

# I-5 Marysville

**First installation, Milepost 201.37 to 203.69**

**Second installation, Milepost 199.16 to 209.28**

**Third installation, Milepost 199.34 to 209.31 (double run)**

## I-5 Marysville first installation (dashed line)

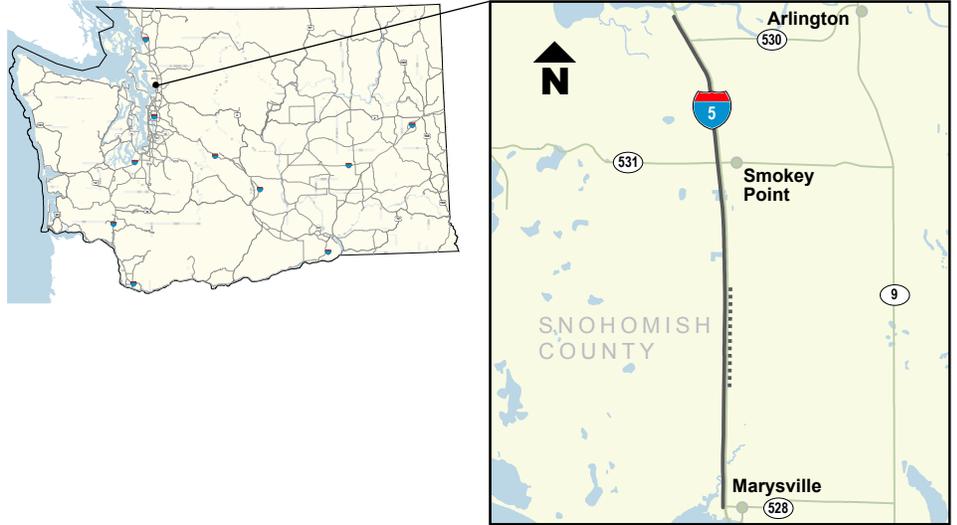
Segment Length: 2.32 miles  
 Median width: 40 feet  
 Speed limit: 60 mph\*  
 Barrier type: Low-tension  
 Year installed: 1995

## I-5 Marysville second installation

Segment Length: 7.72 miles  
 Median width: 40 feet  
 Speed limit: 60-70 mph\*  
 Barrier type: Low-tension  
 Year installed: 2000

## I-5 Marysville third installation

Segment Length: 9.80 miles  
 Median width: 40 feet  
 Speed limit: 60-70 mph\*  
 Barrier type: High-tension  
 Year installed: 2007



I-5 Marysville, first installation	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (29 months)	3	4	2	1	1
All median collisions after (135 months)	74	15	8	2	3
Cross median collisions before (29 months)	2	2	0	0	0
Cross median collisions after (135 months)	3	0	1	0	1

I-5 Marysville, second installation	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	27	15	15	5	2
All median collisions after (74 months)	156	30	24	3	4
Cross median collisions before (60 months)	4	6	6	4	1
Cross median collisions after (74 months)	3	6	3	2	3

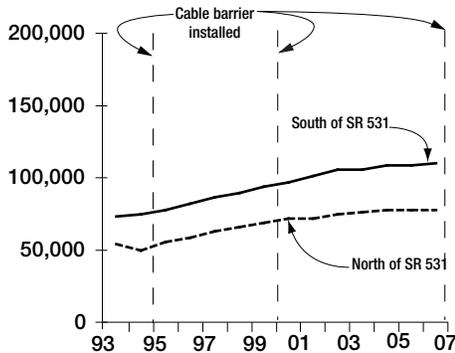
\* Posted speed changed from 70 mph to 60 mph on July 1, 2005

I-5 Marysville, third installation	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions after (10 months)	14	4	0	1	1**
Cross median collisions after (10 months)	0	0	0	0	1**

\*\* Cross median fatality collision occurred during construction phase of third installation.

## Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 3 percent per year.



The cable median barrier through this area generally is located 16 feet from the edge of the northbound I-5 lanes. In early 2007 we installed a second run of cable median barrier along the southbound lanes, generally 12 feet from the edge of the lanes.

We changed the posted speed limit from 70 mph to 60 mph on July 1, 2005.

Twenty-three cross-median incidents have occurred since we installed cable median barrier, through 2007:

- Fourteen collisions involved vehicles that crossed over the median and hit other vehicles traveling in the opposite direction.

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- Thirteen incidents, including three fatal crashes, occurred between milepost 204.29 and 207.5, an area that includes the SR 531 interchange and the Smokey Point Rest Area entrances and exits to the north.
  - Five, including one fatal crash, occurred between milepost 201.5 and 203.3 includes the 116th Street interchange.
  - Nineteen of these collisions involved southbound vehicles traveling across the median

Eight fatal median-related crashes have occurred since we installed the cable barrier, through 2007:

- Five of these incidents involved vehicles that crossed over the median.
- Seven of these incidents involved the cable barrier: in two collisions, vehicles rolled over, and passengers were ejected; in one collision, a vehicle traveling in the wrong direction hit another vehicle, causing one of these vehicles to hit the cable median barrier.
- One fatal crash involved a vehicle that hit the median bridge column at 116th Street but did not hit the cable median barrier.