

= Washington State Route 3 =

State Route 3 ( SR 3 ) is a 59 @. @ 81 @-@ mile @-@ long ( 96 @. @ 25 km ) state highway in the U.S. state of Washington , serving the Kitsap Peninsula in Mason and Kitsap counties . The highway begins at U.S. Route 101 ( US 101 ) south of Shelton and travels northeast onto the Kitsap Peninsula through Belfair to Gorst , where it intersects SR 16 and begins its freeway . SR 3 travels west of Bremerton , Silverdale and Poulsbo before it terminates at the eastern end of the Hood Canal Bridge , signed as SR 104 . The highway is designated as a Strategic Highway Network ( STRAHNET ) corridor under the National Highway System as the main thoroughfare connecting both parts of Naval Base Kitsap and is also part of the Highways of Statewide Significance program .

SR 3 was established during the 1964 highway renumbering and codified in 1970 as the successor to Secondary State Highway 14 ( SSH 14 ) from Shelton to Belfair , Primary State Highway 14 ( PSH 14 ) from Belfair to Gorst , and PSH 21 from Gorst to the Hood Canal Bridge . PSH 21 was previously part of State Road 21 from 1915 to 1937 , while PSH 14 was part of State Road 14 and the Navy Yard Highway from 1919 to 1937 . The present SR 3 freeway was opened in 1968 in the Bremerton area and was extended north to Poulsbo in 1973 and to Bangor in 1977 .

= = Route description = =

SR 3 begins at a diamond interchange with US 101 south of Shelton in unincorporated Mason County on the Olympic Peninsula . The highway travels north into Shelton at the end of Oakland Bay on 1st Street and crosses over a Puget Sound and Pacific Railroad line and Goldsborough Creek . SR 3 turns east on Pine Street and leaves Shelton , traveling northeast along Oakland Bay and a US Navy rail line . The highway continues north along Oakland Bay and Case Inlet past heavily forested areas to Allyn @-@ Grapeview , where it serves as the western terminus of SR 302 at North Mason High School . SR 3 travels towards the southern end of the Hood Canal and intersects the eastern termini of SR 106 and SR 300 in Belfair . The highway continues northeast past Bremerton National Airport towards the community of Gorst in Kitsap County , where it forms the western terminus of SR 16 .

SR 3 becomes a four @-@ lane divided freeway and travels northeast along the Sinclair Inlet to an interchange with SR 304 in Navy Yard City , serving the city of Bremerton and Naval Station Bremerton . The freeway continues through western Bremerton past the diamond interchange with SR 310 and the community of Chico along Dyes Inlet . SR 3 travels west of Silverdale past the western terminus of SR 303 at the Kitsap Mall and east of Naval Submarine Base Bangor in Bangor . The freeway continues north towards Poulsbo past the termini of SR 308 and SR 305 , which serve Keyport and Bainbridge Island respectively . SR 3 travels north from Poulsbo as a two @-@ lane road towards Port Gamble and ends at the eastern approach of the Hood Canal Bridge at an intersection with SR 104 .

Every year , the Washington State Department of Transportation ( WSDOT ) conducts a series of surveys on its highways in the state to measure traffic volume . This is expressed in terms of average annual daily traffic ( AADT ) , which is a measure of traffic volume for any average day of the year . In 2011 , WSDOT calculated that the busiest section of SR 3 was between SR 16 in Gorst and SR 304 in Navy Yard City , serving 69 @, @ 000 vehicles , while the least busiest section was southwest of Allyn @-@ Grapeview at an intersection with Grapeview Loop Road , serving 6 @, @ 600 vehicles . SR 3 is designated as a STRAHNET corridor within National Highway System , connecting Naval Base Kitsap to the state highway system between Gorst and Bangor , while the rest of the highway is part of the system , which includes roadways important to the national economy , defense , and mobility . WSDOT designates the entire route of SR 3 as a Highway of Statewide Significance , which includes highways that connect major communities in the state of Washington .

= = History = =

SR 3 follows the route of a paved section of State Road 21 between Belfair and Port Gamble on the Kitsap Peninsula that was added to the state highway system in 1915 . The highway was later split between the Navy Yard Highway from Belfair to Bremerton and State Road 21 from Bremerton to Port Gamble in 1919 . In 1923 , the state highway system was restructured and the Navy Yard Highway was numbered as State Road 14 , while State Road 21 kept its designation . The Navy Yard Highway was paved on a 48 @-@ mile @-@ long ( 77 km ) section connecting Union to Charleston and was dedicated by Naval Station Bremerton on June 13 , 1923 , while the rest of the highway remained a gravel road into the 1930s .

During the creation of the primary and secondary state highway system in 1937 , the paved State Roads 14 and 21 kept their numerical designations and became PSH 14 and PSH 21 , respectively . PSH 21 was extended southwest from Bremerton on the former Navy Yard Highway to Gorst , while PSH 14 turned south at Gorst and headed towards Tacoma . A branch of PSH 14 , named SSH 14A , was designated on a gravel road that connected the main highway at Belfair to US 101 in Shelton . In 1955 , PSH 21 was extended southwest along PSH 14 from Gorst to Union , shortening PSH 14 to its current route as SR 16 .

During the 1964 highway renumbering , a new state route system replaced the existing primary and secondary state highways and SR 3 was designated along SSH 14A , PSH 14 , and PSH 21 on its present route when it was codified in 1970 . Construction of the freeway section of SR 3 began in 1963 between SR 304 in Navy Yard City and Silverdale west of Bremerton and was opened in February 1968 . The freeway was extended north to Poulsbo in late 1973 , and further north to Naval Submarine Base Bangor in 1977 after the arrival of Ohio @-@ class submarines at Bangor . WSDOT re @-@ built the interchange between SR 3 and SR 303 in Silverdale at a cost of \$ 26 million , paid for by a 2003 gas tax . The new interchange , opened in November 2007 , split the western terminus of SR 303 between two exits , signed as 45A and 45B , and removed a loop ramp that created turning conflicts . WSDOT began study of a Belfair bypass in 1966 and completed a provisional report in 2010 that did not recommend constructing a bypass of the community , instead opting for a project to widen the highway and add safety improvements that began work in fall 2013 .

= = Major intersections = =