

**SR 303, SR 304 (BREMERTON) TO SR 3 (SILVERDALE),
ARM 0.00 TO ARM 9.32, SR MP 0.00 TO SR MP 9.16**

CHARACTERISTICS

Segment Description:

This segment runs from Bremerton to Silverdale a distance of about 9.3 miles.

County/Counties: Kitsap

Cities/Towns Included: Along its route, the corridor provides access to the cities of Bremerton and Silverdale.

Number of lanes in the corridor: 2 to 4

Lane width: 11 to 12 feet.

Speed limit: 25 to 55 mph.

Median width: 0 to 28 feet.

Shoulder width: 4 to 10 feet.

Highway Characteristics:

SR 303 has been designated as NHS in the vicinity of MP 0.00-8.94. SR 303 has been assigned the functional class Urban Other Principal Arterial in the vicinity of MP 0.00-5.43 and Urban Principal Arterial in the vicinity of MP 5.43-9.16. Also, the SR 303 corridor is designated T-3 with annual tonnage of 4,360,000.

Special Use Lane Information (HOV, Bicycle, Climbing):

There is one Weave/Speed Change lane on the right in the vicinity of ARM 1.51 to 1.62. There are Climbing lanes located on the right in the vicinity of ARM 7.34 to 7.84 and on the left in the vicinity of ARM 7.66 to 8.41. There are two way left turn lanes in the vicinity of ARM 0.18 to 0.20, 1.71-3.66 and 4.88 to 6.61.

Access Control Type(s):

There is Type N access control in the vicinity of ARM 0.00 to 0.16. There is Type M modified access control in the vicinity of ARM 2.91 to 5.68. There is Managed Class 5 control in the vicinity of ARM 0.16 to 0.89 and 1.62 to 2.91. There is Managed Class 3 control in the vicinity of ARM 0.89 to 1.62 and ARM 5.68 to 6.61. There is Managed Class 1 in the vicinity of 6.61 to 9.32.

Terrain Characteristics:

The terrain is rolling throughout the entire corridor segment.

Natural Features:

This corridor provides direct and indirect access to Historic and the many lake and Puget Sound recreation attractions in Kitsap County such as the Kitsap County Historical Museum, and Illahee State Park.

Adjacent Land Description:

The route traverses urban, semi urban, and rural areas. SR 303 passes within the usual and accustomed areas of the Suquamish Tribe.

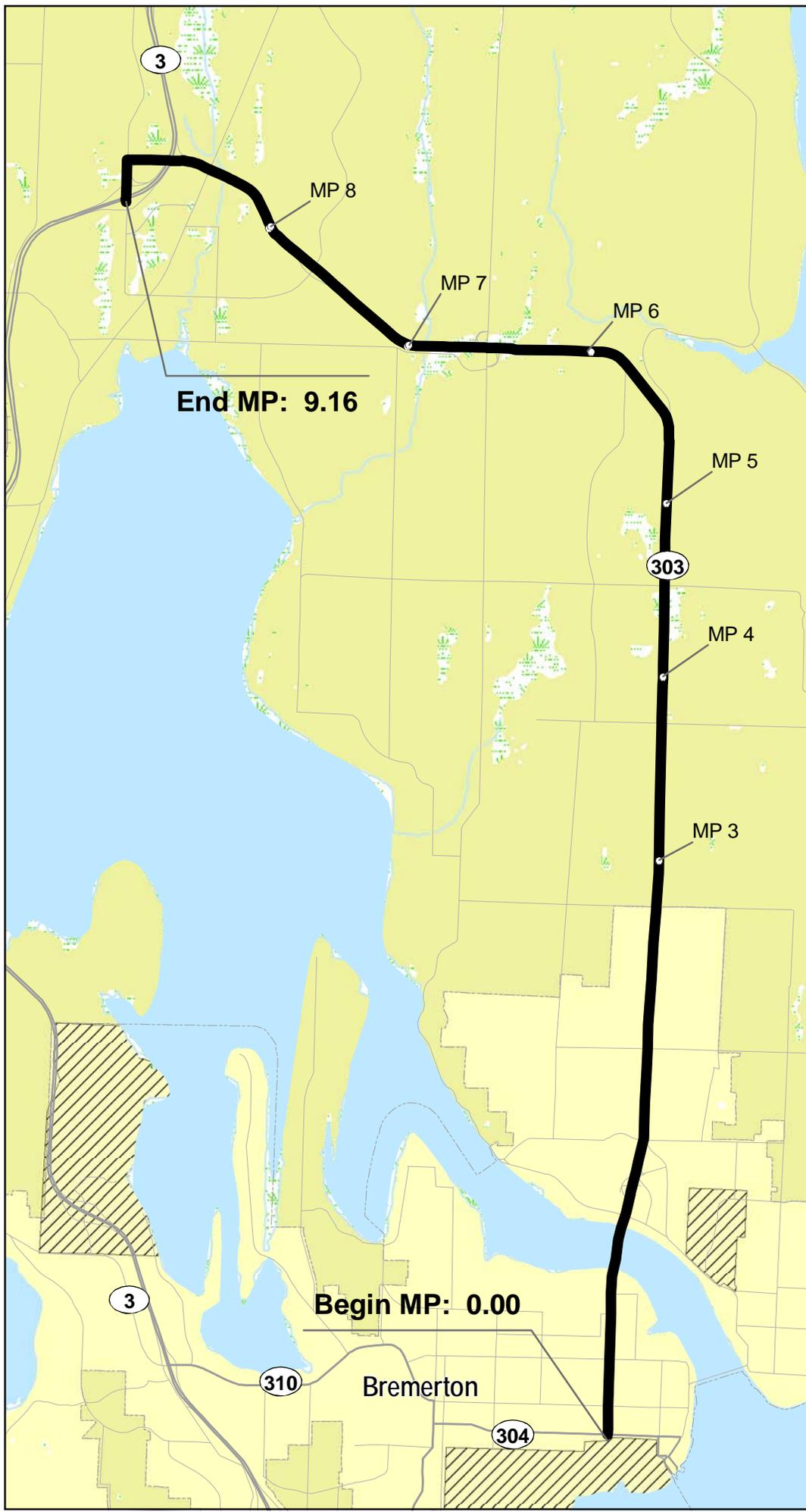
Environmental Issues:

Erosion problems during large storms that release sediments into surrounding water.

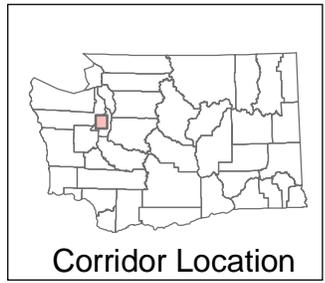
Major Economic Issues:

This principal arterial is the primary link between the two largest urban areas in Kitsap County; Bremerton and Silverdale. Provides access to the Puget Sound Naval Ship Yard.

HSP Congested Corridor Analysis Characteristics



- Milepost Marks
- █ HSP Corridor Location
- ══ U.S. Interstate
- ══ U.S. Highway
- ══ State Route
- ══ Local Roads
- ++ Railroad
- ▨ Wetlands
- ▨ Military Reservation
- ▨ Tribal Lands
- ▨ City Limits
- ▨ Urban Area
- ▨ County Line



November, 2006



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ASSETS

Pavement:

There are approximately 35 lane miles of Hot Mix Asphalt on this segment of SR 303 .

Signal:

There are 18 traffic signals located along this corridor as SR 303 intersects cross roads.

Structures:

There are eight structures in this corridor that consist of: one Concrete Slab, one Steel Girder Concrete Box Girder, one Steel Culvert and five Pre-Tensioned Concrete Beam.

(Ramps, and locally owned structures (if any exist) are not identified in this section and may not be reflected on maps.)

Features Crossed:

This segment of the SR 303 corridor crosses Port Washington Narrows and Barker Creek.

ITS Facilities:

Currently, no ITS equipment is present on this corridor.

Railroad Crossings:

There are no at-grade rail crossings within this route segment.

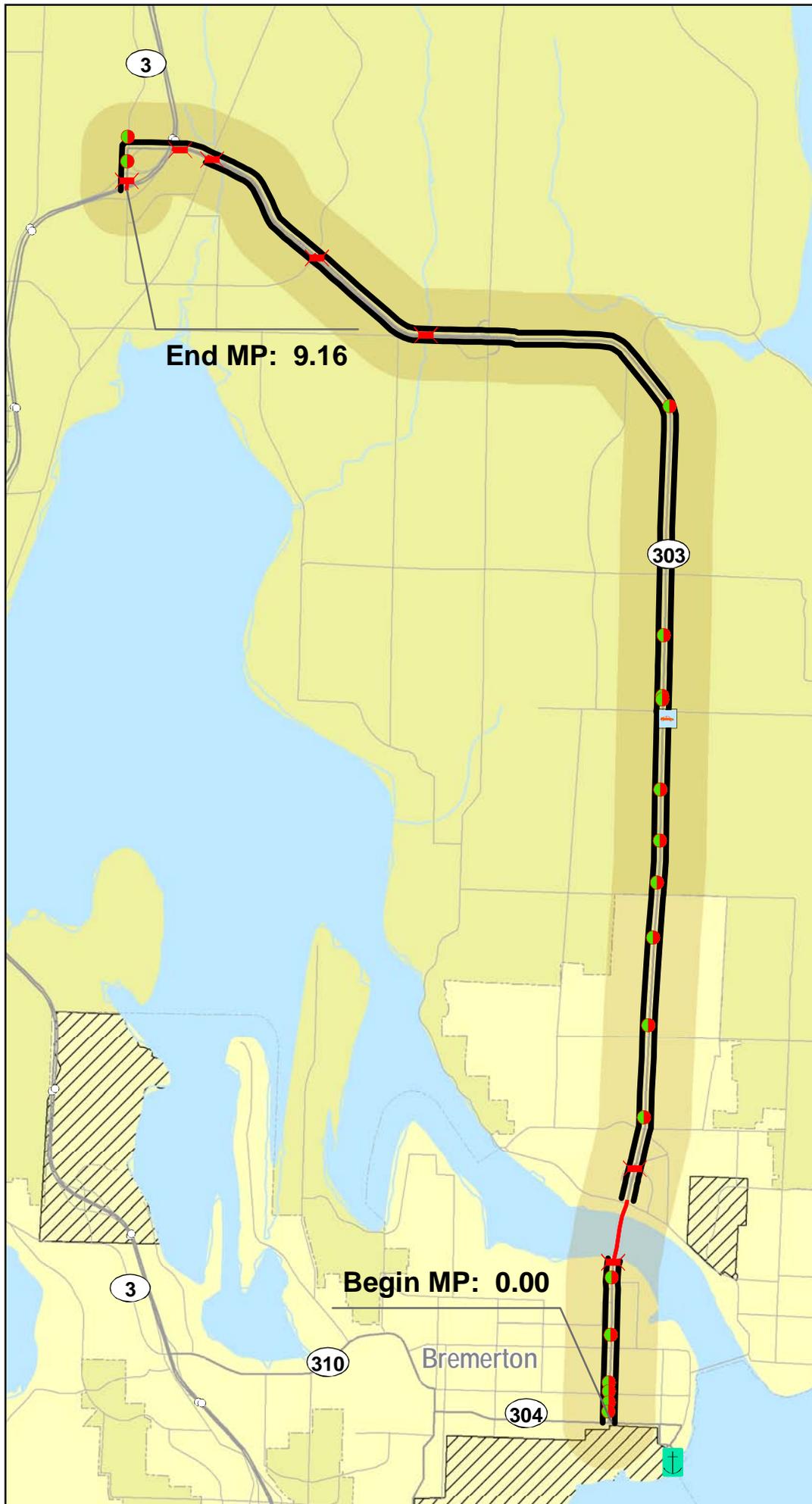
Asset Other:

There is one park and ride lot adjacent to this corridor at the intersection of SR 303 and NE McWilliams Road with 150 parking spaces.

HSP Congested Corridor Analysis

Assets

-  HSP Corridor Location
- Assets**
-  Signalized Intersection
-  At Grade Railroad Crossings
-  Bridge
-  Ferry Terminals
-  Park and Ride
-  Weigh Stations
-  Rest Area Sites
- Corridor Pavement Type**
-  HMA
-  BST
-  PCCP
- Other Features**
-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Ferry Route
-  Railroad
-  Military Reservation
-  Tribal Lands
-  City Limits
-  Urban Area
-  Airport
-  County Line



November, 2006



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USAGE

General Origin and Destination Travel Characteristics:

Users of this corridor include:

Local residents traveling to work and school.
Customers of businesses along the route.
Typical freight use.

Snow/ice Issues:

There are no sections within this corridor which present a problem for normal snow/ice control.

Annual Average Daily Traffic:

Ranges from 13,400 to 40,200.

Significant Seasonal Average Annual Daily Traffic Changes:

This corridor is one of many corridors in the Puget Sound region that experience consistent high use throughout the year.

General Description of Major Average Annual Daily Traffic Locations:

The AADT in the vicinity of 6th St. is 13,400 and increases to 16,800 in the vicinity of 11th St. and further increases to 40,000 in the vicinity of Sheridan and decreases to 30,900 in the vicinity of Silverdale Way and decreases to 23,000 in the vicinity of SR 3 and drops to 9,000 in the vicinity of Clear Creek Rd.

Freight:

Freight Classification: T3

Yearly Tonnage: 4.4M

Truck Percentage of Annual Average Daily Traffic: 5%

Additional Usage Comments:

There are no additional comments.

Average Annual Societal Cost of All Collisions: Approximately \$16M

Collisions:

Severe No of Collisions: 23

Less Severe No of Collisions: 1,217

List Data Years: 2002 to 2004

HSP Congested Corridor Analysis

Usage



HSP Corridor Location

Safety Analysis Areas

- PAL Spot 07-09
- PAL Corridor 07-09
- HAC 07-09
- HAL Corridor 07-09
- HAL Spot 07-09

Freight Classification

- T-1
- T-2
- T-3

Traffic Sections AADT

- < 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 40,000
- 40,001 - 80,000
- 80,001 - 100,000
- 100,001 - 120,000
- > 120,000
- Trucks 10% and Over

Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area

November, 2006



NEEDS AND STRATEGIES

Preservation

Pavement Condition and Needs:

Preserve transportation infrastructure to achieve the lowest life cycle cost and prevent failure. Pavements should be programmed targeting the lowest life cycle cost per the Washington State Pavement Management System "due" date. This is the point in a pavement's life cycle where optimum pavement life has been achieved and the least cost to resurface is obtained. Pavements that have past this point typically incur more costs to rehabilitate. Existing safety features shall be restored to provide basic design level standards.

Pavement Management Strategies:

The pavement in the corridor is 100% flexible. Of the flexible pavement none is composite. It would seem that for future paving hot-mix asphalt (HMA) will be the pavement of choice.

Pavements will be programmed targeting the lowest life cycle cost per the Washington State Pavement Management System "due" date.

Structures Condition and Needs:

This corridor has nine bridge structures. Five bridges that need preservation work include two steel girder bridges, two pre-tensioned concrete beam bridges, and one steel thru-deck truss bridge. Of these, one bridge needs complete replacement, one bridge needs replacement of existing polyester overlay, one needs seismic retrofit, another one needs widening, and the other one needs new sidewalks and pedestrian rails. (This may include ramps and locally owned structures if any exist.)

Structures Management Strategies:

Preserve transportation infrastructure to achieve the lowest life cycle cost and prevent failure. All five bridges that need preservation work are planned for the work to be done by 2015.

Additional Condition and Needs:

Preserve transportation infrastructure such as electronic/mechanical systems, major drainage, safety rest area refurbishment, traffic control systems, unstable slopes, weight facilities. There are no unstable slopes identified along this corridor. There were no weight facilities identified for this corridor. There are no weigh station improvements planned for this corridor. There are four locations along SR 524 that have been identified as a major drainage issues. These locations are located along SR 524 in the vicinity of MP 12.20, MP 12.80, MP 12.90 and MP 14.25.

Additional Management Strategies:

1. Replace or rehabilitate electrical, electronic, and mechanical systems when they reach the end of their service life.
2. Replace or rehabilitate drainage features that have structurally failed or fails to protect the roadway prism event of 10 years or less.
3. Refurbish deficient safety rest area buildings, utilities and sites.
4. Upgrade existing traffic control and monitoring systems as technology changes to avoid obsolescence and capture the benefits of new technology.

Improvement

Mobility Condition and Needs:

This principal arterial is certainly one of the most congested corridors in Kitsap County and can be a problem throughout the day due to it's five lane configuration and unlimited access to the strip development lining both sides of the highway.

Mobility Management Strategies:

Determine the most cost-effective improvements for this corridor. Near term strategies include investments that address system chokepoints. A combination of added bus and transit lanes, managed lanes, added Bus service will be developed and refined over the next 20 to 50 years improvement management strategies.

Safety Condition and Needs:

There are six High Accident Locations identified in the vicinity of MP 13.78 to 15.30, 0.26 to 0.34, 1.72 to 2.19, 2.37 to 3.08, 8.84 to 8.98, and 9.08 to 9.15. In addition, there are no High Accident Corridors identified.

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Safety Management Strategies:

Reduce and prevent deaths and the frequency and severity of disabling injuries, and reduce the societal costs of accidents (Focus on the rate of severity and frequency).

Safety improvements that will be strategically considered include:

1. Eliminate high accident locations on state highways through hazard mitigation.
2. Eliminate Pedestrian Accident Locations on state highway through hazard mitigation.
3. Eliminate high accident corridors using standards based highway safety solutions.
4. Construct and improve intersection channelization and/or signals in compliance with federal guidelines to improve safety.
5. Improve the geometrics of the Interstate system per Federal Highways Administration (FHWA)/WSDOT stewardship agreement.
6. Eliminate major at-grade intersections on multi-lane, divided highways with speeds of 45 MPH or greater.
7. Improve roadways where geometrics, traffic volumes, and speed limits indicated a high accident potential by instituting standards based highway safety solutions.
8. Proactively address pedestrian safety along state highway segments that exhibit high pedestrian use and the potential for future accidents.
9. Address highway safety through statewide low-cost, high benefit and short-term projects.

Environmental Condition and Needs:

Reduce impacts by addressing noise reduction, air quality, storm water, wetland mitigation, chronic environmental deficiencies, and fish barriers.

Environmental Management Strategies:

Environmental improvements that will be strategically considered include:

1. Strategically prioritize and retrofit existing state transportation facilities for noise reduction.
2. Implement all transportation control measures as identified by the Washington State Implementation Plan for Air Quality.
3. Strategically prioritize repair, replace, and retrofit existing state transportation facilities for storm water runoff quality and quantity to reduce environmental impacts.
4. Strategically prioritize and re-mediate wetland mitigation sites during the later stages of the monitoring phase to ensure they function as conditioned by the issuance of permits.
5. Develop criteria, strategically prioritize and repair existing chronic environmental deficiencies of transportation facilities.
6. Strategically prioritize, repair, replace and retrofit existing barriers to fish passage on the state highway system within 20 years as appropriate to reduce existing barriers to fish passage statewide.

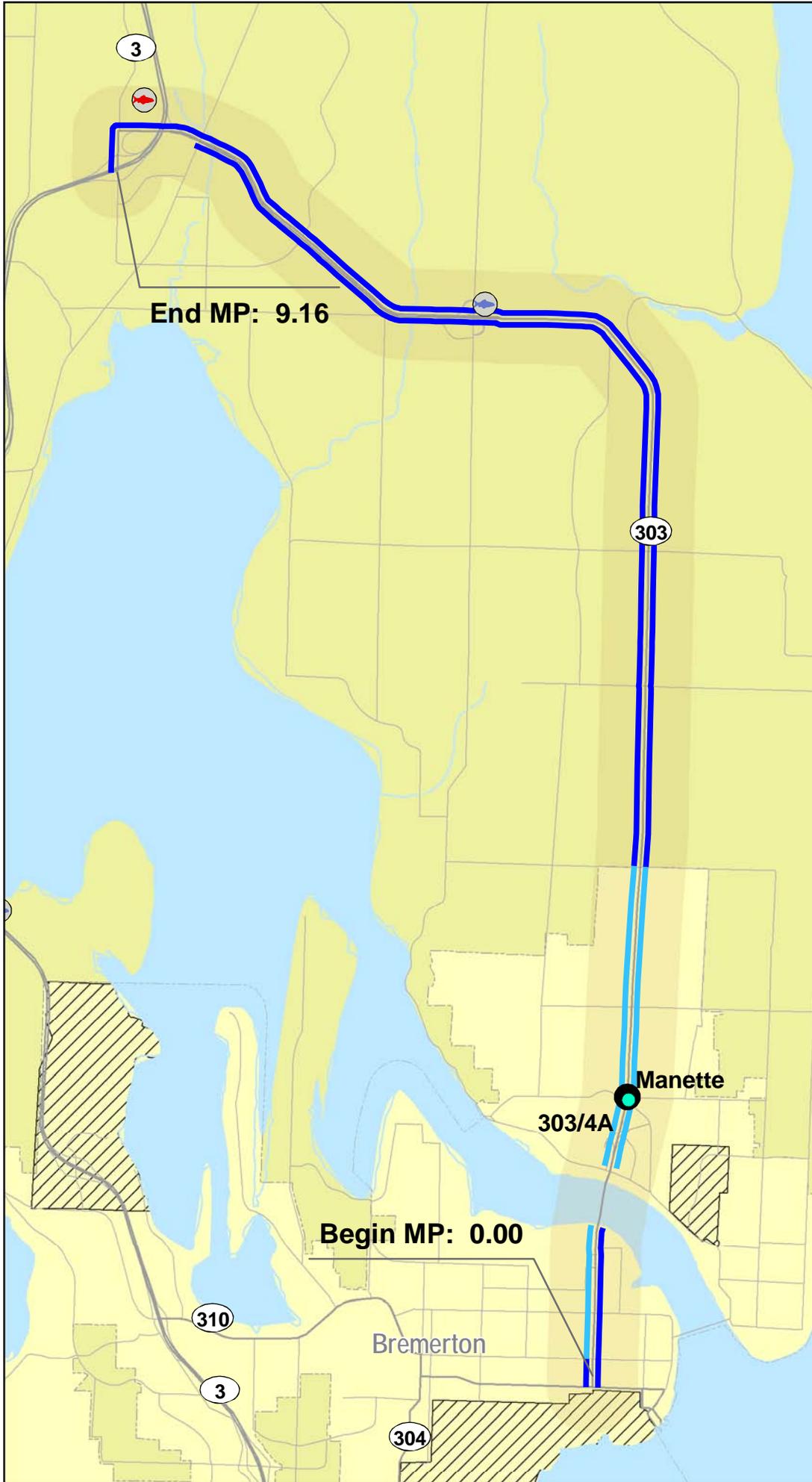
Restrictions:

There are weight restrictions on SR 303 at milepost 1.47.

50-Year Configuration:

As discussed below, the Phase 2 study will define the 50 Year corridor vision.

HSP Congested Corridor Analysis Needs



- HSP Corridor Location
- Bridge Priorities**
- Replacement
- Special
- Seismic
- Scour
- Painting
- Miscellaneous
- Bridge Deck
- Other Bridge Issues**
- ◆ 2 Lane BW Narrow Bridge
- Restricted Bridge
- Posted Bridge
- ▲ Vert. Clearance < 15.5'
- Unstable Slope**
- ▲ Debris Flow
- ▲ Erosion
- ▲ Landslide
- ▲ Rockfall
- ▲ Settlement
- Fish Passage Barriers**
- Require Repair
- Little Gain
- Undetermined
- Paving Due**
- Past Due
- 2005 - 2007
- 2008 - 2009
- 2010 - 2011
- 2012 - 2026
- Other Features**
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- ++ Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- County Line

November, 2006



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TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:

(SR 303 BARM 0 to EARM 5.59): Traffic safety management improvements including signal coordination, channelization at intersections where needed and signal priority for transit from SR 304 to Brownsville Hwy. (\$1.1M - \$1.5M, solution cost)(10-20 % Collision Reduction + 2-10% Reduction in Daily Vehicle hours of Delay = \$37M Benefit)

(SR 303 BARM 0 to EARM 9): Install 2 closed circuit television units near Clear Creek Rd. and conduit from SR 304 to Clear Creek Rd. (\$0.9M - \$1.2M, solution cost)(5-20 % Collision Reduction + 2-10% Reduction in Daily Vehicle hours of Delay = \$13M Benefit)

Delay Reduction: 2 to 10%

Collision Reduction: 5 to 20%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$10.0 M - \$13.0 M

Cost Estimate Explanation:

The estimated Cost is the total of the costs for the solutions described for minimum fix.

Minimum Fix Benefits:

The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay.

Moderate Fix

Description:

(SR 303 BARM 0.42 to EARM 4.66): Construct Business Access and Transit Lanes from 11th St. to Fairgrounds Rd. (\$90M - \$120M, solution cost)(10-30% Collision Reduction + 35-45% Reduction in Daily Vehicle hours of Delay = \$46M Benefit)

Delay Reduction: 35 to 45%

Collisions Reduction: 10 to 30%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$90 M to \$120 M

Cost Estimate Explanation:

The estimated Cost is the total of the costs for the solutions described for moderate fix.

Moderate Fix Benefits:

The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay.

Maximum Fix

Description:

(SR 303 BARM 0 to EARM 9.32): Develop alternate parallel local arterial route for SR 303 from SR 304 to SR 3. (\$75M - \$101M, solution cost)

Delays Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$75 M to \$101 M

Cost Estimate Explanation:

The estimated Cost is the total of the costs for the solutions described for maximum fix.

Maximum Fix Benefits:

The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay.

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Off-System Solutions:

None identified.

Special Studies/Reports:

State Route 303 Bremerton to Silverdale Transportation Corridor Study.

Required Studies

The June 2002 corridor study needs to be followed up with a \$2 million phase 2 environmental documentation effort to determine whether a Findings of No Significant Impact or an Environmental Impact Statement (EIS) would be appropriate for the proposed action.

Start/Completion Date of Study:

None identified.

Expected Results

This phase 2 study would look at avoidance measures along with new alternatives if an EIS is determined to be appropriate.

Funded Projects within Corridor Limits

Project No	Title
330316A	SR 303/Port Washington Narrows Bridge - Bridge Rail
330311A	SR 303/Manette Br. Bremerton Vic. - Br. Replacement

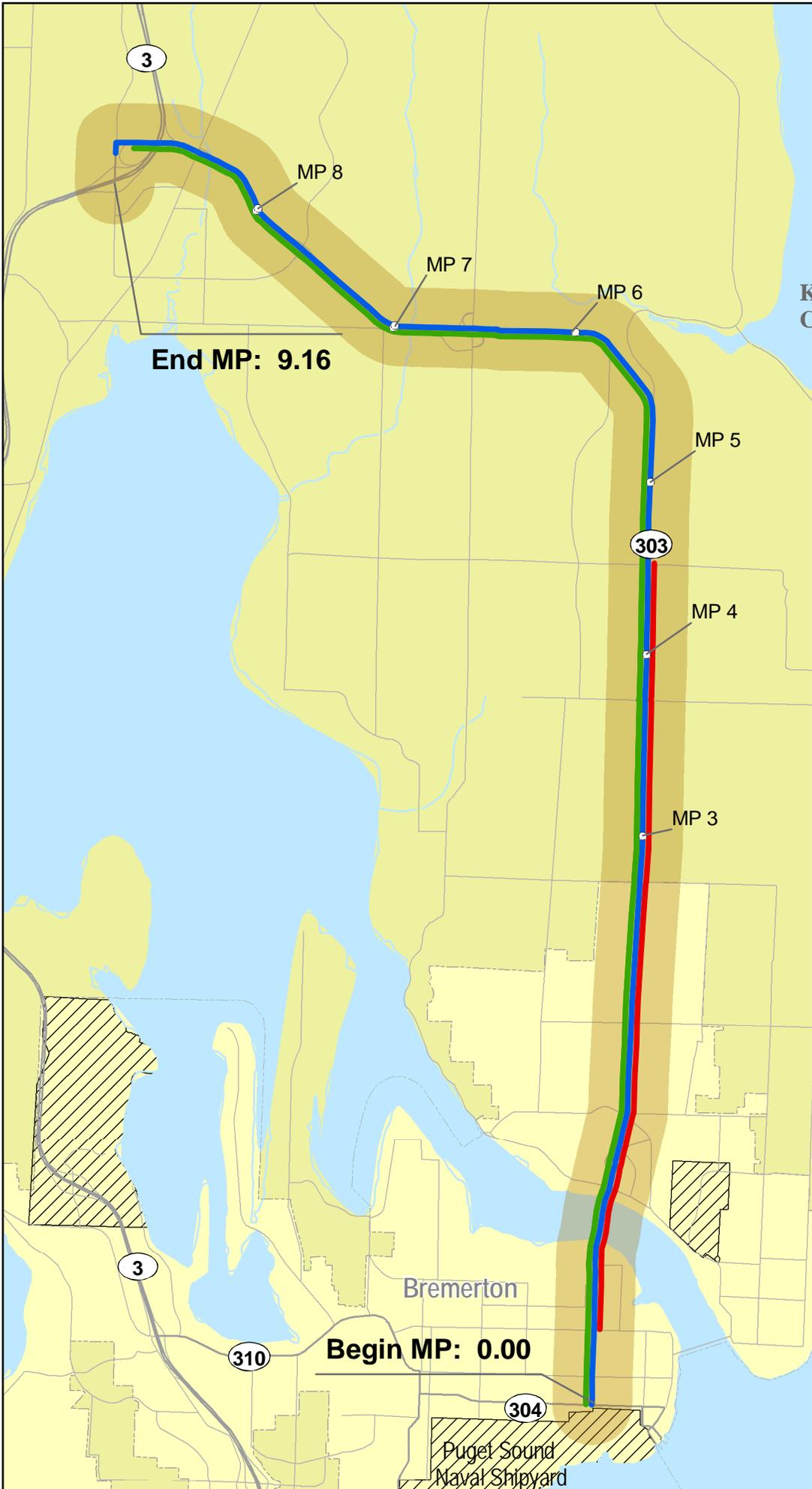
Additional Comments:

None identified.

Data Sources and Contacts used:

Washington State Highway System Plan: 2003-2022, dated February 2002
GIS Environmental and Transportation Workbench
Capital Improvement and Preservation Program
Studies from WSDOT Olympic Region Planning Library (internal)
Bridge Structures and Preservation Data - WSDOT Bridge
Transportation Data Office

HSP Congested Corridor Analysis Solutions



-  HSP Corridor Location
- Solutions**
-  Tier 1
-  Tier 2
-  Tier 3
-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Milepost Marker
-  Local Roads
-  Railroad
-  Military Reservation
-  Tribal Lands
-  City Limits
-  Urban Area
-  County Line

November, 2006

