

**National Environmental Policy Act and
State Environmental Policy Act**

Finding of No Significant Impact

SR 3 FREIGHT CORRIDOR – NEW ALIGNMENT

November 2024

SR 3 FREIGHT CORRIDOR – NEW ALIGNMENT

Mason and Kitsap Counties, Washington

FINDING OF NO SIGNIFICANT IMPACT

Submitted pursuant to 42.U.S.C. 4332(2)(c)

By the

U.S. Department of Transportation – Federal Highway Administration
and
Washington State Department of Transportation

The following persons may be contacted for additional information concerning this document:

Liana Liu
Area Engineer, Olympic Region
Federal Highway Administration
711 Capitol Way S., Suite 501
Olympia, WA 98501-1284
Phone: (360) 753-9553
Email: liana.liu@dot.gov

Victoria Book
Environmental & Hydraulics Manager
WSDOT Olympic Region
P.O. Box 47440
Olympia, WA 98504-7440
Phone: (360) 570-6707
Email: victoria.book@wsdot.wa.gov

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FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
(FONSI)

FOR

SR 3 Freight Corridor – New Alignment

The Federal Highway Administration (FHWA), pursuant to 23 Code of Federal Regulations (CFR) 771.121 has determined that the **SR 3 Freight Corridor – New Alignment** will have no significant impact on the human environment. This FONSI is based on the Supplemental Environmental Assessment (SEA) (approved January 25, 2024) which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the SEA.



Ralph J. Rizzo, **Division Administrator**
Federal Highway Administration

November 15, 2024

Date

The SEA is incorporated by reference into this FONSI. Copies of the SEA and FONSI are available by request from Victoria Book, P.O. Box 47440, Olympia, WA, 98504-7440; telephone (360) 570 – 6707. Copies are also available for downloading at this web page: <https://wsdot.wa.gov/construction-planning/search-projects/sr-3-freight-corridor-new-alignment>

Abstract:

The SR 3 Freight Corridor – New Alignment project is located in western Washington within City of Bremerton, Kitsap County and Mason County. In accordance with the National Environmental Policy Act, this SEA evaluates the environmental effects of the proposed Build Alternative and No Build Alternative (if the project was not built). The Project will construct the SR 3 Freight Corridor – New Alignment to the east of the existing SR3 with a design and posted speed of 50 miles per hour (mph). The proposed alignment will begin at MP 22.81 on existing SR 3 and connect back to the existing SR 3 alignment at MP 29.49. The project also includes stormwater treatment facilities, 12-foot lanes with 8-foot shoulders, and roundabouts at the north and south connections to existing SR 3.

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1.0 INTRODUCTION

The SR 3 Freight Corridor – New Alignment project provides a new 6.5-mile corridor to reduce congestion and improve safety through Belfair and provides an alternate route during highway closures resulting from vehicular crashes and other incidents. The selected alternative is the proposed action, hereby referred to as the Project.

Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) prepared a Supplemental Environmental Assessment (SEA) to analyze and document whether the Project would have significant effects on the environment. This Finding of No Significant Impact (FONSI) is made based on the information in the SEA and has been prepared by FHWA and WSDOT to comply with the National Environmental Policy Act of 1969 (42 U.S.C § 4321), FHWA’s Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545, May 6, 1999), and other related laws. WSDOT will use FHWA’s decision documentation and other supporting documentation to satisfy the Washington State Environmental Policy Act (SEPA) (WAC 197-11). The SR 3 Freight Corridor – New Alignment Project SEA published in January 2024 is incorporated herein by reference.

Project History

The Project began in 2001 when Mason County proposed a bypass as an undivided two-lane principal arterial. Between 2005 and 2009, the Washington State Legislature provided WSDOT funding for preliminary design and environmental analysis of the SR 3 Belfair Bypass project. In the 2009 transportation budget, the Legislature included a proviso directing WSDOT to engage the public in considering the scope and budget of the SR 3 Belfair Bypass project. The *Belfair Bypass Proviso Report* (2010) was published on June 23, 2010. The Legislature provided funding in the 2010 supplemental budget to advance work related to environmental review. FHWA and WSDOT published an Environmental Assessment (EA) in January 2013 and a Revised EA in May 2013. Funding for construction of the Belfair Bypass project was not included in the transportation budget at that time. Since the project was not funded, FHWA was prohibited from publishing a final decision document due to regulations around fiscal constraint. As a result, design and further environmental analysis was stopped.

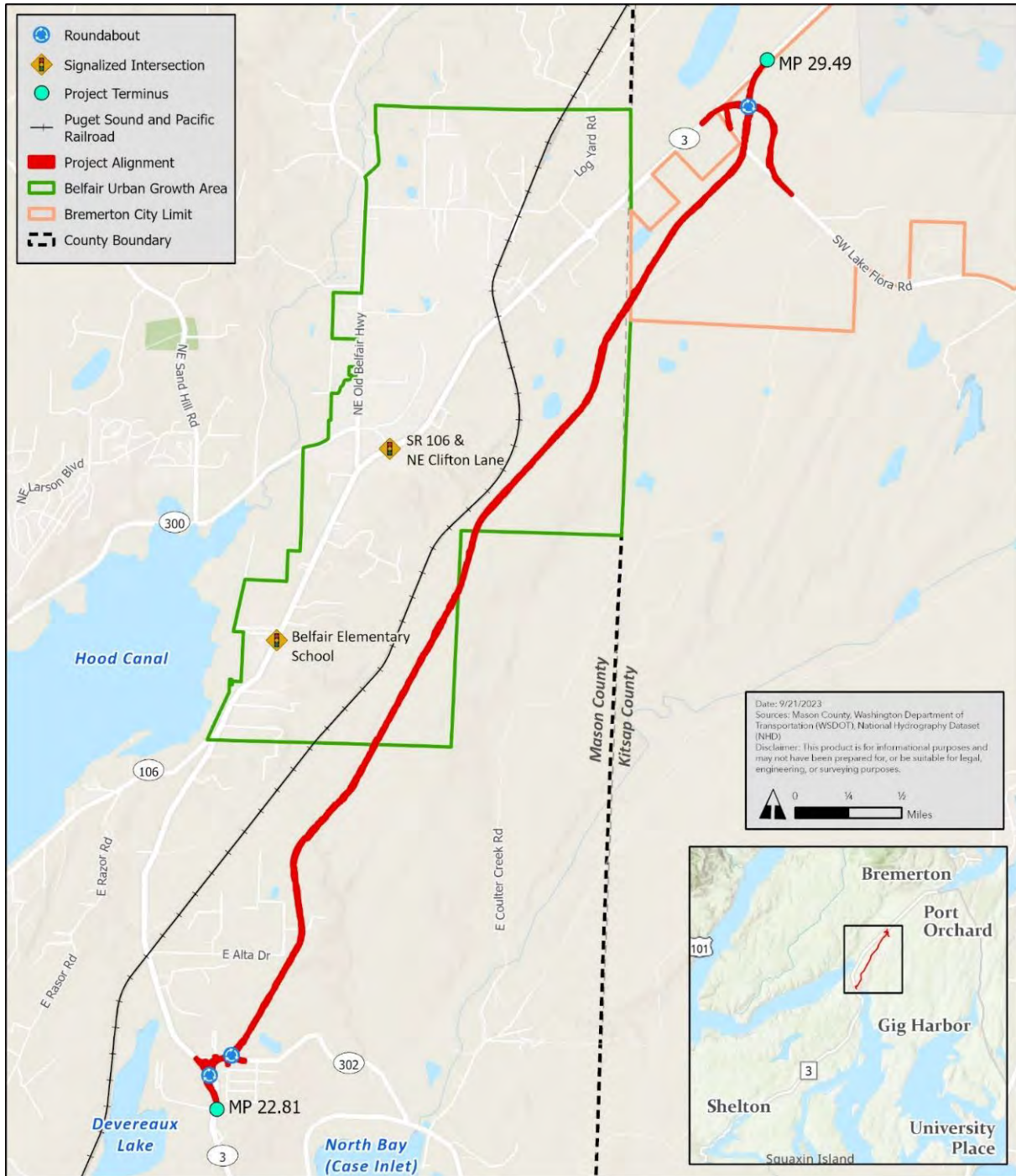
In 2019, the project received Connecting Washington funding and the project was restarted. Since that time, WSDOT has refined the design and updated the environmental documentation to comply with NEPA. The project name was updated from the SR 3 Belfair Bypass to the SR 3 Freight Corridor – New Alignment to reflect the project purpose more accurately, even though the purpose and need of the project has remained unchanged. WSDOT published the SR 3 Freight Corridor – New Alignment project SEA in January 2024.

1.1 Where is the Project Located?

The project is located mostly in Mason County, with its northern end located in Kitsap County. The project is designed to bypass the community of Belfair, which serves as the commercial center of northern Mason County. The project area is surrounded by City of Bremerton and Port Orchard to the northeast, City of Gig Harbor to the southeast, and City of Shelton to the south (Figure 1). The existing SR 3 is the major north-south link between Mason and Kitsap counties and Belfair is a choke point on this regional highway and is the only freight route through southwest Kitsap and northeast Mason Counties. SR 3 carries most of the daily commute trips from SR 106, SR 300 and populated coastal areas in Mason County north to Bremerton and via SR 16 to points in Pierce and King Counties. Regional traffic using SR 3 must pass through the commercial area of Belfair having numerous access points with high

turning volumes. Southbound traffic destined for Shelton, Grays Harbor, and Olympia also must pass through Belfair.

Figure 1: SR 3 Freight Corridor – New Alignment Project Vicinity



1.2 What is the Purpose of the Project and Why is the Project Needed?

The purpose of constructing the SR 3 Freight Corridor – New Alignment is the same as was proposed in the 2013 EA and Revised EA: to provide a reliable, high-speed, regional route between Kitsap and Mason Counties. This new route will move freight and regional traffic between Shelton and Bremerton, thus bypassing the urban center of Belfair. This project will reduce congestion and improve safety through Belfair and provide an alternate route during highway closures resulting from vehicular crashes and other incidents. Construction of this project will provide safe and reliable regional access to jobs, goods, and services, and improve efficiencies for all public service providers, on SR 3 through Belfair.

A freight corridor around Belfair is needed to improve regional mobility for freight, passenger vehicles and transit. The improvements will increase mobility, reduce congestion through Belfair, and improve safety. More detail on the need for the project can be found in Section 2.2 of the SEA.

2.0 DESCRIPTION OF PROPOSED ACTION

The proposed project will construct the SR 3 Freight Corridor – New Alignment to the east of the existing SR 3, as shown in Figure 1. The new, two-lane highway will become the SR 3 Alternate and the existing segment of SR 3 through Belfair will remain SR 3. The Project includes the following:

- Design and posted speed of 50 miles per hour (mph).
- The proposed alignment will begin at MP 22.81 on SR 3 and connect to the existing SR 3 alignment at MP 29.49
- The south connection is just south of the intersection with SR 302 while the north connection to existing SR 3 is proposed just north of SW Lake Flora Road.
- The freight corridor will be a managed access facility from the beginning of the alignment at MP 22.81 to the intersection with SR 302 (MP 23.26); then, the facility will switch to limited access from the intersection with SR 302 to the intersection with Lake Flora Road at MP 28.78, where it will change back to managed access to the end of the alignment at MP 29.49.
- The typical cross-section of the proposed improvement is shown in Figure 2 and its construction elements will include the following:
 - Two 12-foot travel lanes with 8-foot shoulders
 - Stormwater treatment facilities – natural dispersion and infiltration, compost-amended vegetated filter strips, and treatment wetlands
 - Two roundabouts to connect the south end of the new corridor to the existing SR 3 corridor at SR 302 (Figure 3)
 - The western roundabout will provide access to the existing SR 3 corridor (Figure 3)
 - The eastern roundabout will provide access to SR 302 and the proposed SR 3 Freight Corridor (Figure 3)
 - A roundabout at the north end of the alignment to connect the existing SR 3 corridor to the new corridor at Lake Flora Road (Figure 4)
 - Right-in/right-out access to provide access to North Mason High School and Belwood Lane

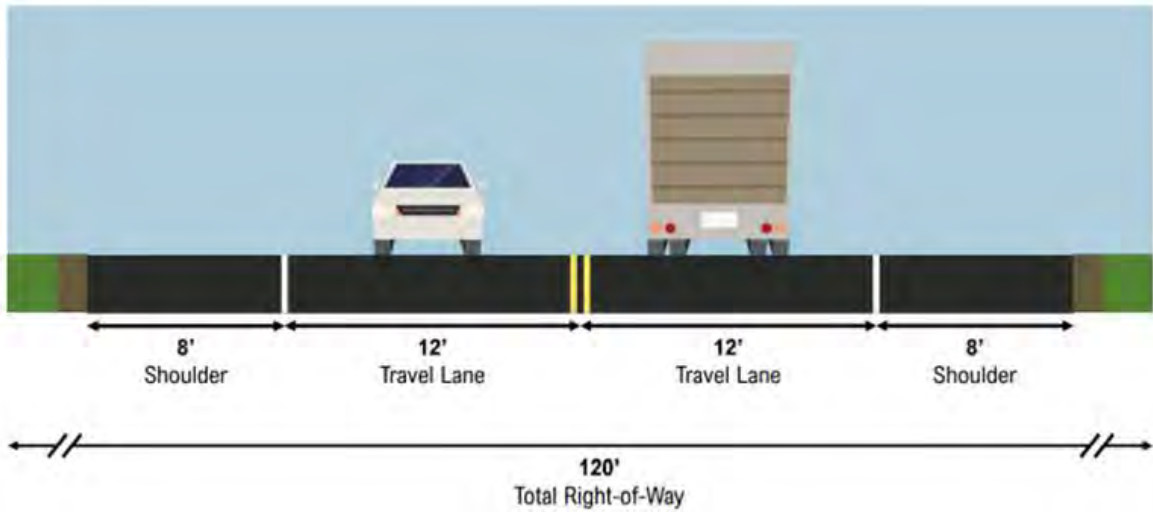


Figure 2: SR 3 Freight Corridor – New Alignment Proposed Highway Cross Section



Figure 3: South End Roundabout Connections



Figure 4: North End Roundabout Connection

3.0 EA COORDINATION AND COMMENTS

3.1 How was the Public Involved?

WSDOT has been working with the local jurisdictions and the public for many years, starting with the 2001 environmental assessment (prepared by Mason County). Public involvement included open houses, newsletters, public presentations, media information and public displays. See Section 6.2 of the SEA for full detail of public outreach for the Project.

For the SR 3 Freight Corridor - New Alignment, open houses were held in the Fall of 2019 and February 2024. A summary of the public engagement process is presented in the table below.

Table 1: Public Involvement Activities

Date	Description
October 2019	Open House was held to present information about the modified Freight Corridor project
October 2020	Public meeting was held in the Alta-Brook Neighborhood for comment on the Value Engineering report
November 2020	Briefing with Mason County Commissioners which was placed on YouTube for public viewing; public comments were solicited
November 2023	Mason County Town Hall at the Hub - Senator Drew MacEwen and Reps. Dan Griffey and Travis Couture, Department of Transportation. State officials discussed the project route and timeline and answered questions.
February 2024	Open House/Environmental Hearing at the North Mason High School Commons & Online Open House (from 1/29/24 to 3/14/24 on the WSDOT Project Website)

As information regarding the Freight Corridor was generated, it was provided to the public and targeted audiences using a variety of tools. Information and feedback were collected from the public to inform the analysis.

The primary vehicle for providing ongoing information to the public is a project website hosted by WSDOT (<https://wsdot.wa.gov/construction-planning/search-projects/sr-3-freight-corridor-new-alignment>). Those looking for more detailed information can readily access maps, schedules, and other project-related items. Website visitors are invited to sign up to receive project updates via email.

Media outreach has been an important tool for raising awareness about the project and promoting community engagement. This outreach includes Facebook and Twitter posts, as well as press releases for key project milestones and events.

Open House

Over the life of the project, six open house forums have been held to present the proposed project and provide an in-depth opportunity for broad community engagement. Open houses occurred during the following dates: January 2007, April 2007, October 2007, December 2012, October 2019 and February 2024. The open house on February 13, 2024 was attended by over 60 participants, who were provided

an updated project overview that included the history of the project, transportation design, project benefits, environmental impacts, and project schedule. Additionally, an online open house was held between January 29, 2024 and March 14, 2024 to solicit input more broadly. WSDOT received over 80 public comments during the in-person and online open house (Appendix A). A Spanish-language translator and certified court reporter were available during the in-person open house, and Spanish language translations of the open house materials were available on the online open house website. No comments were received through the certified court reporter that was available on site. A certificate documenting the court reporter attendance is included in Appendix E.

In advance of the February 2024 in-person open house:

- WSDOT sent mailers to 4,020 residents, in English/Spanish in the Belfair area, southern Bremerton, and unincorporated Port Orchard. Postcards began arriving before Monday, Jan. 29, 2024.
- A news release was sent to local media and community partners announcing the open house, and the Kitsap Sun and Shelton-Mason County Journal newspaper provided coverage.
- Letters announcing the availability of the draft SEA document were sent to over 300 recipients including federal, state, and local agencies, interested parties, and previous commenters.
- SEA availability announcements were sent to the following tribes whose consultation areas overlap the Project study area.
 - Jamestown S’Klallam Tribe
 - Port Gamble S’Klallam Tribe
 - Puyallup Tribe
 - Skokomish Indian Tribe
 - Squaxin Island Tribe
 - Suquamish Tribe
 - Lower Elwha Klallam Tribe
- Fliers announcing the project, project overview, and methods to receive additional information were posted locally throughout the community.
- Two copies of the SEA were made available at the North Mason Timberland Library.

After the in-person open house:

- The public comment period was extended from 30 days to 45 days to allow additional input.
- The notice of comment extension was sent to all previous recipients, published on the WSDOT website, included in a news release and posted in the Shelton-Mason County Journal.

Online Open House

The SEA was published for public review on January 29, 2024. In addition to an in-person open house, WSDOT held an online open house where the public could learn about Project details and provide comments on the SEA. In addition, a voicemailbox was set up to provide the public another way to provide comments, request project information or request copies of the project documentation. Comments and response are in Appendix A.

Major Messages and Themes

Attendees from both open houses provided feedback on:

- How they use the existing SR 3 and how they anticipate they would use the Project corridor (11 comments).

- Congestion issues outside the Project’s physical scope. The scope is limited by the stated need and purpose as described in Section 2 of the SEA (8 comments).
- Within the project’s scope, comment themes received were primarily related to transportation and noise, natural resources, and project support.
 - Transportation
 - Changes in travel patterns and safety (12 comments)
 - Potential backup into Allyn (6 comments)
 - Access to pedestrian, bicycle and transit facilities on the corridor (3 comments)
 - Noise levels associated with the new corridor (3 comments)
 - Natural Resources
 - Loss of wildlife habitat within the forested landscape (10 comments)
 - Concerns with water quality and drainage (2 comments)
 - General support for the project and interest in getting it built as soon as possible (42 comments).
 - General opposition to the project (12 comments).

Responses

Transportation and Noise

Several of the comments were about changes to travel patterns and safety, and in response, information was provided about how the new corridor’s north and south connection points were determined, anticipated use of the new corridor, and information about limited access facilities and the access hearing process. Concerns about traffic backup into Allyn were addressed by noting that the Project is not expected to add or generate additional traffic backup in Allyn. Commenters asked about bike use on the shoulders, and in response, information was provided that the 8-ft shoulders provide room for cyclists, but do not accommodate pedestrian use. At the south end of the alignment, where WSDOT will maintain managed access near the high school, there will be shared use pathways that can accommodate pedestrians and bicycles. Within the Belfair urban center, sidewalks and non-signed bicycle lanes exist on both sides of the existing SR 3 corridor, which will likely remain the main bicycle and pedestrian route through Belfair. Additionally, pedestrian access to East Brazier Lane will be maintained.

For comments concerning vehicular noise emanating from the corridor into adjacent neighborhoods, responses discuss how noise mitigation options were evaluated, but the analysis determined that all walls were found to be feasible but did not meet reasonableness criteria. Therefore, no walls were recommended for this project.

Natural Resources

Based on feedback received from the open house, the project team revisited the plan for wildlife connectivity throughout the new corridor and will take concerns into consideration as the project moves into final design. WSDOT is revisiting several wetland delineations and ratings based on historical and flooding information provided by a public comment.

General Support and Opposition

FHWA and WSDOT responded by thanking commenters for their comment.

SEA Errata

Revisions to the SEA have been made in response to public comment. All revisions are captured in the SEA Errata found in Appendix B.

4.0 DETERMINATIONS AND FINDINGS

The environmental disciplines with impacts and findings are summarized below. A summary of all project effects can be found in Chapter 4 of the SEA. The following resources are not located within the Project study area and will not be discussed further throughout the document:

- Floodplains
- Farmlands
- 6(f) Properties

4.1 Transportation

Short Term Effects

The Project will create minimal, temporary construction effects. Travelers will experience construction related traffic delay and might need to take detour routes during construction of the roadway connections to the existing SR 3. Since most of the Freight Corridor alignment is through forested land, most of the work will not lead to direct disruption to existing traffic. There will be an increase in traffic on existing streets as construction workers go to work sites or bring in and remove equipment and materials. Temporary closures of roadway segments may be required while the new corridor is connected to the existing SR 3 alignment. Other than minor increases in travel times, no impacts to traffic, transit services, pedestrians, or bicyclists through the corridor are expected.

Long Term Effects

Construction of the Project will provide an alternative route around the Belfair community, diverting regional through traffic away from the existing highway and lessening traffic volumes through the community. This will help to mitigate aesthetic impacts, noise pollution, air quality impacts, and will separate local ingress and egress access issues within the community from regional throughput. The Project will improve travel times through the corridor for pass-through traffic, improve intersection performance and operations, and improve decrease delay at all intersections in the study area.

The Project will provide an alternate route during emergencies and for emergency services. Regional response times will likely improve. The Project is expected to have beneficial impacts to transit operations. Reduced congestion and delay will allow for efficient transit operations and the bypass will provide alternate faster regional transit routes.

4.2 Noise

Noise levels are projected to increase by 5 dBA to 20 dBA over existing noise levels for receivers located near the new freight corridor. Some other receivers along SR 3 will benefit from the Project with reductions of 2 to 6 dB over the existing conditions, as many vehicles are diverted onto the freight corridor. There are 10 receivers that represent 15 properties projected to be at or above WSDOT's Noise Abatement Criteria (NAC) of 66 dBA Leq (equivalent sound pressure level in A-weighted decibels) for residential properties that will meet the substantial increase NAC of 10 dB in the Build scenario (refer to Chapter 4.3 in the SEA for more information and figures showing labeled receivers). As required by WSDOT and FHWA, all impacted properties in the Project scenario were analyzed for noise abatement.

Noise abatement must be considered in a Project where noise impacts are identified. Noise abatement must meet WSDOT's reasonableness and feasibility criteria for abatement. If the wall is determined to be both reasonable and feasible, meeting the WSDOT criteria, it can be recommended for construction

as part of the transportation project, pending approval from the residences using WSDOT's polling policy. WSDOT's definition of Feasibility and Reasonableness is summarized in the SEA.

Four noise walls were considered, and complete information on the walls considered is provided in the Noise Discipline Report (2023). All four walls were found to be feasible but did not meet reasonableness criteria. Therefore, no walls were recommended for this project.

4.3 Air Quality

The Project will not cause or increase any exceedance of the National Ambient Air Quality Standards (NAAQS) and meets project-level conformity requirements per 40 CFR 93.123. No significant adverse unavoidable impacts related to air quality are predicted because of the Project.

An updated air quality technical study for the Project was completed in June 2021 and updated in December 2023 (refer to SEA and Air Quality Discipline Report for more information) for the Project to reflect the current conditions. No air quality impacts are anticipated from long-term operation of the project; therefore, no long-term mitigation measures are required. The Project will improve traffic operations within the study area and regionally, thereby reducing traffic congestion and the rate of expected collisions. By reducing chronic traffic congestion, vehicles will be able to operate at consistent and moderate speeds where they run most efficiently. Fewer collisions will lead to reductions in periodic traffic congestion, thereby also reducing emissions.

Because the Project will reduce vehicle miles traveled (VMT), it will not increase emissions of criteria air pollutants or mobile source air toxics (MSAT) relative to the No Build Alternative. The project adds capacity to the existing roadway but does not increase the average daily traffic compared to the No Build Alternative. Because the estimated traffic volumes with the future Project are lower than under the future No Build Alternative, it is expected that overall MSAT emissions for the Project and No Build Alternatives will be similar.

4.4 Wetlands and Other Waters of the U.S.

Short Term Effects

Temporary impacts will include vegetation removal or temporary fill and/or excavation associated with construction of new roadway and stormwater facilities. Temporarily disturbed wetland or buffer areas will be restored to existing conditions (or better) after construction. The extent of temporary impacts to wetlands and buffers will be determined as the project design is refined.

Long Term Effects

Permanent impacts will occur where existing wetlands or wetland buffers are converted to pavement, unvegetated road shoulder, stormwater facilities, or other built or impervious surfaces. Permanent impacts also include the long-term alteration of vegetation structure (e.g., forest converted to mown roadside right-of-way).

The proposed alignment will cause direct and permanent impacts to 0.10 acres of wetland habitat and 6.14 acres of wetland buffer habitat. The project will have no direct impacts to streams, but approximately 0.26 acres of stream buffer habitat will be permanently affected (0.14 acre of this total are included as wetland buffer impact due to overlap).

WSDOT will implement compensatory mitigation to offset unavoidable impacts to wetlands, wetland buffers, and stream buffers. Types of mitigation that may be used include (1) restoration of disturbed wetland and buffer areas in the Project vicinity, (2) a payment to the Hood Canal Coordinating Council (HCCC) In-Lieu Fee Program (HCCC uses such funds to implement strategically sited mitigation projects),

(3) purchase of credits from a mitigation bank, such as the Kitsap Umbrella Mitigation Bank, or 4) Payment, design and/or work agreements with local agency restoration work in the Project vicinity.

FHWA finds that there is no practicable alternative to the proposed new construction within wetlands. The Project includes all practicable measures to reduce impacts to wetlands that may result from the Project.

4.5 Endangered Species Act (ESA) Compliance and Magnuson-Stevens Act (MSA)

As required under Section 7 of the Endangered Species Act (ESA) WSDOT prepared a biological assessment and consulted with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). USFWS issued a letter of concurrence, concluding that the project is not likely to adversely affect bull trout or marbled murrelets, and NMFS issued a letter of concurrence, concluding that the project is not likely to adversely affect Puget Sound steelhead, Puget Sound Chinook salmon, or Hood Canal summer-run chum salmon. NMFS also concurred with determinations that the project is not likely to adversely affect designated critical habitat for Puget Sound Chinook salmon or Hood Canal summer-run chum salmon, and that it will have no adverse effects on essential fish habitat for species protected under the Magnuson-Stevens Act. More information can be found in the SEA Section 4.6. ESA and MSA consultation documentation will be provided upon request.

4.6 Vegetation

Short Term Effects

Temporary effects to vegetation will occur where areas cleared for project construction are subsequently restored. For this analysis, the temporary impact area was defined as areas 10 feet outside of the cut and fill lines for the Project footprint. Additional temporarily affected areas (e.g., staging areas) have not yet been identified. The full extent of temporary impacts to vegetation will be determined as the project design is refined.

Areas temporarily disturbed by construction will be restored following construction using a combination of native and naturalized species appropriate to the highway roadside. Weed control activities will be carried out using Integrated Vegetation Management prescriptions for most effective control and/or eradication of these legally designated noxious weeds, while protecting and preserving desirable species.

Long Term Effects

Permanent impacts to vegetation will occur where vegetated areas are converted to a developed condition (e.g., roadway or maintained right-of-way) within the project footprint. Approximately 79 acres of vegetated land (i.e., areas classified as Coniferous Forest, Mixed Forest, Regeneration, Clear-cut, or Wetland) will be permanently affected by the Project. An additional 4 acres of Rural/Residential lands (which typically have a vegetated component) will also be affected. The remaining 4 acres of land within the Project footprint consists of the Roadway/ROW and Commercial/Developed cover types, which do not have a substantial vegetated component. No populations of special-status plant species¹ have been documented in the study area.

¹ Special-status plants species include those listed or proposed for listing as threatened or endangered under the ESA; candidates for such listing; species of local importance; and species included in the Washington Natural Heritage Program database.

Vegetation in the SR 3 Freight Corridor ROW will be managed as part of WSDOT's regular maintenance work. Management activities will include periodic mowing and selective herbicide application, removal of dead or dying trees and tree limbs that could fall on the roadway, and clearing brush that encroaches on the roadway. These activities will affect vegetation by preventing trees from establishing too close to the road and preventing forested areas from developing natural features such as snags and downed wood where there is potential to impact traffic safety. Negative effects on vegetation will be avoided and minimized by implementing a variety of avoidance and minimization measures and best management practices, shown in Section 5: Environmental Commitments.

4.7 Fish and Wildlife

Short Term Effects

No construction-related effects on fish species or fish habitat are expected because no fish-bearing streams are present in the project limits and best management practices (BMPs) will be implemented to prevent contaminants and excess sediment from entering waters of the state. Potential short-term effects to wildlife will include displacement while construction is underway and temporary loss of nesting and foraging habitat until vegetation is reestablished in disturbed areas.

Long Term Effects

No long-term effects on fish species or fish habitat are expected because no fish-bearing streams are present in the project limits. Potential impacts to surface waters outside the project limits will be avoided primarily through the use of natural dispersion and infiltration to provide treatment and flow control of stormwater runoff. Where natural dispersion or infiltration cannot be achieved, compost-amended biofiltration swales and/or stormwater treatment ponds will be built to control and treat stormwater runoff from the new highway.

Potential long-term impacts on wildlife include habitat modification and an increased risk of vehicle-wildlife collisions. Conversion of forested habitats to a roadway and associated right-of-way will entail habitat modification and fragmentation. Species adapted to urbanized landscapes (e.g., raccoons, crows, rock pigeons, European starlings) may become more abundant along the project corridor, possibly outcompeting or preying upon native species that depend on interior forest habitat. In addition, animals will face an increased risk of injury or mortality due to collisions with vehicles traveling on the new roadway. Vulnerable species include raptors that hunt along road rights-of-way and mammals or amphibians that cross the roadway during dispersal or daily foraging activities.

Operation of the completed project will also increase disturbance levels along the corridor, especially in areas where development currently does not exist. Increased disturbance, combined with conversion of vegetated habitats to a developed condition (roadways, maintained right-of-way) may cause the displacement of wildlife into neighboring habitats. Depending on the capacity of such areas to support additional wildlife, displacement may lead to crowding of wildlife and a decrease in habitat quality.

Negative effects on vegetation will be avoided and minimized by implementing a variety of avoidance and minimization measures and best management practices, shown in Section 5: Environmental Commitments. Opportunities for wildlife connectivity enhancements throughout the Project corridor will be considered as the project moves into final design.

4.8 Water Resources

Short Term Effects

Due to the Project, water quality of adjacent waterbodies could be temporarily affected by construction activities such as materials staging, earthwork and grading, utility placement, and construction of roadway lanes, retaining walls, and other structures. The proximity of construction vehicles to water resources increases the risk of hazardous materials, sediment, and other substances impacting water resources.

Construction activities that result in vegetation clearing, soil compaction, and other practices that decrease the permeability of ground surface and impede infiltration of precipitation can potentially affect groundwater resources. Section 5: Environmental Commitments provides information about minimization measures that will be implemented during construction.

Long Term Effects

Operational impacts may result from stormwater runoff, roadside maintenance activities, and spills from vehicular crashes. Pollutants in stormwater runoff from roadways typically include total suspended solids (TSS; sediment typically consisting of sand, silts, and clays); nutrients; 6PPD quinone; toxic metals; biochemical oxygen demand; and oil, and grease. The Project will result in a net increase of approximately 33 acres of pollutant generating impervious surface (PGIS). Increases in impervious surface areas restrict groundwater infiltration and subsequent recharge of a shallow aquifer system. This project will have an impact on groundwater in the form of recharge rates.

Along most of the project alignment, potential impacts to water quality and stream flow will be completely avoided through the use of natural dispersion and infiltration to provide treatment and flow control of stormwater runoff. In a few areas (e.g., intersections and curves, where roadway geometry creates concentrated flows), natural dispersion and infiltration may not be achievable. In these areas, compost-amended biofiltration swales or stormwater treatment ponds will be built to control and treat stormwater runoff from the new highway. Based on a recent review by Ecology (2022), compost-amended biofiltration swales and infiltration ponds are expected to have a high potential to reduce loading of 6PPD and 6PPD-quinone into surface waters. Other types of ponds are expected to have a medium potential.

Complete avoidance of water resources is not possible. However, any risks to surface water and groundwater posed by construction of the Project can be avoided through design and minimized using stormwater BMPs for water quality treatment and flow control, with a focus on green infrastructure and Low Impact Development. Groundwater recharge impacted by the increase in impervious surface area will be mitigated by using infiltration for stormwater flow control.

4.9 Section 106 Compliance

Projects that receive federal funding or subject to federal approval must comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966. WSDOT completed the Section 106 process in consultation with Washington State Department of Archeology and Historic Preservation (DAHP) and Jamestown S’Klallam, Port Gamble S’Klallam, Puyallup, Skokomish, Squaxin Island, Suquamish, and the Lower Elwha Klallam tribes.

Two historic-period, built-environment resources were identified within the APE. One of these resources is recommended not eligible for listing in the NRHP. One of the resources – the BPA Shelton–Kitsap No. 2 115-kV Transmission Line – was recommended eligible for listing. The project improvements will pass under the eligible resource without impacting it. While the project improvements will slightly diminish its integrity of setting, the changes will not detract from the resource’s ability to convey its significance.

4.10 Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 applies to historic sites of significance, significant publicly owned parks and recreation areas, wildlife and waterfowl refuges, as well as historic sites of national, state, or local significance.

Section 4(f) resources in the project area include the following:

- Belfair State Park
- Sandhill County Park
- Theler Wetlands
- Union River Wildlife Recreation Area
- Mary E. Theler Community Center
- Devereaux Lake
- The BPA Shelton–Kitsap No. 2 115-kV Transmission Line was recommended as eligible for listing in the National Register of Historic Places. None of the transmission towers or poles fall within the area of potential effect (APE) and the project improvements will pass under the conduit (wires), therefore, no 4(f) use.

There are no wildlife or waterfowl refuges identified within the project study area.

The Project will not permanently or temporarily require land from any of the 4(f) resources in the study area. No Section 4(f) resources will be used as part of the project.

4.11 Socioeconomic and Environmental Justice

The evaluation of social and economic characteristics of the area focused on community context, employment opportunities, and the demographics of the area. The environmental justice analysis was conducted in accordance with federal and state policies and plans that guide the evaluation of effects on social resources and environmental justice. Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 prohibit discrimination on the grounds of race, color, national origin, age, or disability.

The proposed Freight Corridor alignment is approximately 80% in Mason County, and 20% in Kitsap County. Data from EJScreen, a website developed and maintained by the U.S. Environmental Protection Agency, as well as Census and 5-Year (2017–2021) American Community Survey (ACS) data available through the U.S. Census Bureau indicates that approximately 22.0 percent of the population in the study area census block groups are minorities and approximately 20.1 percent of the population are low-income. Demographic data from the Washington State Office of Superintendent of Public Instruction on students enrolled in elementary schools in each study area for the most recent school year available roughly correlated^[1] with these findings.

Targeted public outreach to EJ communities included flyers posted in community gathering areas in English and Spanish, mailed postcards in English and Spanish, and a Spanish Translator at the 2024 NEPA open house.

^[1] Any discrepancies between the Census data and the school data are likely due to the fact that the school districts cover a much larger geographical area than the study area.

Short-Term Effects

Construction of the Project would have temporary impacts to the surrounding area, including dust, equipment emissions, noise, and possible traffic interruptions. Other impacts associated with construction would include the establishment of temporary staging areas and possible movement of heavy equipment on local streets. These effects would be localized and temporary.

SR 3 is the major route between Shelton and Bremerton used by fire, police, and emergency medical providers. Construction of the Freight Corridor would temporarily increase congestion on SR 3, north and south of Harrison Medical Center’s Belfair Clinic. This would affect patients traveling to the clinic from north or south of the study area. Patients who live within Belfair would not be affected by the construction.

Construction of the proposed Build Alternative would also have temporary beneficial effects in the form of construction jobs that could benefit all populations, including Environmental Justice populations, during the 2-year construction period. Short-term benefits would also likely be realized during construction by the local suppliers of fill, gravel, aggregate, and asphalt needed to build the new roadway.

Long-Term Effects

The social and economic aspects of reducing congestion on SR 3 will benefit the entire study area and the region. The Project will result in reduced traffic congestion and increased safety through Belfair, and increased transportation efficiency and capacity on SR 3. The Project is expected to have beneficial impacts to transit operations. Reduced congestion and delay will allow for efficient transit operations and the bypass will provide alternate faster regional transit routes.

Long-term negative effects of the project include permanent changes such as 115 acres of property acquisition, up to four residential displacements for the required right-of-way, noise and visual impacts to those properties adjacent to the new alignment, changes to traffic patterns, and land use changes. All owners of property to be purchased will be treated equally under the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Because the Project’s effects are minor, and because the project will provide improvements that benefit all populations, no disparate impact was identified. As the project effects are minor this evaluation concludes that no Environmental Justice populations will be disproportionately adversely affected by this project.

5.0 ENVIRONMENTAL COMMITMENTS

The environmental commitments described below have been identified as the practicable means to avoid and minimize effects from the Project.

Table 2: Environmental Commitments

Resource	Commitments
Transportation	<ul style="list-style-type: none"><li data-bbox="553 1692 1398 1824">• A Transportation Management Plan (TMP) will be prepared prior to the beginning of construction activities. The TMP will be monitored and amended over time as necessary during the construction contract.

Resource	Commitments
Noise	<ul style="list-style-type: none"> • If nighttime construction is required for this project, WSDOT will apply for variances or exemptions from local noise ordinances for the night work. WSDOT will also include special provision 1-07.1.OPT4.FR1 for Noise Exemption/ Variance Conditions, as applicable. • For nighttime construction work, WSDOT will include special provision 1-07.1.OPT5.FR1 which requires mailed notifications and noise reduction measures.
Air Quality	<ul style="list-style-type: none"> • Construction will comply with the procedures outlined in the October 1999 Memorandum of Agreement between WSDOT and the Puget Sound Clean Air Agency for controlling fugitive dust emissions which will require the following actions: <ul style="list-style-type: none"> ○ Spray exposed soil with water or other dust suppressant to reduce emissions of particulate matter less than 10 microns in diameter (PM10). ○ Use phased development to keep disturbed areas to a minimum. ○ Minimize dust emissions during transport of excavated or fill materials by wetting downloads or ensuring adequate space from the top of the material to the top of the truck bed. ○ Promptly clean up spills of transported material on public roads. ○ Schedule work tasks to minimize disruption of the existing vehicle traffic on streets. ○ Restrict traffic onsite to reduce soil disturbance and tracking material onto roadways. ○ Provide wheel washers, or similar method, to decrease deposition of particulate matter on area roadways. ○ Locate construction equipment and truck staging areas away from sensitive receptors. ○ Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris. • Construction contractors will be required to comply with all local, state and federal regulations concerning air pollution abatement related to construction activities. • Mitigation measures to control PM10, deposition of particulate matter, and emissions of CO and NOx will be implemented during construction per the Associated General Contractors of Washington guidelines and Puget Sound Clean Air Agency regulations. • Project construction staging will be managed to reduce overall system congestion and delays, which will reduce regional emissions of pollutants, to the greatest extent practicable.

Resource	Commitments
Wetland & Other Waters of the U.S.	<ul style="list-style-type: none"> • Temporary impacts to wetlands and buffers will be restored by replanting with suitable native vegetation. • Permanent impacts to wetlands and wetland buffer will result from the cut-and-fill activities associated with the bypass project. WSDOT will update the conceptual wetland mitigation plan created in 2013 to include concurrent mitigation, advance mitigation, mitigation banking, and in-lieu fees, as applicable. If on-site mitigation occurs, wetland mitigation-will include monitoring for ten years after initial installation or until performance standards have been met. <i>Note: Since the 2012 NMFS and USFWS LOCs were finalized, there was an alignment shift and wetland impacts were reduced, while buffer impacts were increased. The new wetland impact number is 0.10 acres and the new wetland buffer impacts are 6.14 acres. Mitigation needs and proposals have changed because of the updated impacts and mitigation availability in the area, however, all impacts to wetlands and buffer will be mitigated.</i> • Impacts to wetlands have been minimized to the greatest extent possible based on the current limited design level. As the level of design increases, additional measures will be used to avoid and minimize the impacts. • WSDOT will compensate for all permanent impacts by conducting compensatory mitigation. • The Hood Canal Coordinating Council (HCCC) In-Lieu Fee program could be used to mitigate wetland and buffer impacts within the program’s service area. • For impacts outside of the HCCC ILF service area, WSDOT will work with Tribes, regulatory agencies and local jurisdictions to determine the preferred mitigation approach. Mitigation could include on-site, permittee responsible restoration, and/or mitigation through an approved bank, ILF, or other program. • The Contractor shall acquire all permits and approvals required for the use of the disposal site. • The Contractor shall provide the Engineer the location of all disposal sites and provide copies of the permits and approvals before any waste is hauled off the project site. • Disposal of excess material within a wetland area shall not be allowed without a Section 404 permit issued by the U.S. Army Corps of Engineers and approval by the local agency with jurisdiction.
Fish & Wildlife	<ul style="list-style-type: none"> • Vegetation: <ul style="list-style-type: none"> ○ Temporarily disturbed areas will be restored to an equal or better condition, and trees shall be replaced (consistent with WSDOT’s Roadside Policy Manual and its Appendix D).

Resource	Commitments
	<ul style="list-style-type: none"> ○ Native plants, trees, and shrubs adjacent to the alignment should be preserved as visual buffers, and in the project area, preserved wherever possible. ○ Existing vegetation, where shown in the plans or designated by the Engineer, shall be saved and protected through the use of a site preservation line, high visibility fencing, or individual flagging. ○ Vegetation buffers will also offer wildlife protection from construction noise and human activity on the site. Landscaping with native species will mitigate temporary habitat losses in the alignment right of way. ● Construction BMPs <ul style="list-style-type: none"> ○ During project construction, the WSDOT will implement BMPs to ensure no discharge of sediment or pollutant- laden water to waterbodies with ESA-listed fish. ○ A Temporary Erosion and Sediment Control (TESC) Plan will be developed and implemented. ○ The contractor shall prepare a Spill Prevention, Control and Countermeasures (SPCC) Plan prior to beginning construction. The SPCC Plan shall identify the appropriate spill containment materials, which will be available at the project site at all times. ○ The contractor will designate at least one employee as the erosion and spill control (ESC) lead. The ESC lead will be responsible for the installation and monitoring of erosion control measures and maintaining spill containment and control equipment. The ESC lead will also be responsible for ensuring compliance with all local, state, and federal erosion and sediment control requirements. ○ All equipment used for construction activities will be cleaned and inspected prior to arriving at the project site to ensure no potentially hazardous materials are exposed, no leaks are present and the equipment is functioning properly. ○ Construction equipment will be inspected daily to ensure there are no leaks of hydraulic fluids, fuel, lubricants, or other petroleum products. ○ All BMPs will be installed according to WSDOT standards and will be inspected and maintained throughout the duration of the project. ○ WSDOT policy and construction administration practice is to have a WSDOT inspector on site during construction. The role of the inspector will ensure contract and permit requirements. ○ A National Pollutant Discharge Elimination System (NPDES) construction permit will be obtained from DOE, and full compliance will be enforced. ○ There will be no discharge of oil, fuels, or chemicals to surface

Resource	Commitments
	<p>waters, or onto land where there is a potential for reentry into surface waters.</p> <ul style="list-style-type: none"> ○ No cleaning solvents or chemicals used for tools or equipment cleaning will be discharged to ground or surface waters. ○ BMPs for temporary erosion and sediment control will be implemented during construction activities to limit the potential for adverse impacts due to soil erosion and sediment transport. These BMPs will be implemented as recommended in the 2012 Stormwater Management Manual for Western Washington (Ecology 2012) and the Highway Runoff Manual (WSDOT 2011). BMPs will also be used to minimize the risk of accidental release and spills of chemical pollutants into the surrounding environment. <i>Note: Since the NMFS and USFWS LOC were finalized in 2012, the LOC contains old versions of the manuals. The Contactor will be held to the most recent version of the manuals during the contract year.</i> ○ All treated wood will be disposed of at a disposal facility approved for treated wood. ○ Sediment-laden water generated during construction will be discharged to an upland site to infiltrate or pumped to a containment tank and disposed of at a permitted and approved site. ○ Project staging and material storage areas shall be located a minimum of 150 feet from surface waters in currently developed areas such as parking lots or managed fields, unless otherwise allowed by the project biologist.
Vegetation	<ul style="list-style-type: none"> ● See Fish & Wildlife above.
Water Resources	<ul style="list-style-type: none"> ● The project will comply with all Highway Runoff manual requirements. ● Water quality treatment will be provided for all pollution-generating surfaces prior to infiltration or discharge to protect groundwater quality. ● Long term stormwater treatment systems will be regularly inspected and maintained to ensure continued effectiveness, and in particular, those with compost-amended biofiltration swales and infiltration ponds. ● Natural dispersion and infiltration will provide the majority of the treatment and flow control for this project. However, some sections may not be able to accommodate the use of natural dispersion and infiltration, due to roadway geometry creating concentrated flows. In these areas the use of compost-amended biofiltration swales (CABS) and/or stormwater treatment ponds will be constructed to control and treat stormwater runoff from the new highway. ● Permit conditions from regulatory agencies along with BMPs will be utilized to mitigate project impacts.

Resource	Commitments
	<ul style="list-style-type: none"> • The Project will be required to use BMPs during construction to minimize the quantity of pollutants reaching surface waters and groundwater. • The contractor will be required to prepare and implement a TESC Plan, in compliance with WSDOT’s TESC Manual, to minimize construction-related water quality effects. • An SPCC Plan, compliant with WSDOT standards, will be developed and implemented by the contractor as required by the NPDES General Stormwater Construction Permit for the duration of the project. The plan will specify where petroleum products and other toxic materials can be stored along the right of way or in staging areas. The SPCC Plan will also include monitoring and inspection requirements for fuel and chemical storage areas, particularly near water resources, to prevent contamination from leaks or spills. • In case of spills, a contingency plan will be established to avoid degradation of surface and groundwater. Spill control BMPs, including the proper storage and containment facilities, will be used during construction to minimize the potential effects of a spill. • For any in-water work, the HPA and 401 water quality certification will provide additional requirements for water quality monitoring (WQM), reporting, additional BMPs to isolate the work area from stream water, pH and turbidity limits, in-water work window, etc. It is anticipated that a WQM plan will be required during construction through final stabilization. • Stormwater <ul style="list-style-type: none"> ○ New stormwater treatment, including natural dispersion and infiltration, compost-amended vegetated filter strips, and treatment wetlands, will be used to minimize the effects of runoff from the roadway. ○ Compost amended vegetated filter strips and media filter drains will be constructed along the highway edge to provide enhanced stormwater treatment for this project. Conveyance of stormwater will be via ditches, culverts, and closed systems within the highway prism. ○ WSDOT will limit media filter drains to areas adjacent to wetlands and where the slope of the roadway prevents the use of compost-amended vegetated filter strips (CAVFS). ○ All stormwater generated by the new impervious surfaces will be directed to infiltration ponds which will be designed to meet the 100-year storm event.
Land Use	<ul style="list-style-type: none"> • Where feasible, the final design for this project may further minimize or avoid displacements and disruptions. It is anticipated that some impacts may be able to be avoided, through design measures. Where possible, the relocation of buildings and facilities

Resource	Commitments
	<p>on the existing property could help to mitigate impacts to the property.</p> <ul style="list-style-type: none"> • Where right of way acquisition is needed, the acquisition and relocation program will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended.
Socioeconomic & Environmental Justice	<ul style="list-style-type: none"> • All owners of property to be purchased will be treated equally under the provisions of the Uniform Relocation Assistance and Real Property Acquisition Polices Act of 1970, as amended. • During construction, road closures and detour routes, if needed, will be closely coordinated with police, fire and emergency services, transit agencies, and school districts. • A Traffic Management Plan (TMP) will be implemented to manage work zone impacts for the duration of the construction phase. The TMP will address planned temporary traffic control measures including traffic operations and public information elements. Input from transit providers, emergency response providers, local jurisdictions, and school districts will be incorporated into the TMP. • WSDOT will continue to provide Spanish translation services for all public meetings. All notices for the project will state that other translation services are available upon request
Hazardous Materials	<ul style="list-style-type: none"> • WSDOT will properly handle and dispose of any contaminated soil and/or groundwater encountered. Construction activities will eliminate potential contaminant sources and remove contamination that might otherwise have remained in the environment and continued to migrate. • A Spill Prevention Control and Countermeasure (SPCC) Plan is required for all WSDOT construction projects per Standard Specifications Section 1-07.15. Prior to beginning construction, the contractor is required to prepare a project-specific plan to be used throughout the duration of the project.
Archeological & Historic Resources	<ul style="list-style-type: none"> • An unanticipated discovery plan (UDP) has been prepared for the project. If archaeological deposits are discovered during construction, work will stop and appropriate agencies will be notified as outlined in the UDP.
Public Services & Utilities	<ul style="list-style-type: none"> • A project-specific traffic management plan (TMP) will be developed to avoid or minimize potential impacts to public services during construction. • The following items may be implemented during project construction to avoid disruptions to those using the roadway: <ul style="list-style-type: none"> ○ Current and upcoming construction activities will be posted on the project website.

Resource	Commitments
	<ul style="list-style-type: none"> ○ Variable message signs will be located in advance of the construction area to provide information regarding upcoming closures or delays. ○ Consideration will be given to advertising construction activities with traffic impacts in local newspapers, radio stations and social media. ○ Access to all businesses will be maintained. ● Coordination with all public service providers and potentially affected utilities will be ongoing during the final design to help minimize or avoid construction impacts. ● Relocation or mitigation plans for impacted utilities will be developed with input from the utility owners so that utilities are moved to a safe distance beyond the edge of roadway and construction activities.
Visual Quality	<ul style="list-style-type: none"> ● The project will be designed following the WSDOT Roadside Policy Manual. Standard measures will be implemented to reduce or eliminate adverse visual impacts, including the development of a comprehensive roadside restoration plan. ● The following measures will be implemented: <ul style="list-style-type: none"> ○ Grading limits will be adjusted where possible, within geometric design standards, to protect desirable vegetation; screen undesirable views or expose scenic views; provide natural habitat; and protect wetlands, sensitive areas, and cultural resources. ○ Consistent design types, textures, materials, and colors would be applied to structures, lights, and signs throughout the project site as required by WSDOT standard plans and the Manual on Uniform Traffic Control Devices (MUTCD). ○ Additional lighting along roadways and the SR 3 corridor will be placed only in areas deemed necessary for safety. Directional and downcast lighting will be used when feasible to minimize nighttime glare in surrounding areas. ○ Removal of mature vegetation will be minimized to the areas necessary for construction of the improvements. ● Disturbed areas will be replanted as part of a comprehensive roadside restoration plan to restore and enhance roadside functions including screening, corridor continuity, blending of new structures, light and glare reduction, water retention and water quality protection, and view framing. ● The following measures will be used to mitigate for temporary impacts associated with construction. <ul style="list-style-type: none"> ○ Set limits of work areas for vehicles and equipment to minimize and prevent excessive soil compaction. Use flagging and fencing in conjunction with signs to define work areas.

Resource	Commitments
	<ul style="list-style-type: none"> ○ Minimize compaction during construction. Avoid heavy machinery use on saturated soil. ○ Minimize site disturbance to protect trees and native soils and keep ecosystem functions intact. ○ Minimize the removal of trees and shrubs and pruning needed during construction. ○ Locate staging and laydown areas where there is no vegetation, undesirable vegetation (such as Himalayan blackberry), or vegetation, such as grassed road shoulders, that is easy to restore. ○ Restore staging areas once decommissioned to preconstruction conditions or better by restoring natural contours, rehabilitating soils, and planting native vegetation. ○ Minimize fugitive light from portable sources used during construction.
Geology & Soils	<ul style="list-style-type: none"> ● If significant grade changes or structures are proposed, detailed subsurface investigation (including sampling, laboratory testing, and slope stability analyses) may be needed for advanced design.

References:

Ecology (Washington State Department of Ecology). 2022. 6PPD in road runoff: Assessment and mitigation strategies. Prepared for Model Toxics Control Act Legislative Program, Washington State Legislature. Environmental Assessment and Water Quality Programs, Olympia, Washington. October 2022. 234 pp.

APPENDICES

APPENDIX A: PUBLIC COMMENTS AND RESPONSES

Appendix A – PUBLIC COMMENTS AND RESPONSES

Comment index

Comment ID	Name	Organization	Form	Date Received
Comment 1	Kim Abel	Private Citizen	Online Form	1/29/24
Comment 2	Ken VanBuskirk	Private Citizen	Online Form	1/29/24
Comment 3	Claire Petersky	Private Citizen	Online Form	1/29/24
Comment 4	Ken VanBuskirk	Private Citizen	Online Form	1/29/24
Comment 5	Mark Hitch	Private Citizen	Online Form	1/29/24
Comment 6	Michael D Pope	Private Citizen	Online Form	1/29/24
Comment 7	Julie Austin	Private Citizen	Online Form	1/29/24
Comment 8	Nicole Gill	Private Citizen	Online Form	1/29/24
Comment 9	James Maddock	Private Citizen	Online Form	1/29/24
Comment 10	RICHARD Hawkins	Private Citizen	Online Form	1/30/24
Comment 11	Michael Reyburn	Private Citizen	Online Form	1/30/24
Comment 12	Michelle McCullough	Private Citizen	Online Form	2/3/24
Comment 13	Anthony Brown	Private Citizen	Online Form	2/5/24
Comment 14	Dennis Krotzer	Private Citizen	Online Form	2/5/24
Comment 15	Chuck Lambert	Private Citizen	Online Form	2/5/24
Comment 16	Jolene Clement	Private Citizen	Online Form	2/5/24
Comment 17	Cynthia J Collier	Private Citizen	Online Form	2/7/24
Comment 18	Anonymous	Private Citizen	Online Form	2/7/24
Comment 19	Anonymous	Private Citizen	Online Form	2/7/24

Comment ID	Name	Organization	Form	Date Received
Comment 20	Caleb Murray	Private Citizen	Online Form	2/13/24
Comment 21	Aaron Corliss	WSDOT	Online Form	2/14/24
Comment 22	Heidi Schooley	Private Citizen	Online Form	2/19/24
Comment 23	Paul L Wilkins	Private Citizen	Online Form	2/22/24
Comment 24	Glenn Landram	Private Citizen	Online Form	2/23/24
Comment 25	Barry Betsinger	Private Citizen	Online Form	2/23/24
Comment 26	Brian Hinchcliff-Yelland	Private Citizen	Online Form	2/25/24
Comment 27	Kenny Cox	Private Citizen	Online Form	2/26/24
Comment 28	Fred Makowski	Private Citizen	Online Form	2/26/24
Comment 29	Jim Roberts	Private Citizen	Online Form	2/26/24
Comment 30	Ed Medina	Private Citizen	Online Form	2/26/24
Comment 31	Steve Ivy	Private Citizen	Online Form	2/26/24
Comment 32	Susan M	Private Citizen	Online Form	2/26/24
Comment 33	Steve Turner	Private Citizen	Online Form	2/26/24
Comment 34	Holly Mattson	Private Citizen	Online Form	3/13/24
Comment 35	Sony Fournier	Private Citizen	Online Form	3/13/24
Comment 36	Dr. Jess Chandler	Private Citizen	Online Form	3/14/24
Comment 37	E.D. (Ned) Cokelet	Private Citizen	Online Form	3/13/24
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Comment 63	James Twogoo	Private Citizen	Online Form	3/12/24
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Comment 65	Tanya	Private Citizen	Online Form	3/12/24
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Comment 67	Bryan Jeffries	Private Citizen	Online Form	3/12/24
Comment 68	Stephanie Neil	Private Citizen	Online Form	3/13/24
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Comment 70	Cynthia Griffey	Private Citizen	Online Form	3/13/24
Comment 71	Fred Makowski	Private Citizen	Online Form	3/13/24
Comment 72	William Simmons	Private Citizen	Online Form	3/13/24
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Comment 76	Michael J Fournier	Private Citizen	Online Form	3/14/24
Comment 77	Jesse Frender	Private Citizen	Online Form	3/14/24
Comment 78	Stormy Donelson	Private Citizen	Online Form	3/14/24
Comment 79	Stormy Donelson	Private Citizen	Online Form	3/14/24
Comment 80	Craig Donelson	Private Citizen	Online Form	3/14/24
Comment 81	Gerald Montiel	Private Citizen	Online Form	3/14/24
Comment 82	Edward H. Amick Jr.	Private Citizen	Email	1/29/24
Comment 83	Beau Ayers	Private Citizen	Email	1/30/24
Comment 84	Shawn Alam, DOI	Dept of Interior	Email	1/31/24

Comment 85	Tom Knuckey	City of Bremerton	Letter	3/5/24
Comment 86	Devon Tiam	Port Madison Enterprises	Letter	1/31/24

Comment Response

Comment 1

The information provided only shows the entrance and exit to the Bypass.

Please provide more information about the roadway planned for in between.

Response 1

An overview map of the entire Freight Corridor is shown on Figure 1.1-1, on page 2 of the SEA. Most of the corridor between the SR 3 connection points is undeveloped, forested land. There are descriptions of the existing conditions along the alignment throughout the document. In particular, Sections 4.5 - 4.8 for natural resources, and Section 4.9 for existing land uses.

Comment 2

Im happy to see this project finally moving forward after all these years. I have been involved since the beginning. My biggest concern is the Old Belfair highway 4-way intersection. It appears that with neither the build alternative forecast or the no build alternative forecast will improve the currently failing LOS for this intersection. Please investigate.

Response 2

Section 5.2.1 of the Transportation Discipline Report states "The intersections at SR 3/Old Belfair Highway and SR 3/NE Clifton Lane are still forecast to operate below standard in the Project Action alternative, but with considerably less delay than under the No-Build alternative." It is unlikely that the intersection of SR 3 and Old Belfair Highway could operate within acceptable levels of service without specific improvements to that intersection. With the exception of the Freight Corridor connection points, improvements to the existing SR 3 corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 3

I read through this, and still don't know which route you're expecting to handle a higher volume of cyclists, and what facilities, if any, will be added for bicycle-based transportation. Can you tell me?

The only thing I saw regarding bicycle traffic was how to bicycle through a round-about. Does that mean you are putting in at least cycle-able shoulders? Or...?

Thank you for any light you can shed.

Response 3

The majority of the SR 3 Freight Corridor is intended to operate as a fully controlled limited-access facility for pass-through traffic. Primary bicycle-based transportation is intended to

continue on existing SR 3 where accommodations currently exist. No bicycle facilities are proposed within the freight corridor except for connections with the north and south end. Bicycles will be permitted to use the right-hand shoulder of the freight corridor in accordance with WAC 468-58-050.

See Section 4.2.4, page 17, of the SEA. At the south end of the alignment, where WSDOT will maintain managed access near the high school, there will be shared use pathways that can accommodate pedestrians and bicycles. Within the Belfair urban center, sidewalks and non-signed bicycle lanes exist on both sides of the existing SR 3 corridor, which will likely remain the main bicycle route through Belfair.

Comment 4

The timeline for freight corridor construction is in direct conflict with the proposed time line of replacement of four fish-bearing culverts on the existing SR-3. Please consider delaying the culverts until after completion of the freight corridor.

Response 4

There is a potential for construction of the Freight Corridor to overlap with planned fish passage barrier removal projects. With the exception of the connection points to the existing corridor, at mile post 22.81 and 29.49, most of the Freight Corridor construction would take place in undeveloped areas and would not affect existing traffic or access to surrounding properties. During final design of the Freight Corridor, the project team will coordinate with other projects in the area, including the fish passage work, to ensure traffic and other impacts are minimized.

Comment 5

Nice presentation of the details.

One comment: I had to look again to see that the SEPA has been completed. Be clearer if it was included in the history/timeline.

I've been hoping/anticipating this bypass/corridor for several years.

Response 5

The SR 3 Freight Corridor project is subject to the National Environmental Policy Act (NEPA) due to federal funds being used for the project. The Supplemental Environmental Assessment (SEA) for the project was published for public review and comment in January 2024, along with a Notice of Adoption, which adopts the NEPA EA for SEPA purposes. WSDOT also prepared and published an Environmental Assessment (EA) in 2013 which evaluated the same general alignment (Section 1.3 of the SEA).

Comment 6

Will your franchise agreements be allowed in the 8 foot right away, if the DOT doesn't allow it in the future our utilities will be forced to by right of way from private land owners and as we all know that could be expensive to long time rate payers and not fair!!

Response 6

If utility companies meet the requirements within the WSDOT Utilities Accommodation Policy, WSDOT will work with them for accommodations within ROW.

Comment 7

This project will be so beneficial to the community. It takes too long to get through SR3 to get to SR106

Response 7

Thank you for your comment, it has been taken into consideration.

Comment 8

From what I understood, the current SR-3 routing will be redesignated but still owned by WSDOT. Will the current alignment be narrowed through Belfair to better accommodate pedestrians and cyclists? Removing the centre bidirectional turn lane would encourage safer speeds and free up more space for wider sidewalks and the addition of proper bike lanes, and leave Mason Transit more space for higher-quality bus stop amenities like stop bulbs, larger shelters such as those found at Olympic College's Shelton campus, and trash cans.

Response 8

The current SR 3 corridor, which will remain a WSDOT facility, will not change in configuration because of this project. Except for the Freight Corridor connection points, improvements to the existing SR 3 corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 9

A very well put together presentation. Its been a long time since the first discussions about a belfair bypass or freight corridor. What ever you want to call it. When I lived in Port orchard for twenty plus years I didn't give it a lot thought. But have now lived out by trails end lake for eight years and can't wait for its completion. All it takes is an accident in belfair at peak times and traffic is stopped for miles either direction . I think hwy 3 also needs to widened to two lanes in either direction. Hopefully that will be next!

Response 9

Thank you for your comment, it has been taken into consideration.

Comment 10

These plans look fine for Belfair and should improve traffic flow in and around the area.

Response 10

Thank you for your comment, it has been taken into consideration.

Comment 11

Hi. I commend WADOT for all you do to enhance our roads and infrastructure.

With that said, definitely not holding my breath that the bypass will ever get done. I've lived outside Belfair since 1983. The bypass has been talked about for over two decades and was close to starting a long time ago.

It takes an average of 35 minutes during afternoon rush hour to get from Lake Flora Rd to Hwy 106. Absolutely ridiculous.

Please do more than has been done in the past decades to bring this project to fruition.

Thanks

Response 11

Thank you for your comment, it has been taken into consideration.

Comment 12

I love it

Response 12

Thank you for your comment, it has been taken into consideration.

Comment 13

I drive this stretch of road at least twice a day. The traffic into and leaving Belfair is terrible. Is there any thoughts of expanding the lanes on highway 3 or highway 16? Otherwise I see this causing congestion at both ends of the corridor. Will there be exits anywhere along the corridor? What about adding an extension from North Mason High School to trails end road / east rasor rd west? This would help with travel time/ response time to trails and mason lake. Will the property along the corridor become commercial property? Would it be possible to develop, then would it need to add a turn lane to access said property? Similar to the rodeo

drive in. It says only one lane per direction. Why not look ahead and make it two lanes in both directions? Otherwise in the future it will need to be expanded. It will be traveling alongside the trail tracks, what would it take for people to access these properties across the tracks. What about connecting it to old Belfair hwy for additional benefits? Hopefully someone can answer some of these questions and make this a benefit to the community. And hopefully the roundabouts don't flood like the one at log yard rd. Thanks for your time.

Response 13

Based on traffic analysis and growth projection in the area, two lanes are all that is warranted in the design. The project will not change any zoning in the area.

The Freight Corridor is intended to be a limited access facility. As stated in Section 3.1.2 of the SEA, access is required to be maintained for existing uses at the south and north connections to the existing SR 3, and must be provided for approximately five parcels off E Brazier Lane. Additionally, pedestrian access to East Brazier Lane will be maintained.

Access must also be provided for Bonneville Power to maintain the power lines where they cross the Freight Corridor. This access will not be open to the public and will be for a limited purpose (i.e., maintenance of the power lines).

Requests for additional access points, including those for future development, would be required to follow the Access Hearing process.

Comment 14

Being a resident of Belfair for over 15 years, this is going in the wrong direction. This will just move the car back up to Allyn and that will eventually back up into Belfair again. Has anyone looked at improving the roads in Belfair to ease the flow that happens from 2 to 6. Can I suggest something like Hoqiam where there are two main roads. One can go to Hwy 106 and one up to the high school. Cross roads in between the two for navigating the businesses in the town. Maybe just from Rite Aid to the Eagles club. Look at Sequim also for their multiple roundabouts with the same dual road concept. These access roads will need to be built eventually anyway to make use of these properties. Also look at Silverdale when they put in Ridgetop. The area between the bowling alley and Costco was a bunch of roads without the businesses and then it got filled up.

Response 14

Except for the Freight Corridor connection points, improvements to the existing SR 3 and locations outside of the corridor are not within the scope of this project. There is a significant drop in traffic from Belfair to Allyn. Existing Average Daily Traffic (ADT) counts show an ADT of 19,000 entering Belfair and only 10,700 traveling on SR 3 south of the SR 302 cutoff. This is a 44% reduction in traffic. The construction of the Freight Corridor is not expected to add or generate additional vehicular trips to Allyn. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 15

Thank you for the information. I can't wait for the start and to celebrate the FINISH !

Response 15

Thank you for your comment, it has been taken into consideration.

Comment 16

I'm all for it.

Response 16

Thank you for your comment, it has been taken into consideration.

Comment 17

Currently, traffic through Belfair during "rush hour" is absolute gridlock - even more so if there is any type of traffic collision or other emergency traffic disruption. With the new bypass, my huge concern is that the gridlock previously in and through Belfair will simply move down the highway to Allyn, making it impossible to access businesses, road entrances/exits, and driveways. How do you anticipate avoiding or averting that?

Response 17

There is a significant drop in traffic from Belfair to Allyn. Existing Average Daily Traffic (ADT) counts show an ADT of 19,000 entering Belfair and only 10,700 traveling on SR 3 south of the SR 302 cutoff. This is a 44% reduction in traffic. The construction of the Freight Corridor is not expected to add or generate additional vehicular trips to Allyn.

Comment 18

I live just south of Belfair, have kids in Bremerton and travel to Silverdale and north somewhat regularly. The addition of the freight corridor would be a huge plus. The reduction of traffic during rush hours through Belfair would make it much safer, lessen the amount of (angry) aggressive drivers and allow for better clearance for emergency vehicles.

I'm all for it.

Response 18

Thank you for your comment, it has been taken into consideration.

Comment 19

Looks good, connection from Belfair proper to bypass?

Response 19

As a limited access highway, no connections from Belfair, other than the south and north end points, are included in the Freight Corridor at this time. See also Section 3.1.2 of the SEA.

Comment 20

We are an impacted property (R4). The decimal impact does not meet threshold for negative impact however it does impact us on a medical level. We purchased our home in 2020 and this project was not disclosed. While I understand the why, there should be an extra requirement to go to the Long Range Transportation Plan (we were just unformed this existed tonight) so potential buyers are informed of projected projects that could impact the property.

Response 20

The SR 3 Freight Corridor project has been included in Mason County long range planning since 2001. WSDOT also prepared and published an Environmental Assessment (EA) in 2013 which evaluated the same general alignment (Section 1.3 of the SEA). Table 6.2-1 and Section 6.6 of the SEA also outlines all the public involvement activities WSDOT has undertaken since 2006 and what they have done more recently, such as the open house in February. Under the significant legal framework of RCW 18.86.030, it is crucial for brokers to disclose all existing material facts known by the broker that are not apparent or readily ascertainable to a party. Equally important is the requirement to exercise reasonable skill and care in investigating and disclosing any impact that would adversely affect the use and enjoyment of the property in the future.

Regardless of these efforts, we understand it is difficult to reach every resident in the project area. We appreciate your comments and will continue our efforts to be as transparent as possible with plans for the project, including right-of-way acquisition.

Comment 21

this project should have 10' shoulders so maintenance crews can perform roadside work without having to close a lane. And it would be safer for stranded vehicles and emergency services.

Response 21

The Freight Corridor is designed to meet standards in the current WSDOT Design Manual.

Comment 22

Overall, this project will be beneficial for residents of the impacted area, as well as seasonal visitors.

The main drawback of this project is impact to wildlife. I am hopeful planners will do due diligence to protect the existing wildlfie and fragile ecosystem. This community is steeped with rich forest and wildlife and a delicate balance must be struck between what is best for humans

and what is best to preserve and protect the plants and animals who have called this place home long before we invaded their spaces. My family has lived on the South shore of Hood Canal for more than 50 years - in the beginning just part of the year and later full time. We have seen negative impacts to water, forest and wildlife due to building and population growth over the years. Please protect or find a way to improve what is wild before there are no such places for humans to inhabit/visit.

Response 22

The project will consider and evaluate potential wildlife crossing options as the design moves forward. Where feasible, the project may incorporate measures to enhance wildlife crossings in consultation with WSDOT's Wildlife Connectivity Program. In addition, the potential impacts to natural resources are detailed in Sections 4.5 through 4.8 of the SEA.

Comment 23

The proposed route seems to wander through many private properties. The roundabouts seem to mingle the traffic, not separate the vehicles.

I would think that a route parallel with the railroad would be a shorter route. The grade and drainage have been established thus the environmental impact would potentially be less.

This would impact less property; it would require an overpass at each end.

Response 23

The design follows a very similar alignment to that proposed in 2013. However, further analysis showed fewer impacts by shifting it to the current alignment, which reduced impacts to wetlands and the North Mason High School sports fields and did not require bridge construction. See also Section 1.4 of the SEA.

Comment 24

The bypass sounds great! press on!

Some thoughts:

1. Place a curb in at McDonalds in Belfair to PREVENT left turns. The assessment that a roundabout was not needed appears to have been shortsighted. A sign only is inadequate.
2. Complete the 3rd lane from Belfair Elementary to the 106-Hwy3 intersection. Still needed and a part of this entire system.

Response 24

With the exception of the Freight Corridor connection points, improvements to the existing SR 3 corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 25

Please, Please align the heaviest traveled lanes with the center of the roundabout and make the diameter of the roundabout so that a driver does not have to slow down to 10 miles an hour just to enter the roundabout. You may want to study European roundabouts which have been in existence for many, many years. I have driven through many of them and they are much better designed than the existing ones on hiway 3. Investigate having 2 lanes around the roundabout like in Gig Harbor with enough distance to enter the outside lane and change to the inside lane to take the 2nd, 3rd, or 4th optional exit.

Please complete this corridor before I die, and before another environmental or other survey has to be done. I have driven the existing highway 3 since 1964.

Response 25

Thank you for your comment, it has been taken into consideration.

Comment 26

Your evaluation is comprehensive and impressive. It will be good to see the project move forward.

Response 26

Thank you for your comment, it has been taken into consideration.

Comment 27-1

I live at E780 Alta, the orange one is drawn right up against my land, does the state intend to buy my property?

Response 27-1

The property at 780 E Alta is not proposed for acquisition. Depending on where the limited access line falls, WSDOT may need to acquire access rights.

Comment 27-2

If not , how does the state intend to control the noise increase of a high way next to my house.

Response 27-2

The project team prepared comprehensive noise analyses in 2012 and 2021. The 2021 report was updated in 2023 (see SEA Section 4.3).

As mentioned in the 2023 SEA, construction noise is exempt from local property line regulations during daytime hours. If nighttime construction is required for this project, WSDOT will apply for variances or exemptions from local noise ordinances for the night work.

Existing sound level measurements were taken and anticipated operational noise levels of the Freight Corridor were modeled. It was determined that it would be feasible to construct noise

walls, but all walls exceeded WSDOT's reasonableness criteria (specifically, established allowed cost per square foot- see page 24 of the SEA) and were not recommended for construction.

Comment 27-3

What is the plan to keep my well running clean water throughout the project build time and after the completion. Kenny Cox

Response 27-3

Section 4.8.6 of the SEA states: Natural dispersion and infiltration would provide the majority of the treatment and flow control for this project. However, some sections may not be able to accommodate the use of natural dispersion and infiltration, due to roadway geometry creating concentrated flows. In these areas the use of compost-amended biofiltration swales (CABS) and/or stormwater treatment ponds would be constructed to control and treat stormwater runoff from the new highway. Permit conditions from regulatory agencies along with BMPs would be utilized to mitigate project impacts.

A full description of the environmental analyses, including those for water resources, can be found in the project technical reports available online at: <https://wsdot.wa.gov/construction-planning/search-projects/sr-3-freight-corridor-new-alignment>.

Comment 28

Get it done! The sooner the better.

Response 28

Thank you for your comment, it has been taken into consideration.

Comment 29

This project is overdue and should have been completed by now. No more delays please. Please expedite construction.

Response 29

Thank you for your comment, it has been taken into consideration.

Comment 30

Get it built already!

Response 30

Thank you for your comment, it has been taken into consideration.

Comment 31

Please get started on the build process.

20 years in the process is toooooo long.

Response 31

Thank you for your comment, it has been taken into consideration.

Comment 32

I think this project will be very beneficial for most everyone. It's taken so long to get to this point and you're still saying it won't start until 2026. Any chance you can do it sooner?

Response 32

The project is now in the environmental review phase. Construction is anticipated to start in the fall of 2026. It is estimated construction would be complete by the end of 2028.

Comment 33

Will the shoulders on the bypass be paved beyond the fog lines? With 8 feet of shoulder there should be ample room to provide a paved surface for cyclists.

Response 33

The Freight Corridor is designed to meet standards in the current Design Manual. The 8-foot shoulders will be paved. No bicycle facilities are proposed within the freight corridor except for connections with the north and south end. Bicycles will be permitted to use the right-hand shoulder of the freight corridor in accordance with WAC 468-58-050.

See Section 4.2.4, page 17, of the SEA. At the south end of the alignment, where WSDOT will maintain managed access near the high school, there will be shared use pathways that can accommodate pedestrians and bicycles. Within the Belfair urban center, sidewalks and non-signed bicycle lanes exist on both sides of the existing SR 3 corridor, which will likely remain the main bicycle route through Belfair.

Comment 34

Please do not build this new corridor. This is last beautiful area in kitsap. I grew up in this area and have bought a home here. I am so dismay seeing all the poor choice in planning that are frankly ruining this town.

This is the last area that could be more thought out then plowing through with a 6 mile corridor.

I vote NO!

Response 34

Thank you for your comment, it has been taken into consideration.

Comment 35 - 1

To whom it may concern, I am 1 of the few homes that will remain at the S end of your corridor. I bought my property 22 yrs ago, as a place to spend with my family & grow old in peace & quiet. I was never told about a proposed bypass by the realtor. when I found out, 3 yrs later, I was told the bypass had been proposed for 2 dozen yrs & would probably never happen. Over the next 15 yrs there were a handful of meetings about the bypass. none of these meetings gave any new information or even where the beginning or end would be, or a proposed start date. In a meeting prior to the end of 2019, I was told our neighborhood would not be affected, the bypass would go around it, that is when & why my husband & I decided to go forward with a new house build & plan on staying here, since the bypass would not affect us. close to the completion of your house, I was diagnosed with Large Bcell lymphoma cancer, I started chemo & near the yrs end, started radiation for another tumor in my brain, upon follow up for that, it was discovered the original cancer had mutated into a very aggressive semi rare cancer called double hit lymphoma. I received chemo 24/7 for 5 days on 20 days off for more than 6 months, then underwent a stem cell transplant in oOregon, where i'd be away from home for a month at a time with a weekend here or there at home. I detested being away from my new home, my peace & solitude, but knowing that I had it to come home to & that i would get to live out the rest of my days, however long it might be, here where I chose to live & build a life, just outside a nice quiet a small town.r, in the peace & quiet , enjoying coffee on my back porch, while watching the wildlife, which we have all kinds . This made me happy & I believe helped with some of my healing, now on the verge of another possible transplant, I find out, over the next few yrs I may come home from some treatment & everything I worked so hard for will be gone & Ill be spending my time at home looking at, or listening to your bypass.that now has funding & is moving forward through my front yard.

You say it will have minimal impact on the few houses that your bypass will intrude on. Your diagrams say it's 500 ft from the edge of the road to our property line, is 500ft. & this is just the original 2 lane road with the buffers. Our house, from the front door to the middle of your bypass is under 350 ft,, what happens when it's widened to a 4 lane? The noise alone from just a 2 lane road is well above any acceptable level for this community. we average between 30 - 35 Dbs on any given day. A rare helicopter going overhead to the airport is only a 55 - 60 & we are directly under the flight path. a 2 lane highway creates 80+ dbs constantly, a rare 1 or 2 times a week. we were told a noise reduction wall wasn't needed, wasn't cost efficient, whatever the reason given, no one took into consideration or cared about the few neighbors who will be living by it. I feel like because we are only a few insignificant people who will be inconvenienced, we don't matter , nor do you care what happens. or we are just small pebbles in the big plan.

Response 35-1

The Freight Corridor will be a limited access facility. The planned 2-lane roadway will provide capacity for traffic projected through 2050. There is no foreseeable need to widen the roadway.

The project team prepared comprehensive noise analyses in 2012 and 2021. The 2021 report was updated in 2023 (see SEA Section 4.3).

Existing sound level measurements were taken and anticipated operational noise levels of the Freight Corridor were modeled. It was determined that it would be feasible to construct noise walls, but all walls exceeded WSDOT's reasonableness criteria (specifically, established allowed cost per square foot- see page 24 of the SEA) and were not recommended for construction.

As mentioned in the 2023 SEA, construction noise is exempt from local property line regulations during daytime hours. If nighttime construction is required for this project, WSDOT will apply for variances or exemptions from local noise ordinances for the night work.

Comment 35-2

You say you've done studies on the impacts to those affected, yet I've never seen anyone out here doing any studies whatsoever. Can someone please tell me when & exactly where these studies were done? like the noise level at my house, the impact on natural forests & wildlife??

Response 35-2

A full description of the environmental analyses, including those for noise, natural resources and traffic, can be found in the project technical reports available online at: <https://wsdot.wa.gov/construction-planning/search-projects/sr-3-freight-corridor-new-alignment>. These include descriptions of where and when fieldwork was completed, as well as the details of how potential impacts were determined.

Comment 35-3

There is no plan for how us neighbors on the East side of Alta (from Brazier, will merge onto your bypass. No turn lane, only a stop sign to enter a 50+ MPH hwy, is entirely unsafe & unacceptable, especially for my husband & I (& our friends) who ride motorcycles. Your Bypass will take out 4 or 5 of our neighbors, who were never told by realtors about the bypass & now will have to find another dream home. Not to mention If I have to relocate because I cannot live near Hwy that I was told would never come through my neighborhood, Not only does this affect me, but my mother also. I found her a home, in the Belwood neighborhood, 5 mins from me .Close enough I can shop for her, take her to drs. appts hair meetings etc , she can still be somewhat independent & so I can look after her. She will have to move too, to remain close to me so I can look after her.

Response 35-3

Ingress and egress from the access to existing residences on the east side of the Freight Corridor will be developed during final design. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 35-4

I dont think its right for you to have told our neighborhood not to worry, that you'd never disrupt a small community like ours. There are so many other things that should be done 1st to alleviate the congestion in Belfair. For instance a roundabout at 106 & hwy 3 so traffic doesn't have to stop & trucks don't lose their momentum up the hill. nto Hwy 3, also a longer right turn lane. Don't allow parent parking across the street from school, because the crossing guards

stop traffic for every child parent crossing either direction, instead of waiting for a group of 5 or more, There should be more on school parking for child pick up, or build an overhead walkway. Also Hwy # is a highway, there should be no stopping to let traffic from 300 especially during peak hours

As for your bypass, it will kill an already dying Belfair, people that live beyond Belfair will get their groceries, gas etc elsewhere, before getting on the bypass, & bypass Belfair, because there is no essential shopping, gas, large enough to handle the traffic that will bypass Belfair. The people who can't use the bypass, because they live on 300 (N Shore) or on 106, that is 2/3 of the traffic coming into town. So your bypass is only benefiting 1/3 of the traffic, who live beyond 300 & 106 & its not benefiting us if we want to keep our money in town. Most of the people who live down 302, take 16 to Purdy. This brings me to the 2 proposed roundabouts on 302 & 3. you say it's needed for the 3 hwys meeting, for the safety of foot traffic, There is minimal foot traffic, if any. In my 20 + yrs i have seen maybe a dozen people walking on either hwy 3 or 302. y at all, the high schoolers drive & they bring their friends, the middle schoolers all ride the bus or get driven. @ roundabouts so close together will make the congestion worse, with a high school full of inexperienced drivers entering, along with a whole other community, & a bypass into 1 then only a few hundred feet away all of those funneling into another highway. I do agree a roundabout on hwy 3 & 302 (victor cutoff rd)

In conclusion, please fix the least invasive, cost efficient problems to Belfair traffic congestion, first. Next, rethink the path of your bypass, to avoid turning our quiet peaceful life upside down, along with our neighbors & all the wildlife that call our yard home. Did I mention we have a herd of deer, a momma black bear along with 2 cubs, a bobcat pair, cougar, coyotes, so many types of birds, raccoons, squirrels, possums, who all roam our yard as their home.

Please consider moving the S end further down 302 , halfway between the salmon hatchery & where it meets hwy 3. Let us live the quiet peaceful life that we thought we were getting when we purchased our home & made plans for the rest of our lives.. I even invite you to come out to our home & see what you will be destroying, you will leave with a different point of view for sure. I'm sure it would put some of your "studies" into perspective & shed some light on the anguish we are going thru over this bypass.

Response 35-4

The improved mobility within the Belfair commercial area on SR 3 resulting from the diversion of regional through-traffic is expected to contribute to improving the experience of doing business there. It could spur additional growth and development, facilitate the County's vision for the Belfair UGA to serve as an economic and social center, and attract more tourism. The improved travel time and operating speeds for through-traffic on the Freight Corridor is also expected to benefit the economic growth in the region.

With the exception of the Freight Corridor connection points, improvements to the existing SR 3 corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

The project team evaluated moving the south end of the Freight Corridor further down towards SR 302, however, there were topographic challenges with that alignment and it didn't serve the Purpose & Need as well as the current alignment does.

Comment 36

The 2013 and the 2023 Environmental Assessments continue to fail to consider the externalities created by a new highway.

There are numerous points where it fails, but the most egregious are:

1) The assumption that the project will not induce demand. "Since no direct or indirect increase in total traffic in the study area is predicted as a result of the Project Action, the cumulative traffic impacts are assumed to be negligible." Will this be the first new highway EVER to not induce demand? How can the analysis assume that traffic will not increase when every new highway has been shown to increase demand for trips. I simply cannot understand how this keeps flying by.

2) The real harms to the destruction of forest and wetland are minimized to an offensive degree. You cannot add 33 acres of new impervious surface, destroy 5.5 acres of wetland habitat, destroy 79 acres of forest land and still have minor harms. The only harms claimed are minor increase in vehicle + wildlife collisions. Really? What about separated populations of animals who don't cross the road, what about the pollution from tires and tailpipes that is now coming to the habitat from both the existing Hwy 3 and the bypass Hwy 3? Animals can't get away because we keep paving over their habitat and then complaining they are in the way.

I am disgusted with the arrogance of the documents associated with this project, especially the environmental assessment, which should actually consider the harms to the environment and not just claim that every harm is minimal and not worth considering. Disgusting.

Please do not build this highway. It is a net negative. The benefits of this new highway accrue to people who do not live in the area. The harms accrue to the local residents and wildlife.

Response 36

Mason County's Belfair UGA Subarea Plan identifies the project alignment in an area of planned residential development of varying densities, with small areas of mixed-use and public facility zones. As such, the area has already been zoned for those uses. However, development is market-driven and cannot be anticipated within a particular timeframe. Because the SR 3 Freight Corridor is planned as a limited access roadway, it would not cause the planned development in that area to occur sooner than without the roadway. The planned 2-lane roadway will provide capacity for traffic projected through 2050.

Section 4.5.4 of the SEA describes the anticipated wetland impacts from the project. Table 4.5-1 in the attached SEA Errata shows there would be 0.10 acres of permanent wetland impact and 6.14 acres of permanent wetland buffer impact. As stated in the mitigation discussions (Sections 4.5.6, 4.6.6, and 4.7.6), all impacts will be fully mitigated either through on-site restoration (temporary impacts), compensation (such as an in-lieu fee program, mitigation bank, or permittee-responsible mitigation), or through design features (stormwater treatment).

In accordance with the WSDOT Roadside Policy Manual Appendix D, Tree Replacement Calculation Tool, #4: Restoration of all disturbed areas to the appropriate roadside character (as outlined within chapter 4) is required. (Any proposed design shall) Fully optimize tree planting in WSDOT maintenance zone 3 within project limits. A forest practice permit from DNR will be obtained through DNR as part of the project.

The project will consider and evaluate potential wildlife crossing options as the design moves forward. Where feasible, the project may incorporate measures to enhance wildlife crossings in consultation with WSDOT's Wildlife Connectivity Program. In addition, the potential impacts to natural resources are detailed in Sections 4.5 through 4.8 of the SEA.

Comment 37-1

"I wish to comment on the SR 3 Freight Corridor – New Alignment project's NEPA and SEPA documents for which you are soliciting public comment. Before I begin my current comments, I wish to point out that on 31 March 2013 I commented to Jeff Sawyer, Environmental Manager, Olympic Region Environmental & Hydraulics Office on the SR 3 – Belfair Bypass Environmental Assessment, January 2013.

I understand the need for and advantages of the SR 3 Freight Corridor to bypass some State Route 3 traffic through Belfair. My property at 24030 NE SR 3, Belfair fronts on that road, and we often have difficulty entering traffic there. Also, on summer weekends we have had to sit in a long traffic queue from the Log Yard Road roundabout into Belfair. I support the freight corridor, but my concern is about the flow of water into the creeks running through my and the Belfair Water District's properties into Belfair and the Union River. The main flow begins at Wetland AY as designated in the New Alignment document.

For the sake of completeness, I will repeat some of the things I wrote in 2013. My family has owned first 73 and now 63 acres of land in Belfair since 1940. Having been born and raised there and still spending much time there with my own family, I have a long-term perspective about the natural environment in that area that your environmental specialists may not have achieved during their brief study. I am also a research scientist in an environmental discipline (oceanography) that gives me a professional perspective as well.

We own four parcels of land (parcel numbers 12328-32-90080, 12328-32-90090, 12328-31-00010, and 12328-32-90020) much of which is designated forestland. Figure 1 shows our parcels are contiguous and stretch from State Route 3 to the U.S. Navy Railroad. Parcel 12328-31-00010 is at the upper left-hand corner of Figures 3d and 3e of SR 3 Freight Corridor – New Alignment, Water Resources Discipline Report (p.12-13) and Figure 4e (p.33).

I am concerned about two issues: (1) water drainage and (2) wildlife.

1. Water Drainage

Regarding water drainage, our land is downhill from the proposed SR3 Freight Corridor. We have two creeks running through our property, Belfair Creek which begins from springs on the Belfair Water District property abutting our southern boundary and an officially unnamed creek that we refer to as Cokelet Creek, named after my deceased parents. Belfair Creek passes through the southwest corner of our property where the larger Cokelet Creek joins it behind the recently closed Rite Aid drug store. Belfair Creek flows through and under parts of Belfair until it joins the Union River. Figure 2 shows that it is a fairly large Union River tributary. The next large tributary entering the Union River is ~1.4 miles upstream near the top of the map. Cokelet Creek (Figure 2) begins on our land from natural springs below the railroad grade at the east edge of Parcel 12328-31-00010 and cuts diagonally across our property in a deep ravine. It runs continuously year-round. In the 1940s through 1970s it provided drinking water for our house

and a rental home. Wetland AY appears to be the hydrologic source water for the Cokelet Creek springs. The Navy Railroad effectively dammed the creek, and its water reappears at the lower edge of the grade as springs. During winter with heavy rainfall the creek flows directly from Wetland AY, through a culvert under the railway tracks and joins the spring water on our land (see Figure 3).

I am concerned that if the Freight Corridor is not designed properly, the flow in Cokelet and Belfair creeks will change. At times excess runoff may erode our property and add silt to both creeks, while at other times alterations to Wetland AY may reduce the hydrologic head and flow in the creeks. Wetland AY is the largest wetland in the Freight Corridor. I believe that Wetland AY has been misclassified by the RATING SUMMARY (p. 513-537, Wetlands Discipline Report). Let me explain why.”

Response 37-1

The potential for impacts to the hydrologic regimes of Cokelet Creek and Belfair Creek would be minimized and mitigated through implementation of stormwater management controls and best management practices in accordance with the WSDOT Highway Runoff Manual (HRM). Consistent with the requirements of the HRM, the project will not increase flow volumes in surface waters. Please see Section 4.8 of the SEA for more detailed analysis of potential impacts on water resources.

Comment 37-2

" Wetland AY was a peat bog that was partially drained in the 1950s by a ditch dug by a backhoe that directed water under the railroad tracks, through the culvert and onto our property. The ensuing drainage washed out an earthen dam with a concrete spillway on Cokelet Creek from which we drew water and raised rainbow trout. That sudden flow sent a quick flood of water across the Belfair commercial district. The newly drained bog was mined commercially for peat moss for a time in the 1950s, and one may still be able to find the abandoned, rusting machinery there. I believe that Wetland AY should be classified as "Overall Wetland Category I" from the "Wetland AY RATING SUMMARY". Owing to the peat bog adequate to sustain commercial peat moss mining, it has the "2. Category based on SPECIAL CHARACTERISTICS of wetland" of "bog". From "DEPOSITIONAL AND FLATS WETLANDS" Section D 6.1 (p. 7 of Rating Summary) it should receive 2 points because of flooding sub-basin and surface flooding problems farther down-gradient. These 2 points would raise the Rating Value for D6 to "H" (p. 8 of Rating Summary) which would increase the Hydrologic Function Value (p. 1) to "H", raising the "Score Based on Ratings" Total to 23 giving Wetland AY a Category I rating. Figure 3 shows that your present plan is for the Freight Corridor to intrude somewhat on the buffer of Wetland AY. A Category I wetland is the highest classification in Washington State. Recognizing Wetland AY as Category I will cause some realignment in your planned route. Resource Ordinance APPENDIX A: RATIONALE FOR THE WETLAND CATEGORIES (MCC 8.52.110) for Washington State gives the following:

"Category I wetlands are those that 1) represent a unique or rare wetland type; or 2) are more sensitive to disturbance than most wetlands; or 3) are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; or 4) provide a high level of functions. We cannot afford the risk of any degradation to these wetlands because their functions and values are too difficult to replace. Generally, these wetlands are not common and

make up a small percentage of the wetlands in the region. Of the 111 wetlands used to field test the current rating system 11 (10%) were rated as a Category I.”

I would be happy to meet with your representatives for a few hours to show you the lay of our land, its natural watercourses, the washed-out dam, and my areas of concern. I would also be happy to guide your environmental technicians back to Wetland AY for a reassessment and evidence of the peat bog."

Response 37-2

Thank you for sharing your insights into the historical condition of Wetland AY, as well as the information about down-gradient flooding issues. In response to the information you shared, wetland scientists identified and reevaluated 8 wetlands in areas that may drain to Cokelet Creek. These are Wetlands AY, B, BM, BN, C, D, E, and F. For all these wetlands, the response to Question D6.1 on the rating from was changed from, “There are no problems with flooding downstream of the wetland” (0 points), to “Flooding occurs in a sub-basin that is immediately down-gradient of unit” (2 points). With this change, the rating category of 5 of those wetlands (B, C, D, E, and F) changed from IV to III. The regulatory buffers on those wetlands consequently increased to 80 feet, per Mason County Code section 8.52.110 (previously they had been assigned a 50-foot regulatory buffer). The change did not affect the regulatory buffer widths of the other 3 wetlands.

While the rating for Wetland AY did increase from Category II to Category I, the width of that wetland’s regulatory buffer did not change. Wetland AY already had wide buffer because of its habitat score (9). For wetlands with a habitat score of 9, the Mason County critical areas code establishes a regulatory buffer width of 300 feet, regardless of whether the wetland is rated as Category II or Category I. This is the largest buffer width in the County’s critical areas code. The wetland scientists who conducted the field review looked for Sphagnum and other bog-adapted plants. The fact that they found none is likely a result of the historical peat mining practices you described in your letter.

For several reasons, WSDOT does not propose to modify the proposed alignment of the SR 3 Freight Corridor to avoid Wetland AY’s buffer. First, project construction and operation would not involve any direct disturbance to the wetland itself. In addition, the portion of the wetland’s buffer affected by the project would be more than 200 feet from the wetland boundary. Also, the Mason County critical areas code does not establish special provisions for the protection of buffers on Category I wetlands. Finally, realigning the roadway to avoid that wetland’s buffer would (1) introduce additional curves into the project alignment (which would conflict with the stated need to improve safety) and (2) extend the length of the roadway, increasing the extent of impervious surfaces on the landscape.

WSDOT will work with Mason County and other agencies with jurisdictional authority to ensure that adverse impacts on wetlands and wetland buffers are avoided, minimized, and mitigated in accordance with applicable requirements.

Comment 37-3

"2. Wildlife

The second issue I wish to address briefly is natural wildlife. Even though our house is only 500 feet from State Route 3, we see black bear, black-tailed deer, coyote, bobcat, red fox, mountain beaver (*Aplodontia rufa*), racoon, eagle, barred owl and hawk, not to mention the usual cadre of small birds, in our front yard. The larger animals are attracted by the Belfair and Cokelet Creeks, the only adequate water source in the area. I fear that the Freight Corridor will cut these animals off from the water and the large, contiguous forest area that they now inhabit. I request that the Freight Corridor provide appropriate wildlife corridors over or under the Freight Corridor for the safe passage of these animals."

[see letter for attachments]

Response 37-3

The project will consider and evaluate potential wildlife crossing options as the design moves forward. Where feasible, the project may incorporate measures to enhance wildlife crossings in consultation with WSDOT's Wildlife Connectivity Program.

Comment 38

Thank you for the opportunity to comment. This is retired state Sen. Tim Sheldon. I represented the 35th district for 32 years. I've tried very hard to keep the Belfair Freight Corridor/Belfair Bypass on the radar screen for many years. I first got funding for the bypass in 2005. I know that bypasses are extremely different to complete. Think Sequim, think North Bend, think Yelm. But there will be a day when this project has to come to completion. And traffic is getting worse and worse, dollars are getting tighter and tighter and the rural areas seems to be always the ones that suffer when DOT will do something like "phase the project", in other words, shorten it.

If the project is shortened, you will lose the safety increments it brings to Lake Flora Road and to the other end of the bypass. It has to be done. Let's move ahead and quit just fooling with this as we have for the last 20 or 25 years. Please, let's finish the project as it stands without shortening it. Thank you very much.

Response 38

WSDOT is not planning to phase this project. The project is now in the environmental review phase. Construction is anticipated to start in the fall of 2026. It is estimated construction would be complete by the end of 2028.

Comment 39

What is to be done about the potential bottleneck in Allyn.

Response 39

There is a significant drop in traffic from Belfair to Allyn. Existing Average Daily Traffic (ADT) counts show an ADT of 19,000 entering Belfair and only 10,700 traveling on SR 3 south of the SR 302 cutoff. This is a 44% reduction in traffic. The construction of the Freight Corridor is not expected to add or generate additional vehicular trips to Allyn.

Improvements in the vicinity of Allyn were not included in the stated Purpose and Need for this Freight Corridor project.

Comment 40

My partner and I live in Bremerton, he owns and operates a local business with regular deliveries across the Kitsap, Mason County, and South Sound regions. We are both thrilled about the proposed bypass!!!

HOWEVER, we do have some concerns and are currently researching the legality of the planned SR 3 Business Loop through Belfair and considering legal action if the issue isn't adequately addressed by WSDOT.

The proposed business loop appears to violate state law, specifically the two RCW's that establish SR 106 and SR 300. RCW 47.17.185 dictates that SR 106 shall terminate at, "... a junction with state route number 3 in the vicinity of Belfair.". RCW 47.17.540 dictates that SR 300 shall terminate at, "... a junction with state route number 3 at Belfair.".

As we currently understand it, the new business loop, like all business loops in the state, is a "signed" route that is NOT a State Route nor could legally be considered the SR 3 mainline.

A review of the 2022 WSDOT State Highway log reveals that practically NO existing business loops in the State of Washington are considered state highways that are owned, maintained, or operated by WSDOT. Instead, almost all are owned and maintained by the city or county they run through. Thus, once the SR 3 bypass is established and the mainline is relocated to the bypass, we believe SR 106 and SR 300 will no longer terminate at SR 3, or even at an official state highway, which creates a major discontinuity in the state highway system and could be in direct violation of the respective RCW's establishing those two highways.

We feel this is particularly egregious for SR 106, which is a vital regional state highway providing critical connections from the Kitsap Peninsula to Union, Hoodspoint, Lake Cushman, the Skokomish Tribe, and north Shelton. The fact its terminus is not being extended directly east to the new SR 3 bypass seems incredibly inconsiderate to the regional drivers who utilize this route and would greatly benefit from a direct connection to the new mainline bypass.

That said, we feel there are two more reasonable and cost-effective alternatives to constructing new direct connections from the current termini of SR 106 and SR 300 to the new SR 3 mainline. The first alternative is simply changing the proposed SR 3 Business Loop into a Spur Route of SR 3, which the state would still own and maintain. We and my partner's lawyer feel this could abide by the RCW's current phrasing as Spur Routes are typically considered extensions of mainline highways.

The second alternative is to simply extend SR 106 and SR 300 from their current end points to the new mainline SR 3 bypass by using the existing SR 3 alignment and right of way. One routing option could extend SR 300 north along existing SR 3 to the bypass and new Lake Flora RAB while extending SR 106 south along existing SR 3 to the bypass and the two proposed RAB's at SR 302. Another option could extend SR 106 north through Belfair to the Flora Lake RAB, with SR 300 running concurrent to the north portion so both highways terminate at the SR 3 mainline.

This second option would provide north-to-west priority to SR 106, which sees much of its regional traffic come to and from the Bremerton area and Seattle ferry crossings.

If WSDOT can address these concerns moving forward, my partner and I won't pursue any further legal research or consultations with his lawyer. We're mainly concerned about how the loss of direct state-owned and maintained connection from the SR 3 mainline to SR 106 and SR 300 could negatively impact his business and ability to conduct regional deliveries. This is because local jurisdictions, especially in the Kitsap peninsula, do not always maintain their roads to the same standards as the state does for official highways, including wintertime plowing and de-icing. We hope these concerns are reasonable and can be addressed. Should these concerns not be addressed, we may officially reach out through my partner's lawyer in the future, however we're sincerely hoping that won't be necessary and our public comment here is sufficient to spur action to get this potential oversight addressed.

Finally, outside of the legal issues discussed above, we have one recommendation on the south end of the SR 3 bypass, where the two RAB's to the future SR 3 Business Loop and SR 302 are located. There are two proposed public access points between the two RAB's, one to the North Mason Middle/High Schools and the other to E Belwood Ln. They are both proposed as right in and out only, with the two RAB's providing full movement for the left turn to and from these accesses. We both strongly believe a traffic barrier, landscaped buffer, or berm should be added to the median of the new SR 3 mainline in-between these two RAB's. Without something that physically prevents left turns, it's almost certain some drivers will attempt to turn left to or from the accesses to the highway, creating a major safety hazard for everyone else driving on the new highway.

Overall, we are very pleased with the proposed SR 3 bypass alignment and design. The 50 MPH design speed will be fantastic to help reduce commute and delivery times! We hope you consider our concerns above and look forward to hearing more updates on this long needed and anticipated project!!!

Response 40

Thank you for your comment. The Washington State Legislature approved the project scope, description, and funding for this project. Please see sections 1.3 and 1.8 of the Supplemental Environmental Assessment (SEA) for this Project. WSDOT will follow the process outlined in RCW 47.01.420 for naming and renaming state transportation facilities and has revised the project description to state that the existing SR 3 will remain as is, and the freight corridor will be called the SR 3 Alternate Route. An update to RCW 47.17.010 will be required for this change. The SEA mention of the business loop has been revised by errata. Existing SR 3 will have continued connections to SR 106, SR 300, and the Old Belfair Highway. Both the existing SR 3 corridor and the SR 3 Alternate Route will be owned and maintained by the State.

There is no traffic barrier proposed between the two lanes between the two roundabouts on the south end. The project team is evaluating potential channelization options which might include a median to prevent left turn movements.

Comment 41

I feel that the project will not meet the goal to move traffic effectively due to the roundabouts. The roundabouts require all traffic to enter the same point. This is a congestion point that will create a choke point for traffic.

I feel that the use of overpasses would serve this project better, I realize that overpasses add expense to the project. This is not the time to be cheap and do half the job.

Paul L Wilkins

Response 41

Thank you for your comment, it has been taken into consideration.

Comment 42

Yes build it! Thanks for the informative summary. Build it!

Response 42

Thank you for your comment, it has been taken into consideration.

Comment 43

Thank you for the update, Olympic Peninsula Building Trades has been following this project for years and lifting it up every year when we follow the budget or in Washington Good Roads meetings. if we can further assist or have PLA talks, please reach out to me via e-mail opbtuc@gmail.com or cell (253) 219-3359

Response 43

Thank you for your comment, it has been taken into consideration.

Comment 44

Please reconsider destroying this forest

Response 44

Thank you for your comment, it has been taken into consideration.

Comment 45

Please don't do this... it's very expensive, will clear a bunch of mature trees, and the purported traffic benefits are dubious at best. Spend that 80 million to fix real existing problems not create new ones.

Response 45

Thank you for your comment, it has been taken into consideration.

Comment 46

This project seems like it goes against nearly all the state's climate and street safety goals. A highway separating a high school from its neighborhood? What are we doing? Is it too late to just no build this new highway?

Response 46

The stated purpose and need for the Freight Corridor project is shown in Chapter 2 of the SEA: to increase mobility, reduce congestion, improve safety, and support local plans. As capacity is added to the Belfair network with the SR 3 Freight Corridor, vehicle trips would be redistributed across a greater number of trip path choices, resulting in a generalized reduction in congestion (SEA Section 4.2.4). The SR 3 Freight Corridor project would not lead to an increase in regional emissions of GHGs (SEA Section 4.4.4).

With less congestion, as well as fewer conflicts with ingress and egress along the existing SR 3 corridor through Belfair, it is anticipated that there will be fewer crashes and other safety issues.

The south end connection is designed with an increased focus on pedestrian and bicycle traffic. The proposed system of two roundabouts allows more options for traffic to take a route away from the entrance to the school campus. There are pedestrian and bicycle paths, with ADA compliant crossings, at the proposed roundabouts at the south end of the alignment. The pathways would connect to the adjacent neighborhood to the school and surrounding road network. See Figure 3.1-2 in the SEA.

Comment 47

Please please for the love of God stop building highways, we know better, it's getting ridiculous. Please please please reevaluate, it needs to stop.

Response 47

Thank you for your comment, it has been taken into consideration.

Comment 48

I would like to see this project include significantly more traffic calming measures through Belfair and fully be a highway bypass instead of constructing a separate highway through undisturbed forest. As is, it looks like it will intensify traffic through Belfair in accordance with well understood induced demand principles. Building new roads will not reduce VMT

Response 48

With the exception of the Freight Corridor connection points, improvements to the existing SR 3 corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 49

Fully support the idea. Traffic in Belfair has gotten considerably worse post-covid. All in all, seems like a solid plan. People will complain about the double roundabout on the south end, but still seems like good use of them.

Response 49

Thank you for your comment, it has been taken into consideration.

Comment 50

Absolutely trash project.. unbelievable that our state DOT is -- in the year 2024 -- still planning climate destroying projects like this and lying to everyone about the emissions.

People won't forget about you bulldozing forests. Quite the legacy to leave.

Response 50

Thank you for your comment, it has been taken into consideration.

Comment 51

This is an extreme waste of taxpayer money. Instead of spending billions on building a new highway that will cut traffic for a few months why don't we use the money for anything else. Especially when the existing ferry service is plagued with delays due to lack of maintenance, old boats, and not enough crewm

Response 51

Thank you for your comment, it has been taken into consideration.

Comment 52

What an awful waste of money on a project that will do nothing to solve congestion issues. Listen to your own Transportation Secretary and stop needlessly expanding highways, it doesn't work! <https://www.seattlebikeblog.com/2022/01/12/wa-transportation-secretary-further-freeway-expansion-is-a-dead-end/>

Response 52

Thank you for your comment, it has been taken into consideration.

Comment 53

Instead of connecting it to Highway 3 by the high school, you should push it down to North Bay Road then either put a roundabout or a stoplight at the Hwy 3/North Bay intersection. This intersection is already dangerous. Adding a light or roundabout will eliminate that danger and give you an easier way to integrate the bypass traffic.

Response 53

Thank you for your comment; however, the North Bay Road intersection is outside the scope of the environmental evaluation. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 54

I think this is a great idea!

Response 54

Thank you for your comment, it has been taken into consideration.

Comment 55

Stop building highways. We don't need more highways.

Response 55

Thank you for your comment, it has been taken into consideration.

Comment 56

I love this plan, thank god it's finally getting set in motion

Response 56

Thank you for your comment, it has been taken into consideration.

Comment 57

This project is a LONG TIME in coming! It is important to build it for the continued success of Belfair. The study doesn't seem to include the nightmare of summer friday/weekend traffic which includes 1,000s of visitors from the Seattle side of the Puget Sound, but PLEASE DON'T STUDY IT! Just start building the bypass so visitors to the Olympic Peninsula can drive around Belfair to get there!

Response 57

Thank you for your comment, it has been taken into consideration.

Comment 58

Please stop highway expansion. This is climate denial and will make it harder for Washington to achieve its climate goals. This is a waste of taxpayer money when we should be focused on maintaining our roads and VMT reduction.

Response 58

Thank you for your comment, it has been taken into consideration.

Comment 59

I am highly anticipating this modification. Can we continue the freight corridor past Allyn as well?

Response 59

The termini for the Freight Corridor were chosen based on traffic data and to avoid additional property impacts. A value engineering study completed in 2020 determined that the current locations and roadway configuration would offer the best prospects for improving travel times for freight and regional traffic. Except for the Freight Corridor connection points, improvements to the existing SR 3 and locations outside of the corridor are not within the scope of this project. The purpose and need for the project is to provide a bypass around Belfair. The tie into the existing SR 302 intersection is a logical end point for the project.

Comment 60

Please do not build this. Firstly it's laughable that you propose this will have a positive environmental impact. Is there do carbon cost to the construction of the road itself? What about the loss of forests which act as carbon sinks? And any tiny impact caused by idling cars is more than made up for by the induced demand of a higher capacity road network. I know it's hard to get someone to understand something when their livelihood depends on it and you're not paid *not* to build roads but please understand that continuing to widen roads (and this is in essence a road-widening project) for our most space-inefficient means of transportation is a never ending march to destroying our environment. Are you just going to do this again in 30 years? And how can this project be prioritized when WA State has so many roads in a poor state of repair as it is? If your budget *has* to go to car transportation isn't maintenance important too? Please consider alternatives that save us money and don't degrade our environment. Please pursue ways to get people out of their cars which are causing this congestion in the first place rather than reinforcing car-dependency as the only way we can live. Plenty of places all around the world have addressed their transportation needs without paving their forests. I believe we here in WA can do the same :)

Response 60

Thank you for your comment, it has been taken into consideration.

Comment 61

This project has been talked about for over a decade. Can we just get the build started and finished by 2026? To get from the round about closest to Belfast to hwy 106 on Friday afternoon takes 2 hours on the summer which is complete crap to the residents of the area. Stop taking about it and get it built ASAP.

Response 61

Thank you for your comment, it has been taken into consideration.

Comment 62

The nuclear bomb was designed and built faster than this road. No wonder, you had to waste millions in not just one, but two environmental studies. If this project was managed by Mason County, we would have been driving on it for the past 15 years.

Response 62

Thank you for your comment, it has been taken into consideration.

Comment 63

So the new bottleneck will be Allyn? Why not go all the way around it as well, seems like just moving the problem up the road further. Just wasting more of my tax dollars. It needs to go ALL the way to Shelton

Response 63

There is a significant drop in traffic from Belfair to Allyn. Existing Average Daily Traffic (ADT) counts show an ADT of 19,000 entering Belfair and only 10,700 traveling on SR 3 south of the SR 302 cutoff. This is a 44% reduction in traffic. The construction of the Freight Corridor is not expected to add or generate additional vehicular trips to Allyn. Except for the Freight Corridor connection points, improvements to the existing SR 3 and locations outside of the corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 64

It's about time we get a bypass. 40 yrs ago, I avoided going to Belfair to buy anything during commuting hours. It was awful back then.

Response 64

Thank you for your comment, it has been taken into consideration.

Comment 65

I hope to find this project coming to fruition. Please be responsible fiscally, environmentally, and in completing a needed Kitsap-Mason on time.

Response 65

Thank you for your comment, it has been taken into consideration.

Comment 66

Thank you. Very informative. I appreciate that there is some momentum happening and a timeliness of what to expect when.

Response 66

Thank you for your comment, it has been taken into consideration.

Comment 67

Hopefully this project actually gets done. It is badly needed, especially with the new developments in Belfair and heading into Allyn. The worst part about driving to our home in Grapeview is hitting traffic in Fife, which is currently being improved with construction and going through Belfair. I look forward to seeing this fixed!

Response 67

Thank you for your comment, it has been taken into consideration.

Comment 68

We have needed this for a long time. I am glad to see it progressing.

Response 68

Thank you for your comment, it has been taken into consideration.

Comment 69

The sooner the better. Afternoon traffic in Belair is terrible.

Response 69

Thank you for your comment, it has been taken into consideration.

Comment 70

I am 100% for this project. The congestion in Belfair continues to get worse as more people move to our area to commute to Kitsap County sites and the Seattle ferry.

Response 70

Thank you for your comment, it has been taken into consideration.

Comment 71

The project must include major improvements to SR302 (Victor Cutoff Road). The road has no shoulders, is very narrow, has too many switch backs, has no lighting and is very dangerous!

Response 71

Except for the Freight Corridor connection points, improvements to the existing SR 3 corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 72

This Belfair bypass can't be built soon enough! Imagine Sequim or Shelton without a bypass

Response 72

Thank you for your comment, it has been taken into consideration.

Comment 73

This is too close to the high school. This should connect to the North Bay road. Lake flora seems too late to divide the traffic.

Response 73

The termini for the Freight Corridor were chosen based on traffic data. A value engineering study completed in 2020 determined that the current locations and roadway configuration would offer the best prospects for improving travel times for freight and regional traffic. The south end connection is designed with an increased focus on pedestrian and bicycle traffic. The proposed system of two roundabouts allows more options for traffic to take a route away from the entrance to the school campus. There are pedestrian and bicycle paths, with ADA compliant crossings, at the proposed roundabouts at the south end of the alignment. The pathways would connect the adjacent neighborhood to the school and surrounding road network. See Figure 3.1-2 in the SEA. Thank you for your comment, it has been taken into consideration.

Comment 74

I support this plan. I travel Hwy 3 five days/week as a Hospice RN and have commented to myself about how I have seen the Belfair traffic congestion literally explode over a very short period of time. I live on the Olympic Peninsula (Hoodsport) and also travel Hwy 3 and Hwy 106 for pleasure getting to the Southworth or Bremerton ferry to get to Seattle. Many tourists travel this route as well. On one trip recently heading from Bremerton through Belfair, it took 1 1/2 hrs to get through the congestion to reach Hwy 106.

Response 74

Thank you for your comment, it has been taken into consideration.

Comment 75

Thank you for finally progressing this project. Is there anyway speed up the time line?

Response 75

The project now has funding through construction. The project is now in the environmental review phase. Construction is anticipated to start in the fall of 2026. It is estimated construction would be complete by the end of 2028.

Comment 76-1

To whom it may concern,

I am 1 of the few homes that will remain at the S end of your Freight Corridor. My wife bought our property 22 yrs ago, as a place to spend with my family & grow old in peace & quiet. She was never told about a proposed bypass by the realtor then she found out, 3 yrs later that the bypass had been proposed for 2 dozen yrs & would probably never happen. Over the next 15 yrs there were a handful of meetings about the bypass. None of these meetings gave any new information or even where the beginning or end would be, or a proposed start date. In a meeting prior to the end of 2019, my wife and I were told that our neighborhood would not be affected, the bypass would go around it. At this point in time is when we decided to go forward with a new house build & plan on staying here, since the bypass would not affect us. Close to the completion of our house my wife was diagnosed with Large B cell lymphoma cancer. My wife detested being away from our new home, our peace & solitude, but knowing that she had it to come home to & that I would get to live out the rest of our days, however long it might be, here where we chose to live & build a life, just outside a nice quiet a small town in the peace & quiet, enjoying coffee on our back porch, while watching the wildlife, which we have all kinds. This made her happy & I believe helped with some of her healing, now on the verge of another possible transplant, we find out, that over the next few years she may come home from some treatment & everything we worked so hard for will be gone & we will be spending my time at home looking at, or listening to your bypass, that now has funding & is moving forward through our front yard.

You say it will have minimal impact on the few houses that your bypass will intrude on. Your diagrams say it's 500 ft from the edge of the road to our property line, is 500ft. & this is just the original 2 lane road with the buffers. Our house, from the front door to the middle of your Freight Corridor is under 350 ft., what happens when it's widened to a 4 lane? The noise alone from just a 2 lane road is well above any acceptable level for this community. we average between 30 - 35 Dbs on any given day. A rare helicopter going overhead to the airport is only a 55 - 60 & we are directly under the flight path. a 2 lane highway creates 80+ dbs constantly, a rare 1 or 2 times a week. we were told a noise reduction wall wasn't needed, wasn't cost efficient, whatever the reason given, no one took into consideration or cared about the few neighbors who will be living by it. I feel like because we are only a few insignificant people who

will be inconvenienced, we don't matter , nor do you care what happens. or we are just small pebbles in the big plan.

Response 76-1

The Freight Corridor will be a limited access facility. The planned 2-lane roadway will provide capacity for traffic projected through 2050. There is no foreseeable need to widen the roadway. The project team prepared comprehensive noise analyses in 2012 and 2021. The 2021 report was updated in 2023 (see SEA Section 4.3).

Existing sound level measurements were taken and anticipated operational noise levels of the Freight Corridor were modeled. It was determined that it would be feasible to construct noise walls, but all walls exceeded WSDOT's reasonableness criteria (specifically, established allowed cost per square foot- see page 24 of the SEA) and were not recommended for construction.

As mentioned in the 2023 SEA, construction noise is exempt from local property line regulations during daytime hours. If nighttime construction is required for this project, WSDOT will apply for variances or exemptions from local noise ordinances for the night work.

Comment 76-2

You say you've done studies on the impacts to those affected, yet I've never seen anyone out here doing any studies whatsoever. Can someone please tell me when & exactly where these studies were done? like the noise level at my house, the impact on natural forests & wildlife??

Response 76-2

A full description of the environmental analyses, including those for noise, natural resources and traffic, can be found in the project technical reports available online at: <https://wsdot.wa.gov/construction-planning/search-projects/sr-3-freight-corridor-new-alignment>. These include descriptions of where and when fieldwork was completed, as well as the details of how potential impacts were determined.

Comment 76-3

There is no safe plan for how us neighbors on the East side of Alta (from Brazier, will merge onto your Freight Corridor. No turn lane, only a stop sign to enter a 50+ MPH hwy, is entirely unsafe & unacceptable, especially for my husband & I (& our friends) who ride motorcycles. Your Freight Corridor will take out 4 or 5 of our neighbors, who were never told by realtors about the bypass & now will have to find another dream home. Not to mention If I have to relocate because I cannot live near Hwy that I was told would never come through my neighborhood, Not only does this affect me, but my mother-in-law also. We found her a home, in the Belwood neighborhood, 5 mins from us. Close enough that we can shop for her, take her to drs. appts hair meetings etc, she can still be somewhat independent & so we can look after her. She will have to move too, to remain close to us so that we can look after her.

Response 76-3

Ingress and egress from the access to existing residences on the east side of the Freight Corridor will be developed during final design. Your comments have been taken into consideration by WSDOT.

Comment 76-4

Additionally there is no easy way for us to get into Belfair proper without either going up to the Belwood area and then go back into Belfair (which we would have to cross 2 lanes of 50 MPH that has no turn lane for safety) or turning right (which no approach lane) onto the Northbound travel lane of a 50 MPH highway. It will also cut the rest of the Alta neighborhood off from accessing the Freight Corridor.

I don't think it's right for you to have told our neighborhood not to worry, that you'd never disrupt a small community like ours. There are so many other things that should be done 1st to alleviate the congestion in Belfair. For instance a roundabout at 106 & Hwy 3 so traffic doesn't have to stop & trucks don't lose their momentum up the hill onto Hwy 3, also a longer right turn lane. Don't allow parent parking across the street from school, because the crossing guards stop traffic for every child parent crossing either direction, instead of waiting for a group of 5 or more, There should be more on school parking for child pick up, or build an overhead walkway. Also Hwy 3 is a highway, there should be no stopping to let traffic from 300 especially during peak hours

As for your Freight Corridor, it will kill an already dying Belfair, people that live beyond Belfair will get their groceries, gas etc elsewhere, before getting on the Freight Corridor, & bypass Belfair, because there is no essential shopping, gas, large enough to handle the traffic that will bypass Belfair. The people who can't use the Freight Corridor, because they live on 300 (N Shore) or on 106, that is 2/3 of the traffic coming into town. So your bypass is only benefiting 1/3 of the traffic, who live beyond 300 & 106 & it's not benefiting us if we want to keep our money in town. Most of the people who live down 302, take 16 to Purdy. This brings me to the 2 proposed roundabouts on 302 & 3. you say it's needed for the 3 hwy's meeting, for the safety of foot traffic, There is minimal foot traffic, if any. In my 20+ yrs I have seen maybe a dozen people walking on either Hwy 3 or 302. At all, the high schoolers drive & they bring their friends, the middle schoolers all ride the bus or get driven. @ roundabouts so close together will make the congestion worse, with a high school full of inexperienced drivers entering, along with a whole other community, & a bypass into 1 then only a few hundred feet away all of those funneling into another highway. I do agree a roundabout on Hwy 3 & 302 (Victor cutoff rd)

In conclusion, please fix the least invasive, cost efficient problems to Belfair traffic congestion, first. Next, rethink the path of your Freight Corridor, to avoid turning our quiet peaceful life upside down, along with our neighbors & all the wildlife that call our yard home. Did I mention we have a herd of deer, a momma black bear along with 2 cubs, a bobcat pair, cougar, coyotes, so many types of birds, raccoons, squirrels, possums, who all roam our yard as their home. Please consider moving the S end further down 302, halfway between the salmon hatchery & where it meets Hwy 3. Let us live the quiet peaceful life that we thought we were getting when we purchased our home & made plans for the rest of our lives.. I even invite you to come out to our home & see what you will be destroying, you will leave with a different point of view for sure. I'm sure it would put some of your "studies" into perspective & shed some light on the anguish we are going thru over this Freight Corridor.

Sincerely,

Michael Fournier

Response 76-4

The improved mobility within the Belfair commercial area on SR 3 resulting from the diversion of regional through-traffic is expected to contribute to improving the experience of doing business there. It could spur additional growth and development, facilitate the County's vision for the Belfair UGA to serve as an economic and social center, and attract more tourism. The improved travel time and operating speeds for through-traffic on the Freight Corridor is also expected to benefit the economic growth in the region.

With the exception of the Freight Corridor connection points, improvements to the existing SR 3 corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 77

I think this would remove the congestion in Belfair and really help a lot.

Response 77

Thank you for your comment, it has been taken into consideration.

Comment 78

I love the idea of roundabouts, they definitely seem to increase safety.

I would like to see a roundabout at Hwy 3 and Lake Flora

Response 78

The project includes a roundabout at the north end where the Freight Corridor will connect to the existing SR 3, near Lake Flora Road. See Figure 3.1-3 in the SEA.

Comment 79

I love the idea of roundabouts, they definitely seem to increase safety.

I would like to see a roundabout at Hwy 3 and Sunnyslope

Response 79

Except for the Freight Corridor connection points, improvements to the existing SR 3 corridor are not within the scope of this project. Your comment is acknowledged and has been forwarded to the project team for consideration.

Comment 80

Will there be connections to log yard roundabout

Response 80

Connections to the Log Yard Road roundabout are not included in the Freight Corridor project. Mason County identified a potential future connection point in the vicinity of Log Yard Road, if it is determined to be needed.

Comment 81

The state has greatly over analyzed the subject only to come up with the simple answer... build IT! Get it done. The alternate highway is completely necessary and every day wasted on continued study will cost taxpayers even more in the end. It's unconscionable that this project has been in play for 23 years and no pavement has been built.

Response 81

Thank you for your comment, it has been taken into consideration.

Comment 82

Go down the power line road and bypass Allyn!

Response 82

Thank you for your comment, it has been taken into consideration.

Comment 83

I think this Belfair bypass is great and long overdue. My question is; have there been talks of revamping the Gorst corridor? With the City of Bremerton, Port Orchard, as well as, Belfair and Allyn continuing to grow, the Gorst area is just atrocious! If this has not been discussed, I believe it WELL worth exploring options.

Response 83

Thank you for reaching out. Great timing, there is a WSDOT Gorst Area planning study that begins this year. Please see the link below.

<https://wsdot.wa.gov/construction-planning/search-studies/sr-3-gorst-area-planning-and-environmental-linkages-study-and-nepa>

Comment 84

Page 58-59 of SEA identifies Section 4(F). I am sending this email to Hillary at Washington State DOT contact for providing you a copy of Section 4(F) for NPS review.

"One historic-era Section 4(f) resource was identified in the Cultural Resource Inventory prepared for the project (WSDOT 2023b). The BPA Shelton–Kitsap No. 2 115-kV Transmission Line was recommended as eligible for listing in the National Register of Historic Places."

Response 84

To clarify, there are no proposed 4(f) uses for the SR 3 Freight Corridor – New Alignment Project so there is no additional 4(f) documentation to provide.

The transmission line is eligible for listing but the SEA states that “none of the transmission towers or poles fall within the Project’s area of potential effect (APE); however, the project improvements would pass under the conduit (wires).” To Summarize, there are 4(f) resources in the vicinity but there are no 4(f) uses because of the project. Please refer to pages 58-60 in the SEA that describe the 4(f) resources in the project vicinity.

Comment 85

First and foremost, I would like to acknowledge Bremerton’s support for, and interest in the success of WSDOT’s SR3 Freight Corridor project. That said, we are concerned with the proposed reconstruction of Lake Flora Road as a 2-lane roadway to match the existing road cross section since that does not meet the requirements of our Transportation Development Code. As WSDOT is currently accepting comments on the SEA for the realignment of the SR 3 Freight Corridor project, we are providing these comments and request they be attached to the SEA comment record. Please note that these comments are consistent with earlier comments made to Ms. Amy Amos on August 3rd, 2023, which are attached.

Per BMC 11.12.080(a), (<https://www.codepublishing.com/WA/Bremerton/#!/Bremerton11/Bremerton1112.html#11.12.080>) all projects shall be designed and constructed in accordance with the current City of Bremerton Design and Construction Standards (also referred to as the engineering standards) as on file with the Department of Public Works and Utilities. The engineering standards shall also apply wherever any public work is performed within the City of Bremerton. City capital improvement projects, maintenance projects, utility projects and other projects performed by or on behalf of City employees shall meet all standards outlined in this document, except for otherwise approved deviations.

Since Lake Flora Road is Functionally Classified as a Minor Arterial, the City of Bremerton Design and Construction Standards require it to be reconstructed as a 4-lane roadway with sidewalks and other frontage improvements in accordance with Standard Details 3001 and 3007 (attached). In the interest of partnering, the City will accept the reducing the scope of the new Lake Flora Road to 2 – 12’ lanes with 2 – 4’ shoulders and channelization constructed on an embankment of sufficient width to support a future 3-lane cross section with associated frontage improvements. Approval of this proposed cross section will require the submittal of a deviation request in accordance with BMC 11.12.080(b) as outlined below.

An applicant may request a deviation from an engineering standard. Requests for deviation shall be made by the applicant in writing and shall include the specific standard from which deviation is requested, an engineering report, calculations, or other technical documentation that provides a basis for the deviation. The deviation may only be granted if the applicant demonstrates with clear and convincing evidence that:

- (1) The deviation is required due to geotechnical, topographical, or other physical constraints that are beyond the control of the applicant.
- (2) The unavailability of specified materials and the substitute materials will equal or exceed the performance criteria of the specified materials.
- (3) The public safety and welfare will not be adversely impacted by the deviation.
- (4) The deviation will not detract from the intent and purpose of this chapter or the

engineering standards.

(5) The other requirements of BMC 11.12.030(f) are met.

As stated in my attached letter dated August 3, 2023, if the SR 3 Freight Corridor project is unable to comply with the City standards or file for approved deviation, the City will be hesitant to accept the realigned portion of Lake Flora Road at turnback.

Response 85

WSDOT conducts traffic analyses to determine the need along the alignment. The existing Lake Flora Road is two 12' lanes with 4' shoulders. The traffic analysis performed indicated that design for more than two lanes is not warranted for the design year of opening.

In addition, the R/W on Lake Flora Road is constrained because of the tribal properties on both sides of the roadway. Adding in an embankment for a 3rd lane (to accommodate a 3-lane cross section) would push the cut/fill lines further out and into the tribal properties.

WSDOT responded to a City of Bremerton Letter about the Lake Flora Rd. Geometric Design on August 28, 2023. The text from the letter is included below.

WSDOT is currently designing the SR3 Freight Corridor in the Belfair vicinity. The Freight Corridor connects into existing SR3 on the South end in the SR302 vicinity and on the North end at the Lake Flora vicinity. The connection between existing SR3 and the Freight Corridor at both the North and South ends will be accomplished through roundabouts. On the north end, this necessitates realignment of Lake Flora Rd. to meet design standards for connection to the roundabout.

The realigned segment of Lake Flora Rd. begins approximately 2400' east of the existing intersection of Lake Flora and SR3 and is 2600' in length. The City of Bremerton has requested a three-lane section on Lake Flora to address future needs. WSDOT has designed the roadway section for re-aligned Lake Flora with two 12' lanes with 4' shoulders matching into the existing roadway section. This design is consistent with the current scope and legislative direction for the SR3 Freight Corridor. This is also consistent with what has been communicated in the Environmental Assessment (EA). Including a third lane on Lake Flora would trigger significant additional stormwater design and associated right of way needs. Additionally, the addition of a third lane was not included in the original EA, this change would require re-evaluation to determine impacts to the environmental process and schedule.

APPENDIX B: ERRATA TO THE SR 3 FREIGHT CORRIDOR – NEW ALIGNMENT SEA

Appendix B – Errata to the Supplemental Environmental Assessment

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Supplement Environmental Assessment (SEA) issued on January 29, 2024. Changes to the SEA text are identified by their corresponding page number in the document’s original published edition. Text that is underlined is added and strike-through text is deleted from the original text. Attachment 1 includes the Discipline Report Errata and Attachment 2 includes the Agency and Tribal Coordination.

Page 7 – Section 3.1.1 What Is the Build Alternative? – 1st Paragraph – 2nd Sentence

The new road would become the ~~mainline SR 3~~ SR 3 Alternate and the existing segment of SR 3 through Belfair would ~~become a business loop~~ remain SR 3.

Page 7 – 3.1.2 Project Description – 2nd Paragraph – 5th Sentence

The existing SR 3 ~~will continue to~~ would become a “Business Loop” serving ~~serve~~ downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway

Page 17 – 4.2.4 How Would the Build Alternative Impact Transportation Long-Term? – Multimodal Transportation Impacts – 1st Paragraph – 1st Sentence

The Freight Corridor will be designed to include an eight-foot shoulder that will not preclude ~~can provide accommodation for bicycles and pedestrians, that will meet WSDOT Complete Street guidelines for limited access facilities.~~ but does not allow pedestrian use. At the south end of the alignment, where WSDOT will maintain managed access near the high school, there will be shared use pathways that can accommodate pedestrians and bicycles. Within the Belfair urban center, sidewalks and non-signed bicycle lanes exist on both sides of the existing SR 3 corridor, which will remain the main bicycle and pedestrian route through Belfair. Additionally, pedestrian access to East Brazier Lane will be maintained.

Page 28 – 4.4.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? Short-Term Construction Impacts – 1st Paragraph – 2nd Sentence

Construction contractors would be required to comply with all local, state and federal regulations concerning air pollution abatement related to construction activities. Mitigation measures to reduce impacts are listed below: ~~The mitigation measures that were imposed under the 2003 Record of Decision that remain relevant to the project are listed below.~~

Page 31 – 4.5.4 How Would the Build Alternative Impact Wetlands Long-Term? – 2nd Paragraph – 1st Sentence

The proposed alignment would permanently impact a total of ~~0.11~~ 0.10 acre of wetland habitat and ~~5.44~~ 6.14 acres of wetland buffer habitat.

Page 31 – 4.5.4 How Would the Build Alternative Impact Wetlands Long-Term? – Table 4.5-1

Replace Table 4.5-1 with the table below.

Table 4.5-1 Wetland Impacts

Wetland	Ecology ^a /Local Jurisdiction ^b Rating	Wetland Size (acres)	Water Resource Inventory Area ^c	Permanent Wetland Impact Area (acre)	Permanent Wetland Buffer Impact Area (acre)
AD	III	~0.40	14	0	0.61 <u>1.04</u>
AP	III	0.12 <u>0.11</u>	15	0	0.17
AQ	IV	~0.03	15	0.01	0.16
AY	II <u>I</u>	3.74	15	0	0.80
B	IV <u>III</u>	0.04 <u>0.03</u>	15	0.01	0.16 <u>0.36</u>
BC	IV	0.10	15	0	0.04
BG	IV	0.34	15	0	<0.01 <u><0.005</u>
BI	<u>III</u>	<u>~0.50</u>	<u>15</u>	<u>0</u>	<u>0.01</u>
BK	III	0.21	15	0	0.56
BL	III	0.09	15	0	0.29
BO	III	0.14	15	0	0.15
C	<u>III</u>	<u>0.11</u>	<u>15</u>	<u>0</u>	<u>0.06</u>
H	<u>IV</u>	<u>0.01</u>	<u>15</u>	<u>0</u>	<u><0.005</u>
I	IV	0.04	15	0.02	0.17
K	IV	~0.20	15	0	0.03
U ^d	III	0.68	15	0	0.26 <u>0.27^d</u>
V ^d	IV	0.04	15	0	
W ^d	IV	0.01	15	< 0.01	
Y + Z	III	~0.30	14	0.06	2.03 ^e
Total	-	~6.48 <u>~7.13</u>	-	0.11 <u>0.10</u>	5.44 <u>6.14</u>

^a Ecology rating according to Hruby (2014).

^b Mason County Code (MCC) Chapter 8.52.110; Bremerton Municipal Code (BMC) 20.14.300.

^c WRIA 14 – Kennedy-Goldsborough; WRIA 15 – Kitsap.

^d The buffers of Wetlands U, V, and W overlap; impacts to those buffers are counted together.

^e Approximately 0.02 acre of the 2.03-acre Wetland Y + Z buffer impact area is in WRIA 14.

Page 35 – 4.5.4 How Would the Build Alternative Impact Wetlands Long-Term? – Figure 4.5-1d Wetland and Stream Impacts

Replace existing figure 4.5-1d with updated figure below showing changed buffer sizes for wetlands B, C, D, E, and F.

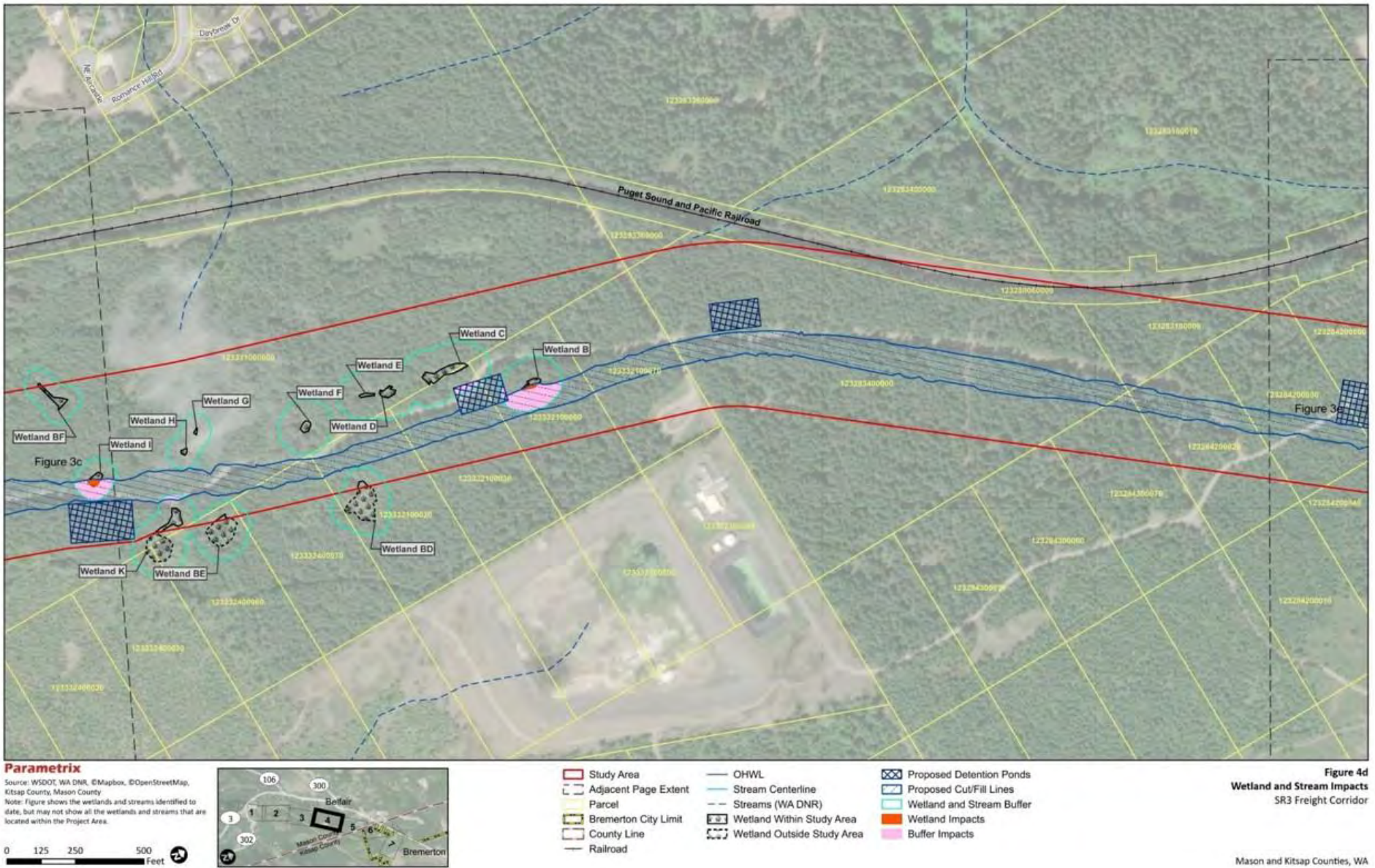


Figure 4.5-1d Wetland and Stream Impacts

Page 39 - 4.5.5 Would There Be Short-Term Construction Impacts from the Build Alternative? – 1st Paragraph – 1st Sentence

Temporary impacts would include vegetation removal or temporary fill and/or excavation associated with construction of ~~support structures~~ new roadway and stormwater facilities.

Page 39 – 4.5.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – Short Term Construction Impacts – 1st Paragraph – 2nd Sentence.

Temporary impacts to wetlands and buffers would be restored by replanting with suitable native vegetation. ~~Shade impacts to wetlands would be partially mitigated by planting shade-tolerant wetland species.~~

Page 42 – 4.6.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – Long-term Impacts – 1st Paragraph – 3rd Sentence

New stormwater treatment, including natural dispersion and infiltration, compost-amended vegetated filter strips, and treatment wetlands, would minimize the effects of runoff from the roadway. ~~(see also Section 4.9.6 for additional detail).~~ As the project moves into final design, WSDOT will evaluate design changes to enhance wildlife habitat connectivity and safety throughout the freight corridor.

Page 50 – 4.7.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – 2nd Paragraph – 1st Sentence

Areas temporarily disturbed by construction would be restored following construction using a combination of native ~~and naturalized~~ species appropriate to the highway roadside.

Page 53 – 4.8.2 What Water Resources Currently Exist in the Study Area? – New 3rd Paragraph

A Critical Aquifer Recharge Area (CARA) is an area designated as having a critical recharging effect on aquifers used for potable water. These areas are generally vulnerable to contamination. Mason County critical areas maps show a Class II CARA north and west of the project alignment; there are no CARAs mapped within the project boundaries in Mason County. Kitsap County critical areas maps show a Category II CARA overlapping a portion of the north end of the Freight Corridor. In both counties, roadways are an allowable use within CARAs.

Page 54 – 4.8.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – Long-Term Impacts – 2nd Paragraph – 2nd Sentence

~~The Build Alternative would be required to maintain existing drainage patterns to existing waterbodies to minimize impacts downstream.~~ The project will comply with Highway Runoff Manual requirements concerning drainage patterns.

Page 60 – 4.9.4 How Would the Build Alternative Impact Land Use Long-Term? – 1st Paragraph – 3rd Sentence

The Freight Corridor will be designed to include an eight-foot shoulder that will not preclude ~~can provide accommodation for bicycles and pedestrians, that will meet WSDOT Complete Street guidelines for limited access facilities, but does not allow~~ pedestrian use. At the south end of the alignment, where WSDOT will maintain managed access near the high school, there will be shared use pathways that can accommodate pedestrians and bicycles. Within the Belfair urban center, sidewalks and non-signed bicycle lanes exist on both sides of the existing SR 3 corridor, which will remain the main bicycle and pedestrian route through Belfair. Additionally, pedestrian access to East Brazier Lane will be maintained.

Page 60 – 4.9.4 How Would the Build Alternative Impact Land Use Long-Term? - Acquisitions and Displacements – 2nd paragraph – 1st Sentence

Displacements would be limited to ~~three~~ four residential units: ~~two~~ three single-family residences along with associated outbuildings (sheds, garages, etc.) and one single-wide mobile home.

Note: A displacement was added into the project after the open house occurred in February 2024. The additional parcel acquisition and displacement was evaluated, and no additional mitigation was required.

Page 68 - 4.10.4 How Would the Build Alternative Impact Socioeconomic and Environmental Justice Long-Term? – 1st Paragraph – 3rd Sentence

The Freight Corridor will be designed to include an eight-foot shoulder that will not preclude ~~can provide accommodation for bicycles and pedestrians, that will meet WSDOT Complete Street guidelines for limited access facilities, but does not allow~~ pedestrian use. At the south end of the alignment, where WSDOT will maintain managed access near the high school, there will be shared use pathways that can accommodate pedestrians and bicycles. Within the Belfair urban center, sidewalks and non-signed bicycle lanes exist on both sides of the existing SR 3 corridor, which will remain the main bicycle and pedestrian route through Belfair. Additionally, pedestrian access to East Brazier Lane will be maintained.

Page 71 – 4.11.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – Long-Term Impacts – Paragraph 1 – 3rd Sentence

~~See Section 4.9.6 for additional detail.~~

Page 71 – 4.11.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – Short-Term Impacts – Paragraph 1 – 3rd Sentence

~~A general special provision would be included in the contract document to address~~

~~encountering hazardous materials.~~

Pages 79-80 - 4.13.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? Long-Term Impacts Public Services – 1st Paragraph – 1st and 2nd Sentences

For instance, coordination with Mason Transit would determine the need and placement for transit stops within the north and south connections of the ~~along the~~ Freight Corridor. ~~These same stops could be used by school buses.~~

Page 80, 4.13.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – Public Services – 1st Paragraph – 5th & 6th Sentence

~~In addition, as discussed in Section 4.14.5, a portion of the southern end of the North Mason High School property would be directly impacted. The North Mason School District would receive financial compensation for the portion of the high school property that would be needed to construct the Freight Corridor.~~

Page 86 - 4.14.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? Long-Term Impacts - 1st Paragraph – 1st Sentence

The project would be designed ~~developed~~ following the WSDOT Roadside Policy Manual ~~with community input to ensure that community concerns relating to visual impacts would be met early in the project.~~

Page 86 – 4.14.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – Long-Term Impacts – 2nd Bullet

Consistent design types, textures, materials, and colors would be applied to structures, lights, and signs throughout the project site ~~to ensure they are compatible with surrounding developments.~~ as required by WSDOT standard plans and the Manual on Uniform Traffic Control Devices (MUTCD).

Page 87 - 4.14.6 How Would Impacts of the Build Alternative Be Minimized or Mitigated? – Long-Term Impacts – 1st Paragraph – 7th Bullet

~~Targeted use of vegetation would be employed that adheres to WSDOT Roadside Policy Manual guidance to mitigate corridor-wide loss of visual quality.~~

Page 100 - 6.4 How Has WSDOT Involved Agencies in the Currently Proposed Project? – 1st Paragraph – 3rd Sentence

WSDOT coordinates with agencies that are responsible for issuing environmental permits and who have jurisdiction or special expertise in project-related environmental fields. This coordination is accomplished through emails, meetings, verbal contacts, and official letters. For this project, coordination is ongoing between WSDOT/FHWA, and the USFWS, NMFS, EPA, U.S. Army Corps of Engineers, Ecology, WDFW, DAHP, FAA,

BIA/Suquamish Indian Tribe, Mason County, Kitsap County, City of Bremerton, Mason and Kitsap County Transit Systems, and the North Mason and Kitsap County School Districts.

Attachment 1. DR Errata

Errata - Updated Air Quality Conformity Analysis and Qualitative Greenhouse Gas Emissions Evaluation

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Air Quality Conformity Analysis and Qualitative Greenhouse Gas Emissions Evaluation dated December 28, 2023. Changes to the text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page 2 – Project Description – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 7 – Description of Alternatives – Build Alternative (Project Action) – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Errata - Cultural Resource Inventory

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Cultural Resource Inventory dated September 15, 2023. Changes to the DR text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, and strike-through text is deleted.

Page 1 – 1.1 Project Description – 3rd Paragraph – 2nd Sentence

The proposed bypass highway would carry regional through-traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Errata - Fish and Wildlife Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Fish and Wildlife Discipline Report dated August 2023. Changes to the text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page ii – Executive Summary – 2nd Paragraph – 2nd & 3rd Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 1 – Introduction – Description of the Build Alternative (Proposed Action) – 2nd Paragraph – 2nd & 3rd Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 15 – Mitigation – 1st Paragraph – After 3rd Sentence

As the project moves into final design, WSDOT will evaluate design changes to enhance wildlife habitat connectivity and safety throughout the freight corridor.

Errata - Geology and Soils Discipline Report Update

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Geology and Soils Discipline Report Update dated November 2023. Changes to the text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page 2 – Chapter 2: Introduction – Description of Proposed Action – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 6 – Project Alternatives – Alternative 2: Build Alternative (Proposed Action) – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Errata - Hazardous Materials Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Hazardous Materials Discipline Report Update dated December 28, 2023. Changes to the text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page 1 – Executive Summary – 1.1 What is the Build Alternative (Proposed Action) – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 3 – 2.1 Description of the Build Alternative (Proposed Action) – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Errata - Land Use and Relocation Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Land Use and Relocation Discipline Report (DR) dated November 2023. Changes to the DR text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page 1 – Executive Summary – What is the Proposed Project and Why is it Needed? – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 2 – Executive Summary – What Land Use Effects Would Occur during Operation of the Project, and What Mitigation is Proposed? – 2nd Paragraph – 1st Sentence

Displacements would be limited to ~~three~~ four single family residences (including one mobile home).

Page 5 – 1.1 Description of the Build Alternative (Proposed Action) – 1st Paragraph – 5th & 6th Sentences

The proposed Freight Corridor would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 10 - 1.4.2 Alternative 2: Build Alternative (Proposed Action) – 1st Paragraph – 5th and 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 36 – 4.2.4 Consistency with Plans and Policies – Build Alternative – State and Regional Plans – 5th Paragraph – 1st Sentence

The Freight Corridor will be designed to include an eight-foot shoulder that will not preclude ~~can provide accommodations for bicycles~~, but does not allow pedestrian use ~~and pedestrians that will meet WSDOT Complete Street guidelines~~. At the south end of the alignment, where WSDOT will maintain managed access near the high school, there will be shared use pathways that can accommodate pedestrians and bicycles. Within the Belfair urban center, sidewalks and non-

signed bicycle lanes exist on both sides of the existing SR 3 corridor, which will remain the main bicycle and pedestrian route through Belfair. Additionally, pedestrian access to East Brazier Lane will be maintained.

Page 38 – 4.3.2 Build Alternative - Exhibit 4-6 Displacements

Exhibit 4-6
Displacements

	Single Family Units	Mobile Homes	Business	Public Facilities
No Build Alternative	0	0	0	0
Build Alternative	<u>23</u>	1	0	0

Page 38 – 4.3.2 Build Alternative – 2nd Paragraph – 1st & 2nd Sentences

Note: An additional displacement was added to the project after the open house occurred in February 2024. The additional parcel acquisition and displacement was evaluated, and no additional mitigation was required.

Pending final design, an estimated four ~~three~~ residential units could be displaced, three ~~two~~ single-family residences along with associated out buildings (sheds, garages, barns, etc.) and one single-wide mobile home. All of the residences are located on the south side of the proposed alignment in Mason County. At the time of publication of this erratum, one of the residences was purchased by WSDOT at the request of the homeowner. Another of the residences identified as a displacement is being evaluated as a hardship relocation.

Page 38 – 4.3.2 Build Alternative – 2nd Paragraph – 1st & 2nd Sentences

~~No displacements are identified due to increased noise levels.~~ Noise impacts and mitigation are addressed in the Noise Discipline Report.

Errata - Noise Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Noise Discipline Report Update dated December 2023. Changes to the text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page 1 – Executive Summary – What is the Proposed Action? – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 2 – Executive Summary – Noise Impacts of Alternatives – 3rd Paragraph – 2nd Sentence

Forty-~~six~~ seven receivers were modeled to identify current and future noise impacts under this project’s Build and No Build Alternatives.

Page 3 – Description of the Build Alternative (Proposed Action) – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Errata - Public Services and Utilities Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Public Services and Utilities Discipline Report Update dated November 2023. Changes to the text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page 3 – Executive Summary – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a business loop~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 4 – Description of the Build Alternative (Proposed Action) – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 8 – Project Alternatives – Alternative 2: Build Alternative (Proposed Action) – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Errata - Socioeconomic and Environmental Justice Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Socioeconomic and Environmental Justice Discipline Report (DR) dated December 2023. Changes to the DR text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page 1 – Executive Summary – What improvements and changes are planned for the SR 3 New Freight Corridor? – 1st Paragraph – 5th & 6th Sentences

The proposed Freight Corridor would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 2 – Executive Summary – What long-term benefits and effects would occur? – 1st Paragraph – 2nd Sentence

Long-term effects of the project are permanent changes such as property acquisition, residential ~~and business~~ displacements for the required right-of-way, noise, access, and visual impacts to those properties adjacent to the new alignment, changes to traffic patterns, and land use changes.

Page 2 – Executive Summary – What measures are proposed to minimize or avoid effects to social and economic resources? – 1st Paragraph – 3rd Sentence

Displacements would be limited to ~~two~~ three single family homes and one mobile home.

Note: A displacement was added into the project after the open house occurred in February 2024. The additional parcel acquisition and displacement was evaluated, and no additional mitigation was required.

Page 3 - 1.3.2 Alternative 2: Build Alternative (Proposed Action) – 1st Paragraph – 5th and 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 30 – 4.2.1.1 Property Acquisition and Displacement – 1st Paragraph – 2nd Sentence

In some cases, this will also result in displacement of residents ~~or business~~.

Page 30 – 4.2.1.1 Property Acquisition and Displacement – 3rd Paragraph

Parcel acquisition will result in the displacement of ~~two~~ three single-family homes, and one mobile home. One of the single-family homes has already been purchased by WSDOT at the request of the homeowner. That homeowner was not an Environmental Justice population. All ~~three of these~~ displacements are in the vicinity of the southern end of the alignment, near SR 302. The remaining acquisition for right-of-way will mostly be of undeveloped or forested land.

Page 34 – 5.1 Long-Term Effects – 2nd Paragraph – 1st Sentence

Parcel acquisition will result in the displacement of ~~two~~ three single-family homes, and one mobile home.

Errata - Transportation Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Transportation Discipline Report (DR) dated January 2024. Changes to the DR text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page ES-1 – What is the Project Description? – 1st Paragraph – 2nd and 3rd Sentences

The proposed Freight Corridor would carry through traffic between Shelton and Bremerton and would serve as the ~~mainline for~~ SR 3 Alternate. The existing SR 3 alignment ~~would become a “Business Loop”~~ would remain the mainline SR 3 serving downtown Belfair, SR 106, and SR 300 (Old Belfair Highway).

Page ES-4 – What are the Alternatives analyzed? – 3rd Paragraph – 2nd Sentence

The proposed freight corridor would be the ~~main line of~~ SR 3 Alternate, carrying through traffic between Shelton and Bremerton.

Page ES-7 – What are the advantages and disadvantages of No-Build and Project Action? – 4th Paragraph – 1st Sentence

The Freight Corridor would be designed to include ~~accommodations for the~~ eight-foot shoulders that will not preclude bicyclists, but does not allow pedestrian use. At the south end of the alignment, where WSDOT will maintain managed access near the high school, there will be shared use pathways that can accommodate pedestrians and bicycles. Within the Belfair urban center, sidewalks and non-signed bicycle lanes exist on both sides of the existing SR 3 corridor, which will remain the main bicycle and pedestrian route through Belfair. Additionally, pedestrian access to East Brazier Lane will be maintained. and pedestrians that will meet WSDOT’s Complete Streets guidelines for limited access facilities.

Page 1-1 – 1.2 Description of Project – 1st Paragraph – 2nd Sentence

This new corridor would be a two-lane, limited-access highway, east of the existing SR 3 corridor, and would act as the ~~mainline~~ SR 3 Alternate for through traffic.

Page 1-1 – 1.2 Description of Project – 2nd Paragraph – 2nd Sentence

The existing SR 3 route would ~~be converted to a “Business Loop,” which would provide access to~~ remain the mainline SR 3 serving Belfair, SR 106, SR 300 and Old Belfair Highway.

Page 2-3 – SR 3 Freight Corridor Study Future Conditions Summary Technical Memorandum – 2020 – 1st Paragraph – Last Sentence

The ~~mainline~~ Freight Corridor is expected to meet WSDOT LOS standards for a two-lane highway.

Page 4-10 – 4.1.3.2 North and South End Connections – 1st Paragraph – 4th Sentence

The design includes a slip lane that avoids the roundabout and provides direct access to the ~~business loop~~ existing SR 3.

Page 4-14 – 4.1.6 The Project Alternative Future – 4th Paragraph – 2nd Sentence

The cross-section would include two 12-foot lanes and two 8-foot shoulders that can accommodate bicyclists ~~and pedestrians~~.

Page 5-2 – 5.2.4 Local Connections – 1st Paragraph – 2nd Sentence

It would be a limited access highway, however, the design would allow for two local connections between the ~~Business Loop~~ existing SR 3 and the Freight Corridor, one at Romance Hill and one at the Kitsap County line, to facilitate local connections to Belfair and the Business Loop.

Page 5-2 – 5.2.5.2 Project Action Alternative – 1st Paragraph – 3rd Sentence

The existing SR 3 alignment through Belfair would ~~become a business loop~~ stay the SR 3 mainline with reduced traffic volumes, less delay, and improved travel times.

Page 5-3 – 5.2.6 Conclusions – 2nd Paragraph – 2nd Sentence

Depending on the location, intersection volumes may be reduced on the ~~business loop~~ existing SR 3 anywhere between 36 and 43 percent in the PM peak hour.

Errata - Vegetation Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Vegetation Discipline Report dated August 2023. Changes to the text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page i – Executive Summary – 3rd Paragraph – 2nd & 3rd Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3 Alternate~~. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 1 – Introduction – Description of the Build Alternative (Proposed Action) – 2nd Paragraph – 2nd & 3rd Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3 Alternate~~. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 9 – Wetlands – 1st Paragraph – 1st Sentence

Thirty-~~eight~~ nine wetlands were identified in the project area.

Page 9 – Wetlands – 2nd Paragraph – 5th Sentence

Using Ecology’s four tiered rating system, one wetland is considered Category H I; ~~twelve~~ eighteen are considered Category III, and ~~twenty-five~~ twenty are considered Category IV (Hruby 2014).

Errata - Visual Impact Assessment and Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Visual Impact Assessment and Discipline Report (DR) dated August 2023. Changes to the DR text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Page 8 – 1.1 Project Description – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 12 – 1.4 Description of Project Alternatives – 2nd Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Errata - Water Resources Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Water Resources Discipline Report (DR) dated August 2023. Changes to the DR text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, strike-through text is deleted.

Editor’s Note: The page numbering in the published document (August 2023) was incorrect and inconsistent. For the purposes of this errata, the page number below refers to the page number of the electronic file (PDF) and not the number printed at the bottom of each page.

Page 6 – Executive Summary – What is the Proposed Action? – 1st Paragraph – 5th & 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for~~ SR 3 Alternate. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 8 – Executive Summary – Wetlands – 1st Paragraph

~~Thirty-eight~~ Thirty-nine wetlands have been identified in the project area, ~~thirty-one~~ in Mason County and ~~six~~ nine in Kitsap County. The permanent wetland impacts for the project total ~~0.11~~ 0.10 acres, and permanent buffer impacts total ~~7.78~~ 6.14 acres. Most vegetation types are dominated by a scrub-shrub vegetation class, although forest, emergent, and aquatic vegetation classes were apparent with wetlands generally providing low to moderate levels of biological, chemical, and physical functions. Using Ecology’s four tiered rating system, one of the wetlands is considered Category ~~II~~ I; ~~twelve~~ eighteen are considered Category III, and ~~twenty-five~~ twenty are considered Category ~~III~~ IV. All the wetlands have a depressional hydro-geomorphic class. See Section 3.7 of this report for further discussion regarding project area wetlands. In addition, see the Wetlands Discipline Report (Parametrix, ~~2021~~ 2023).

Page 9 – Executive Summary – What Mitigation Measures are Proposed? – 2nd and 3rd Paragraphs

The proposed alignment would permanently impact a total of ~~0.11~~ 0.10 acres of wetland habitat and ~~7.78~~ 6.14 acres of wetland buffer habitat. The extent of temporary impacts to wetlands and buffers is not yet known and will be determined as the project design is refined.

As there are no wetland mitigation banks in the project vicinity, a permittee-responsible mitigation project(s) will be required to compensate for unavoidable impacts. Per Mason County and City of Bremerton codes, mitigation must occur in the same watershed as the impacts. Public lands and private land with willing sellers are options for securing wetland mitigation sites.

Page 10 – 1.1 Description of the Build Alternative (Proposed Action) – 1st Paragraph – 5th and 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3 Alternate~~. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 15 – 1.6 Description of Alternatives – 3rd Paragraph – 5th and 6th Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3 Alternate~~. The existing SR 3 ~~would become a “Business Loop”~~ will remain the mainline SR 3 serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 16 – 2.3 Methodology and Regulatory Settings – 3rd Paragraph – 3rd Sentence

The Growth Management Act requires local jurisdictions to establish requirements for critical aquifer recharge areas (CARAs). CARAs are defined and mapped as Critical Areas by both Mason (MCC 8.52.12) and Kitsap County (KCC 19.600.610).

Page 20 – Regional Groundwater – 2nd Paragraph – 2nd Sentence

These issues are discussed in more detail in the Wetlands and Hazardous Materials Discipline Reports.

Mason County critical areas maps show a Class II CARA north and west of the project study area; there are no CARAs mapped within the project boundaries in Mason County. Kitsap County maps Category II CARA overlapping a portion of the north end of the Freight Corridor. As defined in KCC 19.600.610(B), “Category II critical aquifer recharge areas are areas that provide recharge effects to aquifers that are current or potentially will become potable water supplies and are vulnerable to contamination based on the type of land use activity.” The proposed use, a transportation facility, is not listed in Table 19.600.620 as a use that may be required to submit a hydrogeological report as part of the development application. However, water purveyors, Tribes, and Kitsap Public Health will be notified and invited to comment during the review process.

Page 41 – Build Alternative (Proposed Action) – Last Paragraph – 2nd Sentence

The Contractor will be required to implement construction BMPs such as; preserving vegetation, installing straw wattles, compost socks, silt fence, temporary sediment trap/pond, check dams etc. The TESC Plan will include robust monitoring during high rainfall events, especially in areas close to sensitive water bodies, to ensure a timely response to potential sediment or pollutant runoff.

Errata - Wetlands Discipline Report

The following corrections apply to the SR 3 Freight Corridor – New Alignment Project Wetlands Discipline Report (DR) dated September 2023. Changes to the DR text are identified by their corresponding page number in the document’s original published edition. Underlined text is added, and strike-through text is deleted.

Page 3 – 1.1 Description of the Build Alternative (Proposed Action) – 2nd Paragraph – 2nd & 3rd Sentences

The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the ~~mainline for SR 3~~ SR 3 Alternate. The existing SR 3 would remain SR 3 ~~become a “Business Loop”~~ serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Page 8 – 2. Methods – 1st Paragraph – Final Sentence

Boundaries that appeared to have changed were re-delineated. In 2019, 2020, and 2022, wetland boundaries were re-verified and re-delineated as needed. In 2024, the ratings of several wetlands were revised in response to information obtained during the NEPA public review process.

Pages 16 through 18 – 3. Affected Environment – Table 1. Wetlands in the Study Area

Table 1. Wetlands in the Study Area

Wetland ^a	Local Jurisdiction	Cowardin Classification ^b	Hydro-geomorphic Classification	Ecology ^c /Local Jurisdiction Rating ^d	Habitat Score ^c	Wetland Size (sf/acres)	Buffer ^e (ft)
AD	Mason County	PFO/PSS	Depressional	III	7	~17,000 / 0.4 ^f	150
AK	City of Bremerton	PSS	Depressional	III	5	~14,000 / 0.3 ^f	80
AL	City of Bremerton	PEM	Depressional	IV	5	587 / 0.013	50 ^g
AO	Mason County	PFO/PSS/ PEM	Depressional	III	6	~93,000 / 2 ^f	0 ^h
AP	City of Bremerton	PFO/PSS	Depressional	III	7	5,003 / 0.115	150
AQ	City of Bremerton	PFO/PSS	Depressional	IV	5	~1,000 / 0.03 ^f	50
AX	City of Bremerton	PFO	Depressional	III	5	2,098 / 0.048	80
AY	Mason County	PFO/PSS	Depressional	II I	9	162,796 / 3.737	300
B	Mason County	PFO/PSS	Depressional	IV III	5	1,510 / 0.035	50 80
BB	City of Bremerton	PEM	Depressional	IV	5	550 / 0.013	50 ^h

Wetland ^a	Local Jurisdiction	Cowardin Classification ^b	Hydro-geomorphic Classification	Ecology ^c /Local Jurisdiction Rating ^d	Habitat Score ^c	Wetland Size (sf/acres)	Buffer ^e (ft)
BC	Mason County	PSS	Depressional	IV	5	4,290 / 0.098	50
BD	Mason County	PSS	Depressional	IV	5	~10,000 / 0.2 ^f	50
BE	Mason County	PFO/PSS/PEM	Depressional	IV	7	~8,000 / 0.2 ^f	50
BF	Mason County	PFO/PSS/PEM	Depressional	IV	5	~2,000 / 0.04 ^f	50
BG	Mason County	PFO	Depressional	IV	7	14,748 / 0.338	50
BH	Mason County	PSS/PEM	Depressional	IV	6	3,769 / 0.086	50
BI	Mason County	PSS	Depressional	III	7	~24,000 / 0.5 ^f	150
BJ	Mason County	PSS	Depressional	IV	6	~2,000 / 0.04 ^f	50
BK	City of Bremerton	PSS	Depressional	III	6	9,212 / 0.211	150
BL	City of Bremerton	PFO/PSS	Depressional	III	5	3,770 / 0.086	80
BM	Mason County	PSS	Depressional	III	5	452 / 0.010	150
BN	Mason County	PSS	Depressional	III	5	111 / 0.002	150
BO	City of Bremerton	PFO/PSS	Depressional	III	7	6,127 / 0.141	150
C	Mason County	PFO/PSS	Depressional	IV III	5	4,652 / 0.107	50 80
D	Mason County	PSS	Depressional	IV III	5	1,497 / 0.034	50 80
E	Mason County	PSS	Depressional	IV III	5	542 / 0.012	50 80
F	Mason County	PSS	Depressional	IV III	5	1,097 / 0.025	50 80
G	Mason County	PSS	Depressional	IV	5	162 / 0.004	50
H	Mason County	PSS	Depressional	IV	5	348 / 0.008	50
I	Mason County	PSS/PEM	Depressional	IV	5	1,629 / 0.037	50

Wetland ^a	Local Jurisdiction	Cowardin Classification ^b	Hydro-geomorphic Classification	Ecology ^c /Local Jurisdiction Rating ^d	Habitat Score ^e	Wetland Size (sf/acres)	Buffer ^e (ft)
K	Mason County	PFO/PSS/AQB	Depressional	IV	7	~10,000 / 0.2 ^f	50
L	Mason County	PSS	Depressional	IV	5	806 / 0.018	50
N	Mason County	PFO	Depressional	IV	7	11,056 / 0.254	50
O	Mason County	PSS	Depressional	IV	6	429 / 0.010	50
U	Mason County	PFO	Depressional	III	7	29,618 / 0.680	150
V	Mason County	PFO/PSS	Depressional	IV	7	1,779 / 0.041	50
W	Mason County	PSS	Depressional	IV	6	371 / 0.008	50
X	Mason County	PSS/PEM	Depressional	IV	5	1,621 / 0.037	50
Y + Z	Mason County	PFO/PSS/PEM	Depressional	III	8	~13,000 / 0.3 ^f	300

^a Wetland identifier.

^b National Wetlands Inventory classification based on vegetation: PFO = palustrine forested, PSS = palustrine scrub-shrub, PEM = palustrine emergent, AQB = aquatic bed (Cowardin et al. 1979).

^c Wetland rating and habitat score according to the Washington State Department of Ecology (Ecology) system (Hruby 2014).

^d Wetland rating according to City of Bremerton or Mason County critical areas regulations (City of Bremerton 2022; Mason County 2020).

^e City of Bremerton/Mason County wetland buffer width based on wetland category, habitat score, and land use intensity (City of Bremerton 2020; Mason County 2020).

^f

^f Wetland extends outside of the study area; area calculation is approximate.

^g Certain Category III and IV wetlands smaller than 1,000 square feet are exempt from the buffer provisions in the City of Bremerton's critical areas regulations. The status of these wetland buffers will be determined in consultation with City of Bremerton staff, as needed.

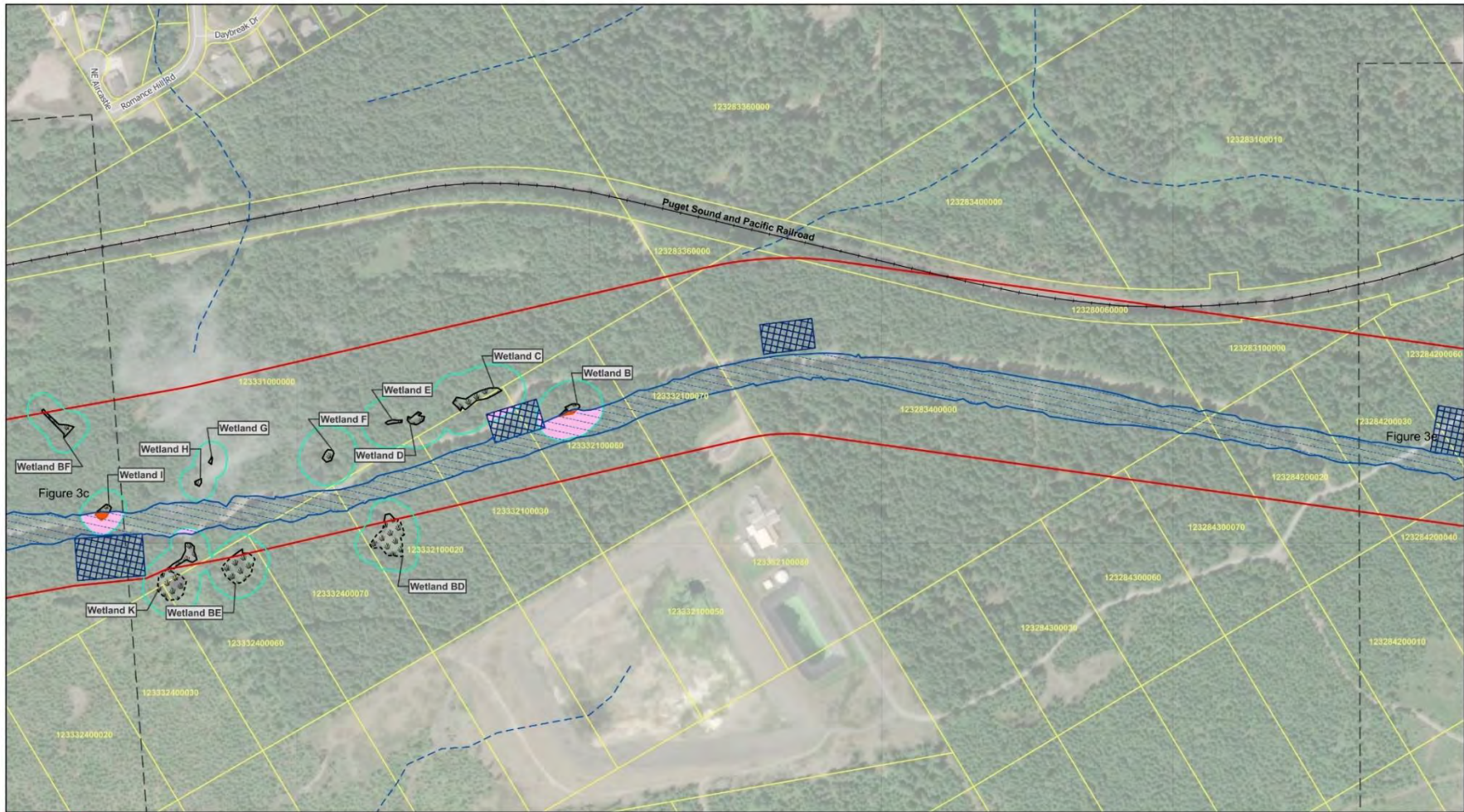
^h Wetland AO is a stormwater facility constructed in 1982; it is not regulated as a wetland by Mason County and therefore does not receive a protective buffer.

sf = square feet.

ft = feet.

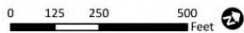
Page 32 – 4.2.1 Direct Effects – Figure 4d. Wetland and Stream Impacts

Replace Figure 4d. Wetland and Stream Impacts with the figure below, showing impacts to the expanded buffers on Wetlands B and C.



Parametrix

Source: WSDOT, WA DNR, ©Mapbox, ©OpenStreetMap, Kitsap County, Mason County
 Note: Figure shows the wetlands and streams identified to date, but may not show all the wetlands and streams that are located within the Project Area.



- Study Area
- Adjacent Page Extent
- Parcel
- Bremerton City Limit
- County Line
- Railroad
- OHWL
- Stream Centerline
- Streams (WA DNR)
- Wetland Within Study Area
- Wetland Outside Study Area
- Proposed Detention Ponds
- Proposed Cut/Fill Lines
- Wetland and Stream Buffer
- Wetland Impacts
- Buffer Impacts

Figure 4d
Wetland and Stream Impacts
 SR3 Freight Corridor

Mason and Kitsap Counties, WA

Figure 4d. Wetland and Stream Impacts

Table 7. Wetland Impacts

Wetland	WRIA ^a	Local Jurisdiction	Ecology ^b /Local Jurisdiction Rating ^c	Wetland Size (acres)	Permanent Wetland Impact Area (acres)	Permanent Wetland Buffer Impact Area (acres)
AD	14	Mason County	III	~0.40	0	0.61 <u>1.04</u>
AP	15	City of Bremerton	III	0.12	0	0.17
AQ	15	City of Bremerton	IV	~0.03	0.01	0.16
AY	15	Mason County	## <u>I</u>	3.74	0	0.80
B	15	Mason County	## <u>IV</u>	0.04	0.01	0.16 <u>0.36</u>
BC	15	Mason County	IV	0.10	0	0.04
BG	15	Mason County	IV	0.34	0	<0.01 <u>< 0.005</u>
<u>BI</u>	<u>15</u>	<u>Mason County</u>	<u>III</u>	<u>~0.50</u>	<u>0</u>	<u>0.01</u>
BK	15	City of Bremerton	III	0.21	0	0.56
BL	15	City of Bremerton	III	0.09	0	0.29
BO	15	City of Bremerton	III	0.14	0	0.15
<u>C</u>	<u>15</u>	<u>Mason County</u>	<u>III</u>	<u>0.11</u>	<u>0</u>	<u>0.06</u>
<u>H</u>	<u>15</u>	<u>Mason County</u>	<u>IV</u>	<u>0.01</u>	<u>0</u>	<u>< 0.005</u>
I	15	Mason County	IV	0.04	0.02	0.17
K	15	Mason County	IV	~0.20	0	0.03
U ^d	15	Mason County	III	0.68	0	0.26 <u>0.27^d</u>
V ^d	15	Mason County	IV	0.04	0	
W ^d	15	Mason County	IV	0.01	<0.01 <u>0</u>	
Y + Z	14 <u>15</u>	Mason County	III	~0.30	0.06	2.03 ^e

Wetland	WRIA ^a	Local Jurisdiction	Ecology ^b /Local Jurisdiction Rating ^c	Wetland Size (acres)	Permanent Wetland Impact Area (acres)	Permanent Wetland Buffer Impact Area (acres)
Total	-	-	-	6.48 ~7.07	0.11 0.10	5.44 6.14

^a Ecology rating according to Hruby (2014).

^b Mason County Code (MCC) Chapter 8.52.110; Bremerton Municipal Code (BMC) 20.14.300.

^c WRIA 14 – Kennedy-Goldsborough; WRIA 15 – Kitsap.

^d Overlapping buffers: counted as single impact.

^e Approximately 0.02 acre of the 2.03-acre Wetland Y + Z buffer impact area is in WRIA 14.

Page 38 – 4.2.1 Direct Effects – 2nd through 6th Paragraphs

Wetland BG

There would be no permanent wetland impacts with the Build Alternative. Permanent impacts to the buffer of Wetland BG would include filling and clearing activities that would take place on the eastern edge of the buffer. This impact is slight and would likely have no significant effect on the buffer functions.

Wetland BI

There would be no permanent wetland impacts with the Build Alternative. Construction of a proposed stormwater detention pond would entail clearing, excavation, and fill at the eastern edge of the wetland buffer. This impact is slight and would likely have no significant effect on buffer functions.

Wetland BK

There would be no permanent wetland impacts with the Build Alternative. The alignment is proposed to pass through the southern half of the wetland buffer. These impacts would cause habitat fragmentation, and the wetland would be in close proximity to the proposed roadway. These impacts would decrease the ability for the buffer to improve water quality, screen the wetland from human disturbances, and provide food and shelter for wildlife.

Wetland BL

There would be no permanent wetland impacts with the Build Alternative. ~~Wetland buffer impacts result from the e~~Clearing, excavating, and ditching associated with the roadway construction ~~on the western buffer portion~~ would affect the western portion of the wetland buffer. These buffer impacts would decrease the ability for the buffer to improve water quality, screen the wetland from human disturbances, and provide food and shelter for wildlife.

Wetland BO

There would be no permanent wetland impacts with the Build Alternative. Clearing, excavating, and ditching associated with roadway construction would affect the western portion of the wetland buffer. These buffer impacts would decrease the ability for the buffer to improve water quality, screen the wetland from human disturbances, and provide food and shelter for wildlife.

Wetland C

There would be no permanent wetland impacts with the Build Alternative. Construction of a proposed stormwater detention pond would entail clearing, excavation, and fill at the eastern edge of the wetland buffer. Much of the affected area consists of a gravel logging road. This impact is slight and would likely have no significant effect on buffer functions.

Wetland H

There would be no permanent wetland impacts with the Build Alternative. Project construction would entail clearing, excavation, and fill at the eastern edge of the wetland buffer. This impact is slight and would likely have no significant effect on buffer functions.

Wetland I

A portion of Wetland I would be permanently filled through activities associated with the roadway construction. These impacts would fill approximately half of the wetland area as well as eliminate the eastern half of the buffer. It is presumed that the remainder of the wetland would remain on the landscape post-construction.

Wetland I is a depression with no outlet; therefore, it has a high functional level of improving water quality and retaining flood flows. Impacts would alter function levels and significantly decrease the ability for the wetland to hold water and therefore decrease the wetland's ability to improve water quality by removing sediment and toxicants. Also, the wetland would have a decrease opportunity to store flood waters.

Wetland K

There would be no permanent wetland impacts with the Build Alternative. Permanent buffer impacts would result from roadway construction. An existing service road currently travels through the western edge of the buffer, fragmenting the habitat to a small degree. Roadway construction would increase that SR3 Freight Corridor Environmental Assessment 39 September 2023 Wetlands Discipline Report fragmentation and eliminate buffer functions at the western edge. Additionally, a culvert ~~is being placed~~ would be installed at the southwestern end of the wetland to drain excess water under the proposed highway.

Page 44 – 6. Mitigation Strategy – 1st Paragraph, 1st Sentence

This chapter describes the possible key elements of the future compensatory mitigation plan for permanent direct wetland impacts, totaling approximately ~~0.11~~ 0.10 acre.

Page 44 – 6.1 In-Lieu Fee – 2nd Paragraph – 2nd Sentence

Table ~~6 9~~ shows the wetland impacts that are ~~located within~~ the program service area.

Attachment 2. Agency and Tribal Coordination

Molenaar, David

From: Rainsberry, Sharon A <sharon_rainsberry@fws.gov>
Sent: Friday, September 1, 2023 11:55 AM
To: Molenaar, David
Cc: Dreier, Jeff; Pope, Hillary; Mike Hall; Meade, Michelle; Book, Victoria; MacDonald, Michael K.; Toberer, Beth (FWS); Durham, Leslie (USFWS)
Subject: Re: [EXTERNAL] REVISED INFORMATIONAL UPDATE; SR 3 Freight Corridor - New Alignment; NMFS Tracking No. NWR-2012-4161/USFWS Ref. No. 01FWFW00-2013-I0105

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Good Morning Dave,

Thank you for the updated information. I will add it to the administrative record for the project.

Sharon Rainsberry
WSDOT Liaison
U.S. Fish and Wildlife Service/National Marine Fisheries Service

From: Molenaar, David <MolenaD@wsdot.wa.gov>
Sent: Thursday, August 31, 2023 4:47 PM
To: WSDOT ESO Liaisons ESA <ESOEALiaisons@WSDOT.WA.GOV>
Cc: Dreier, Jeff <DreierJ@wsdot.wa.gov>; Pope, Hillary <PopeHil@wsdot.wa.gov>; Mike Hall <MHall@parametrix.com>; Meade, Michelle <meadem@wsdot.wa.gov>; Book, Victoria <BookV@wsdot.wa.gov>
Subject: [EXTERNAL] REVISED INFORMATIONAL UPDATE; SR 3 Freight Corridor - New Alignment; NMFS Tracking No. NWR-2012-4161/USFWS Ref. No. 01FWFW00-2013-I0105

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Following up to our meeting on August 14, 2023, there remained questions and needs for clarification on the Informational Update submitted to the liaisons on August 9, 2023, for the SR **3 Freight Corridor - New Alignment**. WSDOT incorporated the liaisons comments and recommendations into a revised memo sent out on August 24, 2023. However, since that submittal of the revised memo, additional questions and clarification regarding the final disposition of stormwater treatment was required based on additional input and concerns from the liaisons that we believe are captured to greater clarity to the attached memo.

As per the previous memo submittal, inclusion of the results from additional discussions and correspondence have summarized below. WSDOT's responses to your questions and needs for clarification and subsequent edits are made on the attached, revised memo (v3) including relevant documentation (see attached final memo along with associated Belfair Bypass BA and Belfair Bypass Indirect Effects document and IPaC species list).

- *SR 3 Biological Assessment and Indirect Effects* analysis document. With the history of this project dating back to over 11 years ago, the liaisons requested supplementing the memo with these documents for reference.
- Removal of critical habitat or Puget Sound/Georgia Basin bocaccio rockfish and southern resident killer whale. It was discussed with the liaisons and determined that critical habitat for these species did not occur within the action area.
- Clarified analysis of project impacts in the action area for Puget Sound steelhead critical habitat.
- Clarification on the type and level of stormwater treatment.
- Addition of and clarification to the stormwater facility flow paths figures to updated memo.

Please review and let me know if you have any questions regarding revisions and updated memo.

If this memo meets the intent of an informational update, please notify us at your earliest convenience.

David Molenaar
Biology Program Manager
WSDOT Olympic Region
7407 31st Ave NE/Lacey WA 98516
360-764-6545, Cell

Molenaar, David

From: MacDonald, Michael K.
Sent: Tuesday, September 5, 2023 1:34 PM
To: Molenaar, David; WSDOT ESO Liaisons ESA
Cc: Dreier, Jeff; Pope, Hillary; Mike Hall; Meade, Michelle; Book, Victoria
Subject: RE: REVISED INFORMATIONAL UPDATE; SR 3 Freight Corridor - New Alignment; NMFS Tracking No. NWR-2012-4161/USFWS Ref. No. 01FWFW00-2013-I0105

Attachments: IPaC_SR3FreightCorridor_July2023.pdf; SR 3 Belfair Bypass Indirect Effects Revised Version November 20, 2012.docx; SR3_ESA-InformationalUpdateMemo_2023-08-31(v3).pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Categories: Red Category

Thank you for your patience and efforts to address our concerns and pestering questions. This satisfactorily resolves the project update for NMFS. Thank you.

Michael.MacDonald@wsdot.wa.gov

WSDOT/NMFS liaison
206-440-4909

From: Molenaar, David <MolenaD@wsdot.wa.gov>
Sent: Thursday, August 31, 2023 4:48 PM
To: WSDOT ESO Liaisons ESA <ESOESALiaisons@WSDOT.WA.GOV>
Cc: Dreier, Jeff <DreierJ@wsdot.wa.gov>; Pope, Hillary <PopeHil@wsdot.wa.gov>; Mike Hall <MHall@parametrix.com>; Meade, Michelle <meadem@wsdot.wa.gov>; Book, Victoria <BookV@wsdot.wa.gov>
Subject: REVISED INFORMATIONAL UPDATE; SR 3 Freight Corridor - New Alignment; NMFS Tracking No. NWR-2012-4161/USFWS Ref. No. 01FWFW00-2013-I0105

Following up to our meeting on August 14, 2023, there remained questions and needs for clarification on the Informational Update submitted to the liaisons on August 9, 2023, for the **SR 3 Freight Corridor - New Alignment**. WSDOT incorporated the liaisons comments and recommendations into a revised memo sent out on August 24, 2023. However, since that submittal of the revised memo, additional questions and clarification regarding the final disposition of stormwater treatment was required based on additional input and concerns from the liaisons that we believe are captured to greater clarity to the attached memo.

As per the previous memo submittal, inclusion of the results from additional discussions and correspondence have summarized below. WSDOT's responses to your questions and needs for clarification and subsequent edits are made on the attached, revised memo (v3) including relevant documentation (see attached final memo along with associated Belfair Bypass BA and Belfair Bypass Indirect Effects document and IPaC species list).

- *SR 3 Biological Assessment and Indirect Effects* analysis document. With the history of this project dating back to over 11 years ago, the liaisons requested supplementing the memo with these documents for reference.
- Removal of critical habitat or Puget Sound/Georgia Basin bocaccio rockfish and southern resident killer whale. It was discussed with the liaisons and determined that critical habitat for these species did not occur within the action area.
- Clarified analysis of project impacts in the action area for Puget Sound steelhead critical habitat.
- Clarification on the type and level of stormwater treatment.
- Addition of and clarification to the stormwater facility flow paths figures to updated memo.

Please review and let me know if you have any questions regarding revisions and updated memo.

If this memo meets the intent of an informational update, please notify us at your earliest convenience.

David Molenaar
Biology Program Manager
WSDOT Olympic Region
7407 31st Ave NE/Lacey WA 98516
360-764-6545, Cell

MEMORANDUM

DATE: August 9, 2023
TO: David Molenaar, WSDOT
FROM: Mike Hall, Parametrix
SUBJECT: Informational Update for Endangered Species Act Consultation
CC:
PROJECT NUMBER: XL6043/ Federal Funding ID No. TBD
PROJECT NAME: SR 3 Freight Corridor – New Alignment

This memorandum provides an informational update to the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Services (NMFS) (collectively, the Services), concerning the State Route (SR) 3 Freight Corridor – New Alignment project. The memorandum presents a brief overview of the project, summarizes the previous Endangered Species Act (ESA) consultation, identifies changes that have occurred since consultation was complete, and evaluates whether those changes trigger requirements for reinitiation of consultation.

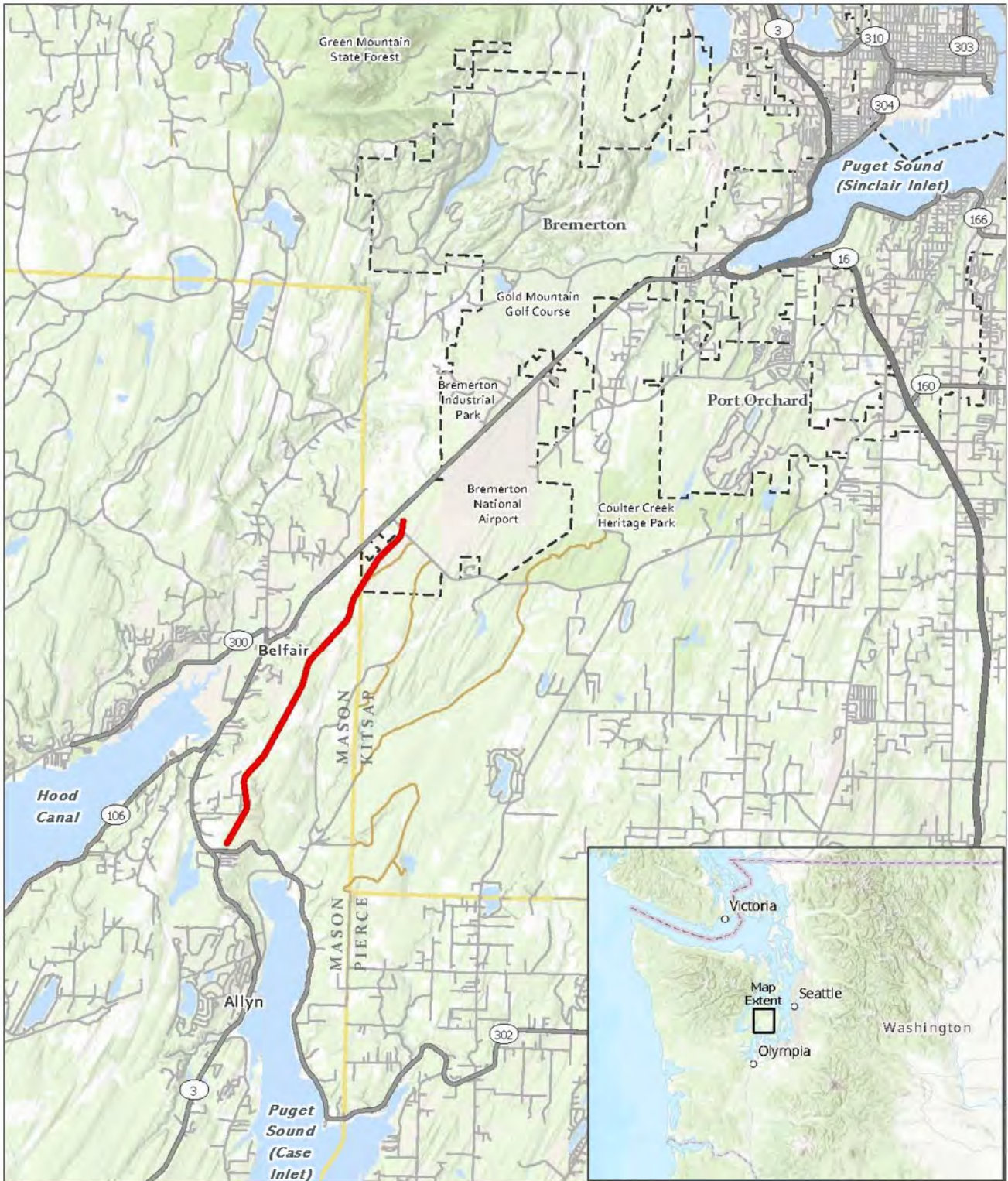
Project Overview

The Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) propose to construct the SR 3 Freight Corridor on a new alignment consisting of approximately 6.5 miles of two-lane, limited-access highway approximately 3,000 feet east of the existing SR 3 alignment (Figure 1). The new roadway will become the mainline SR 3, and the existing segment of SR 3 through Belfair will be designated as a business loop. The southern terminus of the new alignment will be at milepost (MP) 22.81 in Mason County, near the intersection of SR 3 and SR 302. The northern terminus will be at MP 29.49 in Kitsap County, near the intersection of SR 3 and Lake Flora Road.

The limited-access portion of the alignment will include one intersection and two potential future access breaks. The intersection will be at E Brazier Lane in the Alta-Brook neighborhood, to allow access between the new alignment and properties to the east. The potential future access breaks will be near Romance Hill Road and near the Kitsap County Line, to allow access to the eastern portion of the Belfair urban growth area. As discussed in the ESA consultation documents originally developed for this project, construction of connections with the SR 3 Freight Corridor at these two locations is not part of this project; it is anticipated that Mason County will request access breaks and construct these connections in the future.

The stormwater design for this project is in accordance with the 2019 WSDOT Highway Runoff Manual, the 2019 WSDOT Hydraulics Manual, and WSDOT's Standard Plans and Standard Specifications. Twenty-two threshold discharge areas (TDAs) were delineated along the project corridor. The project design includes compost-amended biofiltration swale (CABS) facilities to provide enhanced treatment for all new and replaced pollution-generating impervious surface within each TDA. Each CABS will be located downstream of a detention pond and will provide treatment for the 2-year discharge flow rates from the detention pond. Model results show that post-development flow durations will be below predeveloped levels from 50% of the 2-year peak flow, up to the 50-year flows. Based on a review of the NRCS soils map, native soils in the project limits have comparatively high infiltration rates.

Figure 1. Project Vicinity



Project Vicinity Map

— Project Corridor
- - - City Limits
— County Boundary

0 0.5 1 2 Miles

No streams within 0.5 mile of the proposed project alignment are known or expected to support use by ESA-listed fish. The nearest stream where ESA-listed fish have been documented is the Union River, which is approximately 1 mile west of the project corridor. In most of the northern portion of the project corridor, precipitation that does not infiltrate runs to small tributaries of the Union River, which discharges to Lynch Cove at the head of Hood Canal. A few TDAs at the northern end of the project corridor discharge to Linder Lake, which has no outlet. The ultimate receiving water for runoff (i.e., precipitation that does not infiltrate) from most TDAs in the southern portion of the project corridor is North Bay, a shallow embayment at the northern end of Case Inlet in southern Puget Sound. Two TDAs in the southern portion drain toward Devereaux Lake; after undergoing substantial dilution in the approximately 100-acre lake, water that enters the lake ultimately discharges to Lynch Cove in Hood Canal.

Consultation History

WSDOT submitted a biological assessment to the Services on September 21, 2012. On November 21, 2012, in response to an information request from NMFS, WSDOT provided a memorandum documenting additional analysis of indirect effects related to the potential for the project to facilitate residential and commercial development in adjoining areas. These documents addressed potential indirect effects that could result from facilitated development near the potential future access breaks identified above.

The consultation documents identified potential project-related effects and provided supporting rationales for determinations that the effects on ESA-listed species and critical habitat would be insignificant and discountable, as follows:

- No construction work will take place in or over waters that support ESA-listed fish or critical habitat, and no construction-related turbidity or stormwater pollutants are expected to reach any such waters.
- Permanent and temporary impacts on wetlands and wetland buffers will be mitigated and monitored for ten years from initial establishment to ensure wetland compliance.
- Planned development within the project action area is not contingent upon the completion of the bypass.
- WSDOT will ensure that best management practices, conservation measures, and regulations will sufficiently guard against wastewater and stormwater pollutants from future development reaching waterbodies with ESA-listed fish.
- No suitable foraging or nesting habitat for marbled murrelets is present in or near the proposed project corridor, and any construction-noise-prompted modifications of flight paths by marbled murrelets transiting the area could be considered normal behavior for individuals adapted to existing noise and disturbance.

On February 28, 2013, USFWS issued a letter of concurrence (Ref. No. 01FWFW00-2013-I-0105) with WSDOT's determination that the project may affect but is not likely to adversely affect bull trout (*Salvelinus confluentus*), marbled murrelets (*Brachyramphus marmoratus*), and designated critical habitat for bull trout.

On April 30, 2013, NMFS issued a letter of concurrence (Tracking No. NWR-2012-4161) with WSDOT's determination that the project may affect but is not likely to adversely affect the Puget Sound distinct population segment (DPS) of steelhead (*Oncorhynchus mykiss*), the Puget Sound evolutionarily significant unit (ESU) of Chinook salmon (*O. tshawytscha*), the Hood Canal summer-run ESU of chum salmon (*O. keta*), and designated critical habitat for Puget Sound Chinook salmon and Hood Canal summer-run chum salmon. NMFS also concurred with WSDOT's conclusion that the project will not adversely affect essential fish habitat (EFH) for the Pacific Coast groundfish and salmon fisheries, and that EFH for coastal pelagic species is not present in the project action area.

Changes Since Consultation Was Completed

When consultation took place, funding for the project had not been secured, and a construction timeline had not been established. In June 2019, the Washington State Legislature allocated funds to design and construct the project. In response to legislative funding, WSDOT initiated efforts to revisit the project's design and alignment, as well as potential environmental impacts. The current plan is to start construction during the summer of 2026, with a target completion date in winter 2028.

Since the completion of consultation, critical habitat has been designated for Puget Sound steelhead, Puget Sound/Georgia Basin bocaccio, and southern resident killer whales in the action area. Freshwater spawning, rearing, and migration habitats in the Union River and the lower reaches of the Devereaux Lake outlet stream have been designated as critical habitat for Puget Sound steelhead. Nearshore marine habitats in Case Inlet have been designated as critical habitat for Puget Sound/Georgia Basin bocaccio and southern resident killer whales. See the next section of this memorandum for an assessment of the potential for the proposed action to affect critical habitat for these species. There have been no changes to EFH designations in the project area.

The only species that has been added to the lists of threatened or endangered species since 2013 and whose range overlaps the action area is the yellow-billed cuckoo (*Coccyzus americanus*). Currently, the species no longer breeds in western Canada and the northwestern continental United States (Washington, Oregon, and Montana) (79 FR 59992, October 3, 2014). Historical records indicate that breeding habitat for yellow-billed cuckoos in Washington consisted primarily of cottonwood and willow bottoms along the lower Columbia River and in the Puget Sound lowlands. Situated in mesic, conifer-dominated habitats near Hood Canal, the action area lacks the characteristics of potentially suitable habitat for yellow-billed cuckoos. For this reason, the proposed action has no potential to affect this species.

The project design has not changed substantially since consultation was completed. One noteworthy change is that the alignment has been adjusted slightly, to avoid crossing a ravine near the headwaters of a stream that drains to Case Inlet. As a result, and in contrast to the project design that underwent consultation, the current design does not include any stream crossings.

The other noteworthy change is that the nature and locations of proposed stormwater treatment facilities have been refined. WSDOT has learned more about the fate of stormwater runoff that does not infiltrate at the proposed new treatment facilities. The most salient finding is that none of the facilities will discharge directly to any stream channels; any stormwater that passes through or bypasses a treatment facility will have to flow overland for several hundred feet through forested areas on native soils with comparatively high infiltration rates before entering any streams. The locations of stormwater treatment facilities relative to streams are depicted in the figures at the end of this memorandum. Table 1 on the next page shows the distances that water will flow overland before entering a stream channel. Based on the substantial natural dispersion that will take place during overland flow, the potential for any residual contaminants in project-related stormwater runoff to be delivered to surface-flowing streams is negligible.

Areas along the project corridor are characterized by gentle slopes. Overland flow across these surfaces will move slowly, providing ample opportunity for additional infiltration and removal of any residual contaminants (via adsorption to soils and vegetation) that may remain in water that escapes or bypasses treatment facilities.

Table 1. Overland Flow from Proposed New Stormwater Treatment Facilities

Threshold Discharge Area ¹	Approximate Distance (feet) from Discharge Point to Nearest Stream Channel
1	800
2	1,300
3	2,700
5	2,600
7	800
8	400
9	600
10	700
11	1,700
12	2,800
13	2,100
14	300
15	3,600
16	1,600
17	1,200
18	3,200
19	4,200
20	5,000
22 ²	2,900
23 ²	1,300
24	6,300
25 ²	3,300

¹ TDAs 4, 6, and 21 were intentionally omitted from delineation

² TDAs 22, 23, and 25 drain to Lider Lake, which has no outlet and is not accessible to anadromous fish.

Evaluation

The proposed action is essentially identical to the project that underwent consultation in 2012 and 2013. The design team has verified that all stormwater runoff will either infiltrate or undergo substantial natural dispersion during overland flow. The project design no longer includes any stream crossings. The locations of potential future access breaks along the corridor are consistent with those identified in the original consultation documents, and the potential for the project to contribute to facilitated development of lands near the corridor will be as described in the indirect effects analysis memorandum dated November 21, 2012. As such, the project has not changed in a way that would affect the conclusions of the previous analysis, including the potential for effects associated with facilitated development.

Based on the above, the proposed action has not been modified in a manner that was not considered in the original consultation and that could affect an ESA-listed species or critical habitat. In addition, the updated information about the fate of stormwater runoff from project-related impervious surfaces is consistent with the findings of the original biological assessment; as such, the proposed action will not affect any ESA-listed species or critical habitat in a way not considered in the original consultation.

Emerging research related to urban runoff mortality syndrome indicates that adult and juvenile coho salmon (*Oncorhynchus kisutch*) are particularly vulnerable to lethal and sublethal effects of exposure to 6PPD-quinone, a ubiquitous chemical in tires that is introduced into streams via road runoff. Other contaminants, such as metals and polycyclic aromatic hydrocarbons, are also associated with adverse effects on ESA-listed salmonids and their prey. FHWA and WSDOT are closely tracking efforts to gather critical additional information on this topic, such as the fate and transport of 6PPD-quinone and other contaminants in the environment, concentration thresholds for acute and sublethal toxicity, potential effects on species other than coho salmon, and the effectiveness of stormwater treatment facilities in reducing the concentration of contaminants in stormwater runoff.

As discussed above, the proposed action has no potential to affect any species that have been added to the lists of threatened or endangered species since ESA consultation was completed in 2013. In addition, the proposed action will not affect critical habitat that was designated (for Puget Sound steelhead, Puget Sound/Georgia Basin bocaccio, and southern resident killer whales) after consultation was completed. This determination is based on the following considerations:

- The shortest distance of overland flow between a stormwater treatment facility and a stream that ultimately discharges to waters that have been designated as critical habitat for Puget Sound steelhead is 300 feet¹. The overland flow distances for stormwater runoff from all other TDAs that could potentially reach either Union River or the lower reaches of the Devereaux Lake outlet stream range between 1,200 feet and 6,300 feet.
- The shortest distance of overland flow between a stormwater treatment facility and a stream that ultimately discharges to waters that have been designated as critical habitat for Puget Sound/Georgia Basin bocaccio and southern resident killer whales is 400 feet². The overland flow distances for stormwater runoff from all other TDAs that could potentially reach Case Inlet range between 600 feet and 2,800 feet.
- Under most circumstances, stormwater runoff from project-related impervious surfaces will infiltrate in detention ponds and/or stormwater treatment facilities and will not enter waters that have a surface connection to waterbodies where critical habitat has been designated. The lack of stream channels crossed by the proposed alignment suggests that rainwater in the project area largely infiltrates rather than concentrating into surface-flowing channels.
- During major precipitation events, the infiltration capacity of some facilities may be exceeded, and some treated water will discharge from the facilities. A small proportion of untreated runoff may bypass some facilities during particularly intense episodes of rainfall. The concentrations of any contaminants in stormwater that passes through treatment facilities will be substantially reduced before being discharged. Concentrations of contaminants in this water (and of any water that may bypass the facilities) will be reduced to negligible levels through chemical breakdown, dispersion, dilution, infiltration, and adsorption to organic materials during overland flow.

Based on the above, the potential for contaminants in runoff from project-related impervious surfaces to enter waters designated as EFH or as critical habitat for Puget Sound steelhead, Puget Sound/Georgia Basin bocaccio, southern resident killer whales is negligible. As a result, the project will have no effects on ESA-listed species,

¹ Any water that escapes or bypasses the stormwater treatment facility in this TDA and that does not infiltrate during overland flow would flow through approximately 6,200 feet of non-fish-bearing stream channel and other watercourses before entering the segment of the Union River that has been designated as critical habitat.

² Any water that escapes or bypasses the stormwater treatment facility in this TDA and that does not infiltrate during overland flow would flow through approximately 6,300 feet of non-fish-bearing stream channel and other watercourses before entering the portion of Case Inlet that has been designated as critical habitat.

critical habitats, or EFH that were not addressed in the original consultation. Therefore, reinitiation of consultation or other action is not necessary at this time, because:

- The proposed action has not been modified in a manner that could affect ESA-listed species or critical habitat that was not considered in the original consultation, and
- The proposed action will not affect any ESA-listed species or critical habitat (including species that were listed and critical habitat that was designated after consultation was complete) in a way not considered in the original consultation.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Washington Fish and Wildlife Office
510 Desmond Dr. SE, Suite 102
Lacey, Washington 98503

FEB 28 2013

In Reply Refer To:
01FWFW00-2013-I-0105

Mr. Carl Ward
Washington State Department of Transportation
Olympic Regional Office
P.O. Box 47417
Olympia, Washington 98504-7417

Dear Mr. Ward:

Subject: SR 3 Belfair Bypass Project, Mason and Kitsap Counties, Washington;

This letter is in response to your request for informal consultation on the SR 3 Belfair Bypass Project, located in Mason and Kitsap Counties, Washington. Your letter and enclosed Biological Assessment (BA), dated September 21, 2012, and received in our office on September 27, 2012, requests U.S. Fish and Wildlife Service (Service) concurrence with the determination of "may affect, not likely to adversely affect" for the bull trout (*Salvelinus confluentus*) and marbled murrelet (*Brachyramphus marmoratus*). Additional analysis of indirect effects of the project was requested by the National Marine Fisheries Service and received by email on November 21, 2012. It is our understanding that this request is being submitted to us by the Washington State Department of Transportation (WSDOT) on behalf of the Federal Highway Administration. This informal consultation has been conducted in accordance with section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

The WSDOT is proposing to construct 6.68 miles of new state highway that would serve as a bypass around the City of Belfair. The Belfair Bypass Project will construct a two-lane limited access highway on a new alignment to the east of existing State Route (SR) 3. The major portion of the new highway alignment would run through Mason County and the northern end would be in Kitsap County. The proposed bypass would be the main line SR 3 and the existing SR 3 will become a "business loop" serving downtown Belfair, SR 106, SR 300, and the Old Belfair Highway.

The proposed alignment will begin at milepost (MP) 22.81 on SR 3 and connect back to the existing SR 3 at MP 29.49. The north end connection to the existing SR 3 is proposed at Lake Flora Road and the south connection is just south of the intersection with SR 302. The bypass configuration will consist of two 12-foot lanes with 8-foot shoulders. The approximate width of the right-of-way is 120 feet.

Compost amended vegetated filter strips and media filter drains will be constructed along the highway edge to provide enhanced stormwater treatment for this project. Conveyance of stormwater will be via ditches, culverts, and closed systems within the highway prism. All stormwater generated by the new impervious surfaces will be directed to infiltration ponds which will be designed to meet the 100-year storm event. In the unlikely case of an over 100-year storm event, several hundred feet of vegetated terrain exists between the infiltration ponds and any nearby stream.

The maximum extent of the terrestrial action area is delineated at 6,100 feet for all noise to match the background sound level of 60 dBA through transmission loss. These distances do not reflect topographical variation and vegetation that will further limit the maximum extent of the terrestrial portion of the action area.

No aquatic impacts are expected because there will be no in-water work or discharge to streams.

We believe sufficient information has been provided to determine the effects of the proposed project to federally listed species and to conclude whether this project is likely to adversely affect those species. Based on our review of the information provided, the Service concurs that the proposed project is not likely to adversely affect the above listed species. Our concurrence is based on information in the BA and the following rationale.

Bull Trout and Designated Bull Trout Critical Habitat

Bull trout occur in several streams entering the Hood Canal, foraging and marine overwintering occurs within the Hood Canal, and the terrestrial action area overlaps the waters of Hood Canal. However, no project related actions or discharges will occur with the potential of reaching the waters of Hood Canal. No project actions will occur within the waters of Hood Canal or other waterbodies that drain to Hood Canal. All stormwater will receive treatment and infiltration within the highway right-of-way. As such, effects to the bull trout and designated bull trout critical habitat are extremely unlikely and discountable.

Marbled Murrelet

Although there have been no documented sightings of marbled murrelets within the bounds of the terrestrial action area, there could be a potential for marbled murrelets to fly over the terrestrial action area during transit from marine habitat to forested habitat on the Olympic Peninsula. It is likely that marbled murrelets transiting the area may modify their flight path to avoid construction noise which could be considered normal behavior for individuals adapted to existing noise and disturbance. No suitable foraging or nesting habitat occurs within the vicinity of the proposed project. Effects to the marbled murrelet are unlikely and discountable.

This concludes informal consultation pursuant to section 7(a)(2) of the Act. This project should be re-analyzed if new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not considered in this consultation; if the action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this consultation; and/or, if a new species is listed or critical habitat is designated that may be affected by this project.

If you have further questions about this letter or your responsibilities under the Act, please contact Robert Newman of this office at 509-893-8017.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken S. Berg', with a long horizontal flourish extending to the right.

For Ken S. Berg, Manager
Washington Fish and Wildlife Office

cc:
WSDOT, Olympia, WA (P. Wagner)



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Northwest Region
7600 Sand Point Way N.E., Bldg. 1
Seattle, Washington 98115

NMFS Tracking No.:
NWR-2012-4161

April 30, 2013

Carl Ward
Biology Program Manager
WSDOT Olympic Region
Environmental and Hydraulic Services Office
PO Box 47417
Olympia, WA 98504-7417

RE: Endangered Species Act Section 7 and Magnuson-Stevens Fishery Conservation and Management Act Informal Consultation: State Route 3 – Belfair Bypass Project (6th Field HUCs 171100180101, Union River; 171100180102 Sweetwater Creek/Frontal Hood Canal; 171100190608 – Jones Creek/Frontal Case Inlet; and 171100190610 – Key Peninsula/Frontal Case Inlet), portions of Mason and Kitsap counties, Washington.

Dear Mr. Ward:

On September 28, 2012 the National Marine Fisheries Service (NMFS) received your request for a written concurrence that the proposed action is not likely to adversely affect (NLAA) species listed as threatened or endangered or critical habitats designated under the Endangered Species Act (ESA). This response to your request was prepared by the NMFS pursuant section 7(a)(2) of the ESA, implementing regulations at 50 CFR 402, and agency guidance for preparation of letters of concurrence.¹

The NMFS also reviewed the proposed action for potential effects on essential fish habitat (EFH) designated under the Magnuson-Stevens Act (MSA), including conservation measures and any determination that you made regarding the potential effects of the action. This review was pursuant to section 305(b) of the MSA, implementing regulations at 50 CFR 600.920, and agency guidance for use of the ESA consultation process to complete EFH consultation.² In this case, the NMFS concluded that the action would not adversely affect EFH. Thus, consultation under the MSA is not required for this action.

¹ Memorandum from D. Robert Lohn, Regional Administrator, to ESA consultation biologists (guidance on informal consultation and preparation of letters of concurrence) (January 30, 2006).

² Memorandum from William T. Hogarth, Acting Administrator for Fisheries, to Regional Administrators (national finding for use of Endangered Species Act section 7 consultation process to complete essential fish habitat consultations) (February 28, 2001).



Consultation History

The Washington State Department of Transportation (WSDOT), on behalf the Federal Highway Administration (FHWA), determined that the project “may affect, but is not likely to adversely affect” the Puget Sound (PS) Distinct Population Segment (DPS) of steelhead (*Oncorhynchus mykiss*), PS Evolutionarily Significant Unit (ESU) of Chinook salmon (*O. tshawytscha*), the Hood Canal summer-run (HCSR) ESU of chum salmon (*O. keta*), and designated critical habitat for PS Chinook salmon and HCSR chum salmon. The WSDOT also concluded that the project would not adversely affect Essential Fish Habitat (EFH) for the Pacific salmon and ground fish fishery, and that the coastal pelagic EFH does not occur within the project action area.

During consultation the NMFS requested additional information on numerous occasions and as recently as April 10, 2013. The NMFS met with WSDOT on April 17, 2013 to clarify and finalize the information request that focused on the project design and extent of any potential land use indirect effects. A complete record of this consultation is on file at the office.

Description of the Proposed Action

The proposed bypass includes a right-of-way width of 120 feet within which the WSDOT will construct two 12-foot lanes with 8-foot shoulders. The proposed bypass alignment will begin in Mason County at State Route (SR) 3 mile post (MP) 22.81 just south of the intersection with SR 302 and will connect back up to the existing SR 3 in Kitsap County at MP 29.49 at the Lake Flora Road. The construction of the new bypass will require the intersection with SR 302 (Victor Cutoff Road) to be realigned, signaled and moved approximately 40 feet. East of SR 302 the main entrance to Belwood Estates will be modified and a second entrance constructed approximately 800 feet east of the original entrance. The south end of the proposed bypass will bisect property owned by the North Mason School District and includes a new grade-separated crossing (overpass or underpass) constructed at MP 23.43 to connect the school property. The limited access bypass will include access points at MP 23.79 where they will connect to two local roads at a four-way, non-signalized intersection. The bypass will continue north to span a ravine with a 300-foot bridge at MP 24.37 and cross underneath high voltage lines at MP 24.95. At milepost 26.03 the bypass will pass over a Mason County sewer main constructed as part of the Belfair Wastewater and Water Reclamation Facilities project. The alignment will pass through the northwest corner of the wastewater facility property. According to the current wastewater treatment plans, it will not impact the facility. At MP 24.49 the proposed bypass will connect to the existing SR 3 just north of Flora Road. On the north end of the bypass alignment a section of the existing SR 3 be realigned into a single signalized intersection with Flora Road and a section of frontage road to be constructed to provide local access.

The proposed project (Figure 1) includes 394,349 square feet (9.05 acres) of existing pollution-generating impervious surface (PGIS) within three threshold discharge areas (TDAs), all of which currently receives no stormwater treatment (Table 1). The project will add 1,010,026 square feet (23.19 acres) of new PGIS over eight TDAs. Stormwater from all new and existing

PGIS will be receive enhanced treatment and will be infiltrated on- site. The WSDOT proposes to provide compost- amended vegetated filter strips (CAVFS) and media filter drains (MFDs) to treat stormwater from all impervious surfaces. The WSDOT will limit media filter drains to areas adjacent to wetlands and where the slope of the roadway prevents the use of CAVFS. The stormwater conveyance system will include ditches, culverts, and closed systems within the roadway prism to convey stormwater from the roadway to infiltration ponds, which will be designed to meet the 100-year flood event. No new outfalls will be constructed as part of the project and there will be no direct discharge to any waterbody.

Figure 1. SR 3 Belfair Bypass Project



PGIS will be receive enhanced treatment and will be infiltrated on- site. The WSDOT proposes to provide compost- amended vegetated filter strips (CAVFS) and media filter drains (MFDs) to treat stormwater from all impervious surfaces. The WSDOT will limit media filter drains to areas adjacent to wetlands and where the slope of the roadway prevents the use of CAVFS. The stormwater conveyance system will include ditches, culverts, and closed systems within the roadway prism to convey stormwater from the roadway to infiltration ponds, which will be designed to meet the 100-year flood event. No new outfalls will be constructed as part of the project and there will be no direct discharge to any waterbody.

Figure 1. SR 3 Belfair Bypass Project



Table 1. Existing and New PGIS to receive stormwater treatment within the Belfair Bypass Project.

TDA	PGIS – square feet (acres)		
	existing	new	Total
1	45,129 (1.04)	64,207 (1.47)	109,336 (2.52)
2	67,213 (1.54)	123,580 (1.84)	190,793 (4.38)
3		129,373 (2.97)	129,373 (2.97)
4		142,441 (3.27)	142,441 (3.27)
5		147,233 (3.38)	147,233 (3.38)
6		205,168 (4.71)	205,168 (4.71)
7		100,188 (2.30)	100,188 (2.30)
8	282,007 (6.47)	97,836 (2.25)	379,843 (8.72)
Total	394,349 (9.05)	1,010,027 (23.20)	1,404,375 (32.25)

No in-water work will occur within waters of the State bearing ESA-listed fish. During project construction the WSDOT will implement best management practices (BMPs) to ensure no discharge of sediment or pollutant- laden water to waterbodies with ESA-listed fish. These BMPs will include the implementation of temporary erosion and sediment control (TESC) and spill prevention, control, and countermeasures (SPPCC) plans.

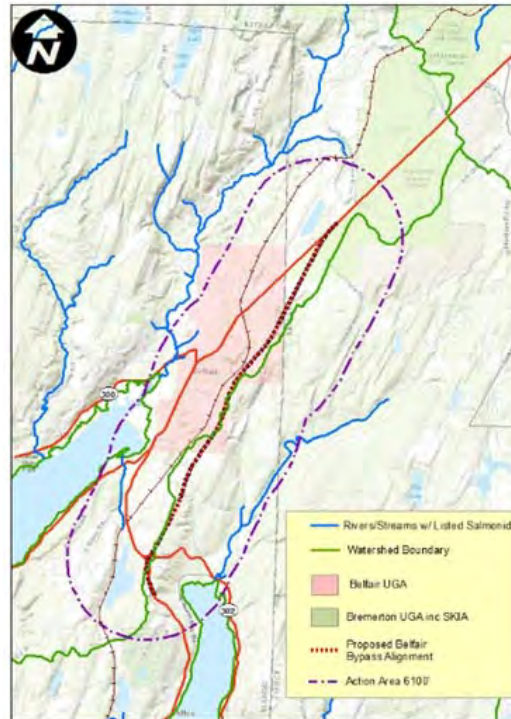
Permanent impacts to 0.81 acres of wetlands and 5.88 acres of wetland buffer will result from the cut- and- fill activities associated with the bypass project. The WSDOT will develop a wetland mitigation site to offset unavoidable temporary and permanent impacts to wetlands and riparian areas. The WSDOT has developed a conceptual wetland mitigation plan (2013) to include concurrent mitigation, advance mitigation, mitigation banking, and in-lieu fees. Wetland mitigation will include monitoring for ten years after initial installation or until performance standards have been met.

The Belfair Bypass Project is currently unfunded and has no foreseeable contract schedule.

Action Area

The action area for the project includes all areas of construction and staging, including areas of habitat disturbance and alteration in wetlands and vernal and permanent ponds within the right-of-way for the project. The extent of the action area is delimited by the extent of terrestrial noise from construction equipment, extending for 6,100 feet (1.2 miles) from the noise source along the length of the bypass corridor. The project action area will be revised through reinitiation once the wetland mitigation site has been identified. The proposed project crosses one low order, intermittent headwater stream that contains no ESA-listed fish. The proposed action area includes portions of Union River, Coulter Creek, Lynch Cove, and North Bay (Figure 2).

Figure 2. SR 3 Belfair Bypass project action area, watershed boundary, and ESA-listed fish proximity.



PS Chinook and PS steelhead spawn in Union River and Gorst Creek, and HCSR chum spawn in Union River and Coulter Creek. PS Chinook critical habitat is designated in the nearshore of Lynch Cove (Hood Canal) and North Bay (Case Inlet). HCSR critical habitat is designated the nearshore of Lynch Cove (Hood Canal) and the Union River. Although the extent of the project action area overlaps portions of Lynch and North Bays, Union River, and Gorst and Coulter creeks, no in-water work will occur within any of these waterbodies.

Effects of the Action

For purposes of the ESA, “effects of the action” means the direct and indirect effects of an action on the listed species or critical habitat, together with the effects of other activities that are interrelated or interdependent with that action (50 CFR 402.02). The applicable standard to find that a proposed action is NLAA listed species or critical habitat is that all of the effects of the action are expected to be discountable, insignificant, or completely beneficial.³ Beneficial effects are contemporaneous positive effects without any adverse effects to the species. Insignificant effects relate to the size of the impact and should never reach the scale where take occurs. Discountable effects are those extremely unlikely to occur.

No in-water work will occur in or over any waterbody with ESA-listed fish. No construction-related turbidity is expected to reach any waterbody with ESA-listed fish. The project will increase PGIS from approximately nine acre to 32.25 acres and stormwater from all existing and new PGIS will be treated and infiltrated. No stormwater pollutants are expected to reach any

³ U.S. Fish and Wildlife Service and National Marine Fisheries Service. 1998. Endangered Species Act consultation handbook: procedures for conducting section 7 consultations and conferences. March. Final. P. 3-12.

waterbody with ESA-listed fish. Permanent and temporary impacts to wetlands and wetland buffers will be mitigated at a future date at a site yet to be determined and monitored for ten years from initial establishment to ensure wetland compliance. Therefore, the NMFS concludes that the effects from proposed project from either construction or stormwater will be discountable to PS Chinook, PS steelhead and HCSR chum.

In addition, planned development within the project action area is not contingent upon the completion of the bypass. The WSDOT will ensure that BMPs, conservation measures and regulations will sufficiently guard against any wastewater and stormwater pollutants from future development reaching any waterbody in the action area with ESA-listed fish.

Designated critical habitat for PS Chinook salmon and HCSR chum salmon include the following: primary constituent element (PCE) 1 (freshwater spawning), PCE 2 (freshwater rearing), PCE 3 (freshwater migration); PCE 4 (estuarine areas); and PCE 5 (nearshore areas) occurs within the project action area. Project construction is unlikely to result in any adverse effects to any of these primary constituent elements (PCEs) because no in-water work will occur within designated critical habitat. Therefore, NMFS concurs with your determination of “may affect, not likely to adversely affect” for PS Chinook salmon critical habitat and HCSR chum salmon critical habitat.

Conclusion

Based on this analysis, the NMFS concludes that all effects of the proposed action are not likely to adversely affect the PS steelhead DPS, the PS Chinook salmon ESU or PS Chinook designated critical habitat, or the HCSR chum salmon ESU or designated critical habitat for HCSR chum salmon.

Reinitiation of Consultation

Reinitiation of consultation is required and shall be requested by the Federal agency, or by NMFS, where discretionary Federal involvement or control over the action has been retained or is authorized by law and (1) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (2) the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this concurrence letter; or if (3) a new species is listed or critical habitat designated that may be affected by the identified action (50 CFR 402.16). This concludes the ESA portion of this consultation.

Please direct questions regarding this consultation and letter of concurrence to Michael Grady of my staff at: Michael.Grady@noaa.gov or (206) 526-4645.

Sincerely,

A handwritten signature in black ink, appearing to read "William W. Stelle, Jr.", written in a cursive style.

William W. Stelle, Jr.
Regional Administrator

A small, stylized handwritten mark or signature element, possibly a flourish or a small letter, located to the left of the typed name.

cc: Hans Purdom, WSDOT Olympic Region
Dean Moberg, FHWA



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

October 11, 2021

Roger Kiers
Cultural Resource Specialist
WA State Dept. of Transportation
P.O. Box 47332
Olympia, WA 98512-7332

In future correspondence please refer to:
Project Tracking Code: 092111-05-FHWA
Property: SR 3 Freight Corridor New Alignment (formerly Belfair Bypass)
Re: Concur with APE

Dear Roger Kiers:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the area of potential effect (APE).

We concur with your definition of the APE, and have no concerns with the provided survey methodology. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads 'Sydney Hanson'.

Sydney Hanson
Transportation Archaeologist
(360) 280-7563
Sydney.Hanson@dahp.wa.gov





Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 28, 2021

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Department of Archaeology & Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

RE: SR 3 Freight Corridor – New Alignment (formerly SR 3 Belfair Bypass), Section 106
Consultation and Area of Potential Effects

Dear Dr. Brooks:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration (FHWA), is developing the subject project to address an identified transportation need in Mason and Kitsap Counties. In order to ensure that WSDOT takes into account the effects of this undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP), WSDOT is reinitiating formal Section 106 consultation pursuant to 36 CFR § 800.2(c)(4), under delegated authority from FHWA.

The proposed SR 3 Freight Corridor – New Alignment would construct a two-lane limited access highway on a new alignment east of existing SR 3. The purpose of the project is to provide a reliable high speed regional route between Kitsap and Mason Counties, while reducing congestion and improving safety through Belfair and provides an alternate route during recurring highway closures.

Section 106 consultation with DAHP last occurred in 2012, when this project was known as the SR 3 Belfair Bypass (Log # 092111-05-FHWA). The project was paused in 2013 due to lack of funding and restarted in 2019 when project funding was secure. Since our previous consultation, the project alignment has been modified and the APE revised. The APE for the SR 3 Freight Corridor is defined to include areas that would be directly impacted by ground disturbance associated with the project, as shown in Attachment A of the enclosed memo. The proposed APE is located within the Township 22 North, Range 1 West, Sections 5, 7, 8 and 17 and Township 23 North, Range 1 West, Sections 32, 33, 28, 27, 21, 2, and 15 Willamette Meridian of the Belfair quadrangle.

Several cultural resources surveys of the proposed new corridor alignment have previously occurred, most recently by WSDOT in 2011, as described in the enclosed cultural resources method memo. Historical Research Associates, Inc (HRA) will be completing a supplemental cultural resources assessment of the project APE to address changes in the alignment that have occurred since the previous work. HRA has prepared the enclosed methods memo for the assessment, which we are inviting you to review. As described in the

work plan, the survey will include pedestrian survey and shovel probing to identify archaeological sites, as well as inventory and NRHP evaluation of parcels that include pre-1971 architectural resources.

Previous work identified one site within the APE (45MS200) which was determined not eligible for listing in the NRHP. No other archeological resources have been identified within a 0.5-mile radius of the APE.

We welcome any information you are able to provide that may assist with these identification efforts, as well as any comments you have on the APE. Should you have any questions or comments regarding the proposed project, you may contact me by phone at 360-485-7255, or by email at kiersro@wsdot.wa.gov.

Sincerely,



Roger Kiers
WSDOT Archaeologist

Enclosures: *Cultural Resources Method Memo*, dated June 18, 2021



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

November 28, 2023

Roger Kiers
Cultural Resource Specialist
WA State Dept. of Transportation
P.O. Box 47332
Olympia, WA98512-7332

In future correspondence please refer to:
Project Tracking Code: 092111-05-FHWA
Property: SR 3 Belfair Bypass
Re: No Adverse Effect

Dear Roger Kiers:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication: Cultural Resource Inventory for the SR 3 Freight Corridor Alignment Project, Mason and Kitsap Counties, Washington

First, we concur that Property ID: 731636 BPA Shelton–Kitsap No. 2 115-kV Transmission Line 20400 WA-3, Allyn, Washington, 98524, is eligible for listing in the National Register of Historic Places (NRHP). We also concur that Property ID: 731633 Residence 20400 E State Route 3, Allyn, Washington, 98524, is not eligible for listing in the NRHP.

Finally, we concur that the project as proposed will have no adverse effect on resources listed in, or eligible for listing in, the NRHP.

As a result of our concurrence, further contact with DAHP on this proposal is not necessary. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Maureen Elenga, M.A.
Transportation Reviewer
(360) 972-4539
Maureen.Elenga@dahp.wa.gov





Environmental Services Satellite Office
Mottman Office Building
2214 RW Johnson Blvd SW
PO Box 47332
Olympia, WA 98504-7332

360-570-6635
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 16, 2021

The Honorable W. Ron Allen, Chair
Jamestown S'Klallam Tribe
1033 Old Blyn Highway,
Sequim Washington 98382

RE: SR 3 Freight Corridor – New Alignment (formerly named SR 3 Belfair Bypass)
Section 106 Consultation and Area of Potential Effects

Dear Chairperson Allen:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing construction of the SR 3 Freight Corridor – New Alignment project. To ensure that WSDOT considers the effects of this undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP), we are initiating formal Section 106 consultation pursuant to 36 CFR § 800.2(c)(4), under delegated authority from FHWA for this project. We are inviting you to comment on the draft Area of Potential Effects (APE) required under Section 106 of the National Historic Preservation Act and 36 CFR § 800.

The proposed SR 3 Freight Corridor – New Alignment would construct a two-lane limited access highway on a new alignment east of existing SR 3. The purpose of the project is to provide a reliable high speed regional route between Kitsap and Mason Counties, while reducing congestion and improving safety through Belfair and provides an alternate route during recurring highway closures.

Section 106 consultation with on the SR 3 Belfair Bypass previously occurred in 2011. The project was paused in 2013 due to lack of funding and restarted in 2019 when project funding was secured. The project alignment has been modified since 2011 and the APE updated (see Attachment A of the enclosure). The APE for the SR 3 Freight Corridor is defined to include areas that would be directly impacted by ground disturbance associated with the above project description, as shown in Attachment A of the enclosed memo. The proposed APE is located within the Township 22 North, Range 1 West, Sections 5, 7, 8 and 17 and Township 23 North, Range 1 West, Sections 32, 33, 28, 27, 21, 2, and 15 Willamette Meridian of the Belfair quadrangle.

Several cultural resources surveys of the proposed new corridor alignment have previously occurred, most recently by WSDOT in 2011, as described in the enclosed cultural resources method memo. Historical Research Associates, Inc (HRA) will be completing a supplemental cultural resources assessment of the project APE to address changes in the alignment that have occurred since the previous work. HRA has prepared the enclosed methods memo for the

The Honorable W. Ron Allen, Chair
September 16, 2021
Page 2

assessment, which we are inviting you to review. As described in the work plan, the survey will include pedestrian survey and shovel probing to identify archaeological sites, as well as inventory and NRHP evaluation of parcels that include pre-1971 architectural resources.

Previous work in the APE identified one site within the APE (45MS200) which was determined not eligible for listing in the NRHP. No other archeological resources have been identified within a 0.5 mile radius of the APE.

We ask that you comment on the enclosed draft APE and workplan, identify any traditional cultural properties that may exist within the project's APE, and identify key tribal contacts. Should you have any comments regarding the draft APE or work plan, please provide a response by October 16, 2021, so we may discuss this undertaking and any identified areas of interest. Should you have any questions, please contact me at (360) 570 – 6701, or by email at SawyerJ@wsdot.wa.gov.

Sincerely,

Jeff Sawyer Digitally signed by Jeff Sawyer
Date: 2021.09.16 08:17:37
-07'00'

Jeff Sawyer
Environmental & Hydraulic Manager
Olympic Region

VB:lh

Enclosures: Cultural Resources Methods Memo

cc: David Brownell, Jamestown S'Klallam Tribe Cultural Resources
Hansi Hals, Jamestown S'Klallam Tribe Natural Resources
Annette Nesse, Jamestown S'Klallam Tribe Planning
Lone Moody, WSDOT Project Engineer
Roger Kiers, WSDOT Cultural Resources
Victoria Book, WSDOT OR EHS
Project File



Environmental Services Satellite Office
Mottman Office Building
2214 RW Johnson Blvd SW
PO Box 47332
Olympia, WA 98504-7332

360-570-6635
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 16, 2021

The Honorable Frances Charles, Chair
Lower Elwha Klallam Tribe
2851 Lower Elwha Rd
Port Angeles Washington 98363

RE: SR 3 Freight Corridor – New Alignment (formerly named SR 3 Belfair Bypass)
Section 106 Consultation and Area of Potential Effects

Dear Chairperson Charles:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing construction of the SR 3 Freight Corridor – New Alignment project. To ensure that WSDOT considers the effects of this undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP), we are initiating formal Section 106 consultation pursuant to 36 CFR § 800.2(c)(4), under delegated authority from FHWA for this project. We are inviting you to comment on the draft Area of Potential Effects (APE) required under Section 106 of the National Historic Preservation Act and 36 CFR § 800.

The proposed SR 3 Freight Corridor – New Alignment would construct a two-lane limited access highway on a new alignment east of existing SR 3. The purpose of the project is to provide a reliable high speed regional route between Kitsap and Mason Counties, while reducing congestion and improving safety through Belfair and provides an alternate route during recurring highway closures.

Section 106 consultation with on the SR 3 Belfair Bypass previously occurred in 2011. The project was paused in 2013 due to lack of funding and restarted in 2019 when project funding was secured. The project alignment has been modified since 2011 and the APE updated (see Attachment A of the enclosure). The APE for the SR 3 Freight Corridor is defined to include areas that would be directly impacted by ground disturbance associated with the above project description, as shown in Attachment A of the enclosed memo. The proposed APE is located within the Township 22 North, Range 1 West, Sections 5, 7, 8 and 17 and Township 23 North, Range 1 West, Sections 32, 33, 28, 27, 21, 2, and 15 Willamette Meridian of the Belfair quadrangle.

Several cultural resources surveys of the proposed new corridor alignment have previously occurred, most recently by WSDOT in 2011, as described in the enclosed cultural resources method memo. Historical Research Associates, Inc (HRA) will be completing a supplemental cultural resources assessment of the project APE to address changes in the alignment that have occurred since the previous work. HRA has prepared the enclosed methods memo for the

assessment, which we are inviting you to review. As described in the work plan, the survey will include pedestrian survey and shovel probing to identify archaeological sites, as well as inventory and NRHP evaluation of parcels that include pre-1971 architectural resources.

Previous work in the APE identified one site within the APE (45MS200) which was determined not eligible for listing in the NRHP. No other archeological resources have been identified within a 0.5 mile radius of the APE.

We ask that you comment on the enclosed draft APE and workplan, identify any traditional cultural properties that may exist within the project's APE, and identify key tribal contacts. Should you have any comments regarding the draft APE or work plan, please provide a response by October 16, 2021, so we may discuss this undertaking and any identified areas of interest. Should you have any questions, please contact me at (360) 570 – 6701, or by email at SawyerJ@wsdot.wa.gov.

Sincerely,

Jeff Sawyer
Digitally signed by Jeff Sawyer
Date: 2021.09.16 08:20:34 -07'00'

Jeff Sawyer
Environmental & Hydraulic Manager
Olympic Region

VB:lh

Enclosures: Cultural Resources Methods Memo

cc: William S. White, Lower Elwha Klallam Tribe Cultural Resources
Matt Beirne, Lower Elwha Klallam Tribe Natural Resources
Mike McHenry, Lower Elwha Klallam Tribe Natural Resources
Carol Brown, Lower Elwha Klallam Tribe Planning
Lone Moody, WSDOT Project Engineer
Roger Kiers, WSDOT Cultural Resources
Victoria Book, WSDOT OR EHS
Project File



Environmental Services Satellite Office
Mottman Office Building
2214 RW Johnson Blvd SW
PO Box 47332
Olympia, WA 98504-7332

360-570-6635
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 16, 2021

The Honorable Jeromy Sullivan, Chair
Port Gamble S'Klallam Tribe
31912 Little Boston Rd NE
Kingston 98346

RE: SR 3 Freight Corridor – New Alignment (formerly named SR 3 Belfair Bypass)
Section 106 Consultation and Area of Potential Effects

Dear Chairperson Sullivan:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing construction of the SR 3 Freight Corridor – New Alignment project. To ensure that WSDOT considers the effects of this undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP), we are initiating formal Section 106 consultation pursuant to 36 CFR § 800.2(c)(4), under delegated authority from FHWA for this project. We are inviting you to comment on the draft Area of Potential Effects (APE) required under Section 106 of the National Historic Preservation Act and 36 CFR § 800.

The proposed SR 3 Freight Corridor – New Alignment would construct a two-lane limited access highway on a new alignment east of existing SR 3. The purpose of the project is to provide a reliable high speed regional route between Kitsap and Mason Counties, while reducing congestion and improving safety through Belfair and provides an alternate route during recurring highway closures.

Section 106 consultation with on the SR 3 Belfair Bypass previously occurred in 2011. The project was paused in 2013 due to lack of funding and restarted in 2019 when project funding was secured. The project alignment has been modified since 2011 and the APE updated (see Attachment A of the enclosure). The APE for the SR 3 Freight Corridor is defined to include areas that would be directly impacted by ground disturbance associated with the above project description, as shown in Attachment A of the enclosed memo. The proposed APE is located within the Township 22 North, Range 1 West, Sections 5, 7, 8 and 17 and Township 23 North, Range 1 West, Sections 32, 33, 28, 27, 21, 2, and 15 Willamette Meridian of the Belfair quadrangle.

Several cultural resources surveys of the proposed new corridor alignment have previously occurred, most recently by WSDOT in 2011, as described in the enclosed cultural resources method memo. Historical Research Associates, Inc (HRA) will be completing a supplemental cultural resources assessment of the project APE to address changes in the alignment that have occurred since the previous work. HRA has prepared the enclosed methods memo for the

assessment, which we are inviting you to review. As described in the work plan, the survey will include pedestrian survey and shovel probing to identify archaeological sites, as well as inventory and NRHP evaluation of parcels that include pre-1971 architectural resources.

Previous work in the APE identified one site within the APE (45MS200) which was determined not eligible for listing in the NRHP. No other archeological resources have been identified within a 0.5 mile radius of the APE.

We ask that you comment on the enclosed draft APE and workplan, identify any traditional cultural properties that may exist within the project's APE, and identify key tribal contacts. Should you have any comments regarding the draft APE or work plan, please provide a response by October 16, 2021, so we may discuss this undertaking and any identified areas of interest. Should you have any questions, please contact me at (360) 570 – 6701, or by email at SawyerJ@wsdot.wa.gov.

Sincerely,

Jeff Sawyer

Digitally signed by Jeff
Sawyer
Date: 2021.09.16 08:22:40
-07'00'

Jeff Sawyer
Environmental & Hydraulic Manager
Olympic Region

VB:lh

Enclosures: Cultural Resources Methods Memo

cc: Stormy Purser, Port Gamble S'Klallam Tribe Cultural Resources
Paul McCollum, Port Gamble S'Klallam Tribe Natural Resources
Joe Sparr, Port Gamble S'Klallam Tribe Planning
Lone Moody, WSDOT Project Engineer
Roger Kiers, WSDOT Cultural Resources
Victoria Book, WSDOT OR EHS
Project File



Environmental Services Satellite Office
Mottman Office Building
2214 RW Johnson Blvd SW
PO Box 47332
Olympia, WA 98504-7332

360-570-6635
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 16, 2021

The Honorable Bill Sterud, Chair
Puyallup Tribe
3009 Portland Ave
Tacoma Washington 98404

RE: SR 3 Freight Corridor – New Alignment (formerly named SR 3 Belfair Bypass)
Section 106 Consultation and Area of Potential Effects

Dear Chairperson Sterud:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing construction of the SR 3 Freight Corridor – New Alignment project. To ensure that WSDOT considers the effects of this undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP), we are initiating formal Section 106 consultation pursuant to 36 CFR § 800.2(c)(4), under delegated authority from FHWA for this project. We are inviting you to comment on the draft Area of Potential Effects (APE) required under Section 106 of the National Historic Preservation Act and 36 CFR § 800.

The proposed SR 3 Freight Corridor – New Alignment would construct a two-lane limited access highway on a new alignment east of existing SR 3. The purpose of the project is to provide a reliable high speed regional route between Kitsap and Mason Counties, while reducing congestion and improving safety through Belfair and provides an alternate route during recurring highway closures.

Section 106 consultation with on the SR 3 Belfair Bypass previously occurred in 2011. The project was paused in 2013 due to lack of funding and restarted in 2019 when project funding was secured. The project alignment has been modified since 2011 and the APE updated (see Attachment A of the enclosure). The APE for the SR 3 Freight Corridor is defined to include areas that would be directly impacted by ground disturbance associated with the above project description, as shown in Attachment A of the enclosed memo. The proposed APE is located within the Township 22 North, Range 1 West, Sections 5, 7, 8 and 17 and Township 23 North, Range 1 West, Sections 32, 33, 28, 27, 21, 2, and 15 Willamette Meridian of the Belfair quadrangle.

Several cultural resources surveys of the proposed new corridor alignment have previously occurred, most recently by WSDOT in 2011, as described in the enclosed cultural resources method memo. Historical Research Associates, Inc (HRA) will be completing a supplemental cultural resources assessment of the project APE to address changes in the alignment that have occurred since the previous work. HRA has prepared the enclosed methods memo for the assessment, which we are inviting you to review. As described in the work plan, the survey will

include pedestrian survey and shovel probing to identify archaeological sites, as well as inventory and NRHP evaluation of parcels that include pre-1971 architectural resources.

Previous work in the APE identified one site within the APE (45MS200) which was determined not eligible for listing in the NRHP. No other archeological resources have been identified within a 0.5 mile radius of the APE.

We ask that you comment on the enclosed draft APE and workplan, identify any traditional cultural properties that may exist within the project's APE, and identify key tribal contacts. Should you have any comments regarding the draft APE or work plan, please provide a response by October 16, 2021, so we may discuss this undertaking and any identified areas of interest. Should you have any questions, please contact me at (360) 570 – 6701, or by email at SawyerJ@wsdot.wa.gov.

Sincerely,

Jeff Sawyer Digitally signed by Jeff Sawyer
Date: 2021.09.16 08:25:23
-07'00'

Jeff Sawyer
Environmental & Hydraulic Manager
Olympic Region

VB:lh

Enclosures: Cultural Resources Methods Memo

cc: Brandon Reynon, Puyallup Tribe Cultural Resources
Jennifer Keating, Puyallup Tribe Cultural Resources
Russ Ladley, Puyallup Tribe Natural Resources
Andrew Strobel, Puyallup Tribe Planning
Lone Moody, WSDOT Project Engineer
Roger Kiers, WSDOT Cultural Resources
Victoria Book, WSDOT OR EHS
Project File



Environmental Services Satellite Office
Mottman Office Building
2214 RW Johnson Blvd SW
PO Box 47332
Olympia, WA 98504-7332

360-570-6635
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 16, 2021

The Honorable Charles "Guy" Miller, Chair
Skokomish Tribe
North 80 Tribal Center Rd,
Skokomish Nation Washington 98584

RE: SR 3 Freight Corridor – New Alignment (formerly named SR 3 Belfair Bypass)
Section 106 Consultation and Area of Potential Effects

Dear Chairperson Miller:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing construction of the SR 3 Freight Corridor – New Alignment project. To ensure that WSDOT considers the effects of this undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP), we are initiating formal Section 106 consultation pursuant to 36 CFR § 800.2(c)(4), under delegated authority from FHWA for this project. We are inviting you to comment on the draft Area of Potential Effects (APE) required under Section 106 of the National Historic Preservation Act and 36 CFR § 800.

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Section 106 consultation with on the SR 3 Belfair Bypass previously occurred in 2011. The project was paused in 2013 due to lack of funding and restarted in 2019 when project funding was secured. The project alignment has been modified since 2011 and the APE updated (see Attachment A of the enclosure). The APE for the SR 3 Freight Corridor is defined to include areas that would be directly impacted by ground disturbance associated with the above project description, as shown in Attachment A of the enclosed memo. The proposed APE is located within the Township 22 North, Range 1 West, Sections 5, 7, 8 and 17 and Township 23 North, Range 1 West, Sections 32, 33, 28, 27, 21, 2, and 15 Willamette Meridian of the Belfair quadrangle.

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The Honorable Charles "Guy" Miller, Chair
September 16, 2021
Page 2

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Sincerely,

Jeff Sawyer

Digitally signed by Jeff
Sawyer
Date: 2021.09.16 08:28:20
-07'00'

Jeff Sawyer
Environmental & Hydraulic Manager
Olympic Region

VB:lh

Enclosures: Cultural Resources Methods Memo

cc: Kris Miller, Skokomish Tribe Cultural Resources
Joseph Pavel, Skokomish Tribe Natural Resources
Michael Pegarsch, Skokomish Tribe Planning
Lone Moody, WSDOT Project Engineer
Roger Kiers, WSDOT Cultural Resources
Victoria Book, WSDOT OR EHS
Project File



Environmental Services Satellite Office
Mottman Office Building
2214 RW Johnson Blvd SW
PO Box 47332
Olympia, WA 98504-7332

360-570-6635
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 16, 2021

The Honorable Kris Peters, Chair
Squaxin Island Tribe
SE 10 Squaxin Lane,
Shelton Washington 98584

RE: SR 3 Freight Corridor – New Alignment (formerly named SR 3 Belfair Bypass)
Section 106 Consultation and Area of Potential Effects

Dear Chairperson Peters:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing construction of the SR 3 Freight Corridor – New Alignment project. To ensure that WSDOT considers the effects of this undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP), we are initiating formal Section 106 consultation pursuant to 36 CFR § 800.2(c)(4), under delegated authority from FHWA for this project. We are inviting you to comment on the draft Area of Potential Effects (APE) required under Section 106 of the National Historic Preservation Act and 36 CFR § 800.

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Section 106 consultation with on the SR 3 Belfair Bypass previously occurred in 2011. The project was paused in 2013 due to lack of funding and restarted in 2019 when project funding was secured. The project alignment has been modified since 2011 and the APE updated (see Attachment A of the enclosure). The APE for the SR 3 Freight Corridor is defined to include areas that would be directly impacted by ground disturbance associated with the above project description, as shown in Attachment A of the enclosed memo. The proposed APE is located within the Township 22 North, Range 1 West, Sections 5, 7, 8 and 17 and Township 23 North, Range 1 West, Sections 32, 33, 28, 27, 21, 2, and 15 Willamette Meridian of the Belfair quadrangle.

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The Honorable Kris Peters, Chair
September 16, 2021
Page 2

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Sincerely,

Jeff Sawyer

Digitally signed by Jeff
Sawyer
Date: 2021.09.16 08:30:40
-07'00'

Jeff Sawyer
Environmental & Hydraulic Manager
Olympic Region

VB:lh

Enclosures: Cultural Resources Methods Memo

cc: Shaun Dinubilo, Squaxin Island Tribe Cultural Resources
Andy Whitener, Squaxin Island Tribe Natural Resources
Joanne Decicio, Squaxin Island Tribe Planning
Lone Moody, WSDOT Project Engineer
Roger Kiers, WSDOT Cultural Resources
Victoria Book, WSDOT OR EHS
Project File



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Olympia, WA 98504-7332

360-570-6635
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 16, 2021

The Honorable Leonard Forsman, Chair
Suquamish Tribe
15838 Sandy Hook Rd
PO Box 498
Suquamish Washington 98392-0498

RE: SR 3 Freight Corridor – New Alignment (formerly named SR 3 Belfair Bypass)
Section 106 Consultation and Area of Potential Effects

Dear Chairperson Forsman:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing construction of the SR 3 Freight Corridor – New Alignment project. To ensure that WSDOT considers the effects of this undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP), we are initiating formal Section 106 consultation pursuant to 36 CFR § 800.2(c)(4), under delegated authority from FHWA for this project. We are inviting you to comment on the draft Area of Potential Effects (APE) required under Section 106 of the National Historic Preservation Act and 36 CFR § 800.

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Sincerely,

Jeff Sawyer
Digitally signed by Jeff Sawyer
Date: 2021.09.16 08:41:35 -07'00'

Jeff Sawyer
Environmental & Hydraulic Manager
Olympic Region

VB:lh

Enclosures: Cultural Resources Methods Memo

cc: Dennis Lewarch, Suquamish Tribe Cultural Resources
Alison O'Sullivan, Suquamish Tribe Natural Resources
Lone Moody, WSDOT Project Engineer
Roger Kiers, WSDOT Cultural Resources
Victoria Book, WSDOT OR EHS
Project File



LOWER ELWHA KLALLAM TRIBE

ʔəʔtχ^{wə} nəx^wsʔay' əm "Strong People"

2851 Lower Elwha Road
Port Angeles, WA 98363

(360) 452-8471
Fax: (360) 452-3428

September 21, 2021

Jeff Sawyer
Olympic Region
Environmental and Hydraulic Services Office
PO Box 47417
Olympia, WA 98504-7417

Re: SR 3 Freight Corridor – New Alignment (Formally Named SR-3 Belfair Bypass)
Section 106 Consultation & Area of Potential Effects

Dear Mr. Sawyer:

The Washington State Department of Transportation (WSDOT) recently advised the Lower Elwha Klallam Tribe's Cultural Resources Program of an identified transportation need in Kitsap and Mason County, Washington. The proposed SR 3 Freight Corridor - New Alignment would construct a two-lane limited access highway on a new alignment east of existing SR 3. The purpose of the project is to provide a reliable high-speed regional route between Kitsap and Mason Counties, while reducing congestion and improving safety through Belfair and provides an alternate route during recurring highway closures.

Section 106 consultation with on the SR 3 Belfair Bypass previously occurred in 2011. The project was paused in 2013 due to lack of funding and restarted in 2019 when project funding was secured. The project alignment has been modified since 2011 and the APE updated (see Attachment A of the enclosure). The APE for the SR 3 Freight Corridor is defined to include areas that would be directly impacted by ground disturbance associated with the above project description, as shown in Attachment A of the enclosed memo. The proposed APE is located within the Township 22 North, Range 1 West, Sections 5, 7, 8 and 17 and Township 23 North, Range 1 West, Sections 32,33,28,27,21,2, and 15 Willamette Meridian of the Belfair Quadrangle. The Lower Elwha Tribe respectfully defers to the Skokomish tribe for comment on this matter. Thank you again for the opportunity to provide comment on this proposed transportation project and its area of potential effect.

Sincerely,

William S. White

William S. White
Tribal Archaeologist, MA, RPA
Cultural Resources Department
Lower Elwha Klallam Tribe
2851 Lower Elwha Road
Port Angeles, WA 98363

cc: Frances Charles, Tribal Chairwoman, Lower Elwha Klallam Tribe
LEKT Business Committee
Tonya Greene, Chief Executive Officer

From: [Hilse, Lori](#)
To: [Book, Victoria](#)
Subject: FW: [EXTERNAL] RE: SR 3 Freight Corridor-New Alignment
Date: Wednesday, September 22, 2021 8:29:07 AM
Importance: High

Victoria,
I received the email this morning,
Please see below:

From: Shaun Dinubilo <sdinubilo@squaxin.us>
Sent: Wednesday, September 22, 2021 8:24 AM
To: Hilse, Lori <HilseL@wsdot.wa.gov>
Subject: [EXTERNAL] RE: SR 3 Freight Corridor-New Alignment

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Hello Lori,

We concur on the APE and needing a cultural resource survey.



Shaun Dinubilo
Archaeologist
Cultural Resource Department
Squaxin Island Tribe
200 S.E. Billy Frank Jr. Way
Shelton, WA 98584
Office Phone: 360-432-3998
Cell Phone: 360-870-6324
Email: sdinubilo@squaxin.us

As per 43 CFR 7.18[a][1] of the Archaeological Resource Protection Act, Section 304 of the National Historic Preservation Act, and RCW 42.56.300 of the Washington State Public Records Act- Archaeological Sites, all information concerning the location, character, and ownership of any cultural resource must be withheld from public disclosure.

From: Hilse, Lori <HilseL@wsdot.wa.gov>
Sent: Thursday, September 16, 2021 11:50 AM
To: Shaun Dinubilo <sdinubilo@squaxin.us>; Andy Whitener <awhitener@squaxin.us>; Joanne Decicio <jdecicio@squaxin.us>; Moody, Lone <MoodyLo@wsdot.wa.gov>; Kiers, Roger <KiersRo@wsdot.wa.gov>

Cc: Book, Victoria <BookV@wsdot.wa.gov>

Subject: SR 3 Freight Corridor-New Alignment

Please see attached SR 3 Freight Corridor letter and CR Methods attachment.

Thanks,

Lori Hilse

WSDOT / Olympic Region

Secretary Senior

Email: HilseL@wsdot.wa.gov

Phone: 360-357-6700

MS:47440



THE SUQUAMISH TRIBE

OFFICE OF TRIBAL COUNCIL

LEONARD FORSMAN, CHAIRMAN

Post Office Box 498
Suquamish, WA 98392-0498
Phone (360) 598-3311
Fax (360) 598-4293

May 26, 2023

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation
Washington State Department of Transportation
310 Maple Park Avenue SE
PO BOX 47300
Olympia, WA 98504

RE: Consultation language on two Olympic Region projects of significance

Dear Secretary Millar:

On behalf of the Suquamish Tribe and Port Madison Enterprises we are writing to formally engage in government-to-government consultations on two Olympic Region Transportation projects as reflected in the passage of [ESHB 1125](#):

1. The Gorst Interchange (Page 100, sub (b) lines 8-25); and
2. Belfair Strategic Freight Corridor (Page 100, section 15, lines 25-5 on page 101).

These projects are of regional significance and will require much due diligence. We hope that by initiating conversations early that we may be able to ensure timely and efficient use of resources.

To aid in the ease of scheduling, please coordinate through the Suquamish Tribe's state lobbyists, Amber D. Lewis, at amber@lewisconsulting.us or 360-915-3882.

Respectfully,

/e/

Chairman Leonard Forsman
Suquamish Tribe
Port Madison Enterprises

Cc: Megan Cotton, Tribal and Federal Relations
Steve Roark, Olympic Region Administrator

APPENDIX C: NOTICE OF ADOPTION OF SEA UNDER SEPA

STATE ENVIRONMENTAL POLICY ACT

Revised Determination of Non-Significance

Issuance Date: 1/29/24

Lead agency: Washington State Department of Transportation (WSDOT)

Agency Contact:

Hillary Pope, Major Environmental Documents Lead
WSDOT Olympic Region
popehil@wsdot.wa.gov
(206) 858-3855
P.O. Box 47440
Olympia, WA 98504-7440

Description of Proposal:

The proposed SR 3 Freight Corridor- New Alignment project is a two-lane, 6.5-mile highway with a design and posted speed of 50 miles per hour (mph) on a new alignment approximately 3,000 feet to the east of existing SR 3. The proposed alignment would begin at milepost (MP) 22.81 on existing SR 3 and connect back to the existing SR 3 alignment at MP 29.49. The new roadway alignment would become the mainline SR 3 and the existing segment of SR 3 through Belfair would become a business loop.

The project includes the following elements:

- Two 12-foot travel lanes with 8-foot shoulders.
- Stormwater treatment facilities – natural dispersion and infiltration, compost-amended vegetated filter strips, and treatment wetlands.
- A roundabout at the north end of the alignment to connect the existing SR 3 corridor to the new corridor at Lake Flora Road.
- Two roundabouts to connect the south end of the new corridor to the existing SR 3 corridor at SR 302:
 1. Western roundabout providing access to the existing SR 3 corridor.
 2. Eastern roundabout providing access to SR 302 and the proposed SR 3 Freight Corridor.
- Right-in/right-out to provide access to North Mason High School and Belwood Lane.

Location of proposal: The proposed SR 3 Freight Corridor – New Alignment project is an approximate 6.5-mile corridor located mostly in Mason County, with its northern end located in Kitsap County. The proposed alignment will diverge from existing SR 3, at MP 22.81, running parallel 3,000 feet to the east until reconnecting with existing SR 3 at MP 29.49. The bypass will be located within Township 22 N, Range 1 W, Sections 5, 7, and 8; and township 23 N, Range 1 W, Sections 15, 21, 22, 27, 28, 32 and 33. The alignment begins at Mason County Parcel 12208-00-60000, 47.407624, -122.839475 and ends at Kitsap County Parcel 152301-4-013-1000,

47.478708, -122.788910.

Applicant:

WSDOT Olympic Region
(360) 870-8446
P.O. Box 47440
Olympia, WA 98504-7440

WSDOT revised its SEPA threshold determination of Non-Significance based on the SEPA Adoption of the 2013 Belfair Bypass Environmental Assessment (EA) issued on 6/14/13 in consideration of the following changes:

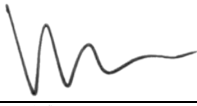
Due to minor design changes, as well as a 10-year time lapse between the 2013 Belfair Bypass EA and SEPA adoption, WSDOT and Federal Highways Administration (FHWA) prepared a Supplemental Environmental Assessment (SEA) to identify and describe updates to potential environmental impacts. The SEA also suggests mitigation measures that could prevent or minimize these impacts.

The changes are represented in the SEA which will be available during normal business hours at, beginning January 29, 2024 at the North Mason Timberland Library; 23081 WA-3, Belfair, WA 98528. The SEA will also be available starting January 29 on the Project webpage at <https://wsdot.wa.gov/construction-planning/search-projects/sr-3-freight-corridor-new-alignment>

WSDOT has reaffirmed that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This determination is based on the following findings and conclusions:

This decision was made after review of the completed discipline studies, design documentation, the SEA and other information on file with the lead agency. This information is available to the public upon request.

This revised DNS is issued under WAC 197-11-340(2)(f). Comments on this action must be submitted by February 28th, 2024.

Signature 
(electronic signature or name of signor is sufficient)

Date 1/26/2024

APPENDIX D: FONSI DISTRIBUTION LIST

Federal Agencies

Bureau of Indian Affairs
Federal Aviation Administration
Federal Emergency Management Agency
Federal Highway Administration
Federal Transit Administration
National Marine Fisheries Service
National Park Service
Natural Resources Conservation Service
U.S. Army Corps of Engineers
U.S. Department of Interior
U.S. Environmental Protection Agency, Region 10
U.S. Fish and Wildlife Service
U.S. Navy Railroad

State Agencies

Department of Agriculture
Department of Archaeology and Historic Preservation
Department of Commerce
Department of Corrections
Department of Ecology
Department of Fish and Wildlife
Department of Health
Department of Natural Resources
Department of Social Health and Services
Energy Facility Site Evaluation Council
Parks and Recreation Commission
Puget Sound Partnership
State Patrol

Regional Agencies

Central Kitsap Fire and Rescue
Economic Development Council of Mason County
Kitsap County Transportation
Kitsap County Public Works
Kitsap County Community Development
Kitsap County Commissioners
Kitsap County Sheriff
Kitsap Economic Development Alliance
Kitsap County Fire Marshal
Kitsap County Chamber of Commerce
Kitsap Public Utility District
Mason County Administrator
Mason County Commissioners
Mason County Fire Marshall and Districts
Mason County Planning

Mason County Public Health
Mason County Public Utility District
Mason County Public Works
Mason County Sheriff
Mason County Transportation Authority
North Mason Regional Fire Authority
North Mason Chamber of Commerce
Olympic Region Clean Air Agency
Puget Sound Clean Air Agency
Shelton-Mason County Chamber of Commerce
South Kitsap Fire and Rescue
South Mason Fire and Rescue Commissioners

Local Agencies

Bremerton City Clerk
Bremerton Community Development
Bremerton Fire Department
Bremerton Mayor's Office
Bremerton National Airport
Bremerton Police
Bremerton Public Works and Utilities
City of Shelton
Olympia Airport
Peninsula Regional Transportation Planning Organization
Port of Allyn
Port of Bremerton
Port of Shelton
Port Orchard Planning
Puget Sound Regional Council

State Legislators

Representative Dan Griffey
Representative Travis Couture
Senator Drew MacEwen

Tribes

Jamestown S'Klallam Tribe
Lower Elwha Klallam Tribe
Port Gamble S'Klallam Tribe
Puyallup Tribe of Indians
Skokomish Tribal Nation
Squaxin Island Tribe
Suquamish Tribe

Library

North Mason Timberland Regional Library

APPENDIX E: COURT REPORTER CERTIFICATE

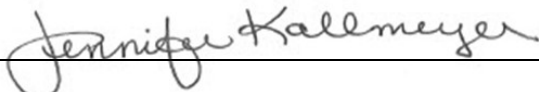
1 IN THE MATTER OF:
2 STATE ROUTE 3 CORRIDOR ROAD PROJECT
3 PUBLIC MEETING
4

5 STATEMENT OF COURT REPORTER

6 I, Jennifer Kallmeyer, do hereby make the
7 following statement:

8 On Tuesday, February 13, 2024, I was present at
9 50 East North Mason School Road, Belfair, Washington 98528,
10 from 5:00 p.m. to 7:15 p.m., to report comments from the
11 public. No comments from the public were made during this
12 time for me to report.

13 IN WITNESS WHEREOF, I have hereunto set my hand
14 this 26th day of April, 2024.

15
16
17 
18 _____
Jennifer Kallmeyer, Court Reporter

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