

State Route 305 Vicinity Poulsbo South City Limits to Bond Road

Finding of No Significant Impact

Errata for February 2005 Environmental Assessment

Responses to Comments on Environmental Assessment

May 2005



**Washington State
Department of Transportation**



U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration

**FINDING OF NO SIGNIFICANT IMPACT
for
STATE ROUTE 305
VICINITY POULSBO SOUTH CITY LIMITS
TO BOND ROAD
KITSAP COUNTY, WASHINGTON**

Issued Pursuant to 42 U.S. C. 4332 (2)(c) and U.S.C. 128 (a)

(This action complies with Executive Order 11988, Floodplain Management; Executive Order 11990, Protection of Wetlands; the Farmland Protection Act of 1981; the National Historic Preservation Act, and Executive Order 12898, Environmental Justice).

On January 27, 2005, the Federal Highway Administration (FHWA) approved an Environmental Assessment for the subject project. The project will add two new traffic lanes to SR 305 from about the Poulsbo South City Limits to Bond Road (milepost 10.60 to 12.82). New lanes will be restricted to HOV usage during peak commuting periods. The project will feature improved shoulders and/or sidewalks for pedestrians and bicyclists, transit enhancements, signal synchronization, and replacement of fish passage barrier culverts.

The FHWA has determined this proposal to add two new traffic lanes to SR 305 will have no significant impact on the human or natural environment. This FONSI is based on the Environmental Assessment (February 2005) along with subsequent documentation in the attached Errata sheet and comments and responses on the Environmental Assessment. This has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment.

A Biological Assessment (BA) was prepared to evaluate project effects on species protected under the Endangered Species Act (ESA). The National Oceanic and Atmospheric Administration (NOAA) fisheries submitted a letter dated May 2, 2002 concurring with the BA effect determination of "may affect, but is not likely to adversely affect" for the Puget Sound chinook salmon and their designated critical habitat. Operation of the improved facility will have a long-term "beneficial effect" due to stormwater treatment and fish passage barrier removal.

The BA also determined that the project would have "no effect" on bald eagles. The new design changes were reviewed to determine any effect of the changes that would have on protected species. These design changes did not affect the determination for Puget Sound Chinook salmon or their critical habitat or for the bald eagle. Letters were sent to both NOAA Fisheries and the Federal Highway Administration to provide

updated information on the project and confirm that the effects determinations remained the same as those previously concurred with in 2002. Coordination with NOAA Fisheries and USFWS will continue as the project is prepared for bid and construction in conformance with ESA requirements.

The State Historic Preservation Officer (SHPO) has reviewed the documentation on cultural resources in conformance with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulations 36CFR800. SHPO concurred with the WSDOT's recommendations as per Office of Archaeology and Historic Preservation letter of October 26, 2004.

5/05/05

Date of Approval

Megan P. Hall

Megan Hall

Region Engineer

Federal Highway Administration

The following persons may be contacted for more information concerning this document:

Megan Hall
Area Engineer
Federal Highway Administration
711 South Capitol Way, Suite 501
Olympia, WA 98501
(360) 753-8079

Tom Whitney, Environmental Manager
WSDOT, Olympic Region
150 Israel Road, SW, FL 4
Tumwater, WA 98504-7417
(360) 570-6702

**Errata to
February 2005 Environmental Assessment**

Errata to February 2005 Environmental Assessment

State Route 305
Vicinity Poulsbo
South City Limits
to Bond Road

Environmental Assessment (EA)

EA, Page 45, Last Paragraph, replace the first sentence with “The existing impervious surface area in the North Basin totals 15.8 acres and the additional proposed impervious surface will be 5.6 acres.

EA, Water Resources Section (Pages 38 to 48), wherever the word “bioswales” occurs replace it with “bioswales or other equivalent BMPs”.

EA, Page 71, References, add “Kitsap Transit, 1997 *“Kitsap Transit Development Plan”*”

EA, Appendix E after page E-21, Insert letter from the City of Poulsbo dated April 11, 2005 as pages E-22 and E-23.



RECEIVED

APR 18 2005

TUMWATER DESIGN

April 11, 2005

Mr. Steve Fuchs, PE
Washington State Department of Transportation, Olympic Region
6639 Capitol Boulevard SW, Suite 302
Tumwater, WA 98501-5592

	Fuchs, S.	SW
✓	Elvin, J.	EL
	Bennett, R.	
	Bhalla, R.	
	Perez, J.	
	Moody, L.	
	Petterson, J.	
✓	Yates, E.	
	Survey Chief	
	Hall, R.	
	All	
	File	

Re: SR 305 and Caldart Avenue Storm Water Detention Facility

Dear Mr. Fuchs:

Thank you for your coordination on the SR 305 project. The entire region will be better served when this major project is completed.

At our last meeting you asked for a status of the storm water detention facility on Caldart Avenue in the vicinity of the North Kitsap High School and St. Olaf's Church. Specifically you had mentioned the concerns submitted by the Department of Ecology and the Suquamish Tribe that the facility be fully functional at the completion of the widening project on SR 305.

This project remains the number one storm water project identified in our current Storm Water Comprehensive Plan Update, which is in draft form and should be completed in June of this year. This project was identified in the storm water planning process early, and to expedite the project, a contract has been awarded to Parametrix for design. The project is currently designated to be constructed on property owned by St. Olaf's Church. Design is currently suspended pending the negotiation of an agreement to build the facility on the church property. Should the city not be successful in this negotiation, the city will re-site the project.

It is the intention that the city will have this facility constructed and fully operational at the time the widening project is completed, and we will continue to work on this project as we complete the storm water comprehensive plan update later this summer.

The City's current capital plan budgets \$622,000 for this project, including \$100,000 in 2005 and \$497,000 in 2006. It is expected that the state DOT will commit the matching \$265,000 budgeted for this purpose in the SR 305 project when the project is acceptable for construction.

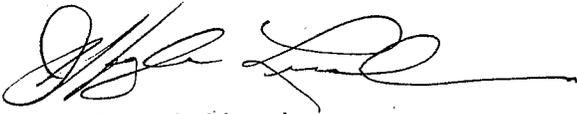
The City is working as fast as possible to ensure that two major projects are completed in such a way that they will not impact the SR 305 project. In addition to the Caldart storm water facility, the city is attempting to move forward with the construction of the

Subject: SR 305 and Caldart Avenue Storm Water Detention Facility, April 11, 2005

sewer force main so that work on SR 305 will not be impacted by either of these two projects.

If you need any other information regarding this project please feel free to contact either Andrzej Kasiniak, our project engineer, or me, at the City.

Regards,

A handwritten signature in black ink, appearing to read 'Jeffrey A. Lincoln', with a long horizontal flourish extending to the right.

Jeffrey A. Lincoln

cc: Andrzej Kasiniak

Written Comments Received from Tribe and Agencies

Tribe and Agency Comments

WSDOT Responses



FISHERIES DEPARTMENT
360/598-3311
Fax 360/598-4666

THE SUQUAMISH TRIBE
P.O. Box 498 Suquamish, Washington 98392

March 15, 2005

Randy Hain,
Olympic Region Administrator
Washington Department of Transportation
P.O. Box 47440
Olympia, WA 98504-7440

RECEIVED
APR 19 2005
TUMWATER DESIGN

RECEIVED
APR 13 2005
OLYMPIC REGION

Re: SR 305 Environmental Assessment (February 2005)

Dear Randy,

We would like to thank Washington Department of Transportation for coordinating with the Tribe on the SR 305 project. As stated in previous meetings, site visits and comment letters our concerns are treaty resources, habitat, and water quality and quantity (specifically stormwater).

As previously discussed the Tribe requested that mitigation for wetland and stream impacts be mitigated in areas directly associated with South Fork Dogfish Creek (SFDC). We are pleased that this will include the replacement of nine fish passage barriers (including Bond Road).

Stormwater continues to be a concern regarding this project. Although much of the watershed is developed and covered in impervious surfaces, the additional stormwater generated by this project within the SFDC system will exacerbate flooding, scouring, stream channel incision and turbidity. The Tribe had requested that detention be utilized in addition to the proposed bioswales to prevent further degradation of the Dogfish Creek system. The funding support DOT has provided to the City of Poulsbo to assist in the design and construction of a regional stormwater facility was an excellent solution. We suggest that, to avoid the above mentioned stormwater impacts, the regional facility be fully functional when construction on SR305 commences. We look forward to reviewing and providing comment on the project as design information becomes available. We assume that none of the proposed project stormwater designs for the SR305 improvements will result in exceedence of State water quality criteria.

T1.1

Comment noted.

T1.2

Planning efforts for the regional stormwater detention facility are still proceeding. The City is expected to adopt their Stormwater Comprehensive Plan in July 2005 and the regional stormwater facility is a high priority in that plan. The City intends to move forward with design and construction of the facility, and WSDOT is also contributing financially to this project because of the benefits to long-term maintenance issues along this corridor. WSDOT cannot control the timing of the City's regional stormwater facility, but we will do our part to help this project move forward as quickly as possible.

Currently, the existing roadway runoff is not treated. The SR 305 project will utilize approved BMPs during and after construction to minimize erosion and sedimentation to the stream and reduce pollutant loading to levels much less than today. The impact of increased flows at the discharge points to the stream are negligible and present significantly less damage to the stream than the current pollutant loading. It makes more sense to avoid delay of the SR 305 widening project, which will reduce the pollutant loads and provide immediate benefits to the stream.

T1.1

T1.2

Tribe and Agency Comments

Dogfish Creek is an important salmon stream to the Suquamish Tribe. The Tribe has spent a large amount of time and money on this system and we appreciate the time and effort it took to minimize the impacts to the extent possible. If you have questions regarding these comments please don't hesitate to call 360-394-8447.

Sincerely,



Alison O'Sullivan
Biologist, Environmental Program

Cc: Jeff Davis, Department of Fish and Wildlife
Megan Hall, Federal Highway Administration

WSDOT Responses

T1.2
cont

T1.2 continued
See response on previous page.



STATE OF WASHINGTON
 DEPARTMENT OF ECOLOGY
 P.O. Box 47600 • Olympia, Washington 98504-7600
 (360) 407-6000 • TDD Only (Hearing Impaired) (360) 407-6006

March 14, 2005

Harjit Bhalla
 WSDOT, Olympic Region
 Environmental and Hydraulic Services Office
 P.O. Box 47417
 Olympia, WA 98504-7417

RE: SR-305, Poulsbo South City Limits to Bond Road

The Department of Ecology has reviewed the Environmental Assessment for the "SR-305, Poulsbo South City Limits to Bond Road" project (Project) and have the following comments:

Comments from Jerry Shervey, Stormwater Engineer

WSDOT proposes off-site detention of stormwater to meet requirements of its own 2004 Highway Runoff Manual (HRM) and Ecology's Stormwater Management Manual for Western Washington (SWMM) for the northern portion of this project. The southern portion of the project will be designed in accordance with WSDOT's HRM. Ecology should accept this proposal as conceptually meeting the SWMM requirements for stormwater treatment. The Joint Aquatic Resource Application (JARPA), when submitted by WSDOT for the Project, should demonstrate that the Regional Stormwater Detention Facility (Detention Facility), in combination with any flow control integrated into project facilities, will provide the same or better flow control than what is required for the new pavement construction. WSDOT proposes to provide extra culvert upgrades, extra stormwater quality treatment, and funding to the City for the Detention Facility. These provisions, some provided as mitigation for stream impacts, benefit water quality and beneficial uses in Dogfish Creek. Federal agencies and Ecology depend on compliance with the HRM as part of the assurance that the project will comply with State water quality standards.

Page 4: The project proposes "out of kind" mitigation by replacing culverts as mitigation for "direct discharge" to S. F. Dogfish Creek. The Detention Facility (page 11) and stormwater quality treatment of existing pavement must also be included as mitigation. Chapter 90.74 RCW directs WDFW and Ecology to consider innovative mitigation proposals for public infrastructure. The mitigation should provide equal or better biological function. The project must incorporate stormwater quantity controls similar in benefit to those required by the HRM to meet this standard.

Page 11: WSDOT is contributing \$265,000 for the Detention Facility. Ecology will require assurances, in writing, from the City that the Facility will be constructed by completion of the Project. The JARPA should include a construction schedule for the Detention Facility and a comparison of discharge characteristics of the Facility to those required by the HRM. Ecology expects the Detention Facility to provide similar flow control benefit to Dogfish Creek.

Page 46-47: The criteria for stream discharge flow control also apply because the wetland is along Dogfish Creek and the discharge location is within 100 feet of the Creek. Ecology agrees the project analysis demonstrates meeting hydrologic criteria for wetland discharge. However, the project should also meet the flow control requirements for stormwater discharge into the stream channel. The stream experiences the higher runoff rate and peak flows from

A2.1

A2.1

Although WSDOT has proposed contributing to the City of Poulsbo's regional detention facility, the proposed stormwater management strategy was intended to be a stand-alone approach without the detention facility. The regional detention facility contribution was intended to address additional concerns brought up by tribal and regulatory agencies that were outside of direct project impacts (i.e., scouring and siltation of the upper reaches of South Fork Dogfish Creek).

In selecting BMPs for the project, stormwater management strategies can choose a "Demonstrative" approach or the "Presumptive" approach. The most common is the presumptive approach, where applying flow control BMPs from an approved manual is presumed to fulfill the goals of flow control. This project uses the demonstrative approach to show that the proposed stormwater design meets the goals of flow control, which are as follows:

- Prevent an increase in streambank erosion;
- Prevent an increase in flooding impacts; and
- Prevent a reduction in biological integrity of the habitat.

The proposed stormwater design would reduce flooding and streambank erosion where flooding and erosion are chronic problems. No measurable impacts are likely to occur to the estuarine wetlands as a result of direct discharge to the new outfall near Bond Road. The estimated increases in flow rates are less than the standard errors of any methods of measurement and the estimated impacts to flow rates and water surface profile are clearly below any documented thresholds that might impact an estuarine wetland habitat.

With no physically measurable impacts to the estuarine habitat, it is difficult to determine appropriate mitigation. However, as mitigation for the perceived impacts, WSDOT proposes to improve the Bond Road culvert, which would improve the biological integrity of the stream habitat.

WSDOT will work with Ecology during design and permitting to assure that state water quality standards are met.



STATE OF WASHINGTON
 DEPARTMENT OF ECOLOGY
 P.O. Box 47600 • Olympia, Washington 98504-7600
 (360) 407-6000 • TDD Only (Hearing Impaired) (360) 407-6006

March 14, 2005

Harjit Bhalla
 WSDOT, Olympic Region
 Environmental and Hydraulic Services Office
 P.O. Box 47417
 Olympia, WA 98504-7417

RE: SR-305, Poulsbo South City Limits to Bond Road

The Department of Ecology has reviewed the Environmental Assessment for the "SR-305, Poulsbo South City Limits to Bond Road" project (Project) and have the following comments:

Comments from Jerry Shervey, Stormwater Engineer

WSDOT proposes off-site detention of stormwater to meet requirements of its own 2004 Highway Runoff Manual (HRM) and Ecology's Stormwater Management Manual for Western Washington (SWMM) for the northern portion of this project. The southern portion of the project will be designed in accordance with WSDOT's HRM. Ecology should accept this proposal as conceptually meeting the SWMM requirements for stormwater treatment. The Joint Aquatic Resource Application (JARPA), when submitted by WSDOT for the Project, should demonstrate that the Regional Stormwater Detention Facility (Detention Facility), in combination with any flow control integrated into project facilities, will provide the same or better flow control than what is required for the new pavement construction. WSDOT proposes to provide extra culvert upgrades, extra stormwater quality treatment, and funding to the City for the Detention Facility. These provisions, some provided as mitigation for stream impacts, benefit water quality and beneficial uses in Dogfish Creek. Federal agencies and Ecology depend on compliance with the HRM as part of the assurance that the project will comply with State water quality standards.

Page 4: The project proposes "out of kind" mitigation by replacing culverts as mitigation for "direct discharge" to S. F. Dogfish Creek. The Detention Facility (page 11) and stormwater quality treatment of existing pavement must also be included as mitigation. Chapter 90.74 RCW directs WDFW and Ecology to consider innovative mitigation proposals for public infrastructure. The mitigation should provide equal or better biological function. The project must incorporate stormwater quantity controls similar to those required by the HRM to meet this standard.

Page 11: WSDOT is contributing \$265,000 for the Detention Facility. Ecology will require assurances, in writing, from the City that the Facility will be constructed by completion of the Project. The JARPA should include a construction schedule for the Detention Facility and a comparison of discharge characteristics of the Facility to those required by the HRM. Ecology expects the Detention Facility to provide similar flow control benefit to Dogfish Creek.

Page 46-47: The criteria for stream discharge flow control also apply because the wetland is along Dogfish Creek and the discharge location is within 100 feet of the Creek. Ecology agrees the project analysis demonstrates meeting hydrologic criteria for wetland discharge. However, the project should also meet the flow control requirements for stormwater discharge into the stream channel. The stream experiences the higher runoff rate and peak flows from

A2.2

See response to A2.1 on the previous page. We believe that there are no measurable impacts to the estuarine habitat resulting from the direct discharge to the new outfall at Bond Road. The proposed mitigation of improving the Bond Road culvert results in equal or better biological function.

A2.3

See response to comment A2.1 on the previous page.

A2.4

See response to comment A2.1 on the previous page.

Most areas converted to pavement are low-lying ditches that are saturated during rain events, and are effectively impervious areas. As a result, the flow rates realized by the creek are minimally increased.

A2.2

A2.3

A2.4

Page 2
 SR-305
 Environmental Assessment Comments

new impervious surface even if the runoff is routed through the riparian wetland along the channel. The Detention Facility will serve to address this requirement if adequately sized for the new pavement.

The project may incorporate stormwater flow control into the proposed facilities to compensate for any deficiencies in the Detention Facility. For instance, employ oversized pipes with flow control manholes, divert flow into any available extra property in the right of way, and maximize the size of bioswales provided to reduce peak flows. Consider directing some treated stormwater to the wetland mitigation area to provide water for wetland hydrology requirements if possible. The project concept to pass high flows down to the lower reaches of Dogfish Creek seems well conceived to reduce scour and flooding in the upper reaches of the stream channel. All other measures to reduce the potential streambed scour in Dogfish Creek should be incorporated into the project design where possible.

The JARPA should include details about the deviation from the HRM designed in this project. The construction timing and flow characteristics of the Detention Facility should also be included to allow Ecology to evaluate compliance with stormwater requirements. Ecology recognizes that WSDOT is upgrading deficient off-site culverts and providing water quality treatment for existing pavement as mitigation for project impacts. The project must also include stormwater detention provisions similar in effectiveness to those required by the WSDOT HRM. The general concepts provided for treatment, low-flow and high-flow separation, and conveyance to the unconfined wetland-stream floodplain area near Liberty Bay are well conceived features of this project for enhancing water quality.

Comments from Richard Robohm, Wetlands Specialist

I have reviewed the "Wetlands" section on pages 30 through 38 of the February 2005 EA for this project, plus Appendix C, "Wetland Impact Summary and Plans." The EA appears to do a good job of describing existing conditions and potential project impacts.

A total of 1.90 acres of wetland, including 1.18 acres of Category II palustrine forested wetland, would be permanently filled by the project. Another 0.35 acre of Category II forested wetland would be temporarily affected to provide construction access or to build footings of retaining walls. Creating a new channel for South Fork Dogfish Creek through this wetland would affect an additional 1.15 acres, which is not counted in the EA as a permanent impact. The creek currently runs in a straight, ditch-like channel through the edge of the wetland just east of SR 305.

Proposed compensation consists of enhancement of about 5 acres of degraded emergent wetlands and creation of about 2 acres of forested wetland. The goal is to establish a wetland dominated by mixed deciduous and evergreen forest like that which formerly existed on the site. The proposed mitigation site encompasses a total of 13.6 acres just southwest of SR 305 and south of Bondwood Drive.

The proposed compensation for wetland impacts appears to fall below recommendations in the draft interagency Guidance on Wetland Mitigation in Washington State, a joint document of the US Army Corps of Engineers, EPA, and Ecology (Ecology Publication 04-06-013b; see <http://www.ecy.wa.gov/programs/sea/wet-updatedocs.htm>). As the table below shows, about one more acre of enhancement than is now proposed would be needed to compensate for permanent impacts alone.

Category	Impact (acres)	Recommended Ratios	Creation (acres)	Enhancement (acres)
II	1.18	1:1 C and 4:1 E	1.18	4.72
III	0.72	1:1 C and 2:1 E	0.72	1.44
TOTAL	1.90		1.90	6.16

Not included in this accounting are 0.35 acre of temporary construction impacts and 1.15 acres of impacts on the Category II forested wetland from the stream relocation. The wetland area to be graded and excavated for the stream relocation should be included with temporary impacts because it will take some time after construction and planting for the affected area to recover lost functions or to acquire new ones.

A2.5

A2.5

WSDOT considered many combinations of flow control BMPs before deciding on the proposed direct discharge. Using oversized pipes (wet tanks) to provide flow control under the roadway, for example. Wet tank BMPs are expensive to build and difficult to maintain, and would require discharging to South Fork Dogfish Creek several hundred feet upstream of Bond Road. See also response to comment C15.1.

A2.6

A2.6

The JARPA will include details about using a demonstrative approach versus a presumptive approach. WSDOT will work with Ecology during design and permitting to assure that state water quality standards are met.

A2.7

A2.7

Wetlands that are temporarily impacted will be fully restored following construction.

The impact of 1.15 acres of degraded wetland area will result from the realignment of the creek. This will not result in wetland fill, nor the overall loss of habitat, as the area of wetland impact is currently dominated by noxious weed species, and will be enhanced following creek realignment. The creation of additional riparian area will convert one aquatic habitat (wetland) into another (creek bottom and riparian area). This action is self-mitigating.

A2.8

A2.8

WSDOT has an implementing agreement with Ecology that is still effective, and the ratios proposed in our report are consistent with that implementing agreement. The comment is based on Ecology's new guidelines for mitigation ratios (2004). Critical Area Ordinance (CAO) regulations in place at the time of permitting will be followed.

Temporary impacts and impacts from stream realignment work are discussed in the previous response to comment A2.7.

Message

Page 1 of 2

Yates, Eric

Subject: FW: SR 305 EA Comments KITSAP TRANSIT

-----Original Message-----

From: Wendy Clark-Getzin [mailto:WendyC@KitsapTransit.com]
Sent: Tuesday, March 15, 2005 5:56 PM
To: fuchss@wsdot.wa.gov; whitnet@wsdot.wa.gov
Cc: campben@wsdot.wa.gov; ginigej@wsdot.wa.gov; lagerbb@wsdot.wa.gov
Subject: SR 305 EA Comments KITSAP TRANSIT

I and service planning staff have reviewed the 2005 February, State 305 Vicinity Poulsbo South City Limits to Bond Road Environmental Assessment; Kitsap Transit's (KT) comments are the following:

1. The document was issued to KT with a cover letter belonging to Peg Plummer, WSDOE. Did Ms. Plummer get KT's copy?
2. Thank you for identifying in the document (page 3) that the Kitsap Transit Poulsbo Transfer Station will be integrated into the proposed highway improvements without interruption to daily service. We appreciate the pro-active consideration of the WSDOT.
3. Sheet PA1: KT has and shall continue to need a far-side bus stop from Baywatch. The proposed 20'-wide shelter pad should be identified for transit purposes.
4. Sheet PA4: KT requires a 20'-wide bus shelter pad for the southbound pull-out behind the sidewalk.
5. Sheet PA6: This sheet identifies existing structures and facilities. Where is the existing Poulsbo Transfer Station?
6. Sheet PA11: Where does the southbound HOV lane begin? KT advises the HOV lane should commence at MP 12.82 and continue southbound. KT also requires its existing bus stops with standard shelter pads to be re-instated in the same locations.
7. KT did not find any references in proposed actions to signal improvements that involve the recommended application of signal pre-emption for transit vehicles. This equipment is critical to transit throughput and travel time savings identified in the SR305 Corridor Analysis MIS, 1997.
8. As the HOV lane may experience higher speeds than the GP lane, KT advises the use of signs identifying the legal speed limit and yield to buses in the 100 to 200 feet approach to bus stops.
9. Pgs. 1, 70, 72 and any other reference to the SR305 Corridor Analysis Major Investment Study: KT should receive recognition for conducting and paying for the multi-jurisdictional planning project with the cooperating lead federal agencies FHWA and FTA. Contact Pasco Bakotich and Paula Hammond for a WSDOT historical perspective of how the lead agency-ship shifted from WSDOT to KT. The project began in September 1994 and concluded

4/7/2005

A3.1

A3.1

The cover letters were inadvertently switched. We apologize for the error.

A3.2

A3.2

Comment noted.

A3.3

A3.3

WSDOT will work with Kitsap Transit to analyze the feasibility of a bus stop in this location as we move into final design.

A3.4

A3.4

The bus shelter pad will be provided.

A3.5

A3.5

The Poulsbo Transfer Station, on the west side of SR 305 north of Lincoln Road, is an existing facility and is not shown on the plan sheets. The design accounts for the station, which will be impacted minimally during construction. Access to the transfer station will be maintained during construction.

A3.6

A3.6

The southbound HOV lanes will begin at the Bond Road intersection (MP 12.82). Existing bus stops will be analyzed to determine if they will be in a safe location or if they will need to be moved. WSDOT will work directly with Kitsap Transit during final design to find acceptable locations for bus stops.

A3.7

A3.7

Signal pre-emption will not be provided for transit operations at this time. The additional lane will provide a benefit for buses in non-peak and especially peak times when the lane is intended for HOVs. The HOV lanes will provide better operations and time savings for transit and pre-emption will not be required.

A3.8

A3.8

Comment noted.

A3.9

A3.9

An Environmental Assessment is meant to quantify the project's environmental impacts. Kitsap Transit has been a major contributor to the project both monetarily and as a much needed resource for identifying needs within the SR 305 corridor.

Message

Page 2 of 2

between February and April 1997 with participating jurisdictions ratifying the recommendations. I was the project manager and now a resource for continuity of "early action projects" and recommendations.

10. KT Transit Development Plan is updated and approved on an annual basis. In 1997, KT incorporated the findings of the MIS into the TDP and has since expanded proposed system improvements. We are dismayed to find the TDP was not used to develop the EA per appendix "References" (pg. 71) nor any listing of personal communication with KT Directors.

End of comments.

Wendy A. Clark-Getzin, P.E.
Capital Facilities Director
KITSAP TRANSIT
(360) 478-6931
www.kitsaptransit.org

A3.10

A3.10

The Kitsap Transit "Transit Development Plan" (TDP) will be added to the references section of the Environmental Assessment. Substantial interaction with Kitsap Transit has evolved over the years to develop the current design of the project. The TDP was considered during this time and continues to be an integral tool as the project progresses.

4/7/2005

Written Comments Received from Businesses



Comments

*Attention w/dt
concern*

*Ray Hedahl
Poulsbo Eye Care Clinic
360-779-2336*

State
Route 305

Vicinity Poulsbo
South City Limits

For More Information
Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

B1.1

B1.1

Comment noted. WSDOT will address this issue during the plans preparation for the project.



Comments

State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

My name is Dr. Jennifer Thornton, I work in the Poulsbo Dental Center on Hwy 305 + Thurston. My Dad has been a dentist in that location for around 30yrs and I have been a dentist there with him + my husband for the past 3 yrs. Many patients report they like the convenience of our practice. We are greatly concerned because the proposal shows the elimination of 4 parking spaces + 1 handicapped. This would take our parking lot from 10 spaces and a handicapped space down to ^{no} 6 handicapped spaces. With 4 dentists practicing in the building w/ 4 hygienists this would be unacceptable. Parking is already very tight as it is - none of the staff or Drs park in the lot. What is more, if we lost any spaces, we would likely have less than legally allowed for a business of our size. We have been in the building for many years and do not wish to move, but we are currently digitizing our office and spending major amounts of money to do so, so if a move is in our future, we need to know soon. I hope we will be able to come up w/ a solution that works well for everyone. Thank you, Jennifer Thornton

14170 8th Ave NE
Poulsbo, WA 98272
799-2622

B2.1

B2.1

WSDOT will work directly with the property and business owners to minimize impacts in this vicinity.



State Route 305

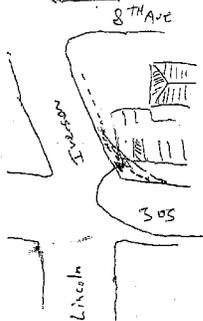
Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-8602

E-mail:
fuchss@wsdot.wa.gov



Comments

Name: Brian Thornton DDS, - Practices @ 19170 8th Ave NE

Location of concern: That portion of proposed plan that encroaches upon our existing parking lot at the corner of 305 + Iverson, (NW corner of 305 + Iverson)

As outlined on proposed aerial images, it appears that the potential loss of 3 parking spaces may occur. The loss of these parking spaces (as well as the usability of an additional one space) would result in a 40% loss of parking, & with current parking situations, perhaps make our location no longer a viable business. We would be facing sale of practice & unable to sell as a medical/dental building as it is tailored. Looking at the existing plans it is conceivable that this project can be completed without loss of parking spaces, but may require the use of vertical retaining walls for the portion of Iverson nearest the intersection, or other modifications of where the roadbed is to be expanded on Iverson ave. I am in practice with Drs Eldon Larson, Dr. Jennifer Thornton, and a tenent dentist as well. The loss of any current existing parking spaces will have a profound effect on all four of us.

Area of concern

BRIAN THORNTON DDS
19170 8th Ave NE Suite B
Poulsbo, WA 98370
(360) 779-3633

B3.1

See response to comment B2.1

B3.1



Comments

State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6802

E-mail:
fuchss@wsdot.wa.gov

From Dr Eldon Larson
19170 8th Ave NE
Poulsbo, wa 98370

I own the dental office
at the above address.

The proposal shown is to
purchase some of my property
to widen the intersection.

The problem is we only have
10 non-handicap parking spaces now
and if the project removes 2 of
them and makes it so we can't
back out of 2 others we'd
only be left with 6 spots.
We need all 10. If we lose
4 we need to have 4 more added
somewhere else. We can't operate
with less than ^{what} we have now.

Eldon Larson
(360) 779-3633

We also need all the staff parking
spots we presently have on 8th Avenue.

There are 4 practicing dentist & 4 dental hygienists which
makes parking very tight (patient's have commented on this).

B4.1

See response to comment B2.1

B4.1



Comments

State Route 305
Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

I would like to meet at my site to discuss entrance etc.

Also I would like to make sure the engineers realize the impact of the right turn lane heading West on 305 turning North onto 307. The turn lane needs to be as long as possible so the cars will not want to bypass to Little Valley or to Bernat.

Brad Watts
Valley Nursery
20882 Bond Rd NE
Poulsbo 98070
360 779 3806
brad@valleynurseryinc.com

B5.1

Arrangements will be made to visit the property owner on-site before the final design is completed.

B5.1

B5.2

By increasing the capacity and improving travel times on SR 305 there will be less traffic attempting to bypass this area. A traffic analysis was performed for this project, which recommended lengths of turn lanes to provide adequate storage volumes for 20 years beyond the date of the project completion.

B5.2

Written Comments Received from Citizens



Comments

State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs P.O. Box 47446 Olympia, WA 98504-7446

Phone: (360) 570-6602

E-mail: fuchss@wsdot.wa.gov

H.O.V Lanes will only increase TRAFFIC, SPEED AND THE FUNNEL effect at each end will cause more congestion resulting in "Backed-up" TRAFFIC.

C1.1

C1.1

The current situation may slightly impede the flow of traffic through this section of SR 305. The lane reduction taper at the south end of the project has been designed to allow vehicles to merge together at the posted speed limits. The project will not generate more traffic and may decrease traffic volumes by encouraging carpooling. As future corridor improvements are constructed to the south, this taper will be eliminated.



Comments

State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

PLEASE MAIL A COPY
OF THE STATE ROUTE 305
VICINITY POULSBO SOUTH
CITY LIMITS TO BOND RD

NOISE TECHNICAL REPORT

TO: CHARLES + JULIA HENDRICKSON
1134 NE HOLM CT
POULSBO, WA 98370
360-697-4903

C2.1

C2.1

Report has been sent.



Comments

State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs P.O. Box 47446 Olympia, WA 98504-7446

Phone: (360) 570-6602

E-mail: fuchss@wsdot.wa.gov

WHY NOT LEAVE CREEK ON WEST SIDE OF 305? THIS WOULD ELIMINATE TWO CULVERTS, THE BIGGEST CONCERN OF PEOPLE FISH PASSAGE.

DARRYL MILTON P.O. BOX 1223 Poulsbo WA 98370

C3.1

C3.1

In deciding the new location for the stream, WSDOT had to balance the environmental, social, and financial impacts of the realignment. The optimum location had to provide the maximum benefit to the stream and associated wetlands.

It was decided that shifting the stream to the west side of SR 305 would have detrimental effects to the hydrology of the existing wetlands on the east side. Outside sources of water (10th Avenue stormwater system) would not provide the constant water source necessary to sustain that wetland. It was decided that preserving the existing wetlands was more critical than reducing the number of culverts. The replacement of the existing culverts with oversized culverts embedded with streambed gravel would help to offset the fact that culverts would still be used.

The proposed location also provided the room to provide natural meanders to the stream without large excavation and impacts to additional property. A majority of the proposed relocation also falls on property owned by the City of Poulsbo and minimizes impacts to private citizens and businesses. See responses to comments C13.1.1 and C13.1.5.

WANTS A response
written Nita
Highway 305 Widening - WSDOT

JOAN HETT
P.O. Box 1798
Poulsbo WA
98370

Wetlands:

A total of 2.4 acres of Category II wetlands will be removed permanently, 1.2 acres through highway construction and 1.2 acres will be changed from wetland to stream.

Mitigation planned for this loss is very confusing.

1. pg 19.- WSDOT proposes to restore 1.3 acres of wetlands at Mitchusson Park
 2. pg 37 - WSDOT proposes to enhance existing wetland (approximately 5 acres) and create additional wetlands (approximately 2 acres) at Mitchusson Park
 3. App. A - in the Preliminary Commitment List, we are back to 1.3 acres at Mitchusson Park
 4. NOAA's letter requires creation of 1.93 acres and enhancement of 4.75 acres.
- Question: Is the statement on pg 37 (2 and 5 acres) a response to NOAA? Or did you calculate the mitigation needs based on 2.4+ acres that will be permanently lost?
 - If we use the draft CAO for the City of Poulsbo, Category. II wetlands call for a 2:1 ratio for creation and 4:1 for enhancement. 2 acres created at a 2:1 ratio means you are mitigating 1 acre leaving 1.4 needing enhancement. At 4:1, you need to enhance 6.6 acres. Your proposal is short of this by 1.6 acres and this does not include mitigation for Category III wetlands lost.

NOAA's letter also requires 4.02 acres of enhanced upland buffer.

- I cannot find any mention of this in your text.

Construction will remove 15.7 acres of non-wetland vegetation.

- Again I can find no mention of how you intend to mitigate this loss.

- Summary:
1. You are 1.6 acres short in your mitigation for wetlands
 2. You are do appear to be enhancing any upland buffers
 3. You are not mitigating 15.7 acres of non-wetland vegetation

- Final questions:
1. How are the citizens of Poulsbo gaining anything from this widening?
 2. Where does the City of Poulsbo's sewer line fit into this EA, as I believe they believe they are piggybacking on your EA?

C4.1

C4.2

C4.3

C4.1

The letter from NOAA dated May 2, 2002 enclosed in Appendix B of the EA is referring to the original EA published in 2002. Since then the design has been revised and consequently impact areas and mitigation areas have changed. WSDOT has an implementing agreement with Ecology that is still effective, and the mitigation ratios proposed for this project are consistent with this agreement. The total mitigation area is 13.6 acres, the Mitchusson Park property only accounts for 1.3 acres of the total mitigation site, the majority of the mitigation site will be purchased from private ownership. Upland buffers will be enhanced as part of wetland mitigation, at the mitigation site. WSDOT and the City are planning to restore 1.3 acres of wetlands within the Mitchusson Park site as a joint development. WSDOT is not required to mitigate for loss of non-wetland vegetation. We have limited disturbance of native vegetation to the greatest extent possible.

C4.2

WSDOT must balance the improvements to our highway systems to benefit the greatest number of users, in all categories. This project proposes to improve local intersections and side streets as well as widen SR 305 to improve through traffic and reduce congestion. Sidewalks and bike lanes will also be constructed. This will facilitate multimodal transportation options and improve travel times and safety for all users of this facility. In addition, the project has several environmental benefits such as water quality treatment of all existing and new roadway stormwater runoff and removal of several fish passage barriers.

C4.3

The City of Poulsbo's sewer project will have its own environmental documentation and permitting and is not a part of this project. Their project is planned to be constructed prior to starting construction of WSDOT's project.



State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

Comments

1 MAR 25

*We live on Helen Court - Presally
this project had been proposed and
Plan - Our concern is that the noise
wall is proposed in front and
part of Plan II*

*Thanks for considering them working and
your excellent maintenance job!*

Steve Fuchs

C5.1

C5.1

Walls shown in the EA are currently included as a part of the project with the assumption that standard noise walls can be constructed. The noise walls that are proposed for this project would be constructed under Stage 2 of this project.



State
Route 305

Vicinity Poulsbo
South City Limits

For More Information
Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchs@wsdot.wa.gov

Comments

I believe that noise levels
in the Holm Court
neighborhood were
underestimated (undermeasured)

because measurements were
not taken at PM peak
hour traffic conditions.

I was there. The measurements
were taken at 9:40
between 9 and 10 AM
after the peak morning
rush hour.

Also, the road conditions
were dry at the time
& did not measure
the extra noise levels
created by the presence of
a layer of water molecules
on the road surface.
Therefore the predicted
noise levels in the EA
are incorrect & too low.

C6.1

C6.1

The traffic noise levels identified in the EA are predictions from the Federal Highway Administration's traffic noise computer model (TNM2.5).

On-site noise measurements are used only to validate that the traffic noise computer model accurately represents site conditions. The noise measurements for all locations along this project were taken during times of dry pavement and non-peak traffic flow as required by federal regulation. A comparison is made between measured sound levels and sound levels predicted by the computer model for the conditions occurring during the measurements. Peak-hour traffic flows are undesirable for calibration of the noise model. During heavy traffic, noise levels become erratic and spotty due to traffic back-ups and vehicle idling. These periods of lower noise levels throw off the averages used for the model calibration. Times of the day when traffic arrives at a more consistent rate, typically around 10:00 a.m., are ideal for this purpose. If measured and predicted sound levels are within 2.0 dBA of each other, then peak-hour traffic volumes are input into the model to predict worst-case traffic noise levels for existing conditions and the design-year (2030) build condition. These worst-case future noise level predictions are what WSDOT uses to identify impacts.

Wet conditions introduce too many variables into the modeling process, thus dry-condition measurements and modeling are used for traffic noise analysis. WSDOT noise analyses are conducted in accordance with FHWA's *Measurement of Highway Related Noise*. This guidance requires that State Highway Agencies take measurements in dry conditions. FHWA has developed traffic noise analysis techniques that introduce as few variables as possible. The Noise Abatement Criteria as established by FHWA, are based on dry-road traffic noise levels, therefore, measurements taken during wet-road conditions will not correlate well with modeled results, making model calibration difficult.

Furthermore, the expensive noise meters used for on-site measurements are not reliable in wet conditions and are not recommended for use in conditions where humidity exceeds 90%.

The Holm Ct. neighborhood *was* predicted to be at impact level in 2030 and a noise barrier was evaluated and recommended.



Comments

State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

I am concerned that the noise measurements that were taken in the Palm Court neighborhood were inaccurate (too low) because they do not take into account ANOTHER peak traffic period on that road: 1. I the late Friday night & Saturday night traffic generated by the Clearwater Casino.

C7.1

C7.1

The p.m. peak-hour traffic volumes used in the noise study performed for the EA are larger than the Friday and Saturday night peak-hour volumes generated from the Clearwater Casino. Noise modeling calculations are based on peak-hour traffic volumes, not on an average of the entire day. Therefore the noise models predict worst-case traffic noise levels.

Also see response to comment C6.1



Comments

State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47448
Olympia, WA 98504-7448

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

The proposed noise abatement wall in the Palm Court neighborhood should not be

generated from the project for any reason because of impacts to the health of neighboring residents. i.e.

- loss of hearing
- pollution from auto + diesel exhausts
- Crime (burglaries + murders) from easy access to back yards provided by new recycle lanes

C8.1

See response to comment C5.1

C8.1



Comments

State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

3-1-05

I am very happy to see that there is a proposed noise wall - for the area of 305 passing the back yards of the homes located on HOLM CT N.E.

Please be sure that this is included at the time of road work on this part of 305.

The noise level is way above what it should be in a residential area at this time. We definitely need this wall.

Big Madsen
1090 Holm Ct.
Poulsbo

C9.1

See response to comment C5.1

C9.1



State
Route 305

Vicinity Poulsbo
South City Limits

For More Information
Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

Comments

This meeting has been
 very informative. We live
 on Holm Court and the
 noise is very bad and
 in the 10 years we have
 lived here it has got worse
 we are very pleased
 that at least now a
 wall is in the future
 Thank you
 Mari Calibell
 1174 Holm CT
 Poulsbo
 Wa.

C10.1

C10.1

See response to comment C5.1



Comments

State
Route 305

Vicinity Poulsbo
South City Limits

For More Information
Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchs@wsdot.wa.gov

What An Idea - Spending Millions
a Millions To Help A Few People
get to Hwy 3 - on Bond Rd
just a little faster. Ridiculous!

ASK the people of Sequim
How thrilled they were with
having tourist traffic enroute
to vacation through downtown!

You will find they are so
happy the by-pass has
left the real consumers to
enjoy the pleasant experience
of walking to the various shops
& restaurants

SHAME on you to even
think this is a good idea.
Turning Poulsbo into a Seattle
Freeway.
You need to think BY-PASS

C11.1

See response to comment C4.2. The idea of a bypass around Poulsbo was proposed and addressed as a part of the 1997 Major Investment Study (MIS) for the SR 305 corridor, which was a compilation of recommendations from a full spectrum of users. The MIS recommended against this option.

C11.1



State Route 305

Vicinity Poulsbo South City Limits

For More Information Contact:

Steve Fuchs
P.O. Box 47446
Olympia, WA 98504-7446

Phone:
(360) 570-6602

E-mail:
fuchss@wsdot.wa.gov

Comments

My concern is that there needs to be turn lanes for Seminole Rd and the entrance to the NW College of Art & the new W. Sound Academy. Heading south on 305 and trying to turn left into these areas is a major safety issue. I've had city busses and concrete redi-mix trucks pass on my right. Can we just re-paint these areas & add a turn lane, since people pass there anyway? What is the plan for making these areas safe?

Kimberly Demming
16695 Seminole
Poulsbo, WA 98370

C12.1

C12.1

This area, which is outside of this project's limits, was analyzed as a part of the SR 305 1997 Corridor Major Investment Study (MIS). Improvements at this intersection were included in the recommendations of the MIS for the section of highway between Agate Pass and the south city limits of Poulsbo and will be included in that project. WSDOT is also working with the NW College of Art to make improvements to this intersection for mitigation of traffic impacts from private development.

Louis Klusmeyer PE SE
Project Manager/Diver
Voice 206-357-5619 Cell 206-355-0302
Fax 206-357-5601
Email klusmeyer@abam.com

BERGER/ABAM Engineers Inc.
720 Olive Way, Suite 1100
Seattle, WA 98101
<http://www.abam.com>

Comments on the Poulsbo South City Limits to Bond Road Project on State Route 305.

I do not believe that the project should add two culverts and transition Dogfish creek from its current location on the south side of SR 305 to the north side and back again for the following reasons.

C13.1

1. There is land available on the south side of SR 305 to meander the creek in a similar fashion to what is proposed on the north side. The land is not developed and has an abandoned house on the property. There is slightly less length along the road available to meander the stream but this is more than offset by not adding two culverts.
2. The area on the south side does have a bit of fill on the southern end of the area but it is **much** less costly to move dirt than it is to construct two new culverts underneath the only direct route from south of Poulsbo to the north.
3. The size of the culverts will probably require completely closing SR 305 during their cut and cover construction creating a traffic nightmare. Eliminating the culverts completely avoids shutting down SR 305.
4. Adding culverts is very undesirable from an ecological perspective.
5. The creek is still going to be in a ditch on the north side of the road, according to the people I talked to last night at the open house, so it will not be a more productive stream from an ecological perspective in the proposed location.
6. Water for the proposed wetland mitigation on the north side of the SR 305 can be obtained by getting rid of the existing detention ponds in and around that area and using that as a water source. An overflow pipe can be jacked from the north side of SR 305 to the south to feed into Dogfish creek to prevent some of the stagnation that is currently occurring in those detention ponds and provide additional flow in Dogfish creek without disrupting traffic on SR 305.
7. The location on the south side of SR 305 can be designed as a pocket park for people from the adjacent offices such as EFANW and the hotel to visit. There is no such need in the proposed location. This might be an additional source of funding for park construction.

C13.1.1

C13.1.2

C13.1.3

C13.1.4

C13.1

The creek currently crosses SR 305 in two places where it moves from the west to the east side of SR 305 and back again. South Fork Dog Fish Creek is being relocated further to the east of where it already exists. The two crossings will be replaced and located in approximately the same locations as where they currently exist. Please also see response to comment C3.1.

C13.1.1

The City of Poulsbo has planned for the extension of 7th Avenue through this area. This extension will reduce traffic backups at the SR305/Liberty Road intersection. Commercial property values on these parcels also made relocation in this area unreasonable. See response to comment C3.1

C13.1.2

Placing the stream in a natural depression area will give the stream more ecological advantages than the removal of the culverts. The proposed area was already established wetland and was more conducive to supporting the stream and wetland's ecosystems.

C13.1.3

The replacement of the culverts under SR 305 will be staged for installation under one half of the roadway at a time. Traffic will be shifted to one side to allow unimpeded movement during most of the installation and this work will be done at night when there is very little traffic volume.

C13.1.4

This project will not add any new stream crossings, some existing fish barrier culverts are being replaced with stream crossings that meet fish passage standards. Avoiding the ecological impacts of stream crossings is preferred and all reasonable steps are taken to avoid them. Where stream crossings are determined to be necessary, they will be designed to accommodate natural processes as much as is reasonably possible.

Louis Klusmeyer PE SE
 Project Manager/Diver
 Voice 206-357-5619 Cell 206-355-0302
 Fax 206-357-5601
 Email klusmeyer@abam.com

BERGER/ABAM Engineers Inc.
 720 Olive Way, Suite 1100
 Seattle, WA 98101
<http://www.abam.com>

Comments on the Poulsbo South City Limits to Bond Road Project on State Route 305.

I do not believe that the project should add two culverts and transition Dogfish creek from its current location on the south side of SR 305 to the north side and back again for the following reasons.

1. There is land available on the south side of SR 305 to meander the creek in a similar fashion to what is proposed on the north side. The land is not developed and has an abandoned house on the property. There is slightly less length along the road available to meander the stream but this is more than offset by not adding two culverts.
2. The area on the south side does have a bit of fill on the southern end of the area but it is **much** less costly to move dirt than it is to construct two new culverts underneath the only direct route from south of Poulsbo to the north.
3. The size of the culverts will probably require completely closing SR 305 during their cut and cover construction creating a traffic nightmare. Eliminating the culverts completely avoids shutting down SR 305.
4. Adding culverts is very undesirable from an ecological perspective.
5. The creek is still going to be in a ditch on the north side of the road, according to the people I talked to last night at the open house, so it will not be a more productive stream from an ecological perspective in the proposed location.
6. Water for the proposed wetland mitigation on the north side of the SR 305 can be obtained by getting rid of the existing detention ponds in and around that area and using that as a water source. An overflow pipe can be jacked from the north side of SR 305 to the south to feed into Dogfish creek to prevent some of the stagnation that is currently occurring in those detention ponds and provide additional flow in Dogfish creek without disrupting traffic on SR 305.
7. The location on the south side of SR 305 can be designed as a pocket park for people from the adjacent offices such as EFANW and the hotel to visit. There is no such need in the proposed location. This might be an additional source of funding for park construction.

C13.1.5

C13.1.6

C13.1.7

C13.1.5

South Fork Dogfish Creek on the east side of the highway is effectively a roadside ditch under the current conditions. The channel realignment on the east side of the highway, page 43, is necessary because the roadway widening will fill the existing channel. The proposed channel realignment optimizes the amount of riparian buffer available, but room is limited. The proposed channel realignment would have better riparian buffers, woody debris recruitment potential, and more opportunities to act as a properly functioning stream than the existing roadside ditch.

Please also see responses to comments C3.1 and C13.1.

C13.1.6

As mentioned above, the stream channel realignment on the East side of the highway is necessary to replace the existing channel that will be filled and is not proposed as wetland mitigation. If the stormwater treatment pond was removed, another means of treating this stormwater would have to be put in place before releasing it to the stream or wetlands. It would be counterproductive to remove a fully functional system and replace it with another BMP.

C13.1.7

See response to comment C13.1.1.

I do not believe that the study recommending diamond lanes in each direction adequately looked at all the necessary data and provided an incorrect recommendation because of that fact. I believe that the traffic congestion will be better served by having 3 lanes northbound and 1 lane southbound on SR 305 for the following reasons.

1. The traffic congestion primarily comes from the ferry traffic. Everybody, WSDOT staff included, echoed that belief. It follows from that fact that additional capacity from south to north is what is required, not an equal amount in each direction. This congestion occurs because the people going to the ferry have staggered travel times and people coming from the ferry arrive in a slug of vehicles all at one time.
2. The diamond lanes going north will be very lightly used. This is because WSF has priority loading for carpools and vanpools and they load first and get off first. Because of this they are not going to be using the diamond lanes because they are at the front of the line not at the back. There is limited carpool parking and only in the City of Bainbridge lot at the ferry resulting in very few multiple occupant vehicles leaving the ferry behind the main slug of cars.
3. Only the express busses that are going through Poulsbo and making right hand turns will use the diamond lanes. The bus that I ride from the ferry to Poulsbo makes a left hand turn onto Hostmark to get to the park and ride at Christ Memorial Church. It will stay in the left hand, not diamond, lane to be able to make that turn. It will not be in the diamond lane because it can not merge over into stopped cars to get to the left hand turn lane. There are only two express busses that go to park and ride lots north of Poulsbo. That is a pretty expensive lane for 2 buses per ferry.
4. Timing the lights to get people through the intersections would move traffic through better than the diamond lanes. The technology exists now to have the lights operate in a timed fashion at peak hours and on a sensor basis for the remaining hours of the day.
5. My proposal would be to operate 3 lanes north and 1 lane south. The three lanes north would consist of two standard lanes and a diamond lane. The one lane south would be a standard lane. The left and right hand turn lanes in both directions would still be incorporated. **This still preserves the diamond lane for its research aspect and as a funding source and provides the capacity in the direction needed.** After the two year study shows that the diamond lane is not being used, the roadway can be re-stripped to two standard lanes in each direction and getting rid of the diamond lanes.
6. The study was flawed because it did not count high occupancy vehicles in each direction; it just counted vehicles, resulting in no idea how many vehicles will be able to use the diamond lanes. For the reasons I mentioned in item 2 above, whatever high occupancy vehicles are on the road will not be using these lanes.

C13.2

C13.2.1

C13.2.2

C13.2.3

C13.2.4

C13.2.5

C13.2.6

C13.2

See responses to comments C13.2.1 – C13.2.6

C13.2.1

The study, which included ferry traffic, indicated a need to provide a lane in each direction to accommodate AM and PM peak traffic. Lanes will be for HOV usage during peak hours only. All vehicles can use the new lanes outside of the designated peak hours.

C13.2.2

Only registered HOVs such as buses and registered vanpools get priority loading (both on and off loading). All other HOV traffic is mixed in with general-purpose ferry traffic. The HOV traffic that is intermixed with Single Occupant Vehicle (SOV) traffic coming from the ferry will be eligible to use the HOV lanes.

C13.2.3

HOV lanes will be used by buses, carpools, and vanpools during peak times. During non-peak times, these lanes will be available to all vehicles. This HOV lane will allow better traffic flow and all drivers will benefit from this lane. This additional lane will allow traffic to progress better throughout the corridor and allow buses and other HOV vehicles the opportunity to merge over to make a left turn. During non-peak times, vehicles can use both lanes, again allowing better progression through the corridor.

C13.2.4

The analysis shows that even with HOV lanes and signal coordination, SR 305 will operate marginally in 2030. Analysis shows signal timing alone will not fix the problems along SR 305.

C13.2.5

Traffic models show that there is the need for HOV lanes in both directions for both a.m. and p.m. peak traffic movements.

C13.2.6

The study used widely accepted traffic models to project how many vehicles will be HOV in the future given the incentive of an HOV lane.

SR 305 expansion

Page 1 of 1

Yates, Eric

From: Whitney, Tom
Sent: Tuesday, March 01, 2005 8:24 AM
To: Bhalla, Harjit
Cc: Fuchs, Steve; Yates, Eric
Subject: FW: SR 305 expansion

-----Original Message-----

From: Collins-Byrne, Margaret [mailto:collinsbyrne.m@ghc.org]
Sent: Monday, February 28, 2005 3:27 PM
To: whitnet@wsdot.wa.gov
Subject: SR 305 expansion

I am writing to comment on the EA on expansion of SR 305 from Poulsbo's south city limits to Bond Road. I am very concerned about the increase in noise caused by this project. It will increase traffic and the associated noise from tires and vehicle engines. The noise around Liberty Bay has increased dramatically in recent years such that there is no quiet time at any part of the day.

C14.1

The EA predicts a 10db increase in noise level without explaining that this is actually a doubling of sound energy. The general public does not appreciate this and the EA does nothing to explain it to them.

I prefer to keep the lane configuration as is on highway 305 and to maintain our quality of life.

C14.2

Margaret Collins-Byrne
15682 Virginia Point Road NE
Poulsbo, WA 98370
(360) 697-6056
(206) 988-2024 (o)

C14.1

The reference in the EA, which describes a “10 dBA increase seeming like a doubling of noise”, was an example to aid in the understanding of noise principles and was not a prediction of project impacts. There are no locations in the project area that are predicted to have a traffic noise increase of 10 dBA. The largest increase in traffic noise from existing conditions to the design year (2030) build condition is predicted to be 5dBA. And the average increase in traffic noise levels is less than 3 dBA.

See Modeled Noise Results Table 8 in the EA.

C14.2

Comment noted.

RECEIVED

MAR 16 2005

TUMWATER DESIGN

13 March 2005

Steve Fuchs
 Tumwater Design Office, WSDOT
 PO Box 47446
 Olympia, WA 98504-7446

	Fuchs, S.	RF
✓	Elvin, J.	JE
	Bennett, R.	
	Bhalla, R.	
	Perez, J.	
	Moody, L.	
	Peterson, J.	
✓	Yates, E.	
	Survey Chief	
	Hall, R.	
	All	
	File	

Mr. Fuchs,

Thank you for the prompt and courteous assistance I have received from your entire staff. It has been pleasurable to interact with people of such caliber and their dedication to honoring the concept of public awareness and involvement is to be commended.

I have been a resident of North Kitsap for 17 years and the congestion on HWY 305 has always been a problem. I remember as far back as ten years ago when I coached my sons Little League team how I dreaded the 5 or 6 pm games. It would take me forever to get through town and to the field at that time of day. Things have not gotten any better. The need for this project is clear and, despite my following comments, my support for the general project is strong.

While I understand this is a two phase project, the EA is a document that must pass muster on the project as a whole. I have spoken briefly to various individuals about concerns I have in the phase two and have been told not to worry about them as that part is unfunded and will not be built. You have been publicly quoted:

"... stage two was included in the finished designs and Environmental Assessment to allow an easier process if and when funding becomes available. Basically, we'd just dust off our plans, apply for the permits and start construction," Fuchs commented. "It could be a turn around of as short as six months once we have funding." North Kitsap Herald March 5, 2005.

So I will address my comments on the whole project and would expect the responses to reflect that.

1. Throughout this document reference is made of the North and South drainage basins with the high point at Harrison and 305. Stormwater treatment facilities in the form of a series of bioswales are touted to minimize "first flush" pollutants. Nowhere in the document did I see numbers indicating expected volumes relative to the size of the bioswales to be built. Please provide these numbers as they must have been calculated. It is my understanding that the design criteria in the new DOE Stormwater Manual for Biofiltration swales (20 min hydraulic residence time) is being changed based on the current scientific research that shows a 9-10 minute residence time is adequate for most pollutant removal. It is also my understanding that because of these criteria, a different stormwater treatment

C15.1

C15.1

The Environmental Assessment represents a preliminary design and does not include a detailed hydraulic analysis. The document does discuss the overall strategy for stormwater treatment, but the design is still in development and subject to change. Design changes may come from citizen comments or from changing site conditions. For example, one of the proposed bioswale sites was recently developed into a bus pullout, so WSDOT must consider other BMP options for that location including a hydrodynamic device or wet vault.

Hydrodynamic systems are not WSDOT's first choice. When choosing a stormwater BMP, several factors are considered: site constraints, pollutant removal efficiencies, maintenance, and cost.

The most important highway runoff pollutants WSDOT is targeting are total suspended solids (TSS). BMPs focused on removing TSS, hopefully, will also remove most heavy metals, floatables, and oils, but cannot capture the most toxic dissolved metals and organic pollutants. Targeting dissolved metals and organics usually requires media filtration BMPs that are often cost prohibitive relative to the benefits provided. At this time, WSDOT can only commit to the required basic treatment BMPs, but will not preclude upgrades to enhanced treatment BMPs to target dissolved metals

device (one of the family of hydro-dynamic systems currently on the market) may be used instead of the bioswales. While these devices have a good record of removing gross pollutants (litter and large particulate), they do little for the removal of metals, which are a primary pollutant found on roadways. It would seem to me that a BMP that targets metals, as well as petroleum hydrocarbons, should be the first choice.

**C15.1
cont.**

2. Page 42 shows pretty detailed levels of treatment (pounds per year) for pollutant loads. These were no doubt calculated using the expected volumes I ask for above. The marked reduction in the suspended solids is well highlighted and welcome but not much is impressive about the treatment of metals and nutrients (particularly in the South basin). Given that for the South basin this runoff will now be tight lined (via existing City closed pipe system) and discharged directly into Liberty Bay, there should be better treatment for metals, hydrocarbons, and nutrients (nitrogen in particular). Requirements in place state that nutrients must be treated before discharge to new outfalls, or connections to existing pipes that increase loads. This project will definitely increase the load this pipe handles. Page 46 details where a new (North Basin) discharge outfall will be located 300 feet upstream from the confluence of the South Fork and main branch of Dogfish Creek. More specific numbers on treatment effectiveness for metals, hydrocarbons, and nutrients should be provided for this new outfall. Also please detail how the energy dissipater is designed and what maintenance this requires if any.

C15.2

3. I have some concerns with the last paragraph on page 47. Does the mere absence of engineered structural barriers and/or flow restrictors define or characterize actual function? Given that the new stormwater outfall will change the historic volume and dynamics of the flow, quantitative calculations of flow must have been done to assure that detention will not occur. Are they available?

4. Page 11 deals with related projects but no real details are provided on how these projects were considered in all the calculations regarding stormwater and water quality of the overall "big picture" highway 305 widening project.

Extension of 7th Avenue: This project runs in direct parallel to Dogfish Creek. Has the runoff impact from this additional impervious area been calculated into the capacity of the bioswales? Particularly bioswale N2.

New Sewer and Pump Station: As of September of 2004 the City has not responded to the questions asked by the Dept of Ecology in a letter to them dated July 14, 2004. This letter was sent to the Public Works director Bill Duffy and cc'd to Jim Hasslinger, P.E., Parametrix. Has WSDOT verified that the City is in receipt of, or in the process of applying for, all necessary permits to carry out this sewer modification? If for some reason the city is not ready to proceed with this project at the conception of HWY construction, will this affect the timeline for the 305 widening?

C15.2

As mentioned above, the EA represents preliminary design and does not include a detailed hydraulic analysis, because those numbers are subject to change.

WSDOT is complying with the appropriate level of water quality treatment, per the Highway Runoff Manual and Ecology's requirements. We do not anticipate any significant contribution to nutrient levels in Liberty Bay as they are not a large constituent of highway runoff. BMPs that remove nutrients have a different chemistry than BMPs that remove metals generated by cars, and this investment would not provide the benefits we normally look for in using public funds.

WSDOT is proposing bioretention BMPs in the South Basin versus conventional bioswales. These BMPs would filter stormwater through the existing forest duff and vegetation, versus removing that material and constructing an engineered bioswale. This concept could improve pollutant removal efficiencies for TSS, dissolved metals, and organics.

Several energy dissipaters are available; a specific design has not been selected. Maintenance would include removing debris or trash. But debris and trash are not anticipated problems since this system is only an overflow for peak rain events and water quality treatment would be provided prior to the energy dissipater.

device (one of the family of hydro-dynamic systems currently on the market) may be used instead of the bioswales. While these devices have a good record of removing gross pollutants (litter and large particulate), they do little for the removal of metals, which are a primary pollutant found on roadways. It would seem to me that a BMP that targets metals, as well as petroleum hydrocarbons, should be the first choice.

2. Page 42 shows pretty detailed levels of treatment (pounds per year) for pollutant loads. These were no doubt calculated using the expected volumes I ask for above. The marked reduction in the suspended solids is well highlighted and welcome but not much is impressive about the treatment of metals and nutrients (particularly in the South basin). Given that for the South basin this runoff will now be tight lined (via existing City closed pipe system) and discharged directly into Liberty Bay, there should be better treatment for metals, hydrocarbons, and nutrients (nitrogen in particular). Requirements in place state that nutrients must be treated before discharge to new outfalls, or connections to existing pipes that increase loads. This project will definitely increase the load this pipe handles. Page 46 details where a new (North Basin) discharge outfall will be located 300 feet upstream from the confluence of the South Fork and main branch of Dogfish Creek. More specific numbers on treatment effectiveness for metals, hydrocarbons, and nutrients should be provided for this new outfall. Also please detail how the energy dissipater is designed and what maintenance this requires if any.

3. I have some concerns with the last paragraph on page 47. Does the mere absence of engineered structural barriers and/or flow restrictors define or characterize actual function? Given that the new stormwater outfall will change the historic volume and dynamics of the flow, quantitative calculations of flow must have been done to assure that detention will not occur. Are they available?

4. Page 11 deals with related projects but no real details are provided on how these projects were considered in all the calculations regarding stormwater and water quality of the overall "big picture" highway 305 widening project.

Extension of 7th Avenue: This project runs in direct parallel to Dogfish Creek. Has the runoff impact from this additional impervious area been calculated into the capacity of the bioswales? Particularly bioswale N2.

New Sewer and Pump Station: As of September of 2004 the City has not responded to the questions asked by the Dept of Ecology in a letter to them dated July 14, 2004. This letter was sent to the Public Works director Bill Duffy and cc'd to Jim Hasslinger, P.E., Parametrix. Has WSDOT verified that the City is in receipt of, or in the process of applying for, all necessary permits to carry out this sewer modification? If for some reason the city is not ready to proceed with this project at the conception of HWY construction, will this affect the timeline for the 305 widening?

C15.3

C15.4

C15.5

C15.6

C15.3

Calculations to determine the change in flow at the proposed outfall have been done using a combination of WSDOT generated modeling and flow data from other sources. The flow does not change significantly, because the project does not significantly change the basin's effective impervious area. Most pervious areas converted to impervious are low-lying ditches that are saturated during storm events and essentially impervious. As a result, the runoff volume realized by the creek does not change significantly. What does change is where that water enters the creek. Currently, water enters the creek upstream, where erosion is an existing problem due to encroachment into the stream buffer. The proposed design channels this water to the estuary where channel erosion has not been known to be a problem.

The flows at the proposed outfall would increase by about 2%-3% based on conservative estimates. This change is immeasurable and insignificant, since 2%-3% is less than the + standard errors of the modeling methods used, or less than the standard errors of any flow gages that could be used to physically measure the change.

WSDOT does not believe it is moving the channel erosion problems from upstream to the estuary. The upstream erosion problems can be attributed largely to human encroachments and channel modifications, moving the outfall to the estuary will reduce these impacts. The estuarine wetland has a well vegetated riparian buffer and an extensive floodplain.

C15.4

See responses to comments C15.5 – C15.13.

C15.5

The 7th Avenue extension is a separate project. Stormwater calculations and requirements are not part of the SR 305 analysis and will be the responsibility of the developer/City of Poulsbo.

C15.6

WSDOT does not act as an overseeing authority in this capacity. Environmental permits for the sewer line installation is the responsibility of the City of Poulsbo.

It is not geometrically imperative that the sewer line be installed prior to widening SR 305, but it is desired to eliminate damage to

Olhava Development: This development is a good example of why this public comment and involvement process is so important.....Residents who care have spent countless hours reviewing and countering inadequate data. Merely defining it as Scandinavian themed doesn't do much to tell us how its full development runoff will impact Hwy 305 and how much of that runoff will need to be handled by this projects' facilities. Please show where these stormwater impacts have been incorporated into the project analysis.

Regional Stormwater Detention Facility: I have spoken to Andre Kasiniak regarding this and have been informed by him that this is still in the conceptual phase. The site has not even been selected and that it could be the High school, the St. Olaf Church property or another site. I would consider this a far cry from a "planning stage" as claimed in the EA. This is particularly critical because if the city is not ready to proceed with this at the same time, or before, WSDOT commences the HWY 305 widening; what happens? This project will replace the 24 dia pipe under 305 with a 10ft wide culvert. If the City detention project is not completed in time this opens up a real concern down stream. Even now in times of heavy rain this 24 inch pipe, by default of its size, acts as a detention system without which I fear the intersection of 8th Ave and Lincoln will be flood and create a danger to the high volume of traffic that uses 8th Ave to access Poulsbo Village and the Post Office.

5. Page 14 indicates that the limits of phase one are from Hostmark north to Bond. Please verify that this is correct as I was under the impression that the southern limit for phase one is Harrison Street. Will the business on the southwest corner of Hostmark and 305 be affected (parking wise) by Phase one?

Throughout this document the effectiveness of the bioswales planned for the project are highlighted. In particular, on page 47 it states "*This system of bioswales provides the most efficient method of pollutant removal practical for this project*". However, at the March 1 public meeting held at the Poulsbo Fire Station, Andre Kasiniak and I were told by WSDOT transportation engineer Sandra Gleason that none of these bioswales will be built because there is not sufficient space for them and, in fact, the bus transfer station was built over one of the proposed locations. If this is in fact correct, what will be used for treatment and will this major change in plans necessitate a revised EA?

6. It would seem appropriate that all portions of the South Fork of Dogfish that parallel the ROW for the SR-305 improvement area be enhanced and not just the segment of the creek that is being relocated. Now is the time for both WSDOT and the City of Poulsbo to correct the major impacts that development and road-widening have had on this salmon stream. Removal of invasive and non-native vegetation, streambank stabilization using bio-engineering techniques, the addition of large woody debris (LWD) to create instream habitat complexity, and the replanting of the riparian corridor with native trees and shrubs are the minimum that should be implemented during this project to correct past injuries and mitigate for the expansion of the highway.

C15.7

the new roadway. Some schedule conflicts may arise from the delays of the sewer project; however, WSDOT and the City are working together to try to avoid this scenario.

C15.7

The Olhava development is a stand-alone project with no common construction elements. It is located within a different drainage basin than the SR 305 project. The only tie to the Olhava project is their traffic impacts to SR 305. These traffic impacts were mitigated for by monetary contributions by the developer to partially fund the SR 305 project.

C15.8

C15.8

See response to comment T1.2.

The project's stormwater management proposal stands alone without the regional detention facility. See comment A2.1.

The culvert under SR 305 in the vicinity of NE Lincoln Road is a fish passage barrier. The problem of the fish passage barrier was originally created by WSDOT, and WSDOT is legally required to remove the barrier. In this case, the barrier will be fixed by replacing the undersized culvert with a new culvert that meets fish passage criteria.

C15.9

C15.9

See response to comment H9.2. The right of way of parking closest to SR 305 and located on existing WSDOT ROW will be impacted by the widening in stage one of this project.

C15.10

C15.10

See responses to comments C15.1.

C15.11

C15.11

Full stream restoration is beyond the scope of this project. However, the project alignment has changed to minimize direct impacts to the creek. Also, the proposed stormwater collection and water quality treatment system will reduce pollutant loading and channel erosion.

7. Earlier in the planning for this project, the currently impassable culverts on Bjorgen and Lemolo Creeks (outside the project area) were to be replaced as part of the mitigation for this project. While we appreciate that several culverts on the SF Dogfish Creek will be replaced, we would also like to know why these other culverts are not being replaced?

C15.12

Finally, on page 41 the EA acknowledges that Liberty Bay appears on the 2002/2004 303 (d) List of "Polluted Waters for dissolved oxygen, fecal coliform, pH and temperature. I would hope that this fact is not seen as green light to continue to use it as a dump station and that rather it encourages WSDOT to go above and beyond the standard minimum BMPs in its design of stormwater runoff control and treatment.

C15.13

Thank you for your attention to my concerns and I look forward to hearing from you in the future.

Sincerely,



Luis E. Barrantes
Volunteer Coordinator
Liberty Bay Foundation
www.libertybayfoundation.com

C15.12

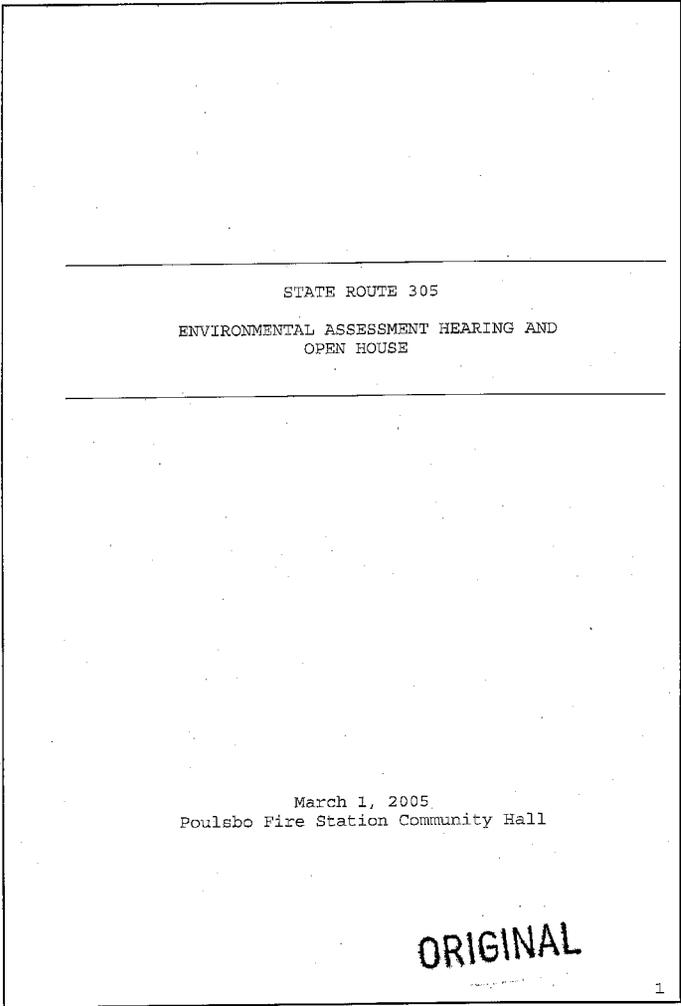
The fish passage barriers at Bjorgen and Lemolo Creeks were scoped as stand alone projects within WSDOT's Environmental Retrofit Program.

C15.13

Comment noted.

Comments Received at Public Hearing

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25



State Route 305 Public Hearing, 3/1/05

1 BE IT REMEMBERED that on Tuesday, March 1, 2005,
 2 at the Poulsbo Fire Station Community Hall, 911 Liberty
 3 Road, Poulsbo, Washington, commencing at 5:00 p.m., before
 4 LESLIE J. THOMPSON, CCR, Notary Public in and for the
 5 State of Washington, the following proceedings were had,
 6 to wit:

<<<< >>>>

ORAL COMMENTS

9 ED STERN: I just wanted to state as a
 10 councilperson that this was our highest priority,
 11 transportation improvement, and how important we feel this
 12 is, not only for managing traffic flow, but for emergency
 13 response and for the regional plan as well. It's much
 14 bigger than Poulsbo, because of Bainbridge Island and even
 15 Kingston ferry traffic coming off the peninsula, a great
 16 deal of it funnels through here.

H1.1

17 So the fact that this is happening is a real coup for
 18 the city and for the state, and I want to thank the
 19 Department of Transportation for cooperation on this.
 20 It's very important.

21 JOHN STEPHENSON: John Stephenson,
 22 S-t-e-p-h-e-n-s-o-n. And I think the DOT has done an
 23 excellent job in preparing the route development plan and
 24 identifying the highest priority project, which is the
 25 Poulsbo segment of the 305 corridor. And I think that the

H2.1

Dixie Cattell & Associates (360) 352-2506

State Route 305 Public Hearing, 3/1/05

1 benefits to the city are much more than just the obvious
 2 benefit for through traffic, and that is that local
 3 traffic which crosses 305 will benefit tremendously by the
 4 addition of additional lanes and signals and turning
 5 lanes.

6 Also, it will help reduce the traffic shortcuts
 7 through downtown now in order to avoid congestion on 305.

8 One other thing, too, that I think hasn't been talked
 9 about a whole lot is the benefit for emergency response
 10 vehicles coming from this fire station. Because the local
 11 frontage road doesn't go through, and so the fire
 12 department and the aid cars don't have any choice except
 13 to go out on to 305 where they immediately get stuck in
 14 the congestion. So I think that's a tremendous benefit of
 15 the project that hasn't really been talked about much, but
 16 I think everyone can recognize the advantage of that..

17 The city has shown great support for the project,
 18 both moral support, but primarily in securing additional
 19 funding, primarily federal and state grants, in addition
 20 to local development contributions, and from not only the
 21 city, but the county, and Kitsap Transit. So the funding
 22 part of this are significant in this project, which I
 23 think is an indication of the regional importance that it
 24 has.

25 So I guess the bottom line is I'll be out serving

3

Dixie Cattell & Associates (360) 352-2506

H2.1 (continued)
Comment noted.

H2.1
cont.

State Route 305 Public Hearing, 3/1/05

1 pink lemonade to the contractors when they show up, and I
2 think the entire region feels that same way about the
3 importance of getting this project done.

4 CHERIE FAHLSING: Cherie, C-h-e-r-i-e, Fahlsing
5 F-a-h-l-s-i-n-g. My address is 951 Northeast Nordnes.

6 And we live just off of Tollefson and 9th, so the
7 back of our home is right below the highway. And someone
8 came out and did a noise study, but they did it at 9:30 in
9 the morning when the rush hour traffic was over with. And
10 I can assure you I'm --

11 First of all, I'm requesting another noise study be
12 done during rush hour traffic, preferably at about 5
13 o'clock in the afternoon, because the noise level is so
14 high you can hardly have a conversation on the back of the
15 deck. And the study that was done I think only came up
16 with 57 decibels, and which is just right under the range
17 for the state to take action, and that was on a quiet mid
18 morning.

19 And we also have a neighbor that's even effected more
20 than we are, because their house comes up to the road
21 level, and they're closer to the road, and their study I
22 think was done about the same time ours was.

23 We have a concern about the retaining wall that's
24 going to be on the other side of the road, if that's going
25 to bounce more noise back to the downhill side of the

4

Dixie Cattell & Associates (360) 352-2506

H3.1

Please see the Traffic Noise, Studies and Coordination section of the EA for an explanation of WSDOT's impact criteria.

See response to comment C6.1.

H3.2

The proposed walls along this project will not noticeably increase noise at properties on the opposite side of SR305. The angle of reflection from the proposed noise wall is such that there will be no perceivable increase in noise levels as a result of reflective noise from the wall.

H.3.1

H.3.2

State Route 305 Public Hearing, 3/1/05

1 highway. I know it's being put there to protect the
2 people on the uphill side, but what effect is it going to
3 have on the people on the downhill side.

4 And I also feel like there should be a right turn
5 lane coming from Poulsbo on Tollefson, because now there's
6 not quite adequate room to get off the road to make a
7 right hand turn on to Tollefson.

8 BRADLEY BROWN: My name is Bradley M. Brown. I
9 am the treasurer of North Kitsap Self Storage, Inc., whose
10 address is 541 Northeast Bernt Road, Poulsbo, Washington
11 98370.

12 I would like to make two separate but related
13 statements. The first statement refers to the Poulsbo
14 Business Park, which North Kitsap Self Storage is the
15 owner. The Poulsbo Business Park is located at, let's
16 see, it's 20714 SR 305, Poulsbo.

17 Regarding the updated environmental assessment, it
18 appears to be incomplete in that it does not address
19 economic impacts to businesses in general, and the Poulsbo
20 Business Park in particular. None of the officers of
21 North Kitsap Self Storage, Inc., owner of the Poulsbo
22 Business Park, was contacted by the Department of
23 Transportation to determine the financial impact to our
24 business either during construction or after completion of
25 the project.

5

Dixie Cattell & Associates (360) 352-2506

H3.2
cont.

H3.3

H4.1

H3.3

The traffic analysis performed for this project has shown that traffic volumes making right-turn movements for that intersection are not sufficient to warrant installation of the turn lane at this time. The next segment of the corridor improvements (Agate Passage to Poulsbo City Limits) described in the 1997 Major Investment Study will extend the southbound HOV lanes through this vicinity and will re-analyze the traffic volumes to see if traffic volumes have increased to a level where a right-turn lane is warranted.

H4.1

WSDOT must balance the accessibility of local businesses with maintaining a safe facility. Access will not be eliminated at this location, but may be limited to right-in right-out movements as a part of this project if left-hand turns are found to be unsafe and inconsistent with WSDOT design policies. We are not anticipating any economic impacts due to this potential access modification. WSDOT will work directly with the business and property owners to address this issue.

State Route 305 Public Hearing, 3/1/05

1 Then the second issue is in 1993 North Kitsap Self
2 Storage, Inc., owner of the Poulsbo Business Park, was
3 granted a Type D road approach, which enables vehicular
4 access by DOT. Refer to M92-112 revised.

5 In conjunction with the widening of SR 305, any
6 discriminatory action by DOT to limit commercial access to
7 or from the Poulsbo Business Park resulting in the taking
8 of property rights will be met with vigorous opposition by
9 North Kitsap Self Storage, Inc.

10 Respectfully, Bradley M. Brown, Treasurer.

11 BOB AMOS: Bob Amos.

12 For over, I guess I've been waiting for a connection
13 of 7th Avenue to Highway 305 for 20 years, and we're
14 certainly glad that this project will address that.

15 HERB THYLIN: First of all, someone has done a
16 really good job, thought about it. My first impression
17 was it's really good. I was here three years ago when
18 they did the first presentation. Looks like they've
19 incorporated a lot of the stuff that we actually talked
20 about back then. So to sum up, I'm really, really happy
21 with it.

22 A couple of things, though, I don't see, and maybe
23 they're there. But I think it was stated that they were
24 going to have either bicycle lanes or sidewalks all the
25 way to the city limits, and I just don't know what the

H4.1
cont.

H5.1

H6.1

H6.2

H5.1

Comment noted. See response to comment C15.5.

H6.1

Comment noted.

H6.2

Bicycle lanes and sidewalks will be provided along SR 305 in the areas of the greatest potential use. These areas include Baywatch Court to Harrison Street on the east side only, and Harrison Street to Lincoln Road on the east and west sides. All other sections along SR 305 where pedestrian use is minimal will have eight-foot-wide multi-use shoulders.

6

DNT-

Dixie Cattell & Associates (360) 352-2506

State Route 305 Public Hearing, 3/1/05

1 plan is there. I read in the paper that they were going
2 to do that all the way.

3 But as far as I'm concerned, the turn lanes off
4 Highway 305 look great, and let's see, the sound barriers
5 look terrific, retaining wall, all of those are positive
6 things.

7 And there was one other thing, I can't remember what
8 it was right now, but I'll get back with you on that. Oh,
9 the other thing was, you know, I understand HOV lanes I
10 guess were put in because people at the transportation
11 department think this is a good thing, certain people, and
12 maybe funding is based on having HOV lanes. I just don't
13 understand it, because I don't see why you would put in
14 HOV lanes when you have stop signs in a 2.2 mile area of a
15 small town. I don't think you need them.

16 I think it's going to confuse things. I think it's
17 going to keep people out of the lanes and may cause more
18 traffic jam. HOV lanes are great on an interstate, you
19 know, like I-5, where there's no stop signs. You know,
20 that's where you want HOV lanes, but not through a little
21 city, little village I don't think.

22 Thank you.

23 JOHN HERN: My name is John Hern, and I own the
24 piece of property that's adjacent to 7th Avenue off of
25 305.

7

Dixie Cattell & Associates (360) 352-2506

H6.3

The entire state budget, and particularly DOT, is under a funding shortfall for the existing and future traffic needs. Given that, HOV lanes provided a source to obtain funding and a way to mitigate the operational deficiency of this section of SR 305.

These HOV lanes have been installed in the Puget Sound region and have helped improve areas of congestion similar to SR 305.

H6.3

State Route 305 Public Hearing, 3/1/05

1 And the concern that I have on it is with all the
2 plans that the state has went through to do all the
3 cut-ins along 305, they've neglected to put the cut-in
4 there on 7th Avenue, which has been noted with the state
5 and the city that that has to go in. And I just want to
6 make sure that that is going in so we can finish 7th
7 Avenue.

8 The other thing that I'd like to say, I think it's --
9 they've done a very good project. Looks very, very good,
10 and can't wait for it to get started. Thank you.

11 ROGER SHERRARD: Roger Sherrard, Poulsbo.

12 I've reviewed the plans. It looks like it's well
13 thought out. We're looking forward to getting this done
14 as soon as possible. It will be a great boon to the city.

15 The environmental concerns appear to have been
16 addressed, particularly crossing Dogfish Creek by Forest
17 Rock Hills, and we're glad that those have been addressed,
18 and that the fourth leg of the intersection will be
19 considered.

20 We probably need to deal with extinguishing people's
21 rights-of-way along 305, on the west side of 305 across
22 from what is Central Market, because there are three or
23 four driveways along there that show up in the pictures.
24 And the trade-off would be the extension of Forest Rock
25 Hills intersection and Highway 305, so that people can

8

H7.1

H7.1

This is considered a separate project from WSDOT's SR 305 widening project, with its own environmental documentation and permitting, which is why it was not discussed as part of the EA. Negotiations with the City of Poulsbo and property owners to include the construction of the fourth leg of the Forest Rock Lane/7th Avenue intersection into our project are ongoing.

H7.2

H7.2

Comment noted.

H8.1

H8.1

Comment noted.

H8.2

H8.2

See response to comment H7.1. Permitted access points along SR 305 will be analyzed to see if they are still valid. Properties that have had a change in use (i.e., residential to commercial) may be revised if alternate access locations are available.

CONT.

Dixie Cattell & Associates (360) 352-2506

State Route 305 Public Hearing, 3/1/05

1 have access through those properties.

2 And look forward to the sooner we can get this done
3 the better. Thank you.

4 DALE RUDOLPH: Dale Rudolph. I'm on the Poulsbo
5 City Council. This is my 12th year, and I am a big fan of
6 this project and always have been.

7 I think one of the things that excite me most about
8 this project aren't necessarily the through lanes, but for
9 the people of Poulsbo the intersection improvements are
10 going to make just a tremendous difference, so I'm really
11 excited about that. I'm just thrilled that they're
12 showing the sound walls down in the south end of the
13 project, which three years ago we were told they weren't
14 going to do, and for which there would have been a big
15 public outcry if they weren't doing. So we're excited
16 about that.

17 And I've heard we're just a tiny bit short of all the
18 funding we need, but we have got to get it down past the
19 businesses once again on the south end of the project.
20 It's got to get down past the businesses. Otherwise, it
21 won't get the cars through town and just get them almost
22 through town. Not quite good enough.

23 So the other thing I wanted to say is that I
24 recognize that this is just the first phase actually of
25 the improvements that are planned all the way to

9

Dixie Cattell & Associates (360) 352-2506

H9.1

Comment noted.

H9.2

The current project (Stage 1) that is scheduled to begin construction in the summer of 2006 widens SR 305 from the vicinity of Harrison Street to Bond Road/SR 307.

WSDOT will construct Phase II of this project as soon as possible after funding becomes available. Impacts for both phases of the project were included in the Environmental Assessment to expedite the process.

H9.3

Comment noted.

H9.1

H9.2

H9.3

State Route 305 Public Hearing, 3/1/05

1. Bainbridge, and I want to reinforce my support for the
2. plan.

3. I'm also doing some speaking in the next couple of
4. months about the proposed monorail, and how I think it's
5. inappropriate for the Poulsbo corridor but very
6. appropriate for the Silverdale/Bremerton corridor. And
7. the plan we have that this is the first phase of is a good
8. plan. I think we should continue to follow the plan we
9. have in place.

10. But other than that I'm really enthusiastic,
11. especially about the way the state is working with the
12. city of Poulsbo, because everything I think we want is in
13. here, and we're really happy about that. That's about it.

14. JEAN HALLER: I'm Jean Haller, H-a-l-l-e-r. I'm
15. very concerned about the intersection of 10th Avenue and
16. Little Valley Road and Forest Rock Lane. The intersection
17. there currently is a two-way stop. People -- some people
18. think it's a four-way stop and stop when they don't need
19. to. And other people who are supposed to stop, stop and
20. then go, thinking the other cars are going to stop. It's
21. a very dangerous intersection.

22. I think during -- specifically during construction
23. time it's going to be much worse, because there's going to
24. be a lot more traffic. Because people are going to try to
25. go around the construction area by either going on 10th or

10

Dixie Cattell & Associates (360) 352-2506

H9.4

Comment noted

H10.1

Work zone traffic control designs will be developed for the project, which will analyze the need for additional temporary signals or specific traffic control measures along the entire project limits, including this area.

H9.4

Permanent revisions to this intersection are outside of the project limits and are within the jurisdiction of the City of Poulsbo. Your comments will be forwarded to the City of Poulsbo Public Works Department for their action, (360) 770-4078.

H10.1

State Route 305 Public Hearing, 3/1/05

going all the way up Forest Rock Lane and going around Caldart.

I know there's a big expense to put a traffic light there, but I just, I think it's really necessary. I understand a temporary light could go in there at a lower cost, and then the city of Poulsbo would need to pick up the cost. Beyond that, I don't have a sense of what traffic will be like after. It might take pressure off of that intersection. I don't know.

But particularly during construction something has to be done at that intersection. It's very, very dangerous, and there's going to be a lot more traffic in that area.

Thank you.

(Concluded at 7:00 p.m.)

11

H10.1 continued

See response on previous page.

**H10.1
cont**

Dixie Cattell & Associates (360) 352-2506

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

C E R T I F I C A T E

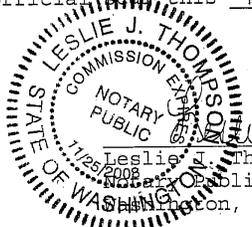
I, LESLIE J. THOMPSON, a duly authorized Notary Public in and for the State of Washington, residing at Gig Harbor, do hereby certify:

That the foregoing transcript of proceedings was taken before me and completed on March 1, 2005, and thereafter was transcribed by me by means of computer-aided transcription; that the transcript is a full, true and complete transcript of the proceedings;

That I am not a relative, employee, attorney or counsel of any party to this action or relative or employee of such attorney or counsel, and I am not financially interested in said action or outcome thereof;

That I am herewith securely sealing the transcript and promptly delivering the same to NITA JACKSON, Public Involvement Coordinator.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal this 7 day of March, 2005.



Leslie J. Thompson

Leslie J. Thompson, CCR #2690
Notary Public in and for the State of Washington, residing at Gig Harbor.