

Project Update

SR 3, SR 104, SR 303 and SR 307, Kitsap County Remove Fish Barriers Project (Kitsap 29)

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Cara Mitchell – Region Communications Manager

March 4, 2026

Presentation Outline

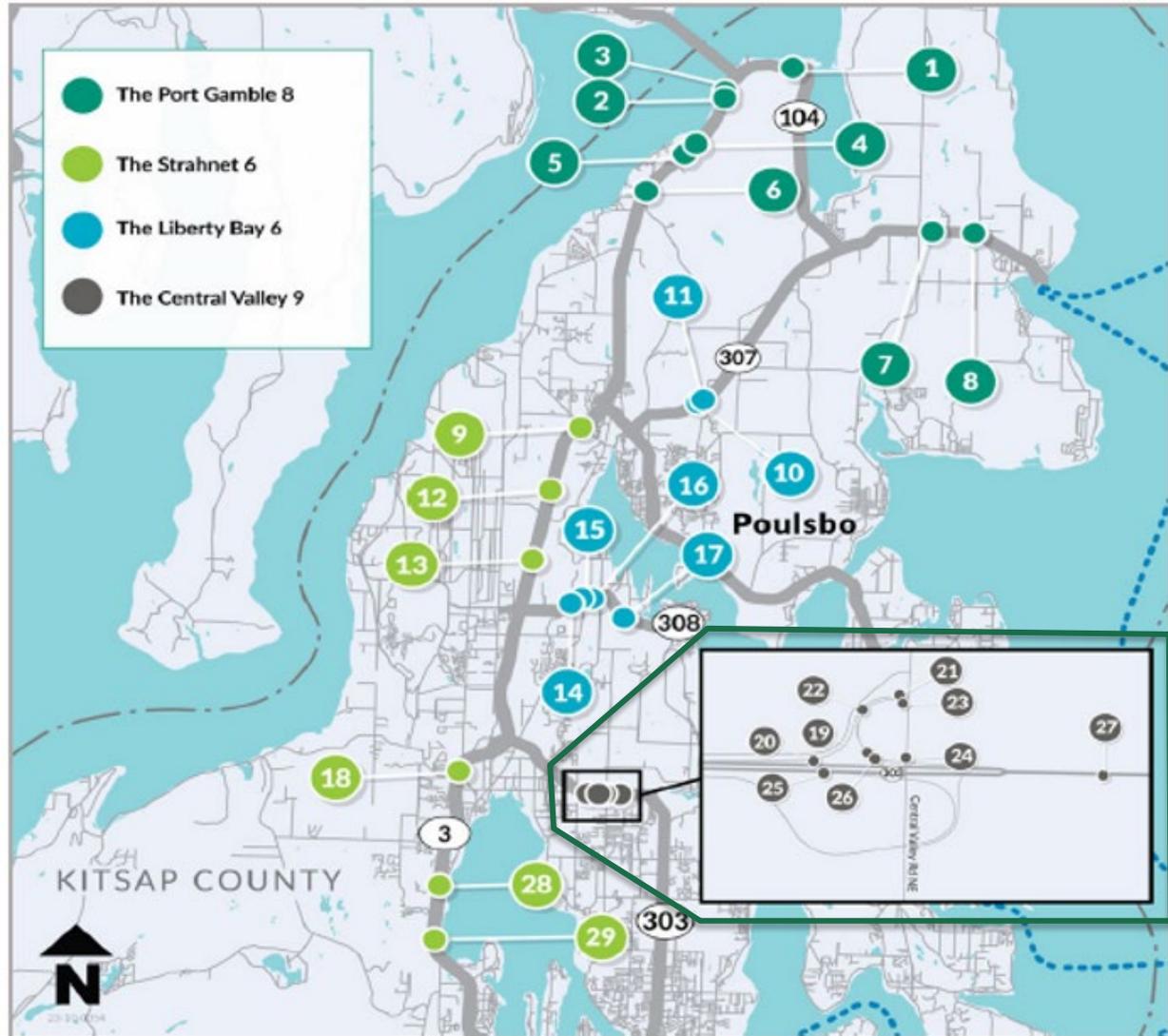
- Project Overview
- Tentative Construction Timeline
- Central Valley Bundle Overview
- Central Valley Open House Feedback Summary
- How WDFW determines fish use
- Traffic Analysis Results
- Alternative Detour Route Considerations
- Pre-Construction Schedule
- Questions



*Fish passable structure constructed on SR 109
WSDOT "Coastal 29" Project*

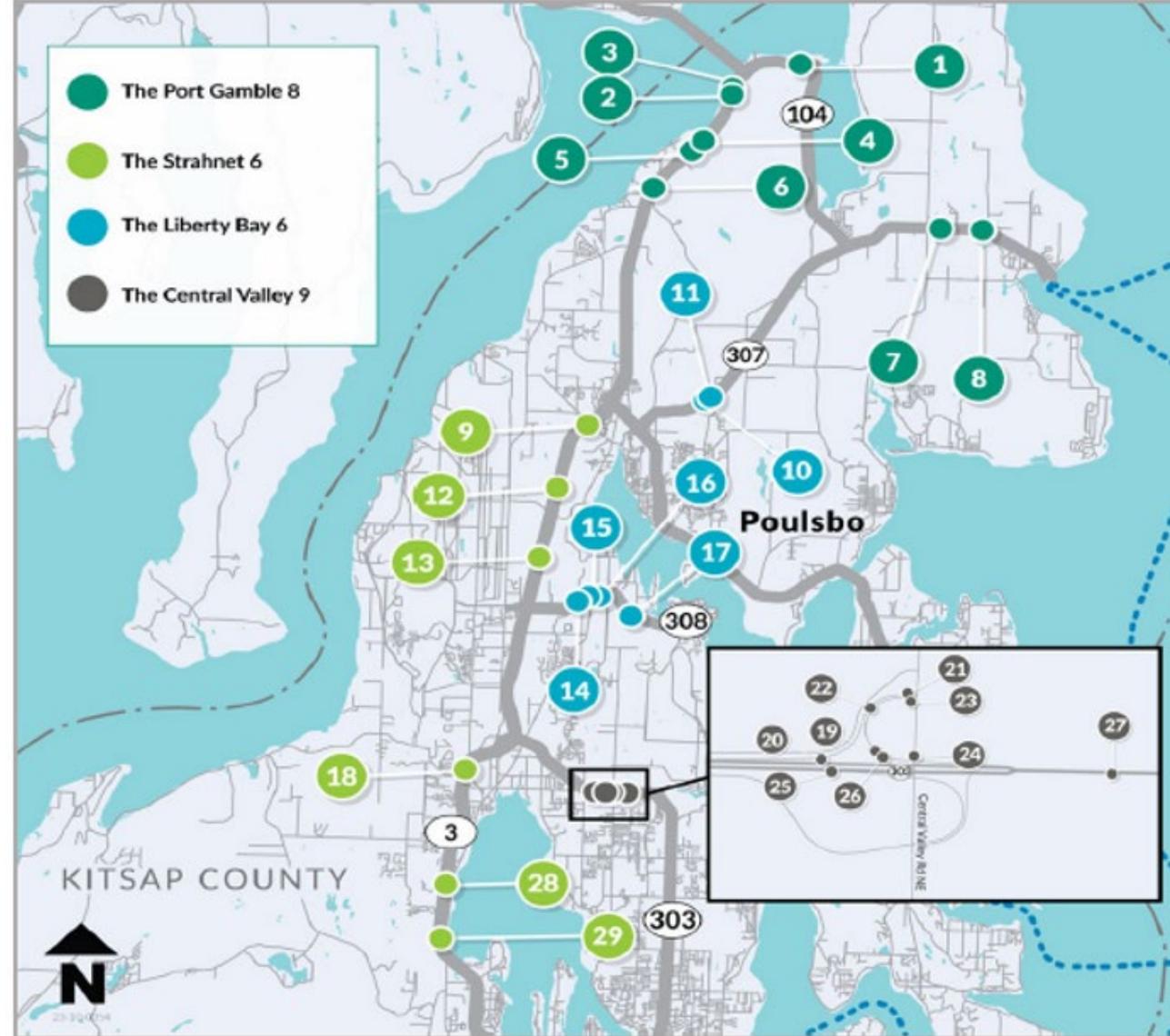
Kitsap 29 Project Overview

- Scope: Replace 29 fish barriers with fish passable structures
- 29 Sites are “bundled” into 4 groups for design and construction
- Tonight’s focus "Central Valley 9 Bundle"

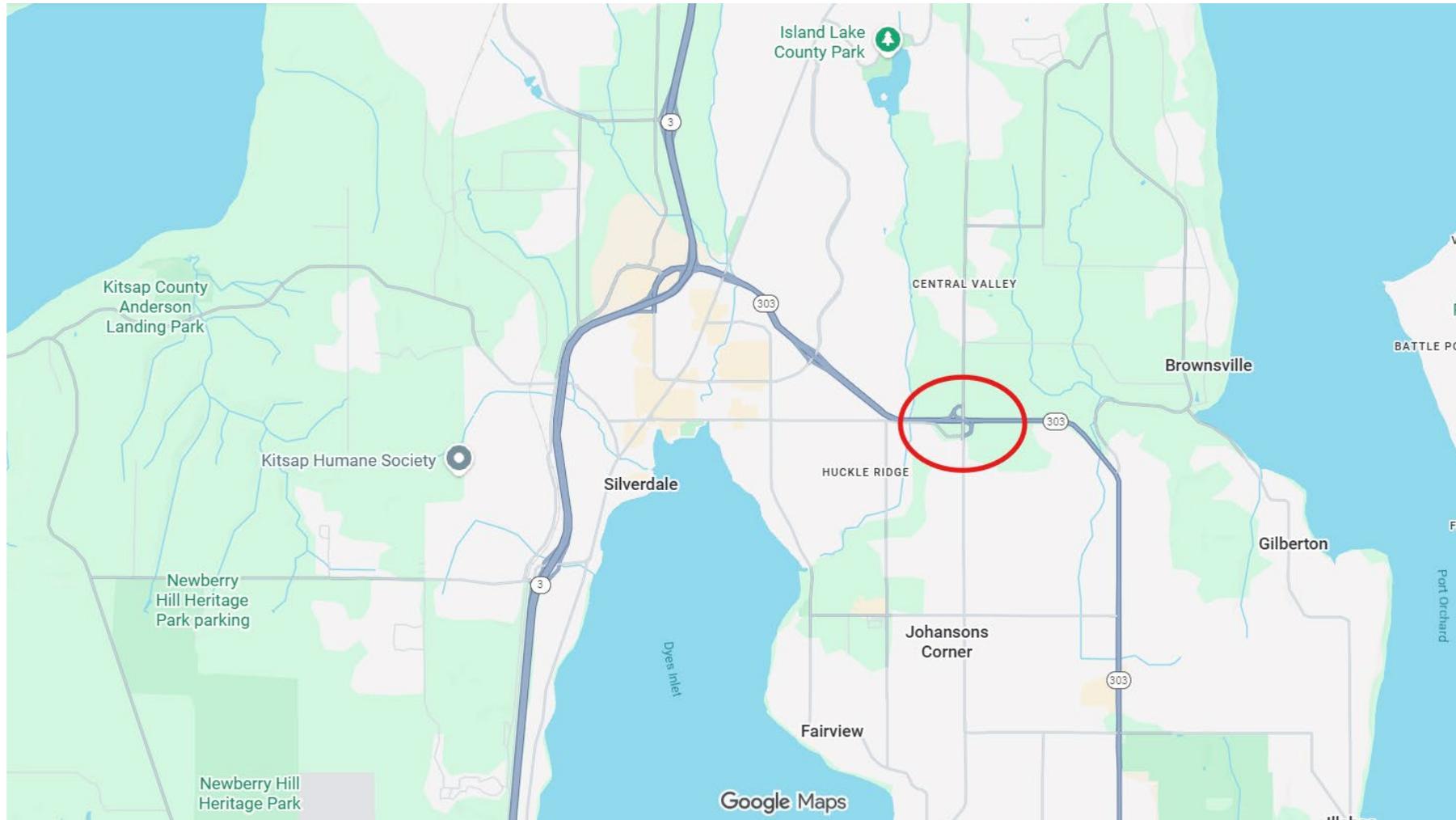


Tentative Construction Schedule

- **Liberty Bay 6** – Spring 2027 to Fall 2027
- **Strahnet 6** – Spring 2028 to Fall 2030
- **Central Valley 9** – Spring 2028 to Fall 2029
- **Port Gamble 8** – Spring 2028 to Fall 2029



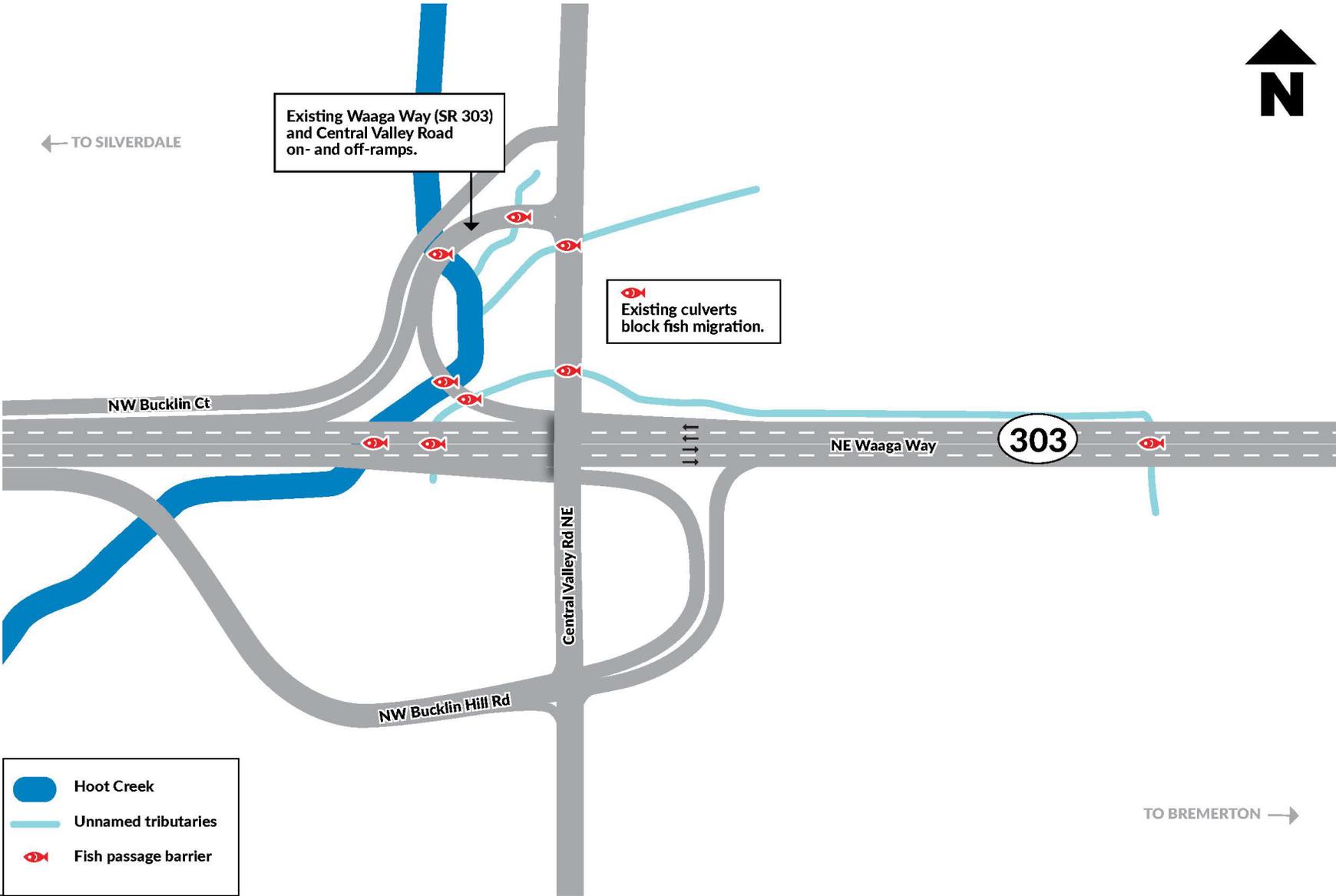
Central Valley 9 Bundle Location



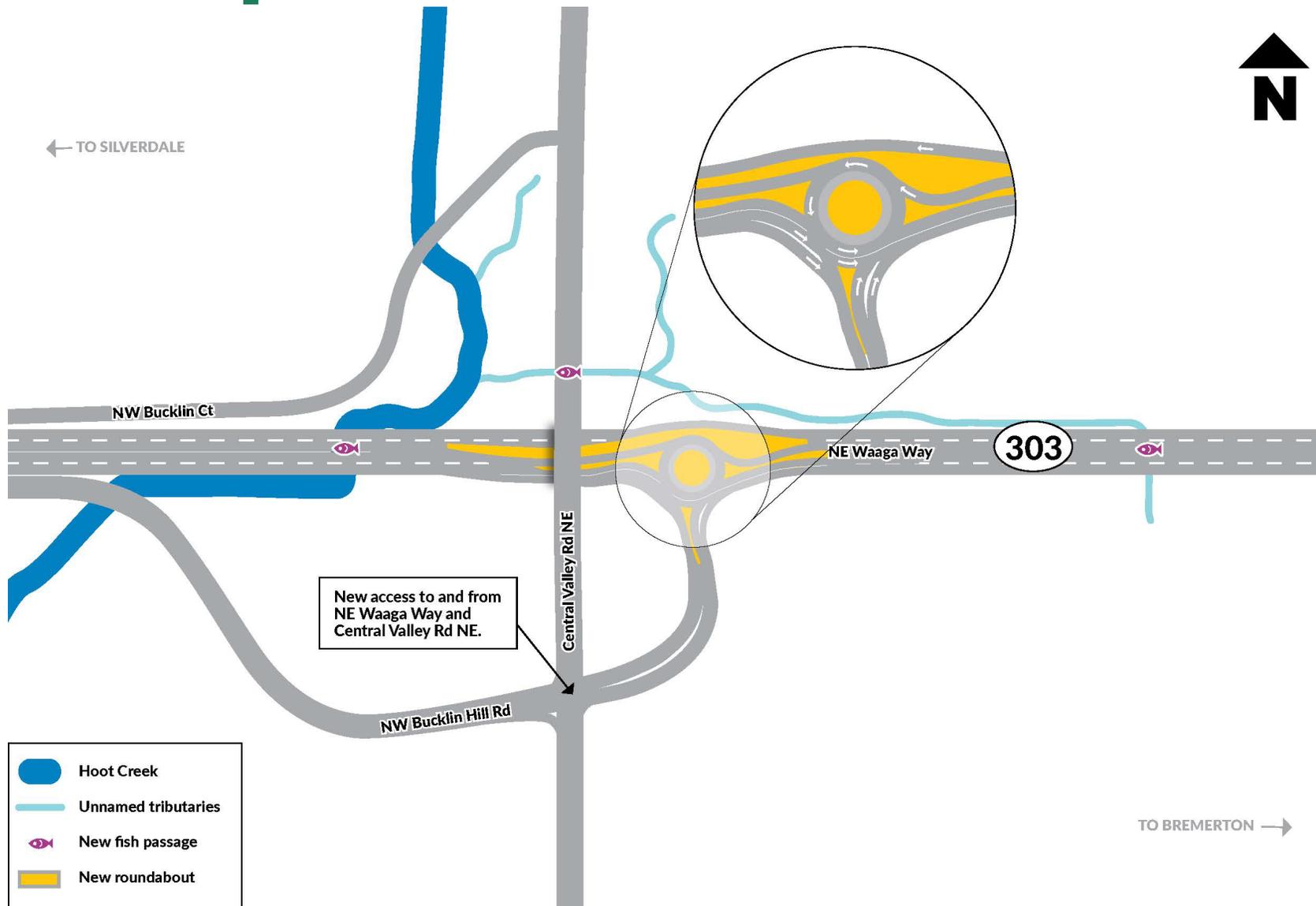
Waaga Way (SR 303) at Central Valley Road



Existing barrier locations at the interchange



Planned Improvements



Central Valley Open House Summary



Advertised using...

Social media

- Facebook: 36,765 views, 145 interactions, 37 link clicks, 40% non-followers

Mailers: sent to 12,302 in project area.

QR code: scanned 243 times.

News release: sent to 2,729 recipients.



Online open house Oct. 30 to Dec. 12, 2025

- 4,600 page visits and 276 comments



In-person open house Nov. 13, 2025

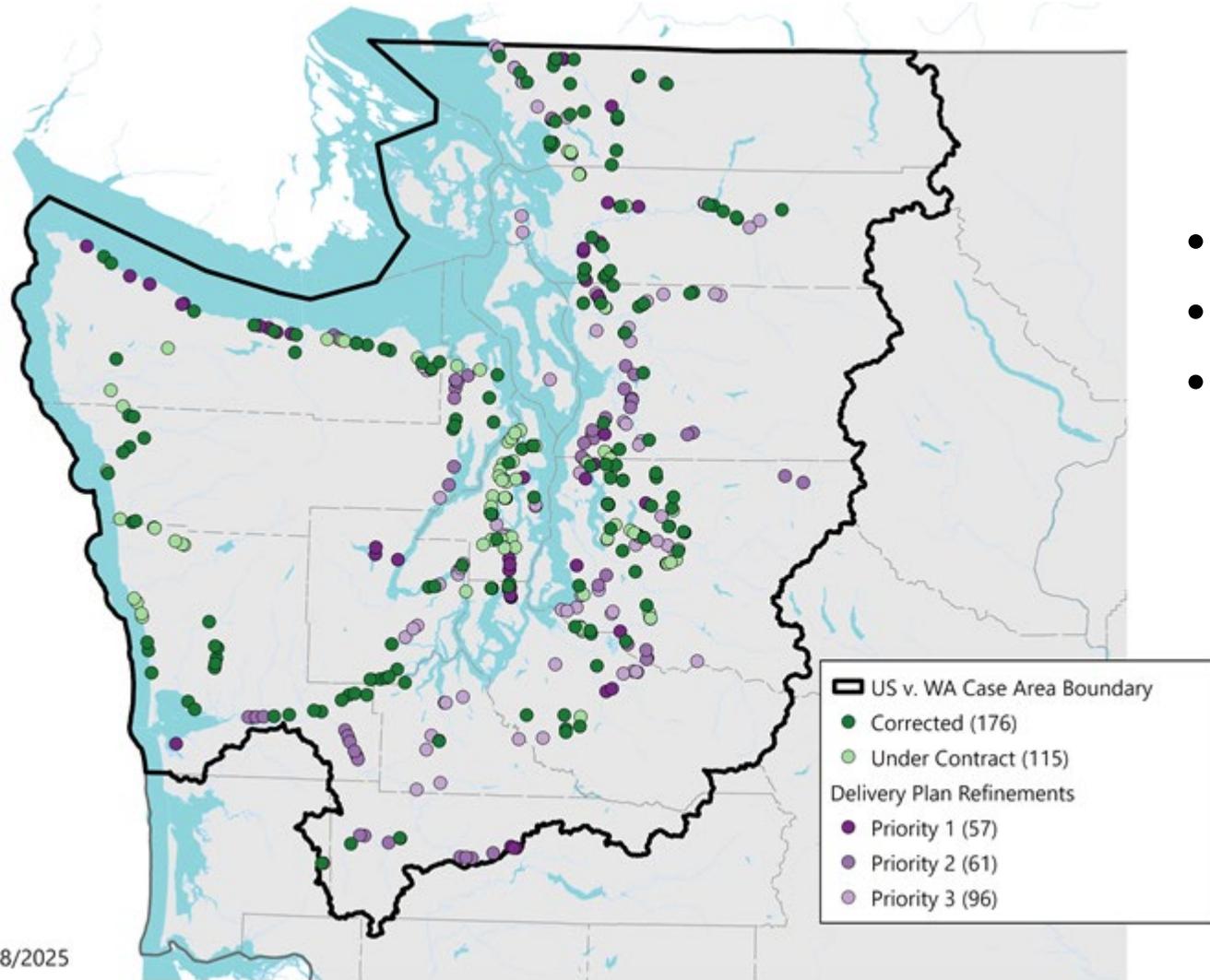
- 172 attendees and 61 comments

337 total comments

Community Feedback

- Concern regarding fish presence determination
- Questions about whether the project was related to nearby developments
- Frustration over lack of alternatives presented
- Concern about traffic impacts due to the roundabout and removal of on- and off-ramps in the NW quadrant
- Concern with the detours proposed for construction

Federal Culvert Injunction Area

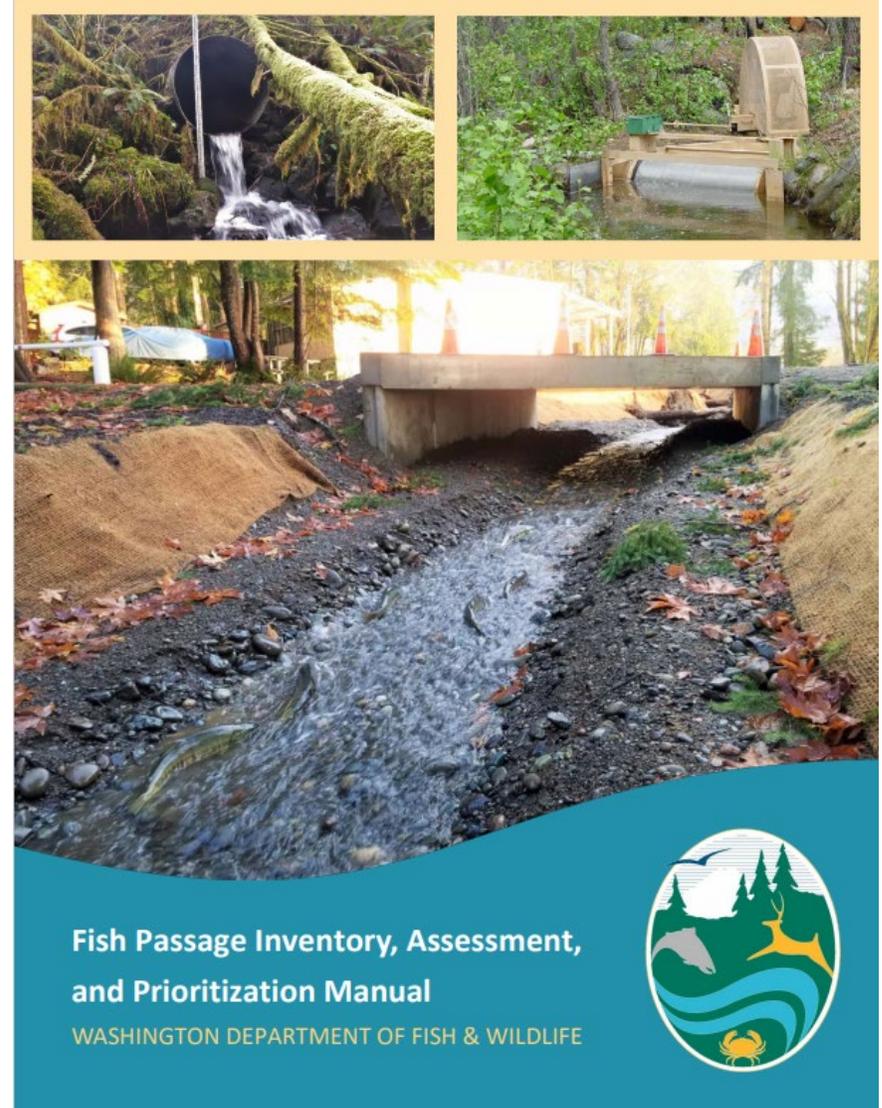


- 90% potential habitat by 2030
- Does not consider other barriers
- Others leverage WSDOT corrections

8/28/2025

Fish stream determination

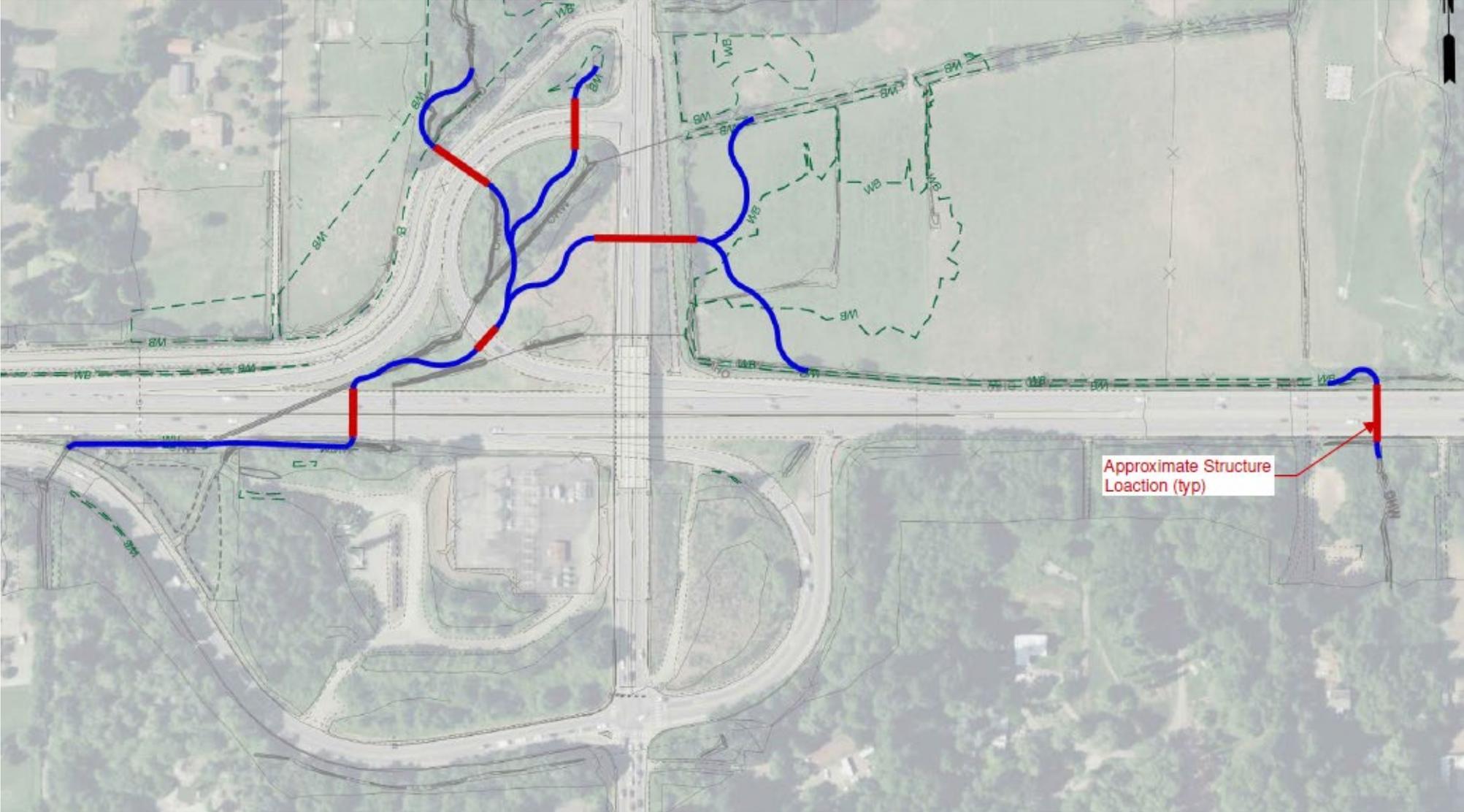
- WDFW determines whether streams are fish bearing
- Direct fish observation is not required
- Basic physical criteria
 - $\leq 20\%$ gradient
 - ≥ 2 -foot width
 - Other evidence of fish use (observation of fish, reliable biological data, etc.)



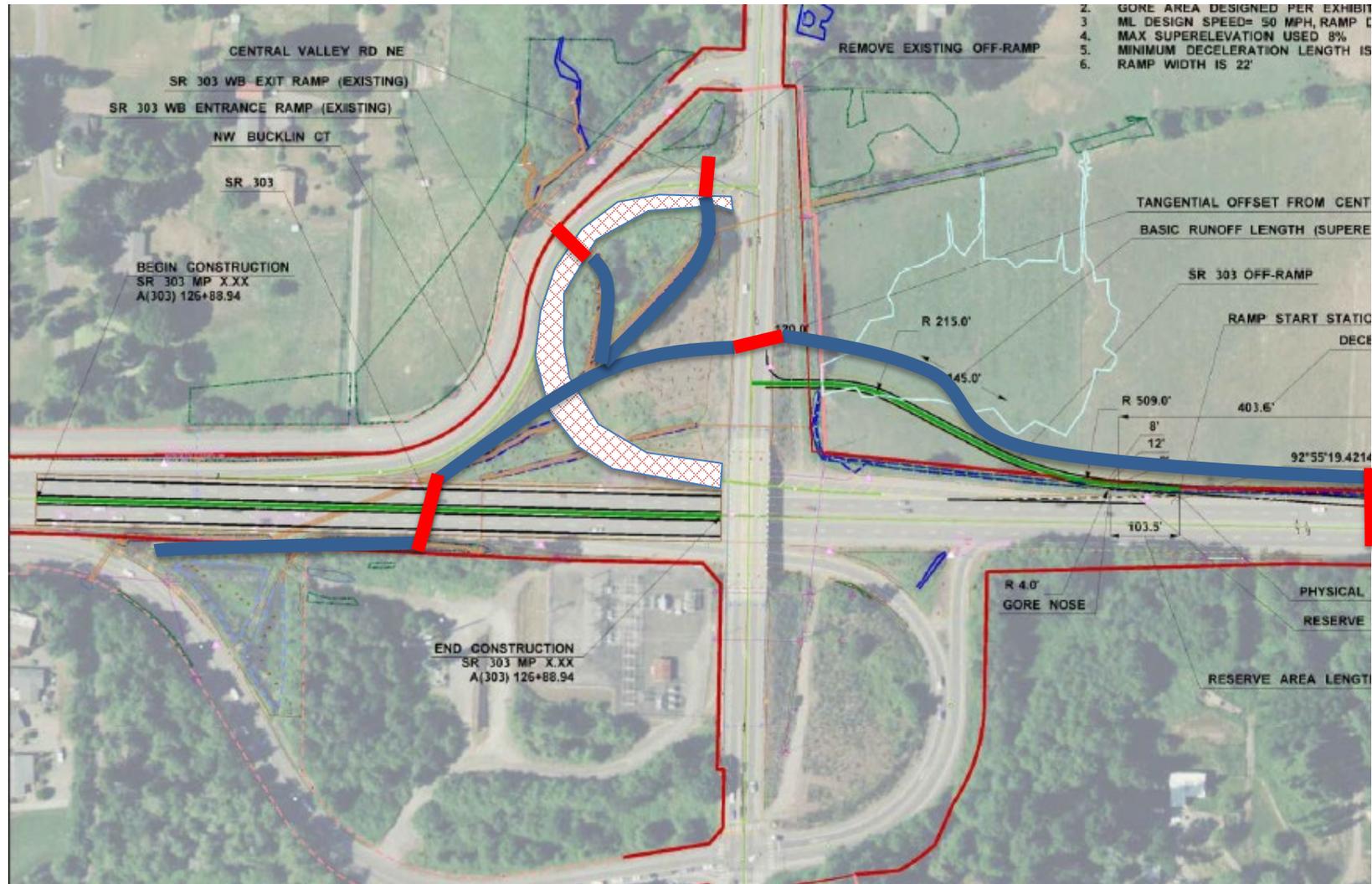
Alternatives Considered

1. Existing ramp configuration (6 fish-passable crossings)
2. Relocated off-ramp (5 fish-passable crossings)
3. Relocated on- and off-ramps (4 fish-passable crossings)
4. Removed ramps with roundabout (3 fish-passable crossings)

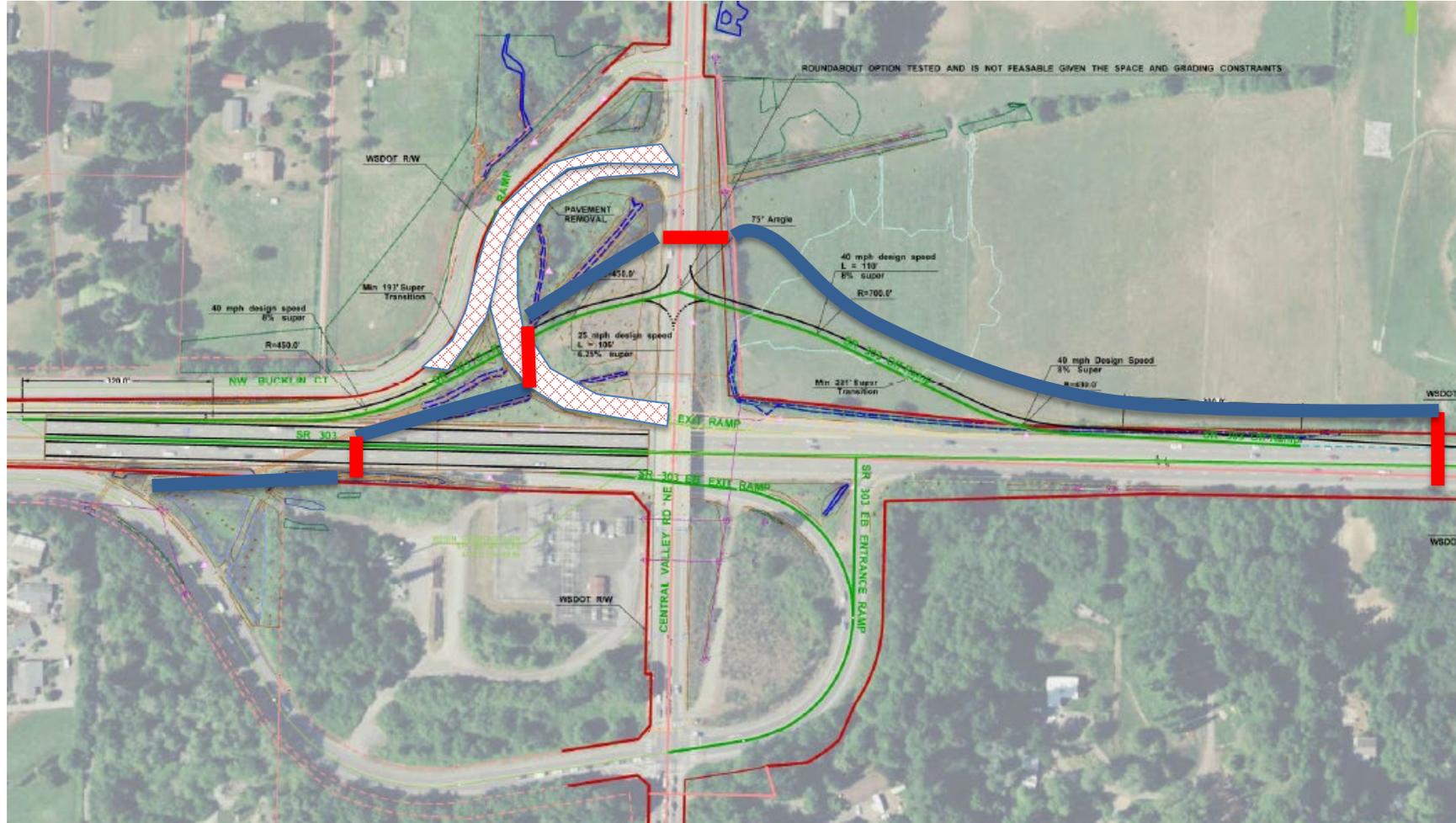
Existing ramp configuration – 6 crossings



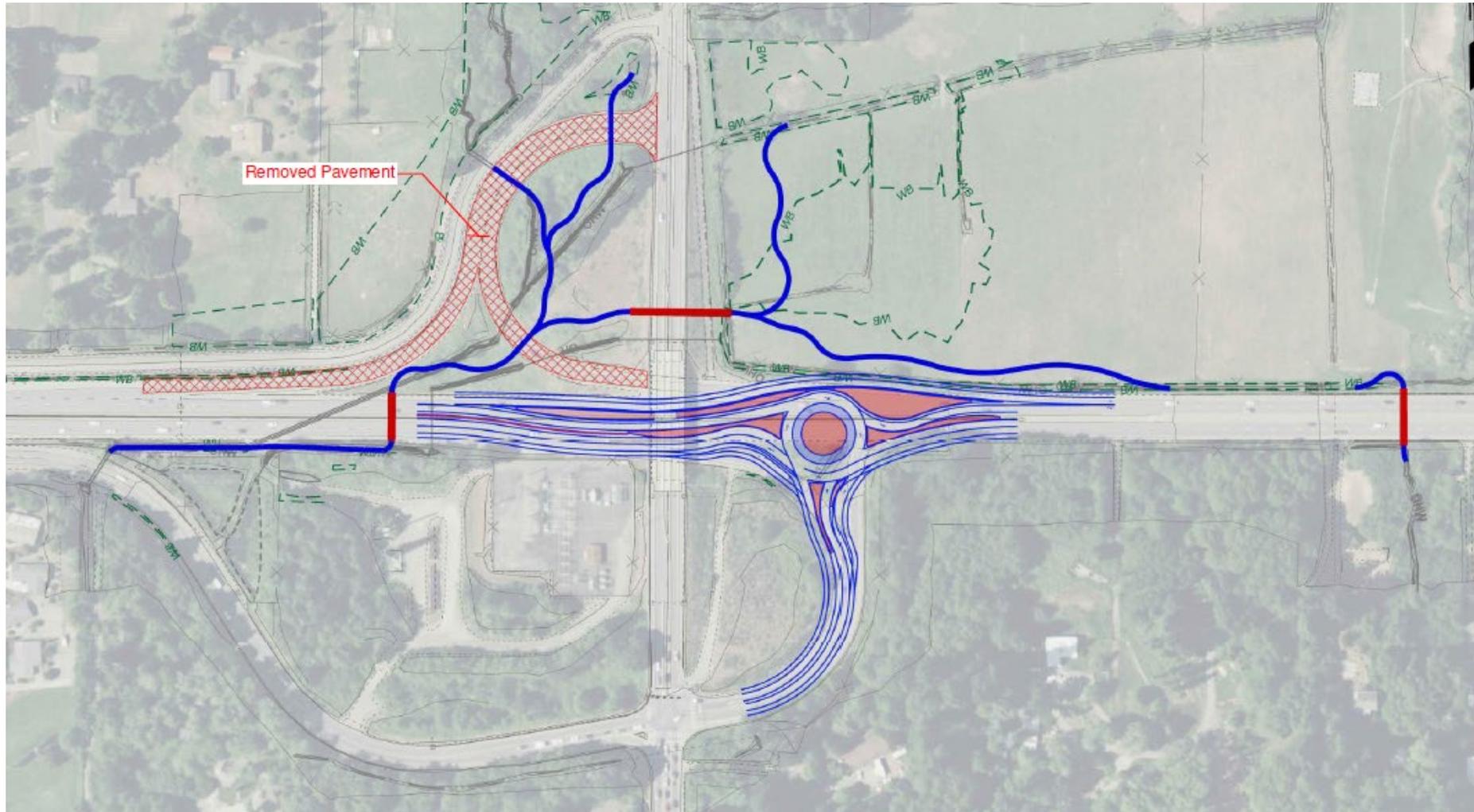
Relocated off-ramp – 5 crossings



Relocated on- and off-ramps – 4 crossings



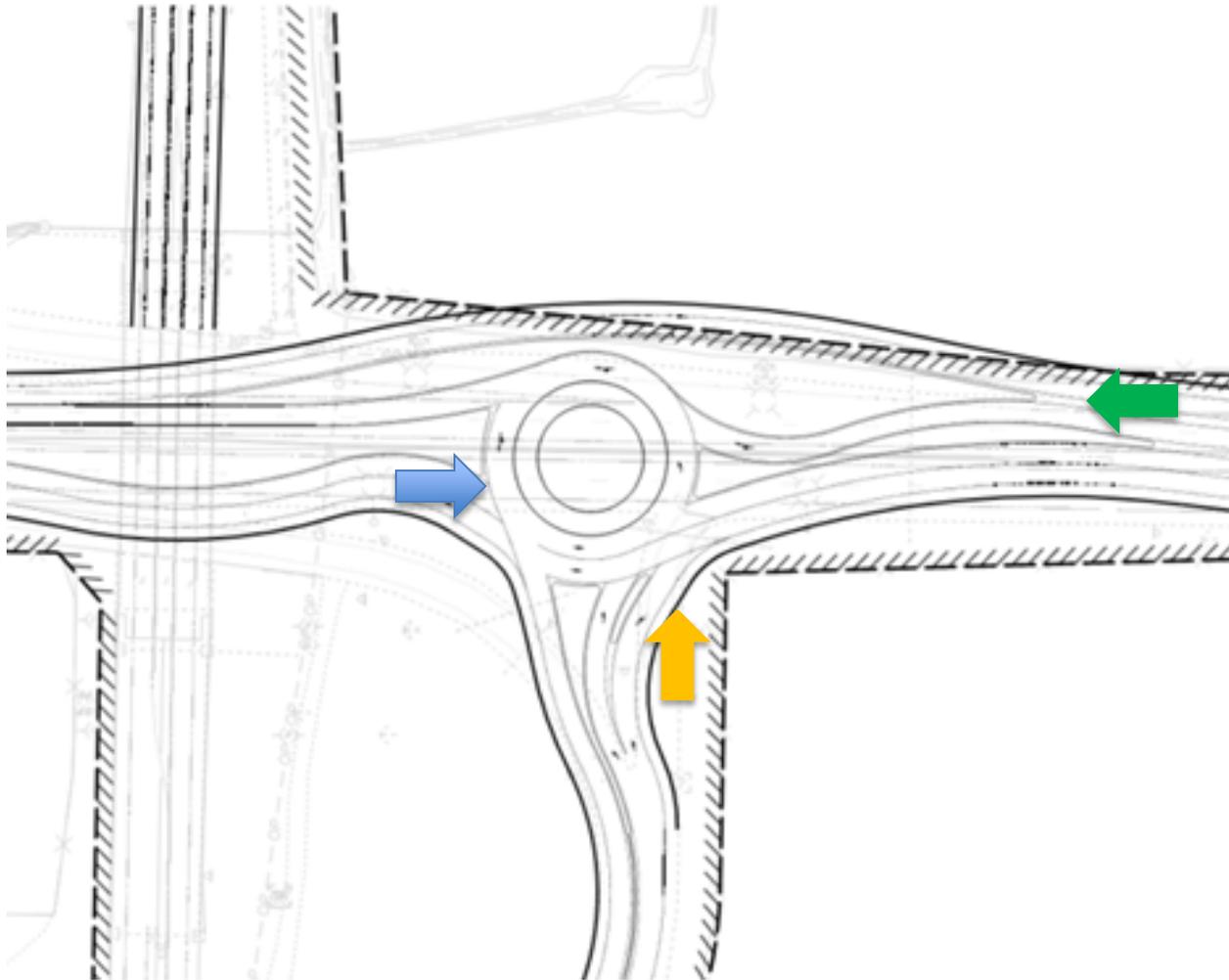
Removed ramps with roundabout – 3 crossings



Benefits of Proposed Alternative

- Least number of fish passage facilities needed, 9 crossings to 3 crossings
- Minimizes environmental impacts
- Minimizes overall construction duration
- Minimizes project cost
- Facilitates context change from low density access to highway west of interchange to higher density access east of interchange
- Similar interchange performance with the addition of dedicated right turn lane on westbound off-ramp

Traffic Analysis Results



Year of Opening (2028) PM Peak Hour LOS Summary – SR 303 Roundabout

Intersection	Alternative 1 (proposed)		
	LOS	Delay	v/c
→ Eastbound Approach	A	8	0.82
→ Westbound Approach	A	6	0.46
→ Northbound Approach	B	17	0.73
Overall	A	8	0.82

Year of Opening +10 (2038) PM Peak Hour LOS Summary – SR 303 Roundabout

Intersection	Alternative 1 (proposed)		
	LOS	Delay	v/c
→ Eastbound Approach	B	10	0.90
→ Westbound Approach	A	6	0.51
→ Northbound Approach	C	29	0.91
Overall	B	11	0.91

Year of Opening +20 (2048) PM Peak Hour LOS Summary – SR 303 Roundabout

Intersection	Alternative 1 (proposed)		
	LOS	Delay	v/c
→ Eastbound Approach	F	81	1.16
→ Westbound Approach	A	6	0.59
→ Northbound Approach	F	>120	1.30
Overall	E	61	1.30

Traffic Analysis Results



Year of Opening (2028) PM Peak Hour LOS Summary – Central Valley Interchange

Intersection	Without-Project		With-Project	
	LOS	Delay	LOS	Delay
1. Central Valley Road NE/NW Bucklin Court	B	11	B	11
Northbound Left-Turn	A	8	A	8
Eastbound Left/Right-Turn	B	11	B	11
2. Central Valley Road NE/SR 303 North Ramps	D	25	-	-
Northbound Left-Turn	A	9	-	-
Eastbound Left/Right-Turn	D	25	-	-
3. SR 303 South Ramps/SR 303	E	45	A	8
Northbound Approach	E	45	B	17
4. Central Valley Road NE/NW Bucklin Hill Road (SR 303 South Ramps)	D	35	C	31
Eastbound Through/Left-Turn	D	37	C	30
Eastbound Right-Turn	C	30	C	24
Westbound Left/Through/Right-Turn	C	32	C	30
Westbound Right-Turn	-	-	B	18
Northbound Left-Turn	D	44	D	42
Northbound Through/Right-Turn	C	32	C	30
Southbound Left-Turn	D	47	D	38
Southbound Through/Right-Turn	D	35	C	27

Traffic Analysis Results



Year of Opening +10 (2038) PM Peak Hour LOS Summary – Central Valley Interchange

Intersection	Without-Project		With-Project	
	LOS	Delay	LOS	Delay
1. Central Valley Road NE/NW Bucklin Court	B	11	B	11
Northbound Left-Turn	A	8	A	8
Eastbound Left/Right-Turn	B	11	B	11
2. Central Valley Road NE/SR 303 North Ramps	E	40	-	-
Northbound Left-Turn	A	9	-	-
Eastbound Left/Right-Turn	E	40	-	-
3. SR 303 South Ramps/SR 303	F	80	B	11
Northbound Approach	F	80	C	29
4. Central Valley Road NE/NW Bucklin Hill Road (SR 303 South Ramps)	D	44	D	41
Eastbound Through/Left-Turn	D	46	D	35
Eastbound Right-Turn	D	36	C	28
Westbound Left/Through/Right-Turn	D	43	D	45
Westbound Right-Turn	-	-	C	21
Northbound Left-Turn	D	53	E	56
Northbound Through/Right-Turn	D	38	D	37
Southbound Left-Turn	E	56	D	53
Southbound Through/Right-Turn	D	44	C	31

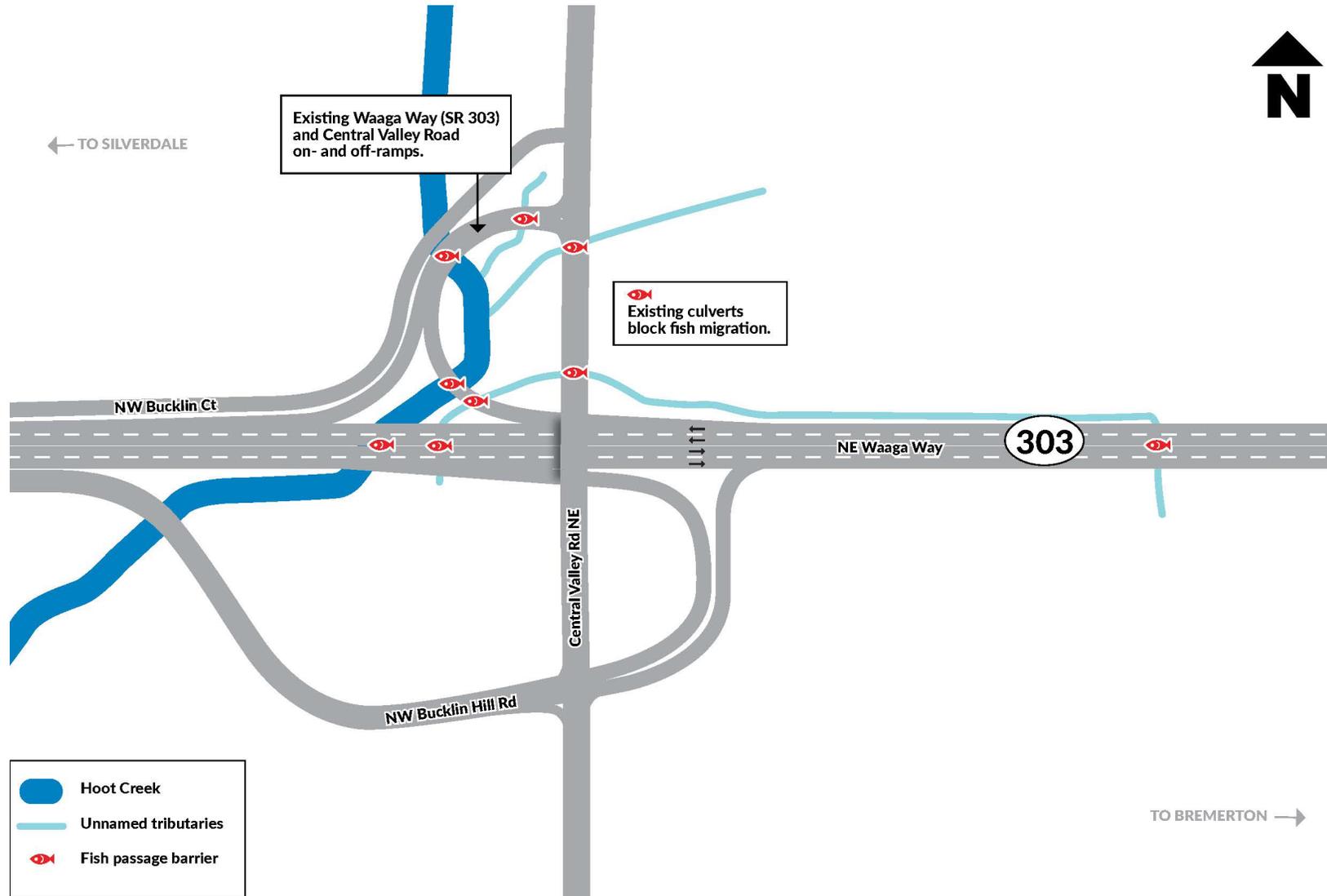
Traffic Analysis Results



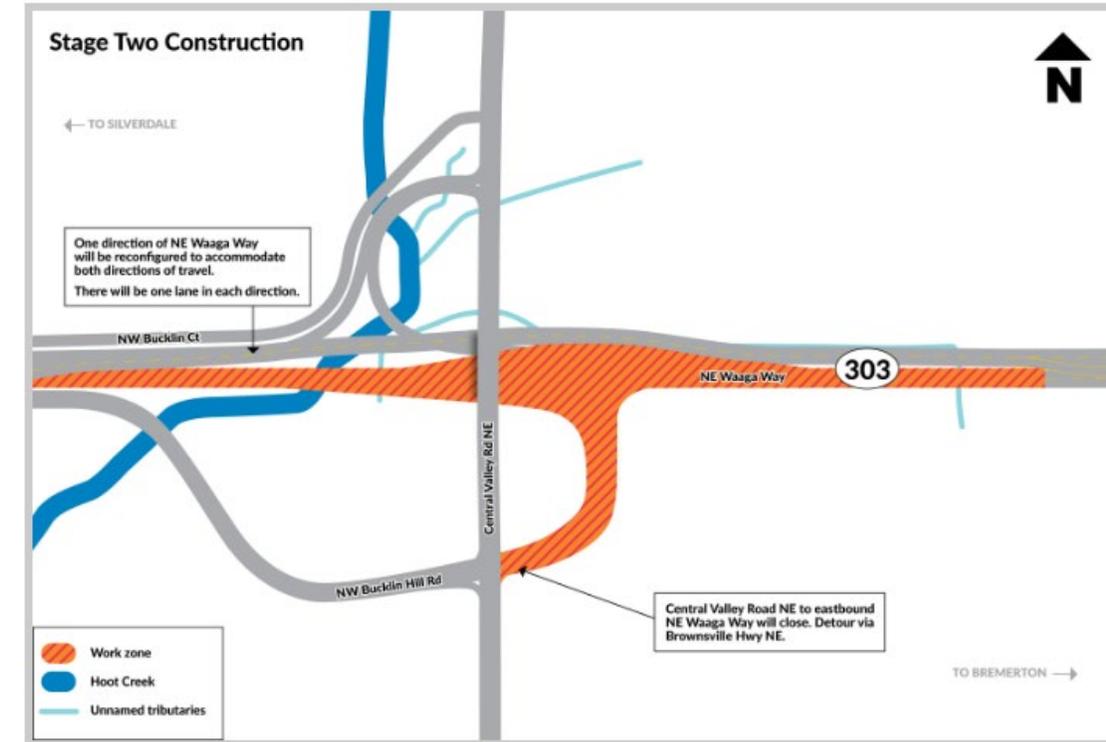
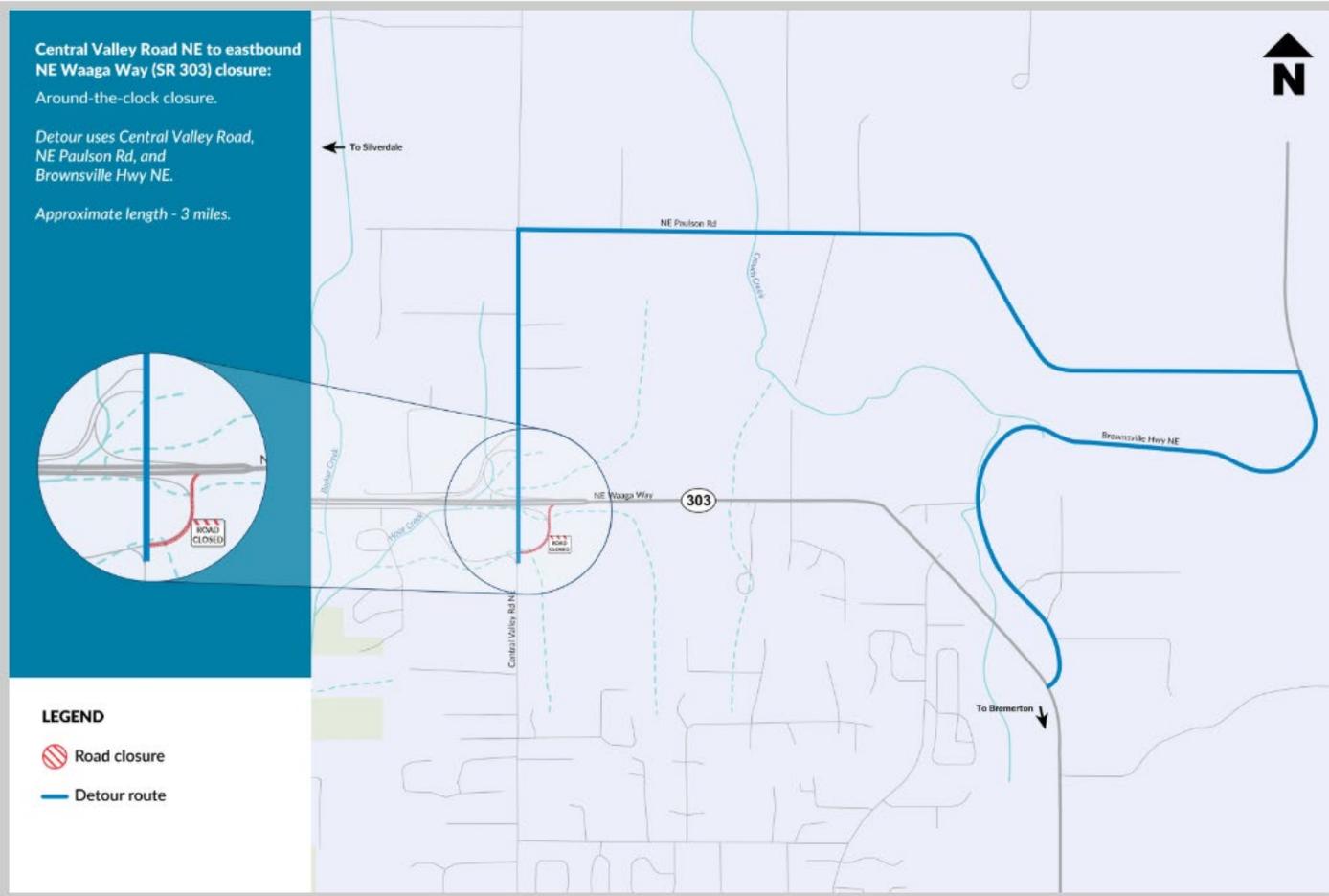
Year of Opening +20 (2048) PM Peak Hour LOS Summary – Central Valley Interchange

Intersection	Without-Project		With-Project	
	LOS	Delay	LOS	Delay
1. Central Valley Road NE/NW Bucklin Court	B	12	B	12
Northbound Left-Turn	A	8	A	8
Eastbound Left/Right-Turn	B	12	B	12
2. Central Valley Road NE/SR 303 North Ramps	F	82	-	-
Northbound Left-Turn	A	9	-	-
Eastbound Left/Right-Turn	F	82	-	-
3. SR 303 South Ramps/SR 303	F	143	E	61
Northbound Approach	F	143	F	130
4. Central Valley Road NE/NW Bucklin Hill Road (SR 303 South Ramps)	E	61	D	53
Eastbound Through/Left-Turn	E	59	D	51
Eastbound Right-Turn	D	47	C	34
Westbound Left/Through/Right-Turn	E	69	E	56
Westbound Right-Turn	-	-	C	25
Northbound Left-Turn	E	68	E	71
Northbound Through/Right-Turn	D	50	E	56
Southbound Left-Turn	E	72	E	69
Southbound Through/Right-Turn	E	59	D	38

Detour concerns



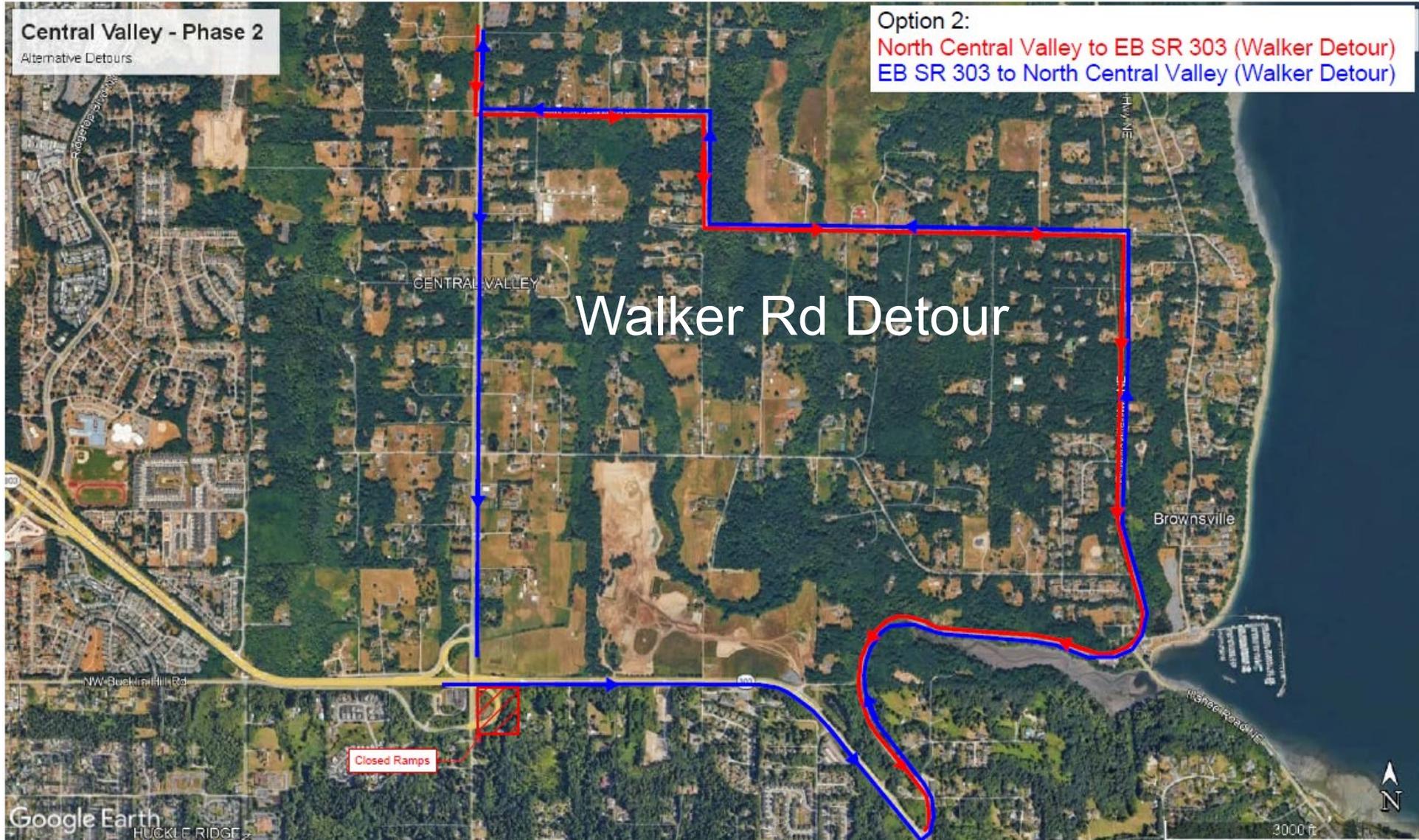
Open House - Ramp Closure Detour



Construction crews will work on the south half of Northeast Waaga Way. Traffic will be reduced to one lane in each direction and shift to westbound Northeast Waaga Way.

Stage two detour: Traffic going from Central Valley Road Northeast to eastbound Northeast Waaga Way will use Paulson Road and Brownsville Highway Northeast.

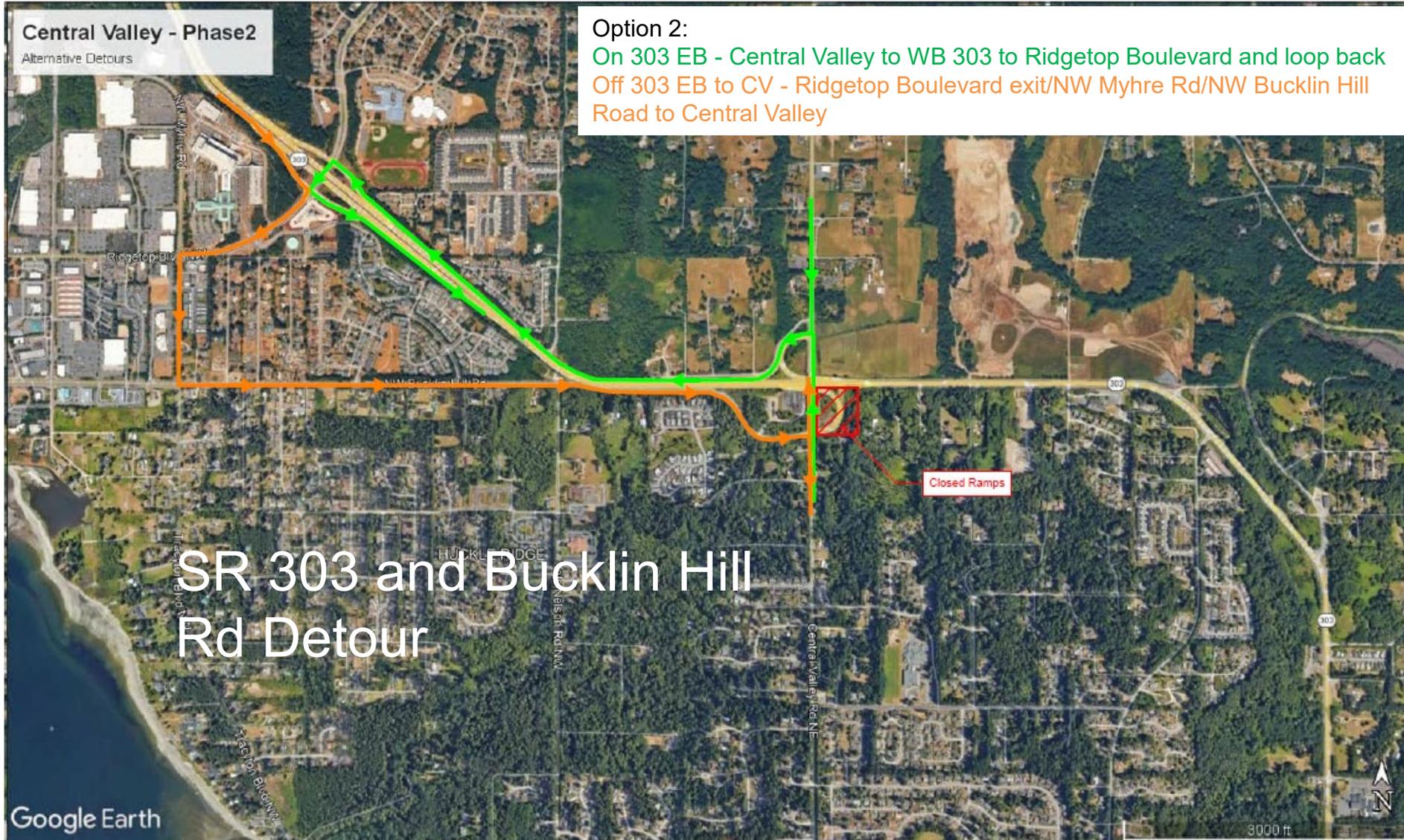
Ramp closure detour alternative



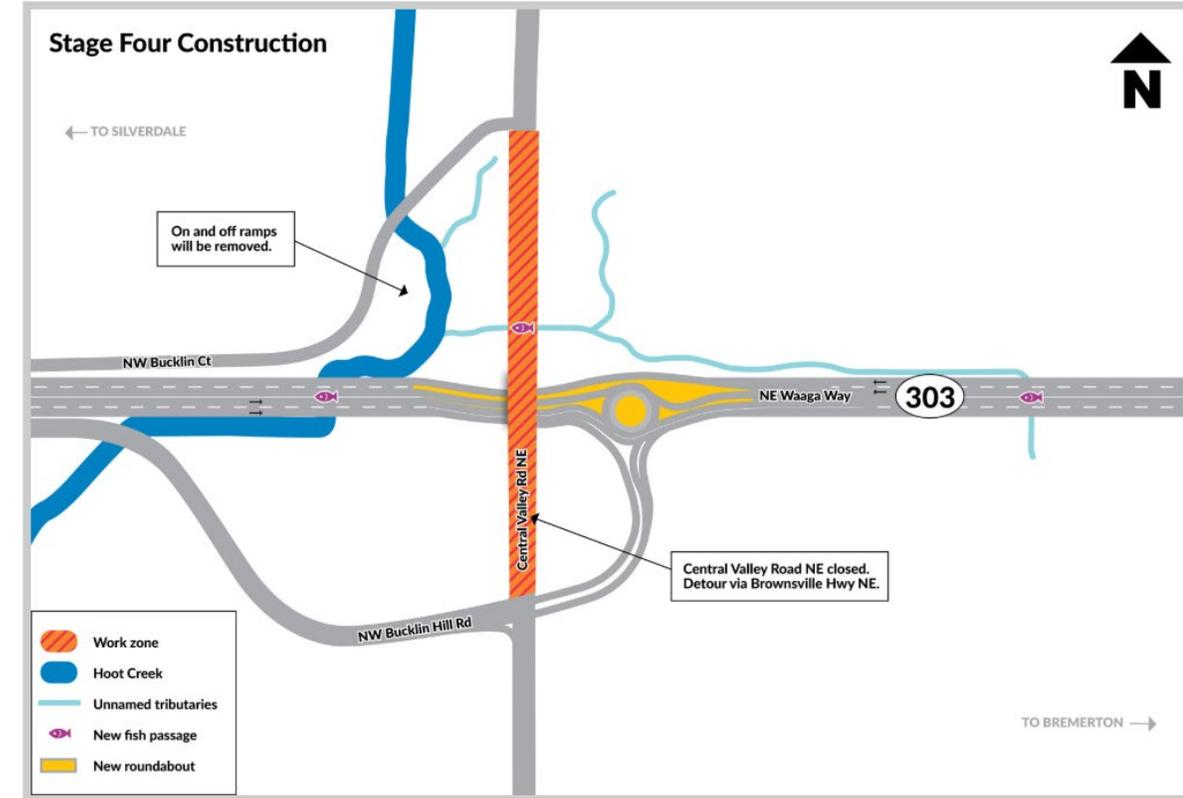
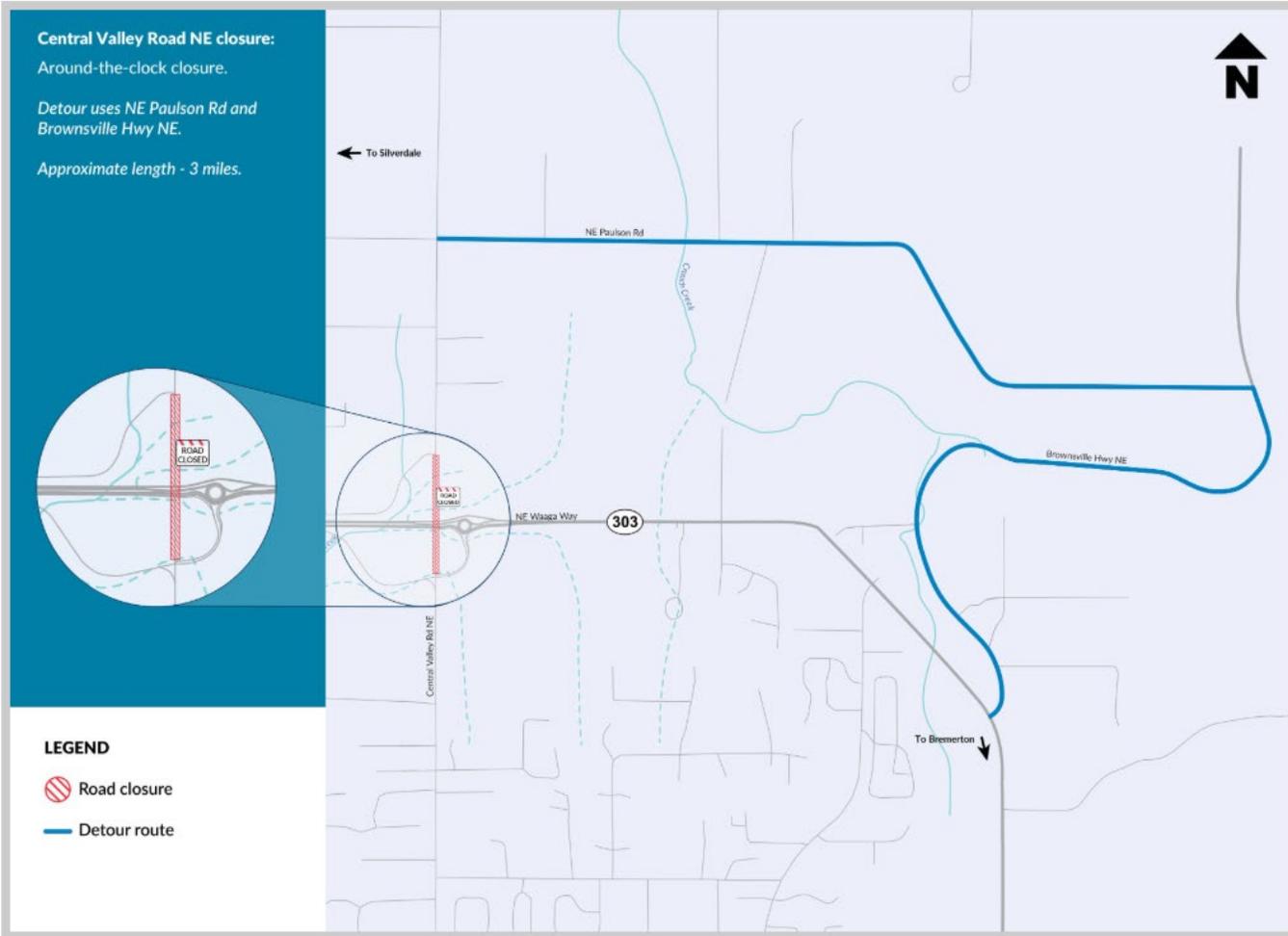
Ramp closure detour alternative



Ramp closure detour alternative



Open House - Central Valley Road Detour



Stage four: Map shows the closure of Central Valley Road Northeast and the removal of on- and off-ramps. The new roundabout is open to all travelers. New fish passage structures are in place over Hoot Creek and surrounding tributaries.

Central Valley Detour Alternative

Phase 4 Detour
South Central Valley & SR303 to North Central Valley

Option 1:
SB CB - Central Valley to WB 303 to Ridgetop Boulevard, loop to WB 303
NB CV - Ridgetop Boulevard exit/NW Myhre Rd/NW Bucklin Hill



Pre-Construction Schedule

- 30% Design Review – February 2026 (Complete)
- 60% Design Review – August 2026
- NEPA Completion – August 2026
- Permits Complete – February 2027
- 100% Design – Spring/Summer 2027
- Construction Start – Spring 2028
- Construction Complete – Fall 2029

Questions?

