



U.S. Department of Transportation
Federal Highway Administration

April 15–19, 2024



2024 National Work Zone Awareness Week

Work Zones are **temporary.**

*Actions behind the wheel
can last forever.*

Source: Federal Highway Administration.

For 25 years, National Work Zone Awareness Week (NWZAW) has heralded the start of the spring construction season. This April, the Federal Highway Administration (FHWA) and its stakeholders are sponsoring activities to bring nationwide attention to this topic.

This week is an annual reminder that work zone safety and mobility for all road users—including motorists and vulnerable road users such as pedestrians, bicyclists, and highway workers on foot—continues to be a relevant issue. Work zones and highway workers are integral to upgrading and maintaining our transportation system.

Work zone safety is a critical component of national efforts like the U.S. Department of Transportation's National Roadway Safety Strategy and Vision Zero to reduce serious injuries and deaths. Nationally, for the first time in several years, the rate of work zone fatalities decreased from 2021 to 2022, by 7 percent.¹

All road users can be more vigilant in work zones to improve safety: ***Work zones are temporary. Actions behind the wheel can last forever.***

Work zones are temporary, but State agencies, local communities, and contractors strive to keep road users safe. Consider the following actions behind the wheel to improve work zone safety for all:

- **Reroute.** Avoid traveling through work zones, if possible. Otherwise, allow extra time for possible delays and travel safely.
- **Avoid distractions.** Workers are focused on their jobs in work zones; be vigilant behind the wheel to safely travel through the work zone by putting down your phone and paying attention while driving.
- **Reduce speed.** Follow speed limits to make driving through narrow lanes and lane shifts easier and safer for you while keeping workers safe.
- **Be aware of workers.** The work area is often very close to travel lanes, so please be considerate: Take care and slow down when you see workers.
- **Watch for pedestrians and bicyclists.** Work zones often restrict where nonmotorized road users can travel. In 2022, 145 persons on foot and bicyclists lost their lives in work zone crashes.²
- **Give large vehicles space.** Narrow lanes, unexpected lane shifts, and longer braking distances are challenges for large vehicles. Allow extra space for them to safely navigate work zones. In 2022, 30 percent of fatal work zone crashes involved commercial motor vehicles (CMVs), which include large trucks and buses.³ Take care around large construction vehicles, which may be driving at slower speeds to enter and exit the work area.
- **Stay alert.** Be prepared for sudden stops. Work zones may cause unexpected slowdowns. In 2022, 21 percent of all fatal work zone crashes involved rear-end collisions.⁴

Visit the FHWA “Work Zone Management Program” website at <https://ops.fhwa.dot.gov/wz/> and the “National Work Zone Safety Information Clearinghouse” website at www.workzonesafety.org for access to resources, guidance, and training.

*Large trucks are identified as vehicles with a gross vehicle weight rating (GVWR) of more than 10,000 lbs (Fatality Analysis Reporting System [FARS] body type codes 60–64, 66–67, 71–72, and 78). Large trucks do not include motor homes. Buses are identified as school buses, cross-country or intercity buses, transit (city) buses, van-based buses (GVWR more than 10,000 lbs), and other types of buses (FARS body type codes 50–59). Buses do not include van-based buses with a GVWR of 10,000 lbs or less. For more information, visit <https://ops.fhwa.dot.gov/publications/fhwahop20027/fhwahop20027.pdf>.

TOTAL WORK ZONE TRAFFIC FATALITIES⁵

Based on National Highway Traffic Safety Administration (NHTSA) FARS data by person type



Drivers and passengers



Bicyclists and persons on foot



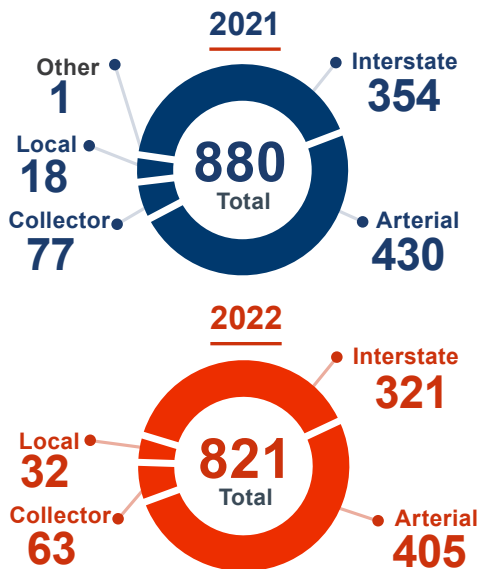
Others

Unknown occupant types of a motor vehicle in transport, occupants of a motor vehicle not in transport, and persons on personal conveyances.

	2021	2022
Drivers and passengers	963	891
Bicyclists and persons on foot	784	742
Others	174	145
	5	4

TOTAL WORK ZONE FATAL TRAFFIC CRASHES⁶

Based on NHTSA FARS data by type of roadway



The following types of fatal work zone crashes changed significantly from 2021 to 2022:

	2021	2022
• Involving a Rear-End Collision	206 23%	174 21%
• Involving a CMV	294 33%	246 30%
• Where Speeding Was a Factor	281 32%	281 34%

2022 HIGHWAY WORKER OCCUPATIONAL FATALITIES IN ROAD CONSTRUCTION SITES

Based on Bureau of Labor Statistics data⁷

	2021	2022
	108	94

Trends: From 2021 to 2022, work zone fatalities decreased by 7.5 percent. Changes included slight decreases in the percentage of fatal work zone crashes involving rear-end collisions and those involving a CMV and a slight increase in the percentage of fatal work zone crashes that involved speeding.⁸

^{1-6,8}FARS 2021 Final File and 2022 Annual Report File, NHTSA. FARS data shown here are from the 50 States, the District of Columbia, and Puerto Rico.

⁷2021 and 2022 National Census of Fatal Occupational Injuries, U.S. Department of Labor's, Bureau of Labor Statistics, in cooperation with States, New York City, the District of Columbia, and Federal agencies.

Note: Figures are subject to revision, as values reported in the NHTSA FARS may be updated intermittently. Values shown here reflect what NHTSA reported as of April 2024.



U.S. Department of Transportation
Federal Highway Administration

April 2024
FHWA-HOP-24-049