

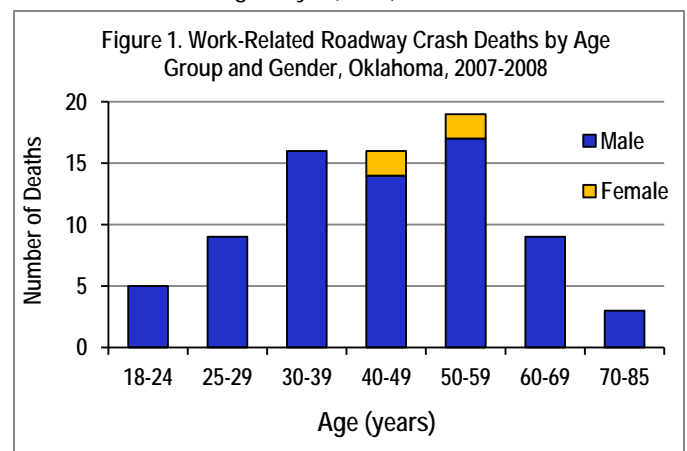
Data Linkage Results

Work-Related Traffic Crash Fatalities, Oklahoma, 2007-2008

According to the Census of Fatal Occupational Injuries, the number of fatal work injuries decreased by 8% in the United States (U.S.) from 5,657 in 2007 to 5,214 in 2008. However, in Oklahoma, the number of fatal work injuries increased by 16% from 105 in 2007 to 122 in 2008. Overall, the Oklahoma rate of fatal work injuries was 60% higher than the U.S. rate (2007: 6.4 and 4.0; 2008: 6.1 and 3.7 per 100,000 full-time equivalent workers) partly due to the high number of fatalities of out-of-state workers traveling through Oklahoma. Transportation-related incidents were responsible for more than half of the fatalities among workers in 2007 and 2008.

- A total of 70 motor vehicle crashes on public roadways were responsible for 77 work-related deaths in Oklahoma in 2007 and 2008.
- Ninety-five percent of workers were male (Figure 1).
 - Sixty-one percent were 30-59 years of age with the highest number of fatalities among workers 50-59 years old.
- Victims included drivers (78%), passengers (12%), pedestrians (7%), and train conductors (3%).
 - Three highway maintenance pedestrians were killed while working in a work zone area.
- Nearly all deaths (94%) occurred on the day of the incident; five workers were hospitalized before they expired.
- Causes of death were multiple blunt force body injuries (41%); multiple head, neck, and chest injuries (27%); complications of burns (16%); head injuries (10%); and suffocation (5%).
- The most common industries included transportation/delivery (48%), oil and gas (16%), and construction (9%).
- Seventy-one percent of fatal injuries involved large trucks/tractor-trailer trucks (most more than 26,000 pounds).
 - 50 workers killed in these crashes were truck drivers by occupation; of these, 43 persons were driving at the time of the crash.

- 39 crashes involved commercial motor vehicles (CMV); 67% had five axles and 59% were interstate CMV.
- Thirty-three percent of fatal work-related crashes involving large trucks/tractor-trailer trucks were out-of-state carriers.
- Twenty-one percent of crashes involved light trucks, which included pickup trucks, sport utility vehicles, and vans.
 - The most common occupations of these workers included sales/services, oil field, construction, and government.
- The majority of crashes occurred in rural areas (88%), on high speed (65-75 miles/hour) roadways (76%), and on state or U.S. highways (74%).



- Information on seat belt use was known for 47 vehicle occupants. Of these, 62% were not wearing a seat belt. Drivers of large trucks were more likely to be unbelted than drivers of other vehicles.
 - The percent of seat belt use among vehicle occupants who died in work-related traffic crashes was much lower than the statewide seat belt usage rates (83.1% in 2007 and 84.3% in 2008).
- Five workers were alcohol impaired and one was drug impaired at the time of the crash.
- The most common contributing causes of crashes included unsafe or excessive speed for traffic/road conditions (35%), driver inattention/sleepiness (18%), driving left of center of roadway (13%), and failure to stop for traffic signals (13%).

TDLP Data Linkage Results

Work-Related Traffic Crash Fatalities, Oklahoma, 2007-2008

Case Briefs

- An older adult male truck driver was driving a semi-trailer when the right front tire of the vehicle blew out. The semi left the roadway to the right, hitting an embankment. It went airborne and came to rest upright. He was not wearing a seat belt at the time of the injury.
- A witness observed a patrol unit, driven by a young law enforcement officer, traveling inconsistently. The vehicle crossed the centerline, and it seemed as if the driver of the car was sleepy. The witness was driving behind the patrol car and tried to get the victim's attention by flashing the lights of his vehicle. The patrol car crossed the centerline again and hit an oncoming truck. The victim was pinned in his car and died at the scene. The driver of the truck was treated and released from a hospital.
- A female postal vehicle driver was traveling on a county roadway when the passenger side tires departed the roadway; she overcorrected and the vehicle rolled. She was not wearing a seat belt and was ejected from the vehicle. The victim was treated in a hospital but died the same day.
- A young male was driving at a high rate of speed in the rain on a street that was not well lit. The driver was on his way to a work-related assignment when his car hit a curb, flipped, and hit a tree. The car landed upside down in a ditch. A witness attempted to help the unresponsive driver. She noticed the smell of alcohol coming from the car. The victim was treated in a hospital before he expired several days later. Alcohol was a factor in the crash and the victim was not wearing a seat belt.
- An older adult male was driving a truck-tractor loaded with bales of hay. He was going westbound on a rural state highway on a cloudy afternoon. A witness stated that the truck-tractor overturned while negotiating a curve at high speed and slid into the eastbound lane where it struck an oncoming pickup truck. The decedent was pinned behind the steering wheel and died at the scene. The driver of the pickup truck was wearing a seat belt and was not injured.
- A young oil field worker was driving a pickup truck and playing a "cat and mouse" game with another pickup truck on an interstate highway. The driver of the other vehicle reported that he was driving about 75 miles per hour when the crash occurred. He lost control and struck the oil worker's pickup truck. The victim's vehicle flipped twice and ejected him; he was not wearing a seat belt. He was transported to a medical facility where he died the same day. The second driver was not injured.
- A health care professional was driving a passenger car southbound on an interstate highway in a construction zone. A second passenger car, driven by a man tuning his radio, was also in the southbound lane. When traffic slowed, the second vehicle struck the victim's vehicle in the rear. The impact sent the victim's vehicle across the grass center median and into the northbound inside lane, where it was hit head-on by a tractor-trailer.
- A middle-aged male truck driver failed to stop for a stop sign and his vehicle struck a semi tractor trailer. The crash occurred on a rural state highway on a cloudy summer morning. The decedent's vehicle rolled and he died at the scene. The driver of the second vehicle was treated at a medical facility for his injuries.
- A young driver of a construction pickup truck with one other occupant was on a rural U.S. highway on a clear morning. For unknown reasons, his vehicle crossed the centerline and entered the southbound lane. The driver of a semi saw the pickup truck coming into his lane and swerved onto the shoulder in order to avoid a collision. The pickup truck impacted the semi in the rear section of the trailer. The trailer and the cab of truck were separated after the crash. The construction worker died at the scene and his passenger was severely injured. The driver of the semi was not injured.