

WEEKDAY

Table 6
SEIS ALTERNATIVE 6 INTERSECTION LOS SUMMARY — WEEKDAY PM PEAK HOUR (SUMMER)
Weekday PM Peak Hour Conditions (Summer Peak)

Study Intersection	LOS Standard	Year 2025						Year 2031						Year 2037					
		'Baseline'		With SEIS Alt 5		With SEIS Alt 6		'Baseline'		With SEIS Alt 5		With SEIS Alt 6		'Baseline'		With SEIS Alt 5		With SEIS Alt 6	
		LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹
14. S Cite Elum Way / Stafford / W 1 st St	C	B	11.5	B	12.1	B	12.0	B	12.8	B	13.6	B	13.7	B	13.8	B	14.7	B	14.6
16. N Oakes Ave / W 1 st St (SR 903)	C	B	10.4	B	10.9	B	10.8	B	11.7	B	12.8	B	13.0	B	15.9	C	21.4	C	21.1
18. Pennsylvania Ave / 1 st St (SR 903)	C	A	7.6	A	7.8	A	7.5	A	8.0	A	8.8	A	8.6	A	9.1	B	11.2	B	10.7
Roundabout																			
4. Bullfrog Rd / Sunecadia Trail	D	A	5.1	A	5.4	A	5.6	A	5.9	A	6.5	A	7.5	A	7.3	A	8.5	B	10.3
6. Bullfrog Rd / W 2 nd St (SR 903)	C	A	6.2	A	6.6	A	6.8	A	6.9	A	7.6	A	8.0	A	7.7	A	8.8	A	9.7
All-Way Stop-Controlled																			
17. Pennsylvania Ave / 2 nd St	C	A	9.6	B	10.3	B	10.1	B	11.9	B	14.4	B	14.3	B	16.8	D	25.8	C	20.6
Two-Way Stop-Controlled ¹																			
1. Bullfrog Rd / I-90 EB Ramps	C	B	13.0	B	14.8	C	15.3	C	17.0	C	23.3	C	30.4	D	27.3	F	63.5	F	> 100
2. Bullfrog Rd / I-90 WB Ramps	C	B	10.6	B	11.5	B	11.7	B	12.7	B	15.2	C	16.9	C	19.4	D	33.7	E	42.1
3. Bullfrog Rd / Tumble Creek Dr	D	B	12.4	B	13.9	B	13.9	C	16.3	C	20.7	C	23.9	C	24.8	E	46.4	E	61.1
5. Bullfrog Rd / Firehouse Rd	D	B	11.5	B	11.9	B	12.5	B	11.8	B	12.8	B	13.4	B	11.9	B	14.0	B	14.0
7. Denny Ave / W 2 nd St (SR 903)	C	B	16.6	C	23.6	C	23.3	C	20.1	E	36.4	E	38.1	D	25.8	F	78.1	F	65.5
8. Ranger Sta Rd / Miller / W 2 nd St (SR 903)	C	D	26.1	F	> 100	F	95.7	F	47.8	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
9. N Pine St / W 2 nd St (SR 903)	C	C	18.1	D	34.2	D	33.3	C	23.5	F	78.5	F	> 100	F	27.4	F	> 100	F	> 100
10. Douglas Munro Blvd / Ranger Sta Rd	C	A	7.7	A	7.9	A	7.9	A	7.9	A	8.2	A	8.3	A	8.4	A	8.9	A	9.0
12. Pine St / W 1 st St	C	E	46.2	F	56.1	F	56.1	F	74.7	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
13. N Stafford Ave / W 2 nd St (SR 903)	C	D	27.9	D	30.6	D	30.4	D	27.9	D	31.5	D	32.9	D	35.2	E	45.9	F	51.7
15. N Oakes Ave / W 2 nd St (SR 903)	C	E	46.7	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
19. Oakes Ave / I-90 EB Off-Ramp	C	C	20.3	D	32.9	D	33.3	E	45.0	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
20. Oakes Ave / I-90 EB On-Ramp	C	A	9.7	A	9.9	A	9.8	B	10.2	B	10.4	B	10.6	B	10.8	B	11.4	B	11.3
21. SR 903 / E Pennsylvania Ave	C	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
22. SR 903 / Pacific Ave	C	C	19.3	C	21.2	C	21.7	C	22.1	C	25.3	D	29.3	D	25.4	E	35.6	E	42.6
23. Rock Rose Rd / Morrel Rd / SR 903	C	B	12.0	B	12.7	B	12.8	B	14.5	C	15.7	C	16.8	C	17.2	C	19.5	C	22.2
	C	B	10.7	B	10.8	B	11.0	B	11.2	B	11.5	B	11.9	B	12.2	B	12.6	B	13.2

1. LOS = Level of Service. Delay = average control delay expressed in seconds per vehicle. Bold indicates does not meet LOS standard. Bold, underlined and italicized indicates changes non-compliant LOS intersections from the DSEIS.
2. LOS at two-way stop-controlled intersections is reported for the stop-controlled movement with the highest delay.

I-90
SR 903
NKS02

FRIDAY

Table 7
SEIS ALTERNATIVE 6 INTERSECTION LOS SUMMARY – FRIDAY PM PEAK HOUR (SUMMER)
Friday PM Peak Hour Conditions (Summer Peak)

Study Intersection	LOS Standard	Year 2025				Year 2031				Year 2037									
		'Baseline'		With SEIS Alt 5		'Baseline'		With SEIS Alt 5		'Baseline'		With SEIS Alt 5							
		LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹						
14. S Cile Elum Way / Stafford / W 1 st St	C	B	15.5	B	16.2	B	16.1	B	17.5	B	18.5	B	18.6	B	19.1	C	20.3	C	20.2
16. N Okes Ave / W 1 st St (SR 903)	C	B	13.3	B	14.2	B	14.0	B	15.1	B	16.5	B	16.7	C	20.9	D	41.8	C	27.9
18. Pennsylvania Ave / 1 st St (SR 903)	C	A	7.7	A	8.6	A	8.3	A	8.9	B	10.7	A	9.9	B	10.5	B	13.5	B	12.8
Roundabout																			
4. Bullfrog Rd / Suncadia Trail	D	A	7.2	A	7.8	A	8.1	A	10.1	B	11.7	C	15.0	B	14.9	C	19.8	D	31.4
6. Bullfrog Rd / W 2 nd St (SR 903)	C	A	8.2	A	8.9	A	8.0	A	9.6	B	11.0	B	11.5	B	11.0	B	13.1	B	14.8
All-Way Stop-Controlled																			
17. Pennsylvania Ave / 2 nd St	C	A	9.5	B	10.2	B	10.1	B	12.3	B	15.0	B	14.7	C	20.2	D	32.8	D	26.5
Two-Way Stop-Controlled ³																			
1. Bullfrog Rd / I-90 EB Ramps	C	C	23.5	D	33.8	E	36.7	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
2. Bullfrog Rd / I-90 WB Ramps	C	C	15.9	C	19.2	C	19.4	E	41.5	F	85.8	F	> 100	F	> 100	F	> 100	F	> 100
3. Bullfrog Rd / Tumble Creek Dr	D	B	12.5	B	14.2	B	14.2	C	17.3	C	22.8	D	28.0	C	24.6	E	49.6	F	71.7
5. Bullfrog Rd / Firehouse Rd	D	B	12.2	B	12.9	B	13.4	B	12.5	B	13.6	B	14.3	B	12.5	B	13.8	B	14.7
7. Denny Ave / W 2 nd St (SR 903)	C	C	19.6	D	28.9	D	28.3	D	25.0	E	48.4	F	52.3	E	36.3	F	> 100	F	> 100
8. Ranger Sta Rd / Miller / W 2 nd St (SR 903)	C	F	62.6	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
9. N Pine St / W 2 nd St (SR 903)	C	D	30.5	F	83.0	F	81.5	F	77.5	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
10. Douglas Munro Blvd / Ranger Sta Rd	C	A	8.2	A	8.5	A	8.5	A	8.6	A	9.0	A	9.1	A	9.5	B	10.3	B	10.4
11. Douglas Munro Blvd / W 1 st St	C	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
12. Pine St / W 1 st St	C	E	38.1	E	43.8	E	43.4	E	42.5	F	54.4	F	57.3	F	54.0	F	92.4	F	> 100
13. N Stafford Ave / W 2 nd St (SR 903)	C	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
15. N Okes Ave / W 2 nd St (SR 903)	C	C	24.7	E	47.7	E	48.0	F	95.1	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
19. Okes Ave / I-90 EB Off-Ramp	C	A	9.8	B	10.0	A	9.9	B	10.2	B	10.6	B	10.6	B	11.1	B	11.8	B	11.7
20. Okes Ave / I-90 EB On-Ramp	C	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
21. SR 903 / E Pennsylvania Ave	C	C	20.0	C	22	C	22.8	C	23.4	D	26.7	D	31.2	D	34.4	E	45.1	F	64.3
22. SR 903 / Pacific Ave	C	B	11.6	B	12.1	B	12.2	B	13.9	B	14.9	C	16.0	C	16	C	17.9	C	20.1
23. Rock Rose Rd / Morrel Rd / SR 903	C	B	10.7	B	10.7	B	10.8	B	10.9	B	11.2	B	11.7	B	12.5	B	12.9	B	13.6

1. LOS = Level of Service. Delay = average control delay expressed in seconds per vehicle. Bold indicates does not meet LOS standard. Bold, underlined and italicized indicates change non-compliant LOS intersections from the SEIS.
2. LOS at two-way stop-controlled intersections is reported for the stop-controlled movement with the highest delay.

I-90 * * *
SR 903 * * *
SR 903 * * *
SR 903 * * *

SUNDAY

Table 8
SEIS ALTERNATIVE 6 INTERSECTION LOS SUMMARY - SUNDAY PM PEAK HOUR (SUMMER)

Study Intersection	LOS Standard	Year 2025						Year 2031						Year 2037					
		'Baseline'		With SEIS Alt 5		With SEIS Alt 6		'Baseline'		With SEIS Alt 5		With SEIS Alt 6		'Baseline'		With SEIS Alt 5		With SEIS Alt 6	
		LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²
14. S Cle Elum Way / Stafford / W 1 st St	C	B	13.9	B	14.8	B	14.7	B	15.7	B	16.8	B	17.3	B	16.9	B	18.4	B	18.4
15. N Okes Ave / W 1 st St (SR 903)	C	B	17.1	B	18.5	B	18.0	C	21.2	C	24.9	C	25.5	D	45.0	E	55.1	E	56.5
18. Pennsylvania Ave / 1 st St (SR 903)	C	A	9.2	B	11.0	B	10.5	A	9.8	B	12.6	B	11.2	B	10.6	B	12.9	B	13.3
Roundabout																			
4. Bullfrog Rd / Succedea Trail	D	B	13.7	C	15.3	C	15.7	C	20.9	D	26.3	E	37.0	F	57.4	F	73.5	F	90.2
6. Bullfrog Rd / W 2 nd St (SR 903)	C	C	18.6	C	21.7	C	22.4	C	24.9	D	31.7	E	40.4	E	35.1	E	49.0	F	60.7
All-Way Stop-Controlled																			
17. Pennsylvania Ave / 2 nd St	C	A	8.5	A	8.9	A	8.9	A	10.1	B	11.1	B	10.9	B	12.9	C	15.1	B	14.7
Two-Way Stop-Controlled																			
1. Bullfrog Rd / I-90 EB Ramps	C	B	11.9	B	13.4	B	13	C	15.3	C	19.0	C	20.9	C	19.7	D	29.3	D	32.3
2. Bullfrog Rd / I-90 WB Ramps	C	B	10.6	B	11.0	B	11	B	12.4	B	13.6	B	14.5	C	18.5	C	24.7	D	26.9
3. Bullfrog Rd / Tumble Creek Dr	D	C	22.2	D	25.8	D	26.1	D	32.7	E	43.4	F	57.7	F	65.3	F	> 100	F	> 100
5. Bullfrog Rd / Firehouse Rd	D	C	22.5	C	24.4	D	25.1	C	22.1	C	24.1	D	25.7	D	25.7	D	29.0	D	29.7
7. Denny Ave / W 2 nd St (SR 903)	C	C	23.4	D	33.1	D	31.4	D	29.6	E	48.1	F	56.6	E	45.9	F	> 100	F	> 100
8. Ranger Sta Rd / Miller / W 2 nd St (SR 903)	C	F	56.6	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
9. N Pine St / W 2 nd St (SR 903)	C	F	60.1	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
10. Douglas Munro Blvd / Ranger Sta Rd	C	A	7.4	A	7.6	A	7.6	A	7.6	A	7.8	A	7.9	A	7.9	A	8.3	A	8.4
11. Douglas Munro Blvd / W 1 st St	C	E	46.7	F	60.7	F	58.0	F	83.2	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
12. Pine St / W 1 st St	C	E	49.6	F	57.6	F	72.3	E	48.5	F	58.9	F	56.3	F	54.3	F	72.3	F	65.8
13. N Stafford Ave / W 2 nd St (SR 903)	C	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
15. N Okes Ave / W 2 nd St (SR 903)	C	F	91.6	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
19. Okes Ave / I-90 EB Off-Ramp	C	B	14.4	C	15.2	C	15.0	C	18.1	C	19.8	C	20.2	E	35.3	E	43.6	E	44.0
20. Okes Ave / I-90 EB On-Ramp	C	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
21. SR 903 / E Pennsylvania Ave	C	C	17.2	C	19.1	C	19.2	C	22.5	D	26.1	D	30.7	D	28.3	E	35.3	E	45.1
22. SR 903 / Pacific Ave	C	B	12.0	B	12.4	B	12.3	B	13.3	B	13.9	B	14.5	C	16.6	C	17.5	C	18.6
23. Rock Rose Rd / Morrel Rd / SR 903	C	B	10.6	B	10.8	B	10.7	B	11.1	B	11.4	B	11.5	B	12.1	B	12.5	B	12.8
24. SR 903 / SR 903 Ramp	C	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100
25. White Road I/C / I-90 WB Ramps	C	C	15.7	C	16.1	C	16.0	C	23.9	D	25.3	D	25.9	F	52.5	F	58.9	F	60.0
26. White Road I/C / I-90 EB Ramps	C	A	9.4	A	9.4	A	9.4	A	10.1	B	10.2	B	10.3	B	11.1	B	11.3	B	11.3
27. SR 970 / SR 970 Ramp	C	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100	F	> 100

1. LOS¹ = level of service. Delay² = average control delay expressed in seconds per vehicle. Bold indicates does not meet LOS standard. Bold, underlined and italicized indicates charger non-compliant LOS intersections from the SEIS.
2. LOS at two-way stop-controlled intersections is reported for the stop-controlled movement with the highest delay.

SR 903
I-90
SR 903
SR 903
I-90
SR 903
I-90
SR 903
SR 903
I-90
SR 970

POSLYN
TENW

Future Year Site Access LOS with SEIS Alternative 6

Future years 2025, 2031, and 2037 with SEIS Alternative 6 LOS analysis results at the site access intersections are summarized in **Table 9** for the weekday PM peak hour, Friday PM peak hour, and Sunday PM peak hour, all for the summer peak period. The LOS analysis for the site access locations assumes that all site access locations would be two-way stop-controlled with the major street (Bullfrog Road or SR 903) free-flow. Mitigation has been identified in Section 4 if the site access intersection is expected to operate at non-compliant LOS.

Table 9 has been updated to reflect LOS C as the WSDOT LOS standard for the SR 903/New Connector Road site access intersection. Accordingly, site access intersections forecast to operate at non-compliant LOS (LOS D, E, or F for the SR 903/New Connector Road site access and LOS E or F for the proposed Bullfrog Road site accesses) are shown in bold text in the table. The LOS results are discussed in detail following the table.

It should be noted that although **Table 9** in this *Addendum* has been updated to reflect the LOS C standard for the proposed site access under WSDOT jurisdiction and identify non-compliant intersections, the LOS and delay summarized in the table remain the same as documented in **Table 23** of the *47° North Draft SEIS Transportation Analysis*.

Table 9
SEIS ALTERNATIVE 6 SITE ACCESS LOS SUMMARY ¹

		Future Conditions With SEIS Alternative 6 (Summer Peak)					
		Year 2025		Year 2031		Year 2037	
Site Access Intersection ¹	LOS Standard	LOS ¹	Delay ¹	LOS ¹	Delay ¹	LOS ¹	Delay ¹
WEEKDAY PM PEAK HOUR CONDITIONS							
28. Bullfrog Road / RV Resort Access	D	C	16.6	C	24.0	D	28.6
29. Bullfrog Road / New Connector Road	D	B	13.5	C	16.2	C	23.2
30. SR 903 / New Connector Road	<u>C</u>	F	55.9	F	> 100	F	> 100
FRIDAY PM PEAK HOUR CONDITIONS							
28. Bullfrog Road / RV Resort Access	D	D	25.2	F	53.7	F	65.1
29. Bullfrog Road / New Connector Road	D	C	16.2	C	24.8	D	34.7
30. SR 903 / New Connector Road	<u>C</u>	F	82.6	F	> 100	F	> 100
SUNDAY PM PEAK HOUR CONDITIONS							
28. Bullfrog Road / RV Resort Access	D	E	48.9	F	> 100	F	> 100
29. Bullfrog Road / New Connector Road	D	D	29.4	F	> 100	F	> 100
30. SR 903 / New Connector Road	<u>C</u>	F	89.7	F	> 100	F	> 100

1. LOS analysis at site access intersections assumes two-way stop control with major roadway (Bullfrog Road and SR 903) being free flow. Underlined and italicized indicates changes to LOS standards from the DSEIS.