

## Motor Vehicle Crashes in Work Zones

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Work Zone Crashes	444	324	453	630	590	-6.3%	17.3%
Fatalities	2	0	9	10	7	-30.0%	-55.6%
Suspected Serious Injury	27	19	16	34	18	-47.1%	22.4%
Suspected Minor Injury	95	59	73	100	66	-34.0%	7.6%
Possible Injuries	222	96	166	197	203	3.0%	11.6%
% All Crashes	1.8%	1.3%	1.8%	2.6%	2.2%	-16.7%	18.6%
Workers Injured	1	0	1	1	1	0.0%	33.3%

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.

In 2015, a worker was struck and injured while setting up orange barrels in a work zone in Ada County. A worker was struck while setting up a flashing arrow-board trailer in Ada County in 2017. A flagger was struck in 2018 in Canyon County. A worker was struck while standing next to traffic cones in a lane closure in 2019.

Single-vehicle crashes comprised 21% of the crashes in work zones in 2019. Overturn (20%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Other Object – Not Fixed (13%), Concrete Traffic Barrier (11%), Animal-Wild (7%), Embankment (5%), Other Fixed Object(5%), and Guardrail Face (4%).

The majority of work zone crashes involve multiple vehicles and Rear End (62%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (15%), Angle Turning (5%), and Angle (3%).

Table 47 shows work zone crashes by road type.

Table 47 Work Zone Crashes by Roadway Type: 2019								
	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	1	20.0%	70	34.7%	94	24.5%	165	28.0%
Rural	1	20.0%	37	18.3%	69	18.0%	107	18.1%
U.S. or State Highway								
Urban	0	0.0%	12	5.9%	30	7.8%	42	7.1%
Rural	1	20.0%	21	10.4%	42	11.0%	64	10.8%
Local								
Urban	0	0.0%	42	20.8%	100	26.1%	142	24.1%
Rural	2	40.0%	20	9.9%	48	12.5%	70	11.9%
<b>Total</b>	<b>5</b>	<b>0.8%</b>	<b>202</b>	<b>34.2%</b>	<b>383</b>	<b>64.9%</b>	<b>590</b>	

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

Table 48 Crashes in Work Zones by Transportation District: 2019				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	0	27	51	78
District 2	0	9	21	30
District 3	0	102	195	297
District 4	2	19	17	38
District 5	2	24	36	62
District 6	1	21	63	85
<b>Statewide</b>	<b>5</b>	<b>202</b>	<b>383</b>	<b>590</b>

In 2019, the economic cost of crashes in work zones was nearly \$104 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).