Motor Vehicle Crashes in Work Zones

| Table 46 |
|------------------|---|---|---|---|---|---|---|---|
| Work Zone Crashes | 324  | 453  | 630  | 590  | 753  | 27.6%            | 24.2%                |
| Fatalities        | 0    | 9    | 10   | 7    | 5    | -28.6%           | 281.1%               |
| Suspected Serious Injury | 19  | 16   | 34   | 18   | 26   | 44.4%            | 16.6%                |
| Suspected Minor Injury | 59  | 73   | 100  | 66   | 99   | 50.0%            | 8.9%                 |
| Possible Injuries | 96   | 166  | 197  | 203  | 277  | 36.5%            | 31.5%                |
| % All Crashes     | 1.3% | 1.8% | 2.6% | 2.2% | 3.3% | 53.0%            | 23.3%                |
| Workers Injured   | 0    | 1    | 1    | 1    | 0    | -100.0%          | 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.

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 15% of the crashes in work zones in 2020. Overturn (22%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Other Object – Not Fixed (14%), Concrete Traffic Barrier (10%), Animal-Wild (8%), Embankment (8%), Other Fixed Object (5%), and Traffic Sign Support (5%).

The majority of work zone crashes involve multiple vehicles and Rear End (65%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (15%), Angle Turning (6%), and Angle (3%).
Table 47 shows work zone crashes by road type.

<table>
<thead>
<tr>
<th></th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
<th>All Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interstate</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>0 0.0%</td>
<td>109 42.1%</td>
<td>200 40.8%</td>
<td>309 41.0%</td>
</tr>
<tr>
<td>Rural</td>
<td>3 75.0%</td>
<td>38 14.7%</td>
<td>97  19.8%</td>
<td>138 18.3%</td>
</tr>
<tr>
<td><strong>U.S. or State Highway</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>0 0.0%</td>
<td>33 12.7%</td>
<td>52  10.6%</td>
<td>85 11.3%</td>
</tr>
<tr>
<td>Rural</td>
<td>1 25.0%</td>
<td>25  9.7%</td>
<td>24  4.9%</td>
<td>50  6.6%</td>
</tr>
<tr>
<td><strong>Local</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>0 0.0%</td>
<td>50 19.3%</td>
<td>108 22.0%</td>
<td>158 21.0%</td>
</tr>
<tr>
<td>Rural</td>
<td>0 0.0%</td>
<td>4  1.5%</td>
<td>9  1.8%</td>
<td>13  1.7%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4 0.5%</td>
<td>259 34.4%</td>
<td>490 65.1%</td>
<td>753</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>District 1</strong></td>
<td>0</td>
<td>15</td>
<td>41</td>
<td>56</td>
</tr>
<tr>
<td><strong>District 2</strong></td>
<td>1</td>
<td>9</td>
<td>14</td>
<td>24</td>
</tr>
<tr>
<td><strong>District 3</strong></td>
<td>2</td>
<td>188</td>
<td>303</td>
<td>493</td>
</tr>
<tr>
<td><strong>District 4</strong></td>
<td>1</td>
<td>29</td>
<td>71</td>
<td>101</td>
</tr>
<tr>
<td><strong>District 5</strong></td>
<td>0</td>
<td>9</td>
<td>33</td>
<td>42</td>
</tr>
<tr>
<td><strong>District 6</strong></td>
<td>0</td>
<td>9</td>
<td>28</td>
<td>37</td>
</tr>
<tr>
<td><strong>Statewide</strong></td>
<td>4</td>
<td>259</td>
<td>490</td>
<td>753</td>
</tr>
</tbody>
</table>

In 2020, the economic cost of crashes in work zones was nearly $97 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).