



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

James M. Weefnlang 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%.

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

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

	С	Crash							Fatality (Pers	on Involve	d)			Sn	eed	Con	dition		
No.	Date	Tim	пе Тур	ре	Killed	Sex	Age	Action	Factor	Alcohol		Restrained	Type	Posted		Road	Weather	Fatal Crash Location	Narrative
1	3/18/2010		44 Overtu		1			Lane Violation	None	Unknown	No	Yes	Driver	35		·	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 andae 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 #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	6/22/2010	0 4	51 Sign		1	М	46	None	Asleep	Unknown	No	No	Driver	75	75	Concrete	Dry	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.
	/28/2010		0 Rear-					None	Distracted /Other		No		Driver	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
	/28/2010	103						None		No	No		Passenger			Blacktop		I-70 at Mile Point 430.43	County, Colorado. Veh 2 was also eastbound on Colorado 70. Veh 2 (CDOT Truck)
	/28/2010	103					15	None	Distracted /Other	No	No		Passenger			Blacktop		I-70 at Mile Point 430.43	was partially on the left shoulder and partially in the left lane performing highway
	/28/2010	103					15	None	Distracted /Other	No	No		Passenger			Blacktop		I-70 at Mile Point 430.43	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	230	0 Overti	urn 1	1	M		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.
5 7	/12/2010	930	Side- Swipe	1	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.
6 8	5/2010	115	0 Overto	urn 1	1	M	51	Careless	Unfamiliar Area	No	No	Helmeted	Driver	75	75	Blacktop	Dry	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	/29/2010	221	1 Rear-	end 1	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 1	2/17/2010	555	Front side	to 1	1	M	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

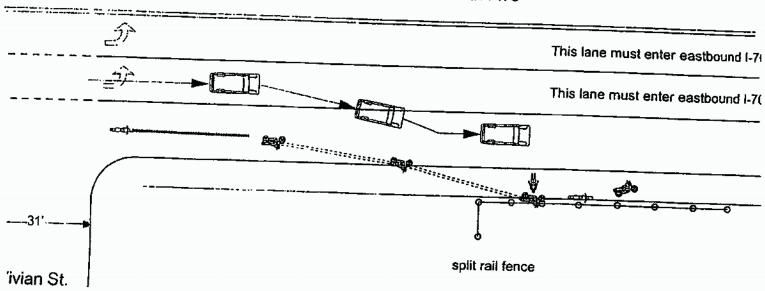
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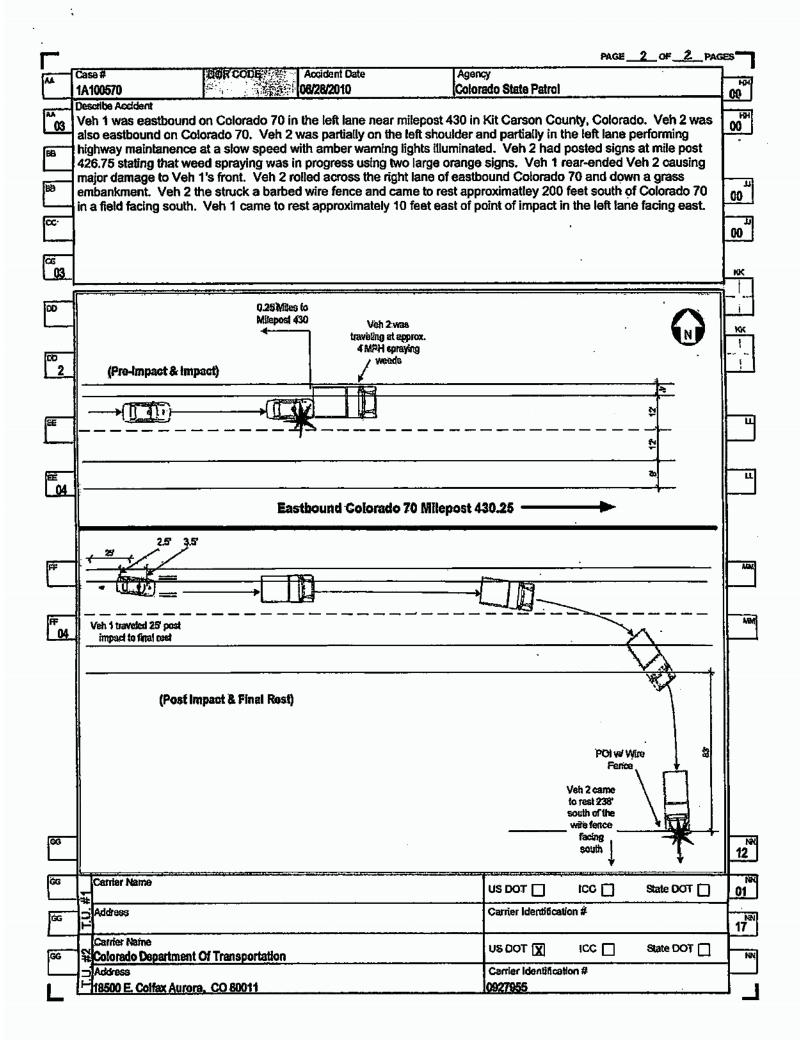
Page 2 of 2 Agency DOR CODE Accident Date Colorado State Patrol 10305771 06/22/2010 3B100575 scribe Accident Vehicle #1 was westbound on Colorado 76. Vehicle #1 ran off the right side of the roadway, collided with a construction sign, then a delineator post, Driver #1 attempted to steer back onto the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

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

MAIL TO STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS

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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 AMENDED/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 2 2B X 05 08 Xven XVeh Parked Pedestrian Non-Vehicle Non-Contact Veh Parked Bicycle Pedestrian Non-Vehicle Non-Contact Veh 01 Last Nam Street Address Street Address (719) 660-0173 5021 Bradley Road 300 Park Street Unknown CO 80911 Unknown Woodland Park CO 80863 Unknown 40 Colorado Springs MD B-650-356-139-739 09/24/1965 07-338-0665 CO 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 XSame Same 300 Park Street Same 5021 Bradley Road 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 G₀₁ □None □No Proof
Safeco Insurance No Proof 00 12/20/2010 04/30/2010 00 019886779U71038 Y7339354 H₀₄ Owner Damaged Prop. Last Name Addinsa State Zip 00 POS. REST. ENDO SAFETY AIRBAG SUSPECTED ALCO DRUG AGE SEX | Name Address 0 C 0 F 2 1 1 0 B 1 A 2 0 0 1 44 2 F 0 2 37 1 0 1 0 B A 0 0 4 M 3 2 4 F 0 0 F 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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MAIL TO. STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS DENVER, CO 80261-0016

STATE OF COLORADO TRAFFIC ACCIDENT REPORT

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colorado 25. Veh omer of vehicle fi nedian, entered ti topped in the righ	icle #1 was passing ve #1. Vehicle #1 began to he southbound lanes at	hicle #2 when the i rotate counter-clo nd collided head or hicle #2 skidded to	. Vehicle #3 was southbour ight front comer of vehicle # ickwise ran off the left side of a with vehicle #3. Vehicle # o the right shoulder of the no	f2 contacted the left rear of the road, went through 1 moved to the south an	n the d
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EARS ID: 10003828773

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AA'	Case # 3C101472	SOR CODE	Accident Date	Agency	lo State Patrol		HOH
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AA	Vehicle #1 was no was grooved conc	rete. Vehicle #1 att	ane of I-25. Vehicle # empted to move back i	nto the left lane	and on to new	asphalt. Vehic	le #1 went
56	left side. Vehicle #	f1 slid off the left sid	nange, rotated counter- le of the road, collided right side in the right r	with the guards	ail, re-directed t	to the roadway.	slid .
BB	final rest of the pas	ssenger is unknown					00
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DR 2447 (01/08/06) COLORADO DEPARTMENT OF REVENUE

DR 2447 (01/66/06)
COLORADO DEPARTMENT OF REVENUE

STATE OF COLORADO
MAILTO
MOTOR VEHICLE
TRAFFIC RECORDS
DENVER, CO 90261-0016

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

MAILTO. STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS

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AA	Case #	GOS GODE	Accident Date	Agen				HSH
-	2C100806 Describe Accident	Carried to the said	09/29/2010	Color	ado State Patrol			00
~on	Vehicles #1, #2, and #	3, all semi-tractor	s with trailers, were	northbound on	Colorado 287.	Vehicles #2	and #3 were	76H 00
	stopped on the roadwa		n zone when vehic	le #1 failed to n	naintain a safe c	distance and	struck the	 "
04	rear of vehicle #2's tra	ner.						1
	Vehicle #1 and Trailer	#2 remained eng	aged after impact, v	which pushed V	/ehicle #2 a sho	rt distance i	nto the trailer	}
≌ 04	#3. Vehicle #2 and Tra		engaged and came	to rest a short	distance from in	mpact. All ve	ehicles came to	00
œ	rest on their wheels fa	cing norui.						<u> </u>
03	Tractor #1 was not eq		js.					00
COS.	Tractors #2 and #3 we	ere						
03			_					KK
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	I		0.2 miles					1
æ	4		milepo	ost 22:	→			⊩ •
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Œ	The impact forces	s vehicle #2 forward 1	12' The	front of vehicle #	1 collides with the	rear of		Ш
08		rith the rear of trailer	#3. h	ailer #2. Vehicle #	#1 leaves 17.7' of	Bont.		1
		3.remain in contact a	nd wi		ains in contact wil	th the		1
	come to	rest at impact.		tratier before	it comes to rest.			_
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	11	hicles #2 and #3 ere stopped in a						1
	cc	onstruction zone						11
	1	prior to impact						11
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GG	Carrier Name				из рот 🔀	ICC 🗌	State DOT	Nik
12.	Address	-			Carrier Identificati	lon#		180
ĠĠ	2112 McKinley Ave. F	ort Worth, TX 76164	<u> </u>		1507368			NR:
GG	Carrier Name	0.0			US DOT 💢	ICC 🔲	State DOT	NN
343	Mercury Transportati	<u> </u>			Carrier Identificat	ion#		
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i Describe Acciden	t spilos (Production)	· 10012012010	COIOTAGO SIATO FA	uoi		89
equipped with	airbags, none deployed.					124
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MAIL TO. STATE OF COLORADO MOTOR VEHICLE TRAFFIC RECORDS DENVER, CO 80261-0016

STATE OF COLORADO TRAFFIC ACCIDENT REPORT

	ę,			RSTATE HWY	HWY NUMBER ROAD (I INVITED IN THE	
Case # 2A10195				E HWY ST/CNTY RD	MILEFOINT 2 1 .9		
Date of Acci	ident	City			Agency State Patrol	County	County #
12/17/20 ° Time (24 Hr		ber Offic	er Name		Colorado State Patrol Signature		14 Detail
0555	9772	Zac	hareas, Eric Route, Street, Ro				2B
Number Kill 1	lled Number Inju 1	red Location F			TOTAL STATE OF THE	N SX E W O	r:
Date of Rep	port		A No. of the Control	orado 115 ude 38		At Milepost 21 Longitude 104 57	23.44
12/17/201 Agency Cod		Investigated				Railroad Crossing Const. Zone F	AND THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO I
M07		@ Scene 🔀					nterchg. Related
Traffic Unit #	□ Veh. □ Par	ked Becycle	Pedestrian Non-	Vehicle Non-Contact	Veh 2 2 X Veh. F	Parked Bicycle Pedestrian Non	-Vehicle Non-Contact Veh.
Last Name			First	MI	Last Name	First	мі
Jordan Street Addr	****		Larry	Personal Phone	Taggart Street Address	Robert	Personal Phone
	rnstormers Ave	9		Unknown	710 Windsor Ave		Unknown
City	a Carinaa	State		Bus. Phone Unknown	City Canon City	State ZIP CO 81212	Bus, Phone Unknown
	o Springs Inse Number	CO	CDL State	Sex DOB	Driver License Number	CDL State	Sex DOB
92-117-1			CO	M 08/01/1954	92-228-2350 Primary Violation	CO	M 09/30/1963
Primary Vio	olation				□ DUI		
Violation Co	Code	Citation Nur	nber	Common Code	Violation Code	Citation Number	Common Code
	Make	Model		Body Type	Year Make	Model	Body Type
	NISS ate Number	Senta	ra er Country	4 Dr Sedan	2008 FORD License Plate Number	F-250 Superc State or Country	PK Color
335LXS		CO	a obdany	GLD/	425GCE	co	GRN/
	entification Number 31D71L483614				Vehicle Identification Numb 1FTSW21R98EC3373		
	vner Last Name] Same	First	M	Vehicle Owner Last Name	X Same First	MI
Jordan	VI Daine		Larry City	State ZIP	Taggart Address ☑ Same	Robert City	State ZIP
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Case #	DOR CODE	Accident Date	Agency	
A101956 Describe Accident		12/17/2010	Colorado State Patrol	
	raveling southbound o	n Colorado 115 while	Vehicle #2 was traveling northbound.	
	the northbound lane.		egan rotating counterclockwise, traveling across to avoid the collision by steering to the right, bu	
	cle #2 collided with the fore coming to rest fa		ehicle #1. After impact, both vehicles traveled n	orth for a
	quipped with airbags, quipped with airbags,		e driver's and front passenger's position.	
the state of the s	un un apresidado de la composição de la co	1111		
				\wedge
	Vehicle #1 likely curve to the righ began rotating clo the driver attemp	t and initially ckwise before		
	control, which cause to rotate counte	sed the vehicle \	After impact, vehicle #1 is rota clockwise by the force of the impact and travels 57.4' to re	е
		1		
		Approximate area of impact	Vehicle #2 travels 41.7' from impact to rest	
		421.5' south of MP 22	Vehicle #2 continues to re	
	Colorado 11	5	northbound lane, where it c with vehicle #2.	
	Icy blacktop			
At ti	ane lines shown for illust ne scene, roadway markir ly covered by snow, ice, sand/ice treatment	ration only. ngs were	Driver #2 attempts to avoid the collision by steering to the right	
	ow and traffic/snowplows nce was visible upon offic			
	urements are precise, bu rom an approximate area			
Carrier Name	- The second sec		US DOT DICC State	DOT [
Address			Carrier Identification #	
Carrier Name			US DOT ICC State	DOT [

COLORADO INVESTIGATOR'S FATAL TRAFFIC ACCIDENT SUPPLEMENTAL REPORT

PAGE 3 OF 3 PAGES

Case	#				DC	R C	ODE	Accid	dent Date	Ag	gency	January and V		1277			
2A10	1956	6						12/17	7/2010 Colorado State Patrol								
(Reco	ord a lotified s are ose F	II time I unkno FD, Ar	Time	ovide na an Med	time @ Sce me of) ene Ti	ime Arrived @ I onding service		00. No Avo 01. Brakin 02. Brakin 03. Brakin 04. Steerir 05. Steerir 06. Other	AVOIDANCE Modelver of Carlot Maneuver of Carlot Marks evide of Carlot Marks evide of Carlot Marks, no so go (Evidence or state) & Braking (Evidence Maneuver) COUS MATER	ent) id marks o skid mark ed) nce or sto er	evident) s evident) nted)		Traffic Traf Unit #2 Unit or 2 or _ 04	#3 Unit:		
NUN	IBEI	R OF	01. 02. 03. 04. TRA	Not Divided Divided One W	d, Med d, Med lay ANE d on h	ian W ian W S alf of	V/O Barrier V/Barrier a divided	2	01. No Fire 02. No Fire 03. Vehicle 04. Vehicle	e/No Haz-Mat Carg e/Haz-Mat Cargo N e/Haz-Mat Incident e Fire/No Haz-Mat Car e Fire/Haz-Mat Incid	ot Involve Cargo go Not Inv		Traffic Unit #1 or <u>1</u>	Traffic Traf Unit #2 Unit or _2 or _	#3 Unit #		
count	the n	umber	of trav	el lanes	on the	at hal	ette i			NAME AND ADDRESS OF		alight P	The same				
		CO		OL DE	VICE	02 03 04	. No Controls . Not Function . Functioning . Functioning . Unknown	ııng İmproper	od Noi	the Most Significan 16	t Types o	f Traffic Cont	rol Devices				
(A) Tr	affic (MU Unit N	ST B	E COM (list Trat	MPLE	TEI il Nur	D FOR ALL	PERS 2447)	ONS INVOLVE	D EXCEPT U	NINJUF	RED BUS/	RAILWAY F	PASSENGERS	•		
	(B) P	osition	in Vet	ricle			14			NAME OF THE PARTY							
			03	06	09	9				01. Driver 02-09. Passenge 10. Other ENC 11. Other UN- 12. Sleeper S	CLOSED P	D passenger/c					
	4	02 05 08 10/11 12			13	Exterior of Vel	ncle or Trailer										
	01 04 07																
			(D) Alc	01 02 03 ohol Su	Throu Throu Throu specte	gh Sid gh Sid gh Wii d	/ Not applicable le Door Opening le Window ndshield Yes > 01	05 Thi 06 Thi 07 Thi Prelimin	orough Back Window orough Back Deor/Tailgate Opening orough Roof Opening (sun roof/convertible top down) orough Roof (convertible top up)								
	(Officer Opinion Only) 02 SFST 03 Observe (E) Tested for Alcohol 00. Not Tested 03.							Observe	d			98 Observed					
Ī				(L) 103	ited for	HICO	01 Blood 02 Breath	04	Refusal	1	no mudi		out some	ener stad			
	l pr						orug/Impairme inion Only)	nt Suspe	02. SF	served	Nos	05 Drug Recognition Expert 06. SFST 07. Observed 08. Other Method					
	,					(G)	Tested for Oth		S 00. Not Tested 02. Breath 04. Other 06. By Coroner 01. Blood 03. Urine 05. Refusal								
							(H) Dead at	Scene 00 01	I. Yes								
									Name	•			Taken to	Date EX	Time		
1	01	_00	08	_06	07		01 Jordan						County	12/17/2010	0715		
2	01 00 08 00 07 00 00 Taggart, Robe												nas More				
2	03 00 08 00 07 00 00 Taggart, Ro							rt, Robe	rt C	St. Thor	nas More						
							San San San										
			-	with the				-					13		in the second		