

BEFORE THE DEPARTMENT OF TRANSPORTATION

IN RE: STATE ROUTE 303  
RIDDELL ROAD TO BUCKLIN HILL ROAD VICINITY  
M.P. 2.76 TO M.P. 5.45  
COMBINED HEARING ON DESIGN AND LIMITED ACCESS

FINDINGS AND ORDER

The hearing on the above entitled matter was held upon due notice to interested parties beginning at 7:30 p.m., Tuesday, February 6, 1979, in the Esquire Hills Elementary School Multipurpose Room, located on the John Carlson Road, Bremerton, Washington, before Robert Lundgaard, Hearing Examiner.

The interested persons and organizations were represented as follows:

DEPARTMENT OF TRANSPORTATION, by Robert A. Wright, Assistant Attorney General,  
Temple of Justice, Olympia, Washington 98504;

R. H. KETTERLING, by self, 5921 Hwy. 303 NE, Bremerton, Washington 98310;

ROBERT AND LILLIAN ARPER, by self, 8261 Hwy. 303 NE, Bremerton, Washington 98310;

NIKKI MARIE JOHANSON, by self, 27737 Big Valley Road NE, Poulsbo, Washington 98370;

ELLSWORTH AND EDITH KNUPP, by self, 5530 Hwy. 303 NE, Bremerton, Washington 98310;

GERALD PETERSEN, by self, 12026 Clear Creek Road NW, Silverdale, Washington 98383;

MRS. FRED KUNEY, by self, 11989 NW Pioneer Road, Bremerton, Washington 98310;

GARY LINDSEY, by self, P. O. Box 56, Silverdale, Washington 98383;

NELLIE R. HUTTON, by self, 825 NE Sutton Place, Bremerton, Washington 98310;

KENNETH E. BOICE, by self, 8540 Hwy. 303 NE, Bremerton, Washington 98310;

LESTER J. KORF, by self, 8753 Hwy. 303 NE, Bremerton, Washington 98310;

EDWIN AND GENEVIVE SIMON, by self, 5272 Hwy. 303 NE, Bremerton, Washington 98310;

JOHN D. PETERSON, by self, 8663 Hwy. 303 NE, Bremerton, Washington 98310;

ROBERT D. TURNER, by self, 1363 NE McWilliams Road, Bremerton, Washington 98310;

WILLIAM M. RICHARDSON, by self, 8263 Hwy. 303 NE, Bremerton, Washington 98310;

HAROLD E. RICHARDSON, by self, 8297 Hwy. 303 NE, Bremerton, Washington 98310;

MRS. KATHERINE (SMITH) SCHONEMAN, by FRED SCHONEMAN, Advisor, 3027 Halvorsen  
Avenue, Bremerton, Washington 98310;

MERRILL T. KOSTER, by self, P. O. Box 518, Silverdale, Washington 98383;  
GEORGE J. UNRUH, by self, 8371 Hwy. 303 NE, Bremerton, Washington 98310;  
MR. AND MRS. CLYDE SANFORD, by self, 7180 Hwy. 303 NE, Bremerton, Washington 98310;  
C. H. ESKRIDGE, by self, 6215 Tracyton Blvd. NW, Bremerton, Washington 98310;  
RICHARD B. BREWER, by self, 6814 Hwy. 303 NE, Bremerton, Washington 98310;  
JAMES G. VILORIA, by self, 7945 NE Double Hitch Court, Bremerton, Washington 98310;  
ROY AND LUCILLE A. PARPART, by self, 1530 NE Franklin Avenue, Bremerton, Washington  
98310;  
WILLIAM K. MARTIN, by self, 4118 F Street, Bremerton, Washington 98310;  
JOHN AND DOROTHY FORBES, by self, 5022 NE Roseway Lane, Bremerton, Washington 98310;  
F.O.E. #192, by JACK D. LICHTY, Trustee, 3301 Rocky Pt. Road, Bremerton, Washington  
98310;  
CAMELOT MOBILE PARK, by STANLEY S. BERMAN, Partner, 1909 89th Pl. NE, Bellevue,  
Washington 98004;  
GUY D. EINSEH, by self, 6804 Hwy. 303 NE, Bremerton, Washington 98310;  
LLOYD GOLDEN, by self, 8760 Hwy. 303 NE, Bremerton, Washington 98310;  
F. T. EISEN, by self, 6630 Hwy. 303 NE, Bremerton, Washington 98310;  
DOUGLAS J. FOGLE, D.D.S., by self, 14727 Central Valley Road, Poulsbo, Washington  
98370;  
JOE A. TAPSCOTT, by self, 1616 NE Bentley Drive, Bremerton, Washington 98310;  
ELSIE ROBAR, by C. T. WALRATH of Knebes and Walrath, Attorney at Law, 107 North  
Oak, Port Angeles, Washington 98362;  
LOWELL AND LORA LEE GILLARD, by self, 4736 Hwy. 303 NE, Bremerton, Washington 98310;  
WALTER M. HACKETT, JR., by self, 7325 Lazy S Lane NE, Bremerton, Washington 98310;  
PAUL G. MUNIE, by self, 1460 NE Vena Street, Bremerton, Washington 98310;  
HALBERT LEE BERNHARDT, by Biggs Engineering, (M.W. BIGGS, owner), 3010 Helm Street,  
Bremerton, Washington 98310;

RAY AND DOROTHY GUIDRY, by self, 4941 Hwy. 303 NE, Bremerton, Washington 98310;

M. J. AND V. J. NOWLAN, by self, 7925 NE Double Hitch Court, Bremerton, Washington 98310;

CHARLES R. DAVIS, by self, 4710 Hwy. 303 NE, Bremerton, Washington 98310;

DICK KILLEANEY, by self, 7835 NE Hackamore, Bremerton, Washington 98310;

As a courtesy to interested citizens, the Department of Transportation furnishes a copy of the Findings and Order to all persons filing a Notice of Appearance, even though some may not properly be parties to the hearing. For administrative convenience, all persons filing a Notice of Appearance are listed above. The Department of Transportation, by including a person in this listing and by furnishing a copy of the Findings and Order, does not acknowledge or necessarily recognize the recipient to be a proper party to the hearing.

The meeting was called to order by Robert Lundgaard, Hearing Examiner, after which witnesses were called. The evidence was taken by a court reporter and thereafter transcribed. Certain exhibits were duly introduced as evidence. Based upon the oral evidence and the exhibits introduced in evidence, and acting under the authority of the Secretary of Transportation, the Deputy Secretary of Transportation of the State of Washington makes the following findings:

#### I

Prior to January 2, 1979, a plan for the establishment of a limited access highway over a portion of SR 303 in Kitsap County, Washington, was ordered under Resolution No. 95 and its supplement No. 507.

Such plans were prepared and entitled "SR 303, RIDDELL ROAD TO BUCKLIN HILL ROAD, VIC., M.P. 2.76 to M.P. 5.45, KITSAP COUNTY", sheets 1 through 6 of 10 sheets, approved January 2, 1979. These sheets were introduced into evidence marked Exhibit No. 8-1 through No. 8-6 which were made part of the hearing record.

#### II

The Department of Transportation received from the public agencies concerned with

the proposed plan their available data on planning, land use, local traffic and other such information as required, and thereafter prepared and submitted to the appropriate local officials an Access Report showing how those factors had been taken into account and covering other matters required by RCW 47.52.131 et seq. A copy of that report was introduced into evidence marked Exhibit No. 4.

By letter dated February 1, 1979, the Kitsap County Board of Commissioners approved the Access Report. A copy of said letter was introduced into evidence and marked as Exhibit No. 5.

### III

On January 2, 1979, the Design Engineer, by Order, proposed said plan and set a hearing date in accordance with the provisions of RCW 47.52.131, et. seq. Said order was introduced into evidence marked Exhibit No. 1.

### IV

Mr. V. W. Korf, Deputy Secretary of Transportation, issued a Notice of Combined Design and Limited Access Hearing. On January 16, 1979, an exact copy of this notice was mailed to each of those record owners of property listed in the Affidavits of Service by Mailing introduced into evidence marked Exhibit No. 2. An exact copy of the notice was published in the Bremerton Sun and the Daily News-Searchlight on January 4 and January 29, 1979, as shown by the affidavits of Diane Columbus, Principal Clerk of said newspaper, which affidavits were introduced into evidence marked Exhibit No. 3-A and No. 3-B.

### V

The plan proposes the establishment of a limited access facility with modified access control on State Route 303 from Riddell Road to Bucklin Hill Road Vicinity between Station 79+84.00 and Station 222+02.00, as shown on sheets 1 through 6 of 10 sheets entitled "SR 303, RIDDELL ROAD TO BUCKLIN HILL ROAD VIC., M.P. 2.76 TO M.P. 5.45, KITSAP COUNTY".

## VI

This section of State Route 303 is an important part of the highway system of the State of Washington and represents a substantial expenditure in construction costs. SR 303 is the main link from the East Bremerton area to the Central Kitsap area, including Keyport and the U.S. Navy Trident Support Site, Bangor. It is functionally classified as a Major Collector, and was added to the Department of Transportation's Master Plan for Limited Access Highways by Resolution No. 507. In establishing access control, the investment of public funds is protected by preserving the highway for future use.

The projected average daily traffic volumes for the design year of 1985 indicate that there will be approximately 26,550 vehicles traveling between Ridgell Road and Franklin Avenue; 26,350 traveling between Franklin Avenue and Vena Avenue; 26,100 vehicles traveling between Vena Avenue and Fuson Road; 26,000 vehicles traveling between Fuson Road and McWilliams Road; 20,950 vehicles traveling between McWilliams Road and Bentley Drive; 20,800 traveling between Bentley Drive and Echo Drive; 20,650 vehicles traveling between Echo Drive and John Carlson-Fairgrounds Road; 16,650 vehicles traveling between John Carlson-Fairgrounds Road and Winters Road; 15,050 vehicles traveling between Winters Road and William E. Sutton Road; 15,750 vehicles traveling between William E. Sutton Road and Bucklin Hill Road. It is vital in planning highways to provide adequate capacity for increased traffic demands in order to prevent the facility from becoming obsolete within a short period of time.

The traffic accident rate for this section of highway is 5.2 per 1,000,000 vehicle miles, as compared to the statewide average for facilities of this type, which is 2.5 per 1,000,000 vehicle miles. It is anticipated that the accident rate would be reduced substantially by the construction of this project.

The efficiency of the highways as a means of moving a maximum volume of traffic in safety is directly related to the number of access points. It has been demonstrated in the past that, as property owners establish approaches to the highway for their personal use or for business enterprise, the problem of increased accident potential and lowered capacity, due to interference from these roadside approaches, becomes increasingly great

and the highway gradually becomes obsolete. Therefore, access points should be kept to a minimum consistent with allowing local traffic adequate use of the facility at properly designed intersections.

The plan for the establishment of a limited access highway facility with modified access control on State Route 303 in Kitsap County, introduced into evidence marked Exhibit Nos. 8-1 through 8-6, will facilitate travel, reduce accident rates, preserve the public investment, and sustain the highway as a modern transportation facility.

## VII

In addition to the exhibits previously mentioned, the following exhibits were entered into evidence at, or subsequent to, the hearing and made part of the hearing record:

- Exhibit No. 6 Proposed Declaration of Non-significance and Environmental checklist for State Route 303, Riddell Road to Bucklin Hill Road Vic., Kitsap County, Washington
- Exhibit No. 7 Wetland report for State Route 303, Riddell Road to Bucklin Hill Road Vic., Kitsap County, Washington
- Exhibit No. 9 Letter, no date, signed by Ellsworth and Edith Knupp, Parcel 3-05619
- Exhibit No. 10 Letter, no date, signed by Mrs. Lillian J. Arper, Parcel 3-05630
- Exhibit No. 11 Letter, February 6, 1979, signed by R. H. Ketterling, Parcel 3-05591
- Exhibit No. 12 Comment sheet, February 6, 1979, signed by Mrs. Lillian J. Arper, Parcel 3-05630
- Exhibit No. 13 Comment sheet, February 6, 1979, signed by Nathaniel Mawby, P.E.
- Exhibit No. 14 Comment sheet, February 6, 1979, signed by Nikki Marie Johanson
- Exhibit No. 15 Letter, February 15, 1979, signed by Parkwood East Homeowners Association Directors
- Exhibit No. 16 Letter, February 15, 1979, signed by Wilbur Austin, Chairman, Board of Trustees, F.O.E. #192, Parcel 3-05645
- Exhibit No. 17 Comment sheet, February 6, 1979, signed by Lowell G. Gillard, Parcel 3-05588

- Exhibit No. 18 Letter, February 12, 1979, signed by Norma E. Munie, Parcel 3-05582
- Exhibit No. 19 Letter, February 10, 1979, signed by James C. Dagley, D.V.M., Parcel 3-05585
- Exhibit No. 20 Comment sheet, February 6, 1979, signed by Katherine L. Smith Schoneman, Parcel 3-05563
- Exhibit No. 21 Letter, February 12, 1979, signed by Merrill T. and Betty Koster, Parcel 3-05566
- Exhibit No. 22 Comment sheet, February 6, 1979, signed by Michael J. and Vicki J. Nowlan
- Exhibit No. 23 Comment sheet, February 6, 1979, signed by Mr. & Mrs. Gerald Petersen
- Exhibit No. 24 Letter, February 7, 1979, signed by E. Paul Austin, P.E.
- Exhibit No. 25 Letter, February 27, 1979, signed by David H. Armstrong, Attorney for James H. Robinson, Parcels 3-05599, 3-05615, 3-05616 and 3-05617
- Exhibit No. 26 Letter, February 9, 1979, signed by C.T. Walrath, Attorney for Elsie Robar, Parcel 3-05581
- Exhibit No. 27 Petition, no date, signed by property owners along SR 303 within project limits
- Exhibit No. 28 Letter, February 7, 1979, signed by Lloyd L. Golden, Parcel 3-05644

#### VIII

The Deputy Secretary of Transportation has considered evidence on the entire portion of the above entitled highway, and finds the plans introduced into evidence marked Exhibit Nos. 8-1 through 8-6 should be modified as hereinafter set forth and as shown on Exhibit "A" hereto attached.

1. Revise plan sheets 2 through 6 of 10 sheets to replace the \* and \*\* supplemental notes for the Type C approaches with a \* supplemental note to read as follows:

\*This approach may be used for any purpose consistent with local zoning. The width is to be determined by WSDOT standards for the type of use involved.

This change is in response to numerous requests made at the hearing that the residential only use restrictions be removed.

2. Revise plan sheet 2 of 10 sheets to add a Type A approach between Station 87+85 and Station 89+35 on the right for Parcel 3-05566, as requested by Merrill T. and Betty Koster in Exhibit No. 21.
3. Revise plan sheet 3 of 10 sheets to add a Type C\* approach between Station 105+00 and Station 106+00 on the left for Parcel 3-05582, as requested by Norma E. Munie in Exhibit No. 18.

4. Revise plan sheet 3 of 10 sheets to add a Type A approach between Station 109+45 and Station 112+45 on the right for Parcel 3-05588, as requested by Lowell G. Gillard in Exhibit No. 17.
5. Revise plan sheet 3 of 10 sheets to add a Type A approach between Station 116+05 and Station 119+05 on the left for Parcel 3-05591, as requested by R.H. Ketterling on page 87 of the hearing transcript and in Exhibit No. 11.
6. Revise plan sheet 4 of 10 sheets to revise the limits of Type C\* approaches, Station 139+00 to Station 145+60 on the left and Station 145+60 to Station 155+50 on the left for Parcel 3-05599, as recommended by the Department of Transportation on pages 74 and 75 of the hearing transcript.
7. Revise plan sheets 4 and 5 of 10 sheets to add a Type C\* approach between Station 158+85 and Station 166+60 on the left for Parcel 3-05615, as recommended by the Department of Transportation on page 75 of the hearing transcript.
8. Revise plan sheets 4 and 5 of 10 sheets to add a Type C\* approach between Station 158+85 and Station 168+75 on the right for Parcel 3-05617, as requested by James H. Robinson on page 90 of the hearing transcript and in Exhibit No. 25.
9. Revise plan sheet 5 of 10 sheets to add a Type C\* approach between Station 175+40 and Station 182+00 on the left for Parcel 3-05616, as requested by James H. Robinson on page 96 of the hearing transcript and in Exhibit No. 25.
10. Revise plan sheet 5 of 10 sheets to add a Type A approach between Station 175+50 and Station 178+55 on the right for Parcel 3-05619, as requested by Ellsworth and Edith Knupp in Exhibit No. 9.
11. Revise plan sheet 6 of 10 sheets to add a Type A approach at Station 208+65 on the right and a Type C\* approach at Station 210+34 on the right for Parcel No. 3-05644, as requested by Lloyd L. Golden in Exhibit No. 28 and as recommended by the Department of Transportation on page 77 of the hearing transcript.
12. Revise plan sheet 6 of 10 sheets to add a Type C\* approach between Station 217+00 and Station 222+02 on the left, and revise the limits of the Type C\* approach between Station 212+80 and Station 217+00 on the left for Parcel 3-05645, as requested by Aerie #192, Fraternal Order of Eagles in Exhibit No. 16.
13. Revise plan sheets 1 through 6 of 10 sheets to make minor plan revisions to correct ownership and parcel details, area computation, and right of way details.

## IX

As a result of the evidence presented at and subsequent to the hearing, the Department has reevaluated the criteria for implementation of modified access control relative to this portion of State Route 303. An administrative decision has been made to allow access approaches to several of the larger parcels which were previously not allowed direct access to State Route 303, and to reduce the right of way widths and slope easement areas to lessen the impact on adjacent parcels.

In order to be consistent with this administrative decision, additional access approaches, which were previously not allowed, have been added to other parcels on the plan.

The Deputy Secretary of Transportation has considered these revisions to the plan, and finds that the plan introduced into evidence marked Exhibit Nos. 8-1 through 8-6 should be further modified as herein set forth and as shown on Exhibit "A" hereto attached.

1. Revise plan sheet 2 of 10 sheets to relocate the Type D approach for Parcel 3-05553 to Station 81+70 on the left as a result of changes in the ownership boundary.
2. Revise plan sheet 2 of 10 sheets to add a type A approach between Station 92+15 and Station 96+80 on the right for Parcel 3-05572, to be consistent with other similar ownerships.
3. Revise plan sheet 2 of 10 sheets to add a Type C\* approach between Station 96+10 and 97+10 on the left for Parcel 3-05575, to be consistent with other large ownerships.
4. Revise plan sheet 2 of 10 sheets to redesignate the Type D approach to a Type E approach between Station 82+10 and Station 83+10 on the right for Parcel 3-05555, to be consistent with the function of the existing access for the parcel.
5. Revise plan sheet 2 of 10 sheets to add a Type D approach between Station 97+00 and Station 97+70 on the right for Parcel 3-05576, to be consistent with other similar ownerships.
6. Revise plan sheet 2 of 10 sheets to redesignate the Type A approach to a Type C\* approach between Station 92+90 and Station 94+10 on the left for Parcel 3-05573, to be consistent with other similar ownerships.
7. Revise plan sheet 3 of 10 sheets to add a Type C\* approach between Station 119+30 and Station 129+10 on the left for Parcel 3-05593, to be consistent with other large ownerships.
8. Revise plan sheet 3 of 10 sheets to widen the right of way 25 feet between Station 123+50 and Station 126+50 on the right for construction of an open ditch to improve the flow of a natural drainage course.
9. Revise plan sheet 3 of 10 sheets to add a Type C\* approach between Station 109+30 and Station 110+60 on the left for Parcel 3-05587, to be consistent with other large ownerships.
10. Revise plan sheet 3 of 10 sheets to add a Type D approach between Station 114+20 and Station 115+80 on the left for Parcel 3-05589, to be consistent with other similar ownerships.

11. Revise plan sheet 3 of 10 sheets to add a Type C\* approach between Station 119+30 and Station 129+10 on the right for Parcel 3-05594, to be consistent with other large ownerships.
12. Revise plan sheet 3 of 10 sheets to add a Type C\* approach at Station 134+36 on the right for Parcel 3-05596, to be consistent with other similar ownerships.
13. Revise plan sheet 4 of 10 sheets to add a Type C\* approach between Station 135+70 and Station 139+00 on the left for Parcel 3-05595, to be consistent with other large ownerships.
14. Revise plan sheet 4 of 10 sheets to add a Type A approach between Station 139+00 and Station 139+65 on the right for Parcel 3-05600, to be consistent with other similar ownerships.
15. Revise plan sheet 4 of 10 sheets to add a Type C\* approach between Station 145+60 and Station 148+50 on the right for Parcel 3-05606, to be consistent with other large ownerships.
16. Revise plan sheet 4 of 10 sheets to add a Type A approach at Station 152+00 on the right and a Type A approach at Station BR 10+90 on the left for Parcel 3-05608, to be consistent with other similar ownerships.
17. Revise plan sheet 4 of 10 sheets to reduce the right of way width between Station 142+00 and Station 149+82 on the right, as a result of the reduction in the roadway prism.
18. Revise plan sheet 4 of 10 sheets to reduce the right of way width between Station 152+00 and Station 158+00 on the right, as a result of the reduction in the roadway prism.
19. Revise plan sheet 5 of 10 sheets to add a Type C\* approach between Station 174+40 and Station 175+30 on the right for Parcel 3-05618, to be consistent with other large ownerships.
20. Revise plan sheet 5 of 10 sheets to add a Type C\* approach between Station 187+40 and Station 188+50 on the right for Parcel 3-05625, to be consistent with other large ownerships.
21. Revise plan sheet 5 of 10 sheets to add a Type C\* approach between Station 192+10 and Station 193+40 on the right for Parcel 3-05629, to be consistent with other large ownerships.
22. Revise plan sheet 5 of 10 sheets to reduce the right of way width between Station 169+50 and Station 171+64 on the right, as a result of the reduction in the roadway prism.
23. Revise plan sheet 6 of 10 sheets to add a Type A approach between Station 198+75 and Station 201+75 on the left for Parcel 3-05635, to provide direct access to an additional existing residence on the parcel.
24. Revise plan sheet 6 of 10 sheets to add a Type A approach between Station 202+05 and Station 205+05 on the right for Parcel 3-05638, to provide direct access to an additional existing residence on the parcel.

25. Revise plan sheet 6 of 10 sheets to add a Type C\* approach between Station 217+60 and Station 222+02 on the right and revise the limits of the Type C\* approach between Station 213+30 and Station 217+60 on the right for Parcel 3-05647, to be consistent with other large ownerships.

X

The Deputy Secretary of Transportation also considered the following requests for changes in the plan, but denies them for the following reasons:

Mr. Chet Walrath, Attorney at Law, representing Elsie Robar and her interest in Parcel 3-05581, subsequent to the hearing, in Exhibit No. 26, proposes that any parcel abutting the affected portion of Highway 303 which does not, at the same time, abut upon at least one county road, be granted a Type E approach or access; alternatively, that such parcels be granted a 20-foot Type C approach for each 50 feet of frontage, or a 30-foot Type C approach for each 100 feet of frontage.

To allow a Type E approach for every parcel not having alternate access to other public roads, or to allow Type C approaches based solely on frontage does not allow the necessary flexibility to provide a safe highway compatible with present and potential land use. Parcels having access to other public roads are not normally allowed direct highway access. In keeping the number of access openings to a minimum, each parcel is ordinarily allowed one approach, except when extensive frontages are involved and one approach would be unreasonable.

XI

The Deputy Secretary also considered the following requests made at or subsequent to the hearing within the 10-day open record period and makes the following findings:

1. Mrs. Lillian J. Arper, Parcel 3-05630, in Exhibit No. 10, expressed concern regarding value of trees, shrubs and other plantings that will be taken by the highway widening.

These items will be evaluated and handled at the time of right of way negotiations.

2. Mrs. Lillian J. Arper, Parcel 3-05630, in Exhibit No. 12, and Lowell G. Gillard, Parcel 3-05588, in Exhibit No. 17, expressed concern about the width of the proposed improvement and the need for slope easements on their parcels.

The overall width of the project has been reduced, i.e., reduced lane widths and elimination of the sidewalks, in order to lessen the impact on adjacent parcels. As a result, the slope easements have been reduced in area or eliminated where possible.

The slope easement has been eliminated from Parcel 3-05630; however, individual investigations will be made in areas requiring slope easements to determine the feasibility of retaining walls.

3. Mrs. Lillian J. Arper, Parcel 3-05630, in Exhibit No. 12, also expressed the following concerns:

- a. The Pacific Northwest Bell agreement of 1975 was with the understanding the Highway Department would take only ten feet of road frontage.

This was an agreement that was initiated prior to the Department of Transportation plans to upgrade the existing highway. The Department had a public information meeting to provide for an exchange of information regarding the proposed project and to receive citizen input. Resulting from that exchange and citizen's ideas the proposed plan was presented at the Design/Access Hearing.

- b. With the upcoming gas shortage there should be decreased traffic, or other means of transportation should be enforced.

By providing an efficient highway that will enhance constant speed operating conditions, the proposed project will relieve traffic congestion throughout the area. This will increase engine efficiency which will reduce gasoline consumption.

Express transit systems, such as a rail transit system or a bus system functioning on an exclusive busway, are effective only in urban areas with high population densities. Since the population density of Kitsap County is low, the high capital and operating cost of these systems do not make them practical alternatives in effectively reducing the anticipated congestion.

4. Nathaniel Mawby, P.E., in Exhibit No. 13, endorsed the alternate design that consisted of a four lane highway with parallel frontage to be constructed.

The obvious problem with this alternative is the tremendous right of way impact that it has since it requires, from the adjacent property owners, enough right of way to accommodate three separate roadways. An estimated 51 homes and businesses would be affected, additional wetlands taken, approximately 50 acres of right of way taken, and a total cost incurred of approximately 6.25 million, which includes right-of-way.

5. Nikki Marie Johanson, in Exhibit No. 14, presented the following questions:

- a. Comparing 1985 traffic projections for the proposed Central Valley Interchange (17,000) to the McWilliams at grade intersection (28,000) what is the reasoning to justify an at grade intersection; Please include the safety factor as reasoned with regard to the Bypass Interchange proposal in your response.

The section of SR 303 from Riddell Road to Bucklin Hill Road serves as transition zone from the urban area to the south to rural area to the north. Residential development along SR 303 is much more intense than that experienced along Bucklin Hill Road and the nature of traffic operation is different. Operating speeds of vehicles with the limits from Riddell Road to Bucklin Hill will be lower than would be experienced on a rural highway. Drivers in this area will expect to encounter turning vehicles and similar operations common to a suburban type highway.

Because of the intense residential development along SR 303, construction of fully controlled limited-access highway with a grade-separated interchange at McWilliams Road would have a severe impact on the adjacent

residents. Certainly, from the traffic operational standpoint, a fully controlled limited access highway would serve the anticipated traffic volume with fewer operational difficulties. However, the proposed project, with adequate through-lanes plus turning lanes and reasonable restriction of access points, appears to be a reasonable balance between satisfactory service of the traffic and minimizing the impact on the adjacent properties.

- b. Why are these three road projects; SR 3, Bucklin Hill Bypass and SR 303, being presented as three separate entities when they are, in reality, so interrelated? The study areas are within a short distance and one depends upon the other to function properly.

Each of the three highway projects referred to, SR 3, the Bucklin Hill Bypass and SR 303, are independent of each other in that they are complete usable facilities. The need is present for each project independent of whether any of the others are constructed. The interrelationship is primarily one that is common to any transportation system in that the various components of the system tie together to result in a complete system. The SR 303 project is needed to respond to existing and projected traffic volumes independent of the existence of a new Bucklin Hill Bypass or a new SR 3 highway. Activities in the areas where the projects join together are being coordinated to insure that the connections are compatible; however, each of the projects can be adapted to fit changes in the adjacent projects, including a change to a "no-build" decision by the adjacent authority.

- c. Why did you choose not to prepare a draft EIS allowing sufficient circulation to provide adequate review of the proposed project? Stepping directly into a design/access hearing after one preliminary input meeting concerning such a heavily populated and transitional area seems so finalized. Why did you not notify the people that our county commissioners had been given this decision to make, so that the people could participate and comment about their concerns?

Development of a project such as this by the Department of Transportation requires adherence to both the State and the National Environmental Protection Acts. The Department conducted an assessment of impacts of the proposed action to assist in a determination of whether any environmental impact statement was necessary. Based on the information obtained by the assessments, the preliminary Declaration of Non-Significance was prepared along with SEPA Checklist. In accordance with SEPA guidelines, the preliminary Declaration of Non-Significance and the SEPA Checklist were circulated to all permitting or licensing jurisdictions. The guidelines provide for comment by the various permitting or licensing agencies as to whether they agree, disagree or have other comments with regard to the preliminary declaration, prior to making a final determination of significance. After consideration of the comments received, including input from the Design/Access hearing, the final Declaration of Non-Significance was approved on February 14, 1979.

Prior to holding the Design/Access hearing, the Washington State Department of Transportation reviewed the project, including the assessments and the environmental checklist, with representatives of the Federal

Highway Administration. The Federal Highway Administration was in agreement with proceeding to the Design/Access hearing on the basis of the preliminary Declaration of Non-significance, with the understanding that final determination would depend upon input from the hearing. On April 16, 1979, the FHWA concurred that this project constitutes a non-major action.

In regard to the question about public notification that the county commissioners had been presented with a decision to make, we wish to clarify that the county commissioners did not actually make any decisions relating to the project. When the Washington State Department of Transportation is proposing a limited access facility, our regulations require that we present our access report to the local agency having jurisdiction in the area and obtain their concurrence that the proposal, as contained in the access report, appears reasonable.

The Department of Transportation is the lead agency for this project and has responsibility for conducting the necessary public hearings and for making the decisions that affect the outcome of the project.

This response also applies to concerns expressed by Katherine L. Smith Schoneman in Exhibit No. 20, and David H. Armstrong, attorney for J. H. Robinson, in Exhibit No. 25.

- d. Why didn't you conduct a citizen involvement program and thoroughly involve the people of your objectives as done in other areas? Please refer to the Bucklin Hill Area Transportation Study Draft EIS, page 9.

A public involvement program that is compatible with the scope and purpose of the project was conducted. This included the public meeting held in June, 1978, extensive individual contacts with affected property owners throughout the limit of the project, a public pre-hearing meeting held on January 30, 1979, as well as the Design/Access hearing itself. Along with these meetings, there were news releases and articles appearing in the area news media advising the public of the work that was going on.

The public meetings and contacts resulted in several modifications to the project through its developmental stages to make it more acceptable to the wishes and desires of the people most directly affected by the project. Coordination with the school systems, fire departments and local service organizations was also a part of the involvement of the people in the project. This involvement by the public is not yet ended in that the details of the design and cooperative resolution of problems will continue to be discussed with affected individuals through the remaining development of the project.

6. The Parkwood East Homeowners Association, in Exhibit No. 15, and Lowell G. Gillard, Parcel 3-05588, in Exhibit No. 17, requested the installation of a traffic signal at the intersection of SR 303 and John Carlson-Fairgrounds Rd.

There are sufficient warrants for the installation of a signal at this location. It is planned that a signal be installed in the near future.

7. Lowell G. Gillard, Parcel 3-05588, in Exhibit No. 17, James G. Dagley, D.V.M., in Exhibit No. 19, Katherine L. Smith Schoneman, Parcel 3-05563, in Exhibit No. 20, and Merrill and Betty Koster, Parcel 3-05566, in Exhibit No. 21, recommended a speed limit lower than 50 mph for this project.

Upon due consideration of design features, operational efficiency and safety factors, it has been determined that the posted speed limit for this portion of SR 303 will be 50 mph with speed zone transitions to 30 and 35 mph at either end of the project. All speed limits are subject to review as conditions change.

8. James G. Dagley, in Exhibit No. 19, recommended illumination along the entire length of the project, as a safety consideration.

Illumination will be provided at the public grade intersections only.

9. Michael J. and Vicki J. Nowlan, in Exhibit No. 22, recommended construction of a protective barrier along the area adjacent to the Oxbow development.

The existing fence does not have sufficient structural strength to contain an out-of-control vehicle. There will be an adequate recovery area, however, and traffic barriers such as guardrail adjacent to the roadway are not proposed for this project.

10. E. Paul Austin, P.E., in Exhibit No. 24, recommends that county road intersections be adequately designed to serve projected traffic volumes.

County road intersections will be designated and constructed to adequately serve projected thru-traffic and turning movement volumes.

## XII

The Deputy Secretary of Transportation particularly finds, in the case of each abutting ownership, that the adoption of the plan for making said highway a limited access facility, said plan being attached hereto and marked Exhibit "A", is required for public convenience and necessity.

Based upon the foregoing findings and the supporting evidence, the Deputy Secretary of Transportation of the State of Washington,

### ORDERS:

#### I

That the section of State Route 303 in Kitsap County described as follows is hereby designated as a limited access highway of the modified controlled type; Between Station 79+84.00 and Station 222+02.00 as shown on sheets 1 through 6 of 10 sheets, of the plan entitled "SR 303, RIDDELL ROAD TO BUCKLIN HILL ROAD VIC., M.P. 2.76 to M.P. 5.45, KITSAP COUNTY", dated January 2, 1979.

II

That the plan set forth in Exhibit Nos. 8-1 through 8-6 be revised as follows,  
and as shown on Exhibit "A" hereto attached and by this reference made a part hereof:

1. Revise plan sheets 2 through 6 of 10 sheets to replace the \* and \*\* supplemental notes for the Type C approaches with a \* supplemental note to read as follows:  

\*This approach may be used for any purpose consistent with local zoning.  
The width is to be determined by WSDOT standards for the type of use involved.
2. Revise plan sheet 2 of 10 sheets to relocate the Type D approach for Parcel 3-05553 to Station 81+70 on the left.
3. Revise plan sheet 2 of 10 sheets to add a Type A approach to Parcel 3-05566 between Station 87+85 and Station 89+35 on the right.
4. Revise plan sheet 2 of 10 sheets to add a Type A approach to Parcel 3-05572 between Station 92+15 and Station 96+80 on the right.
5. Revise plan sheet 2 of 10 sheets to add a Type C\* approach to Parcel 3-05575 between Station 96+10 and Station 97+10 on the left.
6. Revise plan sheet 2 of 10 sheets to redesignate the Type D approach to a Type E approach to Parcel 3-05555 between Station 82+10 and Station 83+10 on the right.
7. Revise plan sheet 2 of 10 sheets to add a Type D approach to Parcel 3-05576 between Station 97+00 and Station 97+70 on the right.
8. Revise plan sheet 2 of 10 sheets to redesignate the Type A approach to a Type C\* approach for Parcel 3-05573 between Station 92+90 and Station 94+10 on the left.
9. Revise plan sheet 3 of 10 sheets to add a Type C\* approach to Parcel 3-05582 between Station 105+00 and Station 106+00 on the left.
10. Revise plan sheet 3 of 10 sheets to add a Type C\* approach to Parcel 3-05587 between Station 109+30 and Station 110+60 on the left.
11. Revise plan sheet 3 of 10 sheets to add a Type A approach to Parcel 3-05588 between Station 109+45 and Station 112+45 on the right.
12. Revise plan sheet 3 of 10 sheets to add a Type D approach to Parcel 3-05589 between Station 114+20 and Station 115+80 on the left.
13. Revise plan sheet 3 of 10 sheets to add a Type A approach to Parcel 3-05591 between Station 116+05 and Station 119+05 on the left.
14. Revise plan sheet 3 of 10 sheets to add a Type C\* approach to Parcel 3-05593 between Station 119+30 and Station 129+10 on the left.
15. Revise plan sheet 3 of 10 sheets to add a Type C\* approach to Parcel 3-05594 between Station 119+30 and Station 129+10 on the right.
16. Revise plan sheet 3 of 10 sheets to widen the right of way between Station 123+50 and Station 126+50 on the right.
17. Revise plan sheet 3 of 10 sheets to add a Type C\* approach to Parcel 3-05596 at Station 134+36 on the right.

18. Revise plan sheet 4 of 10 sheets to add a Type C\* approach to Parcel 3-05595 between Station 135+70 and Station 139+00 on the left.
19. Revise plan sheet 4 of 10 sheets to add a Type A approach to Parcel 3-05600 between Station 139+00 and Station 139+65 on the right.
20. Revise plan sheet 4 of 10 sheets to revise the limits of Type C\* approaches to Parcel 3-05599 between Station 139+00 and Station 145+60 on the left and between Station 145+60 and Station 155+50 on the left.
21. Revise plan sheet 4 of 10 sheets to reduce the right of way width between Station 142+00 and Station 149+82 on the right.
22. Revise plan sheet 4 of 10 sheets to add a Type C\* approach to Parcel 3-05606 between Station 145+60 and Station 148+50 on the right.
23. Revise plan sheet 4 of 10 sheets to add a Type A approach at Station 152+00 on the right and a Type A approach at Station BR 10+90 on the left to Parcel 3-05608.
24. Revise plan sheet 4 of 10 sheets to reduce the right of way width between Station 152+00 and Station 158+00 on the right.
25. Revise plan sheets 4 and 5 of 10 sheets to add a Type C\* approach to Parcel 3-05615 between Station 158+85 and Station 166+60 on the left.
26. Revise plan sheets 4 and 5 of 10 sheets to add a Type C\* approach to Parcel 3-05617 between Station 158+85 and Station 168+75 on the right.
27. Revise plan sheet 5 of 10 sheets to reduce the right of way width between Station 169+50 and Station 171+64 on the right.
28. Revise plan sheet 5 of 10 sheets to add a Type C\* approach to Parcel 3-05618 between Station 174+40 and Station 175+30 on the right.
29. Revise plan sheet 5 of 10 sheets to add a Type C\* approach to Parcel 3-05616 between Station 175+40 and Station 182+00 on the left.
30. Revise plan sheet 5 of 10 to add a Type A approach to Parcel 3-05619 between Station 175+50 and Station 178+55 on the right.
31. Revise plan sheet 5 of 10 sheets to add a Type C\* approach to Parcel 3-05625 between Station 187+40 and Station 188+50 on the right.
32. Revise plan sheet 5 of 10 sheets to add a Type C\* approach to Parcel 3-05629 between Station 192+10 and Station 193+40 on the right.
33. Revise plan sheet 6 of 10 sheets to add a Type A approach to Parcel 3-05635 between Station 198+75 and Station 201+75 on the left.
34. Revise plan sheet 6 of 10 sheets to add a Type A approach to Parcel 3-05638 between Station 202+05 and Station 205+05 on the right.
35. Revise plan sheet 6 of 10 sheets to add a Type A approach at Station 208+65 on the right and a Type C\* approach at Station 210+34 on the right to Parcel 3-05644.

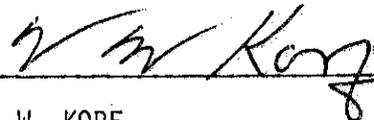
36. Revise plan sheet 6 of 10 sheets to add a Type C\* approach to Parcel 3-05645 between Station 217+00 and Station 222+02 on the left and revise the limits of the Type C\* approach between Station 212+80 and Station 217+00 on the left.
37. Revise plan sheet 6 of 10 sheets to add a Type C\* approach to Parcel 3-05647 between Station 217+60 and Station 222+02 on the right and revise the limits of the Type C\* approach between Station 213+30 and Station 217+60 on the right.
38. Revise plan sheets 1 through 6 of 10 sheets to make minor plan revisions to correct ownership and parcel details, area computation, and right of way details.

III

That the plan entitled "SR 303, RIDDELL ROAD TO BUCKLIN HILL ROAD VIC., M.P. 2.76 TO M.P. 5.45, KITSAP COUNTY", sheets 1 through 6 of 10 sheets dated January 2, 1979, as revised above and as shown on Exhibit "A", be and the same is hereby adopted.

ADOPTED this 19th day of October, 1979

DEPUTY SECRETARY OF TRANSPORTATION

  
\_\_\_\_\_  
V. W. KORF

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Assistant Attorney General