

2009 ANNUAL ROAD CONSTRUCTION PROGRAM



Kitsap County Department of Public Works

614 Division Street, MS-26 • Port Orchard, Washington 98366-4699

R.W. Casteel, P.E., Director

KITSAP COUNTY 2009 ANNUAL ROAD CONSTRUCTION PROGRAM

Key to data and abbreviations used in the Annual Construction Program Summary

(1)**Annual Item** This column is a consecutive numbering system used to identify projects in the program. No priority is expressed or implied in this system since work on all projects will be accomplished during the program year.

(2)**6-Year Item** This is the priority number for the project in the adopted 6-Year Transportation Improvement Program. Where “New” is shown, the project is not listed in the currently adopted program. Where “CO” is shown, the project was on the previous year’s program and was not completed, and carried over into the current program.

(3)**Road Log Number** This is the County Road Log Number of the subject road project as listed in the current Kitsap County Road Log.

(4)**Project** This is a listing of the project name and a summary of the work in general and a description of the work to be accomplished in the program year.

(5)**Project Length** This column gives the length of the project in miles. Where the abbreviation N/A appears, the project is a “spot” improvement or the length is indefinite at the time the program was developed.

(6)**Functional Class** This is the functional classification for the road on which the project is located as listed in the current Kitsap County Road Log. The numeric codes used are as follows:

06- Rural Minor Arterial	15- Urban Principal Arterial
07- Rural Major Collector	16- Urban Minor Arterial
08- Rural Minor Collector	17- Urban Collector Arterial
09- Rural Local Access	19- Urban Local Access

(7)**Type of Work** This is a summary of the type of work to be incorporated in the final project. The letter codes used are as follows:

A- Grading & Drainage	F- Sidewalks
B- Base and Top Course	G- Traffic Facilities
C- Bituminous Surface Treatment	H- Paths, Trails, Bikeways
D- Asphalt Cement / Portland Cement Pavement	I- Bridges
E- Curbs & Gutters	J- Ferry Facilities

(8)**Environmental Assessment** This column is denotes the type of the environmental assessment and threshold determination that is likely to be made for the project with regard to the State Environmental Policy Act (SEPA). The letter codes used are as follows:

S- Significant I- Insignificant E- Exempt

(9-14)**Funding** This is a group of three columns of information relating to sources of funds for projects.

Local funds are those funds that come primarily from the property tax road levy, and the County's share of the State Motor Vehicle Fuel Tax (gas tax) as well as minor contributions from other sources that amount to approximately 1% of the road fund annual revenues.

Other funds are those funds that come from outside the normal tax revenues. The chief sources of these funds are various State and Federal transportation grant programs. Additional sources of Other funds include Developer Impact Fees, SEPA Mitigation Fees, State DOT participation, CRID county road improvement districts and TBD transportation benefit districts.

The Source column refers to the source of the non-local or "other" funds, and shows the amounts from each source if more than one source is utilized. The following is a brief description of the sources:

IMPF This denotes the portion of Development Impact Fees which are set aside for road improvements from the fees collected under the County's interim impact fee ordinance. Impact fees are collected to offset system wide impacts that are created by development, which cannot specifically be attributed to a specific land development project. These fees can only be applied to projects which were listed in the development of the interim ordinance.

SEPA These are fees collected from land development projects for mitigation of site specific impacts identified during the land use approval process. These fees can only be used for projects that are specifically identified during the land use process.

RAP This abbreviation refers to the Rural Arterial Program. The Rural Arterial Program (RAP) was established in 1983 to provide funding to counties for improvements on rural major and minor collector arterials. This program is administered by the County Road Administration Board (CRAB). The program utilizes a portion of the Motor Vehicle Fuel Tax to finance projects and generates approximately \$31 million dollars each biennium. Proposed Kitsap County projects are rated in conjunction with proposed projects from other counties in the CRAB's Northwest Region (NWR). Proposed projects are rated according to several factors including accident history, roadway alignment, traffic volume, roadway structural condition and service to the community. The NWR consists of Kitsap, Clallam, Jefferson, Whatcom, Skagit, Island and San Juan Counties.

TIA This abbreviation refers to the Transportation Improvement Account which is administered by the Transportation Improvement Board (TIB). The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1 1/2 cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Project selected for funding must be attributable to congestion caused by economic development or growth; consistent with state, regional and local transportation plans (including transit and rail); and be partially funded by local contributions.

Projects are eligible for cost reimbursement up to 80 percent with higher priority given to those projects with local contributions (including private sector financing) greater than 20 percent.

DOT This abbreviation refers to participation by the State Department of Transportation in projects that involve County Roads and State Highways. These funds are programmed dollars which are listed in the State DOT 6-year and biennial highway construction programs.

STPU, STPR & STPN These abbreviations refer to the Federal Surface Transportation Program. These Federal programs are currently funded under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. These programs are administered by the Washington State Department of Transportation (WSDOT) Local Programs Division in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads that are not functionally classified as local or rural minor collectors. STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities and pedestrian walkways.

STP funds have regional allocation through the Puget Sound Regional Council (PSRC). The PSRC suballocates funds by county region based on the percentage of the population. Kitsap region (Cities and County), will receive an allocation of 7 percent from STP funds allocated to the PSRC. The Puget Sound Region is formed by the counties of King, Kitsap, Pierce and Snohomish including incorporated Cities.

The letters U, R & N after STP refer to the functional classification of the road for which the grant has been received. U- Urban, R- Rural and N- National Highway System (NHS). Since the State DOT is responsible for maintaining routes on the NHS, they are the recipients of the STP money set aside for these routes. However, the DOT does allocate a certain amount of that money to "pass through to Cities and Counties for use on projects of regional significance.

SSWM Surface and **Stormwater Management** Funds come from local revenue generated through a fee assessed to all developed land within unincorporated Kitsap County. The revenue is used to plan, manage, construct, maintain stormwater management facilities within Kitsap County and carry out activities as allowed under RCW 36.89.

CRID All counties have the authority to create **County Road Improvement Districts (RCW 36.88)** for the acquisition of rights of way and improvement of county roads. Such counties have the authority to levy and collect special assessments against the real property specially benefited thereby for the purpose of paying the whole or any part of the cost of such acquisition of rights of way, construction, or improvement.

TBD It is the intent of the legislature to encourage joint efforts by the state, local governments, and the private sector to respond to the need for transportation improvements on state highways, county roads, and city streets. This is achieved by allowing cities, towns, and counties to establish **Transportation Benefit Districts** in order to respond to the special transportation needs and economic opportunities resulting from private sector development for the public good. The legislature also seeks to facilitate the equitable participation of private developers whose developments may generate the need for those improvements in the improvement costs.

(15)Preliminary Engineering These two columns show the estimated amounts of the total project costs that are to be used for Preliminary Studies, Surveying, Design and Contract Development for the various projects. These amounts reflect all project costs excluding Right of Way acquisition that are incurred up to the time a construction contract for the project is awarded. The two individual columns reflect the dollar amounts of work that is estimated to be performed In-House (county staff) or by Consultants.

(16)Right of Way This column reflects the estimated cost for Right of Way acquisition for the project during the program year. These costs include the cost of the land as well as staff time, title reports, appraisals and other overhead costs incidental to the acquisition.

(17)Construction Engineering This column is the estimated cost of construction engineering for the project. These costs are those incurred after the construction contract is awarded to a contractor, and are for construction surveying (staking), inspection and materials testing, and contract administration.

(18)Construction These two columns show the estimated costs of the actual construction work to be done on the project. The two columns show the dollar amounts of work to be done by outside contractors (Contract) and by county forces (Day Labor).

ANNUAL CONSTRUCTION PROGRAM FOR 2009

TYPE OF WORK CODES

- | | |
|-----------------------------|---------------------------|
| A. GRADING & DRAINAGE | F. SIDEWALKS |
| B. BASE & TOP COURSE | G. TRAFFIC FACILITIES |
| C. BITUM. SURFACE TREATMENT | H. PATH, TRAILS, BIKEWAYS |
| D. A.C. / P.C.C. PAVEMENT | I. BRIDGES |
| E. CURBS AND GUTTERS | J. FERRY FACILITIES |

DAY LABOR CONSTRUCTION

- (A) TOTAL CONSTRUCTION PROGRAM
 (B) COMPUTED DAY LABOR LIMIT
 (C) TOTAL DAY LABOR CONSTRUCTION PROGRAM

\$13,672
 \$2,051
 \$1,078

COUNTY	Kitsap
DATE PROGRAM SUBMITTED	10/20/2008
DATE OF ENVIRONMENTAL ASSESSMENT	10/20/2008
DATE OF FINAL ADOPTION	11/10/2008
ORDINANCE / RESOLUTION NUMBER	214-2008

Note: Project dollar amounts shown below are in Thousands of Dollars.

ANNUAL ITEM	6 - YR. PRIORITY	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work	PROJECT LENGTH (Miles)	FUNC. CLASS	TYPE OF WORK (See Work Codes)	ENVIRONMENTAL ASSESSMENT	FUNDING SOURCE INFORMATION							ESTIMATED EXPENDITURES								
							PROJECT PHASE	FEDERAL FUNDS		RAP / CAPP / TPP / AIP / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	P.E.		R/W	CONST. ENG.		CONSTRUCTION		GRAND TOTAL
								FEDERAL FUND CODE	FEDERAL COST BY PHASE						IN-HOUSE ENGINEERING	CONSULTANT		CONTRACTED PROJ. CONST. ENGINEERING	DAY LABOR PROJ. CONST. ENGINEERING	CONTRACT	DAY LABOR	
(1)	(2)	(3) (4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(13A)	(14)		(15)	(16)	(17)	(18)	(19)			
1	1	Waaga Way Extension Extend Waaga Way to Old Frontier Construct New Route to include Pedestrian/Bicycle Facilities	0.75	16	A,B,D,F G,H	S	P.E.															
							R/W															
							Const.	STPU	1,420			1,367	319	3,106			373		2,733	3,106		
							Total		1,420			1,367	319	3,106						3,106		
2	2	Hood Canal Drive Safety Improvement Hood Canal Place to Ponderosa Drive Safety Imp. Horizontal & Vertical alignment corrections	0.30	08	A,B,D	I	P.E.															
							R/W															
							Const.						25	25			3		22	25		
							Total						25	25					22	25		
3	3	Chico Way @ Chico Bridge # 3 Replace storm damaged bridge	0.02	16	A,B,D,E I,F	I	P.E.						25	25	25					25		
							R/W															
							Const.	STP(ER)	1,730				270	2,000			240		1,760	2,000		
							Total		1,730				295	2,025					1,760	2,025		
4	4	Southworth Drive Olympiad Drive to Harper Dock Widen shoulders, drainage improvements Pedestrian/Bicycle Improvements	0.40	06	A,B,D,H	I	P.E.						5	5	5					5		
							R/W															
							Const.	STPE	295				705	1,000			120		880	1,000		
							Total		295				710	1,005					880	1,005		
5	5	Lund Avenue Bridge Repairs to Lund Ave. Bridge at Blackjack Creek	0.05	16	I	E	P.E.						5	5	5					5		
							R/W															
							Const.						198	198			24		174	198		
							Total						203	203					174	203		
6	6	Tremont Avenue SR to Port Orchard Boulevard Participation with City of Port Orchard Pedestrian/Bicycle Improvements	N/A	N/A	A,B,D,E, F	I	P.E.															
							R/W															
							Const.						10	10					10	10		
							Total						10	10					10	10		

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							PROJECT PHASE	FEDERAL FUNDS		RAP / CAPP / TPP / AIP / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	P.E.		R/W	CONST. ENG.		CONSTRUCTION		GRAND TOTAL
								FEDERAL FUND CODE	FEDERAL COST BY PHASE						IN-HOUSE ENGINEERING	CONSULTANT		CONTRACTED PROJ. CONST. ENGINEERING	DAY LABOR PROJ. CONST. ENGINEERING	CONTRACT	DAY LABOR	
(1)	(2)	(3) (4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(13A)	(14)		(15)	(16)	(17)	(18)	(19)			
7	7	57740 / 55275 Bucklin Hill Road @ Tracyton Construct right-turn drop lane to Southbound Tracyton Blvd. & left-turn channelization on Tracyton Blvd. at Bucklin Hill Rd. for Northbound traffic	0.05	16	A,B,D	I	P.E.						15	15	15					15		
							R/W						800	800		800				800		
							Const.						1,200	1,200			144		1,056	1,200		
							Total						2,015	2,015						2,015		
8	8	86960 Hood Canal Drive Pave Shoulders Ponderosa Blvd. to Twin Spits Rd. Construct paved shoulders	1.40	08	A,B,D	I	P.E.															
							R/W															
							Const.						200	200						200		
							Total						200	200						200		
9	9	21109 Sidney Road Spruce Road to Lakeway Boulevard Widen, Resurface, Pedestrian/Bicycle Improvements	1.81	07	A,B,D	I	P.E.						15	15	15					15		
							R/W															
							Const.			RAP	470		685	1,155			138		1,017	1,155		
							Total				470		700	1,170						1,170		
10	10	13549 Anderson Hill Road Channelization at Apex Road	0.05	16	A,B,D	I	P.E.						10	10	10					10		
							R/W						15	15		15				15		
							Const.			SEPA	10		330	340			40		300	340		
							Total				10		355	365						365		
11	11	72320 / 71990 Geneva Street / Park Blvd. Augusta Ave. to Division St. & Geneva St. to School Safe Walk to School Improvements	0.40	19	A,B,D,E, F	I	P.E.						25	25	25					25		
							R/W	STP(S)	50				5	55		55				55		
							Const.	STP(S)	400				60	460			55		405	460		
							Total		450				90	540						540		
12	12	33100 Fragaria Road East of Banner Road, repair approximately 150 feet of shoulder failure along the south side	0.03	09	A,B,D	E	P.E.						80	80	80					80		
							R/W						10	10		10				10		
							Const.						250	250			30		220	250		
							Total						340	340						340		
13	13	42510 Beach Drive Main Street to Caraway Road Pave shoulders with associated drainage improvements	0.25	16	A,D	E	P.E.															
							R/W															
							Const.						45	45						45		
							Total						45	45						45		
14	14	20250 Pine Road Sidney Road to Bethel/Burley Road Pave shoulders with associated drainage improvements	1.73	16	A,D	E	P.E.															
							R/W															
							Const.						143	143						143		
							Total						143	143						143		

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							PROJECT PHASE	FEDERAL FUNDS		RAP / CAPP / TPP / AIP / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	P.E.		R/W	CONST. ENG.		CONSTRUCTION		GRAND TOTAL
								FEDERAL FUND CODE	FEDERAL COST BY PHASE						IN-HOUSE ENGINEERING	CONSULTANT	RIGHT OF WAY ACQUISITION	CONTRACTED PROJ. CONST. ENGINEERING	DAY LABOR PROJ. CONST. ENGINEERING	CONTRACT	DAY LABOR	
(1)	(2)	(3) (4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(13A)	(14)	(15)	(16)	(17)	(18)	(19)				
15	15	80415 Indianola Road Miller Bay Road to Beachwood Ave. Construct paved shoulders	0.95	08	A,D	E	P.E.															
							R/W															
							Const.						300	300					300			
							Total						300	300					300			
																			Total for Program Year			
																			300			
16	16	43809 E. Chester Road / E. Madrone Avenue California Avenue to Alaska Avenue Construct paved shoulders	0.31	17	A,D	E	P.E.															
							R/W															
							Const.						70	70					70			
							Total						70	70					70			
																			Total for Program Year			
																			70			
17	17	47250 Alaska Avenue Mile Hill Drive to Madrone Avenue Construct paved shoulders	1.34	17	A,D	E	P.E.															
							R/W															
							Const.						120	120					120			
							Total						120	120					120			
																			Total for Program Year			
																			120			
18	18	25009 Lake Flora Road SR 3 to J.M. Dickenson Rd. - Pave shoulders Realign intersection, Resurface, 3-R Standards	3.60	06	A,B,D	I	P.E.						40	40	40							
							R/W						35	35		35						
							Const.			RAP	488	510	1,502	2,500		300		2,200	2,500			
							Total						1,577	2,575					2,575			
																			Total for Program Year			
																			2,575			
19	20	70400 Hansville Road Pave Shoulders Ecology Road to Twin Spits Road Construct paved shoulders	4.81	7	A,D	I	P.E.						15	15	15							
							R/W						50	50		50						
							Const.															
							Total						65	65					65			
																			Total for Program Year			
																			65			
20	21	11300 Seabeck Holly Road @ Foley Lane Replace storm damaged culvert	0.03	07	A,B,D	I	P.E.	STP(ER)	35				5	40	40							
							R/W	STP(ER)	2				1	3		3						
							Const.															
							Total		37				6	43					43			
																			Total for Program Year			
																			43			
21	22	30050 Stevens Road Bandix Road to County Line Widen, resurface, drainage imp's. 2-R stds. Pedestrian/Bicycle Facilities	1.20	08	A,B,D	I	P.E.						50	50	50							
							R/W						400	400		400						
							Const.															
							Total						450	450					450			
																			Total for Program Year			
																			450			
22	23	87160 Cliffside Road Hood Canal Drive to Little Boston Road Widen, Resurface, Pedestrian/Bicycle Imp.	0.57	08	A,B,D	I	P.E.						80	80	80							
							R/W						60	60		60						
							Const.															
							Total						140	140					140			
																			Total for Program Year			
																			140			

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								FEDERAL FUND CODE	FEDERAL COST BY PHASE						IN-HOUSE ENGINEERING	CONSULTANT	RIGHT OF WAY ACQUISITION	CONTRACTED PROJ. CONST. ENGINEERING	DAY LABOR PROJ. CONST. ENGINEERING	CONTRACT	DAY LABOR	
(1)	(2)	(3) (4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(13A)	(14)		(15)	(16)	(17)	(18)	(19)			
23	24	31009 Mullinex Road Culvert Replace Deteriorated 18" Culvert	0.05	07	A,B,D	I	P.E.						30	30	30					30		
							R/W						5	5		5				5		
							Const.															
							Total						35	35						35		
							Total for Program Year													35		
24	25	21107 / 40700 Bethel Road Corridor / Lund Avenue Bethel -Ives Mill Rd. to Lincoln Ave. Lund - Bethel Road to Hoover Street Widen to 5 lanes with Pedestrian/Bicycle Facilities	1.93	16	A,B,D,E F,H	S	P.E.						50	50	50					50		
							R/W						400	400		400				400		
							Const.															
							Total						450	450						450		
							Total for Program Year													450		
25	26	70370 Miller Bay Road Bike Trail SR 104 to Indianola Road Construct separated bike trail	2.74	07	H	S	P.E.	STPE	75				75	75	75					75		
							R/W	STPE					100	100		100				100		
							Const.															
							Total		75				100	175						175		
							Total for Program Year													175		
26	28	11070 Miami Beach Road Culvert Replace Deteriorated 12" Culvert	0.05	09	A,B,D	I	P.E.						5	5	5					5		
							R/W															
							Const.															
							Total						5	5						5		
							Total for Program Year													5		
27	29	71991 Division Ave. NE Suquamish Way NE to Columbia Street Safe Walk to Schools	0.39	16	A,B,D,F	I	P.E.						50	50	50					50		
							R/W															
							Const.															
							Total						50	50						50		
							Total for Program Year													50		
28	30	11300 Seabeck Holly Road Culvert Replace Deteriorated 18" Culvert	0.05	07	A,B,D	I	P.E.						5	5	5					5		
							R/W															
							Const.															
							Total						5	5						5		
							Total for Program Year													5		
29	31	38010 Southworth Drive Culvert # 1 Replace Deteriorated 18" Culvert	0.05	16	A,B,D	I	P.E.						5	5	5					5		
							R/W															
							Const.															
							Total						5	5						5		
							Total for Program Year													5		
30	32	38010 Bridge No. 21 Southworth Drive Bridge Southworth Drive at Curley Creek Replace concrete bridge	0.05	16	I	I	P.E.						80	80	80					80		
							R/W															
							Const.															
							Total						80	80						80		
							Total for Program Year													80		

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							PROJECT PHASE	FEDERAL FUNDS		RAP / CAPP / TPP / AIP / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	P.E.		R/W	CONST. ENG.		CONSTRUCTION		GRAND TOTAL
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(1)	(2)	(3) (4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(13A)	(14)		(15)	(16)	(17)	(18)	(19)			
38	69	Various Locations WSDOT Project Participation County participation in State Projects involving County Roads	N/A	N/A	G	I																
							P.E.															
							R/W															
							Const.						100	100					100	100		
							Total						100	100						100		
																	Total for Program Year		100			
							TOTALS	4,007		968	1,877	9,618	16,470	470	385	1,943	1,492	11,102	1,078	16,470		