

CS Construction Inc.

Fleet Safety Exposure Report

Prepared for the Operations & Safety Team at CS Construction

Data current as of February 26, 2026 | Sources: FMCSA SAFER, ADOT, BLS, NHTSA

Key Finding

CS Construction's driver out-of-service rate is 50% — 7.5 times the national average of 6.67%. One of every two driver inspections in the past 24 months resulted in a driver placed out of service and prohibited from operating. CS Construction's FMCSA record also shows one crash involving injury during this period. For a 40-unit fleet operating on one of Arizona's largest active highway projects — the \$200 million Loop 202 Santan Freeway widening — these numbers carry outsized weight in a state where work zone fatalities have more than doubled since 2020 and there is no statutory cap on jury awards.

FMCSA Fleet Inspection Summary

Carrier: CS Construction Inc.

USDOT: 1691641 | Power Units: 40 (4 tractors, 36 trucks) | Drivers: 23 | Annual Miles: 100,000 (2023)

Operation: Intrastate (AZ), Private Property | Cargo: Building materials, machinery, logs/poles

METRIC	CS CONSTRUCTION	NATIONAL AVG	FMCSA "WORST 30%"
Driver OOS Rate	50.0% (1 of 2)	6.67%	9.68%
Vehicle OOS Rate	No data (0 insp.)	22.26%	33.3%
Crashes (24 mo.)	1 (injury)	—	—
Total Inspections	2	—	—

Driver OOS rate (50.0%) exceeds FMCSA's threshold for the worst 30% of carriers nationally (9.68%) by more than 5x. Common driver OOS violations include hours-of-service compliance, medical certification, and CDL validity — all correctable with monitoring and alerts.

One crash with injury on 100,000 annual miles. FMCSA estimates the average cost of a crash involving injury at approximately \$200,000, and a fatal crash at \$3.6 million.

Zero vehicle inspections means no federal data exists on the mechanical condition of CS Construction's 40 power units. The first vehicle inspection will establish a baseline.

Sample size note: These rates are from 2 driver inspections — a small sample where a single result moves the rate significantly. But at 50%, the driver OOS rate exceeds the worst-30% threshold by 5x. Even with improvement, the trailing 24-month data creates a flag in FMCSA's system.

Arizona's Escalating Safety Environment

CS Construction operates in a state where road and workplace safety conditions are intensifying simultaneously.

Work zone fatalities have more than doubled:

YEAR	AZ WORK ZONE FATALITIES	SERIOUS INJURIES
2020	11	23
2021	13	26

2022	11	29
2023	17	29
2024	23	33

Work zone deaths on Arizona roads rose 109% in four years. Four out of five work zone crash victims are drivers or passengers, not workers on foot. Source: ADOT, 2025.

Arizona’s overall traffic fatality rate is the second-highest in the nation at 1.73 deaths per 100 million vehicle miles traveled (2023) — behind only Mississippi. The national average is approximately 1.26. Source: NHTSA, 2023.

26 construction workers died on Arizona job sites in 2023 — the most recent BLS data. Falls and exposure to harmful substances caused 9 fatalities each. Source: BLS CFI, Arizona 2023.

Where Three Risk Vectors Converge

Most safety analyses look at one dimension — either the carrier’s inspection record, or the state environment, or the industry profile. CS Construction sits at the intersection of all three:

- 1. Carrier-level:** A 50% driver OOS rate and one crash with injury on a fleet that supports active highway construction — not a trucking operation with dedicated safety infrastructure.
- 2. State-level:** Arizona’s work zone fatalities hit a five-year high in 2024 (23 deaths). CS Construction is currently a JV partner on the \$200 million Loop 202 widening — an 8-mile corridor with active lane shifts and heavy traffic through spring 2027.
- 3. Industry-level:** A 2025 study of 2,600+ fleets found construction fleets experience 31% more harsh driving events and 32% more crashes than non-construction fleets, driven by the constant transition between highway speeds and congested jobsite environments.

These vectors compound. As a subsidiary of the E-J Group — a near-\$1 billion national contractor — CS Construction’s safety profile carries implications beyond Phoenix. And in a state with no statutory cap on damages, a single crash on a major highway project creates uncapped financial exposure: the 2023 national median for nuclear verdicts (\$10M+) was \$23.8 million.

Recommendations

These are actionable regardless of technology vendor:

- 1. Audit all 23 registered drivers before the next FMCSA inspection.** Focus on the three most common driver OOS categories: hours-of-service documentation, medical card expiration dates, and CDL validity. With only 2 inspections on record, the next result either begins correcting the 50% OOS rate or compounds it.
- 2. Run a DOT-standard mechanical inspection across all 40 power units.** Zero vehicle inspections in the FMCSA record means no federal data on fleet condition. Proactively documenting brake, tire, and lighting compliance — the top vehicle OOS categories — creates a defensible baseline before the first federal vehicle inspection occurs.
- 3. Implement structured incident tracking for the Loop 202 project corridor.** With Arizona work zone fatalities at a five-year high, a daily incident and near-miss log reviewed weekly builds a defensible safety record for the project’s duration. This data also serves as evidence of proactive safety investment if any incident leads to litigation.

Sources

- FMCSA SAFER Company Snapshot (USDOT 1691641)
- FMCSA National OOS Rates (August 2024)
- FMCSA Safety is Good Business — Crash Cost Estimates
- ADOT Work Zone Safety Report, 2025
- NHTSA State Traffic Safety Data, 2023

- BLS Census of Fatal Occupational Injuries, Arizona 2023
- 2025 Fleet Safety Report, ForConstructionPros.com (October 2025)
- Marathon Strategies Nuclear Verdicts Report, 2025

This report was built entirely from publicly available federal, state, and industry data. No proprietary or confidential information was used.