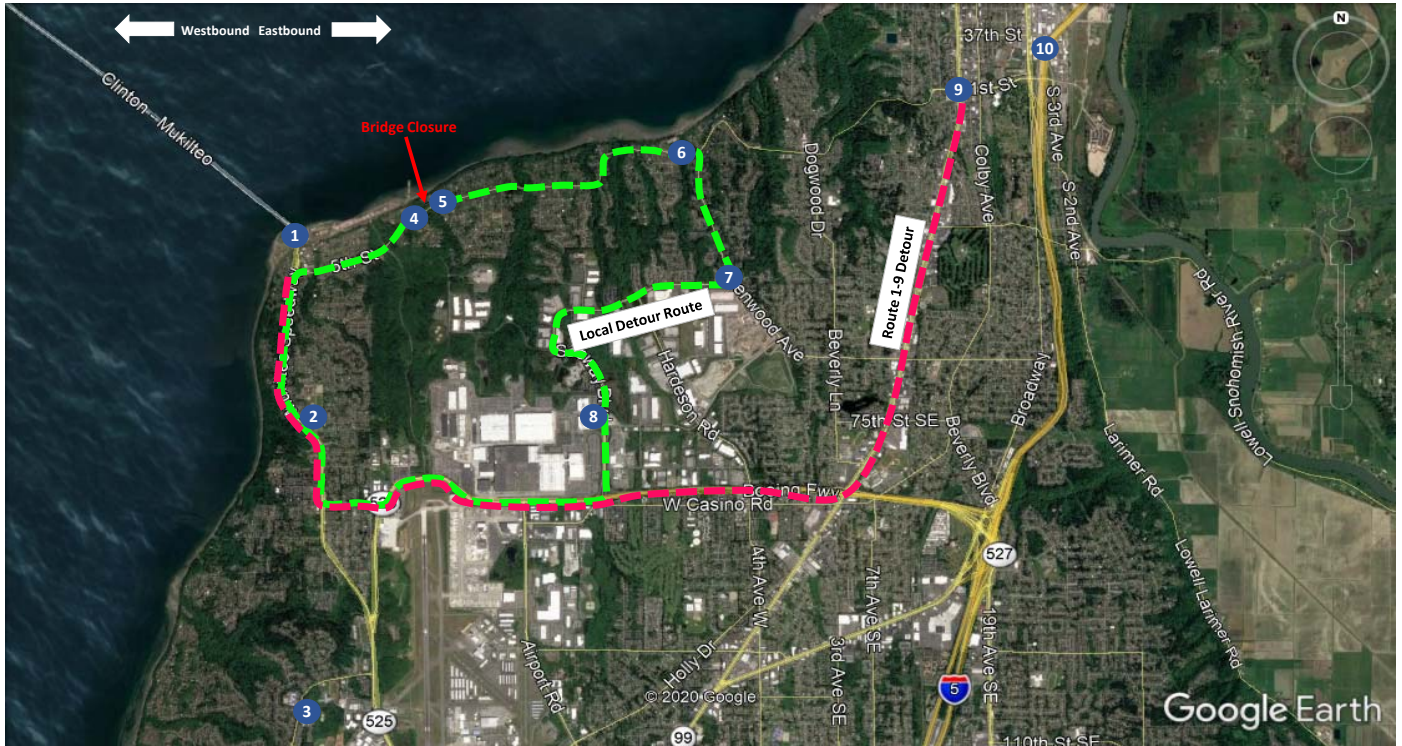


Travel time increases with bridge closure

All times are approximations, real world conditions may vary



Travel times may vary +/- 15% depending on driver behavior and typical variations in signal timings.

Existing Travel Time (+Detour Increase) - AM Peak (7 AM)											
Origin Point	Destination Point										
	1	2	3	4	5	6	7	8	9	10 via I-5 10 via Muk Blvd	
1	-	-	-	-	4 (+20)	8 (+12)	10 (+8)	-	14 (+8)	18 (+1)	18 (+8)
2	-	-	-	-	6 (+14)	9 (+7)	12 (+2)	-	16 (+2)	12 (+1)	22 (+2)
3	-	-	-	-	14 (+8)	18 (+1)	-	-	-	-	-
4	-	-	-	-	1 (+23)	4 (+16)	6 (+12)	12 (+2)	12 (+12)	-	16 (+10)
5	4 (+18)	7 (+11)	18 (+8)	1 (+21)	-	-	-	12 (+2)	-	-	-
6	7 (+11)	10 (+6)	22 (+2)	4 (+16)	-	-	-	-	-	-	-
7	12 (+4)	14 (+1)	-	7 (+11)	-	-	-	-	-	-	-
8	-	-	-	12 (+1)	12 (+1)	-	-	-	-	-	-
9	14 (+6)	16 (+2)	-	10 (+10)	-	-	-	-	-	-	-
10 via I-5	16 (+1)	14 (+1)	-	-	-	-	-	-	-	-	-
10 via Muk Blvd	18 (+6)	20 (+2)	-	14 (+10)	-	-	-	-	-	-	-

Existing Travel Time (+Detour Increase) - Noon											
Origin Point	Destination Point										
	1	2	3	4	5	6	7	8	9	10 via I-5 10 via Muk Blvd	
1	-	-	-	-	4 (+20)	8 (+12)	12 (+6)	-	16 (+10)	18 (+1)	20 (+8)
2	-	-	-	-	6 (+12)	10 (+6)	12 (+1)	-	18 (+2)	12 (+1)	22 (+2)
3	-	-	-	-	14 (+6)	18 (+1)	-	-	-	-	-
4	-	-	-	-	1 (+23)	4 (+16)	6 (+12)	10 (+4)	12 (+14)	-	16 (+2)
5	5 (+17)	6 (+12)	14 (+8)	1 (+21)	-	-	-	10 (+1)	-	-	-
6	8 (+12)	10 (+6)	18 (+1)	4 (+16)	-	-	-	-	-	-	-
7	10 (+8)	12 (+2)	-	6 (+12)	-	-	-	-	-	-	-
8	-	-	-	12 (+1)	12 (+1)	-	-	-	-	-	-
9	14 (+10)	16 (+6)	-	10 (+14)	-	-	-	-	-	-	-
10 via I-5	18 (+1)	14 (+1)	-	-	-	-	-	-	-	-	-
10 via Muk Blvd	18 (+10)	20 (+4)	-	14 (+4)	-	-	-	-	-	-	-

Existing Travel Time (+Detour Increase) - Boeing Peak (2 PM)											
Origin Point	Destination Point										
	1	2	3	4	5	6	7	8	9	10 via I-5 10 via Muk Blvd	
1	-	-	-	-	4 (+22)	8 (+16)	10 (+10)	-	16 (+19)	24 (+1)	22 (+18)
2	-	-	-	-	5 (+17)	9 (+11)	10 (+8)	-	18 (+8)	18 (+1)	24 (+11)
3	-	-	-	-	16 (+10)	18 (+4)	-	-	-	-	-
4	-	-	-	-	1 (+27)	4 (+20)	6 (+16)	16 (+1)	12 (+23)	-	18 (+22)
5	4 (+22)	5 (+17)	16 (+12)	1 (+27)	-	-	-	14 (+2)	-	-	-
6	8 (+14)	9 (+9)	18 (+6)	4 (+20)	-	-	-	-	-	-	-
7	10 (+8)	10 (+4)	-	6 (+14)	-	-	-	-	-	-	-
8	-	-	-	14 (+1)	14 (+1)	-	-	-	-	-	-
9	14 (+12)	16 (+6)	-	10 (+18)	-	-	-	-	-	-	-
10 via I-5	18 (+1)	14 (+1)	-	-	-	-	-	-	-	-	-
10 via Muk Blvd	18 (+17)	20 (+8)	-	14 (+21)	-	-	-	-	-	-	-

Existing Travel Time (+Detour Increase) - PM Peak (5 PM)											
Origin Point	Destination Point										
	1	2	3	4	5	6	7	8	9	10 via I-5 10 via Muk Blvd	
1	-	-	-	-	4 (+20)	9 (+13)	12 (+6)	-	16 (+10)	24 (+1)	24 (+11)
2	-	-	-	-	6 (+14)	10 (+8)	12 (+2)	-	18 (+4)	26 (+1)	24 (+4)
3	-	-	-	-	14 (+8)	18 (+1)	-	-	-	-	-
4	-	-	-	-	1 (+25)	4 (+18)	7 (+13)	14 (+1)	12 (+16)	-	20 (+15)
5	4 (+20)	6 (+14)	14 (+8)	1 (+25)	-	-	-	14 (+1)	-	-	-
6	8 (+12)	9 (+7)	18 (+1)	4 (+18)	-	-	-	-	-	-	-
7	10 (+8)	12 (+2)	-	7 (+11)	-	-	-	-	-	-	-
8	-	-	-	14 (+1)	14 (+1)	-	-	-	-	-	-
9	14 (+10)	16 (+4)	-	10 (+16)	-	-	-	-	-	-	-
10 via I-5	18 (+1)	14 (+1)	-	-	-	-	-	-	-	-	-
10 via Muk Blvd	18 (+10)	20 (+6)	-	14 (+16)	-	-	-	-	-	-	-

Point	Description
1	Downtown Mukilteo (Mukilteo Blvd & Front St)
2	Olympic View Middle School
3	Kamiak High School
4	West End of Edgewater Bridge
5	East End of Edgewater Bridge
6	Maple Heights Bridge
7	Glenwood Ave & Merrill Creek Pkwy
8	Boeing Entrance (Seaway & 75th St)
9	Evergreen Way & 41st St
10	I-5 North of 41st St

Notes:

- Red shaded boxes denote increases greater than 50% from existing, pre-closure travel time.
- All increases are based on difference from high travel time estimates from Google Maps for the respective route pairs.
- Primary local detour route would be SR-526/Seaway Blvd/Merrill Creek Pkwy/Glenwood Ave as shown in green on map.
- Route 1-10 via Mukilteo Blvd assumes the detour route would be Evergreen Way. Change to SR-526/I-5 travel time is expected to be negligible (1-10 via I-5).
- All routes including time point 9 assume Evergreen Way as the detour route.