HB 10-1014 Report Calendar Year 2016 Annual Report of Fatal Crashes in State Highway Work Areas Colorado Department of Transportation

Section 1. Purpose:

The HB 10-1014, now encoded as CRS 42-4-1612, requires the Department of Transportation and the Colorado State Patrol to annually present by February 15, a joint report to the Transportation and Energy Committee of the House of Representatives and the Transportation Committee of the Senate regarding fatal crashes occurring in state highway work areas.

Section 2. Calendar Year 2016 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 2016. The FARS System contains data on all vehicle crashes in the United States that occur on a public roadway and involves a fatality. A couple of comments about the query are necessary:

- CDOT has chosen to use the ANSI D-16.1-2007 (Manual on Classification of Motor Vehicle Traffic Accidents) 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 crashes and total number of individuals killed In Calendar Year 2016, there were a total of five fatal crashes statewide in state highway work zones in which five people died. This is one more crash and one more fatality than 2015.

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

In Calendar Year 2016, one Subcontractor employee fatality, and four citizen fatalities occurred in work zones. There were no fatal crashes in state highway work areas that involved CDOT Employees or Contractors.

C. Copy of the accident reporting form for each fatal accident

Appendix A contains the accident reporting form for each of the five fatal accidents.

Crash summaries provided below are compiled from the Accident Report Form DR 2447 as filled in by the law enforcement officer and edited for readability. The actual reports are attached in Appendix A. Findings of investigations into each crash are made by CDOT personnel responsible for the construction area, supervisors, traffic engineers, safety officers, and other CDOT staff as applicable.

<u>Crash 1</u> Date: May 13, 2016 Location: SH 17B at Milepost 76.13 Region 5 Time: 13:00 CDOT Construction Project: Yes # Vehicles Involved: 2 # Fatal CDOT employee, contractor, sub-contractor: None # Fatal Citizen: 1

Description of Event: Vehicle #1 was northbound on SH 17, and Vehicle #2 was southbound on SH 17. A non-contact vehicle was stopped in traffic on northbound on SH 17 attempting to make a left turn onto Stanley Rd. Vehicle #1 attempted to pass to the right of the stopped vehicle, lost control and skidded across the roadway into the southbound lane. Vehicle #2 then collided with the right front of Vehicle #1. Both vehicles came to rest on their wheels, and driver #2 was pronounced deceased at the scene.

Findings: Regional safety and engineering staff investigated this crash and determined that it was unrelated to the work zone setup. No improvements or major changes were recommended.

<u>Crash 2</u> Date: June 24, 2016 Location: SH 491B at Milepost 27.15 Region 5 Time: 08:12 CDOT Construction Project: Yes # Vehicles Involved: 1 # Fatal CDOT employee, contractor, sub-contractor: 0 # Fatal Citizen: 1

Description of Event: Vehicle #1 was traveling northbound on SH 491 north of Empire St., when the driver pulled onto the right shoulder and exited the vehicle. Vehicle #1 began rolling downhill northbound and Pedestrian #1 began chasing it. Vehicle #1 collided with a curb on the east side of SH 491 and Pedestrian #1 fell, being dragged underneath the vehicle. Vehicle #1 continued rolling off the right side of the roadway and came to rest a short distance away.

Findings: Regional safety and engineering staff investigated this crash and determined that it was unrelated to the work zone setup. No improvements or major changes were recommended.

<u>Crash 3</u> Date: July 15, 2016 Location: SH 160A at Milepost 168.19 Region 5 Time: 17:55 CDOT Construction Project: Yes # Vehicles Involved: 2 # Fatal CDOT employee, contractor, sub-contractor: 0 # Fatal Citizen: 1

Description of Event: Vehicle #1 was traveling westbound on SH 160 in the outside lane. Vehicle #2 was traveling westbound on SH 160 in the inside lane. Vehicle #1 attempted to change lanes and drove into the side of Vehicle #2. Vehicle #1 then rolled and came to rest on its right side facing east. Vehicle #2 was driven to a stop a short distance away.

Findings: Regional safety and engineering staff investigated this crash and determined that it was unrelated to the work zone setup. No improvements or major changes were recommended.

Crash 4

Date: August 26, 2016 Location: SH 119C at Milepost 61.42 Region 4 Time: 17:00 CDOT Construction Project: Yes # Vehicles Involved: 1 # Fatal CDOT employee, contractor, sub-contractor: 1 # Fatal Citizen: 0

Description of Event: Vehicle #1 was westbound on SH 119 in a construction zone and was stopped at CR 5. The flagger for the intersection stopped the other traffic and waved Vehicle #1 through the intersection. The flagger failed to move from the roadway, and the driver's side trailer tires collided with the flagger. Vehicle #1 came to a stop in the roadway in a westerly direction. The flagger came to rest on his back, and was pronounced deceased at the scene.

Findings: At the time of the incident, the flagger was controlling multiple directions of traffic individually. This may have led to the flagger failing to recognize the hazard of the tractor-trailer turning into the path the flagger was also moving into. It was also noted by witnesses that the flagger turned his back to traffic as he directed the opposite flowing traffic. Since this incident, traffic control companies are utilizing multiple flaggers or uniformed traffic control for situations such as this one.

<u>Crash 5</u> Date: November 14, 2016 Location: I-25A at Milepost 246.37 Region 4 Time: 11:39 CDOT Construction Project: Yes # Vehicles Involved: 2 # Fatal CDOT employee, contractor, sub-contractor: 0 # Fatal Citizen: 1

Description of Event: Vehicle #1 and Vehicle #2 were traveling northbound on I-25 in the right of the two northbound lanes, with Vehicle #1 behind Vehicle #2. Traffic in both lanes slowed to a stop due to a construction zone in the area. Driver #1 failed to recognize this in time and the front-left of Vehicle #1 collided into the rear-right of Vehicle #2. Due to the height difference between the vehicles, Vehicle #1 traveled partially under the rear-right corner of Vehicle #2. Both vehicles remained engaged while Driver #2 brought the vehicles to a controlled stop on the right shoulder.

Findings: There was an incident prior that had left a semi in the median and traffic was additionally impacted by that distraction, but the crash itself was found to be unrelated to the work zone. Project personnel from CDOT and the contractor were on the scene, and witnessed many drivers taking pictures of the issue with the semi. They felt that the cause of the fatal crash was the distraction and not the work zone. No improvements or major changes were recommended.

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 crashes 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 review also evaluates CDOT's processes and procedures as they relate to WZSM at both the program and project levels. The current process review is scheduled for completion in February of 2017.

The following are the key actions taken by CDOT since the *Calendar Year 2015 Annual Report* of Fatal Crashes in State Highway Work Areas:

- The Work Zone Task Force reviewed the WZMCMF report and prioritized key CMFidentified actions. Four key priority actions were identified as high priority: Performance Measures, Project Coordination, Training, and WZ Credibility Improvements. Working groups were formed for each priority to address the identified action items in each area.
- The Performance Measurement Subgroup has focused on: determining whether or not current policies and procedures need revising; determining what data to capture and utilize in performance measures for both safety and mobility; conducting pilot projects to gather and analyze arterial, freeway, and interstate data; and assessing data collection systems for possible incorporation into CDOT practices.
- The Project Coordination Subgroup has: polled CDOT construction personnel to gather information regarding current project coordination efforts during the design and construction phases; obtained CDOT Executive Management input to determine their expectations in the area of project coordination; and is now focused on elevating the best current practices and adding any needed elements to improve project coordination statewide.
- The Improved Training Subgroup has: met with representatives of the internal engineering, maintenance and general training programs to assess current work zone training offerings; begun exploring the feasibility of developing a multi-level work zone training program model similar to that of the Florida DOT; created a matrix of engineering and maintenance courses to be included in a more rigorous CDOT work zone training program; and identified funding for development of an updated work zone training curricula.

The Work Zone Credibility Issues Subgroup has been working on revising current policies governing work zone speed reductions. They also searched for tools that will result in better Methods for Handling Traffic from both contractors and CDOT Maintenance; evaluated current standards and practices for possible improvements in temporary traffic control credibility; and are trying to determine how to get better overall compliance with CDOT's Lane Closure Strategies.

All of the Work Zone Safety and Mobility resources are available online to CDOT personnel for use in designing and constructing projects, many of which can be found at the following public link: <u>https://www.codot.gov/library/traffic/lane-close-work-zone-safety.</u>

B. Traffic Control Reviews

Annually, CDOT conducts inspections of construction work zones to score compliance with federal and state requirements, standards, and specifications. In 2016, seven inspections were conducted in CDOT Region 1 (Denver Metro Area), and six each in Regions 2, 3, 4, 5. 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 was reported to FHWA in September of 2016. 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 FY17 was a statewide average quality rating of 90%, with no individual projects rated below 85%. The average statewide quality rating for the 25 engineering projects was 95.8%. There were no projects reviewed with a score below 85%. The statewide average of the 21 construction projects that received notification was 96.1%. The statewide average of the 5 construction projects that did not receive prior notification was 95.0%. The statewide average of average for the 6 maintenance activities was 93.2%.

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. This enforcement is provided to protect the workers from dangerous driving.

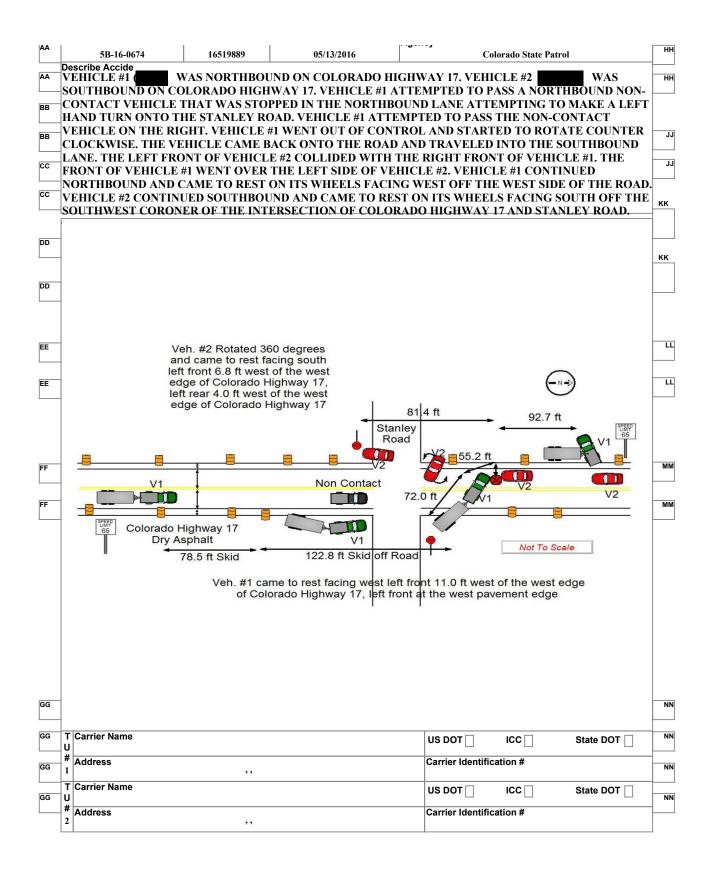
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APPENDIX A

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COLORADO INVESTIGATOR'S FATAL TRAFFIC ACCIDENT SUPPLEMENTAL REPORT

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| ĀA | Describe Accident | | ,,,,, | | · ·· · · · · · · · · · · · · · · · · · | |
| <u> </u> | Traffic unit #1(Thorpe |) was traveling n | orth near the intersed | tion of N. Broadway and En | pire Street. Traffic unit #1 | Н |
| | pulled onto the right si | noulder of the roa | adway and the driver | exited the vehicle. Traffic u #1 collided with the curb on | nit # 1 began rolling north | |
| 88 | and the driver fell, bei | ng dragged unde | rneath the vehicle. T | raffic unit #1 continued rollin | a off the right side of the | |
| | roadway and came to | rest a short dista | ance away. Traffic un | it #1 sustained minor damag | ge to the driver's side front | J |
| 88 | wheel. | | | | | _00_ |
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| GG | Carrier Name | | | | | <u>_</u>] |
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| GĞ | Address | | | Carrier Identifica | tion # | Ň |
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| ĞG | Carrier Name | | | | ICC State DOT | N |
| | address | | | Carrier Identifica | tion # | |
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16056296

COLORADO INVESTIGATOR'S FATAL TRAFFIC ACCIDENT SUPPLEMENTAL REPORT

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| Cas | ie # | 10 - | 12 | IR | DO | RC | ODE | | Acc | ident 184 | | וח | | | | | ;у Р-те | 7 (| Dout | ED | <u> </u> | 12-5- | | |
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| EM | | | | | SER | IVIC | :FS | | <u>. v</u> | | \underline{P} | | 2 | | | | | | run | | | 11/11 | <u>IIE</u> | <u>, </u> |
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| lf the high | e accid way (p | ent is hysica | totally c I barrie | VEL La contained r not pair el lanes | l on ha nted m | ulf of edia | n), on | | ג | | | | | | Mat In | | | | | | | | | |
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| | (B) F | osition | n in Vel | iicle | | | 1 | 4 | | | | | _ | | 0 | | | | | | | | | |
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| | | (0, 2) | | 01. 02. | | h Sid h Sid | le Dooi le Wind | Opening low | 05. T 06. T | hrough hrough | Back (Roof C | Door/Ta Opening | ilgate C | oof/cor | | top dow | 09 | . Unk | | g. back of p | локирт | JUCK) | | |
| | | | | ohol Sus icer Opin | ion Or | ıly) | | 03. | SFST Observ | ved | | | 4. Pass 5. Othe | | | nsor | No > | 07. 3 | Preliminar SFST Observed | y Breath Te | | . Passiv . Other r | e Alcohol ! nethod | Sensor |
| | | | | (E) Test | ed for <i>i</i> | Alco | 0 | Not Tes Blood Breath | 04 | i. Urine . Othei . Refu: | r | 6. By C | Coroner | | | | | | | | | | | 1 |
| | | | | | F) Oth Office | | | npairmen Only) | t Susp | ected | Yes : | 02. 1 | SFST Observe | - | on Expe | n 1 | 06 07 | 5. SF: 7. Ob: | | tion Expert | | | | |
| | | | | | ſ | (G) ⁻ | Testeo | d for Othe | er Drug | |). Not T 1. Blood | Fested d | | | 04. Other 05. Refu | | . By Con | | | | | | | |
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STATE OF COLORADO TRAFFIC ACCIDENT - OFFICER NOTES

ACCIDENT DATA

| Accident Report ID# : VDIRFYSCVS | |
|--|--------------------|
| Officer Name/ID : | |
| Date/Time Of Accident : 06/24/2016@08 | - 12 |
| Date/Time Notified : 06/24/2016@0813 | |
| Date/Time OnScene : 06/24/2016@0815 | |
| City: Cortez | County : Montezuma |
| Location : N. Broadway 280 feet north of | of Empire Street |
| Latitude : | Longitude : |

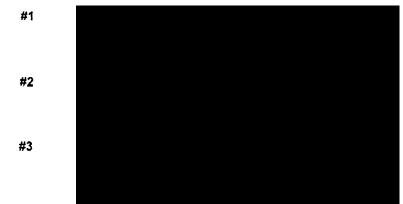
DRIVERS

| #1 | | | | | | |
|-----------|-----------------------|---------------|--------------------|--------------------|------------|--------------|
| | Height 6'4" | Weight 225 | Hair GRY | Eyes BRO | Class D | Endorsements |
| | Statemen Medically | | proivde a state | ement. | | |
| PEDESTRIA | NS | | | | | |

| N/A | | | | | | |
|-----|--------|--------|------|------|-------|--------------|
| | Height | Weight | Hair | Eyes | Class | Endorsements |

Statements

WITNESSES



PHYSICAL EVIDENCE

Digital photographs and VIEVU footage of accident.

OFFICER'S NOTES

On 06-24-2016 at approximately 0813 hours, I was requested by Cortez Dispatch to respond to the area of Empire Electric for a single vehicle accident with injuries. While responding, Cortez Dispatch advised medical units that the patients intestines were reported to be hanging out.

l arrived a short time later and observed a male subject, later identified as

lying down on

the shoulder on the northbound side of Broadway with his body partially on the curb. Was covered up with a red fabric and I observed his legs to be abnormally bent underneath his body and the skin and muscle to be ripped away from the bone. He was bleeding profusely from the open wounds and the blood was running downhill toward his head. Was also bleeding from what appeared to be his nose and mouth. I told was that medics were getting close and would be with him shortly. To my surprise, was very calm and responded to my statements.

Medics arrived a short time later and began tending to while medics were tending to medicate the second sec

I began contacting witnesses on scene. I first contacted a second who stated that he observed a male subject s

After speaking with the incident. The incident of the incident said she just saw him lying just off of the roadway bleeding.

was later transported to the University of New Mexico Hospital in Albuquerque for medical treatment. No additional information on his condition has been provided.

During the accident. white Ford F-550 was pulling an American brand 30' 5th wheel travel trailer.

Digital photographs and measurements were taken while on scene to be placed into evidence at the Cortez Police Department.

My VIEVU uniform mounted camera was recording my contacts with all parties and they have been place into evidence at the Cortez Police Department.

| | AME | NDE | D/Sl | JPP | L. | | UND | ER | \$1,0 | 000 | | COL | JNTI | ER F | REPORT | PR | | | RTY Page | e <u>1 of 5</u> | Pages |
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| CDOT | Code | | | | | | | | | INT | ERS | ГАТ | E HV | WY | HWY NUN 160 | ABER | E | OOR Code | 165247 | 700 | |
| Case | # | | D 1/ | | 97 | | | | · | STA | TE I | łWY | 7 | | MILEPOI | NT | | | 105247 | 70 | |
| Date o | of Accide | nt | 5B-16 | 5-098 | 87 | | City | | | CIT | Y ST | /CN | FY R | RD Agen | су | | | 0 | County | | County # |
| | /15/2 | 016 | Office | er Numt | er | | 10 | Officer I | Name | | | | | | Colo | rado Stat | e Patrol | | MINERA | | 62 Detail |
| | 1755 er Killed | | | 16 Der Injur | 36 | | | | | | | | | | | | | Tto Luc | 05 | | CSP |
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| 07/ | OF REF | | | | | | | | | | | | | Latit | ude :: | | Longitu | ude :: | | | |
| | y Code | N | 107 | | | ln Sc | vestigat ene | ed @ X | Total | Vehicles 2 | | District | Numbe | r | Public Property Employee | Photos Take | n Railroad Related | Crossing Co Re | elated X Interd | way change | Bridge Related |
| Traffic 1 or | 1 | Xv | eh | Parke | ed E | Bicycle | Pe | | | lon-Veł | nicle | Non-C | Contact | t Veh | Traffic Unit 1 or 2 | XVeh | Parked E | Bicycle Peo | destrian Non-Ve | ehicle N | Ion-Contact Ve |
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| | s Licens | | er | | | | | CDL | | | Sex D M | OB | | | Drivers License | | | | CDL State | M Sex DO | 3 |
| D | | | | | | | | | | | | | | | Primary Violatic | 'n | | | | | |
| | on Code | | | | | | n Numbe | r | | | | Commor | | | Violation Code | | | Citation Number | | | nmon Code |
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| | se Plate I | | | | | | State or | | ^y CO | | | Color | BLK | | License Plate N | | | State or 0 | NM | Col | WHI |
| | e Identifi | | | Mo | | | | 5 | | | | | | | Vehicle Identific | | 10 | | | | MI |
| | ss XS | | ame [| XSa | me | | | Firs | | | | State Zi | MI | | Vehicle Owner I | - | Same | | First | l Cha | te Zip |
| | | | 0 17 | D | | | | ' | | | | | Þ | | Address XS | | | | | | |
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| | | Traile | er VIN | | | | | | | | | | | | | Trailer VIN# | | | | | |
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| 3 Insura | | | arriag | | V No | Proof | _ | lerca | riage | • | Exp. | | vere | | | ndercarriage | _ | | ercarriage | Exp. Da | |
| Policy | Number | | | NO | PRO | OOF | | | | | | | | | Policy Number | A | LL ST | ATE | | | /25/2016 |
| Owner | r Damag | ed Prop | . Last N | ame | | | | | F | irst | | | MI | | Address | | | 9363518 | 41 | Sta | te Zip |
| Owner | r Damag | ed Prop | . Last N | ame | | | | | F | irst | | | MI | | Address | | | | City | Sta | te Zip |
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| ^l ~hb | roveo | , DY | | | | | | | 546 | 54 | | | | | | | I.D.# | 540 | 54 | Date | ^e 7/19/2016 |

| AA | 5B-16-0987 | 16524790 | 07/15/2016 | Colorado St | ate Patrol | HH |
|----|---|-----------------------------------|---|---|------------------------------------|----|
| AA | | VAS WESTBOUN | ND ON COLORADO HIG | HIGHWAY 160 IN THE HWAY 160 IN THE INSII | DE LANE. VEHICLE #2 | НН |
| BB | COLLIDED WITH THI ROLLED ONTO IT SII | E RIGHT SIDE O DE AND BECAMI | F VEHICLE #2 IN THE I E ENTANGLED WITH V | INSIDE LANE. VEHICLI NSIDE WESTBOUND LA EHICLE #2. THE DRIVEI | NE. VEHICLE #1 R OF THE VEHICLE | L |
| cc | | | | BOUND LANE. VEHICL CLE #2 WAS DRIVEN TO | | IJ |
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| | - | | | | | |
| EE | - | | | | | LL |
| EE | - | | POI to Pickup (driven to final rest) 163. | 5 ft 9 Motorcycle 210.5 ft | • | LL |
| | South Fork | | + | POI to Body 163.5 ft | 2007 2007 45 | |
| FF | 4.5 ft 11.8 ft | 1! | 5.5 ft 16.4 ft 20.3 | | Veh #1 | ММ |
| FF | 13.0 ft | | Veh #1 Driver | #1 (| Veh #2 | MM |
| | \$.6 ft | Motorcycle came to r Facing | est on its Right Side | 1 | | |
| | Colorado Highwa Within Consi | y 160 Dry Asphalt ruction Zone | | Guardrail | Not To Scale | |
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| GG | - | | | | | NN |
| GG | T Carrier Name U | | | | State DOT | NN |
| GG | Address | ,, | | Carrier Identification # | | NN |
| GG | T Carrier Name U | | | | State DOT | NN |
| | Address | ,, | | Carrier Identification # | | |

COLORADO INVESTIGATOR'S FATAL TRAFFIC ACCIDENT SUPPLEMENTAL REPORT

| | | | | Page <u>2 of 2 Pages</u> |
|--------|----------|---------------|--------|--------------------------|
| Case # | DOR CODE | Accident Date | Agency | CI ISTERI |

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| EM | ERO | GEN | CY | MEI | DIC | ALS | SER | VICES | | | | | | | | | | | |
| 1. | Notified | | ne us | - | Arrive | . time ad @ So 815 | cene | | ived @ Hospita 1855 | | | | ANCE M/ Maneuver | | R | Traffic Unit #1 | Traffic Unit #2 | Traffic Unit #3 | |
| IF TIM | | | NOWN | PROV | | | | | | _ | | | kid marks | | arks evident) | or <u>1</u> | or <u>1</u> | or <u>2</u> | or <u>2</u> |
| | | | | | | | | CE SEF | | - | 03. Bra 04. Ste 05. Ste | king (Pe ering (Ev ering & I | er witness vidence o Braking (B | , no skid ı r stated) Evidence (| marks evident) or stated) | 0 | 0 | 4 | 4 |
| | | | | FI (| N 4/ | | | | | | 06. Oth | er Avoid | dance Mar | neuver | | | | | |
| | AFF | ICW | 0 | 1. No 2. Di | ot Div video | d, Me | dian | o Way) W/O Bar W/Barrie | | FIR | 00. No | Fire/No | Haz-Mat C | argo | OLVEMENT | Traffic Unit #1 | Traffic Unit #2 | Traffic Unit #3 | Traffic Unit #4 |
| | | | | 4. 0 | | | ulan | W/Dame | | | | | -Mat Carg -Mat Incic | | olved | or <u>1</u> | or <u>1</u> | or <u>2</u> | or <u>2</u> |
| If the high | e acc way | ident (phys | is to sical | otally barri | con er no | taine ot pai | inteu | 5 half of a median), nat half. | divided ₃ | | 04. Veh | nicle Fire | e/No Haz-I e/Haz-Mat e/Haz-Mat | Cargo Ño | t Involved | 00 | 0 | | |
| TR | ΔFF | | :ON | TRO | ר וכ | DEV | ICF | 01. | No Contro | ols | | | List the | Most Sign | ificant Types o | f Traffic C | ontrol De | vices | |
| | NCT | | | | | | | 02. 03. 04. | Not Funct Functionin Functionin Unknown | ioning ng Imp | | 01 | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | |
| (A) | Traf | ic Ur | nit Nu | umbe | er (lis | | | | LETED FOR ber as on D | | | VOLVED, | EXCEPT UI | INJURED | BUS/RAILWAY P | ASSENGERS | S | | |
| | (B) F | Positi | on Ir | ı Veh | nicle | | | | 14 | | | | | | | | | | |
| | | | ſ | | | | | | 14 | | 1 | | | 01 | Driver | | | | |
| | | < | : | 03 | 3 | 06 | 6 | 09 | | | | | | 10 | - 09 Passengers Other ENCLOSED | | | | |
| | | | ł | | _ | | _ | 00 | 10/1 | 1 | 1 | | 13 | 11 12 | | | /cargo area | | |
| | | | | 02 | 2 | 05 | 5 | 08 | 12 | | | | 13 | 13 14 | Riding/hanging to | exterior | | | |
| | | < | : [| 0′ | 1 | 04 | 4 | 07 | | | | | | 15 | Pedestrian | | | | |
| | | (C) 6 | L | ion P | ath | Not | Fiect | ed/Not ap | plicable (| 14 Thro | J ugh back | window | | | | 08 Other pa | ath (eq. b) | ack of nick | (ID) |
| | | (0) [| Jecu | | 01 02 | 1 Thro 2 Thro | ough : ough : | | r Opening (dow (| 05 Thro 06 Thro | ugh Back ugh Roof | Door/Ta Opening | | convertible | | 09 Unknow | | | up) |
| | | | | | | | cted Only) | 0 | 1 Prelimina 2 SFST 3 Observed | | |)4 Passiv)5 Other | | Sensor | No > 06 Prelimi 07 SFST 08 Observ | • | | 9 Passive / 0 Other Me | |
| | | | | (E) 1 | Feste | d for | Alco | o hol 00 No 01 Bl 02 Br | | | 03 Urine 04 Urine 05 Refus | al | 06 E | By Corone | r | | | | |
| | | | | | | | | | nent Suspe | cted | Yes > | | Recogniti | on Expert | | rug Recogr | nition Expe | ert | |
| | | | | | (Off | icer (| Opini | on Only) | | | | 02 SFS 03 Obse 04 Othe | erved | | | bserved | | | |
| | | | | | | (G) [.] | Teste | d for Oth | ner Drugs | | 0 Not Tes 1 Blood | | Breath Urine | 04 Ott 05 Re | | y Coroner | | | |
| | | | | | | | (H) [| Dead at S | icene | | 00 No 01 Ye | | | | | | | | |
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| 1 | 1 | 8 | 8 | 6 | 7 | 6 | | | | | | | | | RIO GRAN | | 7/1 | 5/2016 | 1858 |
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| | 1 | 8 | 8 | 6 | Öff | (G) | Opini Teste | g/Impairn on Only) ed for Oth | nent Suspe ner Drugs | 0 | Yes > 0 Not Tes 1 Blood 00 No 01 Ye | 01 Drug 02 SFS 03 Obse 04 Othe ted 02 03 | T erved er Breath | 04 Oth | 06 S 07 O 08 O fusal Tak | FST bserved ther y Coroner en To DE | | Exp Date | |

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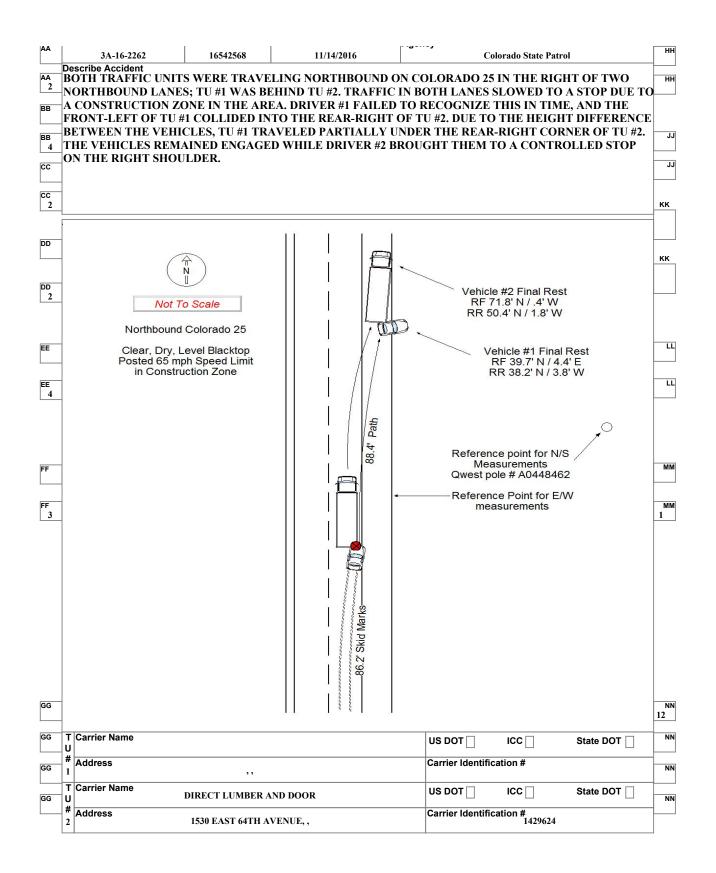
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COLORADO INVESTIGATOR'S FATAL TRAFFIC ACCIDENT SUPPLEMENTAL REPORT PAGE ______ OF _____ PAGES

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COLORADO INVESTIGATOR'S FATAL TRAFFIC ACCIDENT SUPPLEMENTAL REPORT

| | | | | Page <u>2 of 2 Pages</u> |
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| | | < | : | 02 | | 05 04 | 08 | 12 | _ | 13 | 13 14 15 | Trailer Riding/hanging to Pedestrian | | | |
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| | | (C) E | jecti | ion P | 01 T 02 T | hrough hrough | ted/Not applicabl Side Door Openi Side Window Windshield | ng 05 Thro 06 Thro | ough Roof O | | of/convertible | | 08 Other pat 09 Unknown | h (eg. back of pic | kup) |
| | | | (D) / | Alcoh | | | Voc > 01 Brolin | ninarv Brea | | Passive Alcoh | | | | | |
| | | | (Óf | ficer | iol Sus Opinio | pected n Only | 02 SFST 03 Obse | | | Other Method | | No > 06 Prelimi 07 SFST 08 Observ | | Test 09 Passive 10 Other M | Alcohol Sensor ethod |
| | | | (Óf | ficer | Opinio ⁻ ested | n Only | 02 SFST 03 Obse ohol 00 Not Test 01 Blood 02 Breath | rved | 05 03 Urine 04 Urine 05 Refusal | Other Method | 06 By Corone | 07 SFST 08 Observ | ved | 10 Other M | |
| | | | (Of | ficer | Opinio ested (F) Otl | n Only for Alc | 02 SFST 03 Obse ohol 00 Not Test 01 Blood | rved | 05 03 Urine 04 Urine 05 Refusal Yes > 0 0 | Other Method | 06 By Corone | 07 SFST 08 Observ r No > 05 D 06 Sl | rug Recognit FST bserved | 10 Other M | |
| | | | (Óf | ficer | Opinio Tested (F) Oti (Office | for Alc ner Dru er Opin G) Test | 02 SFST 03 Obse ohol 00 Not Test 01 Blood 02 Breath g/Impairment St ion Only) ed for Other Dru | rved ed ispected gs C | 03 Urine 04 Urine 05 Refusal Yes > 0 0 00 Not Teste 01 Blood | 0 Other Method 0 01 Drug Recog 02 SFST 03 Observed 04 Other | 06 By Corone | 07 SFST 08 Observ r No > 05 Di 06 Si 07 O 08 O ner 06 B | rug Recognit FST bserved | 10 Other M | |
| | | | Ófi | ficer | Opinio Tested (F) Oti (Office | for Alc ner Dru er Opin G) Test | 02 SFST 03 Obse ohol 00 Not Test 01 Blood 02 Breath g/Impairment St ion Only) | rved ed ispected gs C | 03 Urine 04 Urine 05 Refusal Yes > 0 0 00 Not Teste | 0 Other Method () 1 Drug Recog)2 SFST)3 Observed)4 Other ed 02 Breath | 06 By Coroner nition Expert 04 Oth | 07 SFST 08 Observ r No > 05 Di 06 Si 07 O 08 O ner 06 By fusal | rug Recognit FST bserved ther | 10 Other M | |
| | | | (Off | (E) 1 | Opinio ested (F) Oti (Office | n Only for Alc ner Dru er Opin G) Test (H) | 02 SFST 03 Obse ohol 00 Not Test 01 Blood 02 Breath g/Impairment St ion Only) ed for Other Dru | rved ed ispected gs C | 03 Urine 04 Urine 05 Refusal Yes > C 0 00 Not Teste 01 Blood 00 No 01 Yes | 0 Other Method () 1 Drug Recog)2 SFST)3 Observed)4 Other ed 02 Breath | 06 By Coroner nition Expert 04 Oth | 07 SFST 08 Observ r No > 05 D 06 S 07 O 08 O 08 O her 06 B fusal Tak | rug Recognit FST bserved ther y Coroner en To | 10 Other M | pired Time |
| 1 | 1 | 0 | 8 | ficer | Opinio ested (F) Oti (Office | for Alc ner Dru er Opin G) Test | 02 SFST 03 Obse ohol 00 Not Test 01 Blood 02 Breath g/Impairment St ion Only) ed for Other Dru | rved ed ispected gs C | 03 Urine 04 Urine 05 Refusal Yes > C 0 00 Not Teste 01 Blood 00 No 01 Yes | 0 Other Method () 1 Drug Recog)2 SFST)3 Observed)4 Other ed 02 Breath | 06 By Coroner nition Expert 04 Oth | 07 SFST 08 Observ r No > 05 Di 06 Si 07 O 08 O ner 06 By fusal | rug Recognit FST bserved ther y Coroner en To | 10 Other M | pired |
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