HB 10-1014 Report Calendar Year 2011 Annual Report of Fatal Crashes 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 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 2011 Work Zone Fatality Data:

Because all highway, vehicle-related fatalities are reported by Law Enforcement to the Department of Revenue and then to the federal Fatality Analysis Reporting System (FARS), CDOT conducted an analysis of FARS data to determine the number and attributes of work zone fatalities occurring in state highway work areas during Calendar Year 2011. The FARS System contains data on all vehicle crashes in the United States that occur on a public roadway and involves a fatality. For any fatalities that may not have involved a vehicle crash, CDOT also queried staff.

For the purposes of this report, to be consistent with the intent of HB10-1014 to gather information on fatalities occurring in state highway work areas, CDOT has gathered data on all fatalities occurring in the state highway right of way, which would include maintenance and construction work zones and CDOT, contractor, consultant, and motorists fatalities.

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

A. Summary of total number of fatal crashes and total number of individuals killed

In Calendar Year 2011, there were a total of 5 fatal crashes statewide in state highway work zones and 11 people died (one of these deaths was worksite related and did not involve a vehicle). This is 3 fewer crashes and one less fatality than 2010. It is important to note that one of the crashes in 2011 accounted for six fatalities. Appendix A contains a summary of the statewide fatal crashes in state highway work areas for Calendar Year 2011.

B. Categorization of total number of individuals killed (DOT employees, contractors or subcontractors, other individuals)

In Calendar Year 2011, 10 of the fatalities were motorists (drivers and passengers). One fatality was a contractor employee working on a CDOT emergency landslide project at westbound US 285, not involving a vehicle. The employee was struck by a rock on October 6, 2011. No CDOT employees were killed in CY2011.

C. Copy of the Accident Report Form DR 2447 for each fatal crash

- Appendix B contains the Accident Report for each of the 5 vehicle fatal crashes.
- Appendix C contains state's historical crashes, both on state and U.S. highways and interstates and also those on all other roads (county roads and city streets).
- Appendix D is a contractor initial fatality report for the person killed on the work site after being struck by a rock. OSHA has not yet released its fatality report.

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 measures is provided below, including 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.

A. CDOT Contractor Fatality

As a result of the contractor fatality, CDOT is working with the contractor to obtain all of the information surrounding this event. We are reviewing all applicable specifications, documents, and plan information related to the event. The events will be presented to CDOT's Safety Advisory Group and Executive Safety Committee will review the findings and recommendations for any improvements that are approved to be implemented for the safety of the contractors and its employees.

B. 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 last process review covered the 2010 construction season, so the next one will take place during the spring and summer of 2012.

The process review's scope will be to evaluate CDOT's processes and procedures as they relate to WZSM at both the program and project levels. The CDOT review team will

determine what is working well, what is not working well and recommend adjustments, and ultimately determine how to improve the safety and efficiency of CDOT work zones.

On May 13, 2011 the Work Zone Safety and Mobility (WZSM) Process Review Team completed its assessment of the effectiveness of various aspects of work zone policies and practices and incorporated the following:

- The WZSM Procedures document was updated with new strategies taken from the surveys. (<u>http://www.coloradodot.info/library/traffic/traffic-manuals-</u> <u>guidelines/lane-close-work-zone-safety/work-zone-safety-</u> mobility/WZSM_Procedures.pdf/view)
- A presentation containing an overview of the WZSM rules was developed for CDOT engineering and maintenance personnel as well as our stakeholders (e.g. the Colorado Contractors Association, American Council of Engineering Companies). Additional internal and/or external information sessions may be held on an as needed basis. The presentation will be shared with CDOT's Transportation Engineering Training Program (TETP) for incorporation in their program.

These areas will again be re-evaluated in 2013 by the newly reconvened team.

C. Traffic Control Reviews

As a part of CDOT's annual work zone traffic control reviews, six inspections were conducted each in Regions 1, 2, 3, 4, and 6 and five inspections were conducted in Region 5 during the summer of 2011 (R5 only had 1 maintenance project reviewed due to the schedule of work 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 FY12 was a statewide average quality rating of 90%, with no individual projects rated below 85%. The average statewide quality rating for the 24 engineering projects was a 92.1%. There were two construction projects of the 24 (18 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 92.1%. The statewide average of the 6 construction projects that did not receive prior notification was 91.7%. The statewide average for the 11 maintenance activities was 93.3%.

D. 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, 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. This campaign aims to increase employee awareness of CDOT's work zone safety campaign and reduce the number of accidents in work zones across the state by focusing on unsafe driving practices in work zones. Its goals are:

- To increase employee knowledge of work zone safety
- To increase public awareness of work zone safety
- To reduce the number of work zone accidents and fatalities

To accomplish the goals in 2011, CDOT had approximately \$70,000 for a statewide media by on billboards and radio stations. In addition, other collateral such as bumper stickers, news releases, a website and social media outreach were used to help communicate key messages about work zone safety.

CDOT also holds a Remembrance Day ceremony every year during National Work Zone Awareness Week in April to kick off the construction season and remember those employees who lost their lives in the line of duty. This event is mainly for CDOT employees, but the event attracts media and results in numerous stories statewide about work zone safety. Similar educational outreach will take place in 2012.

Another aspect of work zone safety 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.

CDOT Maintenance Supervisors and CSP Captains continue to collaborate 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.

In calendar year 2011, CSP officers from 16 CSP Troops provided 3163 hours of overtime enforcement in maintenance zones. This number of hours exceeded the contract amount due to its success and request by CDOT maintenance staff. During the enforcement, numerous necessary stops were made with resulting tickets issued for unsafe behavior.

Appendix A

2011 Construction Zone Fatalities

	Cra	ash					Fatality	y (Person In	volved)	·	11 mm		Spe	ed	Conc	dition	Fatal Crash Location	Narrative
No	Date	Time	Туре	Killed	Sex	Age	Action	Factor	Alcohol	Drug	Restrained	Туре	Posted	Cited	Road	Weather		Nandavo
1	03/20/11	335	Concrete Highway Barrier	1	Male	22	Reckless	None	Unknown	Unknown	Yes	Driver	30	N/A	Blacktop	Dry	Weld County RD 1 at 9th AVE	V1 was east bound on 9th AVE at a high rate of speed. This section of 9th AVE. was a designated/ posted construction zone with a reduced speed limit of 30 MPH. The driver of V1 failed to stop for a posted stop sign at the intersection of Weld County Rd. 1. V1 impacted a series of concrete construction barriers on the east side of Weld County Rd. 1. V1 continued east bound through the construction area for approximately 101 feet. V1 came to rest at the bottom of a concrete culvert/ dirt embankment. V1 then caught fire. The driver of V1 died at the scene. Passenger 4 was air lifted to University Hospital in Denver with life threatening injuries. Passengers 3 and 6 were transported to Longmont United Hospital with serious injuries.
2	05/16/11	1321	Approach Turn	1	Male	74	Fail to yield ROW	None	No	No	Yes	Passenger	40	10	Blacktop	Dry	SH050B at MM 357.44	Vehicle #1 was stopped on Colorado 50 westbound lane. Vehicle #2 was traveling eastbound on Colorado 50. Vehicle #1 attempted to make a left "U" turn and was struck on the right side by Vehicle #2 front. Vehicle #1 rotated clockwise one turn and slid off of the south side of the roadway. Vehicle #1 came to rest on its wheels facing south in a barrow ditch. Vehicle #2 came to a controlled stop on the south shoulder of the roadway.
3	07/05/11	200	Concrete Highway Barrier	1	Male	59	Exceeded Safe/ Posted Speed	Unfamiliar With Area	No	No	Unknown	Driver	25	50	Blacktop	Dry	SH160A at Wolf Creek Pass Overlook (MM 160.52)	Vehicle one, a tractor trailer combination engaged in commerce and fully loaded with sand, was westbound and descending the west side seven percent grade of Wolf Creek Pass on Colorado 160 when it lost control for approximately .5 miles before it collided its front into a concrete barrier. Vehicle one continued approximately 136' airborne before it collided its front into the rock face of a mountain. Vehicle one separated into multiple pieces; the driver came to rest on a ledge approximately 150' below the area of impact, while the trailer and tractor frame came to rest approximately 75' below the area of impact. A fire resulted from the collision and burned the tractor and trailer portion of the wreckage. The first point of difficulty began outside a designated construction zone, while the first harmful event culminated within a construction zone; workers were not present.
4	10/13/11	730	Rear End	6	Male	57	Exceeded Safe/ Posted Speed	Distracted Driver	No	No	No	Driver	40	65	Concrete	Dry	SH287B at MM 131.37	Vehicle #1 was southbound on Colorado 287. Vehicle #2 was stopped in traffic southbound on Colorado 287. Vehicle #1 collided its front with the rear of vehicle #2. Vehicle #1 and vehicle #2 traveled to final rest stuck together. Both vehicles remained on their wheels. Vehicle #2 was a tractor pulling a cattle trailer.
4	10/13/11	730	Rear End	6	Male	13	Exceeded Safe/ Posted Speed	Distracted Driver	No	No	No	Passenger	40	65	Concrete	Dry	SH287B at MM 131.37	
4	10/13/11	730	Rear End	6	Male	10	Exceeded Safe/ Posted Speed	Distracted Driver	No	No	No	Passenger	40	65	Concrete	Dry	SH287B at MM 131.37	
4	10/13/11	730	Rear End	6	Male	11	Exceeded Safe/ Posted Speed	Distracted Driver	No	No	No	Passenger	40	65	Concrete	Dry	SH287B at MM 131.37	
4	10/13/11	730	Rear End	6	Female	10	Exceeded Safe/ Posted Speed	Distracted Driver	No	No	No	Passenger	40	65	Concrete	Dry	SH287B at MM 131.37	
4	10/13/11	730	Rear End	6	Male	17	Exceeded Safe/ Posted Speed	Distracted Driver	No	No	No	Passenger	40	65	Concrete	Dry	SH287B at MM 131.37	
5	12/12/11	1022	Rear End	1	Female	45	Careless	Distracted Cell Phone	No	Yes	No	Driver	65	60	Concrete	Dry	I-76 at MM 9.4	Vehicle 3 was stopped in traffic in lane 2 on westbound Interstate 76. Vehicle 2 was slowing to stop behind vehicle 3 in lane 2, westbound on Interstate 76. Vehicle 1 was behind vehicle 2 in lane 2 westbound on Interstate 76. Vehicle 1 failed to slow and its front collided with vehicle 2's rear. Vehicle 1 and 2 remained in contact as vehicle 1 pushed vehicle 2's front into vehicle 3's rear. Vehicle 3 pulled forward after impact and came to rest in lane 2, westbound on Interstate 76. Vehicle 2 came to rest in lane 2, westbound on Interstate 76 behind vehicle 3. Vehicle 1 came to rest, still in contact with vehicle 2's rear in lane 2, westbound on Interstate 76.

Source: Colorado (Fatality Analysis and Reporting System) FARS, as reported to NHTSA (January 01, 2011 to date)!

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	Date of Accident City			Agency Colorado State Patrol	County	County #
	Time (24 Hr.) Officer Number Officer Nami	2		Simature		Detail
1	1321 5727 Miller, Bol	by Street Road	Miles			2C 07
B						
08	Date of Report	<u>Colorado 5</u>	007	CIALMII	epost 35/	21.06
В	Agency Code Investigated Total V	/ehicles District N	umber Public I	Property/I Photos Taken Railroad	Crossing Const Zone Highw	av liBridge
1	- M04 @.Scene 🔀 2	2C	Employ	/ee 🗌 🖾 Related	Related 🛛 Interct	
в	Traffic Und #	n Non-Vehicle	Non-Contact Veh	Traffic Unit # XVeh. Parked	Bicycla 🗌 Pedestrian 🔲 Non-Vehid	le Non-Contact VehM
08	Last Name First		MI	Last Name	First	01
	Johnson Mich	ael	W	Fagans	Ross	•
	StreetAddress 2415 Twilight Dr	(541)619	-hone -6995	922 Bowser Dr.	(719)667-1273
	City State ZIP	Bus. Phon	le	City Colorado Caringo	State ZIP Bus.	Phone N
	Driver Gense Number	State Sex [DO	n B	Driver License Number	CDL State Sex	DOB 40
	569394617 A	CO M 04/	/13/1962	920684719	A CO M	03/31/1966 40
C	- Primary Violation	y Injury		Primary-Violation		40
03	Violation Code Citation Number	Cor	mmon Code	Violation Code	Citation Number-	Common Code
	42-4-1402(2) 37/70019	13	9 tu Tune	Year Make	Model	Body Type 10
1	1999 FORD Ranger	Pic	ck Up	1995 KW	T600B	Tractor
0	License Plate Number State or Count	ry: Co \A/L	olor HIMMHI	License Plate Number	State or Country	Color 30
04	Vehicle Identification Number	1 11		Vehicle Identification Number	100	
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12		les	nai.	Peters	Tim	
^E 01	Address 🛛 Seine City	Sta	te ZIP	Address Same .	City	State ZIP
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F	Testher Market				000400000000000000000000000000000000000	
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J:	- Owner Damaged Prop. Last Name	First	MI	Address	içiny si	ate ZIP
00	T.U. POS DESTENDO SAFETY AIR BAC	SUSPECTED		NAME / ADDRESS		
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PAGE 2 OF 3 PAGES

20110371 [05/16/2011] Colorado State Partol 00 00 Describe Academt 00 00 01 Overhick #1 was stopped on Colorado 50 westbound new. Vehicle #2 was traveling eastbound on Colorado 50. 00 02 Vehicle #1 attempted to make a left. UP tima, and was struct on the right side by Vehicle #2 trace to rest on its wheels facing south in a barrow ditch. Vehicle #2 came to a controlled stop on the south shoulder of the roadway. 00 03 00 00 00 04 00 00 00 05 00 00 00 06 00 00 00 07 00 00 00 08 00 00 00 09 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 01 00 00 00 02 0.4 Miles East to Mile Post 357 00 00 03 0.4 Miles East to Mile Post 357 00 00 04 0.4 Miles East to Mile Post 357 00 <th>AA</th> <th>Case #</th> <th>DOR CODE Accir</th> <th>dent Date</th> <th>Agency</th> <th></th>	AA	Case #	DOR CODE Accir	dent Date	Agency	
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	loo	Vehicle #1 attempted t clockwise one turn and	o make a left "U" turn, slid off of the south si	and was struck on the rig de of the roadway. Vehic	ght side by Vehicle #2 front. Ve cle #1 came to rest on its whee	hicle #1 rotated
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	1	1	1	0	в	0	A	3	В	0	0	0	4	57	м	MITCHELL, HO	OWARD 60	4 W. HWY 287 ,	KIT CARSO	N, CO, 8	0825	1	
	1	4	0	0	В	0	A	0	A	0	0	0	3	13	м	ROLLINS, BRA	ANDON 60	4 W. HWY 287 ,	KIT CARSO	N, CO, 8	0825		
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	DATE C 10/1	SF REP 13/20	DRT 11					<u>ן</u>							1 Latit	L'AT:MP 131	-
⁸ 00	Agency	Code	N	103			in Se	vestiga ene	and Co X	Total	Vehicles 2		District	Numb 2C	er	Public Property Photos Taken Relationed Grussing Const. Zone Highway Bikiga Employee X Rulated Related X Interchange Related	M
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~01	insum:	nce Cor	npany	<u>No</u> No	one [No	Proo	ſ				Exp. 1	Date				R
Hot	Policy	Numbe	r								•					Policy Number	R
-	Owner	Damag	ad Proj	o, Lasti	Name					F	linst			M		Address City State Zip	_
00	Owner	Damag	ed Proj	p. Lasat i	Name				_	F]rat	_		M		Address City State Zp	
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_	1	8	0	0	D	0	A	0	A	0	Ð	0	3	15	м	MILLER, ROBERT 604 W. HWY 287 , KIT CARSON, CO, 80825	T
	2	1	0	1	B	1	A	0	A	0	0	0	2	26	М	KAUFFMAN, JARED L311 ARP AVE , CHEYENNE, WY, 82007	F
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L							-										
	Арр	rove	d By							588	80					I.D.# 997024437 Date 10/21/2011	

EARS ID:

1.5						Page <u>1</u> of <u>6</u>	
AA	Case # 2C-11-0796	DOR CODE A 11504240	ccident Date 10/13/2011	Agency	Colorado State Patrol		нн
	Describe Accident				AC CTORDER IN TRACT		
*	SOUTHBOUND ON CO	DLORADO 287. VE	HICLE #1 COLLIDED I	TS FRO	NT WITH THE REAR O	F VEHICLE #2.	нн
8B 2	VEHICLE #1 AND VEH REMAINED ON THEII	HICLE #2 TRAVEI R WHEELS. VEHI	LED TO FINAL REST ST CLE #2 WAS A TRACTO	FUCK TO OR PULI	DGETHER. BOTH VEHI LING A CATTLE TRAIL	ICLES JER.	
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	Note 1: Vehicle #2 was stoppe	d in traffic					
	Note 2: After impact both vehic Note 3: Vehicle #1 left side ski	cles moved 20.5' Id mark 16 59' Right side sk	d 1-1 1				
FF 17	mark 19.58' skid mark						MM
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FF				↓	.2 miles to MP 131		ММ
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GG 12							NN
GG	T Carrier Name						
60		WEST STAR TRANS	SPORT	USI	отд ісс	State DOT	NN
GG	Address	P. O. BOX 277,	1	Carr	ier Identification # 1389296		NN
	T Carrier Name		n	USI		State DOT	
GG	# Address			C			NN
	0			Carr	ier identification #		



С A

12-60E

	ado Sta	te Patrol						Private Pro	operty	STATEPATRO
cci	dent R	eport Bl	otter					Constructi	on Zone	
			1	-076A-(0900			ADAM	S	CLORNED
CASE NU	MBER ACCI	DENT DATE AC			INVESTIGATED B	ſΥ			IBM #	DISTRICT/TROO
ID113	396 12/	12/2011 1	115 Hrs		D. Musgrav	e			5947	1D
		ACCIDENT			NEAREST CITY/TOW	N MILE	POINT	ROAD CODE	ACF	COUNTY
		Interstate /	6 WB MP 9			ty Luit e	9	1/0		AUAITIS
	#INJURED	# VEHICLES	Investigate	d No	t Suspected	N			NOTED	None
/EH#	COLOR	YEAR	MAKE	M	ODEL	VEHI	CLE TYPE	L	CENSE/STATE	US DOT #
1	White	1995	Ford	E	350	PU Tru	ck/Util. Va	an	137JFV	
2	Black	1995	Honda	Ac	cord	Pass	. Car/Van	- 1	753WST	
3	Green	1999	Kenworth	Tr	actor	Semi/Se	emi w/ Tra	iler	245JPC	466144
/EH #		NA	AF (LAST FIRST MI)		DATE OF BIRTH		SEX	DRIVER'S	LICENSE NUM	BER STAT
1		She	ffield, Jason R		5/11/1977	34	M	94-	326-0331	CO
		CITY	STATE, ZIP		POS. IN VEH	1 . 1	INJURI	ES	REST	RAINT USE
		Thornto	n, CO 80229		Driver		Moder	ate	Seath	oelt Used
JECTED		TAKEN TO	and the second second							
No	D	enver Healt	n 🕅							
NEXT OF	KIN NOTIFIED	?								
1.11	No				a vit ist prise	and the free of				中的影响
Pe	and the					1.5	Date o	f Death m	ore than 30 d	ays after cras
VEH #		NAI	ME (LAST, FIRST, MI)		DATE OF BIRTH	AGE	SEX	DRIVER'S	S LICENSE NUM	BER STAT
2		Ca	ndelarie, Amy		6/23/1966	5 45	F	92-	-192-0023	
		CITY	, STATE, ZIP		POS. IN VEH	1	INJURI	ES	REST	RAINT USE
ELECTER			ON, CU 80621			TE OF DEAT	Fata	E DEATH	BRONOL	
No	΄ Γ	ianuar Haalt	h No		ARVAL-HUSP. DA	2/12/201	1 1	120	72	nkoff
		chiver ricali				D2		ATE		STATE FATAL #
NEXT OF	KIN NOTIFIED	2	NOTIFIED BY:	0.000	WHU WAS NOTEED		-	and the second sec		
NEXT OF	Yes	17	NOTIFIED BY: VA	1	Family		12/1:	2/2011		
NEXT OF	KIN NOTIFIED Yes	NA	NOTIFIED BY: VA	4	Family		12/1:	2/2011		DED STAT
VEH #	KIN NOTIFIED Yes	ν? ΝΑΙ	NOTIFIED BY: VA ME (LAST, FIRST, MI) QUECO, Mario		DATE OF BIRTI	H AGE	12/1: sex M	2/2011 DRIVER'S	S LICENSE NUM	BER STAT
VEH #	KIN NOTIFIED Yes	NA A CITY	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario		DATE OF BIRTI 5/16/1968	H AGE 3 43	SEX M	2/2011 DRIVER'S 92-	S LICENSE NUM -002-5423	BER STAT
VEH #	KIN NOTIFIED Yes	NA A CITY Federal He	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario , STATE, ZIP ights, CO 80260)	DATE OF BIRTI 5/16/1968 Pos. IN VER Passeng	H AGE 3 43 1 er	SEX M INJURI Serio	2/2011 DRIVER'S 92- ES DUS	S LICENSE NUM -002-5423 REST Seatt	BER STAT CC RAINT USE Delt Used
VEH #	Yes	NA A City Federal He TAKEN TO	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario , STATE, ZIP ights, CO 80260)	DATE OF BIRTH 5/16/1968 Pos. IN VEH Passeng	H AGE 3 43 1 er	SEX M INJURI Serio	2/2011 DRIVER'S 92- ES PUS	S LICENSE NUM -002-5423 REST Seatt	BER STAT CC RAINT USE Delt Used
VEH # 2 EJECTEE	Yes	RAI A CITY Federal He TAKEN TO Denver Healt	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario , STATE, ZIP ights, CO 8026()	DATE OF BIRTI 5/16/1968 Pos. IN VER Passeng	H AGE 3 43 4 er	SEX M INJURI Serio	2/2011 DRIVER'S 92: ES PUS	S LICENSE NUM -002-5423 REST Seatt	BER STAT CC RAINT USE Delt Used
VEH # 2 EJECTEE NO NEXT OF	Yes Yes	NA A CITY Federal He TAKEN TO Denver Healt	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario , STATE, ZIP ights, CO 80260 h		DATE OF BIRTI 5/16/1968 Pos. IN VEH Passeng	H AGE 3 43 1 er	SEX M INJURI Serio	2/2011 DRIVER'S 92- ES DUS	s License NUM -002-5423 Rest Seatt	BER STAT CC RAINT USE Delt Used
VEH # 2 EJECTEE NO NEXT OF	P D D F KIN NOTIFIED	NA A City Federal He TAKEN TO Denver Healt	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario , STATE, ZIP ights, CO 80260 h		DATE OF BIRTI 5/16/1968 Pos. IN VER Passeng	H AGE 3 43 1 er	SEX M INJURI Serio	2/2011 DRIVER'S 92- ES DUS	S LICENSE NUM -002-5423 REST Seatt	BER STAT CC RAINT USE Delt Used
VEH # 2 EJECTED NO	F KIN NOTIFIED Yes D D F KIN NOTIFIED NO	NA A City Federal He TAKEN TO Denver Healt	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario , STATE, ZIP ights, CO 80260 h		DATE OF BIRTI 5/16/1968 Pos. IN VEH Passeng	H AGE 3 43 1 er	SEX M INJURI Serio	2/2011 DRIVER'S 92. ES PUS	S LICENSE NUM -002-5423 REST Seatt	BER STAT CC RAINT USE Delt Used
VEH # 2 EJECTED NO NEXT OF	F KIN NOTIFIED Yes D F KIN NOTIFIED NO	NAI A CITY Federal He TAKEN TO Denver Healt	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario , state, zip ights, CO 80260 h		DATE OF BIRTI 5/16/1968 Pos. IN VEH Passeng	H AGE 3 43 H er	M INJURI Serio	2/2011 DRIVER'S 92- ES PUIS	S LICENSE NUM -002-5423 REST Seath	BER STAT CC RAINT USE Delt Used
VEH # 2 EJECTED NO NEXT OF	P D D F KIN NOTIFIED	P? NAI A CITY Federal He TAKEN TO Denver Healt P? Denver Healt	NOTIFIED BY: VA ME (LAST, FIRST, MI) guero, Mario , STATE, ZIP ights, CO 80260 h) nd on Interstate 7	DATE OF BIRTH 5/16/1968 Pos. IN VEH Passeng	H AGE 3 43 H er vas slowir	SEX M INJURI Serio	2/2011 DRIVER'S 92- ES DUS	s LICENSE NUM -002-5423 REST Seatt	BER STAT CC RAINT USE Delt Used

1 came to rest in the right lane of Interstate 76 facing southwest. Vehicle 2 came to rest in the right lane of Interstate 76 facing south. Vehicle 3 pulled forward after impact and came to rest in the right lane of Interstate 76 facing southwest.

2

Colorado State Patrol Accident Report Blotter



CASE NUMBER	ACCIDENT DATE	ACCIDENT TIME	ACCIDENT LOCATION
1D113396	12/12/2011	1115 Hrs	Interstate 76 WB MP 9

VEH #	COLOR	YEAR	MAKE	MODEL	VEHICLE TYPE	LICENSE/STATE	US DOT #
1 . 3		Strall av		leneerool 1	2 学校 6学生		

200-51

VEH #	NAME (LAST,	FIRST, MI)	DATE OF BIRTH	AGE	SEX	DRIVER'S L	STATE	
3	Hurtado, Va	lencia, H	11/16/1967	44	М	01-2	96-0836	co
1.	CITY, STATE, Z	P	POS. IN VEH		RIES	RESTRAINT USE		
	Denver, CO, 8	Driver	10 15 15	ne	Seatbelt Used			
EJECTED NO	TAKEN TO Not Transported		nu sa					
NEXT OF KIN	NOTIFIED? O							

VEH #	NAME (LAST, F	FIRST, MI)	DATE OF BIRTH	AGE	SEX	DRIVER'S LIC	CENSE NUMBER	STATE
Sector Sector	CITY, STATE, ZI	P	POS. IN VEH	INJURIES			RESTRAINT U	JSE
EJECTED	TAKEN TO							
NEXT OF KIN NOTI	IFIED?							

VEH #	NAME (I	LAST, FIRST, MI)	DATE OF BIRTH	AGE	SEX	DRIVER'S	LICENSE NUMBER	STATE
	CITY, ST/	POS. IN VEH	INJURIES			RESTRAINT L	JSE	
EJECTED	TAKEN TO							
NEXT OF KIN NO	TIFIED?							

VEH #	NAME (LAST	, FIRST, MI)	DATE OF BIRTH	AGE	SEX	DRIVER'S L	STATE	
No ten ten te	CITY, STAŢE, 2	zip	POS. IN VEH		I I IULNI	RIES	RESTRAINT U	JSE
EJECTED	TAKEN TO							
NEXT OF KIN NO	TIFIED?							

VEH #	NAME (LA	ST, FIRST, MI)	DATE OF BIRTH	AGE	SEX -	DRIVER'S L	ICENSE NUMBER	STATE
Alts DAV	CITY, STAT	E, ZIP	POS. IN VEH		INJUR	IES	RESTRAINT	JSE
EJECTED	TAKEN TO							
NEXT OF KIN	NOTIFIED?							

Appendix C Historical Crash Records

Crash	Statewide		State-wid	le Construc	tion Zone	e Accidents	5	Crash	On-System	On-System Construction Zone Accidents					
Year	Crashes	PDO	Injury	Injured	Fatal	Fatality	Total	Year	Crashes	PDO	Injury	Injured	Fatal	Fatality	Total
1986	98,135	656	256	369	6	7	918	1986	40,700	347	154	227	4	5	505
1987	95,695	483	187	269	5	6	675	1987	40,500	252	112	165	4	5	368
1988	89,765	541	229	347	6	6	776	1988	38,500	309	160	258	6	6	475
1989	82,296	510	218	318	3	3	731	1989	35,000	331	149	227	3	3	483
1990	81,615	486	256	369	8	9	750	1990	34,800	326	193	291	6	7	525
1991	81,410	512	236	327	5	7	753	1991	35,478	303	147	214	4	6	454
1992	84,600	532	251	360	3	3	786	1992	37,971	326	187	273	3	3	516
1993	90,683	589	273	398	9	9	871	1993	45,019	352	184	273	7	7	543
1994	94,767	618	323	498	5	5	946	1994	43,418	363	231	365	5	5	599
1995	98,714	538	248	371	7	7	793	1995	45,720	286	145	224	6	6	437
1996	102,232	674	354	542	4	4	1,032	1996	47,284	394	233	370	4	4	631
1997	106,125	875	335	520	7	8	1,217	1997	48,900	629	270	425	6	7	905
1998	110,266	658	336	499	7	10	1,001	1998	52,059	434	246	380	5	8	685
1999	115,422	918	389	603	15	16	1,322	1999	54,426	640	312	491	13	14	965
2000	120,163	912	411	658	8	10	1,331	2000	55,163	706	329	535	7	9	1,042
2001	131,353	1,333	509	739	7	7	1,849	2001	61,174	1,003	414	611	7	7	1,424
2002	133,714	1,694	624	957	19	19	2,337	2002	63,359	1,342	512	805	18	18	1,872
2003	127,710	1,700	703	1,037	10	11	2,413	2003	61,152	1,403	599	890	9	10	2,011
2004	129,845	1,361	539	768	12	15	1,912	2004	61,973	1,097	464	669	12	15	1,573
2005	124,967	1,434	499	708	10	10	1,943	2005	58,963	1,066	378	550	9	9	1,453
2006	123,448	1,070	131	170	11	13	1,212	2006	53,415	711	96	129	9	11	816
2007	112,921	1,024	95	119	13	13	1,132	2007	51,711	691	68	88	11	11	770
2008	105,292	851	106	124	8	9	965	2008	47,619	592	77	92	7	8	676
2009	94,999	819	68	87	10	11	897	2009	42,747	538	53	70	10	11	601
2010[*]	99,434	817	80	93	8	11	905	2010	45,920	587	64	76	8	11	659
2011[*]	93,311	745	80	96	5	10	830	2011	37,480	485	54	65	4	9	543

* Note: Preliminary!

Appendix C Historical Crash Records



Appendix C Historical Crash Records



HB10-1014 Report

APPENDIX D

Unofficial Initial Contractor Fatality Report

Personal Notes (Friday, October 7, 2011)

• Who:

Deceased contractor employee – 52 years old – 4 years w/Kelly Trucking Company – Rock Crushing Superintendent – 20+ years in rock crushing industry (had previously been w/LaFarge)

• What:

Struck by rock at 1-2 pm – 911 called – no law enforcement notified – transported by ambulance from Bailey to St. Anthony's Hospital – deceased approx. 7:00 pm

• Where:

WB 285 Emergency Landslide Project at mp 218

• When:

Thursday, October 6, 2011 at approximately 1:00 pm

• Why (How):

Unknown at this time

• Witnesses:

Operations Superintendent (Kelly Trucking Superintendent)