

# Bremerton Economic Development Study

## Prioritization of short and mid-range (2020) projects

Priority ranking	Proposed project - description of improvement	Location		Causes / problems	2008 planning level cost estimate* (\$ millions)
		From milepost	To milepost		
1	<b>Belfair Bypass</b> – Construct alternate 2-lane divided highway around Belfair; design will include 4-lanes with limited access but initially built to 2 lanes; access points at approximately one mile intervals; right of way acquired for 4-lane design	23.26	28.78	Congestion in developing area	Refer to Belfair Bypass report
2	<b>SR 3 / Johns Prairie Road</b> - Intersection improvements; relocate intersection to the south, improve intersection angle and add new roadway link	6.57	6.57	Intersection delays / backups, safety	\$18.5
3	<b>Gorst Area Improvements</b> - Widen all roadways through Gorst area to 6 lanes plus HOV lanes; grade separate Sam Christopherson Road / SR 3 intersection	SR 3 (33.9) SR 16 (28.7)	SR 3 (35.0) SR 16 (29.1)	Intersection delays / backups	Needs further study
4	<b>SR 3 / Imperial Way</b> - Intersection improvements; add additional channelization improvements	30.51	30.51	Intersection delays / backups	\$1.9
4	<b>SR 3 Belfair Additional Non-motorized Improvements</b> - Widen existing 2-lane roadway to include a bike lane and sidewalk in each direction, and a closed drainage system.	26.34	27.98	Lack of non-motorized facilities in developing area	\$2.6
6	<b>SR 3 / North Bay Road</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	21.24	21.24	Intersection delays / backups	\$1.9
7	<b>SR 3 / Lakeland Drive / Evans Street</b> - Intersection improvements; install traffic signal based on detailed traffic study and warrants	20.93	20.93	Intersection delays / backups	\$1.9
8	<b>US 101 NB Ramps / Wallace Kneeland Blvd.</b> - Intersection improvements; install traffic signal or roundabout based on detailed traffic study and warrants	345.12	345.12	Ramp backups onto US 101 delaying all northbound traffic by 2020	\$1.9
9	<b>SR 3 / Sunnyslope Road</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	32.60	32.60	Intersection delays / backups	\$1.7
10	<b>SR 3 / Sam Christopherson Road</b> - Interim improvements to meet 2008 demand: add extra left turn lanes from Sam Christopherson Road to SR 3, add right turn lane from SR 3 to Sam Christopherson Road, limit other access points to right-in / right-out	34.26	24.26	Intersection delays / backups	\$1.8

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10	<b>SR 3 / Sam Christopherson Road</b> - 2020 intersection improvements and rechannelization: in addition to the interim improvements, add one through lane in each direction on SR 3 approaches, add a double left turn and a separate right turn from the SR 16 spur to SR 3	34.26	24.26	Intersection delays / backups	\$3.3
10	<b>SR 3 / Pickering Road</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	10.76	10.76	Intersection delays / backups	\$1.4
13	<b>US 101 / SR 102</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	343.44	343.44	Intersection delays / backups	\$1.3
14	<b>SR 3 / Agate Road</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	8.99	8.99	Intersection delays / backups	\$1.4
14	<b>SR 3 / Mason Lake Road</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	7.24	7.24	Intersection delays / backups	\$1.9
14	<b>US 101 NB Ramps / Shelton-Matlock Road</b> - Intersection improvements; install roundabout or traffic signal, based on detailed traffic study and warrants	346.82	346.82	Intersection delays / backups	\$1.4
17	<b>SR 3 Widening</b> - Widen to 4 lanes from Imperial Way to Sunnyslope Road	30.51	32.6	Roadway capacity exceeded by 2020	\$38.2
18	<b>New County Road and Improved SR 3 Intersection</b> - Install new connector roadways to combine traffic from Cranberry Creek Road, Deer Creek Road and Agate Road; install roundabout or traffic signal at common point for traffic movements with SR 3, limit access at other locations to right-in / right-out (project replaces SR 3 / Agate Road and SR 3 / Cranberry Creek Road projects)	8.76	8.99	Extensive delays on the side streets	\$8.5
18	<b>SR 16 Ramps / Tremont Street</b> - Widen Tremont Street to 4 lanes, install new signals at both ramp interchanges	26.69	26.69	Ramp backup onto SR 16	\$15.7

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20	<b>SR 3 Allyn Non-motorized Improvements</b> - Install sidewalks within Allyn business zone	20.48	21.17	Lack of non-motorized facilities	\$5.8
20	<b>SR 3 Widening</b> - Widen to 4 lanes	32.6	34.18	High traffic volumes causing congestion	\$34.8
20	<b>SR 3 / Grapeview Loop Road</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	20.32	20.32	Intersection delays / backups	\$1.8
23	<b>SR 16 Ramps / Sedgwick Road</b> - Widen Sedgwick Road to 4 lanes plus turn lanes	25.14	25.14	Intersection delays / backups	\$15.1
23	<b>SR 3 / Cranberry Creek Road</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	8.76	8.76	Intersection delays / backups	\$1.9
23	<b>US 101 SB Ramps / Shelton-Matlock Road</b> - Intersection improvements; install new southbound off-ramp; install traffic signal or roundabout based on detailed traffic study and warrants	346.82	346.82	Intersection delays / backups	\$2.8
26	<b>SR 3 Widening</b> - Extend SR 3 lane over SR 16 north for longer merge area (interim)	34.81	35.04	Lane drops and merging causing congestion	\$16.1
27	<b>US 101 SB Ramps / Wallace Kneeland Boulevard</b> - Intersection improvements; install roundabout or traffic signal based on detailed traffic study and warrants	345.12	345.12	Intersection delays / backups	\$1.4
28	<b>SR 3 Safety Improvement</b> - Standardize shoulders from East Grapeview Loop Road to Sherwood Creek Road	20.32	20.48	Lack of non-motorized facilities; vehicle and pedestrian access issues	\$1.6
29	<b>SR 3 Widening</b> - Widen to 6 lanes plus HOV lanes from Gorst Spur to SR 304	34.26	36.59	Roadway capacity exceeded	\$197.9
30	<b>SR 16 Widening</b> - Widen to 6 lanes from Sedgwick Road interchange to Gorst	25.14	29.05	Congestion	\$125.7
30	<b>US 101 Widening</b> - Widen to 4 lanes; improvements for Matlock Road interchange; limited-access freeway section	345.40	347.11	Congestion	\$54.8

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32	<b>US 101 Widening</b> - Widen to 4 lanes; limited-access freeway section	347.11	349.16	Congestion	\$57.5
33	<b>SR 3 Safety Improvements</b> - Widen shoulders, install southbound left turn lane at South Grapeview Loop Road, install northbound right turn lane at North Grapeview Loop Road	10.76	20.32	Lack of shoulders, vehicle and pedestrian access issues	\$129.8
<b>PROJECT PREVIOUSLY FUNDED</b>					
N/A	<b>Belfair Area Safety and Widening Improvements</b> - Widen existing 2-lane roadway to 3-lane roadway (including two-way left turn lane) with bike lane and sidewalk in each direction, and a closed drainage system	24.91	26.34	Congestion and lack of non-motorized facilities in developing area	\$18.6

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