ORDINANCE NO. 480 -2011

RELATING TO GROWTH MANAGEMENT, AMENDING THE KITSAP COUNTY COMPREHENSIVE PLAN

BE IT ORDAINED:

<u>Section 1.</u> The Kitsap County Board of Commissioners makes the following findings:

- 1) The Washington State Growth Management Act Revised Code of Washington 36.70A.130, mandates that Kitsap County's Comprehensive Land Use Plan (Comprehensive Plan) and corresponding Zoning Code and Map be subject to continuing review and evaluation.
- 2) Kitsap County has adopted its Comprehensive Plan pursuant to the Growth Management Act Chapter Revised Code of Washington 36,70A, and the Comprehensive Plan provides that it will allow for amendments to the Land Use and Zoning maps, Plan policies, and implementing regulations consistent with Growth Management Act, County-wide Planning Policies, applicable plan policies and other requirements of federal, state and/or local laws (Comprehensive Plan, Policy LU-33). Policy LU-34 directs the County to docket and consider Plan amendments and related amendments to regulations comprehensively consistent with Revised Code of Washington 36.70A.
- 3) Kitsap County Code, Chapter 21.08 Annual Comprehensive Plan Amendment Procedures, Section 21.08.040, provides that the Board of County Commissioners will establish a schedule for review and possible amendment of the Comprehensive Plan each year.
- 4) The Comprehensive Plan guides future growth in Kitsap County and responds to changes in conditions or assumptions. The Comprehensive Plan Amendment process provides an opportunity for members of the public to suggest amendments to the County's Comprehensive Plan, and to Kitsap County Code, if required to maintain consistency with the Comprehensive Plan.
- 5) The Board of County Commissioners finds that the Comprehensive Plan amendments adopted in this Ordinance are consistent with the Growth Management Act, County-wide Planning Policies, and other applicable requirements. In conducting review of these amendments, Kitsap County has followed state law, and particularly given attention to Revised Code of Washington 36.70A.370.

<u>Section 2.</u> <u>General Procedural Findings.</u> The Board of County Commissioners makes the following findings regarding the process and public participation aspects in amending the Comprehensive Plan:

- 1) On February 14, 2011, following timely and effective public notice, the Kitsap County Board of Commissioners adopted Resolution 032-2011, which set forth a process and timeline for the annual Comprehensive Plan Amendment process pursuant to Kitsap County Code 21.08.040, and which included an initial docket. The resolution identifies a public participation schedule for development and amendment of the comprehensive plan and development regulations through the Planning Commission and Board of County Commissioners' processes, and the docket described the specific aspects of the comprehensive plan and development regulations that would be reviewed for possible amendments.
- 2) As discussed in more detail below, the 2011 Comprehensive Plan Amendments include consideration of the adoption of requirements for textual and policy revisions relating to Chapter 3, 'Rural and Resource Lands' and Chapter 8 'Transportation' of the Comprehensive Plan and the Capital Facilities Plan.
- 3) Agricultural Goals and Policy Amendments, Rural and Resource Lands Chapter 3 of the Comprehensive Plan.

Pursuant to Resolution 032-2011 the Board of County Commissioners directed staff to amend the Comprehensive Plan, Chapter 3, 'Rural and Resource Lands' to revise goals and policies to strengthen connections in the growing food system of local farmers, food distributors and consumers, while providing appropriate protections and advisories. The goals and policies will recognize agriculture as a viable industry and provide the policy support for preparation of a 'right to farm' ordinance.

The amendments enhance the understanding of a diverse County agricultural base of economics and sustainability of farms and farming practices. The 2011 Agricultural Strategic Plan and Inventory is recognized as a base document for food system and policy refinement in Kitsap County. New policies support farm retention and preservation and allow for agricultural activities in 'Farming Focus Areas' noted in the 2011 Agricultural Strategic Plan and Inventory. Worker housing standards, enhanced permit or use notification procedures, Transfer of Development Rights program development, agri-tourism, equine activity and support, and adequate water and services infrastructure all have policy support.

The planning process for revisions to Chapter 3 agricultural goals and policies began with Board of County Commissioners direction in December 2010 to provide detailed review and preparation in 2011. In early 2011, the Kitsap County Food and Farm Policy Council reviewed goal and policy statements. The public process included public meetings and County staff conversations with citizens and members of the farming community, as noted below:

Department of Community Development and Board of County Commissioners staff collaborated with the Kitsap County Food and Farm Policy Council in

developing agricultural goals and policies. The County staff and Kitsap County Food and Farm Policy Council coordinated updates, schedules and timelines, contact information, handouts, and meetings and events.

- The Kitsap County Food and Farm Policy Council held public meetings regarding proposed goals and policies in 2011. Department of Community Development provided assistance to assure goals and policies were implementable and consistent with other goals, policies and 'format' of the Comprehensive Plan.
- On August 8, 2011, the Kitsap County State Environmental Policy Act Official issued a Determination of Non-significance and Notice of Adoption of Existing Environmental Documents for the proposed agricultural goals and policy revision to Chapter 3 of the Comprehensive Plan pursuant to State Environmental Policy Act, Chapter 43.21C Revised Code of Washington; the Determination of Non-significance comment and appeal period expired August 23, 2011 and no State Environmental Policy Act appeals were filed. The "Notice of Intent to Adopt" for Chapter 3 was sent to the Washington State Department of Commerce, Growth Management Services Review Team on August 9, 2011, pursuant to Revised Code of Washington 36.70A.106 and Washington Administrative Code 365-195-620, and no responsive comments have been received from the Department of Commerce.
- In March 2011, the Kitsap County Food and Farm Policy Council presented
 Department of Community Development an initial draft set of Comprehensive
 Plan policies for consideration in the 2011 Comprehensive Plan cycle. Staff
 reviewed and modified these policies as necessary. The modified goals and
 policies were presented to the Kitsap County Food and Farm Policy Council on
 September 15, and deemed by the County and the Kitsap County Food and
 Farm Policy Council ready for Planning Commission review and
 recommendation.
- On Sep 20, 2011 following timely and effective public notice, the Kitsap County Planning Commission held a workstudy, a public hearing, and deliberations on the proposed amendments and voted 8-0 to approve the proposed goals and policies, consistent with the 'Sep 20, 2011 Department of Community Development-Proposed Comprehensive Plan Agricultural Goals & Policies, Public Comments Matrix'. Six citizens attended.
- Staff briefed the Board of County Commissioners on the proposed agricultural goals and policies at its October 26, 2011 work-study meeting. No changes were discussed.
- On November 14, 2011, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission recommendation for the revisions to goals and policies of Chapter 3 of the Comprehensive Plan. The public hearing was continued until December 12, 2011 for decision only.

4) North Kitsap Trails Association "String Of Pearls Trail Plan" and associated Comprehensive Plan Amendments

Pursuant to Resolution 032-2011 the Kitsap County Board of County Commissioners directed staff to amend the Comprehensive Plan, Chapter 8, 'Transportation' to revise planning documents, goals and policies that support the goal of a consolidated countywide trails plan, including updating elements of the Kitsap County Non-Motorized Plan.

The Comprehensive Plan includes multiple goals and policies regarding the importance of non-motorized facilities to the County's transportation, parks and open space systems. Throughout 2009 and 2010, the North Kitsap Trails Association conducted 27 public presentations, three of which were published public open house meetings to discuss options and elements of a proposed trail plan for North Kitsap. The public process also included several public meetings, discussions, and County staff conversations with citizens and members of the trails community, as noted below:

- On September 2, 2011, North Kitsap Trails Association submitted the String of Pearls Trail Plan to the County to consider for adoption.
- On September 9, 2011, the Kitsap County State Environmental Policy Act Official issued a Determination of Non-significance and Notice of Adoption of Existing Environmental Documents for the proposed trails planning goals and policy revisions to Chapter 8 of the Comprehensive Plan pursuant to State Environmental Policy Act., Chapter 43.21¢ Revised Code of Washington; the Determination of Non-significance extended comment and appeal period expired October 10, 2011, two comments were submitted and no State Environmental Policy Act appeals were filed. The "Notice of Intent to Adopt" for Chapter 8 was sent to the Washington State Department of Commerce, Growth Management Services Review Team on September 7, 2011, pursuant to Revised Code of Washington 36, 70A 106 and Washington Administrative Code 365-195-620, and no responsive comments have been received from the Department of Commerce.
- On September 20, 2011, following timely and effective public notice, the Planning Commission held a briefing and work-study session to review and discuss the proposed trail plan and comprehensive plan changes.
- On October 4, 2011, following timely and effective public notice, the Kitsap County Planning Commission held a public hearing to consider verbal testimony on the draft amendments. Written testimony for consideration through the Planning Commission process was extended and closed on October 12th at 4:30PM.
 - On October 18, 2011, the Kitsap County Planning Commission, following timely and effective notice, deliberated on the NK String of Pearls Trail Plan and

proposed Comprehensive Plan Amendments. At this meeting, the Planning Commission recommended several changes and or additions to the staff edit matrix affecting language in the trail plan and subsequently voted 8-0 to approve staff's recommendation with changes so-noted.

- On November 14, 2011, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the revisions to goals and policies of Chapter 3 of the Comprehensive Plan. The public hearing was continued until December 12, 2011 for decision only.
- 5) Transfer of Development Rights Policy Amendments, Rural and Resource Lands Chapter 3 of the Comprehensive Plan.

Pursuant to Resolution 032-2011 the Kitsap County Board of County Commissioners directed staff to consider policy changes to the Transfer of Development Rights program as noted in the Comprehensive Plan, Chapter 3, 'Rural and Resource Lands'. Policy analysis and revision of the Comprehensive Plan discussion of Transfer of Development Rights would clarify the intent of the County's program to preserve rural lands while conveying density and other urban intensifications to urban designated receiving sites.

The County entered into an Inter-Local Agreement with the City of Port Orchard on June 14, 2011 to provide funding for the examination of Transfer of Development Rights rural sending sites and potential prioritization. The City would consider applying the resultant Transfer of Development Rights rural sending sites program to its City core as receiving sites for potential density and development bonuses. The County would consider companion zoning code changes in 2012 and the Inter-local Agreement is scheduled to expire Jun 30, 2012. The public process is as noted below:

- Beginning in early 2011, Department of Community Development staff attended several regularly-scheduled County and County/City meetings hosted by the Puget Sound Regional Council and the Washington State Department of Commerce. The objectives of these meetings are to share Transfer of Development Rights programs, successes, failures and strategies among various jurisdictions.
- On September 28, 2011, the Kitsap County State Environmental Policy Act
 Official issued a Determination of Non-significance and Notice of Adoption of
 Existing Environmental Documents for the proposed Transfer of Development
 Rights policy revision to Chapter 3 of the Comprehensive Plan pursuant to State
 Environmental Policy Act, Chapter 43.21C Revised Code of Washington; the
 Determination of Non-significance comment and appeal period expired October
 17, 2011 and no State Environmental Policy Act appeals were filed. The "Notice
 of Intent to Adopt" for Chapter 3 was sent to the Washington State Department of
 Commerce, Growth Management Services Review Team on September 29,

2011, pursuant to Revised Code of Washington 36.70A.106 and Washington Administrative Code 365-195-620, and no responsive comments have been received from the Department of Commerce.

- On October 18, 2011 following timely and effective public notice, the Kitsap County Planning Commission held a workstudy on the proposed policy amendments.
- On November 1, 2011 following timely and effective public notice, the Kitsap County Planning Commission held a public hearing, and deliberations on the proposed amendments and voted 8-0 to approve the proposed policies with no changes to staff's recommendations.
- Staff briefed the Board of County Commissioners on the proposed goals and policies at its November 2, 2011 work-study meeting. No changes were discussed.
- On November 14, 2011, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the revisions to agricultural goals and policies of Chapter 3 of the Comprehensive Plan. The public hearing was continued until December 12, 2011 for decision only.
- 6) Capital Facilities Plan. Pursuant to Resolution 032-2011, the Kitsap County Board of County Commissioners directed staff to revise portions of the Kitsap County Capital Facilities Plan. To fulfill this requirement, the Kitsap County staff held a series of meetings involving the citizens and community representatives. Proposed amendments to the six-year capital facilities plans were concurrently considered through the County budget process, as provided in Revised Code of Washington 36.70A.130.
 - a) On November 28, 2011, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the amendments to the Kitsap County Capital Facilities Plan.

Section 3. Substantive Findings related to North Kitsap Trails Association String Of Rearls Trail Plan' and associated Comprehensive Plan revisions to Transportation' Chapter 8 of the Comprehensive Plan. The Board of County Commissioners makes the following findings related to the Plan revisions and with respect to the text and policy amendments to the Comprehensive Plan:

1) The Kitsap County Planning Commission reviewed a Department of Community Development staff report on the revisions to Chapter 8 of the Comprehensive Plan and subsequently, made findings pertaining to the proposed Comprehensive Plan amendment; the Planning Commission considered compliance with Kitsap County

- Code, goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the Growth Management Act (Revised Code of Washington 36.70A.020). Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission.
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the Board of County Commissioners must consider when making amendments to the Comprehensive Plan. In making such amendments, the Board of County Commissioners must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and areawide amendments to the Comprehensive Plan. In making such amendments, the Board of County Commissioners must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the Growth Management Act.
- 4) The Planning Commission was presented a staff report and deliberated on the revisions to trails planning goals and policies of Chapter 8.
- 5) The Board of County Commissioners hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on November 1, 2011 for the revisions to goals and policies of Chapter 8, which found that the proposed general text amendments met the criteria or recommendation or decision, as per Sections 21,08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.
- 6) Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission. Additionally, the Board finds:
 - a) The proposed amendments are consistent with Growth Management Act goals in Revised Code of Washington 36.70A.020.
 - b) The proposed revisions are consistent with Kitsap County Code 21.08.160. Specifically there is new information about the relevance of trail planning in Kitsap County which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.

- c) The proposal is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the Growth Management Act as noted earlier.
- d) Comprehensive Plan Chapter 8 'Transportation, section 8.2 'Transportation Goals and Policies' shall be amended as follows:

8.2.10 Non-motorized Travel

Goal 18. Develop a system of non-motorized transportation facilities that are constructed primarily within the right-of-way of existing and proposed public streets or roads and that provide safe transportation between a variety of regional, inter-community and local county destinations for bicyclists and pedestrians.

Goal 18. Develop a system of non-motorized transportation facilities within existing right-of-ways and identified routes through open space that provide safe transportation between a variety of regional, inter-community and local county destinations for bicyclists and pedestrians.

Policy T-75 Implement the Mosquito Fleet Trail Master Plan. All improvements in the Bicycle Facilities Plan that overlap with the Mosquito Fleet Trail Plan are considered high priority projects.

Policy T-75 Implement the Mosquito Fleet Trail Plan and North Kitsap String of Pearls Trails Plan to guide development of non-motorized facilities in their areas of concentration.

Section 4. Substantive Findings related to Agricultural Goals and Policy revisions to the 'Rural and Resource Lands', Chapter 3 of the Comprehensive Plan. The Board of County Commissioners makes the following findings related to the Plan revisions and with respect to the text and policy amendments to the Comprehensive Plan:

- 1) The Kitsap County Planning Commission reviewed a Department of Community Development staff report on the revisions to Chapter 3 of the Comprehensive Plan and subsequently, made findings pertaining to the proposed Comprehensive Plan amendment; the Planning Commission considered compliance with Kitsap County Code, goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the Growth Management Act (Revised Code of Washington 36.70A.020). Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission.
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the Board of County Commissioners must consider when making amendments to the Comprehensive

- Plan. In making such amendments, the Board of County Commissioners must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the Board of County Commissioners must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the Growth Management Act.
- 4) The Planning Commission was presented a staff report and deliberated on the revisions to agricultural goals and policies of Chapter 3.
- 5) The Board of County Commissioners hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on October 4, 2011 for the revisions to agricultural goals and policies of Chapter 3, which found that the proposed general text amendments met the criteria or recommendation or decision, as per Sections 21,08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.
- 6) Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission. Additionally, the Board finds:
 - a) The proposed amendments are consistent with Growth Management Act goals in Revised Code of Washington 36.70A.020.
 - b) The proposed revisions are consistent with Kitsap County Code 21.08.160. Specifically there is new information about the relevance of the food system and agricultural activities with Kitsap County which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
 - c) The proposal is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the Growth Management Act as noted earlier.
 - d) Comprehensive Plan Chapter 3 'Rural and Resource Lands', section 3A.2.1c shall be amended as follows:

3.A.2.1c Agriculture Policies for Rural Lands

Agricultural land is defined by the Growth Management Act as "land primarily devoted to the commercial production of horticulture, viticulture, floriculture, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees, or livestock, and that has long-term commercial significance for agricultural production." Long-term commercial significance "includes the growing capacity, productivity and soil composition of the land for long term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land." Kitsap County does not have any designated agricultural land nor are any lands within Kitsap County zoned "Agriculture". However, because agriculture is considered a resource use by the Growth Management Act and because food is an important need for all humans, a discussion of the agriculture that is occurring in Kitsap County is described in the paragraphs below.

Kitsap has historically relied on its local farmers for not only food, but for agricultural knowledge, awareness and education. One of the earliest efforts to document farm activity in Kitsap County is the 1956 Washington State Department of Agriculture Report on Kitsap County Agriculture. It served Kitsap then to value agriculture and was recently reviewed to once again affirm agriculture's importance to Kitsap County. Washington State Farmland Preservation Indicators prepared by the Washington State Conservation Commission in 2009 provides metrics to evaluate farmland preservation goals and will be used by farmers and related agencies to collect regular agriculture and economic data. In 2009 the Board of County Commissioners created the Food Chain Program to recognize and educate the importance of a localized sustainable food system. Most recently, in 2010, the Board of County Commissioners appointed the Kitsap County Food and Farm Policy Council to support and encourage local food production, distribution, and access, as well as develop strategies for County consideration.

Agriculture is a growing industry business in Kitsap County with 15,294 acres of prime farmland soil designated by the United States Department of Agriculture, with up to that many and a similar number of acres again suitable for either dry-soil crops or with irrigation. The 2007 Agricultural Census identified 664 farm operations in Kitsap, representing an increase of 14% since ever 2002. The Kitsap Conservation District documented 1000 more farms as part of their ongoing County Watershed Inventory.

Kitsap County maintains a Current Use Assessment program for agricultural lands, with 214 enrolled parcels totaling 2,169 acres. The USDA Agricultural Census same source estimates food processing and farming accounts for 113 full-time employees in Kitsap County with a total agricultural value of \$59 million. The same source also estimates Kitsap County farmers' markets bring in over \$1,000,000 annually. Small farms in Kitsap County are increasing in number and in production (reflecting a trend seen across the country) and clearly represent a significant contribution to the County's economic, environmental and community sustainability.

The <u>Kitsap</u> agricultural base of <u>Kitsap</u> is diverse. Farmers grow a cornucopia—variety of crops (horticulture, fruits, berries and vegetables; forage and grains; viticulture, vermiculture, organic & non-organic forestry, aquaculture) and carry out perform animal husbandry. In 2007, over half of Kitsap County's agriculture sales (valued at \$7 million) were horticultural products (nursery, greenhouse, floriculture and sod). Besides horticulture, Kitsap County growers are also among the state's leading producers of Christmas trees and sheep, goats, and their products. Additionally, Kitsap County's has eight community based farmers markets, reflecting the expanding national trend of smaller farms catering to local markets. Because of our growing urban population, and expanding local food outlets, fostering local food production and consumption is an important part of public and economic development policy.

The small farms prevalent in Kitsap, both historically and currently, represent a sole source of income, a partial or second income, or a household supplement of food or fiber, and the value of agricultural activity is significant to many rural households. It is demonstrable that agricultural activities and local food production are important rural activities that are good for public health and provide environmental and economic benefits to Kitsap County.

The following goals are established, recognizing the Food and Farm Policy Council will be making recommendations in 2011 on detailed policies regarding the County food production system.

Goal 8. Promote a diverseity of agricultural activities.

Policy RL-79¹ The 2011 Kitsap County Agricultural Strategic Plan and Inventory shall be the basis for Kitsap's food system, including agriculture, policies and programs developed by the County. Agricultural mapping detailed in the plan shall be maintained and refined.

Policy 80 Allow agricultural activities and practices from cultivation to harvest as well as on-farm value-added processing within the Rural Wooded, Rural Protection and Rural Residential zoning districts or the Farming Focus Areas identified in the 2011 Agricultural Strategic Plan and Inventory.

Goal 9. Retain and preserve land suitable for agricultural production and encourage the continued practice of farming within the County through regulatory and non-regulatory means.

Policy 81 Develop and adopt a Right-to-Farm ordinance.

Policy 82 Permit all agricultural uses as defined 17.110.050 and agricultural activities as defined in Revised Code of Washington 7.48.310 in the Rural Wooded, Rural Protection and Rural Residential zoning districts.

Policy 83 Slaughtering facilities, meat packing or commercial feed lots shall be limited to the Farming Areas identified in the 2011 Agricultural Strategic Plan and Inventory.

Policy 84 Develop and adopt standards for permitting temporary farm worker housing standards and policies to allow for construction of farm worker housing and infrastructure.

Policy 85 Consider procedures to notify neighboring landowners about approved agricultural uses in the Rural Wooded, Rural Protection and Rural Residential zoning districts.

Policy 86 Coordinate with federal, state and local governments, community groups, and private landowners to promote long-term preservation of farmlands.

Policy 87 Develop regulations that permit appropriate farm-related activities secondary to primary farm operations in Rural Wooded, Rural Protection and Rural Residential zoning districts. This includes, but is not limited to, farm infrastructure buildings, commercial activities in

¹ Please note the agricultural policies have been numbered beginning with Policy RL-79. The renumbering of these policies will occur with the Comprehensive Plan Update of 2016.

conjunction with adding value to products grown on the farm (on-farm processing, community kitchens), farm stands and sales, and other essential farm support activities.

Policy 88 Develop and promote incentives for continued resource uses, including but not limited to a Transfer of Development Rights program, an expedited agricultural activity permit review program, and educational and agritourism activities.

Policy 89 Recognize recreational equine activities and animal grazing uses as compatible uses with agricultural uses and activities because of their economic contribution to the County's agricultural industry and for preserving large parcels of land for other agricultural uses.

Policy 90 Review and amend development regulations to consider impacts of non-farm-related commercial or industrial uses to the Farming Areas identified in the 2011 Agricultural Strategic Plan and Inventory.

Goal 10. Develop and maintain adequate rural public facilities and services that support local agriculture.

Policy 91 Water is an agricultural necessity. Develop and adopt policies with appropriate local, county and state agencies to promote viable coordinated water resources for greater accessibility to water rights for agriculture usage.

Section 5. Substantive Findings related to Transfer of Development Rights
Program Policy revisions to the 'Rural' and Resource Lands', Chapter 3 of the
Comprehensive Plan. The Board of County Commissioners makes the following
findings related to the Plan revisions and with respect to the text and policy
amendments to the Comprehensive Plan:

- 1) The Kitsap County Planning Commission reviewed a Department of Community Development staff report on the revisions to Chapter 3 of the Comprehensive Plan and subsequently, made findings pertaining to the proposed Comprehensive Plan amendment; the Planning Commission considered compliance with Kitsap County Code, goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the Growth Management Act (Revised Code of Washington 36.76A.020). Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission.
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the Board of County Commissioners must consider when making amendments to the Comprehensive Plan. In making such amendments, the Board of County Commissioners must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have

- substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and areawide amendments to the Comprehensive Plan. In making such amendments, the Board of County Commissioners must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the Growth Management Act.
- 4) The Planning Commission was presented a staff report and deliberated on the revisions to Transfer of Development Rights policies of Chapter 3.
- 5) The Board of County Commissioners hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on November 15, 2011 for the revisions to Transfer of Development Rights policies of Chapter 3, which found that the proposed general text amendments met the criteria or recommendation or decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.
- 6) Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission. Additionally, the Board finds:
 - a) The proposed amendments are consistent with Growth Management Act goals in Revised Code of Washington 36.70A.020.
 - b) The proposed revisions are consistent with Kitsap County Code 21.08.160. Specifically there is new information about the relevance of preservation of rural properties and applicability of Transfer of Development Rights in Kitsap County which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
 - c) The proposal is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the Growth Management Act as noted earlier.
 - d) Comprehensive Plan Chapter 3 'Rural and Resource Lands', section 3C Transfer of Development Rights' shall be amended as follows:
 - 3.C Transfer of Development Rights

Transfer of Development Rights is a market-based tool for conserving land or structures determined to have public benefit. It complements other incentive-based tools, land or easement acquisition programs, and other regulatory techniques intended to achieve selected growth management objectives. The use of Transfer of Development Rights is authorized by Growth Management Act in the Revised Code of Washington 36,70A.090 as follows:

A comprehensive plan should provide for innovative land use management techniques, including, but not limited to, density bonuses, cluster housing, planned unit developments, and the transfer of development rights.

See Chapter 2, Land Use, for policies relating to urban areas of the county, where Transfer of Development Rights receiving sites would be located.

Goal 20 Promote the Transfer of Development Rights from land valuable to the public, especially rural and resource areas, to urban areas, in order to preserve the rural environment, encourage retention of rural resource-based uses, and avoid the demand for urban service demands in rural areas.

Policy RL-73 Continue efforts to implement and effective and focused Transfer of Development Rights program, as an innovative means to preserve private lands with countywide public benefit, to encourage higher densities in appropriate areas, and reduce residential development capacity in natural resource areas.

Policy RL-74 Consider the reduction of development in the rural area by encouraging the Transfer of Development Rights from private rural lands into the Urban Growth Area as the top priority of the voluntary Transfer of Development Rights Program.

Policy RL-75 Support and work actively to facilitate the transfer of rural development rights to for the following:

<u>a.</u> Preserve the rural environment, encourage retention of resource – based uses, and reduce service demands in the rural areas.

- <u>b.</u> Provide protection to significant natural resources, <u>which include</u> <u>but are not limited to habitat corridors, shorelines, and areas with a critical recharging affect.</u>
- c. Increase the regional open space system consistent with the County Open Space Plan per Kitsap County Code Chapter 18.12.
- d. Encourage rural farm preservation and other related agricultural activities countywide, as noted in the Comprehensive Rlan Agriculture goals and policies.
- e. Promote interconnected rural non-motorized greenbelt corridors to provide alternative mode of transportation and recreation activities consistent with Section 2.2.9 Opens Space and Greenways.
- f. Promote the use of innovative land use development techniques in rural areas by clustering, and to employ low impact development practices.
- g. Provide bonus Transfer of Development Rights credit for nonconforming lot sending sites, which were created prior to the adoption of the Kitsap County Comprehensive Plan (legacy lots).
- h. Encourage compact development within defined urban centers and provide convenient and attractive commercial and personal service centers.
- i. Preservation of historic sites consistent with goals and policies of Section 2.2.10 Historic Preservation of the Land use Element, Comprehensive Plan.

Policy RL-76 Promote Transfer of Development Rights by facilitating the transfer from private property owners with sending sites to property owners with receiving sites, and by working with cities to develop interlocal agreements that encourage transfers into cities and within adopted appropriations.

Policy RL-77 Require private properties qualified as sending sites to provide a protected area of sufficient size to provide public benefit. Priority candidates for sending sites are:

a. All Rural Lands.

- b. Lands contributing to protection of significant landscape or habitat features.
- c. Lands contributing to the protection of environmentally sensitive susceptible features including but not limited to aquifer recharge areas, and sites supporting federally threatened or endangered species, and/or wildlife habitat corridors.
- d. Lands that contribute to preservation of scenic views or maintaining the rural character or that are suitable for inclusions in and provide important links to the regional open space system.

Policy RL-78 Consider the following as candidate for Transfer of Development Rights receiving sites:

- a. Unincorporated Urban Growth Areas and incorporated cities may receive Transfer of Development Rights to include but not limited to increase project density, building height, and reduce off-street parking in urban centers.
- b. Preferences should be given by locations within designated urban centers, or adjacent to transit stations and park and ride lots.

 Transfers to incorporated areas shall be detailed in an Interlocal agreement between the city and County.

Section 6. Substantive Findings related to the amendments to the Kitsap County Capital Facilities Plan. The Board of County Commissioners hereby adopts by reference Resolutions 191-2011, 192-2011, 193-2011, 194-2011, 195-2011, 196-2011, and 197-2011.

- 1) The proposed capital facility amendments are consistent with the Kitsap County Comprehensive Plan and the 2011-2012 budgets. The Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the Growth Management Act, specifically Revised Code of Washington 36.70A.120 and Revised Code of Washington 36.70A.070(3).

Section 7. NOW THEREFORE, BE IT FURTHER ORDAINED, that the Kitsap County Board of Commissioners, based on the foregoing findings, does hereby adopt, and/or ratify pursuant to the Growth Management Act, Chapter 36.70A Revised Code of Washington, and Article 11, Section 11 of the Washington Constitution:

- 1) The amendments to the Capital Facilities Plan attached hereto as Appendix A and incorporated herein by this reference.
- 2) The amendments to Comprehensive Plan Chapter 8 'Transportation, section' 8.2 'Transportation Goals and Policies' as set forth above in Section 3(6)(d) of this Ordinance.
- 3) The amendments to Comprehensive Plan Chapter 3 Rural and Resource Lands', section 3A.2.1c as set forth in Section 4(6)(d) of this Ordinance.
- 4) The amendments to Comprehensive Plan, section 3C Transfer of Development Rights' as set forth in Section 5(6)(d) of this Ordinance.

Section 8 Typographical/Clerical Errors. Should any amendment made to this Ordinance that was passed by the Board during its deliberations be inadvertently left out of the final printed version of the plan, maps, or code, the explicit action of the Board as discussed and passed shall prevail upon subsequent review and verification by the Board, and shall be corrected.

Section 9 Effective Date. This ordinance shall take effect immediately.

<u>Section 10 Severability</u>. If any provision of this ordinance or its application to any person, entity or circumstance is for any reason held invalid, the remainder of the ordinance, or the application of the provision to other persons, entities or circumstances is not affected.

DATED THIS 12 day of December, 2011.



KITSAP COUNTY BOARD OF COMMISSIONERS

CHARLOTTE GARRIDO, CHAIR

ROBERT GELDER, COMMISSIONER

JOSH BROWN, COMMISSIONER

ATTEST:

Dana Daniels
Clerk of the Board

Approved as to form:

Shelley #. Kneip

Deputy Prosecuting Attorney

Attachments:

Appendix A: Capital Facilities Plan Elements

| RESOLUTION NO. | 191-2011 |
|--|-----------------------|
| Resolution Adopting Six-Year Transportation | the 2012 through 2017 |

WHEREAS, in compliance with RCW 36.81.121 and WAC 136-14, the Board of Kitsap County Commissioners hereby certifies that a priority array of potential projects on this County's arterial system and a bridge condition report were prepared by the County Engineer and made available to the Board of County Commissioners during the preparation of a proposed six-year comprehensive road construction program for the period January 1, 2012 to December 31, 2017 and,

| WHEREAS, | in further comp | oliance with | said law the | Board h | has held | thereon a | public |
|--------------|-----------------|--------------|--------------|---------|----------|-----------|-----------|
| hearing this | 1245 | _ day of | Decem | ber | , 20` | 11, | \rangle |

BE IT HEREBY RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Transportation Improvement Program (TIP) for Kitsap County Roads be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 15 which are incorporated and made part of this resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Six-Year Transportation into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Transportation section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2007-2012." The portions of the TIP that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

PASSED and adopted this

day of becember_

. 2011

BOARD OF COUNTY COMMISSIONERS KITSAP COUNTY, WASHINGTON

Charlotte Garrido, Chair

Josh Brown, Commissioner

Robert Gelder, Commissioner

ATTEST:

Dana Daniels Clerk of the Board

TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017



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.l.P.

Kitsap County Department of Public Works
614 Division Street, MS-26 Port Orchard, Washington 98366-4699

Funding Status

S - Project is selected by the appropriate selection body and funding has been <u>secured</u> 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 <u>not</u> been determined.)

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:

17 - Urban Collector Arferial 14- Urban Principal Arterial 16- Urban Minor Arterial 19- Urban bocal Access 06- Rural Minor Arterial 07- Rural Major Collector 08- Rural Minor Collector 09- Rural Local Access Paiority 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.

480-2011

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 apticipated 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 🏚 highly subjective one and we need Public input in order to balance the indgements that we make. Project Identification

Project Identification

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

11 - Minor Bridge Rehabilitation 08 – New Bridge Construction 09 – Bridge Replacement 10 – Bridge Rehabilitation 01 – New construction on new alignment 02 – Relocation Project 03 – Reconstruction 04 – Major Widening 05 – Minor Widening

12 – Safety / Traffic Operation / TSM 13 – Environmentally Related 14 – Bridge Program - Special

21 – Transit Capital Project
22 – Transit Operational
23 – Transit Planning
24 – Transit Training / Admin.
31 – Non Capital Improvement
32 – Non Motor Vehicle Project

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

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

Sewer (other than agency-owned)

W - Water

O - Other T – Telephone

Construction (Const) phase which entails all of the construction activities associated with the project. Activities for the project. Next is the Right of Way Acquisition phase (RIW) which consists of all activities related to negotiating and purchasing Rights of Way needed for the project. Lastly is the 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

Month/Year Phase Starts This column list the estimated dates that a project phase will start. If a date is not entered hext 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 the program codes and their descriptions follows: 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

with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer. 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

planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in welland The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, restoration and rehabilitation of foads 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 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, I and Snohomish including incorporated Cities. Kitsap, Pierce

The letters <u>U.R & N</u> 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

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 MPE 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 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 Rrogram (RAP) was established in 1983 to provide funding to counties for improvements on rural major and Northwest Region (NWR). Proposed projects are rated according to several factors including accident history, roadway alignment, traffic volume, roadway structural condition and service 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 The NWR consists of Kitsap, Ciallam, Jefferson, Whatcom, Skagit, Island and San Juan Counties. to the community.

71A & UATA These abbreviations refer to the Transportation Improvement Account and the Upban Arterial Trust Account which are administered by the Transportation Improvement Board

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, cohsistent with state, regional and local transportation plans (including transit and rail); The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1% cents of the Motor Vehicle Fuel Tax. Through its project selection process, the 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/and 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.

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 Such counties have 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 bolynfy roads. 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.

bottom of each project. This row totals the amount of funding from the various sources for the entire project. 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

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, 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, 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, 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, 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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| SIX YEAR | TRANSPORTATION IMPROVEMENT PROGRA! | 2012 TO 2017 |

Hearing Date:12/ Adoption Date:12/ Resolution No.

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Agency: Kitsap County County No. 18

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| С,Р,Т | C,P,T W C,P,T | С,Р,Т | C,G,P T,W | C,P,T, | С,G,Р,Т W | UTILITY CODES | $\left\langle \right\rangle$ |
| P.E. R/W Const. | P.E. R/W Const. Total P.E. R/W Const. | P.E. R/W Const. Total | P.E. R/W Const. | P.E. RW Const. | P.E. R/W Const. Total | PROJECT PHASE | $\left\langle \cdot \right\rangle$ |
| 10/11 2/12 7/12 | 1/11 1/12 6/12 6/12 6/12 6/12 | 9/10 6/12 | 6/11 | 1/11 5/12 | 1/10 1/11 5/12 | MONTH / YEAR PHASE STARTS | |
| | | FEMA | STP | | | FEDERAL FUND | PROJEC |
| | | 200 | | | | FEDERAL FUND RAPE PARAL COST FUND BY PHASE | FICOSTS |
| | 0 O NAVSS | 205 | 156 26 | | | RAP / CAPP / TIA / UATA / PWTF / OTHER | PROJECT COSTS IN THOUSANDS OF DOLLARS FUNDING SOURCE INFORMATION |
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| 0 | 10 10 | | I MI | | 0 301 | IMPACT FEES | NFORMAT |
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| | | | | 0 | 0 | | EXPENDITURE SCHEDULE |
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| e | | | | 0 | | YEAR 6 | |
| | 3 | အ ငူ | | ю | ω. | ENVIRONMENTAL TYPE R/W REQ? Y/N DATE COMPLETE MONTH / YEAR | FUNDED |
| | | z | 1 | | | R/W REQ? Y/N & DATE COMPLETE SMONTH / YEAR | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017

Agency: Kitsap County County No. 18

Hearing Date:12/ Adoption Date:12/ Resolution No.

Hearing Date:12/ Adoption Date:12/ Resolution No.

| SIX YEAR | TRANSPORTATION IMPROVEMENT PROGRAM | 2012 TO 2017 |
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Agency: Kitsap County County No. 18

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| İ | | | YEAR 6 2017 | | | | | | | | Ī | Ī | | 0 | | | | | | T | T | | | | | | | | Γ | | † | T | Ţ | T | 7 | 0 | | | П | 7 | 2 |
| | ш | ļ | YEAR S YEAR 6 2016 2017 | | 1 | 1 | T | | T | T | 1 | 1 | 1 | • | | | - | T | T | 1 | 1 | 1 | | | _ | | _ | _ | | + | † | \dagger | \dagger | \dagger | 1 | • | | | \dashv | 1 | - |
| | SCHED | SENCY) | YEAR 4 | | | Ť | Ť | 1 | † | Ť | 1 | † | | 5 | | _ | | T | t | † | \dagger | 1 | | | _ | | | _ | K | 1 | + | + | \dagger | † | + | ۰ | | | 1 | 1 | • |
| | EXPENDITURE SCHEDINE | (LOCAL AGENCY) | YEAR 3 | 1 | 1 | | T | ľ | † | T | 1 | T | 1 | В | 7 | | _ | ŀ | \dagger | \dagger | + | 1 | 1 | - | | < | / | / / | | - | | 4 | 1 | + | $\frac{1}{1}$ | 9 | - | + | + | 1,676 | 1.676 |
| ľ | EXPEN | Ę | YEAR 2 | 1 | 1 | 1 | \dagger | \dagger | 1 | † | | 10 | 2 | 2 | 1 | _ | | 2002 | Ę | 1 | - | , | | 38 | 41 | | 2 | 1 | 136 | 141 | 1 | Ę | 2 8 | 2 0 | 38, | 1,890 | + | 25 | | ŀ | 5.599 |
| | | | YEAR 1 Y | 1 | † | \dagger | 100 | Ê | \dagger | \mid | t | t | 1 | = | + | | | - | - | \dagger | 45 | 1 | - | | 12 | - | 2 | | | 2 | ┞ | 170 | <u>ر</u> | 1 | 1 | 190 | - | 295 | | . ! | 856 |
| \vdash | T | | TOTAL | + | | | 9 | 100 | - | 0 | 1 | 9 | : \$ | 1 | | 0 | 9 | 200 | 200 | - | 42 | ; (| 2 | 136 | 153 | 1 | - - | ্ ৰ | 136 | <u>23</u> | - | 180 | 2 | 2 2 | 2 : | <u></u> | <u> </u> | e l | <u> </u> | - | |
| | | - | | + | - | | ı | 100 | ŀ | a | 0 | 9 | Ş | 1 | + | - | <u> </u> | 2002 | | L | 145 | 2 6 | 1 | ľ | <u>-</u> | | | \bigvee | V | 15 1 | Ĺ | | 22 | - | 000, | | | - 1 | 7 264 | | |
| 82 | VION | _ | LOCAL | 1 | + | | | _ | \downarrow | | | | - | 1 | 1 | | | \ \ | 0 | | - | 1 | 1 | 1 | | | | | | | L | F | | 18 | 000,1 | | _ | 3 | 561 | | 2,131 |
| DOLLA | NFORMA | _ | ጠ K & IMPACT FEES | _ | | L | L | Ц | | | | L | | | 1 | | 1 | | | L | L | | | | | | | | | | | | | | , | | Ī | T | T | ľ | 5 |
| NDS OF | URCEI | _ | STATE OR OTHER FUNDS | | | | | | | | | | | | | | 1 |) / | 7 | | | | | | | | | | | | | | | Ī | , | 7 | | 1 | \uparrow | ľ | 5 |
| HOUS | FUNDING SOURCE INFORMATION | | RAP / CAPP / TIA / UATA / PWTF / | | | | | | | | | | - | + | + | 1 | 1 | | | | | | | | | T | | | | - | | | | T | Ť | Ť | 1 | 1 | † | T | |
| PROJECT COSTS IN THOUSANDS OF DOLLARS | FUN | ∠ I | EDERAL COST | | | // | 17/ | /// | 7 | | - | | ē | | 1 | 1 | | | 0 | | 12 | - | 120 | 1 | 2 | \$ | + | 1 | 126 | 138 | | | | H | - | , | + | + | 0009 | 000 8 | 2000 |
| ROJECT | | FEDERA | FDERAL FUND | | 7 | 7.1 | | / | 1 | /// | | | - | ŀ | \dagger | 1 | 1 | | | | BR | | 9 | + | \dagger | 2 | + | 9 | - | 1 | - | | | H | _ | + | + | + | STP | - | _ |
| ă, | _ | $ \leftarrow $ | ANDALY YEAR STRATS BEAHT | | \forall | / | | 1 | / | | | 3/13 | _ | | | | | 6/13 | | - | 6/11 | ┝ | 6/13 | ╀ | + | 6/44 | ╀ | 243 | + | 1 | | 1/10 | 6/12 | 6/13 | _ | $\frac{1}{1}$ | 10/10 | 4/43 | 6/13 | | |
| | | 7 | PROJECT PARS | | .e. | ₹ | Const | Total | | М, Mj | § | Const | Total | | щ | 7 | <u> </u> | Const | Fotal | | P.E. | <u>₩</u> | Onst. | Total | | L | | L | 1 | Total | | _ | | Const. | L, | + | | 1 | Const | L | |
| | | (| UTILITY CODES | ~ | _ | C,P,T,W | _ | 1 | | | ¥N. | _ | _ | ŀ | | N L | _ | - | | | _ | C,P,T | _ | _ | + | _ | CPT | _ | _ | + | _ | _ | _ | <u>ა</u> | <u>-</u> | ╀ | _ | _ | | <u>-</u> | |
| 1 | _ | <u>, </u> | (Jm) | + | _ | 0.08 C, | | - | | | | | _ | ŀ | _ | | | | - | | | - | | | ╀ | _ | _ | | | - | | _ | <u></u> | | _ | - | _ | CSG | _ | | l |
| | _ | /- | FUND. STATUS. HTDNALLENGTH | 1 | | | | - | | | S S | | | | | 60 0 | _ | | - | | | S 0.05 | _ | _ | L | _ | 0.05 | _ | | 1 | | | 9.02 | _ | _ | L | _ | 0.23 | | | ļ |
| | \ \ | _ | IMPROVEMENT TYPE(S) | | | <u></u> | _ | 1 | _ | _ | K | _ | | - | | | _ | | 1 | | _ | ± | _ | | ┝ | | 11 8 | _ | | 1 | _ | _ | - 60 | | _ | H | _ | 98 P | | | l |
| | | | - Bridge Number 8 | | | ad Koundabout | Organo | | | | | ron Orenard | ovements | | | | rebuild creek hed | violiting bounds | cacnon filmery | • | | | counter measures | | | | | | | | | _ | | speck Creek | | | | | | idge | |
| | | | A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description, of Work | N/A CRP#1583 | AS Change Dood & Note of Control | Participation w / City of Douleto | In the called and the called | | Tremont Avenue | 16 SP16 to Bord Oxbord Bullion | Destining to Foll Oldingto Douglevard | Dodostran/Dimeral | r edestriary bicycle improvements | 19310 CRP# 3647 | _ | 17 Kitty Hawk Drive | Remove existing culvert, rebuild creek her | const new diveway for existing bound | 45450 CDD# 2573 | 1767 #JVO 0046 | 2000 | | Implement bridge scour counter measures | to protect bridge footings | 11709 CRP# 3652 | - | Seabeck Highway Bridge #19 | Implement bridge scour counter measures | to protect bridge feetings, | 11070 CRP#3646 | Bridge No. 44 | Mami Boart Bridge | Michigan Doort Door of Day | Milami beach Road at Seabeck Creek | Bridge Replacement | 57740 CRP# 3644 | : | 21 Bucklin Hill Road Bridge | Clear Creek crossing | Replace culvert w/ new bridge | |
| | | _ | FUNC. CLASS | | | ; ; | : | \dagger | _ | N/A | | | t | _ | | £ 1 | | | ł | | 10 | _ | | - | - | _ | 07 19 | _ | | L | _ | 06 | | - | $\frac{1}{2}$ | | | 4 21 | _ | 4 | |

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| l | \neg | FUNC. CLASS | | 99 | 1 | 99 | | | 16 | 97 | | Z Š | | _ | N/A | | 1 | 3 | 5 | 1 | | N/A | į | |
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| နိုင္ခ | \neg | PRIORITY NO. | \dashv | 23 | _ | 23 | | | 2 | | 7 | 25 | | | 26 | | 寸 | | | T | _ | 28 | | |
| County No. 18 | | PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project J Road Name E. Beginning and End E. Description of Work | Various Locations | Esquire Hills Selected Neighborhood Roads within Plat Payernest Rehabilishon | Various Locations | | Selected Neighborhood Roads Within Flat Pavement Rehabilitation | 21709 / 31009 CRP# 2572 | Bethel Burley Road / Mullinex Road | Intersection Improvements | Various CRP# 5020 | 2010 Countywide Clear Zone Improvements | Clear Zone improvements on approximately 17 roads countywide | Various CRP# 5021 | | install spot illumination on approximately 27 urban roads countywide | 70310 / 71991 CRP# 1682 | Suguanish Way / Division Ave. | Intersection Improvements | | | SR 303 / Ridgetop Bouleyard Signal | Intersection improvements | |
| | | IMPROVEMENT TYPE(S) | | 07 | | 07 | | | 73 | | | 12 | | | 13 | | | 23 | ; | ļ | • | 13 | • | |
| 1 / ' | | FUND. STATUS | , | v | | တ | | | တ | | | Ø | | | Ø | | | G | | | | τ | | |
| | | TOTAL LENGTH | | 1.19 | | 1.41 | | | 0.05 | | | N/A | | | N/A | | | 0.10 | | | | 0.05 | | |
| | | UT LITY CODES | | C,T,P,W | | C,T,P,W | | | C,P,T | | | C,P,T | | | C,P,T | | | C,G,P | T,W | | | C,P,T | | |
| TRANS | | PROJECT PHASE | P.F. | R/W Const. Total | ù. G | | Total | in in | R₩ | Total | TI. | WVS | Total | ίμ Δ | RW | Total | in o | RW | Const | Total | ji G | R/W | Const | Total |
| PORTAI | | MONTH / YEAR PHASE STARTS | | 6/13 | < | 2113 | | 1111 | 112 | 4 | 4/12 | | Q | 1/12 | 6/13 | | 1/11 | 1/12 | 5/13 | | 1/13 | | 5/14 | |
| 10N IMPROVEI 2012 TO 2017 2016 T COST | PROJECT | FEDERAL FUND | | | | | | HRRR P | 00000 | 1110000 | - F. S. | | | HRRR P | HRRR | | DHTd | | DHTd | | | | | |
| TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017 | PROJECT COSTS IN THOUSANDS OF DOLLARS FUNDING SOURCE INFORMATIC | FEDERAL FUND CODE FEDERAL COST BY PHASE | | | | | | 33 | 707 | 760 | 170 | | 1,170 | 15 | 185 | 200 | 300 | | 200 | 500 | | | | |
| NT PROG | S IN THOUSANDS C | RAP / CAPP / TIA / UATA / PWIF / OTHER | 1 | | Ň | | | 55. | h | | 0 | 3 | | O1 | 5 | Î | 0 | | 0 | - - | | | | |
| RAM NDS OF D | URCE INF | STATE OR OTHER FUNDS | | | | < | 0 | | | 0 | | _ | | | | | | | | | | | | r |
| OLLARS | INFORMATION | IMPACT FEES | | 0 | | | 0/ | | | 0 | > <u> </u> | | | | | | | | | | | | | |
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| | | TOTAL | 00 | 500 | 0 | 500 | 500 | 35 | 725 | /185 | 170 | | 1178 | 15 | 185 | 200 | 300 | 8 | 1,150 | 1,000 | 90 | à o | 3 6 | 676 |
| | • | YEAR 1 2012 | | | | | ٥ | 25 | 25 | > 50 | 170 | 1 | 17,0 | 15 | | ₹ | 250 | g | 3 | | | | | ļ |
| | EXPEN | YEAR 2 YEAR 3 2013 2014 | | 500 | | 500 | Т | 6 | | 735 | | g | 1,000 | | 185 | 185 | \$ | ı | 1,100 | ī | 65 | | T | 9 |
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| | in | EAR 5 Y | | | | | ے | | \coprod | | | | _ | | <u> </u> | $\stackrel{1}{\downarrow}$ | \prod | 1 | 1 | | \ | | - | - |
| - Z ² | 77 | | | | | | ٩ | | | | | | 1 | | | 1 | | |) | Ц | | | | 1 |
| Resolution No. | FUNDED PROJECTS ONLY | ENVIRONMENTAL TYPE | | ω | | | - |) | ŗ | 2 | | | | | | | 7 | / f | <u>-</u> / | | \ | | مر | 1 |
| No. | S ONLY | R/W REQ? Y/N DATE COMPLETE MONTH / YEAR | | | | | | < | | | | | | | | | ~ | | | | | | | ١ |

SIX YEAR

Hearing Date:12/ Adoption Date:12/

Hearing Date:12/ Adoption Date:12/ Resolution No.

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017

Agency: Kitsap County County No. 18

| Participal Process Name Participal Proce | | | ` | _ | <u> </u> | - | | 25.0 | 33 53 | | OSCINE | A LICE A | ď | | | | | | | | | |
|--|-----|--|-----------|---------------|---------------|---|----------|------|----------|----------|--------|----------|----------------|----------|-----|-----------|---------|---------------|----------|--------|---------------|-------------|
| A Freduct Data Name of the Part of the Par | | | \ \ | <u>\</u> | <u> </u> | <u>(</u> | - | | | FUNDING | SOURCE | INFORMA | NOIL | | 7 | EXPE | ANITHM | SCHEDIL | ц | | TEUEKA | <u> </u> |
| A. Foreign Matter State of Market State Sta | | PROJECT IDENTIFICATION | > | - | <u>\</u> | $\left(\begin{array}{c} \end{array} \right)$ | <u> </u> | | DERAL FU | SON | - | L | L | L | _ | . = | LOCAL A | SENCY) | ł | | OJECTS | ONLY O |
| Pre-part Land Research Continued and Resear | -(| _ | 1 | _ | _ | | _ | \ | | | | _ | | | | | | ŀ | ŀ | | | ; |
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| E. Description of Work | 40 | | VΟ | | <u>/</u> w) | \langle | _ | :E 2 | 10: | _ | _ | ٧d | _ | _ | | _ | YEAR3 | YEAR 4 Y | EAR 5 YI | | 34) | MC |
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| Marketing Marketing Market | | | 8 | | | _ | _ | 1/13 | | | - | L | ě | ı | | | | + | 1 | Ţ | _ | |
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| Harwing Road Paw Shoulders Ge S 3.11 Cp TeAm Titis Cp Titis | | Pave Shoulders drainage improvements | _ | | | <u>-</u> | L | | | - | | Ę | | ١ | | | 1 | | 1 | 1 | | _ |
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| Figure 1 Flower Place Flower P | | | _ | _ | | | L | 7 | 1 | + | | 1 | 4 | | | | _ | | | | L | |
| September Sept | | Hansville Road Pave Shoulders | 90 | | | _ | Ц. | 5/15 | | | \ | | 3. | | | 35 | | | L | | _ | |
| Constitucing praced shoulders Constitucing praced should pra | | Folon Road to Tuin Soits Boad | 8 | | | _ | | 7/13 | > | - | / | į | 38 | | | 35 | - | - | - | Τ | | |
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| Foreign Fore | | Intersection Improvements | | • | | _ | L | 114 | - | 020 | 1 | | | . (| | | | + | 1 | Ì | | |
| Miller Bay Road Bike Trail 32 S 1.50 C.P.T R.W. F. 1/11 STPE 122 150 1 | | | | | | F | Ļ | | + | 200 | 4 | | | \perp | | | 3 | | - | - | _ | |
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| 1 Mingston Road 1 So | | | | | | _ | 1 | + | 1 | 107 | 1 | | | | _ | | _ | | _ | | - | |
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| The control of the co | | Heritage Park Entrance to West Kingston Road | ; | | | _ | Д, | ╁ | | | j | | 20 | | | 20 | - | | - | Γ | | > |
| Intervalse Laborate L | | Construct bike trail | • | | | 3 1 | _ | + | 1 | 575 | | | 725 | \ I | | | 1,300 | | _ | | | _ |
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| THE TOTAL STATE TOTAL STATE TO THE TOTAL STATE TO T | | A tout of the County of the Co | - ; | | _ | _ | L | = | - | | | | 35 | | 25 | \$ | 169 | - | ŀ | ľ | | |
| The const. S/14 | | | 9 | _ | | _ | _ | 113 | _ | | Ŀ | | -5 | | | 2 | - | + | 1 | T | | |
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| rert Const. S/14 0 0 0 1330 230 30 10 190 0 0 2 2 | | Southworth Drive Culvert # 2 | | | | | | /12 | | - | | | Ş | ļ | 16 | 1 | 1 | + | + | Т | | |
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| 12 S 0.20 C,P,T RW 1/13 C E E E E E E E E E E E E E E E E E E | | | _ | | | 70 | L | | | - | | | 200 | 000 | | 1 | 2 | - | 1 | 7 | | |
| Lincoln Road / Widme Road 12 S 0.20 C,P,T RW 1/13 60 60 60 40 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | | | F | ig | - | - | + | + | + | <u>,</u> | 1 | | V64 | . Z3V | R | <u>10</u> | 38 | 1 | • | " • | $\frac{1}{1}$ | ٦ |
| 12 S 0.20 C,P,T R/W 1/13 | | | | | _ | <u>.</u> | L | = | - | - | 1 | | 1 | 5 | - | 1 | - | _ | | ٦ | | |
| e improvements to improve Const. 5/14 Total | | Lincoln Road / Widme Road | _ | _ | | _ | L | 13 | - | 1 | - | | 8 1 | 3 | 94 | 0 | 9 | | | 7 | _ | |
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| | | stopping sight distance | | | | Ė | L, | | | - | | | 3 | 3 | | | 2 | - | | 7 | | _ |

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| of Holling and Charmonion | | _ | Seabeck Highway | - | 11709 CRP# 3624 | | Criannelization improvertients an lega of intersection | | 1 Fairgrounds Road / Central Valley Road | | 56409 / 59050 CRP # 3655 | arrounded to a milipo stock | shoulders to Phillips Road | Lane widening with sidewalk to Jackson Ave. and paved | 40 City Limits to Phillips Road | Salmonberry Road - Design Report | 40609 | of refer dager road at big beet Creek | Company Description of District Control | | 39 Lewis Road NW | | 11650 CRP# 3653 | | Replace Deteriorated 12" Culvert | Se Olsen Your Chiver | | | 74597 CRP # 1585 | to protect bridge footings | | 37 Spruce Road Bridge # 22 | 0 102 H 2010 | approximately 1,070 sect | Tracyloff Blvd. Illiefsection east | Togeton Died Internation pact | Re Bucklin Hill Road - Stormwater and Bike/Ped Improvement | | 57740 CBD#3649 | E. Beginning and End E. Beginning and End E. Description of Work | | | | |
| i | 3 | 9 | ì | | | | | i | 5 | | | | | | 05 | | | | | | 8 | | | | | ; | 8 | | | | | 1 | | | | | 32 | | | IMPROVEN TYPE(\$ | | | | |
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| 4 | <u>ا</u> ب | \ | Ļ | | _ | | ٥ | / | <u> </u> / |] | <u>L</u> | <u> </u> | 1 | 2 | L. | | L | 1_ | ٥ | <u>.</u> | | لـ | | L. | - | • | Ţ | 1. | | + | | | | 1 | <u>ا</u> ، | <u>.</u> | 1 | | | ENVIRON | MENTA | ıL | PRO. | _ |
| ŀ | _ | \ | \ | _ | | | | _ | | | | | 1 | - | | | | | 1 | | | _ | | | L | | | | | 1 | | | | | + | | | ••• | | R/W RE | Q? Y/N | | PROJECTS ONLY | FUNDED |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017

Agency: Kitsap County County No. 18

Hearing Date:12/ Adoption Date:12/ Resolution No. 12/27/2011 09:40:44 AM

Hearing Date:12/ Adoption Date:12/ Resolution No.

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017

Agency: Kitsap County County No. 18

| | | | Ĺ | 1 | - | | PROJECT COSTS IN THOUSANDS OF DOLLARS | T NI STSO: | HOLISAND | IOC DO S | ARS | | - | | | | | ľ | Fendonic | , |
|-------------|---|--------------|---------------|-------------|------------|----------------|---------------------------------------|------------|-----------|----------------------------|------------|--------------|--------------|----------|--------------------------|------------------|------|--------------|---------------|----------|
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| | | > | \ | | (| <u> </u> | FEDERAL FUNDS | FUNDS | - | - | _ | _ | Γ | | (LOCAL | (LOCAL AGENCY) | | | PROJECTS ONLY | SONLY |
| SSI | | TN: | \rightarrow | SEG | 38¥(| AA ≷TS | ΟN | - | _ | - | | _ | <u> </u> | | | - | | | 78. | ETE R |
| ∕ ⊓ɔ | B. Road Log Number - Bridge Number | E(2) | ENC | | <u>-</u> - | , YE | | | CAPP / S | STATE | s | | - | | | 1 | | | : | 374 |
| INC. | E. Beginning and End | VOЯ IЧYT | 8 .GI | XJI (m) | TEC. | — ЭЕ Э Э | IAN COI | Hd X | | A4M | 933 EEE | FUNDS TOTAL | | _ | 2013 2014 2015 2016 2017 | 3 YEAK 4 2015 | 2016 | 2017 2017 | IYY! | COM |
| n⊴ (| E. Descr | dWi | | III/n | OAA | 10M AH9 | e E DI | | PWTF / F | | | . | - | | | _ | | | NVIR NVIR | MON. |
| | 56140 CRP#3654 . | - | _ | | \rangle | | | | | - | + | - | + | + | \downarrow | | | Ť | ╬ | |
| 4 | A STANDARD CO. C. C. C. C. C. C. C. C. C. C. C. C. C. | - | | | м. щ | 10/12 | | /// | | | - | 20 | 20 | 3 | 25 10 | 10 | | | | |
| 2 | Construct foff-time channeling to Molatine Bood | 12 | S 0.10 | C,P,T | _ | 1 | | | | - | | | 50 | | 50 | | | | . – | |
| | Consecution distributed on wearinging Code | | | > | Total |) (1) | 1 | | 1 | • | - | | 350 | | | | | | | |
| | 21109 CRP# 2578 | İ | + | + | 1 | | | 5 | \dagger | = | 5 / | 450 | 450 | 2 | 25 60 | 360 | • | ٥ | e | 7 |
| | | _ | | | ы А | 10/12 | | + | 1 | 1 | 4 | 6 | 20 | | | _ | | | _ | _ |
| 20 | 44 Sidney Road | 12 | S 0.25 | 200 | i & | 7/44 | | + | + | 1 | 1 | 2 : | 20 5 | o. | 35 10 | 10 | | 1 | | • |
| | Wildwood Road to Shannon Drive | ļ | | | | L | + | | 1 | + | 1 | | 97 | + | 25 | - | | 7 | | |
| | Construct two-way left turn lane on Sidney Road | | | | Total | _ | - | - | + | ľ | + | 3 1 | 2 1 | | İ | 1 | | | | |
| | 21709 CRP#2579 | | \vdash | | - | | f | 1 | + | 1 | 1 | | 280 | n | 35 | 910 | 0 | ē | 2 | T |
| | | | | | ŭ. | 11/12 | - | | CCIRMA | 335 | + | | | | | ļ | | T | | |
| 9 | 45 Bethel-Burley Road Cuivert To Bridge | 5 | \$ 0.03 | 3 C.P.T | | 4/14 | | + | | 343 | + | 2 9 | 220 | 3 | 150 100 | 72 | 1 | T | | _ |
| | Replace fish-passage barrier culvert with | & | _ | _ | _ | L, | | + | 1 | 1 | 1 | | | + | 2 | _f | 1 | | _ | |
| _ | a short span bridge | , | | | Total | _ | - | - | 1 | 1 | 1 | Œ | 2 ; | | | - 1 | | | | |
| Γ | 40700 / 40490 | t | + | - | | | 1 | 3 | + | 279 | 7 | 1,130 | 1,515 | 50 | 150 110 | 1,205 | | - | 7 | |
| _ | | - | _ | | ם | 40143 | + | | 1 | - | + | - | | - | | | | | _ | |
| 9 | 46 Lund Avenue / Harris Road Intersection | - | 0 03 | 0 | į | 6/44 | + | + | + | + | + | | 120 | | 90 | \$ | | | | |
| | Construct signal at intersection | | | _ | _ | 1 11 | + | | V CED A | 100 | 1 | 1 | 0 70 | 4 | 5 | - | | | _ | |
| _ | | | | <u>.</u> | | 5 | | 1 | Y J | 100 | 1 | \prod | 3: | 1 | _[| | | 7 | _ | |
| Γ | 57720 / 19515 CRP # 3656 | \dagger | - | - | 100 | | | 1 | \dagger | Dg. | 7 | 4 | 245 | 9 | 60 55 | 330 | - | 9 | 7 | 7 |
| _ | | | | | u O | 1/1/2 | | - | + | + | + | ı | 7777 | | | | 1 | T | _ | _ |
| 9 | 47 Myhre Road / Silverdale Way | 12 | \$ 0.05 | | | 1/14 | | | \dagger | 1 | + | 110 | 21.0 | 21 | 90 | 16 | | T | | _ |
| _ | Intersection Improvements | _ | _ | T.S.W | | 6/15 | - | U, | SEPA | ,, | + | \downarrow | 262 | 1 | 419 | | 1 | T | | _ |
| | | | | | | | | , c | | 3 8 | + | V | 1 | 1 | + | | | 1 | | <u></u> |
| _ | 42510 CRP#2557 | | _ | L | | | + | + | + | 1 | - | ` | | | 401 | RIP | 3 | 1 | ,, | T |
| | | | | | P,E | 1/14 | - | - | - | | - | ı | Ē | + | JAN T | 1 | 46 | T | _ | |
| 9 | 48 Beach Drive #1 | 90 | S 0.25 | C,P,T | | 1/15 | _ | | - | | | 122 | 2 12 | | 1 | 3 14 | 2 | Ī | | |
| _ | Main Street to Caraway Road | | | | Const | 6/16 | | _ | - | <u>.</u> | | ľ | 9 | <u>}</u> | | | 400 | T | _ | _ |
| † | Pave shoulders with associated drainage improvements | | _ | | Total | | | 0 | _ | • | 0 | 550 550 | 15 | | 8 | ğ | 47. | T | | _ |
| | 42510 | _ | L | L | | | | - | + | | L | | _ | + | | † | 2 | ╬ | + | T |
| ç | 62 | | | | _ | 1114 | | H | - | L | - | | 9 | <u> </u> | 8 | 30 | 2 | Τ | _ | _ |
| _ | 49 Beach Drive #2 | | S 0.27 | L u | | 1/15 | | | - | _ | _ | 85 | 82 | - | | 88 | - | Τ | | |
| _ | Caraway Rd. (E) to Jessica Way (E) | | | 3 | _ | 6/16 | | | | | <u> </u> | | 150 | <u> </u> | | + | 485 | Τ | | |
| 1 | Pave Shoulders with drainage improvements | - | _ | | Total | | | 0 | | 0 | 0 | 650 650 | 0 | 0 | 8 | 115 | 495 | F | _ | |

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| | 1 | 16 | | | Ĺ | | - | 17 | | | | | - | 1 | | Ī | | | 3 | | | | _ | ₹ | _ | _ | Ι | _ | 97 | | | | 8 | 8 | | | Ţ | FUNC. CLASS | _ | _ | |
|--|---|--|----------|----------|---------------------------|--|-----------------------------------|-------------------|-------|------------------|-------------------------------------|--|---|----------------------------------|----------|-------|----------|---------------------------|---|--------|---------------|---------------------------|------------------------------------|-------------------------------------|----------------------------------|------------------|---|---------------------------|-------------------|-------------|------------------|--------------------------------|--|---------------------------------------|----------|----------------|---|--|----------------|---|-----------|
| | | 55 | | | L | | | 5 | | | | | | 2 | | | | | ន | | | Ĺ | | 20 | | | Γ | | 5 | | | | _ | 8 | | | I | PRIORITY NO. | | | |
| Construct strewark both stress and certain valley read | Construct sidework both sides from Control Valley Board | Fairgrounds Road - Sidewalk Improvements | | 56409 | Construct paved shoulders | The state of the s | Mile Hill Drive to Madrone Avenue | Alaska Avenue | | 47250 CRP # 2560 | Widening, Intersection improvements | Societ sound of children on the sound of the | One of the state of Bureau Street to Anderson Hill Soud | Silverdale Way Road Improvements | | 19515 | - | Intersection Improvements | Bethel-Burley Road / Burley-Olalla Road | | 21709 / 23760 | Construct paved shoulders | California Avenue to Alaska Avenue | E. Chester Road / E. Maurone Avenue | Tobacca Carlotta Mariana America | 43809 CRF # 2009 | viden, paved snoulders, intersection improvements | Wildwood Koad to L H Koad | Gienwood Road # 2 | | 20509 CRP # 2555 | movements with paved shoulders | Intersection widening to accommodate truck turning | Widme Road / Totten Road Intersection | | Enen/ 1 0991./ | | PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work | | • | |
| | | ష | | | T | | | 8 | | | T | ; | 3 | 9 | | | | | 12 | | | l | | | 3 | | 1 | | 5 | 3 | | İ | | 7.7 | S | | 1 | IMPROVEMENT TYPE(S) | | | ł |
| | _ | s | | | ſ | | | G | | _ | ſ | | - | Ø | | | | | Ø | | | I | | (| n | | Ţ | | 7 | • | | Γ | | ď | , | | Ţ | FUND, STATUS | \prod | (| 1 |
| | | 0.50 | | | | | | : 2 | | | | | | 0.25 | | _] | | | 0.05 | | | | | 6.67 | 2 2 1 | | | | | ì | | | | C.US | 2 | | | TOTAL LENGT | | \ :- | |
| | T.W | C,G.P | _ | | | | | ς, _{P,T} | | | | | ⊣ ; | C,G,P | | | | | C,P,T | | | | \$ | ž : | ე - | | | | 3 |) 3 1 | | | | , , | 1 | | | UTILITY CODES | | | |
| Total | Const. | R₩ | ji ji | <u>.</u> | 1 | Total T | Const | 2 | ii. | , . | <u> </u> | 3 | Const | ₹ | in G | | Total | Const | WS. | į | ; | i ora | 1 2 | } | ₹ : | Ti | 100 | 1019 | | 9 1 | n n | Total | Const. | 2 | | а П | | PROJECT PHASE | / | 1 | 1 |
| | 6/17 | 1/15 | 1/14 | | | | 6/17 | 5/16 | 10/14 | | | | 5/16 | | 1/13 | | | 6/16 | | 7/13 | , | | 9 | 2 | 6/15 | 10/13 | | 2 | 2 2 | n c | 1112 | | 6/16/ | 0/10 | 014 | 11/5 | | MONTH / YEAR PHASE STARTS | | | |
| | | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $\frac{1}{2}$ | | FEDERAL FUND CODE | FEDER | KOJECI | 1 |
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| 0 | _ | | | T | 1 | 5 | | | T | | ľ | 2 | | | | | 0 | | l | 1 | T | †* | 7 | - | | | | | PA P | RAP. | RA D | 9 | / | + | 7 | | _ | RAP / CAPP / TIA / UATA / PWIF / OTHER | - | FROJECT COSTS IN THOOSENED OF FORMATION | 10016 |
| • | •• | | İ | | | - | | | | 1 | 1 | | | | | | | | | | 1 | | | | 4 | | 1 | 2.613 | 2.046 |))) | 7 | ~ | * | 1 | | | | STATE OR OTHER FUNDS | | URCE IN | 200 |
| | | | | | | <u> </u> | | | | | | | | | | | 6 | \ { | 1 | 7 | { | 1 | • | 7 | | 1 | 1 | • | | 7 | | ٥ | Ī | | | | | IMPACT FEES | | ORMATIC | |
| 646 | 421 | 100 | 1 | 75 | | 1,320 | 1,000 | 100 | | | | 3,046 | 2,677 | 4 | 369 | | 416 | 3/9 | \ !\@ | \ 3 | 40 | | 660 | 480 | /00 | 86 | | 305 | 227 | 45 | 33 |) SI | | 150 | 15 | 25 | | LOCAL | | ž | |
| 646 | 421 | ľ | | | Т | | | Т | 1 | Т | 1 | - 1 | 2,677 | i' | <u>ي</u> | | 126 | ľ | 1 | T | 40 | 1 | $\int_{-\infty}^{\infty}$ | / | | 80 | П | П | 2,273 | ╗ | 210 | 190 | Ī | J | 15 | | | TOTAL | | | _ |
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| 55 | | ٤ | 20 | 5 | / | 760/ | Ţ | 7 | 150 | 10 | / | 2,746 | 2,677 | | 8 | 3 | ě | 3 2 | 376 | | á | _ | 485 | 480 | _ | (J) | | 2,283 | 2,273 | | ő | _ <u>;</u> | 155 | 형 | | 01 | | YEAR 5 YEAR 6 2016 2017 | - | in | |
| Γ | | <u>}</u> | | 6 | | 1,010 | / | | | 0 | | ٥ | | | | | | | ŀ | | | | 0 | L | | L | <u>L</u> | ٥ | | | | ┪ | ٥ | | _ | | | 2017 ENVIRONMENTAL | 123 | _ | _ |
| 3 | _ | <u> </u> | | _ | _ | ^ | •/ _ | | | | | 3 | • | | | _ | | ა | | | | | 2 | | | - | | 2 | | | | - | _ | | | | | TYPE R/W REQ? Y/N DATE COMPLETE | PROJECTS ONLY | FUNDED | TEUEZALLI |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017

Agency: Kitsap County County No. 18

Hearing Date:12/ Adoption Date:12/ Resolution No.

| | Agency: Kitsap County County No. 18 | | | | F | RANSPOF | SIA STATION IN 2012 | SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017 | VT PROGI | RAM | | | | | | | | - 4 | Hearing Date:12/ Adoption Date:12/ Resolution No. | ate:12/ ate:12/ an No. | |
|-------------|--|---------------------|--------------------------|-------------|---------------|---------------|----------------------------|---|---|-------------------------------|----------------|----------------|-------|-------------------|---------------|--|---|----------------------------|---|--|-----|
| | | | | _ | 1 | | PROJE | PROJECT COSTS IN THOUSANDS OF DOLLARS FUNDING SOURCE INFORMATIC | S IN THOUSANDS OF DOLLARS FUNDING SOURCE INFORMATION | DS OF DI | DLLARS | | П | | EXPEND | EXPENDITURE SCHEDINE | 1 | | FEDI | FEDERALLY | |
| | MOTE A DESCRIPTION TO BE ORG | \rangle | | <u>/</u> | (| /. | FEDE | FEDERAL FUNDS | | | | | | | Ĭ, | LOCAL AGENCY | ر م | | PROJE | PROJECTS ONLY | |
| FUNC. CLASS | A. Faderal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name D. E. Beginning and End E. Description of Work | IMPROVEMENT TYPE(S) | еилата . Потак семетн | (¹iw) | ATILITY CODES | PROJECT PHASE | PHASE STARTS PEDERAL FUND | EDERAL COST | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL | TOTAL | YEAR 1 YI | EAR 2 YE | YEAR 2 YEAR 3 YEAR 4 2013 2014 2015 | 18 4 YEA | YEAR 5 YEAR 6 2016 2017 | <u></u> | M/Y REQ? Y/N STE COMPLETE AABY \ HTNOM | |
| | 42910 / 40609 | | \vdash | - | Y | \mathcal{V} | | | | | | | 1 | - | ╁ | + | + | \downarrow | 13 | | _ |
| 16 | 57 Jackson Avenue / Salmonberry Road | 5 | - 0 | 200 | 6 6 6 | P.E. 1714 | 4 | | | | | 30 | 06 | | | 9 | 99 | 10 10 | ıoı | | |
| 4 | | ! | | _ | _ | | ١٥ | 1 | | | Ì | 24 | 24 | | - | | | 24 | _, | | _ |
| | | • | | | Total | 1 | 1 | | | | - | 554 | 554 | + | 1 | - | - 1 | 554 | | | _ • |
| | 57610 | | 1 | - | - | | | 1 | | | 1 | 000 | 900 | 1 | 1 | 2 | 99 | 34 56 | 7 | | |
| | | | | | a. | 1/16 | 9 | 1 | | 1 | 1 | 1 | - E | 1 | + | + | + | | | | |
| \$ | 58 Island Lake Road - Shoulders | 90 | \$ 0.30 | 30 C,P,T | _ | L | | | | | 1 | у о | y c | 1 | † | + | + | 97 | | | |
| | Construct paved shoulders from Gallery Street to | | | | _ | ist. 6/17 | | | | | 1 | 223 | 223 | 1 | + | + | + | 1 | - T. | | |
| | Camp Court | | | | Tota | <u>L</u> | | ° | | | | 275 | 575 | | + | + | + | 576 | T | | |
| _ | 13549 | | _ | L | F | H | | | | l | - | 7 | + | - | ╁ | 1 | 1 | | | | |
| Ŷ | | | | - | ы. П | E. 1/16 | 9 | · | | | | 53 | 43 | - | + | | - | 33 | -1 <u>-</u> | | |
| 2 | Construct pound shouldon from 200 feet ment of the | 9 | S 0.15 | 15 C.P.T | | | | | | | | 9 | 0 | _ | - | _ | | | | | |
| | roundabout to 480 feet east of the roundabout | | | <u> </u> | _ | st 6/17 | _ | | 1 | | | 332 | 332 | | | | | 332 | T. | | |
| T | 70310 | 1 | + | + | lota | iii | \downarrow | ٠ ا | 1 | | | 375 | 375 | _ | | | | 33 342 | 3 | | |
| | | | | | | | | 1 | | | - | | | | | | | | | | |
| 16 | 60 Suquamish Way - Shoulders | 90 | S. C. | _ | 1 8/0 | £ | | | | 1 | 1 | 99 | 26 | \$ | 1 | | - | 46 | | | |
| | Hyak Lane to Division Avenue | _ | _ | : : : | _ | 5 to | - | | 1 | † | + | 3 | 3 | 4 | + | 1 | - | | | | |
| | Construct 6 feet paved shoulders | | | : | _ | | | 0 | | † | 1 | 2 5 | 2014 | $\left\{ \right.$ | 1 | | - | 463 | • | | |
| | 21109 | - | | | L | ┞┚ | | | | | ┞ | | | + | | | - | ı | | | |
| 4 | A September 19 Control of the Contro | | | | o. | 1/16 | | | | | | 202 | 70 | | | | | 90 | | - | |
| | | 9 | S 0.68 | S C.P.1 | | Щ. | | | | _ | - | 25 | 7 25 | | | | _ | 15 10 | | | |
| | Construct & foot period about to | | | | Const. | st. 6/17 | | | | | | 650 | 650 | | | | L | 650 | | | |
| † | 21139 | \dagger | \downarrow | + | Total | | 1 | 0 | 1 | - | 1 | 745 | /745 |) | / | | | 55 690 | 2 | | _ |
| | <u> </u> | | | _ | 0 | 18.4 | _ | | 1 | - | 1 | - | - | + | | | | | | | |
| 6 | 62 Carney Lake Road - Shoulders and Reallanment | 25 | 8 0 20 | - 6 | _ | L | + | | 1 | + | + | 120 | 130 | 1 | 7 | 5 | 90 | 10 10 | | | |
| _ | | _ | | | _ | | | | + | \dagger | + | 200 | 200 | $\frac{1}{1}$ | $\frac{1}{}$ | $\frac{1}{2}$ | _ | | | | |
| | Construct 6 ft. paved shoulders and realign curve | _ | | | Total | L | | | | + | + | 200 | 2 6 | 1 | 1 | | | | | | |
| - | 11300 | \vdash | L | - | - | | | | 1 | Ť | + | - OKN | nzq | + | + | 2 | 300 | 60 460 | 7 | T | |
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| <u>-</u> | 63 Seabsck-Holly Road Bridge #20 | 6 | \$ 0.05 | C.P.T | | | | | | | H | , , | 10 | | L | 1 | | 9 | | | |
| | Anderson Creak | _ | | | Const | £ 6/17 | 1 | _ | - | 1 | | li | 1,250 | | H | | | 1,250 | - | | |
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| N/A | N/A N/A | 16 N/A | \$ 8 | FUNC. CLASS |
|--|---|--|---|--|
| 70 | 69 68 | 66 | 65 64 | PRIORITY NO. |
| Various Locations County Wide Guivert Projects Replacement of emergent structurally or capacity deficient cuivents | Various Locations County Wide Bridge Repair Bridge repairs at various locations Various Locations County Wide Sidewalk Repair Replacement/repair of sidewalks and pedestrian ramps at various locations | Markwick / DNR Trall Silverdale Way to Ridgetop Blvd. Construct a hard surface Itall through DNR property 57740 / 56950 Bucklin Hill Road / Nels Nelson Road Intersection Construct signal with channelization at the intersection of Nels Nelson Road and Bucklin Hill Road | 32799 Horizon Lane SE Replace Deteriorated 42" Culvert 12259 / 12256 / 12250 Tahuyeh Lake Rd / Gold Creek Rd / Kingsway Intersection Realign Intersection | PROJECT IDENTIFICATION A. Federal Ald No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work |
| . 06 | 32 32 | 12 22 | i i 6 | IMPROVEMENT TYPE(S) |
| · 0 | <i>ω ω</i> | w w | ω ω | FUND. STATUS |
| 06 | 8 8 | 0.75 | 0.05 | TOTAL LENGTH |
| N/A | NIA NIA | N/A | С,Р,Т С,Р,Т | UTILITY CODES |
| P.E. R/W Const. Total | P.E. R/W Const. Total P.E. R/W | P.E. RW Const. Total P.E. RW | P.E. RW Const. Total P.E. RW | PROJECT PHASE |
| varies varies varies | varies varies varies | 1/16 1/12 1/16 1/16 | 1/15 1/16 6/17 1/16 | MONTH / YEAR PHASE STARTS |
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| 100 100 | 300 300 300 200 | 75 75 100 25 | 25 475 500 60 10 | YEAR 6 2017 |
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| | | | · | R/W REQ? Y/N G H DATE COMPLETE S MONTH / YEAR |

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2012 TO 2017

Agency: Kitsap County County No. 18

Hearing Date:12/ Adoption Date:12/ Resolution No.

6,078 3,203 48,937 58,218

cw 58,218

RW REQ? Y/N DATE COMPLETE MONTH / YEAR

ENVIRONMENTAL TYPE

FEDERALLY FUNDED PROJECTS ONLY

Hearing Date:12/ Adoption Date:12/ Resolution No.

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| • | Agency: Kitsap County County No. 18 | | | | TRAN | SPORTAT | SIX YEAR ION IMPROVEI 2012 TO 2017 | SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2012 TO 2017 | IT PROGF | RAM | | | | | , | | | | Heari Adoptic Res | F & V |
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| + | desired a pavernelle at various locations | + | + | | Total | | | 0 | | 0 | 0 | 009 | 009 | 100 | 100 | 100 | 100 | 100 | 100 | _ |
| _ | Various Locations | | | _ | t. | | * | 1 | | 1 | 1 | 0 | H | | | H | H | _ | h | , |
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| _ | and traffic safety improvements | _ | | - | Const | varies | 1 | | | 1 | 1 | 8 | 420 | 5 | | 140 | | 140 | | |
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| 4 | 73 County Wide Bicycle/Ped. Improvements | | - | 200 | 11 2 | | 1 | | | + | \dagger | 0 | 0 | | | - | $\frac{1}{2}$ | | | |
| _ | Spot improvements for hisycle/nedestrien | _ | | ď. | 2 | | + | | 1 | | 1 | 1 | 5 | | | - | - | | | |
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| ╀ | | \dagger | 1 | 1 | Total | Ī | † | 0 | | ٩ | 0 | 1,500 | 1,500 | 250 | 250 | 250 | 250 | 250 | 250 | v |
| | Varione I ocations | | | | | | | | | | | 0 | | | | | _ | | | |
| | 74 WSDOT Project Participation | _ | | - | μi i | + | 1 | | | 1 | | 0 | 0/ | | | | | | - T | |
| _ | County narticipation in State Draing | 9 9 | 8 | Y Y | ₩. | | 1 | | | \dashv | | 0 | 6 | 4 | | | | | | |
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| | - | | | • | | | 58,218 | 10,465 | _ | 4,696 | 304 | 42,756 5 | 58,218 | | / | 1 1 | | | 1 | |

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10/11/2011

RESOLUTION 192 -2011

WHEREAS, the Annual Kitsap County Road Construction program for 2012 containing recommendations for all construction projects and all ER&R equipment purchases was submitted to the Board of Kitsap County Commissioners for review by the Director, Department of Public Works as part of the 2012 Road Fund Preliminary Budget and,

WHEREAS, the Board has held a public hearing this $10^{\frac{1}{10}}$ day of 2011 at 7:00 p.m. and, consideration and review has been given by the Board to said program and initial environmental assessments to each new item therein, with the conclusion that each new item was environmentally insignificant,

THEREFORE, BE IT HEREBY RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that subject 2012 Annual Road Program as reviewed and evaluated, is hereby approved.

, 2011.

BOARD OF COUNTY COMMISSIONERS KITSAP COUNTY, WASHINGTON

Charlotte Garrido, Chair

Robert Gelder, Commissioner

ATTEST:

Clerk of the Board

2012 ANNUAL ROAD CONSTRUCTION PROGRAM

Kitsap County Department of Public Works

614 Division Street, MS-26 • Port Orchard, Washington 98366-4699 R.W. Castel, P.E., Director



current program.



KITSAP COUNTY 2012 ANNUAL ŘOAÐ ÇONSTRUÇTION PROGRAM

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

work on all projects will be accomplished during the program year (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

(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

(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

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

(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: 08- Rural Minor Collector 09- Rural Local Access 07- Rural Major Collector 06- Rural Minor Arterial 17- Urban Collector Arteria 16- Urban Minor Arterial 14- Urban Principal Arterial 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

B- Base and Top Course
C- Bituminous Surface Treatment
D- Asphalt Cement / Portland Cement Pavement
E- Curbs & Gutters

F- Sidewalks

G- Traffic Facilities

H- Paths, Trails, Bikeways

I- Bridges 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

FInsignificant 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 read 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 mprovement 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:

interim impact fee ordinance. Impact fees are collected to offset system wide impacts that are created by development, which cannot specifically be IMPF This denotes the portion of Development Impact Fees which are set aside\fox road improvements from the fees collected under the County's 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 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. for improvements on rural major and minor collector arterials. This program is administered by the County Road Administration Board (CRAB). Proposed Kitsap County projects are rated in conjunction with proposed projects from other counties in the CRAB's Northwest Region (NWR) program utilizes a portion of the Motor Vehicle Fuel Tax to finance projects and generates approximately \$31 million dollars each biennium.

economic development or growth; consistent with state∖ regional and local transportation plans (including transit and rail); and be partially funded by achieving a balanced transportation system in Washington State. Project selected for funding must be attributable to congestion caused by local contributions. 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 <u>TIA</u> This abbreviation refers/to/the Transportation Improvement Account which is administered by the Transportation Improvement Board (TIB). The

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

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

Transportation (WSDOT) Local Programs Division in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway 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

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

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

projects of regional significance. set aside for these routes. However, the DOT does allocate a certain amount of that money to "pass through to Cities and &ounties for use on National Highway System (NHS). Since the State DOT is responsible for maintaining routes on the NHS, they are the recipients of the STP money 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-

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

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

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

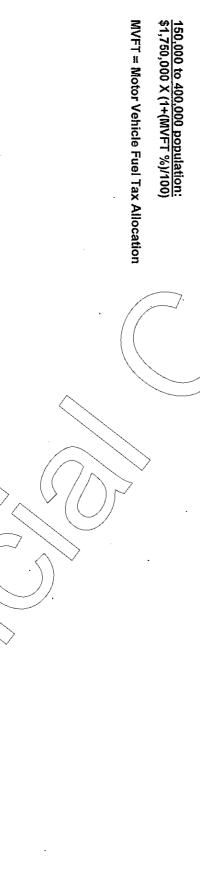
Design and Contract Development for the various projects. These amounts reflect all project costs excluding Right of Way acquisition that are incurred up to the lime a construction contract for the project is awarded. The two individual columns reflect the dollar amounts of work that is estimated to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

(16) Right of Way This column reflects the estimated cost for Right of Way acquisition for the ptoject during the program year. These costs include the cost of the and 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 projedt. (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)

RCW 36.77.065 and WAC 136-16-022 provide for limits on the dollar amounts of work County Forces can perform of the Annual Construction Program. This limitation does not apply to maintenance work that County Forces can do. These limits are as follows:

(19) Day Labor Computation This block shows the dollar amount of County Force (Day Labor) construction.



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| COUNTY DATE PROGRAM SUBMITTED DATE OF ENVIRONMENTAL ASSESSMENT DATE OF ENVIRONMENTAL ASSESSMENT DATE OF FINAL ADOPTION ORDINANCE! RESOLUTION NUMBER | ESTIMATED EXPENDITURES | CONTRACTED PROJ. CONTRA | (17) | ş | Total | 10 | 22 196 | Total | 100 | | + Particular Particula | | 141 |
| DA: OF ENVIR | ESTIMA | YAW 70 THΘIЯ NOITISIUΩDA | (16) | | | | | \dagger | | | # | | + |
| DATE | | CONSULTANT | | | + | | | | | 291 | # | | |
| \$5,504 \$1,813 \$1,423 | : | IN-HOUSE | (15) | | | | | | | 2 | + | | |
| Dollars. | | TOTAL | | Ę | 9 02 | 10 | 180 | 150 | 9 9 | 304 | 304 | | 95 |
| 2012 - 2012 - Pousands of | | LOCAL | (14) | 1 | 100 | ₽ (| 150 | 150 | 9 9 | | | | 96 |
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| CTION PRI NSTRUCTIC ION PROGE | URCE INFO | STATE OR OTHER FUNDS | (13) | | | | | | | | | | |
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| ANNUAL COUNTY JUTION PF LABOR LI FORCES G | | TEDERAL COST BY PHASE | er/A | | | | | | | 304 | 39 | | |
| CONSTRI COUNTY COUNTY | $\left \cdot \right $ | TEDERAL FUND |) E | | | | | | | HRRRP | | П | |
| (A) TOTAL (G) TOTAL | | PROJECT PHASE | E | P.E. | Total | P.E. R/W Const. | P.E. RW | Total | P.E. RWV Const. | ╅┪ | Const | į | F.E. Const. |
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| si si si si si si si si si si si si si s | | (See Work Codes) | 3 | A,B,D | | 3,D,F | | + | | | 9 | - | <u>.</u> |
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| F. SIDEWALKS G. TRAFFIC FACILITIES H. BRIDGE I. BRIDGE J. FEBRY FACILITIES | | PROJECT LENGTH | (5) | 0.05 | · | 0.39 | 0.05 | | 0.05 | | ¥ | - | 0.05 |
| | | | | | | | | | | | | | |
| TYPE OF WORK CODES A. GRADING & DRAINAGE B. BASE & TOP COURSE C. BITUM, SURFACE TREATMENT C. CURSS AND GUTTERS | | PROJECT IDENTIFICATION A. Federal Ald No. B. Road Log Number-Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work | (3) (4) | 26009 Lake Flora Road - Phase 2 Lake Flora Road / J M Olickenson Road | Intersection (mprovements | 71991 Division Ave. NE Suquamish Way NE to Columbia Street Safe Wall to Schoole | 38010 Bridge No. 21 Southworth Drive Bridge Southworth Drive at Curley Creek | Replace concrete bridge 10810 | Stavis Bay Road - Bridge No. 23 Stavis Bay Road @ Stavis Creek Replace Timber Bridge | Various | Countywide Clearzone Improvements | 70 | Miami Beach Road Culvert Replace Deteriorated 12" Culvert |
| . द्वार्व | \vdash | ` ਸ਼ਜ਼ਫ਼ਸ਼ਸ਼ਸ਼ਖ਼ਲ਼ ਲ਼ੑਖ਼ੑਲ਼ੑਲ਼ੑਜ਼ੵਜ਼ | \dashv | 2563 La | 트 | 1576 DIA Sul Sea | 380 Bri Bri 2565 Sou | <u>& 5</u> | 3640 Sta Sta Reg | Var 5023 Lov | Ö | 11070 | 3638 Mila Rep |
| :. | | | <u>@</u> | - | _ | 8 | г г | 土 | 4 | I.O. | | | - 6 |
| | Щ | MATI JAUNNA | Ξ | | [| N | m | | 4 | 5 | , | | 9 |

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|--|------------------------------------|------|-------|---------------------------|--|------------------|------|-----|----------|----------------------|--|--|---|------|-------|-----------------------------------|--|--|------------|--------|-------|--------------------------------------|--|--|---|--------|---|-------------------|---------------------------------|-----------------------------|----|-------|----------|--|---|-------------------|---------------------------------------|-----------------------------------|---|--|-------|---|------------|--|---------------|---|
| | 14 14 | | | | _ | 5 | | | - | ١. | | _ | <u> </u> | | | L | | - | _ | | - | | _ | É | | | + | | _ | م | | 4 | | | | | + | | | | | + | <u>e</u> _ | ANNUAL ITEM | | |
| | | | _ | - | | 207 | | _ | \dashv | \vdash | | _ | 36 | | - | \vdash | _ | - 30 | | | + | | | G. | | | + | | | 25 | _ | + | - | | 20 20 20 | | + | | | 7 | | + | <u> </u> | 6 -YR. PRIORITY | | _ |
| Ecology Road to Eglon Road Construct paved shoulders | 1679 Hansville Road Pave Shoulders | | 70400 | replacement at Huge Creek | Design and construction of permanent culvert | 2074 munter Road | | | 21240 | concrete box culvert | Treplace existing or dia. Culveit wild a difee sined | Dodge Ovinting 60" die Outschließ o throng sided | 3648 Wildrat I ake Road - Culvert Replacement | | 12880 | WDFW Fish Passage Design Criteria | Replace culvert with fish passage structure that meets | Sood Hite Center Drive - Cuivert Replacement | | - | 10700 | and associated drainage improvements | Construct approximately 6/5 feet of sidewalk | 1560 SK 1047 Ningston Stoewalk and Praniage Improvements | | | | | Reduce Deteriorated 24" Cuivert | 2567 Eastview Drive Culvert | | 25751 | | Intersection improvements at Chico Way | 3645 Newherry Hill / Silverdale Way / Chico Way | 13429 13610 13615 | t englander with Corps of might sorte | Double of the Company of Chairman | Camenter Creek at S. Kingston Road | 1771 Couth Kingston Rd Culvert Registers | 00000 | | (3) (4) | H. A. Federal Aid No. B. Roard Log Number - Bridge Number C. Project Road Name E. Begirning and End E. Description of Work | | |
| | 1.70 | _ | | | | 0.00 | 2 | - | - | | | ; | 0.05 | | | \mid | | 0.00 | 0 | | _ | | | | - - | - | 1 | | - | 0.05 | | | | - | 0.05 | | 1 | | : | _ | | | ஞ | PROJECT LENGT | H | _ |
| | 97 | | | | | 5 | 3 | | | | | 1 | 3 | | | | | 9 | 3 | | | | | 200 | | | 1 | | | 8 | | 1 | | 6 | <u>, , , , , , , , , , , , , , , , , , , </u> | | t | | • | 3 | | 1 | <u> </u> | FUNC. CLASS | | \ \ |
| | A,B,D | | | | | į | 9 | | | | | | A.B.D | | | | | ,t 0 | , 0 | | | | | A,E,C | - n | | | | | A.B.D | | | | n n | A P | | Ī | / | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | 50 | | 1 | a / | TYPE OF WORK (See Work Codes) | | <u> </u> |
| | m | | | | | | - | | | | | | _ | | | | | - | - | | | | | - | - | • | | | | - | | | | , | - | | T | \langle | (. | <u>-</u> | | | (8) | ENVIRONMENTAL ASSESSMENT | • | |
| Const | RW | P.E. | | Total | Const. | 2 | W | Ρ̈́ | | Total | 100 | Conet | WS | e. | | Total | Const | 2 | 0 | ē | | Total | Collec | | | , | | Total | Const. | R/S | P | | Total | Const | RVE | F | | Total | Const | 2 | P | 1 | | PROJECT PHASE | | |
| | | | | | | | | | | | | | | | | | FEIVIA | | | | | | 017 | 2 | ֡֟֝֟֝֟֝֟֓֓֓֟֟֓֓֓֓֟֟֓֓֓֓֟֟֓֓֓֓֓֓֓֓֓֓֓֟֓֓֓֓֓֟֓֓֓֓ | 2 | | 1 | | | | | | | | \ | 1 | | SRF | | Ī | 1 | (20) | FEDERAL FUND CODE | | |
| | | | | | | | | | | | | | | | | 205 | 200 | 3 | 1 | | | 181 | 100 | 100 | 1 | 3 | 1 | | | | 1 | | _ | 7 | \ | 1 | | 177 | 175 | | | | G . | FEDERAL COST BY PHASE | FEDERAL FONDS | |
| | | | | | | | | | | | | | | | | | | | | | | | | 1 | $\sqrt{}$ | 7 | | | | | | | | | | | 1 | 7 | 7 | | | | (12) | RAP/ CAPP/ TPP/AIP PWTF/ OTHER | | ONDING |
| | | | | | | | | | | | | | | SSWM | | | | | | | | | | 7 | 1 | | | , | | | | 1 | | | 1 | 7 | | | | | 1 | | (13) | STATE OR OTHER FUNDS | | FUNDING SOURCE INFORMATION |
| | | | | | | | | | | <u> </u> | | | | | | † | 1 | | | | | (| 1 | 1 | 1 | | | | 1 | | | 7 | 3 | 3 | | | | | | | | | (13A) | IMPACT | • | KINATION |
| | - | | t | | | 1 | | | | ē | | | | 10 | | | <u> </u> | | * | \sim | / | | | 1 | 1 | | | _ | 4 | | | | 301 1 | _ | 1 | + | 1 | | | | | 1 | (14) | FUNDS | • | $\frac{1}{2}$ |
| 530 | 9 | 15 | + | 970 | 8 | | 30 | 9 | _ | 2 | 1 | 22 | gr) | | | 98 | | | 1 | ō | _ | 32 | | 2 | 1 | 6 | _ | 95 | 90 | 4 | (n | 4 | ,474 | 399 | 6 | g | - | _ | _ | - | + | 4 | _ | | | - |
| 530 | 3.5 | 13 | | 916 | 2 2 | 900 | 10 | 100 | | 002 | 883 | 674 | > > | > | < | 300 | 150 | 2 | | 10 | | / /213 | 7 | 190 | | اي | | 95 | 90 | | 5 | | 1,776 | 1,700 | 15 | 80 | | 175 | 175 | | | | | TOTAL | | |
| | | j. | | | | | | 400 | / | 1 | 1 | 7 | _ | 10 | | | | | | / > 1 | > | | | | | | | | | | | | | | | | | | | | | | α, | IN-HOUSE ENGINEERING | - | |
| | | ľ | | | | | | | 1 | | | / | | 0. | 1 | | 1 | | | 6 | | ľ | 1 | | 1 | 8 | | | | - | th | | | | | 60 | | | | | _ | | (15) | CONSULTANT | | 1 |
| 1 | 19 | | | | 1 | 1 | / 10 | / | | | | / | 5 | F | | | Ţ | | | | | | Ţ | | 3 | \int | | | | | | | | | 16 | | | | | | | | (16) | RIGHT OF WAY ACQUISITION | | Na Na Na Na Na Na Na Na Na Na Na Na Na N |
| Tot | | 1 | | | | 120 | / | | | | 7 | / 101 | | | | | , | 52 | | | | 2 | 3 | 27 | | | | 7, | 13 | | | | 77. | 255 | | | | 7 | 26 | | | | (17) | CONTRACTED PR CONST. ENGINEERING | oj. | BOW CONST FIG CONSTRUCTION |
| Total for Program | | | | I OLAN JULY TO SHAIN | tol for Brace | 680 | 7 | Ĺ | | | al for Progr | 101 573 | | | | 0.00 | tal far Draw | 298 | | | | Total for Program rear | tal for Drong | 7 153 | | | | Total for Program | 3 77 | | | | ٥ | 1,445 | | | | Total for Program Year | 6] 149 | | | | (18) | CONTRACT | | CONSTR |
| am Year | SOD | 1 | 1 | 192 | am Vaar | | | | | | эп Үеаг | 573 | | | | | To Your | 1 | | | | fairi rear | YOUT | | | | | ram Year | | | | | ram Year | | | | | ram Year | | | | | 8) | COUNTY FORCE | s | UCTION |
| 530 | 500 | 15. | 15 | | 2 | 808 | 10 | 5 | | | 689 | 674 | | | | | 360 | 350 | | 2 | | 717 | ç | 180 | | 30 | | 8. | 8 | | | | 1,775 | 1,700 | | 60 | | 176 | 175 | | | | (19) | GRAND | | |

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| F. Code of the state of the control of the contro | - | | | | | | | FEDERAL FUNDS | | NDING SOUR | FUNDING SOURCE INFORMATION | ATION | | | H | | | ESTIMATED EX | | ESTIMATED EXPENDITURES ROW CONST. ENG. CONSTRUCTION |
|--|-----------------|--|---|----------------|-------------|--------------|---------------|---------------|----------|------------|-------------------------------|----------------|-------|-------------|------|---------------|-----|--|-----------------|--|
| Court 0.05 19 17 F.G. 19 (17) (17) (17) (19) (19) (19) (19) (19) (19) (19) (19 | 6 -YR. PRIORITY | ске илмвек | PROJECT DEMINECATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project Road Name E. Beginnling and End E. Description of Work | PROJECT LENGTI | | <u> </u> | PROJECT PHASE | | BSAH9 YB | | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL | TOTAL | | TNATJUSNOO | | YAW TO F WERE WORLD WITH THE WORLD WATER W | иоптівіцора | АСФИБІТІОМ СОИТRACTED PROJ СОИЗТ. ЕИGINEERING |
| Sures OLOS 17 A.B.D.E P.E. | 8 | | (3) (4) | | \geq | | (B) | Æ | £ | | (13) | (134) | (14) | - | (15) | | | (16) | | |
| Control Cont | | | NIA | | | # | 2 | | | | | | | | | | 1. | | | |
| Sures 17 F,G Const. 17 F,G Const. 12 | 15 15 | 8 | Lincoln Road / Noti Road Roundabout | | |) | P.E. | # | 1 | - | | ľ | | | | | | | | |
| Figure 1 | _ | | Participation w / City of Poulsbo | | | | Const | | Z | | | | 100 | 100 | | | | - | - | 100 |
| Files 19 1 1 F.E. BR 72 12 12 12 12 12 12 12 12 12 12 12 12 12 | 4 | Ť | | | | _ | Total | , | | 4 | | | 100 | 100 | | | _ | | Total for Pri | Total for Program Year |
| 1 | | | 15450 | | | | | | | | | | | | | | Ш | | | |
| Suries Suries Total | 18 | 12.5 | Sam Christopherson Ave. Arch Bridge #17 | | _ | _ | PE | | <u>2</u> | | 1 | | | 12 | 12 | | | | | |
| outs 07 1 P.E. BR (MW) 12 | | | Implement bridge scour counter measures | - | - - : | • | Const | | \ | | | | | | | | l | | | |
| Bures 0.05 07 1 P.E. BR (12) 12 | _ | | to protect bridge footings | | | | Total | | 12 | | | | | 2 | | T | | | Total for Pre | Total for Program Year |
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| 1 0.05 07 1 1 RW 12 12 12 12 12 12 12 12 12 12 12 12 12 | _ | | | | | | ni ni |) HB | /12/ | | | | _ | 12 | 12 | | | | | |
| Const. Total Tot | 19 | 25 | Seabeck Highway Bridge #19 | | - 20 | _ | MA. | | * | | | | | | | | | | | |
| 0.05 09 1 P.E. 1031 | | . • | orphanical bridge scott coulded intersures | | | | College. | | , | | 1 | | 1 | | - | + | | | | |
| 0.05 09 1 1 RW | ļ | Ť | 1070 | \dagger | 1 | | Otal | | 7 | + | 1 | | + | 122 | | † | | | Total for Pro | Total for Program Year |
| 1 0.05 09 1 | | | • | | | | P. | | - | | + | | 1 | 170 | | 170 | | | | |
| Const. C | 20 38 | - 9 | Warnt Beach Bridge - Bridge No. 11 | | 1 60 | _ | RW | | | | | | 20 | 20 | | - | | 20 | 20 | 20 |
| 1 | | ! | Marni Beach Road at Seabeck Creek | | | | Const. | | | | | - | Į. | | | | | | | |
| 0.23 14 A,B,D, S RW Const. | 1 | † | Sadge Replacement | + | - | | Total | | 1 | 1 | 4 | 1 | 190 | 190 | | | | | Total for Pro | Total for Program Year |
| 0.23 14 A,B,D, S RW Const. Total Tot | | - | 5//40 | | | | | | 1 | 1 | 1 | 1 | 7 | | | - | | - | | |
| E,F,H Total Tota | 21 3644 | - 2 | Suckin Hill Road Bulgae | | _ | | ě | | | - | 1 | 1 | (S) | a i | | | | | | |
| O.05 16 A,B,D,G E P.E. HRRP ZS ZS ZS ZS ZS ZS ZS Z | | | Sear Creek crossing | | | | Const | | + | | - | | 261 | 299 | { | \dagger | | 561 | 261 | 561 |
| 0.05 16 A,B,D,G E RMR 25 25 25 25 25 25 25 2 | | Œ | Replace culvert w/ new bridge | | i — | | Total | ļ. ļ | | | - | | 858 | 856 | | | | - | Total for Dro | Total for Drogram Year |
| 0.05 16 A,B,D,C E RNW 26 25 25 25 25 25 25 25 | L | ۳ | 1709 / 31008 | ŀ | L | | | | | ┝ | | 1 | | | | | | - | | |
| 0.05 16 A,B,D,G E RAW 2.5 | _ | _ | : | | | | P. FE | HRRRP | 52 | | | | 7 | 23.5 | 25 | _ | | | | |
| OT Const. 25 Ap | 24 257 | м . М | Sethel Burley Road / Mullinex Road | | | | RW | - | | | | | 22 | /22/ | 7.1 | _ | 1 | 25 | 25 | 25 |
| NA NA NA TOBEL HRRP 170 26 50 10 10 10 10 10 10 10 10 10 10 10 10 10 | | | ntersection Improvements | _ | <u>.</u> | | Const | | - | | | | | \ | / | /11 / | | \ | \ \ | |
| NIA NIA NIA NIA NIA TOBEL HRRRP 170 170 170 170 170 170 170 170 170 170 | 1 | ╬ | | + | 4 | | Total | | 25 | 1 | | | 25 | ⟨060 | _ | / | | | / Total for Pro | Total for Program Year |
| NVA N/A N/A N/A 1 P.E. HRRRP 170 170 nately Total 170 170 170 170 170 N/A N/A G E RVW 16 15 16 By Const. Con | _ | _ | arious | | | | 1 | - | 1 | † | 1 | | | |) | | | | | |
| NA NA NA 1 RW CONST. 1770 1770 1770 1770 1770 1770 1770 177 | _ | _{5} | | | | | υį Li | HRRRP | 170 | - | + | + | | 170 | | 170 | | | | |
| NAM N/A G E R/W 15 15 15 15 15 15 15 15 15 15 15 15 15 | 20 <u>0</u> | <u>*</u> | U10 Countywide Crear zone improvements | | | - | № | 1 | + | + | 1 | 1 | | 1 | | 7 | | 1 | | |
| NA NA G E RW 750 150 170 170 170 170 170 170 170 170 170 17 | _ | <u>, </u> | Hear Zone Improvements on approximatery | | _ | | Const | - | 1 | + | | | 1 | 1 | | | | 1 | 7 | |
| WA N/A N/A G E RW 75 75 75 75 75 75 75 75 75 75 75 75 75 | ⇃ | 무 | 7 roads countywide | + | 4 | _ | Total | | 170 | | | | | 170 | | 7 | 1 1 | | Total for Pro | Total for Program Year |
| N/A N/A G E RW 16 75 75 15 15 15 15 15 15 15 15 15 15 15 15 15 | _ | _ | arious | _ | | | | | - | | | | | | < | 7 | ۱, | | | |
| ely NA NA G E RW Const. | | | 244 C. C. C. C. C. C. C. C. C. C. C. C. C. | | | | P.E. | HRRRP | 12 | + | | | - | 15 | 16 | \ | | | | |
| TSUON STATE OF THE | 200 | <u>. =</u> | 010 CountyMide oper illumination Istall snot illumination on approximately | | | ш | MS tal | + | + | + | + | + | + | + | + | + | | + | | |
| | _ | ٨ | 7 inhan made countswide | | | | 10107 | + | - - | + | + | + | + | + | _ | $\frac{1}{2}$ | - 1 | 1 | | |

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|--|---|---|--|--|--|---|
| 8 | - 3 5 | 24 | 8 8 | <u> </u> | 27 | 6 -YR. PRIORITY |
| 3649 E | 1581 | 2671 | 1584 | 2569 | 1582 | CRP NUMBER |
| 3649 Bucklin Hill Rd - Stormwater and Bike/Ped Improvement Tracyton Blvd. Intersection east approximately 1.373 feet | 177450 1881 Litrolin Road / Widme Road Vertical curve and grade improvements to improve stopping sight distance | Replace Detenorated 18" Culvert 38010 38010 2571 Southworth Drive Culvert # 2 Replace Detenorated 24" Culvert | 70370 Miller Bay Road Bike Trail Herliage Park Entrance to West Kingston Road Construct bike trail 38010 Southworth Drive Culvert # 1 Replace Delerhorated 10" Culvert | Medione Ave Main St. to Alaska Ave. Pave Shoulders drainage improvements 33360 / 31009 Philips Road / Mullentx Road Intersection Improvements | 70310 / 71991 1582 Suquamish Way / Division Ave. Intersection Improvements 49435 / 43809 Main Street (E) / Madrone Avenue (E) 2568 Main St Beach Dr. to Madrone Ave. | PROJECT IDENTIFICATION A. rederal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work (3) (4) |
| 0.30 | 0.20 | 0.05 | 1.50 | 0.05 | 0.10 | PROJECT LENGTH (Miles) |
| 5 | 07 | 56 | 16 N/A | 07 16 17 | i 6 2 | @ FUNC. CLASS |
| A,8,D | A,B,D | A,B,D | , Э, В, О | А,В,О | A,8,0, E,F,G | TYPE OF WORK (See Work Codes) |
| - | m | _ | | - | - ((- | ENVIRONMENTAL SASSESSMENT |
| P.E. R/W Const. Total | P.E. RW Const. Total | Total P.E. R/W Const. Total | P.E. RAW Const. Total RAW RAW | P.E. RW Const. | P.E. P.E. RWW | PROJECT PHASE |
| | | | STPE | | PHF | FEDERAL FUND END OF CODE |
| | | | 100 | | 250 | FEDERAL FUND CODE FEDERAL COST FEDERAL COST BY PHASE |
| | | | | | | RAP/ CAPP/ TPP/AID/ PWTF/ OTHER |
| | | | | | | RAP / STATE CAP / OR IN TYP / AIP / OTHER FUNDS OTHER - (12) (13) |
| | | | | | | IMPACT FEES |
| | | | | | | r LOCAL FUNDS |
| 32 22 | 6 6 | 30 6 25 | 26 | 5 5 5 | 50 50 | 8 F |
| 32 32 | 40 40 | 25 25 30 | 100 100 26 | 5 5 60 | 250 50 300 | TOTAL |
| 32 | 40 | 25 | 25 | 66 | 250 5 | IN-HOUSE ENGINEERING P. m |
| | | | 100 | 6 | 01 0 | CONSULTANT |
| | | 55 | | Ot. | 50 | RIGHT OF WAY SEARCH |
| 701 | To | Total | То | 9 <u>1</u> | 1 1 | RIGHT OF WAY ACQUISITION CONTRACTED PROJ. CONST. ENGINEERING ENGINEERING CONTRACT CONTRACT |
| Total for Program Year | Total for Program Year | tal for Program Year | | Total for Program Year | Total for Program | COUNTY FORCES |
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| 32 32 | 40 40 | 25 5 30 | 100 | S | 250 50 300 5 | GRAND TOTAL (19) |

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|----------|------------------------|--|-----------------------------|-------------------|--------|--------------------------------------|--|---------------------------------------|-------------------|---|---------------------------------|----------------------------------|---------------------------------|---|---------------------|--|--|---|--------------------------------|-------------------|---|--------------------|--|--|------------------------------|-------------------|---|------|-------------------------------------|----------------------------|-------------------|----|--|----------------------------------|-------|--------|----|---|------------------------------|----------------------------------|----------|--------------|---|------------|--|--|---------------|----------------------------|---|---|
| | | | 74 | | | | | 73 | | | 1 | | 72 | : | | Ī | | | 7 | _ | | | | ; | 70 | | | | | 68 | | | Ī | | . 8 | 3 | | T | | 4 | ì | | 1 | ß | 6 -YR. PR | IORITY | | 1 | | |
| | | | | | | | | | | | | , | | | | I | | | | | | Γ | | | | | | | | | | | Ī | | 100 | | | | | 3555 | ; | | | | CRP NU | MBER | | 1 | | |
| | involving County Roads | County participation in State Projects | WSDOT Project Participation | Various Locations | | (Shoulder improvements by Day Labor) | Spot improvements for bicycle/pedestrian | County Wide Bicycle/Ped. Improvements | Various Locations | | and traffic safety improvements | Spot improvements for guardrail, | County wide safety improvements | Parious nocauons | Waltern I parations | CONTROL OF THE PROPERTY OF THE | deficient percentants of various locations | Base stabilization and paying of structurally | County Wide Surfacing Upgrades | Various Locations | | capacity delicelit | Deplacement of effective and exercise of | Devianment of emergent structurally or | County Wide Culvert Projects | Various Locations | | `a | Bridge repairs at various locations | County Wilde Bridge Repair | Various Locations | | Construct a hard surface wall through DNK property | Oliveragie viay a Magazap oliva. | | | 22 | | Intersection improvements | 3556 Wyore Road / Silverdale way | | 61661.102176 | | (3) (4) | C. Project / Road Name E. Beginning and End E. Description of Work | PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number | | | | / |
| | | | N. | | | | | N/A | | _ | ľ | _ | 200 | <u>.</u> | | 1 | | | N. | | | T | | _ | Ž | | | | | NA. | • | | Ţ | | | 2,7 | | T | | 0.00 | 2 | | | <u> </u> | PROJECT | LENGTH | \ | 1 | | - |
| | | | N | | _ | | | N/A | | | | | 2 | 25 | | | | | Z. | _ | | Ī | | | ž | | | | | 2/2 | | | | | 3 | 5 | | | | - | <u> </u> | | | 9 | FUNC. | CLASS | / | 7 |) | |
| | | | ด | | | | | Ą | | | | | G | ò | | | | | 0 | | | ١ | | | A.B.D | | | | | G |) | | | | , | D D | | | / | 7 | | | 1 | a / | TYPE OF | WORK Codes) | | 7 | / | |
| | | | - | i | | | | _ | | | | | ī | π | | | | | т | | | 1 | • | - | s | | | | | ſì | n | | | | | _ | | | $\left\langle \right\rangle$ | (. | - | | | <u>@</u> | ENVIRON ASSES: | | • | | | |
| | Total | Const | W | P.E. | | Total | Const. | RVW | į | , | otal | Collec | | 200 | PE | | ot: | Const | RW | P.E. | | - | 1010 | Const | 25 | P.E. | | otal | Const | 28 | | 9 | 2 | Tofa | Const | R | 5 | - | 1 2 | Const. | § ! | P.E | | 3 6 | PROJEC | PHASE | | | | |
| TOTALS | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | K | | 1 | 1 | | \ | 1 | | | | | | (10) | FEDERA CO | | FEDERAL FUNDS | | | |
| 1,446 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 1 | | / | 1 | 1 | 1 | 1 | 1 | | | | 3 | FEDERA BY PI | | FUNDS | , | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | < | | | , · | | | 1 | | | | | 7 | | | | 7 | | | | (12) | PWTF / OTHER | RAP / CAPP / | | FUNDING SOURCE INFORMATION | | |
| 50 | | | | | | | | | | | | | | | | | | | | | | | | / | | - | | 7 | | 1 | 1 | 1 | 1 | | / / | | 7 | | | | | | | (13) | FUNDS | STATE | | URCE INFO | | |
| 311 | | | | | | | | | | | | | | | | / | < | | 1 | _ | | | | (| | | | | | 1 | | | | 7 | | | | | | | | | | (13A) | FEES | IMPACT | | MATION | | |
| 6,578 | 100 | 100 | | | l | 67 | 250 | , | | | | 20 | £ | , <u>, , , , , , , , , , , , , , , , , , </u> | 30 | / | / 100 | 100 | † } | | | \ | / /100 | 1 / 7 | / 10 | 20 | | , | 25 | 1 | 1 | 50 | | 88 | | 80 | | | 2 | | | 16 | | (14) | FUNDS | LOCAL | _ | | | |
| 8,385 | | 100 | | | | | 200 | | | | | | 140 | \sim | \ \ \ | | /100 | | 1 | | \ | | / | | | 20 | 1 | | 50 | | | 50 | | 08 | | 0 80 | | | 10 | | | 0 10 | | | | TOTAL | | | | |
| 831 | | | | | | | | | 1 | 1 | | 1 | _ |) / |) / / 30 | // | K | | | | } | , | | _ | | Ž | | ľ | | | | 50 | | | | 0 | | | | | | | | (15) | | OUSE EERING | | | | |
| 1,216 | Ī | Ì | 1 | 1 | 1 | 1 | | † | 1 | 1 | 1 | 1 | | | ٦ | | | 1 | T | Ì | | | | | Ì | ١ | 1 | Ì | Ì | | | | 1 | _ | | - | | ~ | - | | | 10 | _ | S | CONS | JLTANT | - i'' | | | |
| 834 | | | | | | | | | 1 | 1 | | | | 30 | | 7 | | - | 1 | 1 | | | | | ē | | | İ | | | | | | | | 80 | | | | | | | | (16) | | OF WAY | 7.00 | ESTIM | | |
| 885 | | 3 | | 1 | | | To | | | | | 10 | 7 17 | | | | Te | | | | | | To | | | | | | 70 | | | | | 70 | | | | | To | | | | | (17) | CO | TED PRO. NST. EERING | J. ENG | ESTIMATED EXPENDITURES | | |
| 3,396 | | Total for Program Year | 100 | 7 | 1 | | Total for Program | | 7 | 1 | | al for P | 7 123 | | | | Total for Program | ֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֡֓֓֓֓֓֓֡֓֓֓֡֓֡ | | † | | | Total for Program | 20 8 | Ī | | | 1 | Total for Prog | | | | | Total for Program Year | | | | | Total for Prog | | | | | 3 | | TRACT | CONST | TURES | | |
| 1 /1,423 | | ram Year | | | 7 1 | | _ | 260 | | | | ıram Year | | | | | ram rear | | 3 | | | | yram Year | | | | | | for Program Year | | | | | yram Year | | | | | for Program Year | | | | | (18) | | / FORCES | | MOTON | | |
| 8,385 | | 100 | 100 | | | | 250 | 250 | | | | 200 | 140 | 33 | 30 | | | 1 | 1 | | | | 000 | | 70 | } | 2 | | 50 | | | 50 | | 8 | : | 200 | | | 1 | | | | | (19) | ! ! | GRAND | | | | |

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10/73/2011 10:54 AM

EQUIPMENT RENTAL & REVOLVING FUND 2012 EQUIPMENT PURCHASES

| , | | | 2 | 2012 |
|---------------------------------------|--|--|---|--|
| DEPARTMENT | ID'S | DESCRIPTION | QUANTITY | EST, COST |
| 1012 PUBLIC WORKS ENGINEERING | ? | COPIER GPS SURVEYING 1012 TOTAL | | \$ 16,000 \$ 126,000 \$ 142,000 |
| 1013 PUBLIC WORKS ROAD MAINTENANCE | 105 745 113 263 243 432 367, 368 478 579 350, 352 650, 653 660 664, 666 685 688, 689 707 605, 606 212, 228, 229 726, 727, 732, 733 | SUV, MED (HYBRID?) PICKUP 1/4T EXT 4X4 PICKUP 1/2T CONV 2X4 TRAILER, TILT BED TRAILER, PUP TRUCK, 10-12YD DUMP MANLIFT SANDERS EXCAVATOR OIL DISTRIBUTOR REFERB ROLLER, DRUM ROLLER, WHEEL SWEEPER, MOTOR BROOM, TOW BROOM, TRACTOR BRUSH CHIPPER MOTOR GRADER BACKHOE/LOADER TRACTOR, MOWER REPEATER 450HZ 1013 TOTAL | 1 1 1 1 1 2 1 2 1 2 1 2 3 4 1 | \$ 33,000 \$ 21,000 \$ 21,000 \$ 38,000 \$ 50,000 \$ 185,000 \$ 25,000 \$ 225,000 \$ 196,000 \$ 380,000 \$ 70,000 \$ 490,000 \$ 20,000 \$ 28,000 \$ 28,000 \$ 550,000 \$ 394,000 \$ 394,000 \$ 3,412,000 |
| 1015 PUBLIC WORKS TRAFFIC DIVISION | 26 141, 151, 777 816 360 214 | SUV, FULL PICKUP 1/4T 4X4 TRUCK, PAINT MATERIALS TRUCK, MANLIFT FORKLIFT 8000# 1015 TOTAL | 1 3 1 1 | \$ 40,000 \$ 63,000 \$ 135,000 \$ 175,000 \$ 35,000 \$ 448,000 |

EQUIPMENT RENTAL & REVOLVING FUND 2012 EQUIPMENT PURCHASES

| | | | 4 | 2012 | |
|--|---------------------|---|----------|----------------|------------------------------|
| DEPARTMENT | ID'S | DESCRIPTION | QUANTITY | E3. | r. cost |
| 4011 PUBLIC WORKS SOLID WASTE | | 4011 TOTAL | | \$ | <u>.</u> |
| 4021 PUBLIC WORKS WASTEWATER | 866 864 815 | PICKUP 1/4T 4X4 SEWER TRUCK, LARGE SEWER TRUCK, SMALL | 1 1 | \$ \$ \$ | 21,000 380,000 225,000 |
| | | 4021 TOTAL | | \$ | 626,000 |
| 44011 PUBLIC WORKS SURFACE WATER | 60, 127, 734 262 | PICKUP, 1/4T 4X4 TRAILER, TILT BED | 3 1 | \$ | 63,000 35,000 |
| MANAGEMENT . | \Diamond | 44011 TOTAL | | \$ | 98,000 |
| 5001 ER&R EQUIPMENT | 193 | SCISSORS JACK PICKUP 3/4T 5001 TOTAL | 1 1 | \$ \$ \$ | 97,000 24,000 97,000 |
| 5001A ER&R FUEL MANAGEMENT SYSTEMS | | PHASE1 UPDATE STATIONS 5001A TOTAL | 1 | \$ | 650,000 650,000 |
| 16811 DEPARTMENT OF COMMUNITY | 190 | PICKUP 1/4T 4X4 | 1 | \$ | 21,000 |
| DEVELOPMENT | | 9211 TOTAL | | \$ | 21,000 |

EQUIPMENT RENTAL & REVOLVING FUND 2012 EQUIPMENT PURCHASES 2012 YTITHAUD ĘST∖ COST **DESCRIPTION** ID'S DEPARTMENT \$ **/**35/,000 1 4x4 VAN 783 9171 CORONER 35,000 \$ 9171 TOTAL 9403 SHERIFF'S DEPARTMENT TRAFFIC \$ 9403 TOTAL 35,000 1 PICKUP 1/2T 1246 37,000 \$ 1 VAN, MINI 943 \$ 40.000 SUV, MED (ESCAPE HYBRID?) 1 1321 9404 SHERIFF'S \$ 35,000 1 SEDAN, ADMIN 1289 DEPARTMENT \$ 720,000 18 SEDANS, PERSUIT **PATROL** \$ 867,000 9404 TOTAL 9411 SHERIFF'S DEPARTMENT JAIL \$ 9411 TOTAL 9421 JUVENILE DEPARTMENT \$ 9421 TOTAL 16,500 TRAILER, TILT BED 1085 buy a JD110? \$ 30,000 1 FORKLIFT 6000# 1165 9509 PARKS \$ 108,000 1 MANLIFT (DIFF TOOL?) 365 DEPARTMENT \$ 154,500 9509 TOTAL TOTAL ER&R \$ 6,550,500 **PURCHASES** 5/4/2011

193-2011

RESOLUTION NUMBER

Kitsap County Solid Waste Division Six-Year Capital Facilities Plan

WHEREAS, the Kitsap County Department of Public Works/Solid Waste Division (SWD) has conducted an assessment of the County owned solid waste facilities and has developed a six-year comprehensive plan for financing solid waste facility improvements for the period of January 1, 2012 through December 31, 2017 and,

WHEREAS, the Board of Kitsap County Commissioners has held a public hearing this day of December, 2011,

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners. that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works/Solid Waste Division be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 2, which are incorporated and made part of this Resolution.

BE IT FURTHER RESOLVED, that, pursuant/to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of Kitsap County Commissioners hereby incorporates portions of the SWD Program Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A -Capital Facilities Plan. This incorporation by reference replaces and updates the Solid Waste section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2011-2016." The portions of the SWD Program Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

DATED this 2 day of December

BOARD OF COUNTY COMMISSIONERS KITSAP COUNTY, WASHINGTON

CHARLOTTE GARRIDO, Chair

ATTEST:

Dana Daniels. Clerk of the Board JOSH BŘÓWN, Commissioner

Capital Facilities Projects and Financing: 2012-2017

The table below shows the 2012-2017 CFP for solid waste facilities, which includes eight projects at a cost of \$3,165,000 for the six-year period.

| | SOLII | WASTE | | | _ | | |
|--|-------------|-------------|-------------|-------------|------------|--|--------------------|
| | | | | 2015 | 2016 | 0012 | TATAI |
| COSTS/REVENUES | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | 2016 | 2017 | TOTAL |
| Capacity Projects | | | | · / | $f(\cdot)$ | | - /) - |
| 1. Poulsbo Recycle Center Improvements | 400.0 | | | | |)) | 300.0 |
| Cost | 300.0 | • | | | | | 300.0 |
| Rev – Tipping Fees | 300.0 | | | | | \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | 300.0 |
| 2. North-end Household Hazardous Waste | | | | | | | |
| Cost | 200.0 | | | | <u> </u> | | 200.0 |
| Rev - Tipping Fees | 200.0 | | | | | | 200.0 |
| 3. Silverdale Recycling and Garbage Facili | | ents and | xpansion | | | | |
| Cost | 75.0 | 750.0 | | <u>/</u> `. | | | 825.0 |
| Rev - Tipping Fees | 75.0 | 750.0 | | | | | 825.0 |
| 4. Household Hazardous Waste Collection | Facility | | • | *** | , | | |
| Cost | | 75.0 | | | • | | 75.0 |
| Rev - Tipping Fees | | 75.9 | | | | | 75.0 |
| 5. OVTS Improvements | | | | | • | | 210.0 |
| Cost | 50.0 | 160.0 | | • | | | |
| Rev – Tipping Fees | 50.0 | 160.0 | | | • | | 210.0 |
| 6. OVTS – C&D Area | | | | | | | 222.2 |
| Cost | • | 200.0 | 700.0 | | | | 900.0 |
| Rev – Tipping Fees | | 200.0 | 700.0 | | | • | 900.0 |
| SUBTOTAL | 625.0 | 1,185.0 | 700.0 | | ` | | 2,510.0 |
| | | | | | | | |
| Non-Capacity Projects | | | | | | | |
| 7. Hansville Landfill Closure Operations | | | | | | | |
| Cost | 40.0 | 40.0 | 40.0 | 40.0 | 55.0 | 40.0 | 255.0 |
| Rev Hansville Post Closure Fund | 40.0 | 40.0 | 40.0 | 40.0 | 55.0 | 40.0 | 255.0 |
| | | | | | | | |
| 8. Olalla Landfill Closure Operations | | | | • | | | |
| Cost | 100.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 400.0 |
| Rev Olalla Post-Closure Fund | 100.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 400.0 |
| | | | | | | | 655.0 |

480-2011

RESOLUTION NUMBER Kitsap County Surface and Stormwater Management Program Six-Year Capital Facilities Plan

WHEREAS, in compliance with Kitsap County Code Chapter 12.36, the Kitsap County Department of Public Works/Surface and Stormwater Management Program (SSWM) has conducted an assessment of the County owned/operated municipal storm sewer systems and has developed a six-year comprehensive plan for financing municipal storm drainage improvements for the period of January 1, 2012 through December 31, 2017 and,

WHEREAS, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing this 28th day of November, 2011.

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works / Surface and Stormwater Management Program be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 3, which are incorporated and made part of this Resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the SSWM Program Six-Year Capital Facilities Rlan into the Kitsap County Comprehensive Plan, Appendix A - Capital Facilities Plan. This incorporation by reference replaces and updates the Stormwater section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2012-2017 / The portions of the SSWM Program Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

Dated on this 12th day of December, 2011

BOARD OF COUNTY COMMISSIONERS KITSAP COUNTY, WASHINGTON

CHARLOTTE GARRIDO. Chair

ATTEST

ROBERT GELDER, Commissioner

Daniels

Clerk of the Board

Table SD.3 - SSWM Capital Facilities Projects and Financing 2012-2017

| Surface & Stormwater Manage Project Descriptions | ment (SSWM 2012 | 1) Utility 2013 2014 | 2015 20 | 16 2017 | TOTAL |
|--|--|-------------------------|----------------------------|-----------------|----------|
| Stormwater Capacity – Conveyance & Flood Control – Water Quality Imp | provement – | Fish Passage - | Aquatic Rest | oration | |
| Red = SSWM Project Blue = Joint SSWM-Roads Project Green = Join | nt SSWM-Pari | ks Project | | | |
| . South Kitsap - Navy Yard City Drainage Improvements | | | | -//- | |
| Estimated Project Cost (Design-Permitting, & Construction) | \$350K | | | | \$350K |
| | \$350K | • | | | \$350K |
| Stormwater Utility Funding (97003083) | ψοσοιτ | | $\mathcal{A}(\cdot,\cdot)$ | | <u> </u> |
| | | | | | |
| Estimated Total Project Cost (Design, Permitting, & Construction) | \$200K | ((| | ✓. | \$200K |
| Stormwater Utility Funding (97003108) | \$200K | 7 | J) | | \$200K |
| O L LUCY Design Design S WO Detection | / | $\overline{}$ | | | |
| Central Kitsap – Ridgetop Regional Pond Expansion & WQ Retrofit | \$400K |)) | | | \$450K |
| Estimated Total Project Cost (Design, Permitting, & Construction) | \$300K | -// | | | \$300K |
| cology Grant Funding | • | | | | \$150K |
| Stormwater Utility Funding (97003106) | \$100K | 4 | | | φισοιν |
| . South Kitsap Colchester Drainage Improvements | | | | | |
| istimated Total Project Cost (Design, Permitting, & Construction) | >\$300K | | | | \$300K |
| stormwater Utility Funding (97003099) | \$300K | | | | \$200K |
| . Central Kitsap – Bucklin Hill Drainage Improvements | | | | | |
| stimated Total Project Cost (Design, Permitting, & Construction) | | \$100K \$400K | | | \$500K |
| loads (TIP) Funding | | \$50K \$150K | | | \$200K |
| tormwater Utility Funding (97003013) | | \$50K \$250K | | | \$300K |
| , | | | | | |
| . South Kitsap - Jackson & Lund Regional Drainage Improvements | | | | | ***** |
| stimated Project Cost (Design-Permitting, & Construction) | \$300K | | | | \$300K |
| tormwater Utility Funding (97003090) | \$300K | • | | | \$300K |
| Central Kitsap - Wildcat Creek Culvert Replacement | | | | | |
| stimated Project Cost (Design-Permitting, & Construction) | \$450K | | | | \$450K |
| oads (THP) Funding | \$300K | • | | | \$300K |
| tornwater Utility Funding (97003101) | \$150K | | | | \$150K |

| Surface & Stormwater Man | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | TOTAL |
|--|--------------|------------|-----------|-----------|---------------------------------------|----------|--------|
| Stormwater Capacity - Conveyance & Flood Control - Water Quality | | | | - Aquatio | : Restora | tion | |
| Red = SSWM Project Blue = Joint SSWM-Roads Project Green = J | loint SSWM-F | Parks Proj | ect | | | · | |
| 8. Central Kitsap – Dickerson Creek Culvert Replacements (Taylor & Davi Roads) & Floodplain Restoration | d | <u> </u> | | | <u> </u> | <u> </u> | |
| Estimated Project Cost (Design-Permitting, & Construction) | \$300K | \$950K | \$250K | : | | | \$1.5M |
| Stormwater Utility Funding (97003093) | \$300K | \$950K | \$250K | | | | \$1.5M |
| 9. North Kitsap – WF Clear Creek Culvert Replacement (Sunde Rd) | | | | | | | |
| Estimated Project Cost (Design-Permitting, & Construction) | \$50K | \$250K | | | | , | \$300K |
| Stormwater Utility Funding (97003094) | \$50K | \$250K | | | <u> </u> | | \$300K |
| 10. North Kitsap – WF Clear Creek Culvert Replacement (Shadow Glen R | d) / | < | $\sqrt{}$ | | | | • |
| Estimated Project Cost (Design-Permitting, & Construction) | \$50K | \$200K) |) | | | | \$250K |
| Stormwater Utility Funding (97003095) | \$50K | \$200K | / | | | | \$250K |
| 11. North Kitsap – Clear Creek Floodplain & Wetland Restoration (Schold Markwick) | & . | | | | | | |
| Estimated Project Cost (Design-Permitting, & Construction) | \$200K | \$300K | \$900K | \$100K | | | \$1.5M |
| Salmon Recovery Grant Funding | \supset | | \$500K | | | | \$500K |
| Stormwater Utility Funding (97003096) | \$200K | \$300K | \$400K | \$100K | | | \$1.0M |
| 12. Central Kitsap – Silverdale Regional Stormwater Facility | | | | | · · · · · · · · · · · · · · · · · · · | | _ |
| Estimated Project Cost (Design Permitting, & Construction) | | \$100K | \$100K | \$750K | | | \$950K |
| Ecology Grant Funding | | | | \$500K | | | \$500K |
| Stormwater Utility Funding (97003081) | | \$100K | \$100K | \$250K | | | \$450K |
| 13. North Kitsap – EF Clear Creek Culvert (Mountainview Rd) Replacemen | t | | | | | | |
| Estimated Project Cost (Design-Permitting, & Construction) | \$100K | \$300K | | | | | \$400K |
| Stormwater Utility Funding (97003028) | ,\$100K | \$300K | | | | | \$400K |
| 4. South Kitsap - Burley Creek Culvert (Bethel-Burley Rd) Replacement | | | | | | | |
| stimated Project Cost (Design-Permitting, & Construction) | \$250K | \$100K | | \$650K | | | \$1.0M |
| oads (TVP) Funding | | | | \$650K | | | \$650K |
| Stormwater Utility Funding (97003100) | \$250K | \$100K | | | | | \$350K |

| Surface & Stormwater Managem Project Descriptions | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | TOTAL |
|---|-------------|-----------|-----------|----------|-----------|-----------|----------|
| Stormwater Capacity – Conveyance & Flood Control – Water Quality Impl | rovemen | – Fish I | Passage | – Aquati | c Restora | tion | |
| Red = SSWM Project Blue = Joint SSWM-Roads Project Green = Joint | SSWM-F | Parks Pro | oject | | . < | <u>/·</u> | |
| 45 Control Vitage Ctroubers Crook Culvert (Silverdala Loop Dd) | | | | | ~ | + | |
| 15. Central Kitsap – Strawberry Creek Culvert (Silverdale Loop Rd) Replacement | | | | | <u></u> | 7, | |
| Estimated Project Cost (Design-Permitting, & Construction) | \$100K | | • | \$400K | | | \$500K |
| Stormwater Utility Funding (97003102) | \$100K | | < | \$400K | | <u> </u> | <\$500K |
| 16. South Kitsap – Manchester Stormwater Treatment System, Outfall Replacement, & Road/Sidewalk Improvements | | / | | | | | , |
| Estimated Project Cost (Design-Permitting, & Construction) | \$100K | \$200K | \$100K | \$1.6M | | > | \$2.0M |
| Roads (TIP) Funding | | 7 ' | | _\$300K | | | \$300K |
| Ecology Grant Funding | | < | \bigcap | \$800K | | | \$800K |
| Stormwater Utility Funding (97003107) | \$100K | \$200K | \$100K | \$500K | | | \$\$900K |
| 17. Central Kitsap - Erlands Point Drainage Improvements | | | | | | | |
| Estimated Project Cost (Design-Permitting, & Construction) | | | \$50K | | \$300K | | \$350K |
| Stormwater Utility Funding (97003085)) | | | \$50K | | \$300K | | \$350K |
| 8. Central Kitsap – East Bremerton Stormwater & LID Retrofit Plan | > | | | | | | |
| Estimated Project Cost (Design-Permitting, & Construction) | , | \$200K | | | - | | \$200K |
| Stormwater Utility Funding (97003113) | | \$200K | | | | | \$200K |
| 9. South Kitsap – East Port Orchard Stormwater & LID Retrofit Plan | · | | | | | | |
| stimated Project Cost (Design Permitting, & Construction) | | | \$200K | | | | \$200K |
| Stormwater Utility Funding (97003112) | | , | \$200K | | | | \$200K |
| 0. Central Kitsap – Lake Symington & Seabeck Stormwater & LID Retrofit | | | | , | | | |
| stimated Project Cost (Design-Permitting, & Construction) | | | | \$150K | | | \$150K |
| stormwater Utility Funding (97003114) | | | | \$150K | | | \$150K |
| Central-Kitsap - Illahee Regional Stormwater Treatment Facility | | | | | | | |
| stimated Project Cost (Design-Permitting, & Construction) | | \$100K | \$150K | \$600K | | | \$850K |
| cology Grant Funding | ··· | | | \$500K | | | \$500K |
| tornwater Utility Funding (97003088) | | \$100K | \$150K | \$100K | | | \$350K |

| Surface & Stormwater Manage Project Descriptions | ment (55% 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | TOTA |
|--|--------------------------|---------------|----------|----------|----------|--------|---------|
| Stormwater Capacity - Conveyance & Flood Control - Water Quality Im | provemen | t – Fish I | assage - | - Aquati | c Restor | ation | |
| Red = SSWM Project Blue = Joint SSWM-Roads Project Green = Joint | nt SSWM-F | Parks Pro | ject | | | \ | _, -,- |
| | | | | | | | |
| 22. North Kitsap – Steele Creek Regional Stormwater Treatment Facility | | | | | | | |
| Estimated Project Cost (Design-Permitting, & Construction) | \$300K | \$100K | \$50K | \$50K | \$400K | 7/ | \$900K |
| Stormwater Utility Funding (97003115) | \$300K | \$100K | \$50K | \$50K | \$460K | | \$900K |
| 23. Duncan Creek Culvert Replacement | | | < | | | < | <u></u> |
| Estimated Total Project Cost (Design, Permitting, & Construction) | | . (| \$200K | | | \$700K | \$900K |
| Roads (TIP) Funding | | | Ċ |)) | | \$400K | \$400K |
| Rev - Stormwater Utility Funding (97003110) | 1 | | \$200K | | • | \$300K | \$500K |
| . (| (| $\overline{}$ | | | | | |
| 24. North Kitsap – Driftwood Key Stormwater Treatment Facility | | • | | | | | |
| Estimated Project Cost (Design-Permitting, & Construction) | | \$100K | \$50K | | \$350K | | \$500K |
| Stormwater Utility Funding (97003091) | | \$100K | \$50K | | \$350K | | \$500K |
| | | | | | | | |
| 25. Thomas Creek Culvert Replacement | \Diamond | | | | | | |
| Estimated Total Project Cost (Design, Permitting, & Construction) | 7 | | \$200K | | | \$700K | \$900K |
| Roads (TIP) Funding | | | | | | \$400K | \$400K |
| Rev - Stormwater Utility Funding (97003111) | | | \$200K | | • | \$300K | \$500K |
| | | | | | | | |
| 26. Lemolo Shore Drive Culvert Reptacements | | | | | | | |
| Estimated Total Project Cost (Design, Permitting, & Construction) | | | \$200K | | | \$700K | \$900K |
| Roads (TIP) Funding | | | | | | \$500K | \$500K |
| Rev - Stormwater Utility Funding (97003109) | | | \$200K | | | \$200K | \$400K |

| CCM/M 2012. | 1017 CEP SUMMARY: COSTS AND REVI | ENUES |
|-------------|----------------------------------|-------|

| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | TOTAL |
|--|--------|--------|--------|--------|----------------|--------|---------|
| Annual Estimated Capital Project Costs | \$3.0M | \$2.8M | \$3.0M | \$2.8M | \$1.0M | \$1.0M | \$13.6M |
| Stormwater Utility Funds | \$1.0M | \$1.0M | \$1.0M | \$1.0M | \$1.0M | \$1,0M | \$6.0M |
| Stormwater Reserve Funds | \$1.7M | \$1.5M | \$1.5M | \$500K | | | \$5.2M |
| Grant Funds (not secured) | \$300K | \$300K | \$500K | \$1.3M | $\mathcal{A}($ | | \$2.41 |
| Total Annual Funding | \$3.0M | \$2.8M | \$3.0M | \$2.8M | \$1.9M | \$1.0M | \$13.6M |
| Stormwater Reserve Fund Balance | \$7.5M | \$6.0M | \$4.5M | \$4.0M | \$4.0M | \$4.0M | \$4.0M |

195-2011

RESOLUTION NUMBER Kitsap County Public Works Sewer Utility Six-Year Capital Facilities Plan

WHEREAS, in compliance with RCW 90.48 and Kitsap County Code 13.12, the Kitsap County Department of Public Works/Sewer Utility has conducted an assessment of the County owned/operated municipal sanitary sewer systems and has developed a six-year capital facilities plan for financing municipal sanitary sewer system improvements for the period of January 1, 2012 through December 31, 2017 and

WHEREAS, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing this 28th day of November 2011,

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works / Sewer Utility be adopted as set forth in detail, for the period mentioned, consisting of three pages, which are incorporated and made part of this Resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW/36.70A.130(2)(a)(iv) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Sewer Utility Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Kitsap County Sanitary Sewer section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2012-2017." The portions of the Sewer Utility Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, and set forth in the current Capital Facilities Plan.

> **December____**, 2011. day of DATED this A

> > **BOARD OF COUNTY COMMISSIONERS** KITSAP COUNTY, WASHINGTON

ATTEST:

Clerk of the Board

<u>Table SS.3-1. Capital Facilities Projects and Financing 2012-2017 (All Amounts Times \$1,000)</u> SANITARY SEWERS - KITSAP COUNTY SYSTEMS

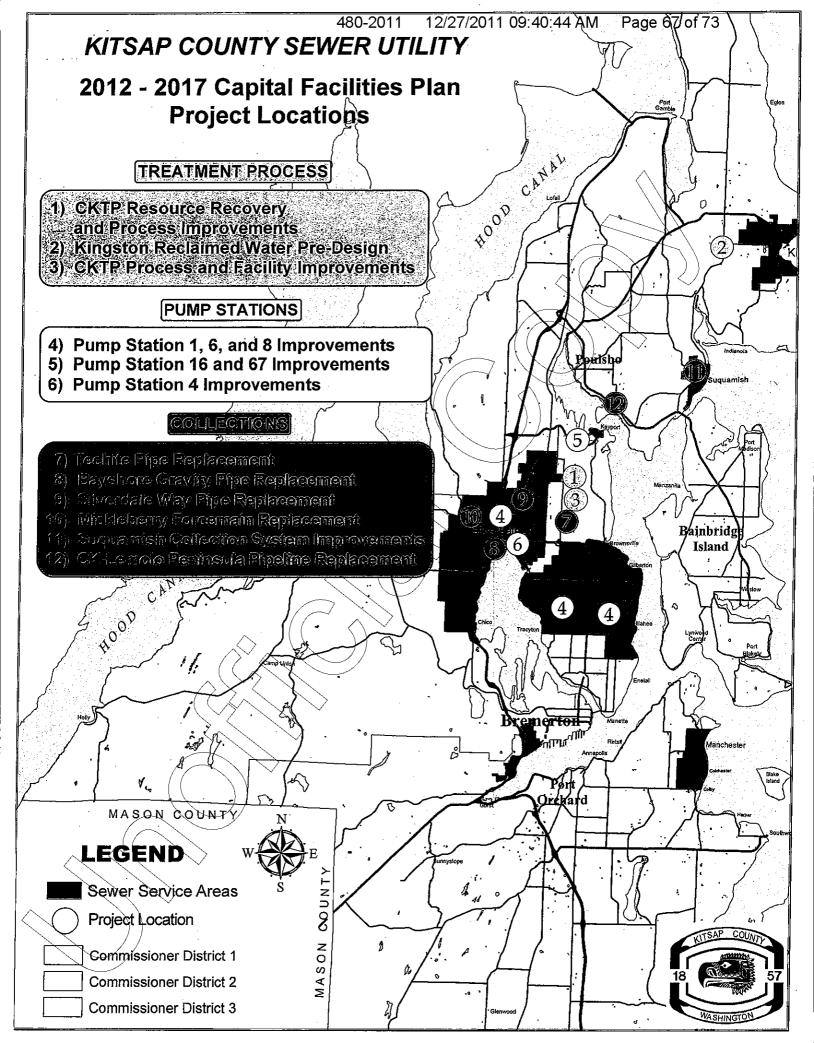
| 7. * | 0, 4, 1, 1, 1, | | | | | | | | |
|------------------------|---|-------------|---------------------|-------------|------------|--------------|-----------|--------------------|----------------|
| · | COST/REVENUES | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>201</u> | <u> 2016</u> | <u>20</u> | <u>17</u> I | <u>otal</u> |
| <u>Treatπ</u> 1. CK | n <u>ent Projects</u> TP Resource Recovery and Process | mprovem | ents Proj | ect (Capa | acity/Wat | er Quality/ | Energy l | Jse) | |
| inc | ludes: - Aeration Basins Add./Mod Reclaimed Water (Tertiary Tmt.) - High Efficienty Blowers - Air Diffuser Replacement - Sludge Thickeners - Cogenerartion Facility - Water System Upgrade | | | | | | | | 36,613.2 |
| Cost | | | 3 19,568 | | [| | | \Diamond | 36,613.2 |
| Dev - | Sewer Revenue Bonds | | 3 19,568 | | ~ / | |) | | · |
| 2. Ki | ingston Reclaimed Water Pre-Design | 250 | .0 23 | 3.9 | y) |) | | | 500.0 500.0 |
| | A Bovenue Bonds | 250 | | 0.0 | | , | | | |
| 3. C | - Sewer Revends Constitution - Sewer Revends Constitution - Primary Sedimentation Tanks - Digester Addition/Modifications - Secondary Clarifier Addition - Admin., Lab, and Maint. Bldgs - FOG Facility | ents (Capa | acity/Non | -capacity | , Water Q | euality) | | 3,932.4 | 3,932.4 |
| Sul | v - Sewer Revenue Bonds ototal for Capacity Projects | _ / | 28.3 19,5 50.0 2 | 68.9 7, | 116.0 | 0.0 | 0.0 | 3,932.4 3,932.4 | 3,932.4 |
| Su | btotal for Non-capacity Projects SUBTOTAL TREATMENT PROJEC | | 50.5 | | ,116.0 | | | 3,932.4 | 41,045.6 |
| | ump Station Projects apacity/Maintenance) Pump Stations 1, 6, and 8 Improven Includes: | nents | | | | | • | • | |
| , | Fairgrounds Road Forcemain - Bentley Drive Forcemain | | • | | 40.0 | 2.014.8 | | | 10,996.6 |
| $\binom{1}{c}$ | ost | | 495.0 2 | | | | | | 10,996.6 |
| / / | ev - Sewer Revenue Bonds | 4 | 495.0 2 | ,946.0 . | 5,540.0 | 2,0 | | | |
| | Pump Station 16 and 67 Improvem | ents | | | | 6,772.6 | 6,772.6 | 3 | 15,179.9 |
| | ost | | 375.0 | 314.9 | 944.8 | | | | 15,179.9 |
| F | Rev - Sewer Revenue Bonds | | 375.0 | 314.9 | J-11.0, | · | | | ٠ |

<u>Table SS.3-1. Capital Facilities Projects and Financing 2012-2017 (All Amounts Times \$1,000)</u> SANITARY SEWERS - KITSAP COUNTY SYSTEMS

| • • | • | | • | | - 0016 | <u> 2017</u> | TOTAL |
|--|-------------|-------------|----------------|-----------------|---------------------|----------------|--------------|
| COST/REVENUES | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | <u>2016</u> | <u> 20.11-</u> | · |
| 6. Pump Station 4 Improvements | | | | • | | \wedge | 4 025 0 |
| 6. Pump Station 4 important | | | | | | 1,035.9 | 1,035.9 |
| Cost | | | | • | | 1,035.9 | 1,035.9 |
| Rev - Sewer Revenue Bonds | 670.0 | 3,260.9 | 6,485:6 | 8,787.4 | 6,77 2.6 | 1,035.9 | 27,212.4 |
| SUBTOTAL PUMP STATION PROJECTS | 870.0 | 3,200.5 | | • | | | \cdot |
| | | | | | | | · . |
| Collection Projects 7. CK - Techite Forcemain Replacement (C | apacity) | | | (- | | | 2,564.8 |
| | 2,564.8 | | | . ((| | \rightarrow | 2,564.8 |
| Cost Rev - Public Works Trust Fund Loan | 2,564.8 | } | | 7 | | | |
| 8. CK - Bayshore Drive Gravity Pipe Repla | acement (0 | Capacity) | ((| | | | 1,340.0 |
| 8. CK - Bayshore Drive Gravity 1 1951 15- | • | 1 | | 1)44).3 | • | | |
| Cost | | , | | | 3 1,195. | 7 | 1,340.0 |
| Rev - Sewer Revenue Bonds | (| Canacity) | . , . | | | | |
| 9. CK - Silverdale Way Gravity Pipe Repla | acement (| Cababis | | 224. | 0 1,856 | .0 | 2,080.0 |
| Cost | | | | 224. | 0 1,856 | .0 - | 2,080.0 |
| Rev - Sewer Revenue Bonds | | | > . | | | , | |
| 10. CK - Mickleberry Forcemain Replace | ment (Car | vacity) | ~ | 135 | .7 1,124 | .3 | 1,260.0 |
| Cost | | | | 135 | | | 1,260.0 |
| Rev - Sewer Revenue Bonds | \ \ \ \ \ | Ì; | | | | | |
| 11. Suquamish Collection System Impro | vments (N | ion-capaci | ty/Infiltratio | n) [,] | • | | 5,988.4 |
| Cost | 380 |),() 2,037 | , O,O, . | •- | | | 5,988.4 |
| Rev - Sewer Revenue Bonds | > 380 | 0.0 2,037 | 7.4 3,571 | .0 | | | , |
| 12. CK - Lemolo Peninsula Pipeline Rep | lacement | (Capacity |) | | | 4 4 77 | 9 447.9 |
| | | | | | | 447 | |
| Cost Bayonua Bonds | | | | • | • | 447 | .9 |
| Rev - Sewer Revenue Bonds | | • | | | . 0 . 4.4" | 76.0 447 | 7,692.7 |
| Subtotal for Capacity Projects | 2,56 | | ٧. | | 4.0 4,17 | 10.U 741 | 5,988.4 |
| Subtotal for Non-capacity Projects | 38 | 30.0 2,03 | 37.4 3,57 | | | • | 4 |
| | TS 2,94 | 14.8 2,00 | 37.4 3,57 | 1.0 50 |)4.0 4,1 | 76.0 44 | 7.9 13,681.1 |
| SUBTOTAL COLLECTION PROJEC | _, | | | | | | |

<u>Table SS.3-1. Capital Facilities Projects and Financing 2012-2017 (All Amounts Times \$1,000)</u> SANITARY SEWERS - KITSAP COUNTY SYSTEMS

| <i>,</i> , | OAM MACE | _,,,_,, | | | - | • | - | |
|--|-------------|---------------------|-------------|----------|-------------|-------------|-------------|---------------------|
| COST/REVEN | J <u>ES</u> | <u>2012</u> | <u>2013</u> | 2014 | <u>2015</u> | <u>2016</u> | <u>2017</u> | <u>TOTAL</u> |
| | SUMM | ARY: CO | OSTS AN | ND REVE | NUES | | \wedge | |
| COSTS: | | | | | | | | \ |
| Capacity Projects | | 13,363.1 | 22,829.8 | 13,601.6 | 9,291.4 | 10,948.6 | 5,416.2 | 75,450.7 |
| Non-capacity Projects | | 630.0 | 2,287.4 | 3,571.0 | | | | 6,488.4 |
| | Total Costs | 13,993.1 | 25,117.2 | 17,172.6 | 9,291.4 | 10,948.6 | 5,416.2 | 81,939.1 |
| REVENUES: Sewer Revenue Bonds Public Works Trust Fund Lo | oan | 11,428.3 2,564.8 | | 17,172.6 | 9,291.4 | 10,948.6 | 5,416.2 | 79,374.3 2,564.8 |
| • | , | 13,993.1 | 25,117.2 | 17,172.6 | 7 9,291.4 | 10,948.6 | 5,416.2 | 81,939.1 |
| | BALANCE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | |
| | . \ | | | | | | | |



RESOLUTION NUMBER 196-2011

Resolution Adopting the 2012 through 2017 Six-Year Parks and Recreation Capital Improvement Plan



WHEREAS, the 2012 through 2017 Six-Year Parks and Recreation Capital Improvement Plan has been developed in conformance with the goals and policies of the 2006 Parks and Open Space Comprehensive Plan Update and the 2000 Parks and Open Space Comprehensive Plan;

WHEREAS, the 2012-2017 Parks and Recreation Capital Improvement Plan containing recommendations for Parks and Recreation Capital Improvement projects and a financing plan was submitted to the Board of Kitsap County Commissioners for review as part of the 2012 Parks and Recreation Capital preliminary budget, and;

WHEREAS, the Board has held a public hearing this 28th day of November, 2011 at 7:00 pm and consideration and review of the Parks and Recreation Capital Facility Plan has been given by the Board of Kitsap County Commissioners;

THEREFORE BE IT HEREBY RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that subject 2012 through 2017 Parks and Recreation Capital Improvement Plan as reviewed and evaluated, is hereby approved.

ADOPTED this

day of

___ , 2011.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

ONERS

CHARLOTTE GARRIDO, CHAIR

ROBERT GELDER, COMMISSIONER

JOSH BROWN, COMMISSIONER

ATTEST:

Dana Daniels, Clerk of the Board

| | Kitsap County | <i>i</i> Parks and | I Recreatió | n Capital F | acility Plan | 9 40 44 A i 2012-2017 | W Pag | | |
|-------------------------------------|---|--|--|--|--|--|---|--|--|
| | Project | 2012 | | 2014 | 2015 | 2016 | 2017 | Total Cost | |
| 1 | Rolling Hills Golf Course | 200,000 | | | | 200,000 | | 1,200,000 | |
| | Purchase Agreement | 200,000 | | 200,000 | | | | 1 ,200,000 | Message |
| 2 | NK Heritage Park - Acq. & Develop. | 2,000,000 | | - | 700,000 | | | 24,200,000 |) Acquisition |
| | Proposed Grant (s) Partnership(s)* | 1,500,000 | | | 500,000 | | | 3(000,000 | |
| | Ending capital fund balance | 500,000 | <u> </u> | | 200,000 | 500,000 | <u> </u> | 500,000 | |
| 3 | Parks and Open Space Plan | 64,000 | Y | <u> </u> | 100,000 | | ł | 164,000 | Planning |
| | Ending capital fund balance | 64,000 | i | | 100,000 | | <u> </u> | 164,000 | |
| 4 | South Kitsap Regional Park | 1,300,000 | | | 700,000 | i | | 2,000,000 | Renovation |
| | Grant #08-1337D | 500,000 | | | | | \wedge | 5500,000 | Developme |
| | Other Grants | 经营业的 | | | 500,000 | | | \$ 500 000 B | 10000000000000000000000000000000000000 |
| | Partnership(s)* | 100,000 | | | 200,000 | | \ | 300,000 | |
| | Ending capital fund balance | 700,000 | | | ļ | | | 700,000 | |
| 5 | Anna Smith Waterfront Park | 150,000 | | - | | | | 75,000 | Renovation |
| | Ending capital fund balance Grant - Community Development | 75,000 75,000 | | | | | | 75,000 | Developme |
| 6 | Howe Farm - Barn Restoration | 100,000 | | | | . / | | % 100 000 | |
| | Proposed Grant - pending | 50,000 | | | 1 | | | 50,000 | Develonme |
| | Ending capital fund balance | 50,000 | | 1 | | \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | 1 1 | 50 000 | |
| 7 | Salsbury Point - dock renovation | 354,300 | | <u> </u> | | | \ | 354,300 | Renovation |
| | Ending capital fund balance | 177,150 | | | | | | 1774150 | Developme |
| | RCO Grant # 11-1133 | 177,150 | | | | | | 1774150 | |
| 8 | Sustainable Projects | 625,000 | | | | | 1 | £ 625,000 | Renovation |
| | D.O.E. Grant #G1100144 | 468,750 | | - | | 1 | <u> </u> | 468,750 | Developme |
| 9 | Ending capital fund balance Unidentified Multi Use Trails - 70 miles | 156,250 | | 475 000 | \ | 405.000 | -/ | 300,000 | STEEL STEEL |
| . | Proposed Grant(s) | A SECTION OF SAME | | 175,000 125,000 | 1 | 125,000 75,000 | <u> </u> | 300,000 | a distribution |
| | Partnership(s)* | A Service Commence of the Comm | | 50,000 | / | 50,000 | | 200,000 2100,000 | |
| 10 | Sinclair Inlet - access/signage | | | 150,000 | | 00,000 | | 150,000 | Renovation |
| | Partnership(s)* | ELL COLOR | | 150,000 | | 1 | | 150,000 | Developmen |
| 11 | NK Heritage Park Trails (5 Miles) | CONTRACTOR ASSET | | 10,000 | |)) | | 10,000 | |
| | Partnership(s)* | 4.00 | | 10,000 | | | | 10,000 | |
| 12 | Village Green Golf Course | Jan Jan | | 500,000 | | | | 500,000 | Renovation |
| | Proposed Grant(s) | SECTION COLOR | | 400,000 | | | | 400,000 | |
| 46 | Golf course - projected revenue | With the second | | 100,000 | | | | £26100,000 | SOLD STATE OF STATE O |
| | Carpenter Lake/Creek Trail (1.5 miles) Proposed Grant(s) | 25 25 25 25 25 25 25 25 25 25 25 25 25 2 | | 298,000 240,000 | | | | 298,000 | IIIalis X |
| | Partnership(s)* | | | 240,000 58,000 | | | | 240 000 58 000 | |
| | Banner Forest Parking Lot | ALRIANA Alexander | | 50,000 | \vdash | | | 50,000 | |
| | Partnership(s)* | Merchanian Company | 1 | 59,000 | ∀ | • | | 50,000 | |
| 15 | Illahee/Lost Continent- Phase II 170 ac | Réal Rad | 1. (| 800,000 | | | 700,000 | \$281!500.000 | Acquisition 3 |
| | Proposed Grant(s) | RESERVE K | | 500,000 | | i | 500.000 | ************************************** | A STATE OF |
| | Partnership(s)* | Wildle Control | | 300,000 | | | 200,000 | 500,000 | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| | <u>Hansville Greenway</u> | | | | 20,000 | | 20,000 | 40.000 | Trails |
| | Partnership(s)* | 82000 | \rightarrow \backslash | | 20,000 | | 20,000 | 40,000 | ACT THE PURPLE WHEN THE TANKE AND ADDRESS. |
| | Norwegian Point Park | | | > | 500,000 | | | \$4,500,000 | |
| | Proposed Grant (s) Sinclair Inlet 8 ac, 300 If shoreline | 2000 () | | | 500,000 | E00 000 | | 500,000 | |
| | Proposed Grant(s) | Marie Art / | | | | 500,000 500,000 | | 500,000 500,000 | Acquisition |
| | Playground Equipment | W. K. O. K. | | | | 200,000 | | 200,000 | Renovation |
| | Impact Fees | | | | | 200,000 | | 200,000 | |
| | Anderson Landing Parking Lot | X | | | | 150,000 | | 150,000 | |
| | Grant | | | | | 75,000 | | 75,000 | |
| | Partnership(s)* | | / | | | 75,000 | | 75,000 | |
| | Gordon Field Artificial Turf | | | | | 900,000 | | 900,000 | Renovation / |
| | Grant | | | | | 200,000 | | 200,000 | Developmen |
| | Partnership(s)* | Agriculture de la company Englisher Transporter de la company | | | | 700,000 | | 7,00,000 | |
| | Carpenter Riparian Corridor - 23 acres Proposed Grant(s) | | | | | | | 500,000 300,000 | Acquisition |
| | Partnership(s)* | eráski za za . Nakon | 1 | | | | | 200,000 | |
| | | | | | | | | 200,000 | Trais |
| | Wicks Lake Trails - 3 miles | | | | <u> </u> | | 10,000 | 10,000 | SEPTIME SERVICE |
| 23 | Wicks Lake Trails - 3 miles Partnership(s)* | | | | | | 200.000 | ******* | Acquisition |
| 23 <u>]</u> 24 <u>]</u> | Wicks Lake Trails - 3 miles Partnership(s)* United Shoreline Acquisition | | | | | | 300,000 [| \$3,52300,000 | THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER. |
| 23 | Wicks Lake Trails - 3 miles Partnership(s)* Unidentified Shoreline Acquisition Proposed Grant(s) | | | | | | 300,000 | 30 0,000 300,000 | BRANCE STATE |
| 23] 24] 25 9 | Wicks Lake Trails - 3 miles Partnership(s)* Unidentified Shoreline Acquisition Proposed Grant(s) Dialla Boat Launch Improvements | | | | | | 300,000 | 300,000 | Renovation / |
| 23] 24] 25 [| Wicks Lake Trails - 3 miles Partnership(s)* Unidentified Shoreline Acquisition Proposed Grant(s) Dialla Boat Launch Improvements Proposed Grant (s) | | | | | | 300,000 300,000 150,000 | 300,000 | Renovation / Developmen |
| 23] 24] 25 [| Wicks Lake Trails - 3 miles Partnership(s)* Unidentified Shoreline Acquisition Proposed Grant(s) Dialla Boat Launch Improvements Proposed Grant (s) Soding capital fund balance | | | | | | 300,000 300,000 150,000 | 300,000 300,000 150,000 3150,000 | Renovation / Developmen |
| 23] 24] 25] 1 26] | Wicks Lake Trails - 3 mites Partnership(s)* Unidentified Shoreline Acquisition Proposed Grank(s) Dialia Boat Launch Imprevements Proposed Grank (s) Soding capital fund balance Heritage Farm/Clear Creek 170 ac | | | | | | 300,000 300,000 150,000 150,000 | 300,000 300,000 150,000 41,2150,000 11,574,000 | Renovation / Developmen |
| 23] 24] 25] 26] | Wicks Lake Trails - 3 mites Partnership(s)* Unidentified Shoreline Acquisition Proposed Grant(s) Dialla Boat Launch Improvements Proposed Grant (s) Adding capital fund balance Heritage Rarm/Clear Creek 170 ac Proposed Grant (s) | | | | | | 300,000 300,000 150,000 150,000 1,574,000 750,000 | 300,000 300,000 150,000 1,574,000 750,000 | Renovation / Developmen Acquisition |
| 23] 24] 25] 1 [26] | Wicks Lake Trails - 3 mites Partnership(s)* Unidentified Shorefine Acquisition Proposed Grant(s) Dialla Boat Launch Improvements Proposed Grant (s) Adding capital fund balance Heritage Farm/Chear Creek 170 ac Proposed Grant (s) Partnership(s)* | | | | | | 300,000 300,000 150,000 150,000 1,574,000 750,000 824,000 | 300,000 300,000 150,000 1574,000 750,000 | Renovation / Developmen |

Project Cost

\$ 4,793,300 \$ 200,000 \$ 2,183,000 \$ 2,220,000 \$ 3,575,000 \$ 4,604,000 \$ 17,575,300

| Kitsap Count | | 2012 | N.C | 2013 | <u>9%</u> | 2014 | a U | 2015 | 2016 | <u>ો સ્ટ</u> | 2017 | ge 70 of 73 |
|-------------------------------|----------|-----------|--|---------|-----------|-----------|-----|-----------|-----------------|--------------|-----------|----------------|
| PROJECT REVENUES - SUMMARIZED | 10-100 | 2012 | L | 2013 | | 2014 | | 2015 | 2016 | | 2017 | |
| Grant (s) | \$ | 2,770,900 | П | | s | 1,265,000 | \$ | 1,500,000 | \$ 1,850,000 | \$ | 2,000,000 | \$ 9,385,900 |
| Partnership (s) | s | 100,000 | | • . | \$ | 618,000 | \$ | 420,000 | \$ 1,325,000 | \$ | 1,254,000 | \$ 3,717,000 |
| Ending Capital Fund Balance | \$ | 1,722,400 | | | | | \$ | 100,000 | | \$ | 150,000 | \$ (1,972,400) |
| Other | s | 200,000 | \$ | 200,000 | \$ | 300,000 | \$ | 200,000 | \$ 200,000 | \$ | 200,000 | \$\$ 1-300,000 |
| Impact Fees | 1 | | | | Ė | | | | \$ 200,000 | | | \$ 200,000. |
| Future Bond | <u> </u> | | | | | | | | | \$ | 1,000,000 | \$ 1,000,000 |

| RESOLUTION | 197 | -2011 |
|------------|-----|-------|
|------------|-----|-------|

A RESOLUTION ADOPTING THE 2012-2017 SIX-YEAR PUBLIC BUILDINGS CAPITAL FACILITY PLAN

WHEREAS, The 2012-2017 Six-Year Public Buildings Capital Facility Plan has been developed in conformance with the goals and policies of the 2006 Kitsap County Comprehensive Plan; and

WHEREAS, the 2012-2017 Six-Year Public Buildings Capital Facility Plan consists of a textual narrative that describes current inventory and levels of service as well as a six-year financing plan that, together, update the existing public buildings six-year plan found in Appendix A of the Kitsap County Comprehensive Plan; and

WHEREAS, the 2012-2017 Six-Year Public Buildings Capital Facility Plan has been reviewed in public meetings with public involvement; and

WHEREAS, in compliance with RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board held a public hearing on November 28, 2011;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, in regular session assembled, that the attached Six-Year Public Buildings Capital Facility Plan be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 2 which are incorporated and made part of this resolution;

BE IT FURTHER RESOLVED, that pursuant to RCW 35.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Six-Year Public Buildings Capital Facility Plan into the Kitsap County Comprehensive Plan, Appendix A—Capital Facilities Plan. This incorporation by reference replaces and updates the Public Buildings section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2007-2012."

COMMISSION ATE OF STA

BOARD OF COUNTY COMMISSIONERS KITSAP COUNTY, WASHINGTON

CHARLOTTE GARRIDO, Chair

ROBERT GELDER, Commissioner

JOSH BROWN, Commissioner

ATTEST:

Dana Daniels, Clerk of the Board

Capital Facilities Projects and Financing 2012-2017 (All Amounts Times \$1,000)

| (7417411041140 Tillineo V 1,000) | | | | | | | | |
|----------------------------------|---|--|--|--|---|---|--|--|
| <u>2012</u> | <u>2013</u> | <u>2014</u> | 2015 | 2016 | <u> </u> | TOTAL | | |
| | | | | | \ \ | | | |
| | | | | | $\frac{1}{1}$ | | | |
| 15.0 15.0 | | | (| | | | | |
| | | | <1 | | | 7. | | |
| 30.0 30.0 | | (| | | <i>/</i> | 30.0 30.0 | | |
| | | , (\ |) | 1 | | | | |
| 8.0/ 8.0 | | | | | | 8.0 8.0 | | |
| | | | | , | | | | |
| 2012 | 2013 | 2014 | 2015 | 2016 | 2016 | Total | | |
| 53.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.0 | | |
| 15.0 | <i>,</i> | | | | | 15.0 38.0 | | |
| 53.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.0 | | |
| | 2012 15.0 15.0 30.0 30.0 8.0 8.0 8.0 15.0 38.0 | 2012 2013 15.0 15.0 30.0 30.0 30.0 8.0 8.0 8.0 15.0 0.0 | 2012 2013 2014 15.0 15.0 30.0 30.0 8.0 8.0 8.0 15.0 0.0 0.0 0.0 | 2012 2013 2014 2015 30.0 30.0 30.0 8.0 8.0 8.0 15.0 38.0 38.0 | 2012 2013 2014 2015 2016 15.0 30.0 30.0 30.0 8.0 8.0 8.0 15.0 0.0 0.0 0.0 0.0 0.0 | 2012 2013 2014 2015 2016 2017 15.0 15.0 30.0 30.0 8.0 8.0 8.0 15.0 15.0 38.0 0.0 0.0 0.0 0.0 0.0 0.0 | | |