

OFFICIAL POLICE REPORT

Beaver County Sheriff's Office

Case Number: 14-0714-ACC

Date of Report: July 15, 2014

Investigating Officer: Sgt. David K. Rollins

Location of Incident: Southbound I-15, Mile Marker 132, Beaver County, Utah

Date and Time of Incident: July 14, 2014, approximately 6:45 AM

I. INCIDENT SUMMARY

On July 14, 2014, at approximately 6:45 AM, officers from the Beaver County Sheriff's Office responded to a multi-vehicle collision involving two semi-trucks on southbound Interstate 15 at Mile Marker 132. The accident resulted in significant injuries to one of the drivers and required medical transport. Traffic was disrupted for approximately three hours while emergency personnel cleared the scene.

Upon arrival, law enforcement observed a severely damaged blue Freightliner semi-truck, operated by **Meho Camil Lizde**, off the right shoulder of the highway. A second vehicle, a white Peterbilt semi-truck, registered to **New Prime, Inc.** and operated by **Justin S. Luther**, was partially blocking the right lane of the interstate. The impact caused significant front-end damage to Lizde's Freightliner and rear-end damage to the trailer of the Peterbilt.

II. STATEMENTS FROM INVOLVED PARTIES

1. Meho Camil Lizde (Driver of Freightliner Semi-Truck)

Mr. Lizde stated that he was traveling in the right lane at the posted speed limit when he observed the white Peterbilt ahead of him moving at a significantly slower speed. He attempted to change lanes to avoid a collision but was unable to do so due to vehicles in the left lane. Mr. Lizde reported that he applied the brakes but was unable to stop in time, resulting in a high-speed rear-end collision. He lost consciousness briefly and was transported to **UH Hospitals and Clinics** via ambulance.

2. Justin S. Luther (Driver of Peterbilt Semi-Truck)

Mr. Luther stated that he was traveling southbound at approximately 40-45 mph due to mechanical issues with his truck. He claimed that he had activated his hazard lights several minutes before the collision to alert other drivers of his reduced speed. He did not witness the moment of impact but felt the force of the collision push his truck forward. Mr. Luther was not injured.

III. WITNESS STATEMENT

Witness: Mark D. Harrison

Age: 47

Occupation: Delivery Driver

Statement Given On: July 14, 2014, 8:15 AM at Scene

Mr. Harrison, an independent delivery driver, was traveling behind Mr. Lizde's semi-truck at the time of the accident. He stated that he had been following at a safe distance and noticed that the Peterbilt truck ahead appeared to be moving unusually slow compared to the normal flow of traffic.

Mr. Harrison reported that he saw Mr. Lizde attempt to switch lanes before braking aggressively but was unable to change lanes due to another vehicle traveling alongside him in the left lane.

He further noted that **he did not recall seeing hazard lights activated on the Peterbilt truck** at the time of the crash. This contradicts Mr. Luther's statement that he had activated them "several minutes before the impact."

Mr. Harrison stated, "It looked like the truck ahead was barely moving. I didn't see any flashing lights warning anyone, and by the time the blue truck hit the brakes, there was no way to avoid it. He had nowhere to go."

IV. ACCIDENT SCENE FINDINGS

- **Skid Marks:**
 - Freightliner (Lizde): Approximately 85 feet leading up to the impact.
 - Peterbilt (Luther): No visible skid marks.
 - **Vehicle Damage:**
 - Freightliner: Severe front-end damage.
 - Peterbilt: Rear trailer damage.
 - **Road Conditions:**
 - Dry, clear visibility, minimal traffic congestion.
 - **Traffic Camera Footage:**
 - Requested from Utah DOT (pending review).
 - **Mechanical Inspection Ordered:**
 - Peterbilt semi-truck to determine any reported mechanical failure.
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V. PRELIMINARY CONCLUSIONS & NEXT STEPS

Based on physical evidence and witness statements, initial findings suggest that:

1. The Peterbilt semi-truck was traveling at an **unusually slow speed**, creating a hazard for approaching traffic.
2. The **absence of confirmed hazard lights at the time of the collision** raises questions about whether proper precautions were taken by Mr. Luther.
3. Mr. Lizde took **evasive action** to avoid the crash but was unable to do so due to lane restrictions and braking limitations.
4. The mechanical condition of the Peterbilt truck will be further investigated to determine if a **valid mechanical failure** contributed to the reduced speed.

A full accident reconstruction report is pending, along with a review of traffic camera footage. Further investigation may require additional witness interviews and expert analysis.

REPORT FILED BY:

Sgt. David K. Rollins
Beaver County Sheriff's Office

Date: July 15, 2014

END OF REPORT