
SR 3 Freight Corridor New Alignment Environmental Assessment

Public Services and Utilities Discipline Report

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EXECUTIVE SUMMARY

The proposed SR 3 Freight Corridor – New Alignment project would construct a two-lane 6.5 mile limited access 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 major portion of the highway would run through Mason County while the northern end would be located in Kitsap County. The proposed alignment would begin at MP 22.81 on SR 3 and connect back to the existing SR 3 alignment at MP 29.49 (see Figure 1). The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the mainline for SR 3. The existing SR 3 would become a business loop serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

The purpose of constructing a Freight Corridor around the Belfair urban area is to provide a reliable high speed regional route between Kitsap and Mason Counties. The Freight Corridor project ensures the efficient movement of freight, commuter trips and other regional traffic between Shelton and Bremerton in a manner that bypasses the urban center of Belfair. The project would provide a solution to the immediate and long-range regional transportation mobility needs of the SR 3 corridor through the design year of 2050 by reducing congestion and lowering the existing crash rate on SR 3 through Belfair. It would provide an alternate route during recurring highway closures resulting from vehicular crashes and other incidents. It would provide safe and reliable regional access to jobs, goods, and services; accommodate seasonal influxes of tourist traffic; and improve efficiencies for all public service providers.

With no major construction activities proposed, the No Action Alternative would have no impacts to local utilities or public services related to construction. Impacts to public services would result from increased traffic congestion resulting in delayed response times for police, fire and emergency responders.

The Freight Corridor Project Build Alternative would, for the most part, occur away from the existing right of way for SR 3 with the heaviest construction impacts expected at the south end near SR 302, and at the north end near SW Lake Flora Road. Traffic delays and congestion during construction periods would affect levels of service and access to public services. Existing utilities within the project area would experience limited construction impacts, mainly where the Corridor would connect with SR 3.

Completion of the project would allow for increases in public services. SR 3 serves as the only freight route through southwest Kitsap and Mason counties and is a major north-south link for commuters. The new alignment would allow for quicker response times from law enforcement, fire and emergency medical services by allowing them to bypass Belfair.

CHAPTER 1 INTRODUCTION

Description of the Build Alternative (Proposed Action)

The proposed SR 3 Freight Corridor – New Alignment project would construct a two-lane 6.5 mile limited access 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 State Route (SR) 3. The major portion of the highway would run through Mason County while the northern end would be located in Kitsap County. The proposed alignment would begin at MP 22.81 on SR 3 and connect back to the existing SR 3 alignment at MP 29.49 (see Figure 1). The south end connection to existing SR 3 is proposed just south of the intersection with SR 302, and the north connection is just north of SW Lake Flora Road. The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the mainline for SR 3. The existing SR 3 would become a “Business Loop” serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

The typical cross-section of the proposed improvement is shown in Figure 2 and its construction elements would 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
 - The western roundabout would provide access to the existing SR 3 corridor
 - The eastern roundabout would provide access to SR 302 and the proposed SR 3 Freight Corridor
- A roundabout at the north end of the alignment to connect the existing SR 3 corridor to the new corridor at Lake Flora Road
- Right-in-right-out access to provide access to North Mason High School and Belwood Lane



Figure 1. SR 3 Freight Corridor Project Vicinity

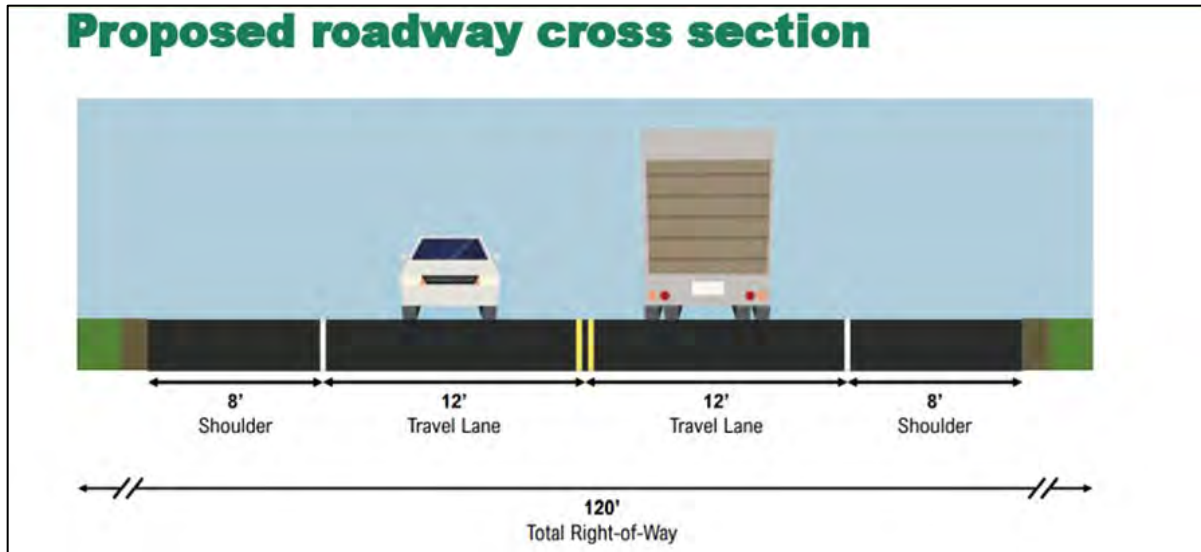


Figure 1. SR 3 Proposed Highway Cross-section

What is the Purpose of this Project?

The purpose of constructing a Freight Corridor around the Belfair urban area is to provide a reliable high speed regional route between Kitsap and Mason Counties. The Freight Corridor project ensures the efficient movement of freight, commuter trips and other regional traffic between Shelton and Bremerton in a manner that bypasses the urban center of Belfair. The project would provide a solution to the immediate and long-range regional transportation mobility needs of the SR 3 corridor through the design year of 20550 by reducing congestion and lowering the existing crash rate on SR 3 through Belfair. It would provide an alternate route during recurring highway closures resulting from vehicular crashes and other incidents. It would provide safe and reliable regional access to jobs, goods, and services; accommodate seasonal influxes of tourist traffic; and improve efficiencies for all public services.

Why Do We Need the SR 3 Freight Corridor – New Alignment Project?

A new Freight Corridor around Belfair is needed to improve regional mobility for freight, passenger vehicles and transit. The improvements would increase mobility, reduce congestion through Belfair, and improve safety.

Increase Mobility

SR 3 in the Belfair urban area experiences chronic traffic congestion and declining operational Levels of Service (LOS) for traffic. Because SR 3 is the major north-south link between Mason and Kitsap counties, Belfair is a choke point on this regional highway and serves as the only freight route through southwest Kitsap and northeast Mason Counties. SR 3 is designated as a critical rural freight corridor and is part of the National Highway Freight Network (NHFN). SR 3 is also identified as a National Highway System (NHS) route and as a Highway of Statewide Significance (HSS). The National Highway System route designation extends from the Hood Canal Bridge in the north to Shelton in the south, passing through the Belfair urban area, the City of Bremerton, the Puget Sound Industrial Center - Bremerton (PSIC - B), and connecting

with SR 16. 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.

Reduce Congestion

A combination of freight, commute, and recreational traffic volumes cause severe congestion through the Belfair urban area. Congestion is occurring during peak commute hours (7:00-9:00 AM and 4:00-6:00 PM), weekends, holidays, and during the tourist season (May-September).

SR 3 had an average of 19,000 vehicles per day in 2018 south of Lake Flora Road. Highway LOS analysis shows the one-mile segment of SR 3 north of Lake Flora Road, the signalized intersection at NE Clifton Lane, and the unsignalized intersection at Old Belfair Highway, are all failing LOS standards (see also the SR 3 Freight Corridor Transportation Discipline Report).

Several studies conducted over the last decade have shown that traffic congestion and safety concerns will overwhelm SR 3 in the near future. The operational analysis of the project area indicates that the roadway currently operates below minimum acceptable service standards on this portion of the highway. Without the Freight Corridor, operational performance for freight and regional through traffic on the portion of existing SR 3 through Belfair will continue to decline to the point of chronic failure by 2045. If no action is taken, travel times in the project area are expected to get worse as future traffic volumes increase.

The current highway does not support regional transportation needs. This route experiences seasonal fluctuations from tourist traffic and recreational users and is the most direct and expedient alternate land route for traffic from Bremerton to Interstate 5 if SR 16 or the Tacoma Narrows Bridge becomes blocked. Southbound traffic destined for Shelton, Grays Harbor, and Olympia must pass through Belfair. As land located in the corridor continues to be developed, and regional trips continue to increase, traffic congestion through Belfair will be exacerbated. The Bremerton Economic Development (BED) Study for US 101, SR 3 and SR 16 in Mason and Kitsap Counties (WSDOT 2012a) showed the Freight Corridor project was the top priority project for the local communities and stake holders.

If the Freight Corridor project is not built, the SR 3 would be an important regional facility that will fail to provide efficient regional and local traffic mobility. A bypass would improve the roadway system around Belfair and would reduce travel time.

Improve Safety

Crash records in the study area indicate that the type and severity of crashes appears to be consistent with congested urban conditions. Rear-end and property damage only (PDO) or non-injury crashes account for the greatest number of crashes. The number of crashes tends to increase under congested conditions, but the severity of those crashes is generally lower, due to lower speeds. In the study area, between January 2018 and December 2022, 402 crashes were reported. Two were fatal crashes and eight were serious injury crashes. One serious injury crash was at the intersection of at the Lake Flora Rd intersection (MP 28.78). The remaining two fatal crashes and seven serious injury crashes. During this time, 330 crashes occurred between the study intersections with the majority occurring between Lake Flora Road to NE Clifton Lane (42%) and between NE Clifton Lane to SR 106 (40%).

Support of Local Plans

The area is developing based on local agency comprehensive plans and zoning. However, the area lacks a completed transportation network appropriate for the community. The Bremerton Economic Development (BED) Study showed the SR 3 Freight Corridor is the top priority project for the local communities and stakeholders. The Freight Corridor has been included in the transportation elements of the Mason County and the City of Bremerton comprehensive plans.

Project Alternatives

Alternative 1: No Build Alternative (No Action)

With the No Build (No Action) Alternative, the Build Alternative (Proposed Action) would not be built. The portions of SR 3 within or near the project area may receive minor low cost improvements and/or normal maintenance. However, a Freight Corridor project won't be constructed.

Alternative 2: Build Alternative (Proposed Action)

The proposed SR 3 Freight Corridor – New Alignment project Build Alternative would construct a two-lane 6.5-mile limited access highway with a design speed of 50 miles per hour (mph) on a new alignment approximately 3,000 feet to the east of existing SR 3. The major portion of the highway would run through Mason County while the northern end would be located in Kitsap County. The proposed alignment would begin at MP 22.81 on SR 3 and connect back to the existing SR 3 alignment at MP 29.49 (see Figure 1). The south end connection to existing SR 3 is proposed just south of the intersection with SR 302, and the north connection is just north of SW Lake Flora Road. The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the mainline for SR 3. The existing SR 3 would become a “Business Loop” serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

CHAPTER 2 STUDIES AND COORDINATION

Information for this report was collected in various ways, including researching agency websites, GIS mapping, communications (with other team members and agency personnel) and visiting the project area. WSDOT manuals, public service & utility websites and County planning documents provided information as well (see References starting on page 24 for complete list).

CHAPTER 3 METHODS

Information collected in the preparation of this report was used to define typical service routes used by public services and to map existing utilities. This work assesses potential impacts to public services and utilities that could occur during the construction and operation of the proposed project.

For public services, typical service routes were analyzed to determine how the project might impact the normal operations of each public service.

Existing utilities were identified through study of conceptual engineering drawings and aerial photos of the project area. Maps of existing facilities were also provided by the utility companies.

Mitigation measures for the project alternatives are based on coordination with service and utility providers and past work experience from similar projects.

CHAPTER 4 AFFECTED ENVIRONMENT

Existing Conditions

The Proposed Project is situated in Mason and Kitsap Counties. The Project Area begins in Mason County, just south of the intersection of SR 3 and SR 302. Existing utilities mainly follow SR 3 to the end of the Project Area, in Kitsap County, just north of the intersection of SR 3 and Lake Flora Road.

Mason County, population of nearly 57,000, is located near the foothills of the Olympic Mountains and the Olympic National Forest. It is 967 square miles in total area. Kitsap County is located on the Kitsap Peninsula across the Puget Sound from Seattle. It comprises a total land mass of 393 square miles. The current population of Kitsap County is estimated at around 240,000.

The majority of the Freight Corridor Project route is currently undeveloped land. The Freight Corridor leaves SR 3 near the SR3/SR 302 intersection, heading northeast. It passes through a corridor for high-powered transmission lines, at which point it enters the Belfair Urban Growth Area (UGA). The route continues through the Belfair UGA until it reaches the border of Kitsap County, where it enters the Bremerton City Limits. Public services and utilities can currently be accessed at the southern end of the Project Area near the existing intersection of State Route 3 and State Route 302 (Victor Cutoff Road); and at the northern end of the Project Area near the existing intersection of State Route 3 and Lake Flora Road (see Figure 1). This report focuses on the proposed Freight Corridor, within 0.5 miles of the proposed route.

Public Services

The majority of the Project Area is within Mason County, a large portion of which falls within the Belfair Urban Growth Area. The Belfair community is not an incorporated city of Mason County, so the county and special districts provide most public services. The northeastern portion of the Project Area that is within Kitsap County lies mainly inside the Bremerton City Limits. This area's public services are provided by city, county special districts or community groups.

Police

Law enforcement within the Project Area is provided by three separate agencies: The Mason County Sheriff's Office, The Kitsap County Sheriff's Office and The State Patrol. The Mason County Sheriff's Office provides police protection and patrols the community of Belfair and Mason County. Their jurisdiction covers the majority of the Project Area. The Mason County Sheriff's Office has 46 Commissioned personnel, 27 Jail personnel, 2 Community Service Officers and 17 administrative support personnel. The Kitsap County Sheriff's Office provides law enforcement for the northern portion of the Project Area within south Kitsap County. The Kitsap County Sheriff's Office has 114 Commissioned Deputies, 83 Corrections Officers and 31 support personnel. The nearest office is in Port Orchard. Finally, the Washington State Patrol covers the entire Project Area. The District 8, Bremerton Detachment is responsible for patrol duties throughout the area, with primary responsibility of SR 3 and secondary

responsibility for collision investigations on county roads. The Bremerton Detachment has 28 troopers and 4 line sergeants.

Fire/Emergency Medical

Fire and emergency medical services are provided by Mason County Fire District No. 2. The District employs a Fire Chief, Assistant Fire Chief, two Fire Captains, 9 Firefighter/EMT's and 6 Firefighter/Paramedics. In addition, there are ten student resident firefighters and 32 volunteer firefighters. Fire District No. 2 serves the northwest corner of Mason County, from Hood Canal to the Kitsap County border. The District provides services from two Fire Stations, located in Belfair (see Figure 4) and Collins Lake, 24 hours a day. Patients within the Project Area in need of emergency medical treatment would need to be transported to Harrison Medical Center's Bremerton hospital. It is the closest medical facility that provides 24/7 emergency care, plus a Level III Trauma Center. It is located at 2520 Cherry Avenue, in Bremerton.

Public Health

Mason County Public Hospital District 2 supports medical care in Belfair and within the Project Area. It is a public governmental district with the responsibility of ensuring that the residents of North Mason County have access to high-quality health care in the local community. The Hospital District contracts with Harrison Medical Center to provide local urgent and primary medical care at a clinic in Belfair, located at 21 NE Romance Hill Road. Clinic hours are 7:30 am to 7:30 pm, daily for urgent care and 7:30 am to 5:30 pm, Monday through Friday for primary care.

Transportation

Mason County Transportation Authority (MTA) provides public transit for the Project Area. Park & Ride Lots are located at the Belfair Assembly of God Church on SR 3 and the QFC on Old Belfair Highway. Commuter parking is allowed Monday through Friday from 5:00 am – 6:00 pm. Service routes on SR 3 through the Belfair area include:

- Route 1 – Shelton to Belfair Via Hwy 3 / Grapeview Loop
- Route 2 – Shelton to Belfair Via Hwy 106
- Route 3 – Belfair to Bremerton
- Route 4 – Belfair Local

All of these routes provide regular service Monday through Friday, with Routes 1 – 3 providing limited Saturday service. Travel within Mason County is free. MTA also provides Dial-A-Ride service for customers who experience difficulty using regular routed service. Anyone can use this service. There are no eligibility requirements. Vanpool service is also available to commuter groups of at least five persons, providing a less expensive and easier commute. Fares vary based on travel distance, number of riders and in some instances are paid for through employer commuter reduction programs. No transit service is available on Sundays and holidays. Kitsap Transit does not serve the Project Area.

The United States Navy owns railroad tracks which pass the Project Area. They do not cross the Freight Corridor, remaining northwest of the new alignment. These tracks do cross SR 3 just north of Belfair. The Navy RR tracks do carry some commercial freight, but don't accommodate any public transportation services.

Bremerton National Airport is located northeast of the project area in Kitsap County. Operated by the Port of Bremerton it is the largest airport on the Kitsap Peninsula and provides general and corporate aviation services (see Figure 5).

Public Education

North Mason School District serves the majority of the Project Area. Schools within the district include Belfair Elementary School, Hawkins Middle School, North Mason High School, HomeLink School, Pace Academy and Sand Hill Elementary School. Belfair Elementary serves Kindergarten and Grades 1 – 5 and is located northwest of the project area (22900 NE State Route 3). Hawkins Middle School, situated west of and adjacent to, North Mason High School, serves Grades 6 – 8. Located at 300 E Campus Drive, it is just outside the project area. North Mason High School serves Grades 9 – 12 and is located at 200 E Campus Drive. The High School property is situated within the southern portion of the project area, abutting SR 302 (Victor Cutoff Road) and SR 3. Pace Academy is located just north of the High School at 71 E Campus Drive. Pace is North Mason School District’s alternative High School for Grades 9 – 12. It is located in portable classrooms behind the North Mason School District Office. Located next to Pace Academy, HomeLink provides support to home schooled students. Sand Hill Elementary School serves Kindergarten and Grades 1 – 5. Located at 791 NE Sand Hill Road, it is northwest of the project area (see Figures 3 and 4).

South Kitsap School District serves the northern portion of the Project Area outside of Mason County. District schools that serve this portion of the Project Area include Sunnyslope Elementary, Cedar Heights Jr High and South Kitsap High School. Sunnyslope Elementary School (4183 Sunnyslope Road SW, Port Orchard, WA) serves Kindergarten and Grades 1 – 6. Cedar Heights Jr High (2220 Pottery Avenue, Port Orchard, WA) serves Grades 7 – 9. South Kitsap High School (425 Mitchell Avenue, Port Orchard, WA) serves Grades 10 – 12.

Libraries

The Project Area has one public library: North Mason Timberland Library (23081 NE SR 3, Belfair). The library is open Tuesday – Saturday and provides public computers with internet access & free wireless internet access; as well as books, videotapes, DVDs, CDs, newspapers, magazines, etc. North Mason Library is part of the Timberland Regional Library, which is an Intercounty Rural Library District. As part of this Library District, North Mason has access to the entire library collection enabling patrons to check out any of the books and access online resources and download e-books (see Figure 4).

Religious Institutions

Residents within the proposed Project Area have access to many religious institutions, located throughout the community of Belfair. The table below lists those near the Project Area (see Table 1). While many religious institutions exist in nearby communities in Mason and Kitsap Counties, only those within and around Belfair might be affected by the Freight Corridor Project. Of these, only 3 are within the Project Area (0.5 miles around proposed route).

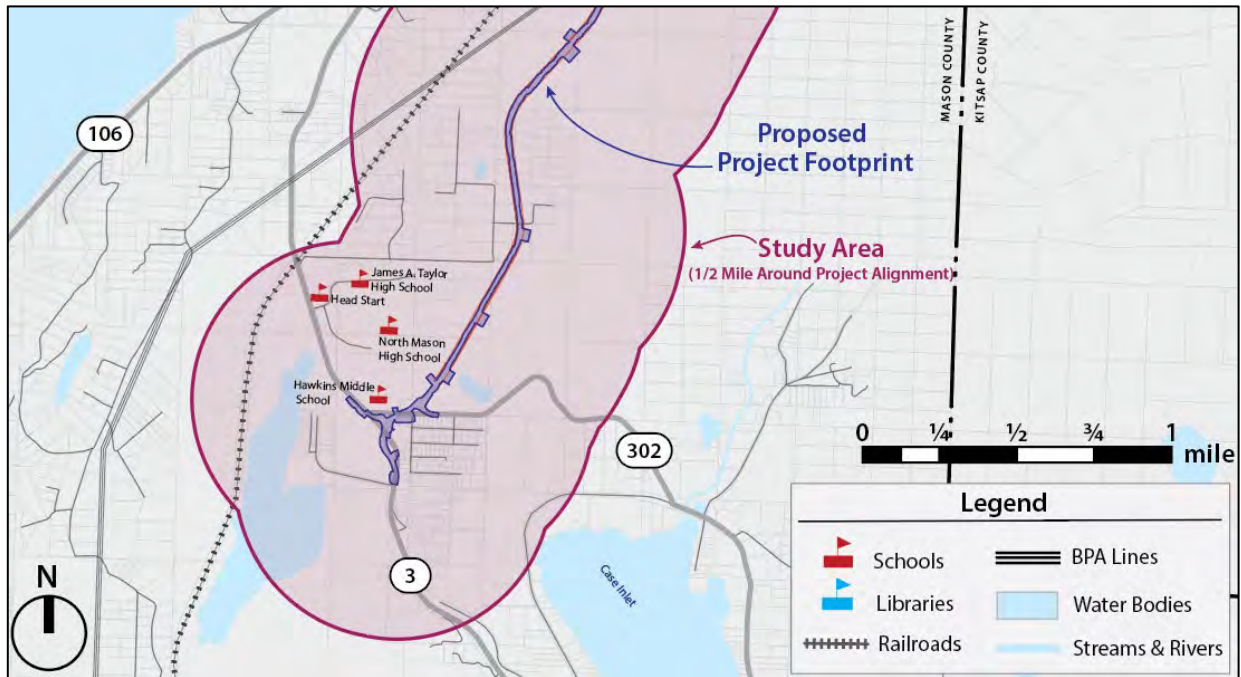


Figure 2: Public Services and Utilities – South Corridor

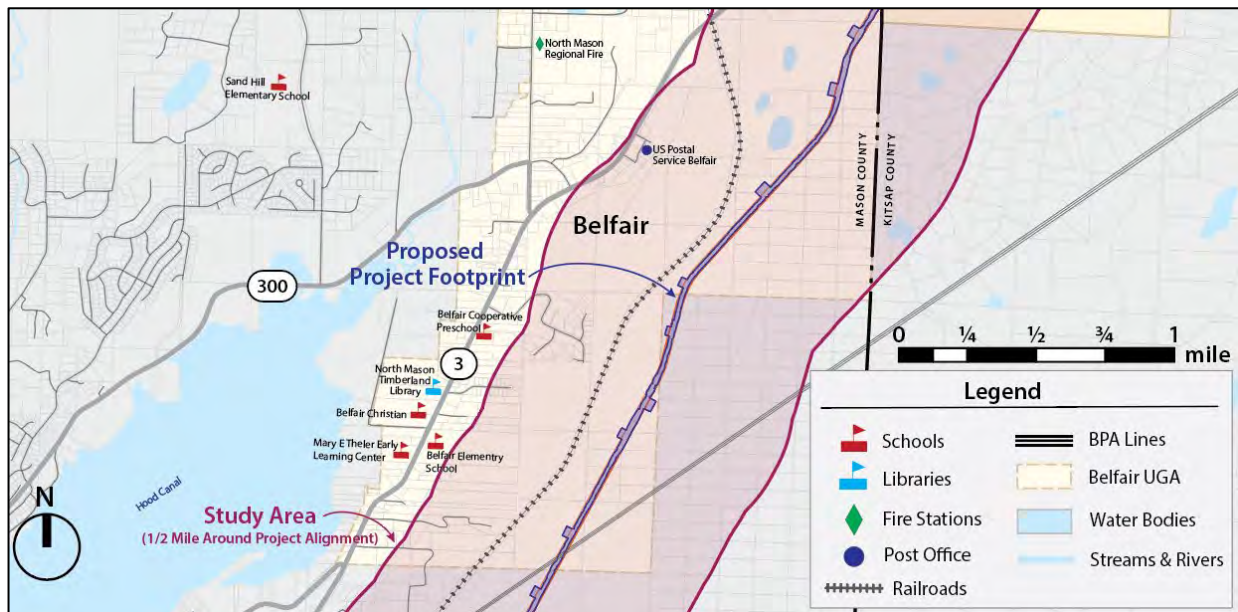


Figure 3: Public Services and Utilities – Mid-Corridor

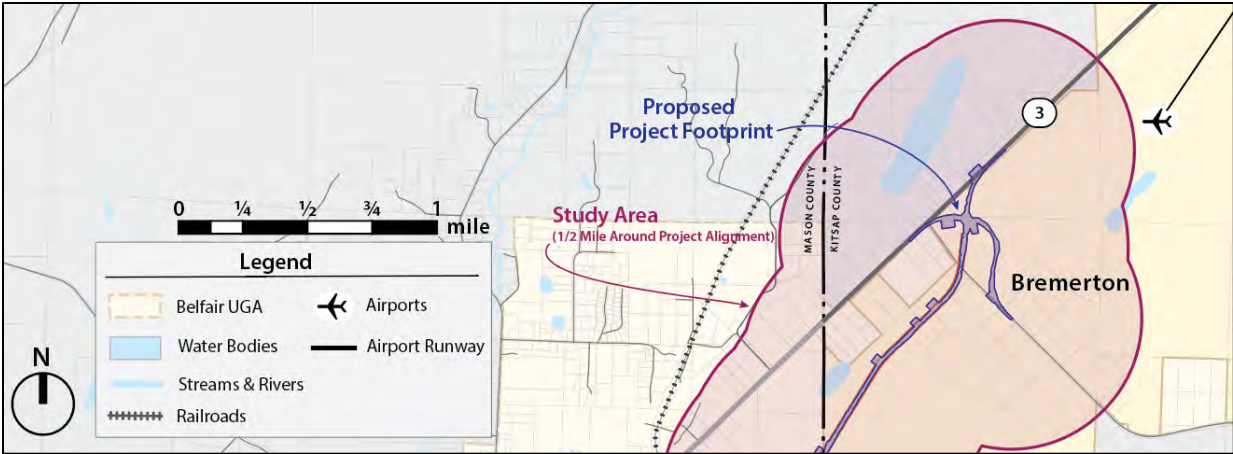


Figure 4: Public Services and Utilities – North Corridor

Table 1: Religious Institutions

Places of Worship	Address	Within Project Area?
North Mason Bible Church	82 E Campus Dr, Belfair, WA	Yes
Jehovah’s Witnesses	241 E Alta Dr, Belfair, WA	Yes
Church of Jesus Christ of LDS	300 E Coon Dr N, Belfair, WA	No
The Bridge Church	23001 NE SR 3, Belfair, WA	No
North Mason United Methodist Church	25140 NE SR 3, Belfair, WA	Yes
Prince of Peace Catholic Church	1171 NE Sand Hill Road, Belfair, WA	No
Christ Lutheran Child Care Center	3701 NE North Shore Road, Belfair, WA	No
Belfair Community Baptist Church	23300 NE SR 3, Belfair, WA	No
Seventh-Day Adventist	23495 NE SR 3, Belair, WA	No

Utilities

Utilities within the project area are generally located along the right of way on SR 3.

Electricity

In this area of Mason County, electricity is provided by Mason County Public Utility District Number 3 (PUD 3), which owns and operates the Belfair Substation, located near the intersection of SR 3 and SR 302. PUD 3 was established by vote in 1934. It began operating in 1939 and engages in the purchase, distribution and sale of electricity. The headquarters are located in Shelton, with a satellite office in Belfair. PUD 3 has both transmission and distribution overhead power lines that follow SR 3 through Belfair, with service lines to individual residences and businesses on both the east and west side of SR 3. PUD 3 has a contract with the Bonneville Power Administration (BPA) to purchase power. High tension power lines owned by BPA cross SR 3 just north of the Belfair Substation and continue to the northwest, crossing the project area. In Kitsap County, Puget Sound Energy provides electricity. They serve approximately 114,000 customers from their service centers in Bremerton and Poulsbo.

Natural Gas

Natural gas service for residential, commercial and industrial customers in the Project Area is provided by Cascade Natural Gas (CNG). The Project Area is within the Western Operational Region, with the District Office in Bremerton. (6313 Kitsap Way, Bremerton, WA) Interstate pipelines transmit Cascade's natural gas from production areas in the Rocky Mountains and Western Canada. CNG connects customers to the gas main by installing underground piping up to and including a meter on the outside wall of the house or business.

Stormwater

Stormwater along existing SR 3 through the Project Area is treated mainly by grass lined ditches. Culverts under driveways, intersections and SR 3 itself convey stormwater when necessary. In Kitsap County, the Surface and Stormwater Management Program administered by Kitsap County Public Works, cleans and maintains the county's stormwater facilities; including ditches, catch basins and ponds.

Telecommunications

Residential telephone, internet and cable television services within the project area are provided by CenturyLink, Comcast and Mason County PUD 3 which owns fiber optic lines in the Belfair area which a number of service providers use to provide phone and internet service to residents.

Drinking Water

Belfair Water District No. 1 formed in 1966 and provides water to the community of Belfair and the surrounding Project Area in Mason County. The district is governed by a board of three commissioners. The northeastern portion of the Project Area in Kitsap County is mostly within the Bremerton City Limits, which borders SR 3 on the southeast side. Within the City Limits, residents are supplied drinking water by the City of Bremerton. Those residents on the northwest side of SR 3 in Kitsap County have no public water system and must rely on private wells.

Garbage/Recycling

Garbage and recycling services within the Project Area are provided by both Mason and Kitsap Counties' Solid Waste Divisions. Mason County operates the Belfair Drop Box Station (2001 NE Sandhill Road, Belfair) which offers solid waste disposal and recycling services. Kitsap County owns the Olympic View Transfer Station, which is operated by Waste Management. Located northwest of the Project Area (9300 SW Barney White Road, Bremerton), the Transfer Station provides solid waste disposal and recycling services.

CHAPTER 5 IMPACTS

Construction Impacts

Alternative 1: No Build Alternative (No Action)

With no major construction activities proposed, the No Action Alternative would have few impacts to local utilities or public services. The increase in traffic congestion expected over time could create difficulties for some public service providers, such as emergency services, to access adjacent properties.

Alternative 2: Build Alternative (Proposed Action)

The Freight Corridor Project would, for the most part, occur away from the existing right of way for SR 3. The Freight Corridor connections with SR 3, near SR 302 at the south end and near SW Lake Flora Road at the north end, would experience the heaviest construction impacts to existing public services. Traffic delays and congestion during construction periods, would affect levels of service and access to public services. Existing utilities within the Project Area would experience limited construction impacts, mainly where the Corridor would connect with SR 3.

Public Services

Police

Congestion and traffic delays from construction of the Freight Corridor would increase, primarily during intersection work. However, county sheriffs would most likely be on patrol, so their response times may or may not be affected by temporary congestion and delays. A proactive public awareness campaign detailing upcoming traffic delays would alleviate impacts on police response times.

Fire/Emergency Medical

SR 3 is the primary north-south highway used by fire and emergency medical responders in this area. Construction of the Freight Corridor would temporarily increase congestion on SR 3, particularly at the proposed intersections of the Corridor and SR 3. Construction activities would be coordinated with fire and emergency medical providers to minimize potential impacts to response times.

Public Health

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 Project Area. Patients who live within Belfair wouldn't be affected by the construction. A proactive public awareness campaign detailing upcoming traffic delays due to construction would alleviate impacts on those patients coming to the Belfair Clinic from outside the Project Area.

Transportation

Coordination with Mason County Transit would be necessary so that temporary construction impacts on traffic congestion could be anticipated, allowing for transit detours during these times.

Public Education

Construction of the Freight Corridor would temporarily increase traffic congestion, impacting public school busses transporting students to and from school. With adequate public notice school bus routes could be temporarily altered to avoid areas of construction and minimize delays.

Libraries

The library would not experience any impacts from the construction of the Freight Corridor. Patrons of the North Mason Timberland Library may experience temporary delays due to construction.

Religious Institutions

The religious institutions within the Project Area would not experience any impacts from the construction of the Freight Corridor.

Utilities

Garbage/Recycling

Garbage and recycling services within the Project Area would not be affected by construction activities.

Wastewater

Construction activities for the Freight Corridor would need to accommodate existing wastewater facilities. Due to proximity of the Freight Corridor, consultation with the utility would be required to ensure the facility and associated pipelines are not disrupted or impacted. Existing gravity sewer lines along SR 3 through Belfair would not be affected by construction activities (see Figure 6).

Stormwater

During construction standard BMPs would be installed to prevent erosion and stormwater runoff. Along with existing stormwater treatment within the Affected Area these would handle stormwater during construction. As part of the Freight Corridor, new stormwater treatment facilities would be constructed to handle runoff from the new impervious surface created.

Drinking Water

Existing water lines would be relocated along with other utilities prior to construction so they can be avoided. Construction of the Freight Corridor would have no effect on public drinking water.

Electricity

Existing electrical lines (underground and overhead) follow SR 3. These would be relocated prior to construction so that construction activities could be coordinated with the electric utilities. Underground lines would be avoided if possible, but may need to be relocated due to the construction of the Corridor. The proposed centerline would pass under Bonneville Power Administration (BPA) power lines and coordination with BPA would be essential to provide adequate overhead clearance for the power lines as the Freight Corridor is built. Due to the

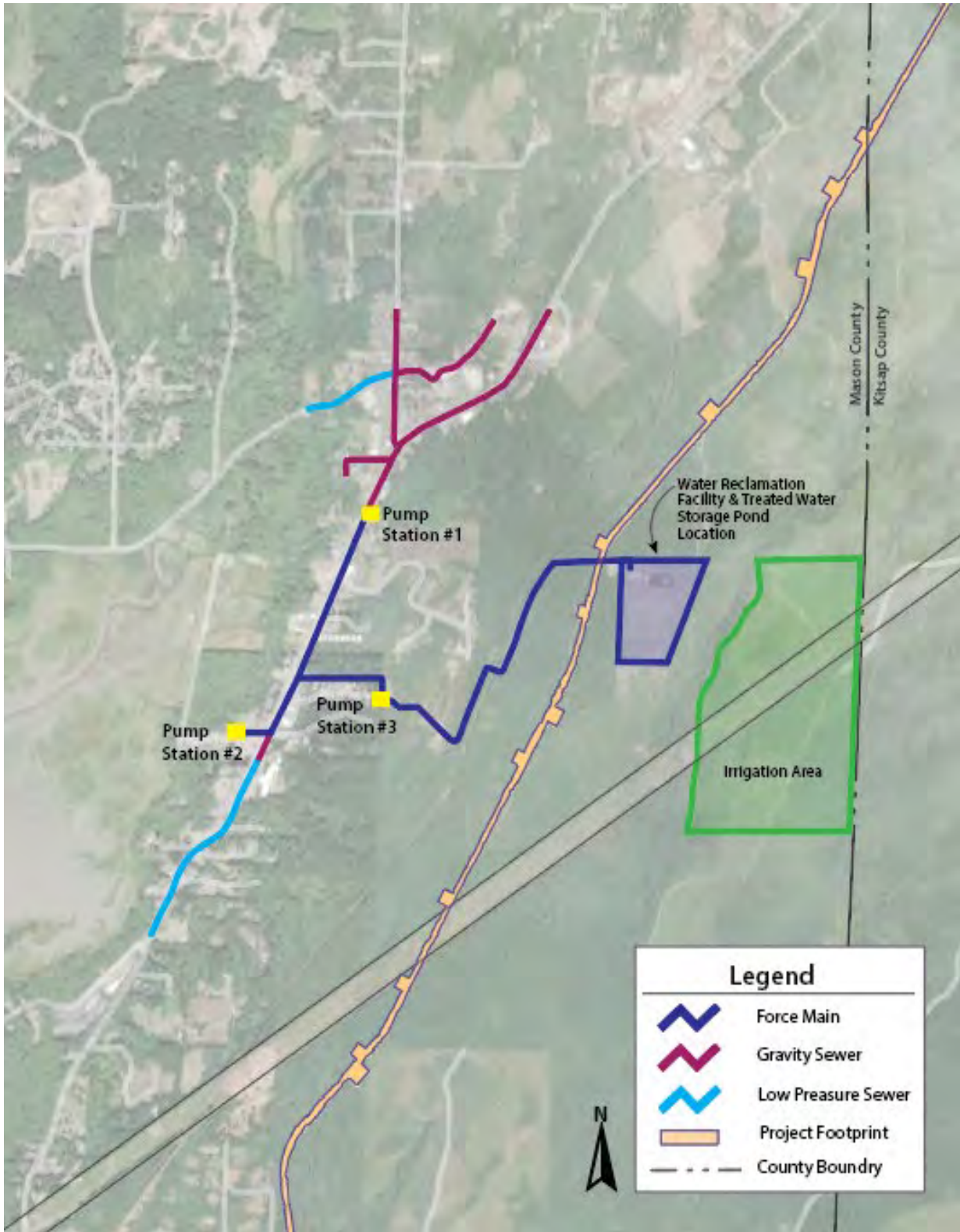


Figure 5: Wastewater Facility Project Map

difficulty in adjusting these high voltage power lines, minor adjustments to the design of this section of the Corridor may be necessary to maintain adequate overhead clearance.

Natural Gas

Existing natural gas lines would be relocated along with other utilities prior to construction so they can be avoided. Construction of the Freight Corridor would have no effect on natural gas delivery.

Telecommunications

Existing telecommunications lines would be relocated along with other utilities prior to construction so they can be avoided. Construction of the Freight Corridor would have no effect on telecommunications.

Operational Impacts

Alternative 1: No Build Alternative (No Action)

Public Services

Under the No Action alternative, SR 3 would continue to experience increased volumes of traffic, impeding local access to public services and degrading levels of service. Traffic incidents would be expected to continue and congestion would continue to delay response times for police, fire and emergency responders.

Utilities

Under the No Action alternative, existing utilities would suffer no associated impacts. Normal upgrades to utility infrastructure would be required as population increases.

Alternative 2: Build Alternative (Proposed Action)

The Belfair UGA Plan estimated that the area will substantially increase in population over the next 20 years (Mason County, 2021). Completion of this project would allow for increases in public services. SR 3 serves as the only freight route through southwest Kitsap and Mason counties and is a major north-south link for commuters. The new alignment would allow for quicker response times from police, fire and emergency medical responders by allowing them to bypass Belfair.

Public Services

Police

The Freight Corridor would allow for quicker response times from law enforcement. It would provide an alternate north – south route allowing for less traffic congestion.

Fire/Emergency Medical

The Freight Corridor would allow for quicker response times from fire and emergency medical personnel. By easing traffic congestion, initial response times would be quicker, as well as patient transport times to Harrison Medical Center's Bremerton hospital.

Public Health

The Freight Corridor would have little effect on access to Harrison Medical Center's Belfair clinic, as it is situated between the southern intersection of SR 3 and the Freight Corridor and the northern intersection of SR 3 and the Freight Corridor.

Transportation

By providing an alternate north – south route, the Freight Corridor would allow for quicker travel times between Belfair and Bremerton, as well as faster travel north to south around Belfair. This could allow for changes in Mason Transit Routes 1 – 4, to take advantage of the Freight Corridor.

Public Education

The Freight Corridor would have no effects on the South Kitsap School District, as those schools that serve the north end of the Freight Corridor s are well outside of the Affected Area. Likewise, the Freight Corridor would not affect the North Mason District schools within the Affected Area, because they are in between the north and south intersections of SR 3 and the Freight Corridor. The North Mason High School property would be affected as discussed under Construction Impacts.

Libraries

The library would not experience any impacts from the Freight Corridor. It is between the north and south intersections of SR 3 and the Freight Corridor.

Religious Institutions

The Freight Corridor would not affect the religious institutions within the Affected Area. They are in between the north and south intersections of SR 3 and the Freight Corridor.

Utilities

Garbage/Recycling

The Freight Corridor would allow access to currently undeveloped lands enabling development of these lands. Therefore, increased demand on garbage and recycling services would be expected resulting in increased amounts of waste being disposed at both the Belfair Drop Box Station and the Olympic View Transfer Station.

Wastewater

As part of the Freight Corridor, the centerline would cross the force main pipeline to the Belfair Wastewater and Water Reclamation facilities, consultation with the utility would be required to provide adequate clearance for the force main line and other existing structures. Existing gravity sewer lines along SR 3 through Belfair would not be affected by construction activities.

Stormwater

As part of the Freight Corridor, new stormwater treatment facilities would be constructed to handle runoff from the new impervious surface created. Along with existing stormwater treatment facilities within the Affected Area, these would handle the increase amount of stormwater that would result from the new Corridor.

Drinking Water

The Freight Corridor would allow access to currently undeveloped lands enabling development of these lands. The northeastern portion of the Project Area in Kitsap County would be less affected by the Corridor and the City of Bremerton’s drinking water system would not see a significant increase in demand due to the Corridor. Any new residential developments after construction of the Corridor would require installation of new water lines to connect to the City system. Belfair Water District No. 1 which provides water to the community of Belfair and the surrounding Project Area in Mason County would see an increase in demand due to increased

development from the Corridor. This would require installation of new water lines to connect new residential and commercial developments to the Water District system.

Electricity

The Freight Corridor would increase demand for electricity due to development associated with the Corridor. Additional electricity would be required for new transportation infrastructure (lighting for signs or message boards, illumination, etc.) as well as new residential or commercial development in both Mason and Kitsap Counties.

Natural Gas

The Freight Corridor would not necessarily increase demand for natural gas. See Chapter 6 for Indirect and Cumulative Impacts. The Corridor would provide a new corridor to support additional buried natural gas lines which might increase efficiency of natural gas distribution.

Telecommunications

The Freight Corridor would provide a new corridor to support additional telephone lines (over head or buried) which might increase efficiency of phone service or increase access for residents currently without telephone lines.

CHAPTER 6 INDIRECT AND CUMULATIVE IMPACTS

Indirect Impacts

Indirect impacts are those caused by the proposed action that occur later in time or farther removed in distance from the proposed project area, but are still reasonably expected. Indirect impacts may include effects related to changes in land use patterns, growth rate or population density and related effects on air, water and other natural systems or ecosystems.

Public Services

As discussed in Chapter 5, the proposed action would provide access to currently undeveloped lands close to the Belfair town center. The potential land development would increase demands on public services, in particular: police, fire & emergency medical and public education. Additional police, fire and emergency medical personnel would be required with any significant increases in population due to increased development. Likewise, the public education systems in both Counties serving the Project Area would have to accommodate additional students in this case. Coping with increased demand for public services could affect level of service or the cost of services to current residents and businesses in Belfair and the surrounding area.

Utilities

Utilities providing public water, solid waste, electric, telecommunications and natural gas service would likely need to serve any new development caused by the Corridor. Any extension of these utilities could affect level of service or the cost of utilities to current residents and businesses in Belfair and the surrounding area.

Cumulative Impacts

Cumulative impacts are those resulting from the incremental effect of the proposed action when added to other past, present or planned and any foreseeable future actions, regardless of who undertakes such other actions.

Public Services

The Freight Corridor would improve efficiencies for most public service providers and serve as an alternate route for police and emergency vehicles. The Corridor would promote development around Belfair, as planned for in the Belfair Urban Growth Area. As further development occurred, the library, Belfair clinic and School Districts would need to accommodate the increased population.

Utilities

The Freight Corridor, along with increased development would increase demand for public utilities. Increased garbage and recycling demands could require additional facilities to accommodate the increase in waste disposal. However, the Olympic View Transfer Station, in Kitsap County, already ships garbage to a disposal site out of State and this process could help accommodate garbage increases. With increased development comes increased paved surfaces requiring stormwater treatment. This would require installing more stormwater treatment

facilities (catch-basins, storm drains, ditches, etc.) in both Counties. Other utilities would face increased demand and accompanying infrastructure might be required to accommodate those increases.

CHAPTER 7 MITIGATION MEASURES

Construction Mitigation

Alternative 1: No Build Alternative (No Action)

With no major construction activities proposed, the No Build Alternative would have no impacts to local utilities or public services. Therefore, no mitigation measures would be necessary.

Alternative 2: Build Alternative (Proposed Action)

Public Services

A project specific traffic management plan would be developed to avoid or minimize potential impacts to public services during construction. Traffic impacts would mainly be concentrated in the area around the intersection of SR 3, E Lake Deveraux Road and SR 302 in the southern portion of the Project Area where the proposed new alignment would intersect with existing SR 3; as well as the area around the intersection of SR 3 and Lake Flora Road in the northern portion of the Project Area where the proposed alignment would intersect with SR 3. Providing advance notice to police, fire and emergency medical services regarding the particular dates for anticipated construction disruptions, would help mitigate agency concerns over potential construction impacts to public services. Public schools in the area would require adequate public notice and coordination so that school bus routes could be temporarily altered to avoid areas of construction and minimize delays. In addition, as discussed in Chapter 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.

Utilities

The final design and location of the proposed action should be closely coordinated with all potentially affected utilities to help minimize or avoid construction impacts. Soliciting the participation of the local utilities could minimize potential impacts. For instance, slight adjustments in roadway design could result in a significant change in the degree of impact experienced by a utility. Coordinating proposed construction activities with local utilities could also allow room for future expansion and installation of utility lines to support residential and commercial development on undeveloped lands on either side of the proposed Corridor. The proposed project would, for the most part, occur off of existing right of way for State Route 3. However, the proposed centerline would pass under BPA power lines and would cross the force main pipeline to the new Belfair Wastewater and Water Reclamation Facilities. These utilities would be consulted to avoid impacts.

Operational Mitigation

Alternative 1: No Build Alternative (No Action)

SR 3 in the Belfair urban area would continue to experience chronic traffic congestion and declining operational levels of service. Access to public services would be impeded by increased traffic congestion and operational levels of service on SR 3 through Belfair would

continue to decline to the point of chronic failure. Without a Corridor, other measures would be necessary to address the situation.

Alternative 2: Build Alternative (Proposed Action)

Public Services

The Freight Corridor would require consultation with some public services in the area to determine how the Corridor would be incorporated in their service areas. For instance, coordination with Mason Transit would determine the need and placement for transit stops along the Freight Corridor. These same stops could also be used by school buses. Most public services would require no operational mitigation.

Utilities

Once the Freight Corridor is operational, additional mitigation measures would not be required. Public utilities could use the Freight Corridor to install additional infrastructure due to increased demand, but this would increase the number of customers they served allowing for increased revenue. In terms of stormwater management, additional facilities to treat the additional stormwater runoff due to the Freight Corridor would be constructed as part of the Proposed Action, so additional mitigation would be unnecessary.

REFERENCES

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Cascade Natural Gas Corporation (Website) (www.cngc.com/)

City of Bremerton (Website) (www.ci.bremerton.wa.us/)

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Highway Runoff Manual, M31-16.02 (*WA State Department of Transportation, 2010*)

Hydraulics Manual, M23-03.03 (*WA State Department of Transportation, 2010*)

Kitsap County Government (Website) (www.kitsapgov.com/)

Kitsap County Health District (Website) (www.kitsapcountyhealth.com/)

Kitsap County Public Utility District (www.kpud.org/)

Mason County Comprehensive Plan (*Mason County, 2005*)

Mason County Fire District 2 (Website) (www.mcfd2.org/)

Mason County Government and Information Services (Website) (www.co.mason.wa.us/)

Mason County Public Hospital District 2 (Website) (www.mcphd2.org/)

Mason County Public Utility District 3 (Website) (www.masonpud3.org/)

Mason County Sheriff's Office (Website) (www.so.co.mason.wa.us/)

Mason County Transportation Authority (Website) (www.masontransit.org/)

North Mason School District (Website) (www.nmsd.wednet.edu/site/)

Peninsula Regional Transportation Planning Organization (Website) (www.wsdot.wa.gov/partners/prtpo/)

Puget Sound Energy (Website) (www.pse.com/)

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South Kitsap Fire and Rescue (Website) (www.kitsapfire7.org/)

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