

Motor Vehicle Crashes in Work Zones

Table 46
Crashes in Work Zones: 2006-2010

	2006	2007	2008	2009	2010	Change 2009-2010	Avg. Change 2006-2009
Work Zone Crashes	198	297	279	378	517	36.8%	26.5%
Fatalities	2	2	7	3	1	-66.7%	64.3%
Serious Injuries	21	20	27	13	43	230.8%	-7.2%
Visible Injuries	32	46	54	53	64	20.8%	19.8%
Possible Injuries	71	68	108	110	162	47.3%	18.8%
% All Crashes	0.8%	1.2%	1.1%	1.6%	2.3%	39.4%	28.9%
Workers Injured	2	3	2	1	0	-100.0%	-11.1%

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.

While there were no workers injured in 2010, in 2006, a worker was struck on US 30 in Bannock County while placing sticky tabs along the center line and a flagger was struck while attempting to stop traffic at Ramsey Road and Prairie Ave in Kootenai County. 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.

Single-vehicle crashes comprised 25% of the crashes in work zones in 2010. Overturn (23%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Other Object - Not Fixed (18%) and Concrete Traffic Barrier (13%). Rear End (62%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (15%).

Table 47 shows work zone crashes by road type.

Table 47 Work Zone Crashes by Roadway Type: 2010								
	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Rural	0	0.0%	13	7.6%	34	9.9%	47	9.1%
Urban	1	100.0%	44	25.6%	118	34.3%	163	31.5%
U.S. or State Highway								
Rural	0	0.0%	36	20.9%	65	18.9%	101	19.5%
Urban	0	0.0%	17	9.9%	22	6.4%	39	7.5%
Local								
Rural	0	0.0%	5	2.9%	16	4.7%	21	4.1%
Urban	0	0.0%	57	33.1%	89	25.9%	146	28.2%
Total	1	0.2%	172	33.3%	344	66.5%	517	

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: 2010				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	0	20	31	51
District 2	0	1	5	6
District 3	1	97	202	300
District 4	0	18	36	54
District 5	0	15	33	48
District 6	0	21	37	58
Statewide	1	172	344	517

In 2010, the economic cost of crashes in work zones was \$35.7 million dollars. This represents just over 1% of the total cost of Idaho crashes (as shown in Table 4).