RESOLUTION 209

Resolution Adopting the 2024 through 2029
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, 2024 to December 31, 2029 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 27th day of November, 2023.

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 2024 to 2029 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 62 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 27th day of November, 2023.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

BOARD OF COMMISSIONERS STATE OF WASHINGTON KITSAP COUNTY

Charlotte Garrido

CHARLOTTE GARRIDO, Chair

Katherine T. Walters

KATHERINE T. WALTERS, Commissioner

Christine Rolfes

CHRISTINE ROLFES , Commissioner

ATTEST:

Dana Daniels

Dana Daniels, Clerk of the Board

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2024 TO 2029

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
07=Rural Major Collector
08=Rural Minor Collector
09=Rural Local Access
14=Urban Principal Arterial
16=Urban Minor Arterial
17=Urban Collector Arterial
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
02=Relocation Project
03=Reconstruction
04=Major Widening
05=Minor Widening
06=Other Enhancements
07=Resurfacing
08=New Bridge Construction
09=Bridge Replacement
10=Bridge Rehabilitation
11=Minor Bridge Rehabilitation
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/Administration
31=Non-Capital Improvement
32=Non-Motor Vehicle Project

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

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SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2024 TO 2029

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Resolution No. XXX-2023

FUNC. CLASS	TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS / FUNDING SOURCE INFORMATION / FEDERAL FUNDS: PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	FED. PROJ. ONLY: ENVIRO TYPE ROW REQ.? DATE COMPLETE
		19000 MP 0.10-0.15																			
		Nonfreight Bridge #41 CRP# 3697			P.E.		1/21														CE
9	1	**Taylor Road Bridge**	11	0.05	R/W		5/21														Y
		Prepare and paint the steel girders and deck soffit of the bridge superstructure			Const.	S	7/23	LBP-21	10					10	10						7/22
					Total				10					10	10						
		03036 MP 0.30-0.35																			
		Nonfreight CRP# 2598			P.E.																
9	2	**160th Street**	13	0.05	R/W																
		Replace fish barrier culvert on Purdy Creek			Const.	S	7/24						165	165	165						
		Participation on grant match with Pierce County			Total								165	165	165						
		16330 MP 0.00-0.95 / 17400 MP 0.00-0.35																			
		T3/T4/Nonfreight CRP# 2612			P.E.		9/19														CE
16	3	**W. Hills STEM School – Nat'l Ave. Roadway Improvement**	06	1.32	R/W		6/20														Y
17		Loxie Eagans: City limits to Arsenal and National: Charleston Beach to			Const.	S	12/23	STP-24	1761				789	2550	2550						10/22
		City limits. Pedestrian and intersection improvements and overlay			Total				1761				789	2550	2550						
		56409 MP 0.50-0.90																			
		T3 CRP# 3664			P.E.	S	6/15														CE
16	4	**Fairgrounds Road - Sidewalk Improvements**	32	0.40	R/W	S	1/23														Y
		Construct sidewalk both sides and eastbound bike lane			Const.	S	3/24	STP-24	2300				2710	5010	5010						8/23
		from Woodridge Lane to Nels Nelson Road			Total				2300				2710	5010	5010						
		CRP# 3700			P.E.																CE
7	5	**CodeGreen**	12		R/W																N
		Traffic signal optimization software			Const.	S	1/24	HSIP	484					484	484						
					Total				484					484	484						
		13429 MP 0.35-0.45																			
		T3 CRP# 3684			P.E.		1/17														CE
6	6	**Newberry Hill Road - Culvert**	06	0.10	R/W	S	8/23	PROTECT	20					20	20						Y
		Replace 54" culvert with structure meeting WDFW Fish	13		Const.	S	12/23	PROTECT	3000				650	3650	3650						12/23
		Passage Design Criteria (Culvert ID #18807)			Total				3020				650	3670	3670						
		49660 MP 0.15-0.20																			
		T4 CRP# 2624			P.E.	S	1/22						5	5	5						
19	7	**East Hillidale Road - Culvert**	13	0.05	R/W	S	6/23						20	20	20						
		Replace existing deteriorated 36" culvert			Const.	S	5/24						700	700	700						
		(Culvert ID #16482)			Total								725	725	725						

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		23640 MP 0.60-0.65																			
		T4 CRP# 2625			P.E.	S	1/22						5	5	5						
9	8	**Oak Road (SE) - Culvert**	13	0.05	R/W	S	6/23						20	20	20						
		Replace deteriorated 18" culvert			Const.	S	5/24						100	100	100						
		(Culvert ID #10544)			Total								125	125	125						
		79775 MP 0.16-0.88																			
		Nonfreight CRP# 1631			P.E.																
9	9	**STO - Port Gamble Trail Segment Carver Dr.**	01	0.73	R/W	S							10	10	10						
		Pave shared use path w/ County Work Force	32		Const.	S							200	200	200						
					Total								210	210	210						
		Nonfreight CRP# 1631			P.E.	S							60	60	60						
9	10	**STO - Port Gamble Trail Segment D**	01	0.82	R/W	S							10	10	10						
		Construct gravel driveway and paved shared use path	32		Const.	S							1400	1400		1400					
					Total								1470	1470	70	1400					
		79770 MP 0.00-0.13 / 79775 MP 0.00-0.16																			
		CRP# 1631			P.E.	S	1/21						200	200	200						
N/A	11	**STO - Port Gamble Trail Segments AE**	32	0.60	R/W	S	1/23						50	50	50						
		Construct paved multi-use path			Const.																
					Total								250	250	250						
					P.E.	P	1/24	Grant	800				60	860		430	430				
N/A	12	**NSTO - Port Gamble Trail Segment C**	32	4.00	R/W	S	1/26						50	50			50				
		Shared use path			Const.	P	6/26	Grant	4200				1550	5750				5750			
					Total				5000				1660	6660		430	480	5750			
		23760 MP 1.02-2.49																			
		T3 CRP# 2627			P.E.	S	4/23			RAP	28		2	30	30						
9	13	**Burley Olalla - Bandix to Fagerud**	05	1.50	R/W																
		Paving and shoulder work	07		Const.	S	4/24			RAP	709		79	788	788						
					Total						737		81	818	818						
		52690 MP 0.33-0.38																			
		Nonfreight CRP# 3701			P.E.	S	8/23						50	50	50						
3	14	**Bahia Vista Slide Repair**	19	0.05	R/W																
					Const.	S	5/24						450	450	450						
					Total								500	500	500						

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		MP 23.65-23.85																			
		T3 CRP# 1636			P.E.	S	1/23	STP-23	112	WSDOT	356			468	468						CE
14	15	**SR 104 Holding Lane/ATMS**	12	0.20	R/W																Y
		Kingston Active Traffic Management System			Const.	S	5/24	STP-24	1178					1178	1178						12/23
					Total				1290		356			1646	1646						
		MP 24.25-24.85																			
		T3 CRP# 1635			P.E.	S	1/19						20	20	10	10					EA
14	16	**SR 104 Realignment**	06	0.65	R/W		11/20														Y
		Move inbound ferry lane to NE 1st Street			Const.	S	1/26						20	20			10	10			6/23
		County participation on State project			Total								40	40	10	10	10	10			
		20509 MP 2.75-3.35																			
		T3 CRP# 2618			P.E.	S	1/21						10	10	10						
7	17	**Glenwood Road**	05	0.51	R/W	S	1/23			RAP-23	7		3	10	10						
		Lake Helena Road to Wildwood Road	12		Const.	S	5/24			RAP-24	2097		403	2500	2300	200					
		Resurface and pave shoulders			Total						2104		416	2520	2320	200					
		25009 MP 0.960-3.529																			
		T3 CRP# 2628			P.E.	S	1/23						30	30	20	10					
6	18	**Lake Flora - City Limits to J M Dickinson**	07	2.60	R/W																
		Repave			Const.	P	3/25	Grant(C)	762				119	881		881					
					Total				762				149	911	20	891					
		19515 MP 1.00-2.05 / 57740 MP 0.25-0.55																			
		T2/T3 CRP# 3686			P.E.	S	1/18						10	10	10						
16	19	**Silverdale Way Preservation Project**	07	1.34	R/W	S	1/20						50	50	50						
14		Overlay and ADA Compliance: Silverdale Way - Waaga Way to Bucklin Hill Road			Const.	S	4/25						3100	3100		3000	100				
		Bucklin Hill Road - Silverdale Way to Blaine Ave			Total								3160	3160	60	3000	100				
		41409 MP 0.00-0.15																			
		Nonfreight CRP# 2626			P.E.	S	5/23	PROTECT	100				90	190	190						CE
9	20	**Harper Estuary Restoration**	13	0.15	R/W	S	10/22			ECY	79			79	79						Y
		Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot			Const.	S	1/25	PROTECT	5840					5840		5140	700				5/24
		bridge.			Total				5940		79		90	6109	269	5140	700				
16		40700 MP 1.15-1.35 / 40490 MP 0.25-0.30 / 41130 MP 0.00-0.05																			
		T3/T4/Nonfreight CRP# 2583/2629			P.E.	S	1/20			TIB 21-22	444	112		556	556						CE
19	21	**Lund - Harris to Chase**	06	0.25	R/W	S	1/22			TIB 22	78	20		98	49	49					Y
		Median, sidewalk, and bike lane from Harris to Chase	12		Const.	S	2/25			TIB 21-22	3142		790	3932		3932					6/24
		Roundabout @ Harris			Total						3664	132	790	4586	605	3981					

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		40700 MP 1.35-1.50 / 41130 MP 0.00-0.05																			
16		T3/Nonfreight CRP# 2630			P.E.	S	1/20					165	197	362	181	181					CE
19	22	**Lund & Hoover**	06	0.20	R/W	S	1/25						90	90		90					Y
		Median, sidewalk, and bike lane from city limits to Harris	12		Const.	S	1/26	STP 26	2279			173	414	2866			2866				6/24
		Roundabout @ Hoover			Total				2279			338	701	3318	181	271	2866				
		40700 MP 1.05-1.15 / 40550 MP 0.00-0.05																			
		Nonfreight/T3 CRP# 2629			P.E.	P	1/20			Grant (A)	317	79		396	80	316					
16	23	**Lund & Chase**	06	0.20	R/W	P	1/25			Grant (A)	61	15		76		76					
19		Roundabout			Const.	P	4/26			Grant (A)	2290	573		2863			1000	1863			
					Total						2668	667		3335	80	392	1000	1863			
		40700 MP 0.75-1.05																			
		Nonfreight/T3			P.E.	S	1/20					310		310			60	250			CE
16	24	**Lund - Chase to Jackson**	06	0.55	R/W	S	1/27					65		65				65			Y
		Median, sidewalk, bike lane, & u-turn			Const.	P	6/28	Grant	2500			400		2900					2900		5/27
					Total				2500			775		3275			60	315	2900		
		50909 MP 0.00-0.80																			
		T3 CRP# 3699			P.E.	S	8/23	SRTS	87				138	225	125	100					CE
16	25	**Perry - Stone to Sheridan**	32	0.81	R/W	S	1/24	SRTS	400					400	100	300					Y
		Sidewalks & bike lanes			Const.	S	6/26	SRTS	2531				141	2672			2672				5/27
					Total				3018				279	3297	225	400	2672				
		21109 MP 1.05-1.15 / 20250 MP 1.00-1.10																			
8		T3 CRP# 2631			P.E.	S	9/23	HSIP	460					460	167	288	5				CE
16	26	**Sidney & Pine**	12	0.20	R/W	S	1/25	HSIP	50					50		50					Y
17		Roundabout			Const.	S	6/26	HSIP	2680					2680			2653	27			6/25
					Total				3190					3190	167	338	2658	27			
		89400 MP 0.00-0.05 / 70400 MP 7.35-7.40																			
		Nonfreight CRP# 1638			P.E.	S	1/23						300	300	100	100	100				
9	27	**Norweigian Point Restoration**	13	0.10	R/W	S	1/25						100	100		50	50				
		Replace culvert 16118 with large box culvert			Const.	P	6/27	Grant	1300					1300				1300			
					Total				1300				400	1700	100	150	150	1300			
		42510 MP 0.00-0.35																			
		T4 CRP# 2557			P.E.	S	8/23						250	250	25	225					
16	28	**Beach Drive - Main to Clam Bay Ct**	6	0.37	R/W	S	1/26						400	400			200	200			
		Bike/ped improvements with drainage improvements			Const.	P	6/28	Grant	2160				340	2500					2500		
					Total				2160				990	3150	25	225	200	200	2500		

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FUNC. CLASS	TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS / FUNDING SOURCE INFORMATION			FEDERAL FUNDS													FED. PROJ. ONLY	
					PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE ROW REQ.? DATE COMPLETE
9	29	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.	S	1/26			Tribe	500			500			200	200	100			
					R/W																	
					Const.	S	6/27			Tribe	1000			1000				500	500			
					Total						1500			1500			200	700	600			
9	30	20509 MP 1.23-1.98 T3 **Glenwood - Pine to Christmas Tree** Resurface and pave shoulders	05 7	0.75	P.E.	P	3/27			Grant	135		15	150				50	100			
					R/W	S	1/28						75	75					50	25		
					Const.	P	3/29			Grant	1551		172	1723						1723		
					Total						1686		262	1948				50	150	1748		
14	31	56791 MP 0.35-0.60 T3 CRP# 3694 **Ridgetop - Mickelberry to Myhre (All Phases)** Mickelberry Road NW to NW Myhre Road Widen to 4 lanes, sidewalks, bike lanes	05	0.34	P.E.	S	8/19	STP 21	943			183		1126	600	526					EA Y 5/27	
					R/W																	
					Const.																	
					Total				943			183		1126	600	526						
14	32	56791 MP 0.55-0.65 / 57720 MP 0.20-0.30 T3 CRP# 3694 **Ridgetop - Mickelberry to Myhre Phase 1** Ridgetop & Myhre Intersection improvements	05	0.20	P.E.																EA Y 5/27	
					R/W	S	1/24	CRRSAA	1500			134	100	1734	1000	734						
					Const.	P	6/26	Grant	4500			1500		6000			5000	1000				
					Total				6000			1634	100	7734	1000	734	5000	1000				
14	33	56791 MP 0.45-0.55 T3 CRP# 3694 **Ridgetop - Mickelberry to Myhre Phase 2** Ridgetop mid block intersection	05	0.10	P.E.																EA Y 5/27	
					R/W	S	1/24	CRRSAA	3373			196	531	4100	3000	1100						
					Const.	P	6/28	Grant	4000				2000	6000					5000	1000		
					Total				7373			196	2531	10100	3000	1100			5000	1000		
14	34	56791 MP 0.30-0.40 / 56770 MP 0.40-0.50 T3 CRP# 3694 **Ridgetop - Mickelberry to Myhre Phase 3** Ridgetop & Mickelberry Intersection improvements	05	0.20	P.E.																EA Y 5/27	
					R/W	S	1/28					2060	2000	4060					2060	2000		
					Const.																	
					Total							2060	2000	4060					2060	2000		
16	35	70310 MP 1.55-1.60 / 70320 MP 0.00-0.50 T3/T4 CRP# 1639 **Suquamish/Augusta - South St. to Winfred** Sidewalk & bike lane.	05	0.52	P.E.	S	1/24	STP-25	450				70	520	260	200	60				CE Y 1/26	
					R/W	S	1/26						600	600			300	300				
					Const.	P	6/28	Grant	2500				704	3204					3204			
					Total				2950				1374	4324	260	200	360	300	3204			

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16	36	74200 MP 1.85-2.10 T3 **Viking - Sherman Hill to city limits** Segment improvement, non-motorized	06	0.25	P.E.	S	1/27						480	480				240	240		
					R/W	S	1/28						500	500					500		
					Const.																
					Total								980	980				240	740		
16	37	74200 MP 1.80-1.85 / 59900 MP 1.55-1.60 Nonfreight/T3 **Viking & Sherman Hill** Intersection improvement	12	0.10	P.E.	S	1/27						240	240				130	110		
					R/W																
					Const.																
					Total								240	240				130	110		
7	38	56409 MP 0.50-0.90 T3 CRP# 1637 **Hansville - Delaney to Salish** Corridor Improvements	07	0.40	P.E.	S	1/23						10	10	10						
					R/W																
					Const.																
					Total								10	10	10						
19	39	32800 MP 0.05-0.10 Nonfreight CRP# 2588 **Horizon Lane SE** Replace Deteriorated 42" Culvert (Culvert ID # 12310)	06	0.05	P.E.	S	1/16						70	70	50	20					
					R/W																
					Const.																
					Total								70	70	50	20					
7	40	70400 MP 0.00-0.05 T3 CRP# 1599 **Hansville and SR 104** Intersection Improvement - Parnership with WSDOT/Tribe	12	0.05	P.E.	S	4/18			SEPA&Oth	409			409	100	100	209				
					R/W																
					Const.																
					Total						409			409	100	100	209				
16	41	13549 MP 3.25-3.80 T3 CRP# 3702 **Anderson Hill Road Corridor Study** Corridor study - Apex Airport to Frontier Place	12		P.E.	P	6/24	Grant-C	432				68	500	250	250					
					R/W																
					Const.																
					Total				432				68	500	250	250					
16 19	42	13549 MP 3.15-3.25 / 13820 MP 0.00-0.05 T3/Nonfreight CRP# 3698 **Anderson Hill Road / Apex Airport Road** Design per corridor study	12	0.20	P.E.	S	1/20			SEPA	112		388	500			250	250			
					R/W																
					Const.																
					Total						112		388	500			250	250			

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16	43	**13549 MP 3.25-3.80** T3 **Anderson Hill - Segment Phase 1** Design per corridor study	TBD	0.51	P.E.	S	1/26						400	400			300	100			
					R/W																
					Const.																
					Total								400	400			300	100			
16 19	44	**54600 MP 1.65-1.70 / 53975 MP 0.00-0.05** T3/T4 **Brownsville - Gilberton Bridge (Bridge #2)** Study to plan for eventual replacement	12	0.15	P.E.	S	1/25						225	225		175	50				
					R/W																
					Const.																
					Total								225	225		175	50				
16 19	45	**54600 MP 1.65-1.70 / 53975 MP 0.00-0.05** T3/T4 **Riddell & Almira** Intersection Improvement	12	0.15	P.E.	S	1/25						225	225		175	50				
					R/W																
					Const.																
					Total								225	225		175	50				
16 17 19	46	**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.	S	1/26						200	200			100	100			
					R/W																
					Const.																
					Total								200	200			100	100			
16	47	**21109 MP 5.85-5.95 / 20225 0.55-0.65** T3 **Sidney & Lider** Intersection improvements	12	0.20	P.E.	S	1/26					78	177	255			20	235			
					R/W																
					Const.																
					Total							78	177	255			20	235			
16	48	**21109 MP 5.95-6.45** T3 CRP# 2585 **Sidney - City Limits to Lider** Port Orchard city limits to Lider Road Construct paved shoulders	05	0.56	P.E.	S	5/28						50	50					25	25	
					R/W																
					Const.																
					Total								50	50					25	25	
17	49	**19801 MP 2.55-2.65** T3 **Provost Rd. - Strawberry Creek Culvert** Replace culvert #2319 per WDFW standards per MOU Oct. 28, 2015	13	0.10	P.E.	S	1/29						40	40						40	
					R/W																
					Const.																
					Total								40	40						40	

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N/A	50	**North STO Planning Study** Planning study	32		P.E.	S	1/22	STP 21	20					20	20						CE N
					R/W																
					Const.																
					Total				20					20	20						
N/A	51	**Hansville NM Pre-Design Study** Non-Motroized pre-design study. SR 104 to Casino	06	N/A	P.E.	S	1/25						20	20		10	10				CE N
					R/W																
					Const.																
					Total								20	20		10	10				
N/A	52	**STO - Central Pre-Design Study** Non-Motroized pre-design study. Poulsbo to Port Gamble Park	06	N/A	P.E.	S	1/26	RAISE	500					500			250	250			CE N
					R/W																
					Const.																
					Total				500					500			250	250			
N/A	53	**Suquamish to Gunderson NM Pre-Design Study** Non-Motroized pre-design study. SR 104 to Kingston	06	N/A	P.E.	S	1/28	RAISE	500					500					250	250	CE N
					R/W																
					Const.																
					Total				500					500					250	250	
N/A	54	**Little Boston NM Pre-Design Study** Non-Motroized pre-design study. Tribal Community to Hood Canal Dr.	06	N/A	P.E.	S	1/28						20	20					10	10	CE N
					R/W																
					Const.																
					Total								20	20					10	10	
N/A	55	CRP# 1632 **North Kitsap Service Center** New North Road Shop	06	N/A	P.E.																
					R/W																
					Const.	S	1/22						10149	10149	10149						
					Total								10149	10149	10149						
N/A	56	**Various Locations** CRP# 5043 **Project Close-Out and Plant Establishment**	06	00	P.E.																
					R/W																
					Const.	S	varies						240	240	40	40	40	40	40	40	
					Total								240	240	40	40	40	40	40	40	

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					PROJECT COSTS IN THOUSANDS OF DOLLARS																
								FUNDING SOURCE INFORMATION													
								FEDERAL FUNDS													
N/A	57	**Various Locations** CRP# 5044 **County Wide Sidewalk** Sidewalks and pedestrian ramps at various locations	32	00	P.E.	S	varies						120	120	20	20	20	20	20	20	
					R/W																
					Const.	S	varies						1080	1080	180	180	180	180	180	180	
					Total								1200	1200	200	200	200	200	200	200	
N/A	58	**Various Locations** CRP# 5048 **County Wide Culvert Projects** Replacement of emergent structurally or capacity deficient culverts	06	00	P.E.	S	varies						120	120	20	20	20	20	20	20	
					R/W	S	varies						60	60	10	10	10	10	10	10	
					Const.	S	varies						420	420	70	70	70	70	70	70	
					Total								600	600	100	100	100	100	100	100	
N/A	59	**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.	S	varies						1200	1200	200	200	200	200	200	200	
					Total								1200	1200	200	200	200	200	200	200	
N/A	60	**Various Locations** CRP# 5046 **County Wide Safety Improvements** Spot improvements for guardrail, and traffic safety improvements	12	00	P.E.	S	varies						180	180	30	30	30	30	30	30	
					R/W	S	varies						180	180	30	30	30	30	30	30	
					Const.	S	varies						840	840	140	140	140	140	140	140	
					Total								1200	1200	200	200	200	200	200	200	
N/A	61	**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.	S	varies						1350	1350	200	200	200	250	250	250	
					Total								1350	1350	200	200	200	250	250	250	
N/A	62	**Various Locations** CRP# 5047 **WSDOT Project Participation** County participation in State Projects involving County Roads	06	00	P.E.																
					R/W																
					Const.	S	varies						600	600	100	100	100	100	100	100	
					Total								600	600	100	100	100	100	100	100	
									53732		13315	6063	42269	115379	36774	21158	18735	13910	18639	6163	
					P.E.				4404		2301	927	4545	12177	3652	3186	2164	1875	905	395	
					R/W				5343		225	2490	4849	12907	4458	2489	640	605	2650	2065	
					Const.				43985		10789	2646	32875	90295	28664	15483	15931	11430	15084	3703	
					Total				53732		13315	6063	42269	115379	36774	21158	18735	13910	18639	6163	