8.0 Public Involvement

Public meeting/open houses were held on October 27, 2008, at the Peninsula Middle School in Lakebay, October 29, 2008, at the Burley Bible Church in Burley, December 9, 2009 at Burley Community Center, and on January 12, 2009, at the Key Peninsula Civic Center in Vaughn Washington to allow the public to review the alternatives, ask questions, and/or provide comments on a Questionnaire form provided by WSDOT.

A summary of the community comments are provided in Appendix E.

9.0 Environmental Impacts

A preliminary environmental evaluation was prepared to review the potential impacts each alternative would have on wetlands, streams, archeological and cultural sites, and residential, commercial, and agricultural areas within the proposed footprint. The evaluation was completed using existing GIS information available through WSDOT and Pierce and Kitsap Counties. Detailed impact, natural environment, and built environment graphics and tables are provided in a detailed report in Appendix F.

10.0 Conceptual Cost Estimate

Conceptual construction cost estimates were developed for each alternative. These costs were developed using available topographic GIS information, WSDOT's standard bid items table, and WSDOT's historic bid tabulation data. Quantities generated for use in estimating costs were developed assuming a worse case scenario using the GIS topographic information, typical roadway sections, and surfacing depths established using WSDOT's design manual and standard details.

A conceptual stormwater site plan, including possible storage and treatment facilities was developed for each alternative using similar assumptions based on the topographic GIS data and the current WSDOT Hydraulics Manual.

Right-of-way costs were developed using the current appraisal values and land uses available through the Pierce and Kitsap County GIS data.

Where individual quantities could not be calculated with the information available, a percentage of the total project cost was assigned to that bid item. At this conceptual level, only major cost items were estimated, and a contingency was added to the total

cost to represent the minor additional items as well as anticipated cost increases. The conceptual total project costs are shown below.

Alternative	Project Cost
Alt #3 - Power Line	$122 M
Alt #4 - North Bridge	$95 M
Alt #6 - Pine Diagonal	$42 M
Alt #7 - Pine/118th Avenue	$50 M
Alt #10 – 154th Avenue	$84 M
Alt #11 – Improve Vicinity Wauna	$217 M

11.0 Traffic Analysis

A traffic analysis was conducted for each of the alternatives evaluated during the Level 2 Screening process.

The analysis performed four kinds of travel demand modeling analyses for each alternative in the study area, using the 2035 SR 302 travel demand model:

Corridor Travel Time – using the 2035 baseline to forecast the traffic assignment during the PM peak hour; or the travel time from Point A to Point B between the Borgen Blvd/SR 16 Interchange and the west terminus of the SR 302 corridor.

Measures of Effectiveness – using the 2035 baseline and the existing conditions in a comparative analyses of the PM peak hour Vehicle Miles Traveled, Congested Vehicle Hours Traveled, and the Free-Flow Traffic provided by the travel demand forecasting model; the 2035 alternatives show the system wide improvements or degradation.

Congestion Analysis – using the SR 302 project VISUM travel demand modeling analyses to provide the 2035 Alternative volume to capacity ratios for the PM peak hour, which indicates where and at what magnitude the congestion is expected to occur.