3. Why is the Corridor So Congested?

- Constraints in Study Area
- Obsolete Overpasses
- Regional Growth
- Collision Data
Constraints in Study Area

**Legend**

Major Roads
- Interstate / State Routes
- Ramps
- Arterials
- Collectors
- JBLM
- Camp Murray
- Cities
- Pierce County Boundary

**Typical I-5 Cross Section in Study Area**

- Railroad Right-of-Way
- Existing Right-of-Way
- 175 feet
- Existing Right-of-Way
- Secure Military Facility JBLM

- 3 General Purpose Lanes
- 3 General Purpose Lanes
Obsolete Overpasses in Study Area

EXIT 119
Steilacoom
DuPont Rd

Built 1957
Functionally Obsolete
Vertical Clearance – 14’09”

EXIT 122
Berkeley St

Built 1954
Functionally Obsolete
Vertical Clearance – 15’03”

EXIT 123
Thorne Lane

Built 1954
Functionally Obsolete
Vertical Clearance – 14’07”

Interstate requirement is 16.5 feet of vertical clearance
Growth Trends in Study Area

Population Growth Trends
Pierce and Thurston Counties, 1980-2040

Average Annual Daily Traffic Volume
1986-2011, I-5 at DuPont
Study Area Collision Data

Contributing Circumstance for I-5 Collisions, 2007-2011
Milepost 116 to Milepost 126.2

- Exceeding Speed, 597
- Follow Too Closely, 546
- Driver Distracted, 45
- Apparently Ill/Awake/Fatigued, 49
- Did Not Grant RW, 182
- Under Influence of Alcohol/Drugs, 91
- Improper Driver Maneuver, 3
- Operating Defective Equipment, 31
- Inattention, 120
- Other, 188

I-5 Speeds Between Exits 114 and 127 After a Crash in Southbound Lanes

Lane-blocking accident occurs at 2:00 PM
Accident cleared from travel lanes at 4:00 PM
Congestion cleared at 8:00 PM

Rubbernecking delays in northbound lanes

I-5 Collision Summary by Milepost, 2007-2011
Milepost 116 to Milepost 126.2