

Errata

SKIA Planned Action EIS

This errata sheet identifies revisions to the Draft and Final EIS. As described below, these changes are to correct an intersection reference in the EIS transportation analysis. The change corrects the name of the intersection, but does not make any substantive changes. The location of the intersection and conclusions cited in the EIS are correct.

Corrected Information

The Draft and Final EIS documents refer to the intersection of SR 3/NE Old Clifton Road. The correct name of this intersection is actually SR 3/ NE Clifton Lane. Corrected references are listed below. Deleted text is crossed out (~~xxx~~) and inserted text is shown in red.

Draft EIS

Page 1-7

First bullet in the Alternative 2 column of the transportation section of the impacts table:

- In addition to the intersections identified in Alternative 1, the intersections of SR 3/~~Old Clifton Road~~ **NE Clifton Lane** and SR 3/Imperial Way would operate at LOS F.

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Second paragraph under the Alternative 2 heading:

Even with these improvements, the intersection of SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane** will operate at an unacceptable LOS, which is considered a significant and unavoidable impact.

Page 1-22

Second bulleted list:

Even with these improvements, the following intersections will operate unacceptably:

- SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane**

Page 1-30

Under Alternative 2, the intersection of SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane** experiences a significant and unavoidable impact to traffic operations even with implementation of the Belfair Bypass mitigation measure. Under Alternative 3,

there are four intersections that will have significant unavoidable traffic operations impacts. These intersections are listed below:

- SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane**

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Table 3.6-3: 2010 PM Peak Hour Intersection Level of Service

Intersection	Control Type	Intersection Delay (LOS)
1. SR 3 / Old Clifton Rd NE Clifton Lane	Signalized	23 (C)

Page 3.6-23

Table 3.6-8: PM Peak Hour Delay and LOS, Existing and 2030 No Action

Intersection	Control Type	Existing Intersection Delay (LOS)	2030 No Action Intersection Delay (LOS)
1. SR 3 / Old Clifton Rd NE Clifton Lane	Signalized	23 (C)	37 (D)

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Table 3.6-9: 2030 Alternative 2 and 3 Intersection LOS Results

Intersection	Control Type	2030 No Action Intersection Delay (LOS)	2030 Alternative 2 Intersection Delay (LOS)	2030 Alternative 3 Intersection Delay (LOS)
1. SR 3 / Old Clifton Rd NE Clifton Lane	Signalized	37 (D)	111 (F)	122 (F)

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First bullet under the heading Alternative 2 – Significant Traffic Operations Impacts:

- SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane**

First bullet under the heading Alternative 3 – Significant Traffic Operations Impacts:

- SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane**

Page 3.6-32

First full paragraph and subsequent text:

Even with these improvements, the intersection of SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane** will operate at an unacceptable LOS, which is considered a

significant and unavoidable impact. Figure 3.6-11 summarizes the mitigation measures. Details on specific mitigation measures are provided below.

1. SR 3 / ~~Old Clifton Road~~ NE Clifton Lane

Page 3.6-34

Even with these improvements, the following intersections will operate unacceptably:

- SR 3 / ~~Old Clifton Road~~ NE Clifton Lane

Details on specific mitigation measures are described below:

1. SR 3 / ~~Old Clifton Road~~ NE Clifton Lane

Page 3.6-41

Paragraph under Significant Unavoidable Adverse Impacts:

Under Alternative 2, the intersection of SR 3 / ~~Old Clifton Road~~ NE Clifton Lane experiences a significant and unavoidable impact to traffic operations even with implementation of the Belfair Bypass mitigation measure. Under Alternative 3, there are four intersections that will have significant unavoidable traffic operations impacts. These intersections are listed below:

- SR 3 / ~~Old Clifton Road~~ NE Clifton Lane

Final EIS

Page 3-8

Paragraph following heading “New Text and Tables”

The Washington State Department of Transportation (WSDOT) clarified that the agency would use the LOS standard of C for SR 3 from Sunnyslope Road to the county line, consistent with the current rural classification for this portion of roadway. The result of this change is that Intersection 1, SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane**; Intersection 2, SR 3 / Lake Flora Road; and Intersection 3, SR 3 / Imperial Way have been assessed using LOS C standards.

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DELAY AND LEVEL OF SERVICE, INTERSECTIONS 1-3, BY SCENARIO				
Intersection	Existing LOS	2030 No Action LOS	2030 Alternative 2 LOS	2030 Alternative 3 LOS
1. SR 3 / Old Clifton Road NE Clifton Lane	23 / C	37 / D	111 / F	122 / F

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INTERSECTION MITIGATION TO REACH LOS C			
Intersection	2030 No Action	2030 Alternative 2	2030 Alternative 3
1. SR 3 / Old Clifton Road NE Clifton Lane	Belfair Bypass Construction	Belfair Bypass and addition of northbound and southbound through lanes on SR 3	Belfair Bypass and addition of northbound and southbound through lanes on SR 3

Page 3-11

Paragraph following “New Text”

1. SR 3 / ~~Old Clifton Road~~ **NE Clifton Lane** – The poor operations at this intersection ~~are caused by the high traffic volumes on northbound and southbound SR 3~~ are due to the volume of traffic on SR 3, SR 300, and local business traffic. (Note that, except for the street names, the crossed out and underlined text is as shown in the Final EIS.)