



Parents Against Tired Truckers and Citizens for Reliable and Safe Highways

Work Zone Truck Crash Dangers

Over the past three years, the United States has seen year-after-year increases in the number of fatalities and injuries involving large trucks.

Truck crash dangers to the American public

- Every year on average 4,000 people are killed in truck crashes in the U.S. and another 100,000 are injured.
- DOT data reveals 2012 fatality figures show an increase in large truck fatalities for the third year in a row – a 16 percent increase in truck crash deaths since 2009. Last year, 3,921 people were killed on our roads in large truck crashes.ⁱ
- Truck crash injuries increased by 40 percent, from 74,000 to 104,000 during this same time period.ⁱⁱ

Large Trucks are over represented in roadway fatal crashes and even more so in work zone fatal crashes. In 2011, while large trucks accounted for only 4% of all registered vehicles in the United States:

- they represented 8% of vehicles in fatal crashes;ⁱⁱⁱ
- 11.3% of all fatal crashes involved at least one large truck;^{iv} and,
- 27% (144) of work zone area fatal crashes involved at least one large truck. A total of 530 fatal crashes took place in work zone areas of construction, maintenance, or utility activity and a total of 174 large trucks were involved in fatal work zone crashes.^v

Due to our nation's crumbling infrastructure and the need for repairs and replacement, work zones sites will be prevalent on our roadways, bridges and highways

- Our highways and bridges are in dire shape. The American Society of Civil Engineers (ASCE) gave our nation a grade of D+ on our infrastructure. Our roads were graded D and bridges, C+.^{vi}
- One out of every nine bridges in the United States – a total of 66,503 bridges altogether – is structurally deficient, requiring significant maintenance, rehabilitation or replacement. Additionally, 20,808 bridges are fracture critical – meaning that these bridges do not have redundant protections and are at risk of collapse if a single, vital component fails.^{vii}
- The United States needs to spend \$65 billion to \$86 billion annually over the next 20 years to maintain its current highway infrastructure.^{viii}

ACTION must be taken immediately to reduce work zone truck crash frequency and severity, and to protect our vulnerable workers and the American public

- Expedite requirements for improved roadway warning systems for in-lane rumble strips, electronic warning signs and road to vehicle communications.
- Require improved incursion prevention devices including stronger barriers and other safety equipment in work zones.
- Increase penalties and enforcement for violations in work zone areas.

ⁱ Traffic Safety Facts: Large Trucks, NHTSA reports from 2002 - 2012.

ⁱⁱ Freight Facts and Figures 2012: Table 2-1 Weight of Shipments by Transportation Mode: 2007, 2011, 2040, FHWA, available at http://www.ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/docs/12factsfigures/table2_1.htm.

ⁱⁱⁱ <http://www.fmcsa.dot.gov/facts-research/LTCO2011/2011LargeTruckCrashOverview.aspx>

^{iv} National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) Office of Research and Information Technology

^v <http://www.fmcsa.dot.gov/facts-research/LTCO2011/2011LargeTruckCrashOverview.aspx>

^{vi} ASCE Report Card for America's infrastructure 2013

^{vii} "Many U.S. Bridges Old, Risky and Rundown: Report." *NY Daily News*. Associated Press, 15 Sept. 2013. Web. 05 Oct. 2013. <<http://www.nydailynews.com/news/national/u-s-bridges-old-risky-rundown-report-article-1.1456784>>.

^{viii} The Department of Transportation (DOT)