

BEFORE THE DEPARTMENT OF TRANSPORTATION

IN RE: STATE ROUTE 3, SILVERDALE  
TO THOMPSON ROAD, MP 44.70 TO  
MP 52.84, 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 7:00 p.m., Wednesday, May 3, 1978, 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 A. Wright, Assistant Attorney General, Olympia, Washington 98504;

LORRAINE ANDERSON, by self, 13564 Clear Creek Road, NW, Silverdale, Washington 98383;

GEORGE AND MARGARET JURICICH, by Roger M. Leed, Attorney at Law, 1411 4th Avenue, Seattle, Washington 98101;

NIKKI M. JOHANSON, by Roger M. Leed, Attorney at Law, 1411 4th Avenue, Seattle, Washington 98101;

THELMA SOMMERSETH, by Donald N. Clauson, son, Route 1, Box 222 AB, Silverdale, Washington 98383;

DOTTIE BONNETT, by self, 2374 NW Mountain View Road, Silverdale, Washington 98383;

U.S. DEPARTMENT OF TRANSPORTATION, by William L. Allen, Area Engineer, Post Office Box 29, c/o FHWA, Olympia, Washington 98501;

LYNN FERLAND, by self, Route 5, Box 5378, Poulsbo, Washington 98370;

KITSAP TRIDENT COORDINATION OFFICE, by Joyce Veterane, Assistant Trident Coordinator, 614 Division Street, Port Orchard, Washington 98366;

MAYOR'S OFFICE, City of Poulsbo, Post Office Box 98, City Hall, Poulsbo,  
Washington 98370;

D. R. THOMPSON, by self, 7502 - 66th Avenue West, Tacoma, Washington 98467;

WASHINGTON STATE OFFICE OF COMMUNITY DEVELOPMENT, by Quentin Mitchell, Jr.,  
400 Capital Center Building, Olympia, Washington 98504;

HARRY AND JOANN MAYFIELD, JR., by self, Route 2, Box 872M, Poulsbo,  
Washington 98370;

CAF, by Andrew Salter, Legal Assistant, 1411 4th Avenue, Seattle, Washington  
98101;

JAYNE BARROWS, by Mrs. Pete Storseth, Route 2, Box 904, Suite 610, Poulsbo,  
Washington 98370;

ALBERT HEGLAND, by self, 3038 Viewcrest Drive NE, Bremerton, Washington 98310;

BRUCE AND CAROL VAN WOUDEBERG, by self, 2424 NW St. Cyr Road, Silverdale,  
Washington 98383;

SIDNEY R. O'NEIL, by self, Post Office Box 1992, Silverdale, Washington 98383;

RICHARD C. CHICHESTER, by self, 825 Merrill Drive, Bremerton, Washington  
98310;

R. MITTLESTADT, by self, Route 2, Box 678, Poulsbo, Washington 98370;

LARRY A. SMITH, by self, 15568 Orweiler Road, NE, Poulsbo, Washington 98370;

DONNA MUNRO, by self, 366 NW Bucklin Hill Road, Bremerton, Washington 98310;

MAUDIE WATSON, by self, 4737 Delridge Way SE, Seattle, Washington 98106;

DANIEL N. O'BRIEN, by Bud Lofgren, Real Estate Agent, 4058 - 22nd SW,  
Seattle, Washington 98106;

JOSEPH D. FERGUSON, by self, 2420 N. Lafayette, Bremerton, Washington 98310;

MELVIN C. SCHMUCK, by self, Route 3, Box 604, Poulsbo, Washington 98370;

WALTER F. BALE, by self, Route 3, Box 430, Poulsbo, Washington 98370;

KURTIS MAYER, by Lawrence S. Braund, Professional Engineer, Post Office Box 3586, Federal Way, Washington 98003;

CITY OF POULSBO, by John M. Holman, Councilman, 285 Ridgewood Drive N., Poulsbo, Washington 98370;

RICHARD A. PEDERSON, by self, 283 Ridgewood Drive N., Poulsbo, Washington 98370;

MAXINE E. DUDLEY, by self, 2742 NW Schold Road, Silverdale Washington 98383;

DOROTHY F. YEAGER, by self, Route 3, Box 201, Poulsbo, Washington 98370;

JOHN E. AND MARY E. WILSON, by self, 8210 - 36th Avenue NE, Seattle, Washington 98115;

ROGER L. HAUF, by self, Route 5, Box 5363, Poulsbo, Washington 98370;

ROBIN L. HAUF, by self, Route 5, Box 5363, Poulsbo, Washington 98370;

HERBERT STRANDSKOV, by self, Route 3, Box 461, Sequim, Washington 98382;

JOSEPH P. AND ARLEE OLHAVA, by Alec Bayless, Attorney at Law, 15th Floor Hoge Building, 2nd Avenue at Cherry Street, Seattle, Washington 98104;

ALTON K. PRIDDIS, by self, 2321 Mountain View Road NW, Silverdale, Washington 98383;

GERALD AND DOROTHY PETERSEN, by Roger M. Leed, Attorney at Law, 1411 4th Avenue., Seattle, Washington 98101;

THE WINMAR COMPANY, INC., by A. Wesley Hodge, Attorney at Law, 1103 - IBM Building, Seattle, Washington 98101;

THE WINMAR COMPANY, INC., by Joseph P. Savage, Jr., Senior Associate Traffic Engineer, the TRANSPO Group, 23 - 148th Avenue SE, Bellevue, Washington 98007;

NORTHWEST INVESTMENT PROPERTIES IV, by Daniel D. Zender, Attorney at Law, Post Office Box 631, Lynden, Washington 98264;

MRS. CHARLOTTE J. HILL, by self, Post Office Box 1944, Silverdale, Washington 98383;

ALFRED S. MC CRARY, by self, Route 1, Box 933, Suquamish, Washington  
98392;

C. B. DOMINY, by self, Post Office Box 453, Tracyton, Washington 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 proper party to the hearing.

The meeting was called to order by Robert Lundgaard, Hearing Examiner, after which witnesses were called. Evidence was taken by a stenographer 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

Heretofore and prior to March 22, 1978, the Commission in its Resolution Nos. 95 and 619, and the amendments and supplements thereto, instructed the Secretary of Transportation to prepare a plan for the establishment of a limited access highway over a portion of State Route 3, in Kitsap County, Washington.

Such a plan was prepared and shown on plans entitled "SR 3, SILVERDALE TO THOMPSON ROAD, M.P. 44.70 to M.P. 52.84, KITSAP COUNTY", sheets 1 through 21 of 47 sheets. The above mentioned sheets were introduced into evidence marked as

Exhibit Nos. 10-1 through 10-21, which were made a 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 such other information as required, and thereafter prepared and submitted to the appropriate local officials a report showing how those factors had been taken into account and the other matters required by RCW 47.52.131, et seq. A copy of the aforementioned Access Report was introduced into evidence marked Exhibit No. 4.

By letter dated February 17, 1978, the Kitsap County Engineering Department offered full support of the design and access provisions of SR 3 between Silverdale and Thompson Road. Their support was based on the information contained in the Access Report and a copy of said letter was introduced into evidence and marked as Exhibit No. 5.

## III

On March 31, 1978; the Acting Deputy Secretary of Transportation 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, Acting Deputy Secretary of Transportation, issued a Notice of Hearing. On April 10, 1978, an exact copy of this notice was mailed to each of those property owners listed on County tax roll 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 April 3, and April 10, 1978, as shown by the affidavits of Diane Columbus, 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 from Silverdale to Thompson Road between Station 532+00.00 and Station 959+49.99 as shown on sheets 1 through 21 of 47 sheets entitled "SR 3, SILVERDALE TO THOMPSON ROAD, M.P. 44.70 TO M.P. 52.84, 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 - Poulsbo Vicinity as it will relieve the current and forecasted traffic problems associated with the Naval Submarine Base. It 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.

The projected average daily traffic volumes for the design year of 1985 indicate that there will be approximately 30,950 vehicles traveling between Clear Creek Road Interchange and Midway Avenue Interchange; 27,050 vehicles traveling between Midway Avenue Interchange and Luoto Road Interchange; 18,200 vehicles traveling between Luoto Road Interchange and Finn Hill Road; and 11,400 vehicles traveling from Finn Hill Road to the SR 3 - SR 305 Interchange. By 1985, average daily traffic through the main gate of the Naval Submarine Base, Bangor is projected to be 14,350 vehicles; the corresponding design hourly

volume is 4,310 vehicles. Approximately 12,700 daily trips, with a design hourly volume of 1,640 vehicles, are expected to be made through the residential gate at Midway Avenue. 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. Recognizing the potential effects of an energy shortage on traffic volumes, the Department of Transportation is satisfied that traffic demands will continue at levels to dictate the need for the proposed improvement.

An accident history and projection has not been prepared for this segment of highway. This is a new facility and cannot be compared to anything that is functioning similarly in this area.

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, become 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 interchanges.

The plan for the establishment of fully controlled limited access facilities for State Route 3 in Kitsap County introduced into evidence marked Exhibit Nos. 10-1 through 10-21 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 records:

- Exhibit No. 6 Draft Environmental Impact Statement for State Route 3, Clear Creek Road to Poulsbo Vicinity, Kitsap County, Washington, approved and adopted by the FHWA October 4, 1977.
- Exhibit No. 7 Final Environmental Impact Statement for State Route 3, Clear Creek Road to Poulsbo Vicinity, Kitsap County, Washington, approved and adopted by the FHWA April 18, 1978.
- Exhibit No. 8 Washington State Transportation Commission Resolution No. 17, adopted March 21, 1978.
- Exhibit No. 9 Letter, April 27, 1978, signed by Don K. Schoner, Leonard C. Olson, Charlotte J. Hill and Judith A. Sweet.
- Exhibit No. 11 Letter, May 3, 1978, signed by Frieda S. Walworth, Secretary Clear Creek Community Improvement Club.
- Exhibit No. 12 Letter, May 3, 1978, signed by Gilbert and Margaret Marshal, Parcel 3-05315.
- Exhibit No. 13 Letter, no date, signed by Donald N. Clauson, Parcel 3-05300.
- Exhibit No. 14 Position Paper, May 3, 1978, from City of Poulsbo.
- Exhibit No. 15A Letter, April 25, 1978, signed by Citizens for Alternatives to Freeways.
- Exhibit No. 15B Letter, April 25, 1978, signed by Citizens for Alternatives to Freeways.
- Exhibit No. 16 Letter, May 3, 1978, signed by Nikki Marie Johanson.
- Exhibit No. 17 Letter, May 3, 1978, signed by Margaret A. Juricich.
- Exhibit No. 18 Letter, May 3, 1978, signed by Alton K. Priddis.
- Exhibit No. 19 Letter, November 21, 1977, signed by Mrs. Jayne J. Barrows.
- Exhibit No. 20 Letter, May 4, 1978, signed by Donald N. Clauson.
- Exhibit No. 21 Letter, May 7, 1978, signed by Gerald Petersen.
- Exhibit No. 22 Letter, May 12, 1978, signed by A. Wesley Hodge, Attorney for the Winmar Company.
- Exhibit No. 23 Letter, May 8, 1978, signed by Melvin C. Schmuck.
- Exhibit No. 24 Letter, May 10, 1978, signed by Gerald D. Erickson.

- Exhibit No. 25      Letter, May 11, 1978, signed by Roger M. Leed, Attorney for Citizens for Alternatives to Freeways.
- Exhibit No. 26      Letter, May 12, 1978, signed by Alec Bayless, Attorney for Joseph P. and Arlee Olhava.
- Exhibit No. 27      Letter, May 13, 1978, signed by Charles O. Chilson.
- Exhibit No. 28      Letter, May 8, 1978, signed by Mr. and Mrs. W. R. Burwell.
- Exhibit No. 29      Inter-Departmental Communication, May 12, 1978, from J. C. Lenzi to H. W. Grant, pertaining to T-6 Alignment Concept.

### 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. 10-1 through 10-21 should be modified as hereinafter set forth and as shown on Exhibit "A" hereto attached.

1. Revise plan sheet 6 of 47 sheets to reflect the revised R/W line from Station 566+00 to 587+00 on the left as requested by Don K. Schoner, Leonard C. Olson, Charlotte J. Hill and Judith A. Sweet in Exhibit No. 9 and recommended by the Department of Transportation on page 125 of the Transcript.
2. Revise plan sheet 7 of 47 sheets to permit future public road access easterly from the highway interchange, as requested by Mr. Gerald Petersen on page 149 of the Transcript, at such time as a public road is approved and accepted by Kitsap County. The Department finds that the interchange design will accommodate such access, provided only that the design incorporate standard design features for safety and for access control in the vicinity of the interchange.
3. Revise plan sheet 9 of 47 sheets to reflect the revised R/W line from Station 649+00 to 675+00 on the left for the purpose of constructing a sound berm through this area as recommended by the

Department of Transportation on page 129 of Transcript.

4. Revise plan sheet 10 of 47 sheets to reflect the revised R/W line from Station 675+00 on the left to Station WSg 15+00 for the purpose of constructing a sound berm through this area as recommended by the Department of Transportation on page 132 of the Transcript.
5. Revise plan sheet 10 of 47 sheets to reflect the revised R/W line from Station 1+00 to 4+60.94, on the right, along the WE-Ng line. This was requested by Gerald D. Erickson, by letter, marked Exhibit No. 24, to facilitate his vehicle movements in and out of a garage. The Department finds this change can be made.
6. Revise plan sheet 10 of 47 sheets to reflect the addition of Parcel 3-05317 for purchase of access rights only. The five acre parcel is owned by Gerald S. and Shirley Verger. This was requested at the hearing by Mrs. Carole Pettigrove, Lincoln Realty, representing contract purchaser Gilbert Cox, on page 158 of the Transcript. A review of the titles confirms an existing access right across the highway corridor.
7. Revise plan sheet 11 of 47 sheets to reflect the revised R/W line and extended county road R/W from approximately Station 722+50 to approximately Station 730+50 on right. The extension of county road R/W provides access to the Pope and Talbot property as recommended by the Department of Transportation on page 134 of the Transcript.
8. Revise Plan sheet 19 of 47 sheets to reflect the recently adopted plat of Poulsbo Acres on Parcel 3-05423 as recommended by the Department of Transportation on page 144 of the Transcript.
9. Revise plan sheets to make minor plan revisions to correct ownership parcel details, area computation, and right-of-way details (plan sheets 1 through 21 of 47 sheets).

## IX

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

1. Mr. Gerald Petersen, Citizens for Alternatives to Freeways, Ms. Frieda S. Walworth, Mr. Chan Walworth and Mr. Roger Leed at and subsequent to the hearing (pages 66, 67, 91, 97, 99, 160 and 162 of the Transcript and in Exhibit Nos. 11, 21, 15A, 15B, and 25) made the following counterproposal: That the T-6 route be reconsidered.

The T-6 alignment was thoroughly investigated by the Interdisciplinary Team following suggestions made by residents of Clear Creek Valley. It is generally considered to be the most favorable alignment contained within the T-3A corridor. The map on page 85 of the Final EIS (Exhibit No. 7) reflects the location of the T-3A corridor along an alignment commonly referred to as the T-6. The exhibit has been revised slightly from that shown in the Draft EIS (Exhibit No. 6) to more accurately show its location. The impacts presented for the T-3A corridor in the Draft EIS and in the Final EIS consequently reflect those of the T-6 alignment. The salient points of documenting the T-6 alignment within the T-3A corridor are contained in marked Exhibit No. 29. Based upon the evaluation of this alignment in the Final EIS, it has been determined that the T-6 alignment within the T-3A corridor would cause greater environmental damage than the T-5 alignment, and would fail to provide essential access to the Midway Avenue Interchange serving the Naval Submarine Base. The alignment submitted with Exhibit No. 21 has a more severe adverse impact than that discussed in the Final EIS.

2. Mr. Joe Olhava, at the hearing (page 107 of Transcript) requested that

the SR 305 Interchange should be a simple design (Standard Diamond) rather than the trumpet.

This request was withdrawn by Exhibit No. 26.

X

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

1. Mr. and Mrs. W. R. Burwell, by letter (Exhibit No. 28), requested a noise berm and trees be planted to buffer the noise. Mr. Donald N. Clauson, by letter, (Exhibit No. 20), also requested that trees be planted along the roadway to buffer noise.

Every effort will be made to mitigate noise impacts. These mitigative efforts will continue through the completion of a finalized, detailed design of the facility. Where practical and feasible waste material from excavated sections will be places to build berms to attenuate fully or partially increased noise conditions.

Measures incorporated to mitigate impacts will include conservation of native trees, shrubs, and vegetation whenever possible. Mature plantings will be used to reduce the growing time required to screen the route from surrounding homes and blend roadway slopes with surrounding plant life. All sections of right-of-way between interchanges will be revegetated to provide a smooth transition between the roadway and adjacent uses. Where deemed desirable for screening purposes, larger plant materials will be utilized.

2. A. Wesley Hodge, by letter, Exhibit No. 22, presented a counterproposal for a diamond interchange at Clear Creek Road with relocation of the directional ramps north of Clear Creek Road.

The plan for SR 3 improvements was based on growth in the Silverdale area consistent with the established comprehensive plan. Although the proposed regional shopping center was not specifically included in these features, substantial growth was included in the traffic generation. A review of the plan anticipating the regional shopping center indicates that satisfactory safety and operation can be achieved by careful placement and design of access to and from the shopping center. These details can be worked out with the county and developers if and when the regional shopping center is established.

Mr. Hodge's proposal would require the selection of Corridor B for the Bucklin Hill Bypass which is presently being studied by Kitsap County. The Clear Creek Road Interchange could be modified to agree with the counterproposal, if in fact, this is the design selected by the County Study Team.

3. Mr. Joe Olhava, at the hearing (page 106 of Transcript) requested that the T-5 alignment not be allowed to create a physical barrier for utilities thereby precluding development west of the freeway.

Existing utilities that are crossed by the proposed project will be accommodated in accordance with established procedures. Any future desired crossings of the highway for utility lines will be subject to coordination between the local agency and the Department of Transportation. The presence of the highway may effect construction costs but will not preclude the extension of services in the future.

4. Mrs. Nikki M. Johanson, at the hearing (page 153 of Transcript) requested that the St. Cyr Road be vacated from the Clear Creek Road to SR 3 highway R/W line.

Contact and coordination with the Kitsap County Planning Department and Engineers Offices would have to be made by abutting property owners to said portion of St. Cyr Road. If the County procedures were followed and there were no objections to vacating that portion of St. Cyr Road, there would be no objections on the part of the Department of Transportation.

5. Donald N. Clauson, by letters, Exhibit Nos. 13 and 20, and Alton K. Priddis, by letter, Exhibit No. 18 requested that drainage runoff be held to a minimum on their property.

Various types of drainage structures and facilities will be required to drain surface and subsurface water from the highway. Culverts, ditches, closed storm drainage systems, and subsurface drains will be constructed to convey the water across, along, or away from the highway to minimize potential runoff impacts and to ensure that stream flows are retained as close to their existing conditions as possible.

6. Mrs. Jayne J. Barrows, by letter Exhibit No. 19, asks that the highway be located on the high dry land to avoid her water supply and springs.

The Final Environmental Impact Statement (Exhibit No. 7) addresses the impacts to water supplies and springs. The information and impacts for all possible alignments were presented in the Final EIS. All water sources appear to be sufficiently far from the route to permit adequate

filtering of contaminants by the soil. Significant impacts to the springs are not anticipated due to mitigative measures that will be incorporated into the construction of the project. These measures will include minimizing excavation and embankments at critical locations and the use of perforated underdrain culverts to maintain existing drainage patterns.

7. There were a number of requests at and subsequent to the hearing that access considerations be given to various parcels which are landlocked or will become small remainders without access.

These concerns are items that will be considered at the time right-of-way negotiations are made. They are common concerns to property owners in similar situations and will be addressed accordingly. For any parcels found to be landlocked, compensation and/or damages will be handled on a case by case basis with the affected property owner at the time right-of-way negotiations are made.

#### XI

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 evidence supporting them, the Deputy Secretary of Transportation of the State of Washington,

ORDERS:

#### I

That the section of State Route 3 in Kitsap County described as follows is hereby designated as a limited access highway of the fully controlled type:

Between Station 532+00 and Station 959+49.99 as shown on sheets 1 through 21 of 47 sheets of the limited access plan entitled "SR 3, Silverdale to Thompson Road, M.P. 44.70 to M.P. 52.84, Kitsap County", dated March 22, 1978.

## II

That the plan set forth in Exhibit Nos. 10-1 through 10-21 for establishment of access control on said highway be revised as follows, and as shown on Exhibit "A" hereto attached and by this reference made a part hereof:

1. Revise plan sheet 6 of 47 sheets to reflect the revised R/W line from Station 566+00 to 587+00 on the left.
2. Revise plan sheet 7 of 47 sheets to permit future public road access easterly from the Midway Interchange.
3. Revise plan sheet 9 of 47 sheets to reflect the revised R/W line from Station 649+00 to 675+00 on the left.
4. Revise plan sheet 10 of 47 sheets to reflect the revised R/W line from Station 675+00 on the left to Station WSg 15+00.
5. Revise plan sheet 10 of 47 sheets to reflect the revised R/W line from Station 1+00 to 4+60.94, on the right, along the WE-Ng line.
6. Revise plan sheet 10 of 47 sheets to reflect the addition of parcel 3-05317 for access only.
7. Revise plan sheet 11 of 47 sheets to reflect the revised R/W line and extended county road R/W from approximately Station 722+50 to approximately Station 730+50 on the right.
8. Revise plan sheet 19 of 47 sheets to reflect the recently adopted plat of Poulsbo Acres on parcel 3-05423.
9. Revise plan sheets to make minor plan revisions, to correct ownership and parcel details, area, computation, and right-of-way details (plan sheets 1 through 21 of 47 sheets).

III

That the plan entitled "SR 3, Silverdale to Thompson Road, M.P. 44.70 to M.P. 52.84, Kitsap County," sheets 1 through 21 of 47 sheets dated March 22, 1978, as revised above and as shown on Exhibit "A", be and the same is hereby adopted.

That the plans entitled "SR 3, Chico to Silverdale, Kitsap County," sheet 9 (pt.) of 25 sheets approved May 16, 1968, and "SR 3, Poulsbo to Port Gamble, Kitsap County", sheet 5 (pt.) of 12 sheets approved April 26, 1932, is hereby superseded.

ADOPTED this 2nd day of June, 1978.

DEPUTY SECRETARY OF TRANSPORTATION

  
V. W. KORF

APPROVED AS TO FORM:

  
Assistant Attorney General