

I-5 Marvin Rd to Mounts Rd Planning and Environmental Linkages Study

Range of Alternatives

The range of reasonable alternatives presented below for the *I-5 Marvin Road to Mounts Road* section were identified based on information in the *Interstate 5: Tumwater to Mounts Road Mid- and Long-Range Strategies Report* (April 2020) and the *Interstate 5 Tumwater to Mounts Road PEL Study* (March 2022). This range of alternatives include:

Alternative 1 - Operations Improvements

This alternative includes strategies to reduce demand for single-occupant vehicles, such as:

- Operations – Lane management on the highway, which will prioritize HOVs (High Occupancy Vehicles) and transit
- Land Use – Ensure consistency with local plans and zoning efforts to minimize reliance on vehicles
- Transportation Demand Management (TDM) – provide support for alternative travel modes, such as walking, biking and transit
- Transit – Support planned regional transit, including enhanced express bus service
- Add a shared-use path from Marvin Road Interchange (Exit 111) to Mounts Road Interchange (Exit 116)
- Includes Design Options A through C (see graphics below)

To advance these improvements, WSDOT would rely on local governments, tribes, and other public and private agencies to ensure their local land use and transit improvements are consistent with the improvements made to I-5.

Alternative 2 - Widen for HOV Lanes

- Widen I-5 to add one HOV lane in each direction
- Add a shared-use path from Marvin Road Interchange (Exit 111) to Mounts Road Interchange (Exit 116)
- Includes Design Options A through D (see graphics below)

Alternative 3 - Widen for General Purpose Lanes

- Widen I-5 to add one general purpose lane in each direction, increasing the number of general purpose lanes from three to four
- Shared-use path from Marvin Road Interchange (Exit 111) to Mounts Road Interchange (Exit 116)
- Includes Design Options A through D (see graphics below)

Alternative 4 - Convert General Purpose (GP) to HOV Lanes

- Convert one lane in each direction from general purpose to HOV lanes, reducing the number of general purpose lanes from three to two in each direction
- Shared-use path from Marvin Road Interchange (Exit 111) to Mounts Road Interchange (Exit 116)
- Includes Design Options A through C (see graphics below)

Bridge Design Options A through D presented below provide a range of options to consider for I-5 as well as ecosystem and habitat mitigation in the Nisqually River delta area.

Design Option A - Low Level Bridge



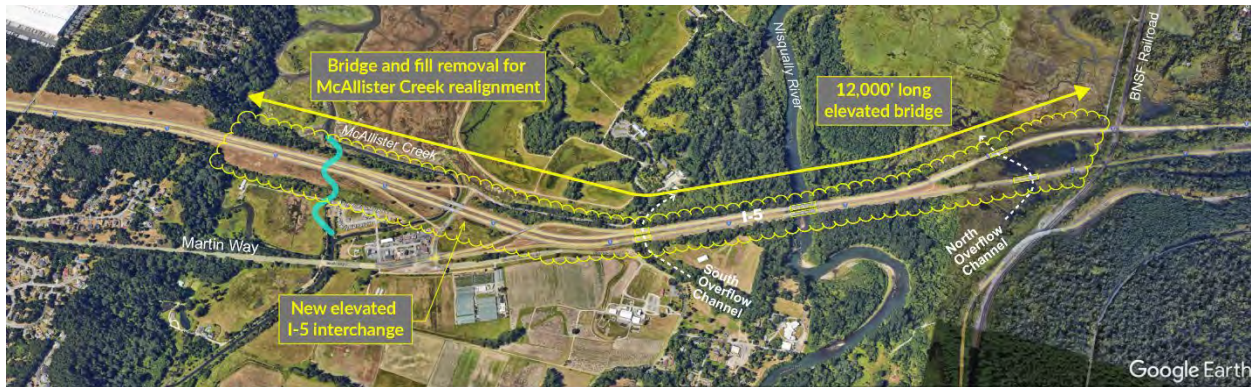
- Fill removal and additional bridge structure for a distance of approximately 3,000 feet

Design Option B - Low Level Bridge



- Fill removal and additional bridge structure for a distance of approximately 6,000 feet
- Bridge and fill removal for McAllister Creek realignment (can be paired with Option A as well)

Design Option C - Low Level Bridge



- Fill removal and additional bridge structure for a distance of approximately 12,000 feet
- New elevated I-5 Nisqually Interchange

Design Option D - High Level Long Span Bridge



- Fill removal and high level long span bridge for a distance of approximately 14,000 feet
- 1,200- to 1,500-foot span lengths
- Curvature limitations for long span bridges will require substantial realignment of I-5
- No local road connection to and from I-5 at the existing Nisqually Interchange