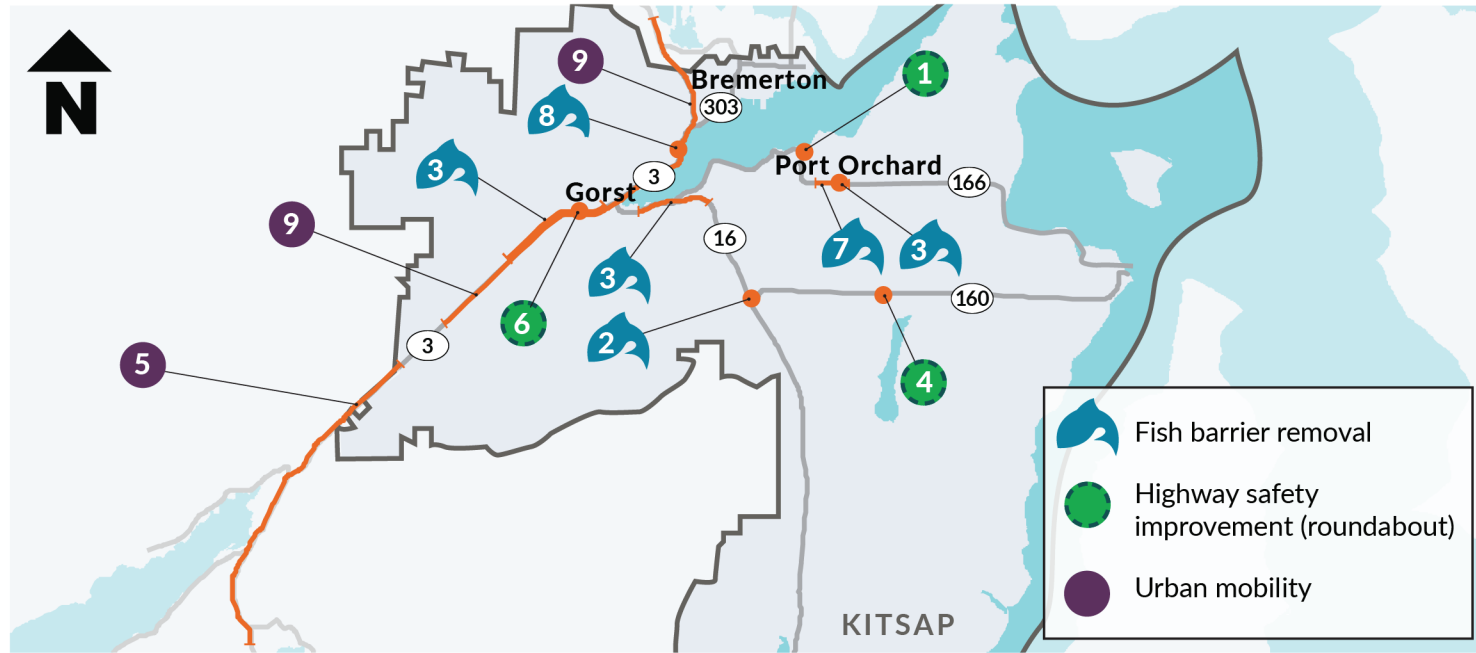


SR 3 Gorst in Kitsap County



UNDER CONSTRUCTION

1 SR 166/Bethel/Bay/Maple Intersection – Roundabout (Substantially Complete) 2023-2024

The existing signal system is outdated and maintenance costs have become excessive. By replacing the existing obsolete system with a roundabout, maintenance costs will be significantly reduced and it will meet current standards.

2 SR 16/SR 160/Kitsap County Fish Passage Barriers – Remove Fish Barriers 2023-2026

The existing drainage structures at these locations have been identified as a fish barrier. By replacing the existing structures with a fish passable structure, the restriction to fish passage will be eliminated.

3 SR 3/SR 16/SR 166 Gorst Vicinity – Remove Fish Barriers 2024-2027

The existing drainage structures at five locations have been identified as fish passage barriers. By replacing the existing structures with fish passable structures, the restriction to fish passages will be eliminated.

FUTURE CONSTRUCTION – 2025

4 SR 160/Long Lake Rd SE – Roundabout 2025

This section of highway has been identified as a Collision Analysis Location. Constructing a roundabout at Long Lake Rd SE has the potential to reduce the frequency of collisions and enhance motorist safety.

FUTURE CONSTRUCTION – 2026

5 SR 3/Freight Corridor – New Alignment 2026-2028

6 SR 3/Division Ave. & W. Pleasant St. Intersection – Roundabout 2026

FUTURE CONSTRUCTION – 2027

7 SR 166/Port Orchard Vicinity – Remove Fish Barriers (Construction is not currently funded) 2025-2026

The existing drainage structures at this location has been identified as fish passage barriers. By replacing the existing structures with fish passable structures, the restriction to fish passage will be eliminated.

8 SR 3/Wright Creek – Remove Fish Barrier (Construction is not currently funded) 2027

The existing drainage structure at this location has been identified as a fish passage barrier. Replace the existing structure with a fish passable structure, eliminating the restriction to fish passage.

OTHER

9 SR 3/Gorst Area – Planning and Environmental Linkages Study 2023-2025

Introduction

Congestion on State Routes 3 and 16 in Gorst are significant for the entire region. Each highway is critically important for matters of national security. Both state highways are the only land-based route to the Kitsap Peninsula and are experiencing congestion. The key routes are susceptible to liquefaction due to earthquake. There also is the potential for issues related to sea level rise caused by climate change.

WSDOT received \$74.3 million in the Move Ahead Washington funding package for Design and Right of Way to construct an additional lane on SR 3 in each direction from Gorst to SR 304, elevate the roadway through Gorst, replace the Navy's railroad crossing of SR 3, and complete associated fish passage work.

Planning and Environmental Linkages (PEL) Approach

WSDOT will use a Planning and Environmental Linkages approach to examine the transportation needs and potential environmental impacts within the SR 3 Gorst Area. A PEL approach allows us to engage with resource and regulatory agencies, tribes, stakeholders, and the public to gather information that better informs decision-making, helps avoid impacts, and streamlines the environmental review process.

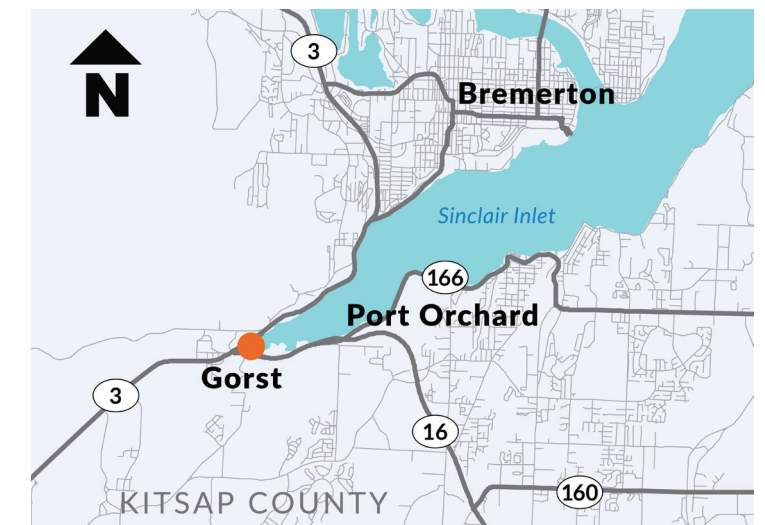
We will do this by working closely with the Suquamish Tribe and other partners to define the logical limits and Purpose and Need for the PEL as well as further define the multiple project elements before entering the environmental review process. All data, planning assumptions, and recommendation details from the

SR 16, Tacoma Narrows Bridge to SR 3, Congestion Study will be updated as a part of the process.

The result will be a PEL Report signed by WSDOT and the Federal Highway Administration (FHWA).

Partners

Suquamish Tribe, Kitsap County, Naval Base Kitsap, City of Bremerton, City of Port Orchard, City of Poulsbo, Port of Bremerton, Kitsap Transit, Mason County, Federal Highway Administration, environmental regulatory agencies, and more.



MORE INFORMATION

Steve Roark
OLYMPIC REGION ADMINISTRATOR
360-357-2658
Steve.Roark@wsdot.wa.gov

Title VI Notice to Public

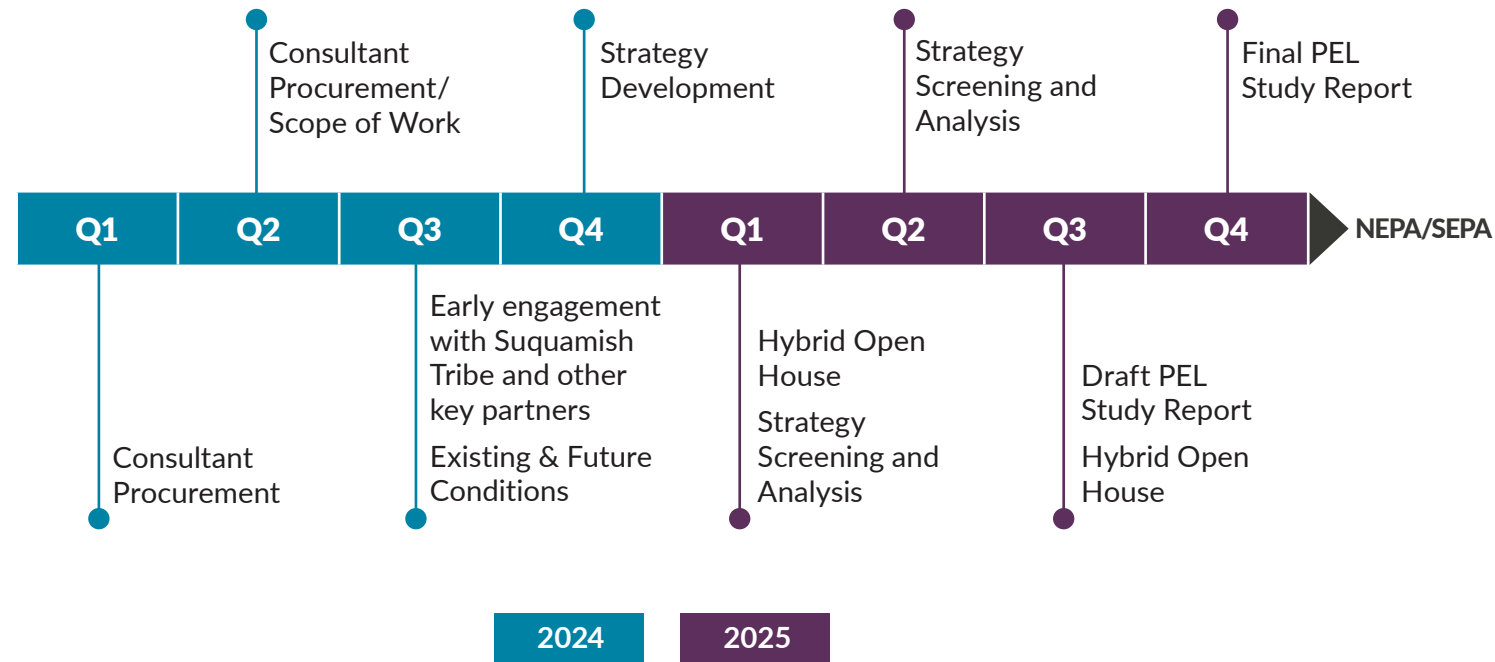
It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

PEL Key Milestones & Schedule

Ongoing tribal consultation, community and partner engagement, and advisory meetings

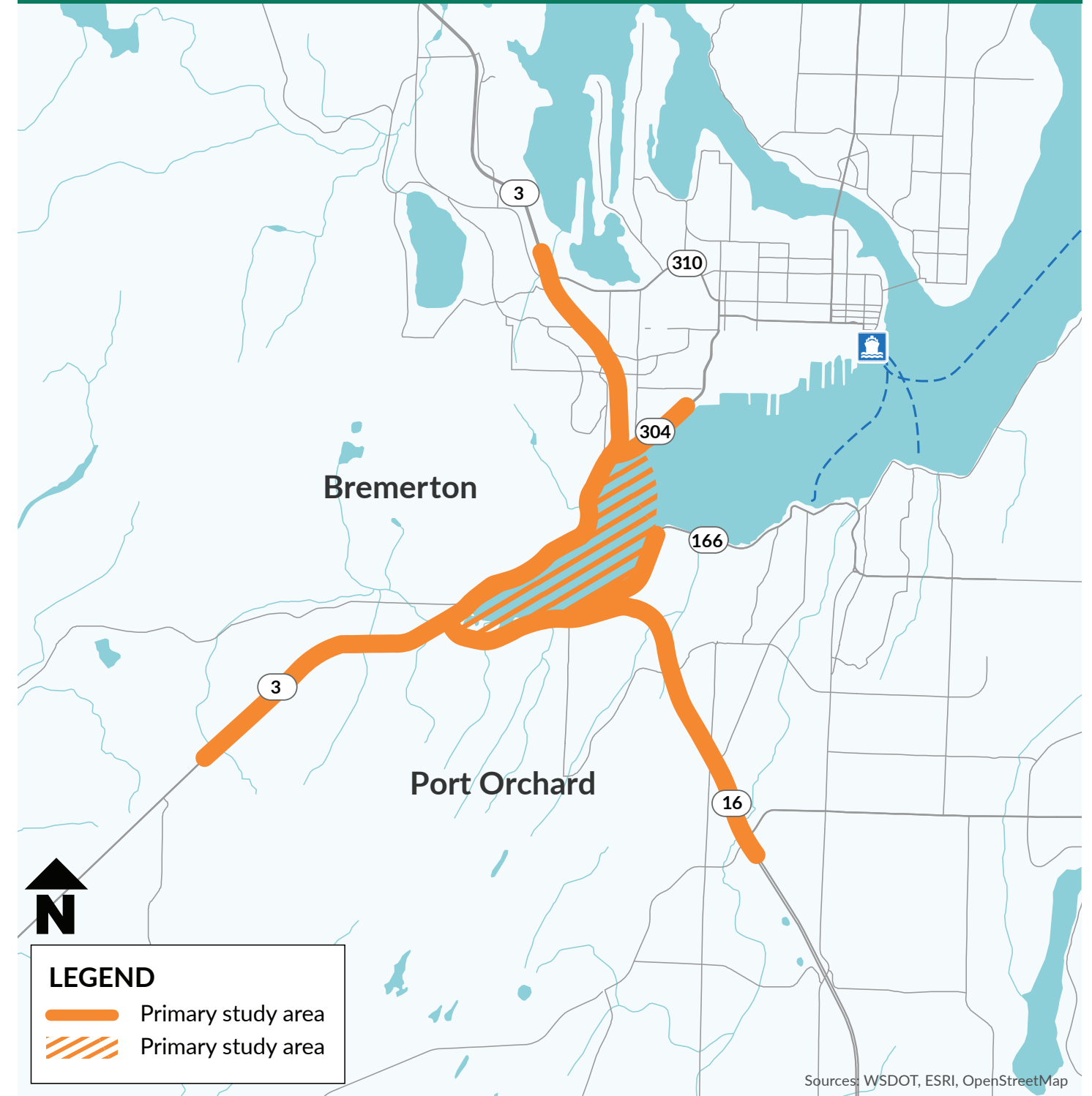


Bremerton/Gorst Performance Gaps

The "SR 16, Tacoma Narrows Bridge to SR 3, Congestion Study", completed in 2018, assessed transportation conditions and potential improvements. In the Bremerton/Gorst area, the study identified the following performance gaps:

- SR 16 and SR 3 are critical connections for the sub-area and the region that are vulnerable to natural disasters and weather events. With few alternate routes and the Sinclair Inlet, resiliency and redundancy along these corridors need to be improved.
- Few active transportation facilities currently exist between Gorst and Bremerton, or within Gorst along the Sam Christopherson Avenue and Belfair Valley Road corridors.
- Capacity constraints on SR 16 and on SR 3 result in high levels of congestion and long travel times to and from Naval Base Kitsap-Bremerton. This congestion occurs in the morning and afternoon peak commute hours.
- Other operational performance gaps within this sub-area occur at intersections along SR 304 and at the intersection of SR 16 and SR 3/Sam Christopherson Avenue.

The PEL Study will revisit and update the information in the SR 16/SR 3 Corridor Study and other past studies in the area. This allows WSDOT to better understand the needs in the area and how to deliver the work.



SR3 Gorst Area Planning and Environmental Linkages Study Study Area Map