

RESOLUTION 196 -2022
Resolution Adopting the 2023 through 2028
Six-Year Transportation Improvement Program

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 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, 2023 to December 31, 2028 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 28th day of November, 2022,

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 2023 to 2028 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 55 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 the Board of County Commissioners hereby incorporates portions of the Six-Year Transportation Improvement Program 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: 2014-2019.” 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.

ADOPTED this 28th day of November, 2022.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



EDWARD E. WOLFE, Chair


NOT PRESENT

CHARLOTTE GARRIDO, Commissioner



ROBERT GELDER, Commissioner



ATTEST:


Dana Daniels, Clerk of the Board

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028



Kitsap County Department of Public Works

614 Division Street, MS-26 · Port Orchard, WA 98366-4699



Andrew Nelson, P.E., Director

KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP

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

06=Rural Minor Arterial	14=Urban Principal Arterial
07=Rural Major Collector	16=Urban Minor Arterial
08=Rural Minor Collector	17=Urban Collector Arterial
09=Rural Local Access	19=Urban Local Access

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. Note that the Federal Aid Number is a Contract number assigned to the project when Federal Funds are scheduled to be spent. Also, the Road Log or Bridge Numbers are identification numbers that are assigned to roads and bridges within our road database.

Improvement Type Codes

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

Funding Status

S – Project is selected by the appropriate selection body and funding has been secured by the lead agency.

P – Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has not been determined.)

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

TIF Eligibility Indicate whether or not we can spend Transportation Impact Fees on this project. TIF eligible projects are system improvements (but not maintenance or operations) that will reasonably benefit new development. Impact fees may also be used to recoup public improvement costs previously incurred by the county to the extent that new growth and development will be served by the previously constructed improvements or incurred costs. (Kitsap County Code 4.110.100, codifying Ord. 600-2021)

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

Month/Year Phase Starts This column lists the estimated dates that a project phase will start. If a date is not entered next to a project phase, then that phase is assumed to be complete, not required or the specific project scope does not anticipate additional work until some other action is taken, i.e., Concept Evaluations show that only P.E. is being done, until it is determined to go

forward with the project. **Federal Fund Code & Federal Cost by Phase** These columns reflect the federal funding program and the amount of these funds to be applied to a project, and the number following the grant name indicates the deadline year for obligation of that phase. A listing of the program codes and their descriptions follows:

STP this abbreviation refers to the Federal Surface Transportation Program. This Federal program is currently funding under the Infrastructure Investment and Jobs Act (IIJA) of 2021. The program is administered by the Washington State Department of Transportation (WSDOT) Local Programs Division in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, resurfacing, restoration, and rehabilitation of roads that are not functionally classified as local or rural minor collectors, with certain exceptions (23 U.S.C. 133(c)). STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning capital and operating cost for traffic management and control, carpool projects, development and establishment of management systems, electric vehicle charging infrastructure, bicycle facilities and pedestrian walkways. The deadline year runs from Nov. 1st of the previous calendar year to June 1st of the indicated calendar year.

STP funds have regional allocation through PSRC. Then PSRC sub-allocates funds by county region based on the percentage of the population. The Kitsap (Cities and County) allocation is typically around 6.5% of the STP funds allocated to PSRC. (6.4% in 2022)

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:

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

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

TIB This abbreviation refers to the Transportation Improvement Board which administers the Transportation Improvement Account and Urban Arterial Trust Account. The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1.5 cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects selected for funding must be attributable to congestion caused by economic development or growth; consistent with state, regional and local transportation plans (including transit and rail); and be partially funded by local contributions.

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

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

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

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

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

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

Grant This project will be submitted to a grant process at a later date.

Grant(A) This project was submitted to a grant process and the results are not yet known.

Grant(C) This project was submitted to a grant process, was not chosen, but remains on a contingency list.

Impact Fees this column denotes the portion of Development Impact Fees which are set aside for road improvements from the fees collected under the County's impact fee ordinance. Impact fees are collected to offset system wide impacts that are created by development, which cannot specifically be attributed to a specific land development project.

Local Funds this column shows the amount of local funds which are to be used on a project. These funds come primarily from the property tax road levy, and the County's share of the State Motor Vehicle Fuel Tax (gas tax) as well as minor contributions from other sources that amount to approximately 1% of the road fund annual revenues.

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

Expenditure Schedule These six columns represent the estimated total dollar amounts to be spent on a particular project phase in a given year. Some projects will have expenditures before and/or after the time period of the six-year TIP which are not shown here.

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

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2023	YEAR 2 2024	YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	FED. PROJ. ONLY
								FUNDING SOURCE INFORMATION																
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL										
								FEDERAL FUND CODE	FEDERAL COST BY PHASE															
N/A	8	CRP# 1631 STO - Port Gamble Trail Segments A, B & D Construct paved multi-use path in Port Gamble Forest Heritage Park	32	3.40	P.E.	S	1/21			KPFD-20	150				150	150						CE N		
					Const.	S	6/23	STP-23	1,992				1,083	3,075	3,075									
					Total				1,992			150	1,083	3,225	3,225									
N/A	9	NSTO - Port Gamble Trail Segment C Shared use path	32	4.00	P.E.	P	1/24	Grant	571					571		321	250				CE N			
					R/W	S	1/26					50	50											
					Const.	P	6/26	Grant	2,586				404	2,990								2,990		
Total				3,157					454	3,611			321	250		3,040								
07	10	21320 MP 1.50-1.55 / 21310 MP 0.00-0.05 T3/Nonfreight CRP# 2589 Lake Helena Road / Wicks Lake Road - Culverts Replace 36" culverts 11215 & 11217 with structures meeting WDFW Fish Passage Design Criteria	13	0.05	P.E.		1/15																	
					R/W		3/19																	
					Const.	S	6/23						1,450	1,450	1,450									
Total										1,450	1,450	1,450												
06	11	25009 MP 0.960-3.529 T3 CRP# 2628 Lake Flora - City Limits to J M Dickinson Repave	07	2.60	P.E.	S							10	10	10									
					R/W																			
					Const.	P		Grant(C)	762					119	881	881								
Total				762						129	891	891												
16 14	12	19515 MP 1.00-2.05 / 57740 MP 0.25-0.55 T2/T3 CRP# 3686 Silverdale Way Preservation Project Overlay and ADA Compliance: Silverdale Way - Waaga Way to Bucklin Hill Road Bucklin Hill Road - Silverdale Way to Blaine Ave	07	1.34	P.E.	S	1/18						70	70	70									
					R/W																			
					Const.	S	4/23						3,100	3,100	2,900	200								
Total										3,170	3,170	2,970	200											
19	13	CRP# 1633 Woodbridge - Woodbridge to Ridgetop Woodbridge road extension	01	0.25	P.E.																			
					R/W	S	1/23						500	500	500									
					Const.																			
Total										500	500	500												
N/A	14	North STO Planning Study Planning study	32		P.E.	S	1/22	STP 21	175				24	199	199						CE N			
					R/W																			
					Const.																			
Total								175				24	199	199										

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								FUNDING SOURCE INFORMATION																				
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL														
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																			
09	22	23640 MP 0.60-0.65 T4 CRP# 2625 Oak Road (SE) - Culvert Replace deteriorated 18" culvert (Culvert ID #10544)	13	0.05	P.E. Const. Total	S	1/22																					
							6/23																					
							5/24																					
07	23	20509 MP 2.75-3.35 T3 CRP# 2618 Glenwood Road Lake Helena Road to Wildwood Road Resurface and pave shoulders	05	0.51	P.E. R/W Const. Total	S	1/21																					
							1/23																					
							5/24																					
16	19	24	40700 MP 1.30-1.40 / 40490 MP 0.25-0.30 T3/T4 CRP# 2583 Lund & Harris Roundabout	12	0.20	P.E. R/W Const. Total	S	1/20																				
								1/22																				
								6/24																				
16	19	25	40700 MP 1.40-1.50 / 41130 MP 0.00-0.05 Nonfreight/T3 CRP# 2630 Lund & Hoover Roundabout & segment 1 sidewalk and bike lane	12	0.20	P.E. R/W Const. Total	S	1/20																				
								1/25																				
								6/24	STP 26	2,279																		
										2,279																		
09	26	89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 Nonfreight CRP# 1638 Hansville Road - Finn Creek culvert #16118 Replace culvert 16118 with large box culvert	13	0.10	P.E. R/W Const. Total	S	1/23																					
							1/24																					
							6/25	Grant	1,300																			
									1,300																			
09	27	41409 MP 0.00-0.15 Nonfreight CRP# 2626 Harper Estuary Restoration Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot bridge.	13	0.15	P.E. R/W Const. Total	P	1/23	Grant(A)	60	ECY/COM	230																	
							1/23	Grant(A)	133																			
							1/25	Grant(A)	5,600																			
									5,793																			
16	28	40700 MP 0.80-1.30 / 40550 MP 0.20-0.25 Nonfreight/T3 CRP# 2629 Lund - Harris to Chase Median, sidewalk, bike lane, & roundabout @ Chase	06	0.55	P.E. R/W Const. Total	P	1/20	Grant(A)	797																			
							1/25	Grant(A)	50																			
							6/26	Grant(A)	3,580																			
									4,427																			

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								FUNDING SOURCE INFORMATION																								
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL																		
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																							
16	29	40700 MP 0.80-1.05 Nonfreight/T3 Lund - Chase to Jackson Median, sidewalk, bike lane, & u-turn	06	0.25	P.E. R/W Const. Total	S	1/20															CE Y 5/27										
									Grant	2,090		326		2,416																		
										2,090		712		2,802																		
16	30	42510 MP 0.00-0.35 T4 CRP# 2557 Beach Drive #2 Main St to Clam Bay Ct Bike/ped improvements with drainage improvements	06	0.37	P.E. R/W Const. Total	S	8/23																									
09	31	23760 MP 1.02-2.49 T3 CRP# 2627 Burley Olalla - Bandix to Fagerud Paving and shoulder work	05 07	1.50	P.E. R/W Const. Total	P	4/23			Grant(A)	45		5	50	20	30																
07	32	86671 MP 0.00-1.15 T3 CRP# 1637 2025 Pavement Preservation - West Kingston Rd. Repave	07	1.16	P.E. R/W Const. Total	S	1/23							15	15	15						CE N										
										STP 23	485																					
											485																					
06	33	13429 MP 0.35-0.45 T3 CRP# 3684 Newberry Hill Road - Culvert Replace 54" culvert with structure meeting WDFW Fish Passage Design Criteria (Culvert ID #18807)	06 13	0.10	P.E. R/W Const. Total	S	1/17							95	95	85	10															
16	34	50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	32	0.81	P.E. R/W Const. Total	P	8/23	Grant(A)	277													CE Y 5/27										
										Grant(A)	400																					
										Grant(A)	2,531																					
16	35	21109 MP 5.95-6.45 T3 CRP# 2585 Sidney Road - Shoulders Port Orchard city limits to Linder Road Construct paved shoulders	05	0.56	P.E. R/W Const. Total	S	5/23								50	50		25	25													

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								FUNDING SOURCE INFORMATION																				
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL														
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																			
16	36	21109 MP 5.85-5.95 / 20225 0.55-0.65 T3 Sidney & Lider Intersection improvements	12	0.20	P.E. R/W Const. Total	S S S	1/24 1/25 6/26																					
08 16 17	37	21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 Sidney & Pine Intersection improvements	12	0.20	P.E. R/W Const. Total	P P P	1/24 1/25 6/26	Grant	152																			
								Grant	24																			
								Grant	1,024																			
									1,200																			
18 19	38	54600 MP 1.65-1.70 / 53975 MP 0.00-0.05 T3/T4 Riddell & Almira Intersection improvement	12	0.15	P.E. R/W Const. Total	S S S	1/24 1/25 6/26																					
17 19	39	13549 MP 3.15-3.25 / 13820 MP 0.00-0.05 T3/Nonfreight CRP# 3698 Anderson Hill Road / Apex Airport Road Intersection Corridor study and intersection improvement	12	0.20	P.E. R/W Const. Total	P S S	1/20 1/25 5/26	Grant	432																			
								SEPA		112	300	588	1,000															
									432		112	300	756	1,600	250	250	85	15	800	200								
16	40	13847 MP 3.25-3.80 T3 Anderson Hill - Old Frontier to Apex Airport Design per corridor study	TBD	0.51	P.E. R/W Const. Total	S S P	1/24 1/25 6/26																					
								Grant	2,422																			
									2,422																			
09	41	20509 MP 1.23-1.98 T3 Glenwood - Pine to Christmas Tree Paving and shoulder work	05 07	0.75	P.E. R/W Const. Total	P S P	3/25 1/26 3/27			Grant(A)	135																	
										Grant(A)	1,551																	
											1,686																	
16	42	74200 MP 1.80-1.85 / 59900 MP 1.55-1.60 Nonfreight/T3 Viking & Sherman Hill Intersection improvement	12	0.10	P.E. R/W Const. Total	S S P	1/25 1/26 6/27																					
								Grant	1,133																			
									1,133																			

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								FUNDING SOURCE INFORMATION																		
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL												
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																	
16	43	74200 MP 1.85-2.10 T3 Viking - Sherman Hill to city limits Left turn lane, non-motorized improvements	06	0.25	P.E. R/W Const. Total	S	1/25																			
						S	1/26																			
						P	6/27	Grant	2,353																	
									2,353																	
09	44	86250 MP 2.90-2.95 Nonfreight Little Boston Road - Shipbuilder's Creek culvert #15115 Replace culvert with wider culvert for fish passage	13	0.05	P.E. R/W Const. Total	P	1/26			Tribe	500															
						P	6/27			Tribe	1,000															
											1,500															
14	45	56791 MP 0.35-0.60 T3 CRP# 3694 Ridgetop Boulevard - NW Improvements (All Phases) Mickelberry Road NW to NW Myhre Road Widen to 4 lanes, sidewalks, bike lanes	04	0.34	P.E. R/W Const. Total	S	8/19	STP 21	1,173																	
						S	1/24	CRRSAA	4,873																	
						P	6/27	Grant	3,000																	
									9,046																	
16	46	70310 MP 1.55-1.60 / 70320 MP 0.00-0.25 T3/T4 Suquamish/Augusta - South to Geneva Sidewalk & bike lane, repave	05	0.27	P.E. R/W Const. Total	S	1/24																			
						S	1/26																			
16	47	13429 MP 2.10-2.20 / 19800 MP 2.15-2.20 / 13770 MP 0.00-0.05 T3 Newberry Hill / Dickey / Eldorado Intersection improvement	12	0.20	P.E. R/W Const. Total	S	1/27																			
N/A	48	CRP# 1632 North Kitsap Service Center New North Road Shop	06	N/A	P.E. R/W Const. Total	S	1/22																			
N/A	49	Various Locations CRP# 5043 Project Close-Out and Plant Establishment	06	00	P.E. R/W Const. Total	S	varies																			

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									FUNDING SOURCE INFORMATION																									
									FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL																			
									FEDERAL FUND CODE	FEDERAL COST BY PHASE																								
N/A	50	Various Locations CRP# 5044 County Wide Sidewalk Sidewalks and pedestrian ramps at various locations		32	00	P.E. R/W Const. Total	S	varies																										
N/A	51	Various Locations CRP# 5048 County Wide Culvert Projects Replacement of emergent structurally or capacity deficient culverts		06	00	P.E. R/W Const. Total	S	varies																										
N/A	52	Various Locations CRP# 5045 County Wide Surfacing Upgrades Base stabilization and paving of structurally deficient pavements at various locations		07	00	P.E. R/W Const. Total	S	varies																										
N/A	53	Various Locations CRP# 5046 County Wide Safety Improvements Spot improvements for guardrail, and traffic safety improvements		12	00	P.E. R/W Const. Total	S	varies																										
N/A	54	Various Locations CRP# 5028 County Wide Bicycle/Ped. Improvements Spot improvements for bicycle/pedestrian County Force Electrical Work < \$40,000		32	00	P.E. R/W Const. Total	S	varies																										
N/A	55	Various Locations CRP# 5047 WSDOT Project Participation County participation in State Projects involving County Roads		06	00	P.E. R/W Const. Total	S	varies																										
									48,569																									

P.E.	3,890	1,275	2,508	2,382	10,055	3,237	2,774	1,785	966	910	383
R/W	5,480	123	5,997	6,571	18,171	837	3,196	6,137	2,830	2,715	2,456
Const.	39,199	11,008	7,505	41,627	99,339	25,093	24,727	4,668	23,922	16,033	4,896
Total	48,569	12,406	16,010	50,580	127,565	29,167	30,697	12,590	27,718	19,658	7,735

	3,890	1,275	2,508	2,382	10,055	3,237	2,774	1,785	966	910	383
	5,480	123	5,997	6,571	18,171	837	3,196	6,137	2,830	2,715	2,456
	39,199	11,008	7,505	41,627	99,339	25,093	24,727	4,668	23,922	16,033	4,896
	48,569	12,406	16,010	50,580	127,565	29,167	30,697	12,590	27,718	19,658	7,735