

Appendix A: Location, installation and performance data from review of cable median barrier installations in Washington state

The data sheets that follow contain information about each location where cable median barrier was installed or under construction along Washington state highways at the end of 2006. The before-and-after collision data shows the number of crashes, by severity, that occurred in the median and crossed the median in each location before and after cable median barriers were installed.

WSDOT reviewed five years of data from crashes that occurred before cable median barrier was installed in each location, with the exception of I-5 in Marysville. Only 2 ½ years of before cable data is available for this location, because it was the first location where cable median barrier was installed in Washington state. Data ranges from crashes after cable median barrier was installed from a few months to a few years because all available data was included in the analysis. The barrier was installed at different times in each location.

Data also is presented for four representative highway sections where concrete barrier is in place. For these sections, data is presented only for crashes that occurred after concrete median barrier was installed because some of the concrete barriers have been in place for over 20 years.

All collision data was obtained by reviewing the collision history provided by the WSDOT Transportation data Office and by reviewing WSP collision reports for all collisions that occurred after barrier was installed. Overall, WSDOT staff reviewed data from nearly 10,000 collisions and examined more than 3,000 individual collision reports.

SR 3 Silverdale

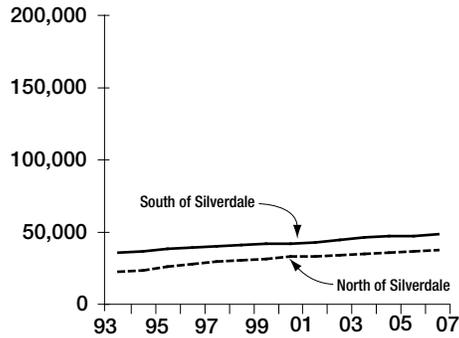
Milepost 38.53 to 53.18

SR 3 Silverdale

Length: 14.65 miles
 Median width: 38-68 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2007*

Average annual daily traffic volume

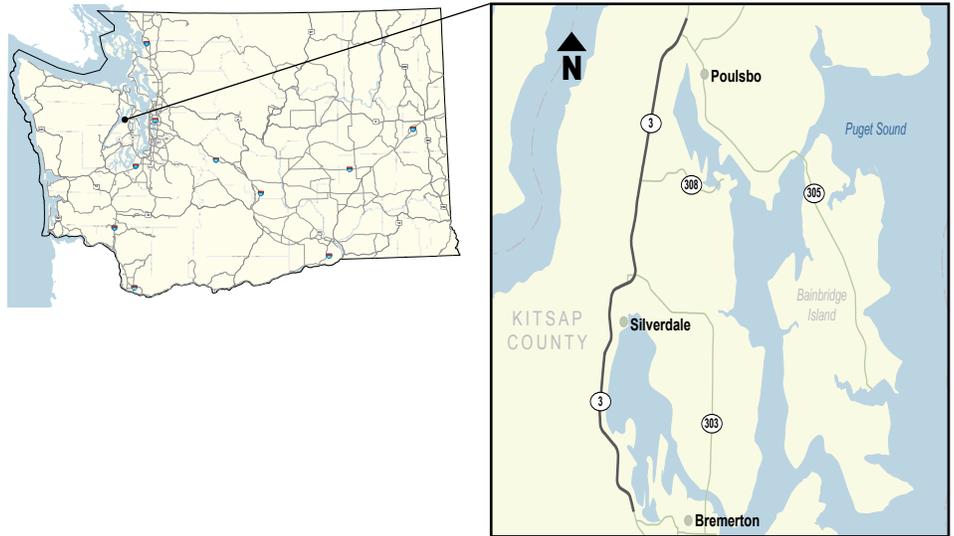
Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment north of Silverdale is 4 percent per year.

ADT average growth rate on segment south of Silverdale is 2 percent per year.



SR 3 Silverdale

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	23	16	4	8	0
All median collisions after	No data				
Cross median collisions before (60 months)	4	2	0	4	0
Cross median collisions after	No data				

Note: *A 0.47 mile section was installed prior to 2007 as part of an earlier contract but is not broken out separately because of the short length.

Crews currently are installing cable median barrier.

The cable median barrier through this area generally will be located 10 feet from the edge of the eastbound lanes.



70 - Cable Median Barrier

I-5 Vancouver

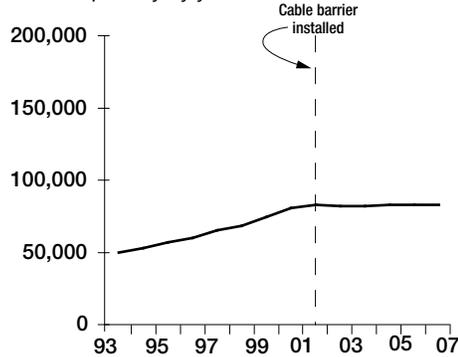
Milepost 8.11 to 11.10 and 12.28 to 22.56

I-5 Vancouver

Length: 13.27 miles
 Median width: 48-82 feet
 Speed limit: 60-70 mph
 Barrier type: Low-tension
 Year installed: 2001

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 4 percent per year.



I-5 Vancouver

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	60	13	30	7	6
All median collisions after (61 months)	168	29	27	5	0
Cross median collisions before (60 months)	4	1	6	2	4
Cross median collisions after (61 months)	0	0	1	2	0

The cable median barrier through this area generally is located 14 to 34 feet from the edge of the northbound lanes.

Three cross-median incidents have occurred since we installed this cable median barrier:

- Two incidents involved vehicles that crossed the median and hit other vehicles traveling in the opposite direction.
- All three incidents occurred between mileposts 8.17 and 9.36.
- Two incidents involved southbound vehicles traveling across the median.



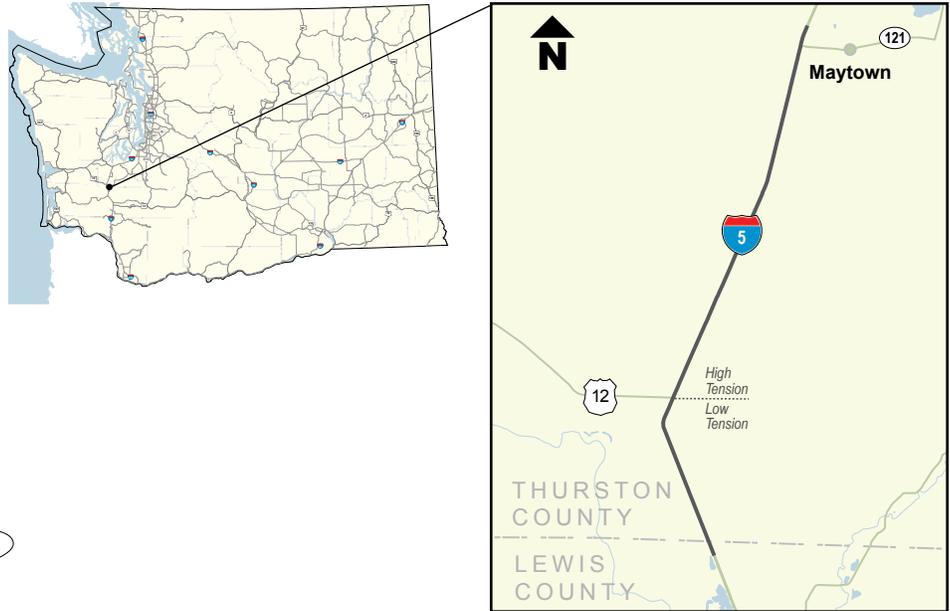
I-5 Lewis County line to Maytown Milepost 85.28 to 95.7

Lewis County line to SR 12

Length: 3.05 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: Low-tension
 Year installed: 2004

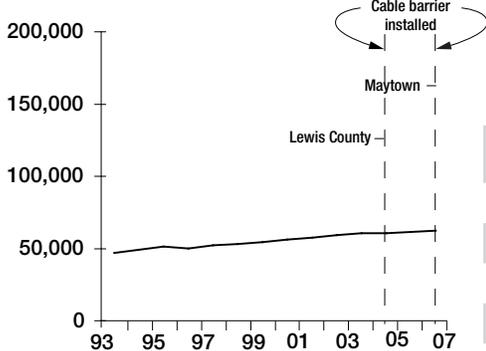
SR 12 to Maytown

Length: 7.36 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2006



Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.

Lewis County line to SR 12	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	13	8	7	2	1
All median collisions after (29 months)	25	2	4	0	0
Cross median collisions before (60 months)	1	0	3	0	1
Cross median collisions after (29 months)	0	0	0	0	0

SR 12 to Maytown	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	30	12	6	2	3
All median collisions after (10 months)	12	0	1	0	0
Cross median collisions before (60 months)	9	5	3	2	3
Cross median collisions after (10 months)	1	0	0	0	0



The cable median barrier in the southern three miles generally is located in the center of the median, 20 feet from the edge of each roadway. The cable median barrier in the northern 7.3 miles generally is located 12 feet from the edge of the southbound lanes. We installed the barrier in two separate construction projects.

One cross-median incident has occurred since we installed these cable median barriers. A southbound vehicle traveled across the median and came to rest in the northbound lanes without hitting another vehicle.

I-5 Nisqually

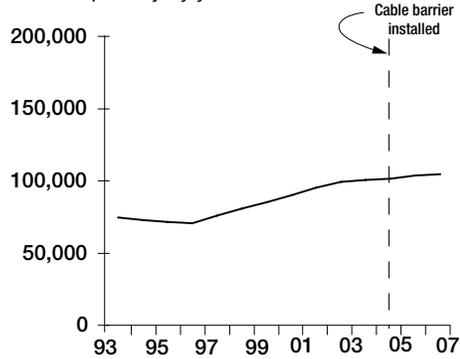
Milepost 112.66 to 114.28

I-5 Nisqually

Length: 1.55 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2004*

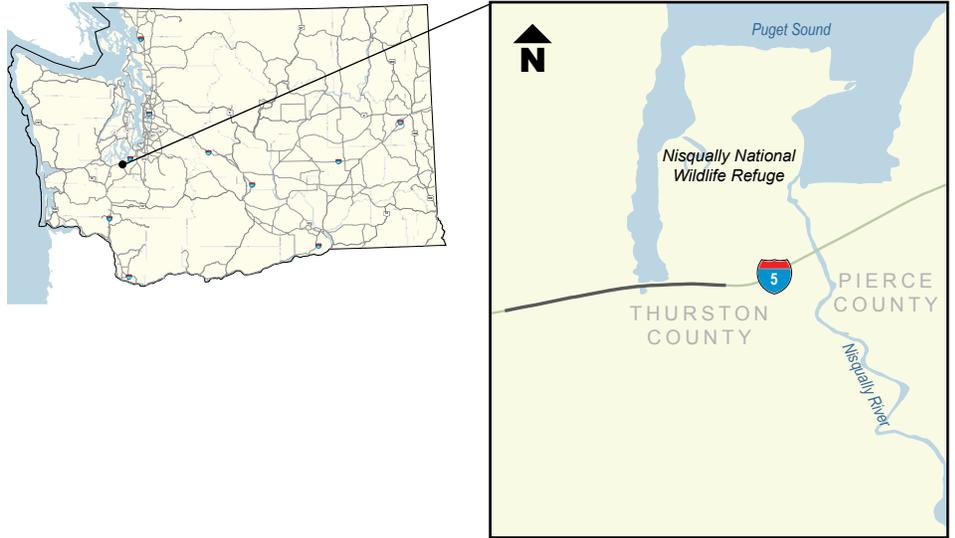
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

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



I-5 Nisqually

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	3	1	1	1	1
All median collisions after (27 months)	11	4	2	0	0
Cross median collisions before (60 months)	0	1	1	0	1
Cross median collisions after (27 months)	0	0	0	0	0

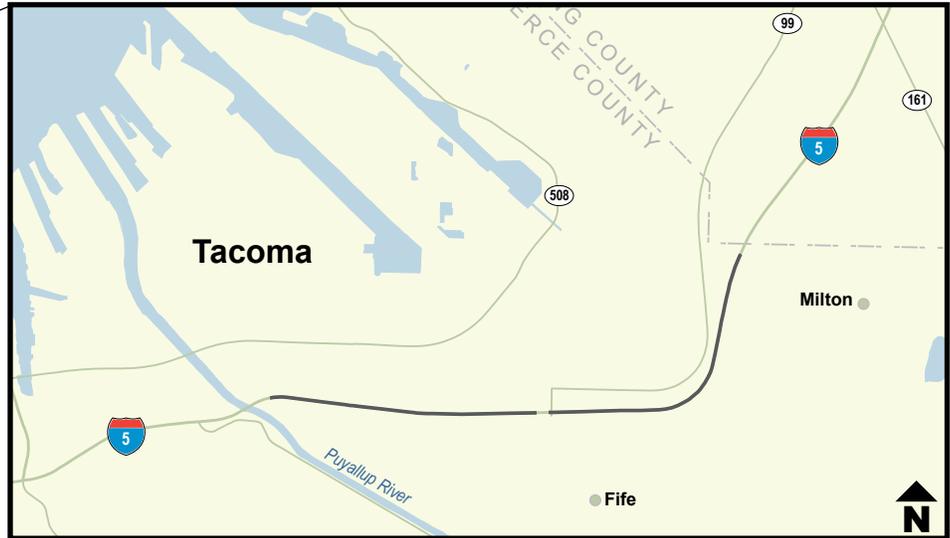
*A short section (.14 miles) was installed in 2005.

The cable median barrier generally is located 12 feet from the edge of the northbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



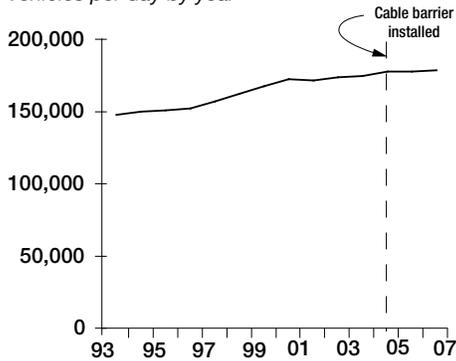
I-5 Puyallup River and Fife Milepost 135.62 to 137.41 and 137.49 to 139.49



I-5 Puyallup River
 Segment Length: 1.79 miles
 Median width: 48 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2004

I-5 Fife
 Segment Length: 2.0 miles
 Median width: 48 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2001

Average annual daily traffic volume
 Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 1 percent per year.



I-5 Puyallup River	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	10	5	4	1	2
All median collisions after (35 months)	25	3	4	0	0
Cross median collisions before (60 months)	2	1	1	0	0
Cross median collisions after (35 months)	1	0	2	0	0

I-5 Fife	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	13	11	7	2	5
All median collisions after (66 months)	59	11	2	1	0
Cross median collisions before (60 months)	1	1	2	0	3
Cross median collisions after (66 months)	3	1	1	0	0

The cable median barrier through this area generally is located 14 feet from the edge of the southbound I-5 lanes.

Eight cross-median incidents have occurred since we installed cable median barrier

- Two involved vehicles that hit other vehicles traveling in the opposite direction.
- Six occurred between milepost 138.17 and 138.71, in the vicinity of a significant curve.
- Six involved southbound vehicles traveling across the median.

I-5 Marysville

First installation, Milepost 201.37 to 203.69

Second installation, Milepost 199.16 to 209.28

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

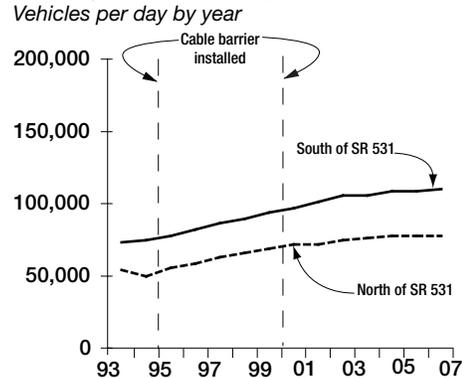
Median width: 40 feet

Speed limit: 60-70 mph*

Barrier type: Low-tension

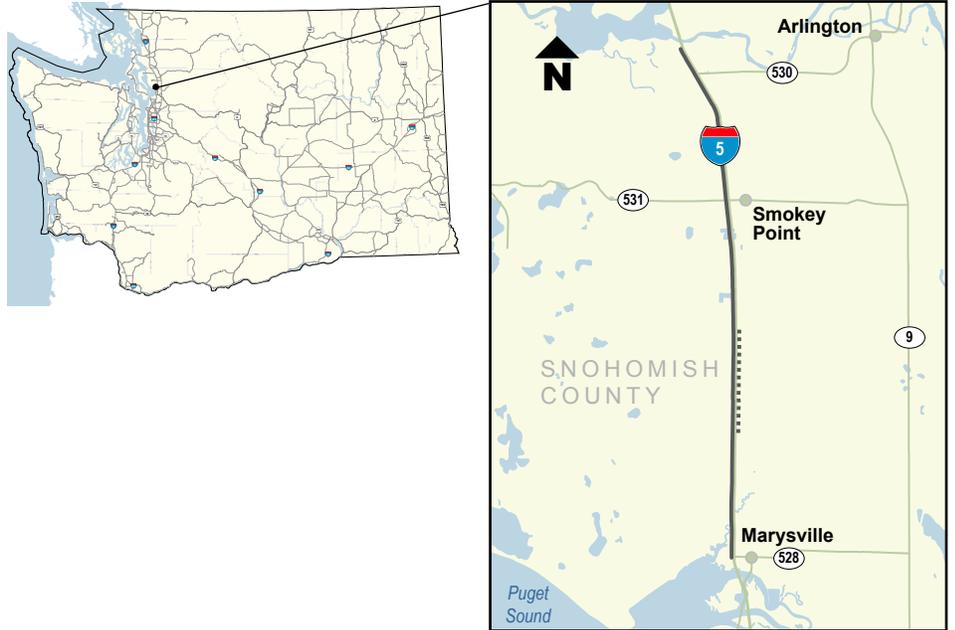
Year installed: 2000

Average annual daily traffic volume



Source: WSDOT Traffic Data Office

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



I-5 Marysville, first installation

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (29 months)	3	4	2	1	1
All median collisions after (133 months)	67	14	8	2	3
Cross median collisions before (29 months)	2	2	0	0	0
Cross median collisions after (133 months)	3	0	1	0	1

I-5 Marysville, second installation

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	28	15	15	5	2
All median collisions after (72 months)	153	29	24	3	4
Cross median collisions before (60 months)	4	6	6	4	1
Cross median collisions after (72 months)	3	6	3	2	2

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

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-one cross-median incidents have occurred since we installed cable median barrier, through 2006:

- Thirteen incidents involved vehicles that crossed over the median and hit other vehicles traveling in the opposite.

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- Twelve incidents, including two 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.
 - Eighteen of these incidents involved southbound vehicles traveling across the median
 - One fatal cross-median crash has occurred in 2007. This crash involved a southbound vehicle at milepost 200.4, south of the 88th Street interchange.

Seven fatal median-related crashes have occurred since we installed the cable barrier, through 2006:

- Three of these incidents involved vehicles that crossed over the median.
- Three of these incidents involved the cable barrier: in two incidents, vehicles rolled over, and passengers were ejected; in the other incident, 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.

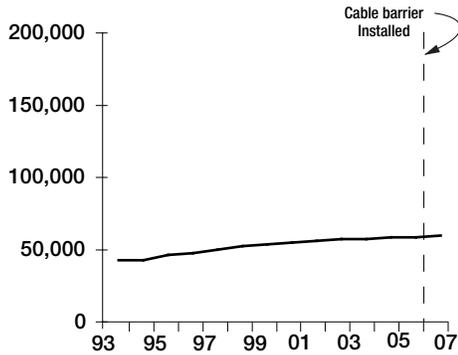
I-5 Mount Vernon Milepost 215.12 to 225.23

I-5 Mount Vernon

Length: 10.11 miles
 Median width: 40-76 feet
 Speed limit: 60-70 mph
 Barrier type: High-tension
 Year installed: 2006

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.



I-5 Mount Vernon	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	23	4	4	6	5
All median collisions after (7 months)	22	1	0	0	0
Cross median collisions before (60 months)	1	1	1	3	3
Cross median collisions after (7 months)	0	0	0	0	0

The cable median barrier generally is located 10 feet from the edge of the northbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

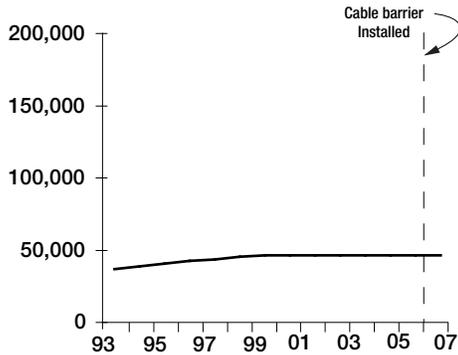


I-5 north of Burlington Milepost 230.9 to 234.61

I-5 North of Burlington

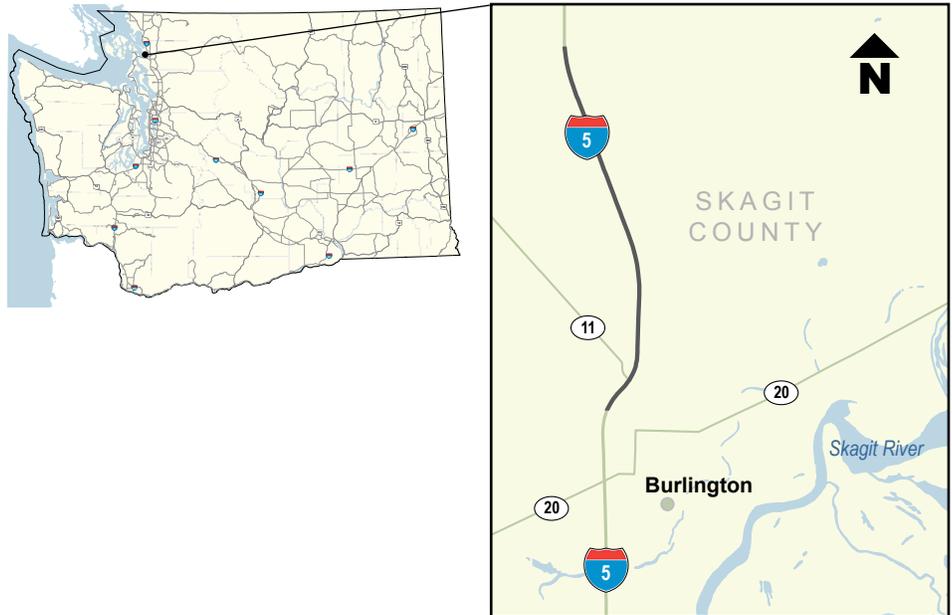
Length: 3.71 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2006

Average annual daily traffic volume Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment, 2 percent per year.



I-5 north of Burlington

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	19	9	5	4	3
All median collisions after (7 months)	4	1	2	0	0
Cross median collisions before (60 months)	5	1	1	4	2
Cross median collisions after (7 months)	0	0	0	0	0

The cable median barrier generally is located 10 to 12 feet from the edge of the southbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



78 - Cable Median Barrier

I-5 south Bellingham to Bakerview Road

Milepost 250.96 to 258.27



I-5 south Bellingham

Length: 0.37 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 1999

I-5 Bellingham

Length: 0.82 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

I-5 north Bellingham

Length: 1.63 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2003

Squalicum Creek to Bakerview Road

Length: 2.82 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

I-5 south Bellingham	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	0	0	1	0	0
All median collisions after (90 months)	7	1	1	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (90 months)	0	0	0	0	0

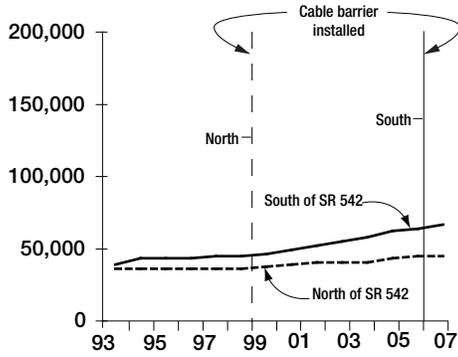
I-5 Bellingham	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	4	0	0	0	2
All median collisions after (7 months)	1	2	0	0	0
Cross median collisions before (60 months)	0	0	0	0	2
Cross median collisions after (7 months)	0	0	0	0	0

I-5 north Bellingham	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	8	2	2	1	0
All median collisions after (38 months)	29	5	5	0	0
Cross median collisions before (60 months)	4	1	0	1	0
Cross median collisions after (38 months)	0	0	0	0	0

I-5 Squalicum Creek to Bakerview Road	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	20	8	5	0	0
All median collisions after (7 months)	4	2	1	0	0
Cross median collisions before (60 months)	1	1	3	0	0
Cross median collisions after (7 months)	0	0	0	0	0

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment north of Bellingham is 4 percent per year.

ADT average growth rate on segment from Bellingham to Bakerview Road is 2 percent per year.



The cable median barrier generally is located 10 to 12 feet from the edge of the northbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

I-5 Ferndale

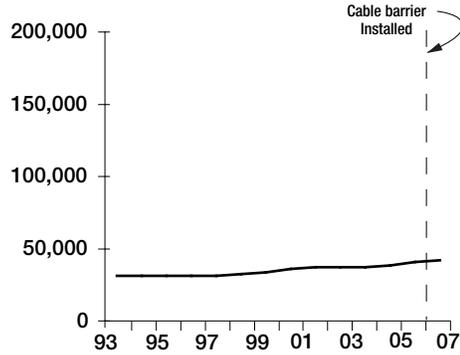
Milepost 262.41 to 266.00

I-5 Ferndale

Length: 3.59 miles
 Median width: 40-76 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2006

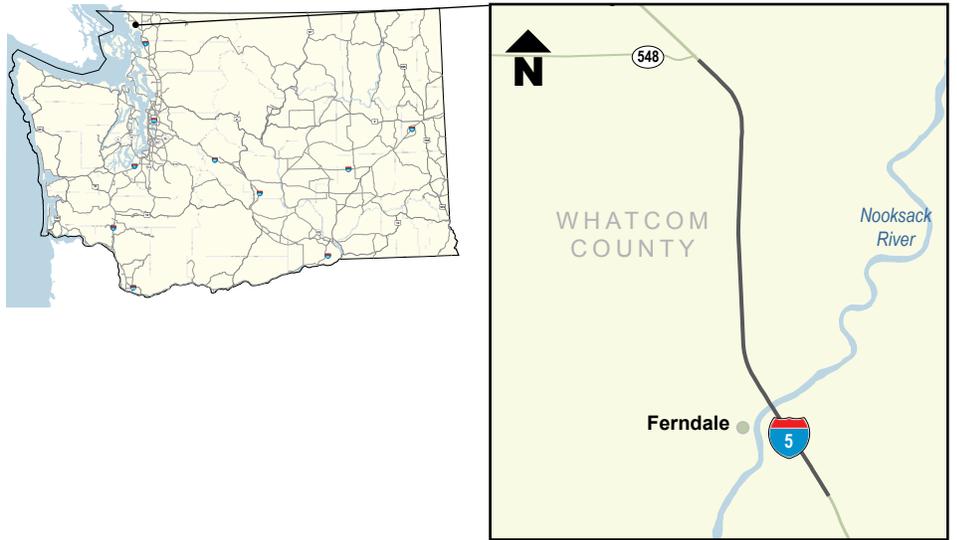
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

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



I-5 Ferndale	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	22	4	8	1	0
All median collisions after (7 months)	5	0	1	0	0
Cross median collisions before (60 months)	5	0	2	1	0
Cross median collisions after (7 months)	0	0	0	0	0

The cable median barrier generally is located 10 feet from the edge of the northbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



I-5 Blaine

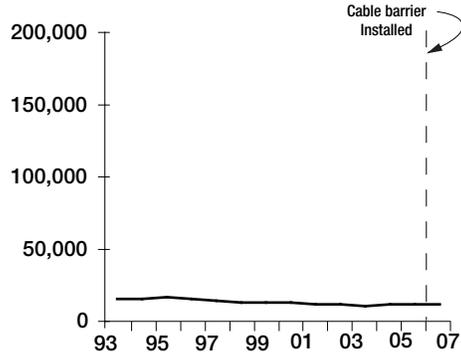
Milepost 273.93 to 276.14

I-5 Blaine

Length: 2.21 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension and low-tension
 Year installed: 2006*

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is -2 percent per year.



I-5 Blaine	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	2	5	1	0	0
All median collisions after (7 months)	3	0	0	0	0
Cross median collisions before (60 months)	1	0	0	0	0
Cross median collisions after (7 months)	0	0	0	0	0

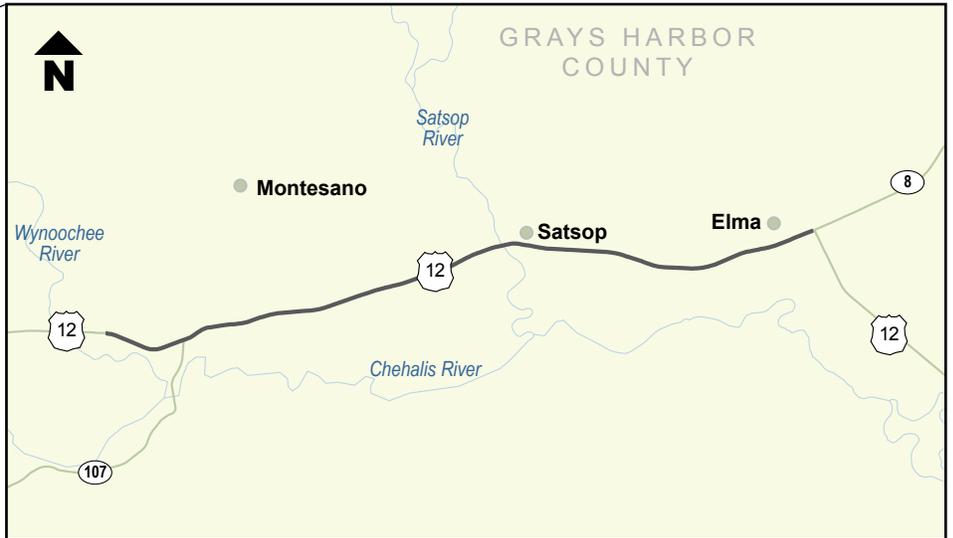
* A short section (0.27 miles) was installed in 2000 but is not broken out separately because of the short distance

The cable median barrier generally is located 10 feet from the edge of the southbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



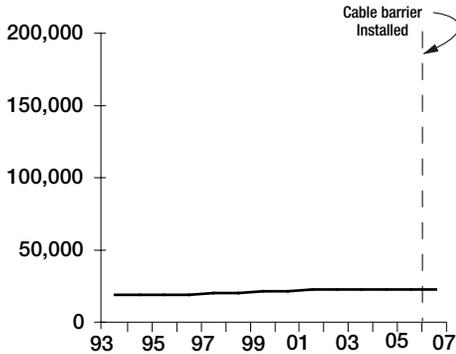
SR 12 Montesanto Milepost 9.11 to 20.95



SR 12 Montesanto

Length: 11.84 miles
 Median width: 38-40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

Average annual daily traffic volume Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 1 percent per year.

SR 12 Montesanto

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	19	2	4	3	0
All median collisions after (3 months)	20	1	1	0	0
Cross median collisions before (60 months)	2	1	3	2	0
Cross median collisions after (3 months)	0	0	0	0	0

The cable median barrier generally is located 12 feet from the edge of the eastbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



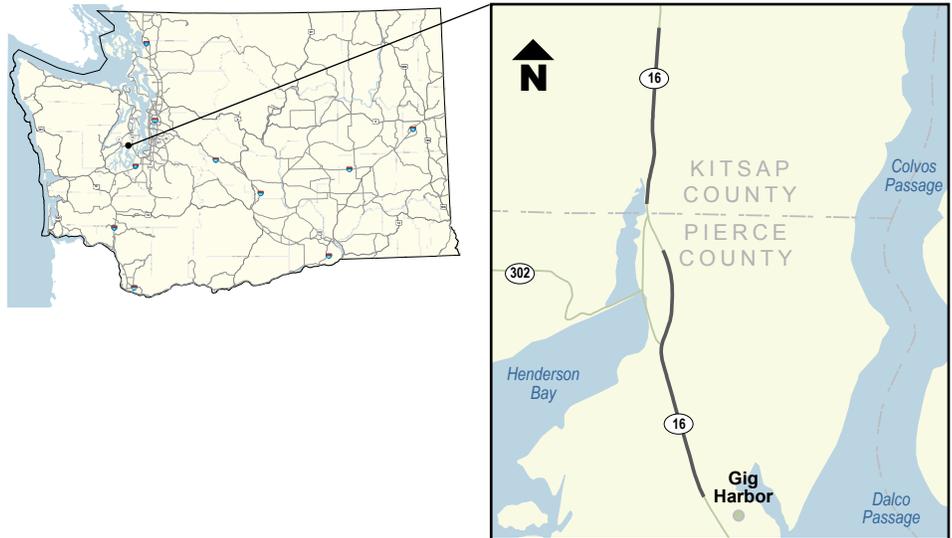
SR 16 Olympic Drive to Burham Drive Milepost 10.89 to 15.19 Purdy Milepost 16.03 to 19.00

SR 16 Olympic Drive to Burham Drive

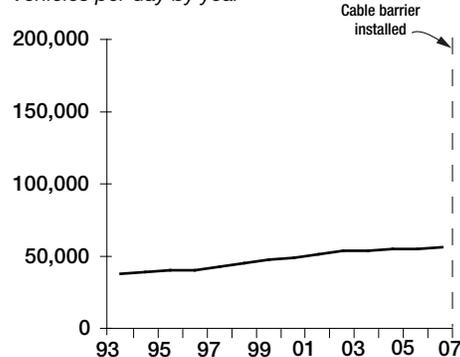
Length: 4.30 miles
Median width: 53 feet
Speed limit: 55-60 mph
Barrier type: High-tension
Year installed: 2007

SR 16 Purdy

Length: 2.97 miles
Median width: 54 feet
Speed limit: 60 mph
Barrier type: High-tension
Year installed: 2006



Average annual daily traffic volume Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on Olympic/Burham segment is 1 percent per year.

ADT average growth rate on Purdy segment is 2 percent per year.

SR 16 Olympic Drive to Burham Drive

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	14	5	0	2	1
All median collisions after	No data				
Cross median collisions before (60 months)	2	1	0	2	0
Cross median collisions after	No data				

SR 16 Purdy

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	5	8	7	0	0
All median collisions after (7 months)	4	2	0	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (7 months)	0	0	0	0	0

The cable median barrier generally is located 10 to 12 feet from the edge of the eastbound lanes. Crews currently are installing additional cable median barrier in the southern section.

No cross-median incidents have occurred since we installed this cable median barrier.



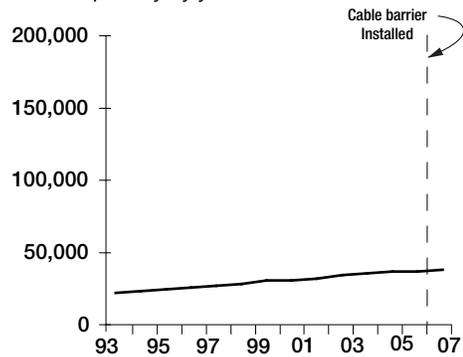
SR 18 Covington Milepost 9 to 11.38

SR 18 Covington

Length: 2.38 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

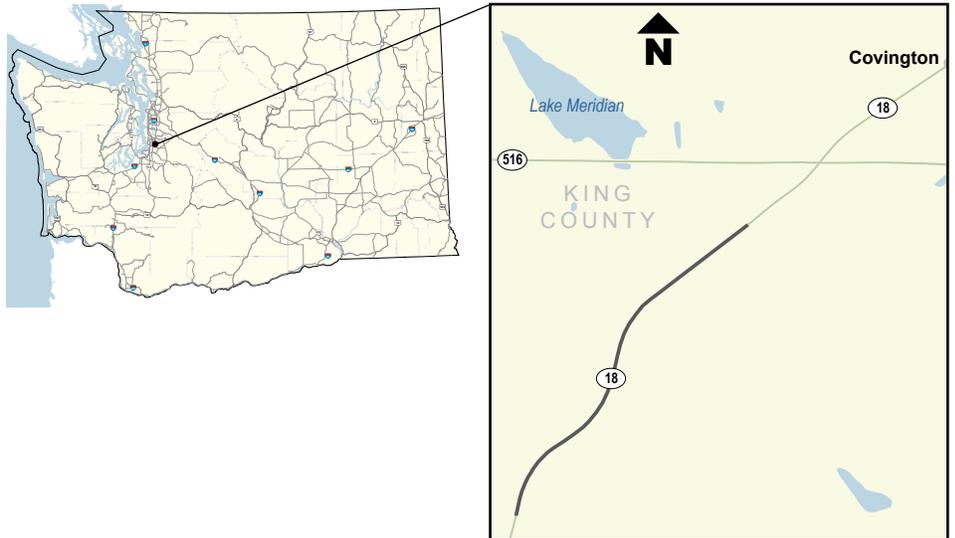
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 4 percent per year.



SR 18 Covington	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	7	2	1	0	0
All median collisions after (7 months)	4	2	0	0	0
Cross median collisions before (60 months)	3	1	0	0	0
Cross median collisions after (7 months)	0	0	0	0	0

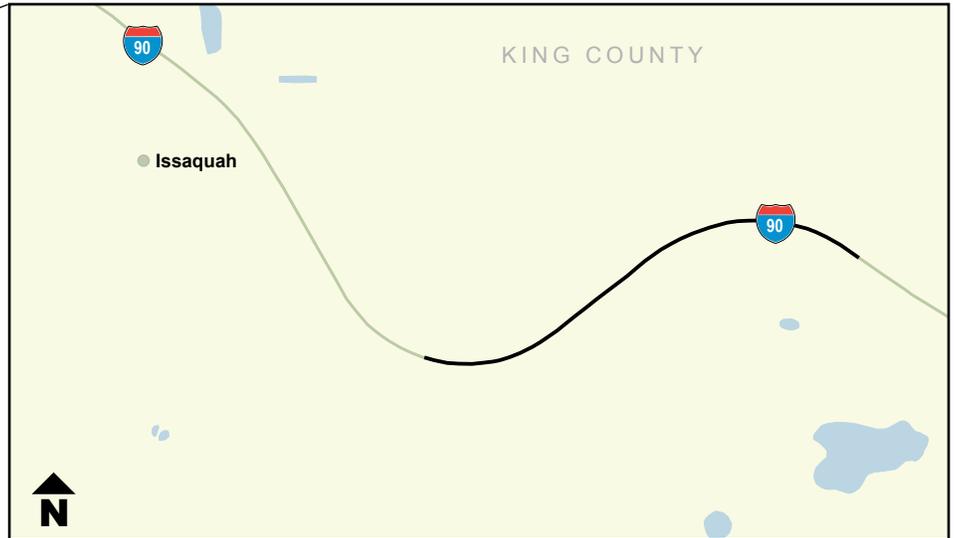
The cable median barrier generally is located nine to 10 feet from the edge of the southbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



I-90 Issaquah

Milepost 15.99 to 17.12

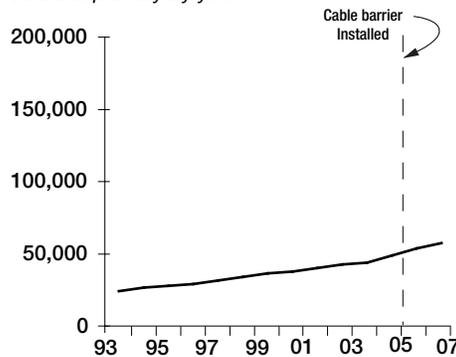


I-90 Issaquah

Length: 1.13 miles
 Median width: 48 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2005

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 5 percent per year.

I-90 Issaquah

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	5	2	3	0	0
All median collisions after (23 months)	8	0	2	0	0
Cross median collisions before (60 months)	1	1	0	0	0
Cross median collisions after (23 months)	0	0	0	0	0

The cable median barrier generally is located 13 to 16 feet from the edge of the eastbound lanes.

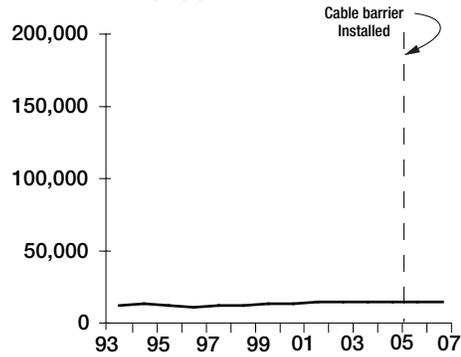
No cross-median incidents have occurred since we installed this cable median barrier.



I-90 George Milepost 144.3 to 156.01

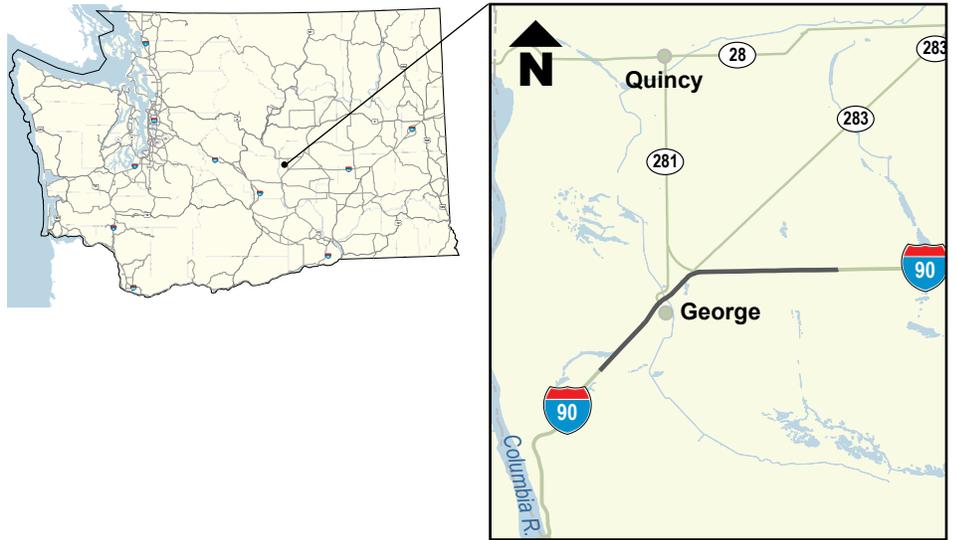
I-90 George
 Length: 11.71 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2005

Average annual daily traffic volume Vehicles per day by year



Source: WSDOT Traffic Data Office

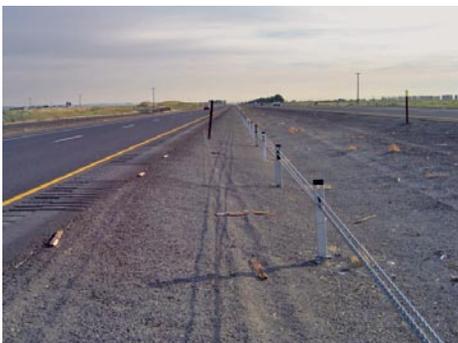
ADT average growth rate on segment is 1 percent per year.



I-90 George	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	17	7	7	6	0
All median collisions after (13 months)	9	0	0	0	0
Cross median collisions before (60 months)	6	2	0	0	0
Cross median collisions after (13 months)	0	0	0	0	0

The cable median barrier generally is located 11 to 13 feet from the edge of the westbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



I-90 east of George to Moses Lake

Milepost 160.74 to 170.39 and 173.70 to 174.52

I-90 east of George to Moses Lake

Length: 10.47 miles

Median width: 38-40 feet

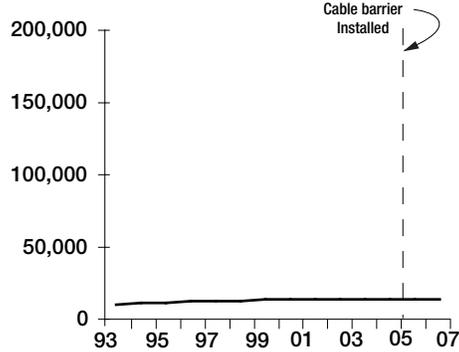
Speed limit: 70 mph

Barrier type: Low-tension and High-tension

Year installed: 2004

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.



I-90 east of George to Moses Lake

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	8	8	7	0	1
All median collisions after (26 months)	28	0	7	3	0
Cross median collisions before (60 months)	3	5	2	0	1
Cross median collisions after (26 months)	1	0	1	1	0

The cable median barrier generally is located 10 to 16 feet from the edge of the westbound lanes.

Three cross-median incidents have occurred since we installed this cable median barrier:

- None involved vehicles that hit other vehicles traveling in the opposite direction.
- Two incidents involved eastbound vehicles traveling across the median.
- Two incidents involved vehicles that rolled over.



East Moses Lake

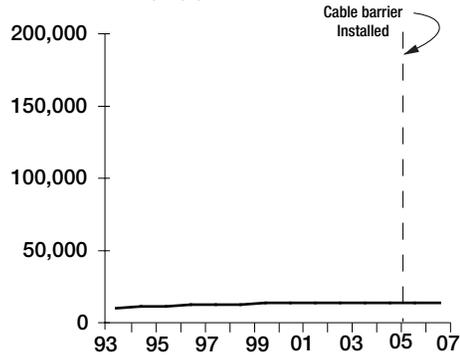
Milepost 179.70 to 192.10

East Moses Lake

Length: 12.40 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2005

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.



East Moses Lake	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	8	7	16	3	0
All median collisions after (13 months)	9	1	3	1	0
Cross median collisions before (60 months)	0	1	7	1	0
Cross median collisions after (13 months)	0	1	0	0	0

The cable median barrier generally is located 13 feet from the edge of the westbound lanes.

One cross-median incident has occurred since we installed this cable median barrier. A semi-truck traveling westbound crossed the median and came to rest in the eastbound lanes without hitting another vehicle.



I-90 Spokane

Milepost 292.38 to 299.46



I-90 east of Spokane

Length: 3.53 miles
 Median width: 40 feet
 Speed limit: 60-70 mph
 Barrier type: High-tension
 Year installed: 2004



I-90 east of Spokane-2

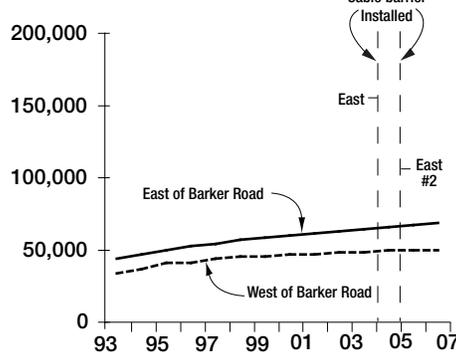
Length: 3.05 miles
 Median width: 40-76 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2005

I-90 east of Spokane

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	4	7	8	3	0
All median collisions after (26 months)	27	4	7	0	0
Cross median collisions before (60 months)	0	5	5	3	0
Cross median collisions after (26 months)	0	0	2	0	0

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on both segments is 3 percent per year.

I-90 east of Spokane-2

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	3	1	5	3	2
All median collisions after (18 months)	6	1	0	0	0
Cross median collisions before (60 months)	2	0	4	3	1
Cross median collisions after (18 months)	0	1	0	0	0

The cable median barrier generally is located 14 feet from the edge of the eastbound lanes.

Three cross-median incidents have occurred since we installed this cable median barrier:

- One involved a vehicle that crossed the median and hit another vehicle traveling in the opposite direction.
- Two occurred between mileposts 295.10 and 295.51.
- Two involved westbound vehicles crossing the median.
- Two involved vehicles that rolled over into opposing lanes.



90 - Cable Median Barrier

SR 99 Tukwila

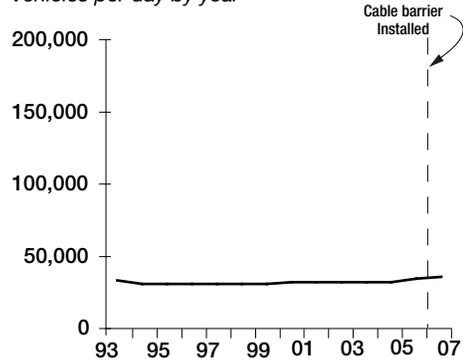
Milepost 23.24 to 25.92

SR 99 Tukwila

Length: 2.68 miles
 Median width: 44 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

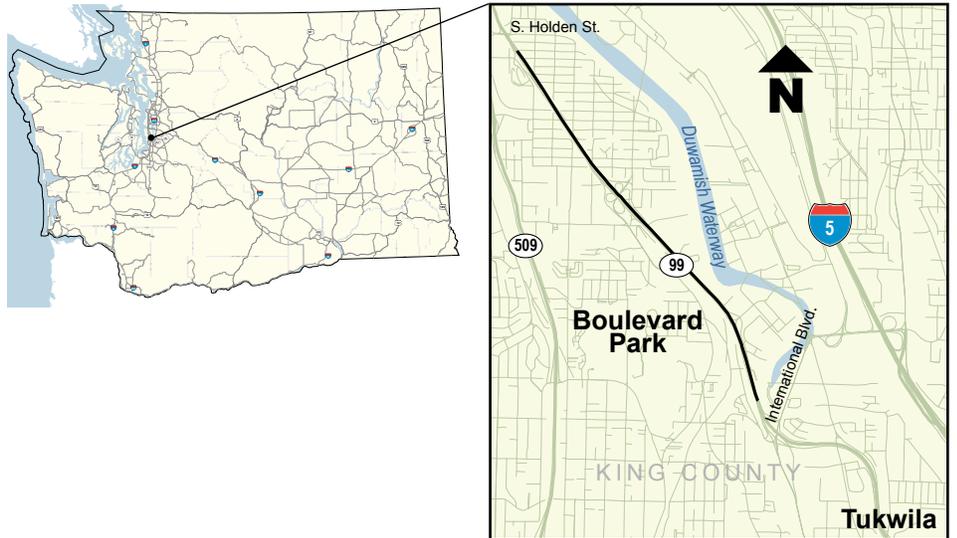
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 0 percent per year.



SR 99 Tukwila	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	2	2	4	1	0
All median collisions after (3 months)	1	0	0	0	0
Cross median collisions before (60 months)	1	0	1	0	0
Cross median collisions after (3 months)	0	0	0	0	0

The cable median barrier generally is located 12 feet from the edge of the northbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



US 101 Olympia

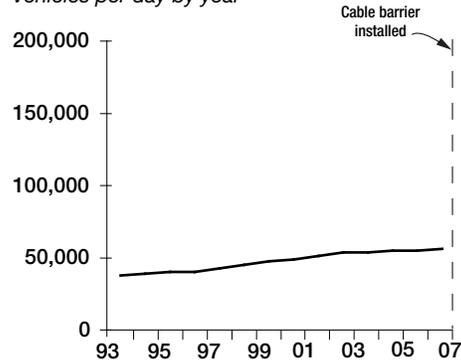
Milepost 363.93 to 366.91

US 101 Olympia

Length: 2.98 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2007

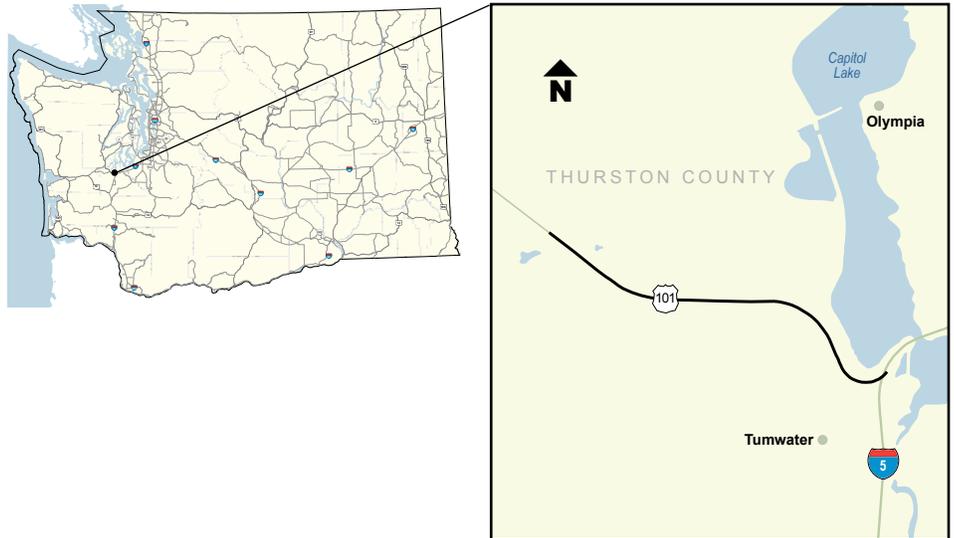
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

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



US 101 Olympia	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	11	5	5	1	1
All median collisions after	No data				
Cross median collisions before (60 months)	0	2	1	0	1
Cross median collisions after N/A	No data				

Crews currently are installing cable median barrier.

The cable median barrier through this area generally is located 12 feet from the edge of the westbound lanes.



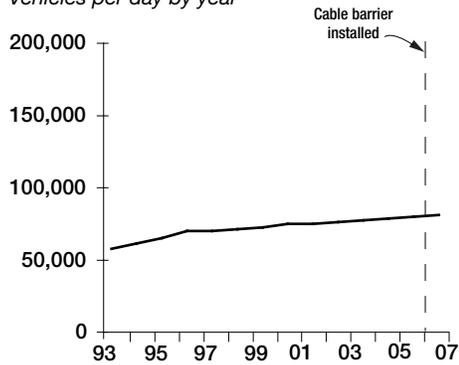
SR 167 Sumner Milepost 6.86 to 11.44

SR 167 Sumner

Length: 4.58 miles
 Median width: 84 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

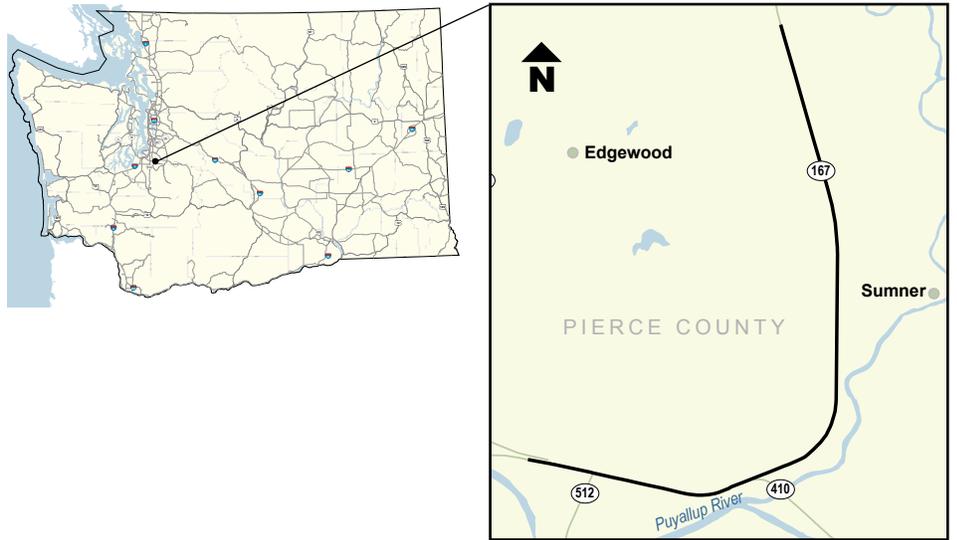
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

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



SR 167 Sumner	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	28	9	6	2	0
All median collisions after (7 months)	3	1	1	0	0
Cross median collisions before (60 months)	1	0	1	0	0
Cross median collisions after (7 months)	0	0	0	0	0

The cable median barrier generally is located 12 feet from the edge of the northbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



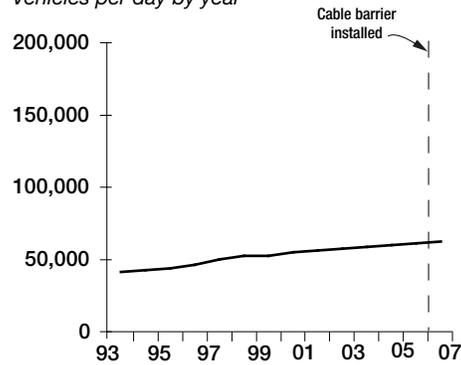
SR 410 Sumner Milepost 9.51 to 11.42

SR 410 Sumner

Length: 1.91 miles
 Median width: 40 feet
 Speed limit: 55 mph
 Barrier type: High-tension
 Year installed: 2006

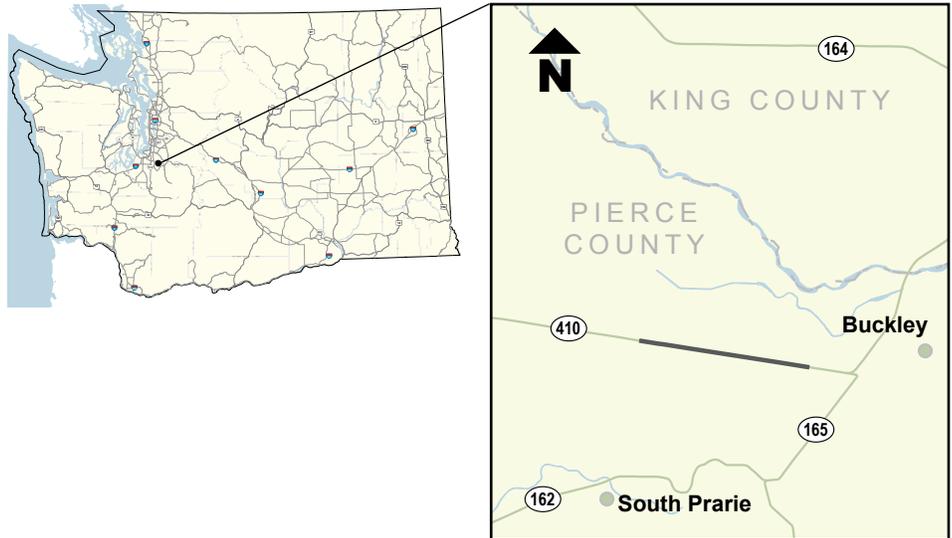
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

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



SR 410 Sumner

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	10	3	4	2	0
All median collisions after (7 months)	4	2	1	0	0
Cross median collisions before (60 months)	2	1	0	0	0
Cross median collisions after (7 months)	0	0	0	0	0

The cable median barrier varies between the eastbound and westbound side of the median and is located seven to 10 feet from the edge of the lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



SR 512 Puyallup Milepost 2.48 to 11.99

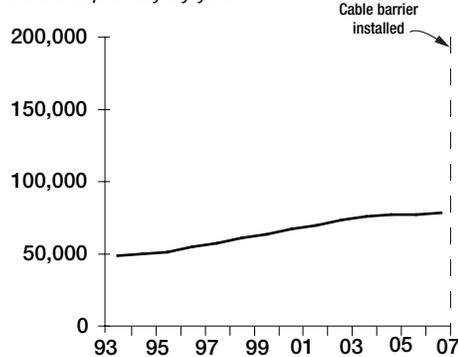


SR 512 Puyallup

Length: 9.51 miles
 Median width: 40-65 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2007

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 4 percent per year.

SR 512 Puyallup	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	48	30	15	7	2
All median collisions after	No data				
Cross median collisions before (60 months)	10	5	3	6	1
Cross median collisions after	No data				

Crews recently installed this cable median barrier.

The cable median barrier varies between the eastbound and westbound side of the median and generally is located 12 feet from the edge of the lanes.

This cable median barrier has contained two semi-trucks since early 2007, when it was installed.



SR 522 Bothell

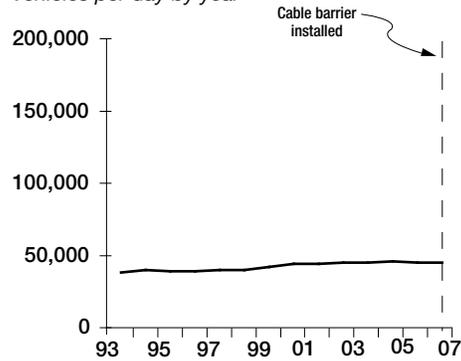
Milepost 10.9 to 12.72

SR 522 Bothell

Length: 1.82 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

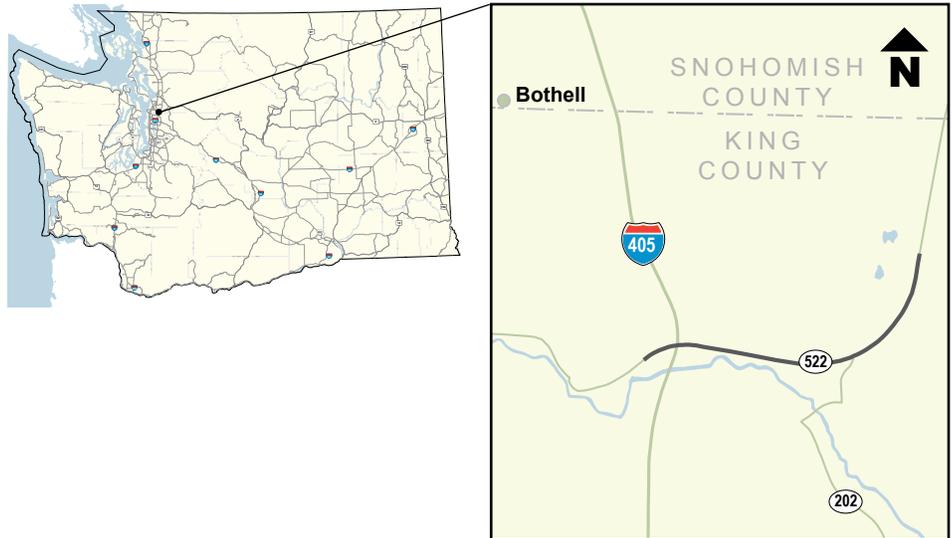
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 1 percent per year.



SR 522 Bothell

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before (60 months)	7	8	2	0	1
All median collisions after (7 months)	2	0	0	0	0
Cross median collisions before (60 months)	3	3	0	0	0
Cross median collisions after (7 months)	0	0	0	0	0

The cable median barrier generally is located 10 feet from the edge of the westbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



96 - Cable Median Barrier

Concrete median barrier

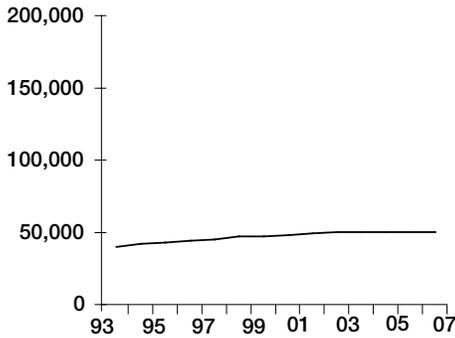


I-5 Lewis and Cowlitz counties Milepost 51.09 to Milepost 85.29

I-5 Lewis and Cowlitz counties

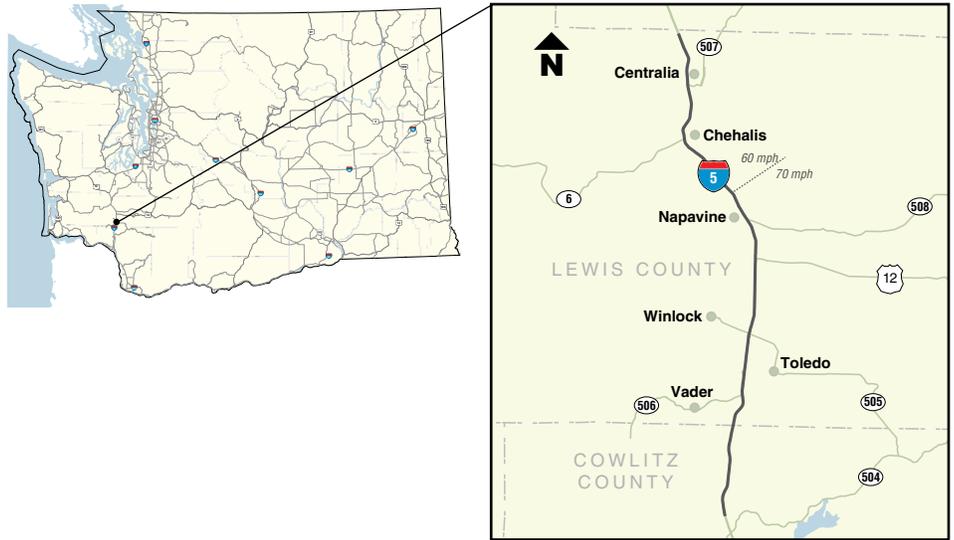
Length: 34.20 miles
Median width: 15-40 feet
Speed limit: 60-70 mph
Year installed: 1997 or before*

Average annual daily traffic volume Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.



I-5 Lewis/Cowlitz Counties

	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before			No data		
All median collisions after (60 months)	235	102	63	7	4
Cross median collisions before			No data		
Cross median collisions after (60 months)	6	6	2	1	0

* Barrier was installed in several contracts

The concrete median barrier through this area generally is located in the center of the median.

Fifteen cross-median incidents have occurred in this section during the 5 years studied:

- Eight incidents involved vehicles that crossed the median and hit other vehicles traveling in the opposite direction.
- Six of the incidents occurred between mileposts 82.65 and 84.27 an area that includes the Harrison Avenue interchange in Centralia.
- Eleven of the incidents involved southbound vehicles traveling across the median.

Four fatal median-related crashes occurred in this section during the 5 years studied:

- None of these incidents involved vehicles that crossed over the median.
- All of these incidents involved the concrete barrier; in one incident the vehicle rolled over after impact with the concrete barrier. In another, the driver was ejected.



I-5 Tacoma vicinity Milepost 116.81 to Milepost 130.70

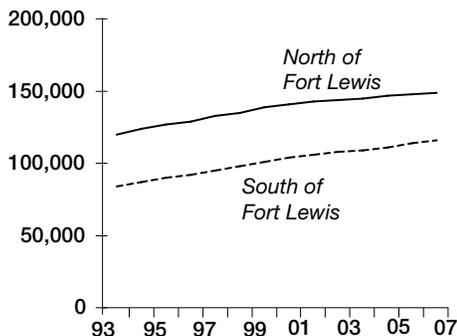


I-5 Tacoma vicinity

Length: 12.79 miles
 Median width: 12-40 feet
 Speed limit: 60 mph
 Year installed: 1986



Average annual daily traffic volume Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.

I-5 Tacoma vicinity	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before			No data		
All median collisions after (60 months)	174	90	34	5	1
Cross median collisions before			No data		
Cross median collisions after (60 months)	1	4	1	0	0

The concrete median barrier in this area generally is located in the center of the median.

Six cross-median incidents have occurred in this section during the 5 years studied:

- Three incidents involved vehicles that crossed the median and hit other vehicles traveling in the opposite direction.
- Two of the incidents occurred at milepost 122.58, in the vicinity of the Berkley Street Interchange.
- Three of the incidents occurred between milepost 129.57 and 129.92 an area that includes which encompasses the 72nd and 84th Street interchanges.
- Four of the incidents involved southbound vehicles traveling across the median.

One fatal median related crash occurred in this section during the 5 years studied. A northbound vehicle hit the concrete median barrier and the driver was ejected and killed.



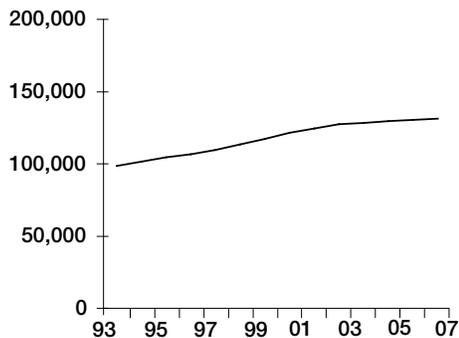
I-5 Everett to Marysville Milepost 192.58 to 198.90



I-5 Everett to Marysville

Length: 6.32 miles
 Median width: 22 feet
 Speed limit: 60 mph
 Year installed: 2001

Average Annual Daily Traffic Volume Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.

I-5 Everett to Marysville	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before			No data		
All median collisions after (60 months)	74	35	19	3	2
Cross median collisions before			No data		
Cross median collisions after (60 months)	0	0	0	1	0

The concrete median barrier in this area generally is located in the center of the median.

One cross-median incident occurred in this section during the five years studied. A southbound vehicle hit the barrier and went over into the northbound lanes where it hit a northbound vehicle.

Two fatal median-related crashes occurred in this section during the five years studied.



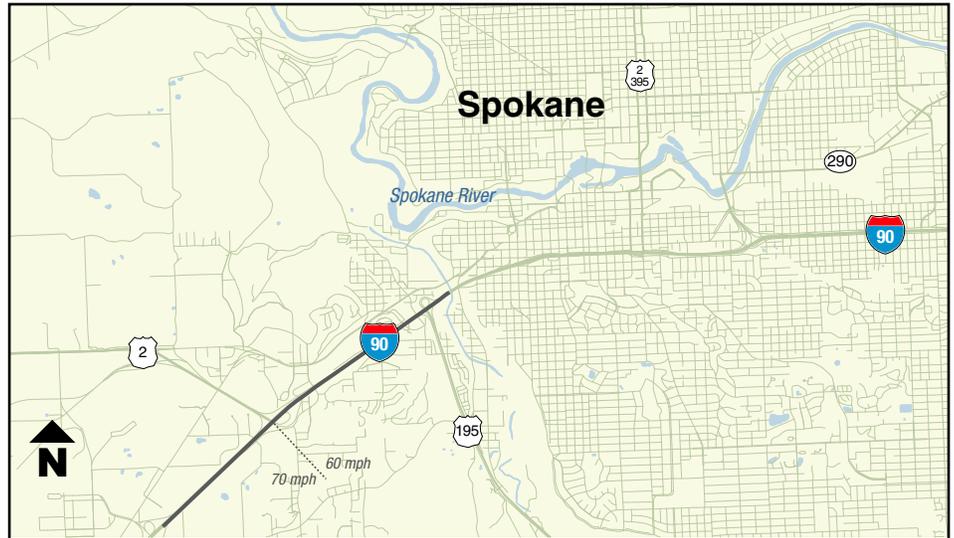
I-90 Spokane

Milepost 275.30 to 279.50



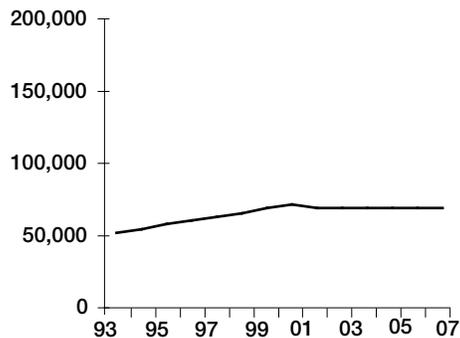
I-90 Spokane

Length: 4.20 miles
 Median width: 22-40 feet
 Speed limit: 60-70 mph
 Year installed: 2004 or before



Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.

I-90 Spokane, Geiger Road to SR 2	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before	No data				
All median collisions after (26 months)	14	2	3	0	0
Cross median collisions before	No data				
Cross median collisions after (26 months)	0	0	0	0	0

I-90 Spokane, SR 2 to Latah Creek	No injury	Possible injury	Evident injury	Disabling injury	Fatality
All median collisions before	No data				
All median collisions after (60 months)	31	10	9	1	0
Cross median collisions before	No data				
Cross median collisions after (60 months)	0	0	0	0	0

The concrete median barrier in this area generally is located in the center of the median.



