

## Motor Vehicle Crashes in Work Zones

**Table 46**  
**Crashes in Work Zones: 2007-2011**

	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Work Zone Crashes	297	279	378	517	441	-14.7%	22.1%
Fatalities	2	7	3	1	3	200.0%	42.1%
Serious Injuries	20	27	13	43	35	-18.6%	71.3%
Visible Injuries	46	54	53	64	79	23.4%	12.1%
Possible Injuries	68	108	110	162	128	-21.0%	36.0%
% All Crashes	1.2%	1.1%	1.6%	2.3%	2.1%	-7.6%	26.9%
Workers Injured	3	2	1	0	2	100.0%	-61.1%

Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by. While most crashes occurring in work zones do not involve a worker, there have been a few crashes that have involved workers.

There were 3 workers visibly injured in 2007; a flagger was struck in Bonner County, a flagger was struck in Canyon County, and a flagger was struck in Elmore County. In 2008, a flagger was struck by a car ignoring the flagger's instructions and an electrical worker was struck by a semi trailer that was making a right hand turn. In 2009, a flagger was struck in Kootenai County in a hit and run crash. In 2011, a worker was struck by the passenger mirror by a hit and run vehicle while moving traffic cones in Kootenai County and a worker was backed over by a cement truck in Canyon County.

Single-vehicle crashes comprised 20% of the crashes in work zones in 2011. Overturn (30%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Concrete Traffic Barrier (13%), Other Object - Not Fixed (9%), and Embankment (9%). Rear End (68%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (13%).

Table 47 shows work zone crashes by road type.

<b>Table 47</b>									
<b>Work Zone Crashes by Roadway Type: 2011</b>									
	<b>Fatal Crashes</b>		<b>Injury Crashes</b>		<b>Property Damage Crashes</b>		<b>All Crashes</b>		
Interstate									
Rural	1	33.3%	19	12.6%	35	12.2%	55	12.5%	
Urban	0	0.0%	43	28.5%	103	35.9%	146	33.1%	
U.S. or State Highway									
Rural	2	66.7%	39	25.8%	59	20.6%	100	22.7%	
Urban	0	0.0%	21	13.9%	36	12.5%	57	12.9%	
Local									
Rural	0	0.0%	7	4.6%	5	1.7%	12	2.7%	
Urban	0	0.0%	22	14.6%	49	17.1%	71	16.1%	
<b>Total</b>	<b>3</b>	<b>0.7%</b>	<b>151</b>	<b>34.2%</b>	<b>287</b>	<b>65.1%</b>	<b>441</b>		

Table 48 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

<b>Table 48</b>				
<b>Crashes in Work Zones by Transportation District: 2011</b>				
	<b>Fatal Crashes</b>	<b>Injury Crashes</b>	<b>Property Damage Crashes</b>	<b>Total Crashes</b>
District 1	1	24	21	46
District 2	1	7	13	21
District 3	0	73	165	238
District 4	1	21	32	54
District 5	0	19	35	54
District 6	0	7	21	28
<b>Statewide</b>	<b>3</b>	<b>151</b>	<b>287</b>	<b>441</b>

In 2011, the economic cost of crashes in work zones was \$45.4 million dollars. This represents just over 2% of the total cost of Idaho crashes (as shown in Table 4).