> </b>
08	<u> </u>							
			1					
Œ	The impact forces	s vehicle #2 forward 1	12' The	front of vehicle #	1 collides with the	rear of		Щ
08	hefore it collides w	rith the rear of trailer	#3. In		11 leaves 17.7 of 1			#
		3 remain in contact a rest at impact.	and Wi		ains in contact wit it comes to rest.	th the		1
	- Come to	test at ilityati.		Halica Delore	it comed to reac			-
	148	TI (2)	15.7	,====1	<del></del>			- I
03	+ 1111_3			<u></u>	<u> </u>			01
FF								
05	Ve	hicles #2 and #3						01
	We	ere stopped in a						1
		onstruction zone						11
		prior to impact						
								Ę
								1
	]]		Colors	do 287				- []
	1		Dry b	acktop				11
lon.	_							HAN
66 12								12
GG	Carrier Name				1			Nik(
	Leal Transport				US DOT 🔀	ICC 🗌	State DOT	
ĠĠ	Address				Carrier Identificati	lon#		NES
	F 2112 McKinley Ave. F	ort Worth, TX 76164	<u> </u>		1507368			
<b>36</b>	Mercury Transportati	on			US DOT 💢	ICC 🗌	State DOT	NN
L	Address				Carrier Identificat	ion#		$\vdash$
1	H8502 Miller Rd. #3 Ho	uston, TX 77049			176015			_

						PAGE_	_4_OF_4PAG	GES T
Č	ase#	EOR CODE	Accident Date	Agenc	у			<del></del>
01 2	C100806 Pescribe Accident		08/29/2010	Colora	do State Patrol			60
	equipped with airbags	, none deployed.						184
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65 04								l
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ICC:								ıl.
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GG	Carrier Name				US DOT 🔀	ICC 🗀	State DOT	N
1	Bee Line Delivery							+
GG	Address 1190 Robinhood St. #	7 Brownsville TY 7	8521		Carrier Identifica 598623	HODI		16
	Carrier Name				US DOT	ICC 🗌	State DOT	1-
GG	7						CONTRACTOR	- NO
;	Address				Carrier Identifica	IUON #		
<sup>1</sup>	<u> </u>				L			<b></b>

MAIL TO. STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS DENVER, CO 80261-0016

#### STATE OF COLORADO TRAFFIC ACCIDENT REPORT

CDOT Code				X :	NTER STATE	HW	Y		[	-IWY NUMBER I	H115 —				
Case # <b>2A101956</b>					CITYS	T/CN	ITY R	RD.	[	_ 2 1.	9		I III IRAJIA I II		
Date of Accid	lent	C	ity							Agency			County		County #
12/17/201		in the same	620						-	Colorado State			Fremont		14 Detail
Time (24 Hr.) <b>0555</b>	Officer Nui 9772	nber		er Name hareas, E	Frio						ignature	-			2B
Number Kille		iured L	ocation F	Route. Stre	et. Roa	ad		Mile	00 10	Feet	N	SIN E	□ W □	OF.	20
1	1	juico -				-	0.4.000			TANKS TO SERVICE	411				
Date of Repo	irt										[_] At	Milepost 21			
12/17/2010	0									01.87		ngitude 104			
Agency Code	1						Numb	er Pub	olic P	roperty/ Photos	Taken Railr	oad Crossing			
M07			cene 🔀			A				ee□ 🗵	Rela	ted 🗆	Related [	Interche	. Related
Traffic Unit #	☑Veh: □P	arked 🔲 E	Recycle 🔲	Pedestran	□ Non-Vi	ehicle	Non	.Contact	Veh .	Traffic Unit # X Ve	h. Paiked	☐ Bicycle ☐	Pedestrian 🔲 N	Ion-Vehicle	☐ Non-Contact Veh
Last Name	70 77			First				MI	- 10	Last Name			First		MI
Jordan				Larry				1311		Taggart			Robert		Law
Street Addre				D10000000	Р	ersona	l Phone	1	13	Street Address			# concentration	Person	nal Phone
	nstormers A	ve				inkno				710 Windsor A	ve	42.	¥2.02	Unkn	
Colorada	Contract		State			us. Pho				Capan City		State	ZIP 81212	Bus. P Unkn	
Colorado Driver Licens			CO	80911 CDL St		nkno ex D				Canon City Driver License Nur	nhar	CO	CDL State	Unkn Sex	
92-117-13							ов 8/01/1	954		92-228-2350	inei		COL SING		09/30/1963
Primary Viola				1 19	T #1		J. 9 17 1			Primary Violation			A 155.5	-550	
□ DÚI															
Violation Co.	de	C	itation Nun	ibei		C	ommon	Code	1	Violation Code		Citation Nu	nbei		Common Code
Your III	ake		Model			0	ody Typ	20	-	Year Make		Model			Body Type
	ake NSS		Sentr				Dr Se			2008 FORD			Superc		PK
License Plat				r Country		(	Color			License Plate Num	ber	State of	or Country		Color
335LXS			CO			G	LD/			425GCE		CO			GRN/
	tification Numb									Vehicle Identification					
	D71L483614			Citat				M		1FTSW21R98E Vehicle Owner Las		'eme	First		M
Jordan	er Last Name	v oame		First Larry				MI		venicie Owner Las Taggart	Civaling [V]	ome.	Robert		Law
Address X	Same			City		S	tate ZI	IP		Address 🖪 Same	y		City		State ZIP
5017 Barnst	ormers Ave			Colorad	do		0 8			710 Windsor Ave			Canon City	y	CO 81212
Towed Due t	to Damage 🔀	By: Linde	r Chevre	olet						Towed Due to Dam	nage 🔀 By:	D&S Towing			
10: CSP Lo	ot Canon Cit	y, CO 8	1212							To: CSP Lot Ca	non City, (	50 81212			
	T	13.12								8=	- 1 // K				
	Trailer V	10/#					ŧ.			-1	railer VIN#		1111		-
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2 3	3	3	***	L	j   j		1 0	abt		3				i	1- Slight
		2	(1				1- SII	igni oderat	e	3 3	2	y(L.			2- Moderate
, ,	i. i Undercarria	10		ndercarr	iade		3- Se			1 31	2	' 1	i Indercarriag	ie	3- Severe
1.0		-		. majodij	.=50	-	100000000000000000000000000000000000000	AND GEORGE 1.							SPENIL DE ASMONTONINA
No Proof	ompany   No	ole [X] sne	HOUL			E	xp. Date	E		Insurance Compar American Fan		MINO PROOF			Exp. Date 05/14/2011
Policy Numb						-				Policy Number	,				- ar region 1
										067611705					
Owner Dama	aged Prop. La	st Name		1	First			М	1	Address		City		State	ZIP
Oumar Dans	aged Prop. La	et Name			First			М	1	Address		City		State	ZIP
Smitt Daille	affect toly re	or isolite.			. IIJC			10	n o	i i dan e de		City		Jiak	4
T.U. pos	REST, ENDO.	SAFETY		D DAC -	ECT SUS	PECTE	D INJ	AGE	gev	NAME / ADDRES	ss				
# 108.	NEOT, ENDO.	EQUIP	Al	R BAG EJ	ALC.	O DRU	G SEV.	A/JC	SEA	INVITED AND INC.	,,				
1 01	00 00	B 01	A , 0	1 A	00 00	00	04	. 56	М	Jordan, Larry	5017 Rarnel	ormers Ave C	olorado Sprir	ios. CO	30911
		44 244						0.00	2.5						
2 01	00_00	B 01	A 0	3 B	00 00	0.00	02	. 47	IM	Taggart, Robe	rt Law 710 V	Indsor Ave C	anon City, Co	J 81212	
2 03	00 00	B 01	A 0	3 B	00 00	00	00	22	M	Taggart, Robe	rt C 710 Win	dsor Ave Can	on City, CO 8	1212	DATE:
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					2 13						-		aleno.	10	of heat the
				1					-						

ase # A101956	DOR CODE	Accident Date 12/17/2010	Agency Colorado State Patrol	
escribe Accident		12/11/2010	00.01440 0.440 1 4410.	
ehicle #1 was t	raveling southbound o	n Colorado 115 while	ehicle #2 was traveling northbou	nd.
	the northbound lane.		an rotating counterclockwise, tra a avoid the collision by steering to	
	cle #2 collided with the efore coming to rest fa		nicle #1. After impact, both vehicl	es traveled north for a
	equipped with airbags, equipped with airbags,		driver's and front passenger's po	sition.
		1111		
	Vehicle #1 likely	rounded the		N
	curve to the right began rotating clo the driver attemp	t and initially ckwise before	Affar inner	vehicle #1 is rotated
	control, which cause to rotate counter	sed the vehicle \	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	by the force of the travels 57.4' to rest
				2 travels 41.7'
		•	Trom in	npact to rest
		Approximate		
		area of impact 421.5' south	3.2'	
		of MP 22	counter-c	#2 continues to rotate lockwise as it enters the
	Colorado 11	5		nd lane, where it collides with vehicle #2.
	lcy blacktop	)	124	
	Lane lines shown for illust he scene, roadway markii	tration only.		
	ely covered by snow, ice, sand/ice treatment		Driver #2 attempts t avoid the collision b	y
	now and traffic/snowplows nce was visible upon offic		steering to the right	
	surements are precise, bu	V:	70.	
to or	from an approximate area	of impact		
			1	
Carrier Name	week become just		LIS DOT 🗔	C State DOT C
Address			US DOT ICC Carrier Identification #	State DOT
Carrier Name			Un DOT	D 244 507 D
ž E			US DOT ICC	State DOT

PAGE 3 OF 3 PAGES

								Yerley	Accident Date Agency 12/17/2010 Colorado State Patrol								
EMI (Red Time	ERG cord a Notified	ENC' II time	LISING Tim	g 24 H e Arrive ovide n		ene  Ti	ime Arrived onding se	1@ Hospital	ACCIDENT 00. No A 01. Brak 02. Brak 03. Brak 04. Stee 05. Stee	AVOIDANCE MA woidance Maneuver ing (Skid marks evider ing (Per driver, no skid ing (Per witness, no st ring (Evidence or state ring & Braking (Eviden or Avoidance Maneuve	ANEUVE nt) I marks evi cid marks e ed) ce or state	ER Traffic Tunit #1 Unit #1 or 1 continued on 1 con	Fraffic Traffic Traffic Unit #2 Unit or _2 or _	#3 Unit #4			
NUI If the	O1. Not Divided (Two Way) O2. Divided, Median W/O Barrier O3. Divided, Median W/Barrier O4. One Way  NUMBER OF TRAVEL LANES If the accident is totally contained on half of a divided highway (physical barrier not painted median), only count the number of travel lanes on that half.								FIRE/HAZA 00. No F 01. No F 02. No F 03. Vehi 04. Vehi	ARDOUS MATER Fire/No Haz-Mat Cargo Fire/Haz-Mat Cargo No Fire/Haz-Mat Incident cle Fire/No Haz-Mat C cle Fire/Haz-Mat Carg cle Fire/Haz-Mat Incide	IALS IN\ t Involved argo o Not Invol	Traffic T Unit #1 U or <u>1</u> o	Traffic Traf Init #2 Unit or <u>2</u> or _ 00	#3 Unit #4			
TRA	ZIATE SOAT	C CO	NTR IG	OL D	EVICE	E 01 02 03 04 05	. No Cont . Not Fun . Function . Function . Unknow	ctioning ning Imprope ning Propedy n	rly 01 N	st the Most Significant one		Andrews (Control of the Control of t	205110550				
(A)	Fraffic							ALL PERS n DR 2447)	SONS INVOLV	VED EXCEPT UN	IINJURE	D BUS/RAILWAY PAS	SSENGERS	•			
	(B) P	osition	in Vel	hicle			14			☐ 01. Driver							
			03	06	3 0	9				02-09. Passengers 10. Other ENCI 11. Other UN-E	LOSED pass	enger/dargo area passenger/dargo area					
	1	(2011)	02				10/11 12	-	13	12. Sleeper Sec 13. Trailer 14. Riding/Han 15. Pedestrian		cterior of Vehicle or Trailer					
			(D) Alc	on oc ohol Si	Threu	igh Sid Igh Sid Igh Wir	The state of the s	ening 05 Th 06 Th 07 Th	nrough Roof (conver nary Breath Test 0 0	ailgate Opening g (sun roof/convertible top	down)	Other Path (e.g. back of picku Unknown  06. Preliminary Breath Test 07. SFST 93. Observed					
Was				(E) Te	sted fo	r Alco	UI E	ot Tested 03.	Urine 06, By 0								
					(F) Offic	ther D er Op	02. E Prug/Impa inion Only	irment Suspe	03.	Drug Recognition Expert SFST Observed Other	No ≥ 05 00	5 Drug Recognition Expert 3. SFST 7. Observed 8. Other Method					
						(G)	Tested for	Other Drugs	s 00. Not Tested 01. Blood	02. Breath 04. Other 03. Urine 05. Refusal	06. By Cor	oner	g. Der vi				
							(H) Dea	d al Scene 0 0	00. No 01. Yes		+31/E	and the second					
									Na	me	-516	Taken to	Date Ex	pired Time			
1	01	00	08	_06_	07	06	01 Jo	rdan, Larry				Fremont County	12/17/2010	0715			
2	01	00	08	00	07	00	00 Ta	ggart, Robe	ert Law			St. Thomas More					
2_	03	00	08	00	07	00	00 Ta	ggart, Robe	ert C			St. Thomas More	- 44				
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