

RESOLUTION 194 -2018
Resolution Adopting the 2019 through 2024
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, 2019 to December 31, 2024 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 26 day of NOVEMBER, 2018,

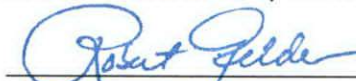
THEREFORE, BE IT HEREBY RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Transportation Improvement Program (TIP) for 2019 to 2024 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 58 which 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 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 26 day of NOVEMBER, 2018



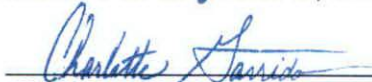
**BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON**



ROBERT GELDER, Chair



EDWARD E. WOLFE, Commissioner



CHARLOTTE GARRIDO, Commissioner

ATTEST:



Dana Daniels, Clerk of the Board

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2019 TO 2024



Kitsap County Department of Public Works

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



Andrew Nelson, P.E., Director

SECTION I

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

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



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KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP

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

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

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

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

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

Project Identification This is a listing of the project name and a summary of the work in general and a description of the work to be accomplished in the program year. This information is pretty much self-explanatory, except to note that the Federal Aid Number is a Contract Number assigned to the project when Federal Funds are actually scheduled to be spent. Also, the Road Log or Bridge Numbers are identification numbers that are assigned to roads and bridges within our Road Database.

Improvement Type Codes

01=New construction on new alignment	08=New Bridge Construction	21=Transit Capital Project
02=Relocation Project	09=Bridge Replacement	22=Transit Operational
03=Reconstruction	10=Bridge Rehabilitation	23=Transit Planning
04=Major Widening	11=Minor Bridge Rehabilitation	24=Transit Training/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 to the nearest hundredth.

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

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

Project Phase This column contains the row headings for the three main phases of a project. These phases are Preliminary Engineering (**P.E.**) which consist of all Engineering Study and Design Activities for the project. Next is the Right of Way Acquisition (**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. A listing of the program codes and their descriptions follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EIS=Environmental Impact Statement
EA=Environmental Assessment
CE=Categorical Exclusion

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2019 TO 2024

FUNC. CLASS	PRIORITY NO.	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work	IMPROVEMENT TYPE(S)	FUND. STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT COSTS IN THOUSANDS OF DOLLARS										EXPENDITURE SCHEDULE (LOCAL AGENCY)						FEDERALLY FUNDED PROJECTS ONLY				
							PROJECT PHASE	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION						TOTAL	YEAR 1 2019	YEAR 2 2020	YEAR 3 2021	YEAR 4 2022	YEAR 5 2023	YEAR 6 2024	ENVIRONMENTAL TYPE	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR				
									FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS										TOTAL			
									FEDERAL FUND CODE	FEDERAL COST BY PHASE																	
07	22	21709 CRP# 2592 Bethel Burley Road - Culvert Replace failing 24" dia. culvert with a fish passage structure	13	S	0.05	C,P,T	P.E.	1/17						50	50	20	25	5									
							R/W	1/20						10	10		5	5									
							Const.	6/21						325	325			325									
							Total			0		0	0	385	385	20	30	335									
19	23	84370 CRP# 1611 Washington Boulevard Slope stabilization	06	S	0.05	C,P,T	P.E.	1/18						300	300	100	150	50									
							R/W								0												
							Const.	5/21						1,500	1,500			1,500									
							Total			0		0	0	1,800	1,800	100	150	1,550									
N/A	24	N/A CRP # 3657 Markwick / DNR Trail Silverdale Way to Ridgetop Blvd. Construct multi use trail	32	S	0.75	N/A	P.E.	1/17						135	135	25	100	10									
							R/W	1/19						20	20	15	5										
							Const.	6/21						1,025	1,025			1,025									
							Total			0		0	0	1,180	1,180	40	105	1,035									
19	25	41409 CRP#2586 Olympiad Drive - Culvert Replace Deteriorated Culvert	06	S	0.05	C,T,P	P.E.	1/16						90	90	20	60	10									
							R/W								0												
							Const.	7/21						1,000	1,000			1,000									
							Total			0		0	0	1,090	1,090	20	60	1,010									
N/A	26	CRP# 1584 North Kitsap Heritage Park Trail White Horse to West Kingston Road Construct multi-use trail	32	S	1.50	C,P,T	P.E.	1/11						85	85	50	35										
							R/W								0												
							Const.	5/21		REET	1,000			0	1,000	0	0	1,000									
							Total			0		1,000	0	85	1,085	50	35	1,000									
07	27	70400 CRP# 1599 Hansville Road - Right Turn Lane Construct right turn lane for southbound traffic at intersection of Hansville Rd and SR 104	12	S	0.05	C,P,T	P.E.	4/18						75	0	75	10	60	5								
							R/W								0												
							Const.	4/21		SEPA	328	50	2	380				380									
							Total			0	328	125	2	455		10	60	385									
16	28	16330 National Avenue NW Road Improvements Prebble St to Arsenal Way Pedestrian and Intersection Improvements	06	S	0.25	C,G,P T,S,W	P.E.	9/19		REET	250			106	356	20	100	186	50						EA	12/21	
							R/W	6/21		REET	250			50	300			150	150								
							Const.	6/22	STP	1,849	REET	500	0	20	2,369			1,850	519								
							Total			1,849		1,000	0	176	3,025	20	100	336	2,050	519							

SIX YEAR
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2019 TO 2024

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							PROJECT PHASE	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION						TOTAL	YEAR 1 2019	YEAR 2 2020	YEAR 3 2021	YEAR 4 2022	YEAR 5 2023	YEAR 6 2024	ENVIRONMENTAL TYPE	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR							
									FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS										TOTAL						
									FEDERAL FUND CODE	FEDERAL COST BY PHASE																				
08	29	12259 / 12256 / 12250 CRP# 3676 Tahuyeh Lake Rd / Gold Creek Rd / Kingsway Intersection Realign Intersection	12	S	0.22	C,P,T	P.E.	1/17						80	80	10	10	55	5											
							R/W	1/21						15	15			10	5											
							Const.	5/22						390	390				390											
							Total					0	0	0	485	485	10	10	65	400										
16	30	21109 CRP# 2585 Sidney Road - Shoulders 106 feet south of Lider Road to Port Orchard City Limits Construct 6 feet paved shoulders	06	S	0.68	C,P,T	P.E.	1/20						50	50		5	35	10											
							R/W	1/21						15	15			10	5											
							Const.	4/22						850	850				850											
							Total				0	0	0	915	915	0	5	45	865											
06	31	13429 CRP# 3684 Newberry Hill Road - Culvert Replace culvert with structure meeting WDFW Fish Passage Design Criteria	06	S	0.05	C,P,T	P.E.	1/17						200	200	60	50	70	20											
							R/W	8/21						25	25			10	15											
							Const.	6/22						1,000	1,000				1,000											
							Total				0	0	0	1,225	1,225	60	50	80	1,035											
19	32	32799 CRP # 2588 Horizon Lane SE Replace Deteriorated 42" Culvert	06	S	0.05	C,P,T	P.E.	1/16						95	95	5	10	70	10											
							R/W	6/21						15	15			10	5											
							Const.	6/22						475	475				475											
							Total				0	0	0	585	585	5	10	80	490											
14	33	Road Log # CRP # SR 104 Realignment Move inbound ferry lane to NE 1st Street County pass through of federal / state funds	06	S	.025	C,P,T	P.E.	1/19	STP-18	740	WSDOT	116		0	856	856														
							R/W	1/20	UNS		WSDOT	120		0	120			120												
							Const.	10/23	STP-UNS	4,000	WSDOT	1,800		0	5,800				5,000	800										
							Total			4,740		2,036	0	0	6,776				856	120				5,000	800					
17	19	13549 / 13820 Anderson Hill Road / Apex Airport Road Intersection Signal and channelization Improvements	12	S	0.20	C,G,P,T	P.E.	1/20						115	115		15	85	15											
							R/W							0																
							Const.	5/22			SEPA	112	300	278	690			690												
							Total			0		112	300	393	805			15	85	705	0									
16	35	40700 / 40490 CRP# 2583 Lund Avenue / Harris Road Intersection Construct signal at intersection	12	S	0.03	C,G,P,T,W	P.E.	1/20						125	125		5	10	100	10										
							R/W	6/22						20	20			0	20											
							Const.	5/23			SEPA	180	155	315	650				650											
							Total			0		180	155	460	795			0	5	10	120	660								

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							PROJECT PHASE	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION						TOTAL	YEAR 1 2019	YEAR 2 2020	YEAR 3 2021	YEAR 4 2022	YEAR 5 2023	YEAR 6 2024	ENVIRONMENTAL TYPE	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR	
									FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS										TOTAL
									FEDERAL FUND CODE	FEDERAL COST BY PHASE														
16	36	56409 CRP# 3664 Fairgrounds Road - Sidewalk Improvements Construct sidewalk both sides from Central Valley Road to Nels Nelson Road	32	P	0.50	C,G,P,T,W	P.E.	6/15						250	250				25	200	25			
							R/W	6/22						380	380				350	30				
							Const.	5/23						1,458	1,458				1,458					
							Total			0	0	0	2,088	2,088			25	550	1,513					
09	37	22990 Willow Road - Culvert Replace existing deteriorated 18" culvert Meet fish passage requirements	13	S	0.05	C,P,T	P.E.	1/21						35	35			10	20	5				
							R/W	1/22						5	5				5					
							Const.	5/23						385	385				385					
							Total			0	0	0	425	425		0	10	25	390					
19	38	59725 Scandia Road Replace deteriorated culvert at Little Scandia Creek Meet fish passage requirements	06	S	0.05	C,P,T	P.E.	1/21						70	70			20	40	10				
							R/W							0	0									
							Const.	7/23						320	320				320					
							Total			0	0	0	390	390		0	20	40	330					
17	39	47250 CRP# 2560 Alaska Avenue Mile Hill Drive to Madrone Avenue Construct paved shoulders	06	S	1.34	C,P,T	P.E.	1/22						60	60				50	10				
							R/W	4/22						150	150				75	75				
							Const.	5/23			REET	500		500	1,000				1,000					
							Total			0	500	0	710	1,210				125	1,085	0				
16	40	57768/57810 Greaves Way NW / Old Frontier Road NW Install Traffic Signal	12	S	0.05	C,P,T	P.E.	1/22						120	120				100	20				
							R/W							0	0									
							Const.	4/23			REET	500	100	80	680				680					
							Total			500	100	200	800				100	700						
19	41	49660 East Hilldale Road - Culvert Replace existing deteriorated 36" culvert	13	S	0.05	C,P,T	P.E.	1/22						50	50			10	35	5				
							R/W	6/23						10	10				5	5				
							Const.	5/24						470	470				470					
							Total			0	0	0	530	530		0	10	40	480					
09	42	23640 Oak Road (SE) - Culvert Replace existing deteriorated culvert	13	S	0.05	C,P,T	P.E.	1/22						25	25				5	15	5			
							R/W	6/23						5	5				5					
							Const.	5/24						100	100				100					
							Total			0	0	0	130	130		0	0	5	20	105				

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							PROJECT PHASE	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION						LOCAL FUNDS	TOTAL	YEAR 1 2019	YEAR 2 2020	YEAR 3 2021	YEAR 4 2022	YEAR 5 2023	YEAR 6 2024	ENVIRONMENTAL TYPE	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR			
									FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	TOTAL													
									FEDERAL FUND CODE	FEDERAL COST BY PHASE																	
07	43	20509 Glenwood Road Lake Helena Road to Wildwood Road Resurface, pave shoulders and realign curves	05	P	0.60	C,P,T	P.E.	1/21			RAP	180		20	200				5	10	175	10					
							R/W	1/23			RAP	45		15	60					50	10						
							Const.	5/24			RAP	1,917		213	2,130							2,130					
							Total					0		2,142	0	248	2,390				5	10	225	2,150			
07	44	70370 / 70320 Miller Bay Road / Augusta Avenue Gunderson Road to Geneva Street Pave shoulders	06	S	2.76	C,G,P T,W	P.E.	9/20						800	800			5	20	75	650	50					
							R/W	4/23						200	200							150	50				
							Const.	5/24						3,145	3,145										3,145		
							Total					0		0	0	4,145	4,145				5	20	75	800	3,245		
17	45	43809 CRP# 2559 E. Chester Road / E. Madrone Avenue California Avenue to Alaska Avenue Construct paved shoulders	06	S	0.31	C,P,T W	P.E.	1/21						55	55			0	5	25	20		5				
							R/W	1/22						100	100							50	50				
							Const.	5/24						480	480										480		
							Total					0		0	0	635	635				0	5	75	70	485		
16	46	56140 McWilliams Road - Two-way Left-turn Lane Gentile Lane to Athens Way Add two-way left-turn, street lights and sidewalk on the north side	12	S	0.38	C,P,T G,W	P.E.	1/22						175	175					50	125						
							R/W	1/23						5	5								5				
							Const.							0	0												
							Total					0		0	0	180	180							50	130	0	
14	47	56791 Ridgetop Boulevard NW Improvements Mickelberry Road NW to NW Myhre Road Widen to 4-lanes, sidewalks, bike lanes	04	S	0.25	C,G,P T,S,W	P.E.	8/21	STP	2,160				90	2,250				50	200	1,000	1,000		EA			
							R/W							0	0												
							Const.							0	0												
							Total					2,160		0	0	90	2,250						50	200	1,000	1,000	
16	48	21709 CRP # 2579 Bethel-Burley Road Bridge Replace fish-passage barrier culvert with a short span bridge	13 08	S	0.03	C,P,T	P.E.	1/10						325	325					25	300						
							R/W	9/24						10	10								10				
							Const.							0	0												
							Total					0		0	0	335	335					0	25	310			
16	49	59050 Central Valley Road Fairgrounds Road to Westmount Lane Construct protected bicycle/pedestrian facility	06	S	0.9	C,G,P,T	P.E.	1/23						170	170					155	15						
							R/W							0	0												
							Const.							0	0												
							Total					0		0	0	170	170							155	15		

