

**SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2012 TO 2017**



**Kitsap County Department of Public Works**

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

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

## **SECTION I**

***This Section contains information on the total six year project list. Included in this section, you will find a complete listing of the projects with their Priority Numbers. Also, you will find an alphabetical listing of the projects which cross-references the project name to its Priority Number.***

***Funding, Project Cost and Project Timing information is given for the life of each project listed on the T.I.P.***



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## **KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP**

**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	14- 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

**Priority No.** This is the priority number assigned to the project for the 6-Year Transportation Improvement Program. The priority is derived from a number of factors. Typically the highest priority numbers (lowest numerically) are assigned to ongoing projects that will be worked on in the first year of the program. The remaining priorities are assigned based on criteria such as safety and/or capacity needs, structural condition, availability of funding and timing of the funding, especially for the various State and Federal Funding programs.

As may be expected, the assignment of priority numbers is a complex process involving a great deal of judgement and subjectivity on the part of the people preparing the program. The underlying constraint that influences the program is the requirement that the program budget be balanced with anticipated revenues. If, for instance a project has State funding attached to it, the project may have a high priority, but the priority may slip if the anticipated State funding is not obtainable. When projects have only Local (County) funding, it is important that projects which are more critical in terms of Safety or Preservation have the higher Priority.

It is also very important that the Public has input into this process. As stated before, the prioritization process is a highly subjective one and we need Public input in order to balance the judgements that we make.

**Project Identification** 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. This information is pretty much self explanatory, except to note that the Federal Aid Number is a Contract Number assigned to the project when Federal Funds are actually scheduled to be spent. Also, the Road Log or Bridge Numbers are identification numbers that are assigned to roads and bridges within our Road Database.

### **Improvement Type Codes**

01 – New construction on new alignment	08 – New Bridge Construction	21 – Transit Capital Project
02 – Relocation Project	09 – Bridge Replacement	22 – Transit Operational
03 – Reconstruction	10 – Bridge Rehabilitation	23 – Transit Planning
04 – Major Widening	11 – Minor Bridge Rehabilitation	24 – Transit Training / Admin.
05 – Minor Widening	12 – Safety / Traffic Operation / TSM	31 – Non Capital Improvement
06 – Other Enhancements	13 – Environmentally Related	32 – Non Motor Vehicle Project
07 – Resurfacing	14 – Bridge Program - Special	

### **Funding Status**

- S** – Project is selected by the appropriate selection body and funding has been secured by the lead agency.
- P** - Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has not been determined.)

**Total Length** This is the project length to the nearest hundredth.

**Utility Code(s)** This is the code letter(s) for the utilities that would need to be relocated or are impacted by the construction project.

C – Cable TV	G – Gas	P – Power	T – Telephone
S - Sewer (other than agency-owned)		W – Water	O - Other

**Project Phase** This column contains the row headings for the three main phases of a project. These phases are Preliminary Engineering (**P.E.**) which consist of all Engineering Study and Design Activities for the project. Next is the Right of Way Acquisition phase (**R/W**) which consists of all activities related to negotiating and purchasing Rights of Way needed for the project. Lastly is the Construction (**Const**) phase which entails all of the construction activities associated with the project.

**Month/Year Phase Starts** This column list the estimated dates that a project phase will start. If a date is not entered next to a project phase, then that phase is assumed to be complete, not required or the specific project scope does not anticipate additional work until some other action is taken. (i.e. Concept Evaluations show that only P.E. is being done, until it is determined to go forward with the project. **Federal Fund Code & Federal Cost By Phase** These columns reflect the federal funding program and the amount of these funds to be applied to a project. A listing of the program codes and their descriptions follows:

**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.

**RAP, CAPP ... Other & State or Other Funds** These two columns refer to the various funding sources and their amounts. A listing of these sources and their descriptions follows:

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 & UATA These abbreviations refer to the Transportation Improvement Account and the Urban Arterial Trust Account which are administered by the Transportation Improvement Board (TIB).

The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1½ 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. Projects 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.

The Urban Arterial Trust Account (UATA) program was established in 1967. The intent of the UATA program is to improve the urban arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the State.

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.

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.

**Local Funds** This column shows the amount of local funds which are to be used on a project. These funds 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.

**Total** This column reflects the total amount of funding required for each phase. This represents the total estimated project cost for that phase. You will also notice that there is a Total row at the bottom of each project. This row totals the amount of funding from the various sources for the entire project.

**Expenditure Schedule** These last four columns represent the estimated total dollar amounts to be spent on a particular project phase in a given year. These numbers are shaded in order to give a graphic representation of the project flow from start to finish. You will note that years 4 - 6 are lumped together. This is in response to the fact that the farther into the future the program extends, the less we are certain about the priority and funding for a project. As this program is updated annually, the certainty of a project becomes greater, and the funding sources become more defined, therefore in years 1 - 3 we can provide the additional detail necessary to plan and build the project.

**Environmental Data Type** For Federally funded projects the type of environmental documentation required for the project is indicated as follows:

- EIS – Environmental Impact Statement
- EA - Environmental Assessment
- CE - Categorical Exclusion











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FUNC. CLASS	PRIORITY NO.	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work	IMPROVEMENT TYPE(S)	FUND. STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT PHASE	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS						EXPENDITURE SCHEDULE (LOCAL AGENCY)						FEDERALLY FUNDED PROJECTS ONLY										
									FUNDING SOURCE INFORMATION						YEAR 1 2012	YEAR 2 2013	YEAR 3 2014	YEAR 4 2015	YEAR 5 2016	YEAR 6 2017	ENVIRONMENTAL TYPE	R/W REQ? Y/N	DATE COMPLETE MONTH / YEAR								
									FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS										TOTAL							
									FEDERAL FUND CODE	FEDERAL COST BY PHASE																					
16	36	57740 CRP#3649 Bucklin Hill Road - Stormwater and Bike/Ped Improvement Tracyton Blvd Intersection east approximately 1,373 feet	32	S	0.30	C,P,T	P.E. R/W Const. Total	1/11 1/13 5/14						42 10 678 730	42 10 678 730	32 10 678 32	5 10 678 15	5 5 678 683							3						
09	37	22840 CRP# 2576 Spruce Road Bridge # 22 Implement bridge scour counter measures to protect bridge footings.	11	S	0.05	C,P,T	P.E. R/W Const. Total	6/11 1/13 6/14						100 5 250 355	100 5 250 355	50 5 250 50	45 5 250 50	5 5 250 255													
09	38	74597 CRP # 1585 Orseth Road Culvert Replace Deteriorated 72" Culvert	06	S	0.05	P,T	P.E. R/W Const. Total	1/12 4/13 6/14						60 30 1,200 1,290	60 30 1,200 1,290	30 15 1,200 30	20 15 1,200 35	10 15 1,200 1,225							0	1					
09	39	11650 CRP# 3653 Lewis Road NW Replace deteriorated 72" culvert 2,290 feet east of Peter Hagen Road at Big Beef Creek	06	S	0.03	C,P,T	P.E. R/W Const. Total	1/11 5/13 6/14						35 5 400 440	35 5 400 440	20 5 400 20	10 5 400 15	5 5 400 405							0	0	0	3			
17	40	40609 Salmonberry Road - Design Report City Limits to Phillips Road Lane widening with sidewalk to Jackson Ave. and paved shoulders to Phillips Road	05	S	1.22	C,P,T W	P.E. R/W Const. Total	1/13						100 0 0 100	100 0 0 100	100 0 0 0	100 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0							2			
16	41	56409 / 59050 CRP # 3655 Fairgrounds Road / Central Valley Road Channelization Improvements all legs of Intersection	12	S	0.05	C,G,P,T, W	P.E. R/W Const. Total	1/12 6/13 1/15						115 100 1,000 1,215	115 100 1,000 1,215	5 100 1,000 5	70 50 1,000 120	30 50 1,000 80	10 50 1,000 1,010							0	0	0	3		
06	42	11709 CRP# 3624 Seabeck Highway Calamity Lane to Gross Road Pave shoulders and channelization at Holly Road intersection	07 12	S	1.09	C,P,T	P.E. R/W Const. Total	1/12 5/13 5/15			RAP RAP RAP/SEPA	109 157 1,254	1 18 141	110 175 1,395	10 80 1,395	15 175 1,395	5 175 1,395											0	0	0	3







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FUNC. CLASS	PRIORITY NO.	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work	IMPROVEMENT TYPE(S)	FUND STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT PHASE	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS							EXPENDITURE SCHEDULE (LOCAL AGENCY)						FEDERALLY FUNDED PROJECTS ONLY			
									FUNDING SOURCE INFORMATION							LOCAL FUNDS	TOTAL	YEAR 1 2012	YEAR 2 2013	YEAR 3 2014	YEAR 4 2015	YEAR 5 2016	YEAR 6 2017	ENVIRONMENTAL TYPE	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR
									FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	TOTAL	TOTAL										
									FEDERAL FUND CODE	FEDERAL COST BY PHASE															
09	64	32799 Horizon Lane SE Replace Deteriorated 42" Culvert	6	S	0.05	C,P,T	P.E. R/W Const. Total	1/15 1/16 6/17						85 10 475 570	85 10 475 570						10 50 10 60	25 10 475 500	2		
08	65	12259 / 12256 / 12250 Tahuyeh Lake Rd / Gold Creek Rd / Kingsway Intersection Realign Intersection	12	S	0.22	C,P,T	P.E. R/W Const. Total	1/16 1/17						85 10 0 95	85 10 0 95						25 10 25 70	60 10 75	3		
N/A	66	N/A CRP # 3656 Markwick / DNR Trail Silverdale Way to Ridgetop Blvd. Construct a hard surface trail through DNR property	32	S	0.75	N/A	P.E. R/W Const. Total	1/16 1/12						140 80 0 220	140 80 0 220						65 75	75	3		
16	67	57740 / 56950 Bucklin Hill Road / Nels Nelson Road Intersection Construct signal with channelization at the intersection of Nels Nelson Road and Bucklin Hill Road	12	S	0.10	C,P,T	P.E. R/W Const. Total	1/16 1/17						125 25 0 150	125 25 0 150						25 25 25 125	100 25	3		
N/A	68	Various Locations County Wide Bridge Repair Bridge repairs at various locations	32	S	00	N/A	P.E. R/W Const. Total	varies						150 0 900 0	150 0 900 0	50			50		50 300 300 300	300	cw		
N/A	69	Various Locations County Wide Sidewalk Repair Replacement/repair of sidewalks and pedestrian ramps at various locations	32	S	00	N/A	P.E. R/W Const. Total	varies						60 0 540 0	60 0 540 0			20		20	180 180 200	180	cw		
N/A	70	Various Locations County Wide Culvert Projects Replacement of emergent structurally or capacity deficient culverts	06	S	00	N/A	P.E. R/W Const. Total	varies						120 60 420 600	120 60 420 600	20 10 70 100	20 10 70 100	20 10 70 100	20 10 70 100	20 10 70 100	20 10 70 100	cw			

