

BEFORE THE DEPARTMENT OF TRANSPORTATION

IN RE: STATE ROUTE 3, CLEAR CREEK
ROAD INTERCHANGE, MP 44.70 TO MP
45.47, COMBINED HEARING ON DESIGN
AND LIMITED ACCESS

FINDINGS AND ORDER

The hearing in the above entitled matter was held, upon due notice to interested parties, beginning at 7:30 p.m., Monday, September 24, 1979, in the Central Kitsap High School Cafeteria, located on the Bucklin Hill Road, Silverdale, Washington, before Robert Lundgaard, Hearing Examiner.

The interested persons and organizations were represented as follows:

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

ELEANOR HOPKINS, by self, 11163 Clear Creek Road N.W., Silverdale, Wa. 98383

MAXINE E. DUDLEY, by self, 2742 N.W. Schold Road, Silverdale, Wa. 98383

TRANSCO GROUP, by Joe Savage, 23 - 148th Ave. S.E., Bellevue, Wa. 98007

RICHARD L. PERTEET, by self, 100 - 116th Ave. S.E., Bellevue, Wa. 98004

JOHNNY P. BUCCAT, by self, P. O. Box 417, Silverdale, Wa. 98383

DONALD L. and SHIRLEY T. SHAW, by Michael Koch, Attorney at Law, P. O. Box 368,
Silverdale, Wa. 98383

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 party to the hearing.

III

On August 21, 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 September 4, 1979, an exact copy of this notice was mailed to each of those property owners listed in the Affidavit 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 August 24 and September 4, 1979, as shown by the affidavit of Andrea Lancaster, Principal Clerk of said newspaper, which affidavit was introduced into evidence marked Exhibit No. 3.

V

The plan proposes the establishment of fully controlled limited access highway facilities for State Route 3, Clear Creek Road Interchange between Station 532+00.00 and Station 571+60.00 as shown on sheets 1 through 3 of 6 sheets entitled "SR 3, CLEAR CREEK ROAD INTERCHANGE, M.P. 44.70 to MP 45.47, KITSAP COUNTY".

VI

This section of State Route 3 is an important part of the highway system of the State of Washington and represents a substantial expenditure in construction costs. It is of particular importance in the Silverdale area as it will connect the County's Bucklin Hill Bypass to State Route 3. State Route 3 is functionally classified as a Principal Arterial Highway and the Department of Transportation policy provides for full control of access on highways of this type. In so doing, the investment of public funds is protected by preserving the highway for future use.

- Exhibit No. 7 Administrative Record Summary for Clear Creek Road Interchange
- Exhibit No. 9 Clear Creek Road Interchange Plan (previous design) approved February 17, 1978.
- Exhibit No. 10 Clear Creek Road Interchange Plan (present design) approved August 6, 1979.
- Exhibit No. 11 Final Environmental Impact Statement for Bucklin Hill Area Transportation Study, Kitsap County, Washington, approved and adopted by the FHWA July 6, 1979.
- Exhibit No. 12 Reserved Exhibit, the Department's response to a request by Mr. Donald Shaw regarding revisions to a portion of Schold Road, and response to Exhibit No. 14.
- Exhibit No. 13 Letter, dated September 20, 1979, signed by Johnny P. Buccat, regarding utility items and interim housing if his residence is to be moved.
- Exhibit No. 14 Letter, dated September 24, 1979, signed by J. Michael Koch, attorney for Mr. & Mrs. D. Shaw, requesting revisions affecting a portion of Schold Road.
- Exhibit No. 15 Letter, undated, signed by Mrs. Eleanor Hopkins, requesting a Type D approach for Parcel No. 3-05429 and suggesting design revisions for the Clear Creek Road Interchange.

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

ty items will be provided for and that interim housing be provided.

These are all items that will be addressed and handled at the time of right of way negotiations.

2. Mr. Lawrence Stoner, on page 36 of the transcript, representing the Silverdale Pee Wees, Parcel 3-05273, expressed concern that no access has been provided to the remainder of the Pee Wee ball field property.

The possibilities of providing access to this parcel, relocation, or some other alternate solution, are being examined and will be resolved at the time of right of way negotiations.

3. Mrs. Eleanor Hopkins, Parcel No. 3-05429, in Exhibit No. 15, offered the following counter proposals:

- 1) A counter proposal was offered that an exit south of the Bucklin Hill Road overpass which would connect east of the overpass be provided.

This was one of the options considered by Kitsap County in their planning process. Because of the close proximity of the NS-N7 ramp entering the highway heading north and vehicles trying to exit at nearly the same point to get onto the Bucklin Hill Bypass, it is nearly impossible to safely design such a merge-exit condition. Further complications arise from the difference in elevation between SR 3 and the Bucklin Hill Bypass. Again, this would be outside normal safe design criteria associated with highway construction.

This movement is provided for by exiting on the Clear Creek interchange northbound off-ramp, turning north on Clear Creek Road, and then right on Bucklin Hill Road.

- 2) A counter proposal was offered that the BH7 line be curved and tie into Clear Creek Road as a continuous movement for southbound traffic, rather than the BH7 line making a signalized intersection at Clear Creek Road.

The Department has examined the feasibility of this continuous movement of traffic from the Bucklin Hill Bypass to Clear Creek Road. Projected traffic counts indicate that there is approximately two to three times the volume of traffic proceeding northerly along Clear Creek Road as there is exiting from the BH7 line and proceeding south along Clear Creek Road. For this reason, it is more desirable to have the continuous flow of traffic along existing Clear Creek Road. There is sufficient room in the right of way to accomplish the counter proposal, if future traffic patterns change substantially enough to affect the traffic volumes to warrant the continuous flow along the BH7 line.

- 3) Concern was expressed that the existing free right turn from Clear Creek Road going south on SR 3 (DC7 line) be left as is to eliminate any tie-ups at a signal.

Even though there is a planned signal for the intersection of Clear Creek Road with the DC7 line and the N-WS7 line, there is adequate room to leave the free right turn as it presently exists.

III

That the plan entitled "SR 3, CLEAR CREEK ROAD INTERCHANGE, M.P. 44.70 TO M.P. 45.47, KITSAP COUNTY", sheets 1 through 3 of 6 sheets dated August 2, 1979, as revised above and as shown on Exhibit "A", be and the same is hereby adopted.

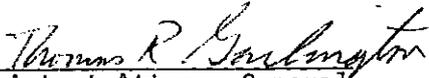
That a portion of the plan entitled "SR 3, SILVERDALE TO THOMPSON ROAD, M.P. 44.70 TO M.P. 52.84, KITSAP COUNTY", as shown on sheets 5 and 6 (pt.) of 47 sheets approved March 22, 1978, is hereby superseded.

ADOPTED THIS 3rd day of December, 1979.

DEPUTY SECRETARY OF TRANSPORTATION


V. W. Korf

APPROVED AS TO FORM:


Assistant Attorney General