

Highway Safety Projects - Before and After Study Update

Projects Completed Between April 1, 2003 and March 31, 2005

Before Period=2 or 3 years/ After Period=2 or 3 years

Collision Data Comparison

Project Title and Location	Description of Work	Before/ After	Available Data (in years)	Collisions Per Year			
				All Types	Property Damage Only	All Injury/ Fatal	Disabling Injury/ Fatal
SR 96/Junction 35th Ave SE	Intersection Improvements - Snohomish County Lead	Before	3	30.7	17.3	13.3	0.7
		After	3	31.3	19.3	12.0	0.0
SR 20/March Pt Rd./Padilla Heights Rd.	Median closure - Swinomish Tribe Lead	Before	3	25.0	15.7	9.3	1.0
		After	3	23.0	14.7	8.3	0.0
I-5/NE 175th Southbound On Ramp	Channelization	Before	2	44.5	29.5	15.0	0.5
		After	3	42.3	28.3	14.0	0.3
SR 99/NB Off Ramp to SB SR 599/S 116th	Signal and channelization	Before	3	17.0	9.3	7.7	0.0
		After	2	4.5	1.5	3.0	0.0
SR 202/Fall City, Riverside Park Vicinity	Pedestrian Safety	Before	3	7.3	5.7	1.7	0.3
		After	2	4.5	3.0	1.5	0.0
SR 9/SR 528 Intersection - Signal	Signal and channelization	Before	3	6.3	2.7	3.7	0.3
		After	2	12.0	6.5	5.5	0.0
SR 531/11th Ave NE to 16th Dr NE Vicinity	Pedestrian Safety	Before	3	2.7	1.7	1.0	0.0
		After	3	2.0	1.7	0.3	0.0
SR 516/30th Avenue South Vicinity	Channelization	Before	3	23.3	17.3	6.0	0.0
		After	2	3.5	3.0	0.5	0.0
SR 203/NE 124th/Novelty Rd Vicinity - Construct Roundabout	Roundabout	Before	3	11.0	5.3	5.7	1.0
		After	2	17.5	14.0	3.5	0.0
SR 169/Junction SE 400th Street - Signal	Signal and channelization	Before	3	6.7	3.0	3.7	0.3
		After	3	5.7	2.7	3.0	0.7
SR 515/SE 222nd Place to SE 217TH Street	Signals	Before	3	21.0	9.7	11.3	1.0
		After	2	12.5	5.5	7.0	0.0
SR 243/Wanapum Area - Left Turn Lanes	Channelization	Before	3	1.0	0.7	0.3	0.0
		After	2	1.0	0.5	0.5	0.0
SR 26/Adams Road - Left Turn Lanes	Channelization	Before	3	2.3	1.7	0.7	0.0
		After	2	1.0	0.0	1.0	0.0

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SR 24/South Wahluke Slope - Guardrail	Install guardrail	Before	3	0.0	0.0	0.0	0.0
		After	2	1.0	0.5	0.5	0.0
SR 28/Quincy East - Left Turn Lanes	Channelize intersections	Before	3	3.3	1.3	2.0	0.7
		After	2	3.0	2.5	0.5	0.0
US 97A/Entiat Park Entrance - Turn Lanes	Add left turn lane	Before	3	1.0	0.0	1.0	0.0
		After	2	0.5	0.5	0.0	0.0
I-90/Moses Lake West-Safety Improvements	Interstate Safety	Before	3	17.0	8.3	8.7	0.3
		After	2	22.0	14.0	8.0	2.5
US 2/Winton Rd Intersection Relocation - Safety Improvements	Intersection safety	Before	3	0.0	0.0	0.0	0.0
		After	2	0.5	0.5	0.0	0.0
US 12/Keys Road I/S - Safety	Widening for Accel Lane and Adding Turn Lane	Before	3	4.7	2.0	2.7	0.7
		After	3	2.7	1.7	1.0	0.7
I-5/Puyallup River to Fife Interchange - Bridge Rail	Bridge Rail Retrofit	Before	3	98.3	63.0	35.3	1.0
		After	3	105.0	71.3	33.7	0.7
SR 162/Voights Creek Vicinity - Safety	Roadway alignment	Before	3	4.0	1.3	2.7	0.0
		After	2	3.5	2.0	1.5	0.0
SR 161/MP 3.87 to Ski Park Rd	Safety Improvement	Before	3	2.7	0.7	2.0	0.7
		After	2	1.0	0.5	0.5	0.0
I-5/Pacific Ave I/C SB Off Ramp - Signal	Signalization	Before	3	10.7	7.3	3.3	0.0
		After	2	3.0	2.0	1.0	0.0
I-5/County Line to Prairie Creek Bridge	Guardrail Upgrade	Before	3	32.0	17.0	15.0	1.7
		After	2	36.0	26.0	10.0	1.0
SR 507/Roy Wye Rechannelization	Signalization & channelization	Before	3	5.0	2.3	2.7	0.0
		After	2	3.5	2.0	1.5	0.0
SR 3/NB Off Ramp at Loxie Eagans Blvd	Install New Signal System	Before	3	6.3	3.7	2.7	0.0
		After	3	9.0	7.0	2.0	0.0

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US 101/W Sequim Bay Rd to Dawley Rd Vicinity	HAC Safety Improvements	Before	3	6.3	4.3	2.0	0.3
		After	2	8.0	3.5	4.5	0.0
I-5/Bridgeport Way On-Ramps - Safety	Safety	Before	3	18.3	9.7	8.7	0.3
		After	2	5.0	4.0	1.0	0.0
SR 410/Jefferson Ave - Safety	Channelize intersection	Before	3	0.7	0.7	0.0	0.0
		After	2	0.0	0.0	0.0	0.0
I-205/Padden North Bound Off Ramp- Signal	Install Signal at Ramp	Before	3	6.7	3.3	3.3	0.3
		After	2	10.0	6.0	4.0	0.5
SR 14/Willow St to Vine St - Widening	High Priority Safety Improvements	Before	3	8.7	6.7	2.0	0.3
		After	3	4.3	3.0	1.3	0.3
SR 500/E Bound Off Ramp to Andresen Rd	Improve safety at high accident location	Before	3	10.0	3.3	6.7	0.0
		After	2	3.5	2.5	1.0	0.0
SR 14/Hood River Bridge - Signal	Install signal at intersection of SR 14 and Hood Rv. Bridge	Before	3	3.7	1.7	2.0	0.7
		After	2	0.0	0.0	0.0	0.0
Southwest Region Bridge Rail Retrofit	Upgrade Bridge Rails in Southwest Region	Before	3	2.7	0.7	2.0	0.3
		After	2	5.5	4.0	1.5	0.0
Southwest Region Guardrail Retrofit - Safety Improvements	Remove and replace deteriorated guardrail with	Before	3	13.7	8.0	5.7	1.3
		After	2	12.5	8.5	4.0	1.0
I-182/US 395 I/C - Roadside Safety	Flatten Slopes	Before	3	3.0	1.3	1.7	0.7
		After	2	1.5	1.0	0.5	0.0
US 395/Hillsboro Street Interchange	Construct interchange	Before	3	6.3	3.7	2.7	0.0
		After	2	3.0	2.0	1.0	0.0
SR 124/East Jct US 12 - Reconstruction	Curve realignment	Before	2	4.5	2.0	2.5	0.5
		After	2	1.0	1.0	0.0	0.0
US 395/Kennewick Variable Message Sign	Install VMS System	Before	2	113.0	65.5	47.5	2.0
		After	2	77.0	50.0	27.0	1.0

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US 2/FAIRCHILD AFB CHANNELIZATION	PROVIDE RIGHT TURN CHANNELIZATION AND	Before	3	3.3	1.0	2.3	0.0
		After	3	2.7	1.0	1.7	0.0
I-90/Salnave Rd to Vic Geiger Rd Safety	Interstate Safety Matrix - Slope Flattening	Before	3	61.3	35.0	26.3	2.7
		After	3	52.7	36.0	16.7	1.7
SR 904/HES SAFETY IMPROVEMENTS	CHANNELIZATION AND ILLUMINATION AT 4 INTERSECTIONS	Before	3	18.3	13.0	5.3	1.3
		After	2	28.5	17.0	11.5	1.0
I-90/Sullivan Rd to Idaho State Line - Install Cable Guardrail in Median	Install cable median barrier	Before	3	64.0	33.0	31.0	2.7
		After	2	68.5	44.5	24.0	1.5
I-90/Geiger Rd to US 2 - Median Barrier	Install median barrier	Before	3	23.7	15.0	8.7	1.3
		After	2	24.0	18.0	6.0	0.0
SR 290/Fancher Rd to Sullivan Rd- Widen to provide center turn lane	Provide center turn lane	Before	2	124.0	63.5	60.5	4.5
		After	2	101.0	56.5	44.5	4.0
SR 231/Spokane River Bridge - Upgrade Bridge Rail	Install thrie beam guardrail on Bridge 231/101	Before	3	0.3	0.0	0.3	0.3
		After	2	0.0	0.0	0.0	0.0
SR 25/N of Davenport - Upgrade Guardrail	Upgrade substandard concrete post guard rail	Before	3	17.3	9.7	7.7	0.7
		After	2	28.5	16.0	12.5	2.5
Before Average				19.0	10.8	8.2	0.6
After Average				16.8	10.8	6.0	0.4
Percentage +/-				-11.7%	-0.4%	-26.7%	-36.6%