RESOLUTION <u>IQV</u> -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

E**DWARD E. WOLFE**, Chair

NOT PRESENT

CHARLOTTE GARRIDO, Commissioner

ROBERT GELDER, Commissioner

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 Arterial14=Urban Principal Arterial07=Rural Major Collector16=Urban Minor Arterial08=Rural Minor Collector17=Urban Collector Arterial09=Rural Local Access19=Urban Local Access

<u>Project Identification</u> 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)

<u>Project Phase</u> 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.

<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 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.

<u>CRID</u> 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.

<u>TBD</u> 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.

<u>Local Funds</u> 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

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| 1 | 1 | | | | | | | FEDER/ | AL FUNDS | | | | | | | | | | | | ONLY |
| FUNC. CLASS | JECT N | 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 | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2023 | YEAR 2 2024 | YEAR 3 2025 | YEAR 4 2026 | YEAR 5 2027 | YEAR 6 2028 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | | 19000 MP 0.10-0.15 | | | | | | | | | | | | | | | | | | |]] |
| 1 | İ | Nonfreight Bridge #41 CRP# 3697 | | | P.E. | S | 1/21 | LBP-21 | 30 | | | | | 30 | 30 | | | | | | CE |
| 09 | | Taylor Road Bridge | 11 | 0.05 | R/W | | 5/21 | LBP-21 | | | | _ | | | | | | | | | Y |
| 1 | | Prepare and paint the steel girders and deck soffit of the | | l 1 | Const. | S | 7/23 | LBP-21 | 823 | | | | | 823 | 823 | | | | | | 7/22 |
| \vdash | ┿ | bridge superstructure | | | Total | | | | 853 | | _ | | | 853 | 853 | | | | | | - |
| 1 | | 03036 MP 0.30-0.35 | | | P.E. | \vdash | | - | | | | - | _ | | | | | | | | { } |
| ١,, | | Nonfreight CRP# 2598 | 13 | 0.05 | R/W | \vdash | | | | | | | | | | | | | | | 1 I |
| 05 | | 160th Street Replace fish barrier culvert on Purdy Creek | 13 | 0.03 | Const. | s | 7/22 | _ | | _ | | | 45 | 45 | 45 | | | _ | | | 1 1 |
| 1 | | Participation on grant match with Pierce County | | | Total | - | 1122 | | | | | | 45 | 45 | 45 | | | | | | (I |
| \vdash | | 32170 MP 3.15-3.2 / 30519 MP 5.3-5.35 | | - | Total | - | | | | | | | | | | | | | | | \vdash |
| 1 | | Nonfreight/T3 CRP# 2623 | | | P.E. | s | 1/22 | | | | | | 5 | 5 | 5 | | | - | - | | 1 1 |
| 07 | | Orchard & Olalia Valley | 02 | 0.10 | R/W | | | | | | | | | | | | | | | | 1 1 |
| 09 | | Intersection realignment | | | Const. | s | 4/22 | | | | | | 40 | 40 | 40 | | | | | | 1 1 |
| | | | | | Total | | | | | | | | 45 | 45 | 45 | | | | | | 1 1 |
| | | 03003 MP 0.00-0.10 | | | | | | | | | | | | | | | | | | | \Box |
| 1 | | Nonfreight CRP# 2622 | | | P.E. | S | 9/22 | | | CRID | 5 | | | 5 | 5 | | | | | | 1 1 |
| 03 | | Alpinwood Improvements | 03 | 0.13 | R/W | Ш | | | | | | | | | | | | | | | 1 1 |
| 1 | | Paving and improvements through CRID 41 | | | Const. | S | 7/23 | | | CRID | 220 | | | 220 | 220 | | | | | | 1 1 |
| \perp | 4 | | | | Total | \vdash | | | | | 225 | | | 225 | 225 | | | | | | |
| ı | İ | 16330 MP 0.00-0.95 / 17400 MP 0.00-0.35 | | | P,E. | $\vdash \vdash$ | | | | | | | | | | | | | | | ↓ I |
| Ι., | | T3/T4/Nonfreight CRP# 2612 | 06 | 1.32 | R/W | s | 9/19 | _ | | _ | | | | | | | | | | | CE |
| 116 | 5 5 | W. Hills STEM School - Nat'l Ave. Roadway Improvement Loxie Eagans: City limits to Arsenal and National: Charleston Beach to | Ub | 1.32 | Const. | S | 10/22 | STP-23 | 1.761 | | | | 339 | 2,100 | 2,100 | | | | | | 10/22 |
| | | City limits, Pedestrian and Intersection Improvements and overlay | | | Total | 1 | 10/22 | 317-23 | 1,761 | | | | 339 | 2,100 | 2,100 | | | | | | 10,22 |
| \vdash | + | 57768 MP 0.00-0.05 / 57810 MP 0.35-0.45 | | | 10141 | \vdash | | | 1,701 | | | | 555 | 2,100 | 2,100 | | | | | | \vdash |
| | | T3 CRP# 3696 | | | P.E. | s | 1/21 | | | _ | | | 5 | - 5 | 5 | | | | | | 1 I |
| 10 | 9 6 | Greaves Way NW / Old Frontier Road NW | 12 | 0.15 | R/W | | 1/22 | | | | | | | | | | | | | | (l |
| 17 | | Intersection Improvement | | | Const. | S | 3/23 | | | TIB | 1,094 | | 1,574 | 2,668 | 2,668 | | | | | | 1 1 |
| 1 | | · | | | Total | | | | | | 1,094 | | 1,579 | 2,673 | 2,673 | | | | | | |
| | | 59725 MP 0.45-0.50 | | | | | | | | | | | | | | | | | | | |
| 1 | | Nonfreight CRP# 1630 | | | P.E. | S | 1/21 | | | | | | 10 | 10 | 10 | | | | | | j |
| 19 | 7 6 | Scandia Road | 06 | 0.05 | R/W | | 1/20 | | | | | | | | | | | | | | 1 1 |
| | | Replace deteriorated 18" & 24" culverts at Little Scandia Crk | 13 | 1 1 | Const. | S | 1/23 | | | | | | 600 | 600 | 600 | | | | | | 4 I |
| L | | Meet fish passage requirements (ID #s 25265 & 25266) | | | Total | Ш | | | | | | | 610 | 610 | 610 | | | | | | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028

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| FUNC, CLASS | ECT N | 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 | FEDERAL FUND THE CODE | FEDERAL COST OF BY PHASE OF STATES | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT | LOCAL | TOTAL | YEAR 1 2023 | YEAR 2 2024 | YEAR 3 2025 | YEAR 4 2026 | YEAR 5 2027 | YEAR 6 2028 | ENVIRO TYPE O ROW REQ.? Z DATE COMPLETE |
| Н | ╫ | | | _ | | | | | | | | | | | | | | | | | |
| 1 | 1 | CRP# 1631 | | | P.E. | S | 1/21 | | | KPFD-20 | 150 | | | 150 | 150 | | | | | | CE |
| N/ | | STO - Port Gamble Trail Segments A, B & D | 32 | 3,40 | R/W | - | 0/00 | 070.00 | 4 000 | | | | 4.000 | | 0.000 | | | | | | N |
| 1 | 1 | Construct paved multi-use path in Port Gamble Forest Heritage Park | | 1 | Const. Total | S | 6/23 | STP-23 | 1,992 1,992 | | 150 | | 1,083 | 3,075 3,225 | 3,075 3,225 | | | | | | |
| - | + | | | | 1000 | | | | 1,352 | - | 130 | | 1,000 | 5,225 | 3,223 | | | | | | _ |
| | | | | | P.E. | Р | 1/24 | Grant | 571 | | | | | 571 | | 321 | 250 | | | | CE |
| N/ | A 9 | NSTO - Port Gamble Trail Segment C | 32 | 4.00 | R/W | S | 1/26 | | | | | | 50 | 50 | | | | 50 | | | N |
| ı | | Shared use path | | | Const. | Р | 6/26 | Grant | 2,586 | | | | 404 | 2,990 | | | | 2,990 | | | |
| \vdash | + | 21320 MP 1.50-1.55 / 21310 MP 0.00-0.05 | | _ | Total | \vdash | | | 3,157 | | | | 454 | 3,611 | | 321 | 250 | 3,040 | | | |
| 1 | | T3/Nonfreight CRP# 2589 | | i ' | P.E. | | 1/15 | | | | | | | | | | | | | - | |
| 07 | 10 | Lake Helena Road / Wicks Lake Road - Culverts | 13 | 0.05 | R/W | \vdash | 3/19 | | | | | | | | | | | | | _ | |
| 1 | " | Replace 36" culverts 11215 & 11217 with structures meeting | | | Const. | S | 6/23 | | | | | | 1,450 | 1,450 | 1,450 | | | | | | |
| | | WDFW Fish Passage Design Criteria | | | Total | | | | | | | | 1,450 | 1,450 | 1,450 | | | | | | |
| Г | Т | 25009 MP 0.960-3.529 | | | | | | | | | | | | | | | | | | | |
| ١., | ١ | T3 CRP# 2628 | 07 | 0.00 | P.E. R/W | S | | | | | | | 10 | 10 | 10 | | | | | - | |
| 100 | 111 | Lake Flora - City Limits to J M Dickinson Repave | 07 | 2.60 | Const. | Р | | Grant(C) | 762 | | \vdash | | 119 | 881 | 881 | | | | | | |
| 1 | | Repave | | | Total | \vdash | | Grant(C) | 762 | | | | 129 | | 891 | | _ | | | | |
| \vdash | + | 19515 MP 1.00-2.05 / 57740 MP 0.25-0.55 | | | | \vdash | | | | | | | 120 | | | | | | | | |
| ı | | T2/T3 CRP# 3686 | | | P.E. | S | 1/18 | | | | | | 70 | 70 | 70 | | | | | | |
| | | Silverdale Way Preservation Project | 07 | 1.34 | R/W | | | | | | | | | | | | | | | | |
| 14 | 1 | Overlay and ADA Compliance: Silverdale Way - Waaga Way to Bucklin Hill Road | | | Const. | S | 4/23 | | | | | | 3,100 | 3,100 | 2,900 | 200 | | | | | |
| \vdash | + | Bucklin Hill Road - Silverdale Way to Blaine Ave | | | Total | \vdash | | | | | | | 3,170 | 3,170 | 2,970 | 200 | | _ | | _ | _ |
| | | CRP# 1633 | | | P.E. | | | | - | | | | | | | | - | | | | |
| 119 | 13 | Woodbridge - Woodbridge to Ridgetop | 01 | 0,25 | R/W | s | 1/23 | | | | | | 500 | 500 | 500 | | | | | _ | 1 |
| 1" | 1 | Woodbridge road extention | | | Const. | | | | | | | | | | | | | | | | |
| L | | <u> </u> | | | Total | | | | | | | | 500 | 500 | 500 | | | | | | |
| | | | | | | | 4/00 | OTD 01 | 475 | | | | | 400 | 400 | | | | | | 0.5 |
| L | | North STO Planning Study | 32 | | P.E. R/W | S | 1/22 | STP 21 | 175 | | | | 24 | 199 | 199 | | | | | | CE N |
| 111/ | ^ 14 | Planning study | 32 | | Const. | \vdash | | | | | - | | | | | _ | | | | - | IV. |
| | | | | | Total | | | | 175 | | | | 24 | 199 | 199 | | | | | | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028

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| 1 | | | | | | | | | | NDING SC | URCE INF | ORMATI | ON | | | | | | | | PROJ. |
| 1 | | | | | | | | FEDER/ | AL FUNDS | | | | | | | | | | | | ONLY |
| FUNC. CLASS | ECT | 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 | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2023 | YEAR 2 2024 | YEAR 3 2025 | YEAR 4 2026 | YEAR 5 2027 | YEAR 6 2028 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| Г | Т | MP 24.25-24.85 | | | | | | | | | | | | | | | | | | |] |
| 1 | | T3 CRP# 1635 | | | P.E. | S | 1/19 | | | WSDOT | | | | | | | | | | | EA |
| 14 | 15 | SR 104 Realignment | 06 | 0.65 | R/W | s | 11/20 | | | WSDOT | | 10 | | 10 | 10 | | | | | |] Y [|
| | | Move inbound ferry lane to NE 1st Street | | | Const. | \square | | | | WSDOT | | | | | | | | | | | 6/23 |
| 上 | ╀- | County participation on State project | | | Total | \vdash | | | _ | | | 10 | | 10 | 10 | | | | | | igspace |
| | | MP 23.65-23.85 | | | | s | 1/23 | STP-23 | 223 | | | | | 223 | 223 | | | | | | - I |
| L. | | T3 CRP# 1636 | 12 | 0.20 | P.E. R/W | 5 | 1/23 | S1P-23 | 223 | | | | | 223 | 223 | <u> </u> | | | | | 1 1 |
| 14 | 16 | SR 104 Holding Lane/ATMS Kingston Active Traffic Management System | 12 | 0.20 | Const. | s | 5/24 | STP-24 | 1,178 | | | | | 1,178 | | 1,178 | | | | | |
| 1 | | Kingstoff Active Traffic Management System | | | Total | | 3/2-7 | 311-44 | 1,401 | | | | - | 1,401 | 223 | 1,178 | | | | | 1 1 |
| \vdash | +- | 56409 MP 0.50-0.90 | | _ | Total | | | | 1,101 | | | | | 1,-101 | | 1,110 | | | | | - |
| | | T3 CRP# 3664 | | | P.E. | s | 1/23 | | - | | | | 10 | 10 | 10 | | _ | | | | 1 / |
| 07 | , l ₁₇ | Hansville - Delaney to Salish | 07 | 0.40 | R/W | H | | | | | | | | | | | | | | | 1 1 |
| 1 | 1 | Corridor improvements | | " | Const. | \Box | | 1 | | | | | | | | | | | | | 1 1 |
| 1 | i | | | | Total | | | | | | | | 10 | 10 | 10 | | | | | | 1 / |
| \vdash | | 70400 MP 0.00-0.05 | | | | | | | | | | | | | | | · | | | | |
| 1 | | T3 CRP# 1599 | | | P.E. | S | 4/18 | | | | | 65 | | _65 | 35 | 30 | | | | |]] |
| 07 | 18 | Hansville Road - Right Turn Lane | 12 | 0.05 | R/W | | | | | | | | | | | | | | | |] |
| 1 | | Intersection improvement to facilitate traffic turning from | | | Const. | Р | 4/24 | | S | EPA&Oth | | | | 459 | | 459 | | | | | 1 1 |
| L | \perp | Hansville Road onto westbound SR 104 | | | Total | \vdash | | | | | 409 | 115 | | 524 | 35 | 489 | | | | | igspace |
| 1 | | 56409 MP 0.50-0.90 | | | | | 6/15 | | | | | | 494 | | - 10.1 | | | | | | l l |
| Ι., | | T3 CRP#3664 | 32 | 0.40 | P.E. R/W | S | 1/23 | | | | | | 494 50 | 494 50 | 494 50 | | | | | | CE |
| 16 | 19 | Fairgrounds Road - Sidewalk Improvements Construct sidewalk both sides and eastbound bike lane | 32 | 0.40 | Const. | S | 3/24 | STP-24 | 2.300 | | _ | | 1,649 | 3,949 | 50 | 3,949 | | | | | 8/23 |
| 1 | | from Woodridge Lane to Nels Nelson Road | | | Total | 1 | 3/24 | 31P-24 | 2,300 | | | | 2,193 | 4,493 | 544 | | | | | | 8/23 |
| \vdash | + | 32800 MP 0.05-0.10 | _ | _ | TOTAL | \vdash | | | 2,300 | | | - | 2,133 | 4,433 | _544 | 3,545 | | | | | ├──┤ |
| | | Nonfreight CRP# 2588 | | | P.E. | s | 1/16 | | | | | | 70 | 70 | 50 | 20 | | | | - | 1 1 |
| 10 | 20 | Horizon Lane SE | 06 | 0.05 | R/W | s | 6/22 | | | | | | 5 | 5 | 5 | 10 | | | | | 1 1 |
| 1" | | Replace Deteriorated 42" Culvert (Culvert ID # 12310) | | | Const. | s | 1/24 | | | | | | 500 | 500 | | 500 | | | | | 1 1 |
| | | | | | Total | | - | | | | | | 575 | 575 | 55 | | | | | | 1 1 |
| | 1 | 49660 MP 0.15-0.20 | | | | | | | | | | | | | | | | | | | \Box |
| 1 | | T4 CRP# 2624 | | | P.E. | S | 1/22 | | | | | | 40 | 40 | 35 | 5 | | | | | |
| 19 | 21 | East Hilldale Road - Culvert | 13 | 0.05 | R/W | S | 6/23 | | | | | | 10 | _10 | 5 | 5 | | | | |] |
| | | Replace existing deteriorated 36" culvert | | | Const. | s | 5/24 | | | | | | 700 | 700 | | 700 | | | | | 1 1 |
| L | | (Culvert ID #16482) | | | Total | | | | | | | | 750 | 750 | 40 | 710 | | | | | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028

| | | | | | | | | PROJEC | CT COSTS I | N THOUS | ANDS OF D | OLLARS | S | | | | | | | | FED. |
|-------------|----------|--|------------------------|--------------------|-----------------|--------------|------------------------------|----------------------|--------------------------|---|-------------------------------|----------------|----------------|-----------|----------------|----------------|----------------|----------------|----------------|----------------|---|
| 1 | | | | | | ΙΠ | | | | INDING SC | URCE INF | ORMATI | ON | | | | | | | | PROJ. |
| 1 | | | | | | 1 | | FEDER/ | AL FUNDS | | T . | | | | | | | | | | ONLY |
| FUNC. CLASS | ROJECT N | 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 | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2023 | YEAR 2 2024 | YEAR 3 2025 | YEAR 4 2026 | YEAR 5 2027 | YEAR 6 2028 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | | 23640 MP 0.60-0.65 | | | | | | L | | <u> </u> | | | | | | | | | | | Γ |
| ı | | T4 CRP# 2625 | | | P.E. | S | 1/22 | | | | | | 20 | 20 | 15 | | | | | | 1 1 |
| 09 | 22 | Oak Road (SE) - Culvert | 13 | 0.05 | R/W | S | 6/23 | | | | | | 5 | 5 | 5 | | | | | | 1 |
| | | Replace deteriorated 18" culvert | | | Const. | S | 5/24 | | | | | | 100 | 100 | | 100 | | | | | 1 1 |
| ᆫ | | (Culvert ID #10544) | | | Total | \vdash | | | | | | | 125 | 125 | 20 | 105 | | | | | |
| | | 20509 MP 2.75-3.35 | | | l | ڶۣؖ | | | | | _ | | | | | | | | _ | | 4 1 |
| ı | | T3 CRP# 2618 | | | P.E. | S | 1/21 | | | RAP-20 | | | 78 | 78 | 68 | | | | | | 1 1 |
| 07 | 23 | Glenwood Road | 05 | 0.51 | R/W | S | 1/23 | | | RAP-23 | 45 | | 15 | 60 | 50 | | | | | | 4 1 |
| l | į. | Lake Helena Road to Wildwood Road | 12 | | Const. | S | 5/24 | - | | RAP-24 | 1,917 | | 583 | 2,500 | <u> </u> | 2,300 | 200 | | | | 1 1 |
| 느 | _ | Resurface and pave shoulders | | | Total | \vdash | | | | | 1,962 | | 676 | 2,638 | 118 | 2,320 | 200 | | | | |
| | 1 | 40700 MP 1.30-1.40 / 40490 MP 0.25-0.30 | | | | | 4100 | | | TIB 22 | | | | | | | | | | | |
| 16 | | T3/T4 CRP# 2583 | | | P.E. | s | 1/20_ | _ | | | 210 | | | 262 98 | 262 98 | | | | | | CE |
| 19 | 24 | Lund & Harris | 12 | 0.20 | R/W | S | 6/24 | - | _ | TIB 22 TIB 23 | 1,396 | | | 1,746 | 98 | 1,646 | 100 | | | | 4 ' 1 |
| ı | | Roundabout | | | Const. Total | 1 | 6/24 | | | IIB 23 | 1,684 | | | 2,106 | 360 | | 100 | | | | 6/24 |
| ⊢ | ₩ | 40700 MP 1,40-1,50 / 41130 MP 0.00-0.05 | _ | | Total | \vdash | | | | | 1,004 | 422 | - | 2,100 | 360 | 1,040 | 100 | | | | |
| ١., | 1 | Nonfreight/T3 CRP# 2630 | | | P.E. | s | 1/20 | | | | | 362 | 10 | 372 | 181 | 181 | 10 | | | | CE |
| 16 | | Lund & Hoover | 12 | 0.20 | R/W | S | 1/25 | | | | | 40 | | 40 | | 40 | 10 | | | _ | 🗸 |
| 19 | 25 | Roundabout & segment 1 sidewalk and bike lane | 12 | 0.20 | Const. | s | 6/24 | STP 26 | 2,279 | | | 587 | | 2.866 | _ | 2,566 | 300 | | | | 5/26 |
| ı | | Roundabout & segment i sidewalk and bike lane | | | Total | H | 012-1 | 071 20 | 2,279 | | _ | 989 | | | 181 | | 310 | | | | 0,20 |
| ⊢ | + | 89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 | | _ | 10101 | \vdash | | | 10,210 | | | | | 0,270 | 101 | 2,701 | | | | | - |
| 1 | 1 | Nonfreight CRP# 1638 | | | P.E. | s | 1/23 | | | | | | 100 | 100 | - 5 | 95 | | | | | 1 1 |
| ا ا | | Hansville Road - Finn Creek culvert #16118 | 13 | 0.10 | R/W | S | 1/24 | | | | | | 100 | 100 | \vdash | 100 | | | | | |
| ١,, | | Replace culvert 16118 with large box culvert | | | Const. | P | 6/25 | Grant | 1,300 | | | | | 1,300 | | | 1,300 | | | | 1 / |
| ı | | The place of the transfer of t | | | Total | \vdash | | | 1,300 | | <u> </u> | | 200 | 1,500 | 5 | 195 | | | | | 1 1 |
| Н | ${}^{+}$ | 41409 MP 0.00-0.15 | | | | | | | | | | | | | | | | | | | |
| 1 | | Nonfreight CRP# 2626 | | | P.E. | Р | 1/23 | Grant(A) | 60 | ECY/COM | 230 | | | 290 | 90 | 200 | | | | | |
| 09 | | Harper Estuary Restoration | 13 | 0.15 | R/W | Р | 1/23 | Grant(A) | 133 | | | | | 133 | 54 | 79 | | | | | |
| | | Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot | |] | Const. | Р | 1/25 | Grant(A) | 5,600 | | | | | 5,600 | | | 1,000 | 1,800 | 2,800 | | |
| l | | bridge. | | | Total | | | | 5,793 | | 230 | | | 6,023 | 144 | 279 | 1,000 | 1,800 | 2,800 | | لـــــــا |
| Г | Т | 40700 MP 0.80-1.30 / 40550 MP 0.20-0.25 | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | Nonfreight/T3 CRP# 2629 | | | P.E. | Р | 1/20 | Grant(A) | 797 | | | | | 797 | 390 | 390 | 17 | | | | CE |
| 16 | 28 | Lund - Harris to Chase | 06 | 0.55 | R/W | Р | 1/25 | Grant(A) | 50 | | | | | _50 | | | 50 | | | | Y |
| 1 | | Median, sidewalk, bike lane, & roundabout @ Chase | | | Const. | Р | 6/26 | Grant(A) | 3,580 | | | | | 3,580 | | | | 3,580 | | | 5/27 |
| 1 | | | | | Total | | | | 4,427 | | | | | 4,427 | 390 | 390 | 67 | 3,580 | | | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028

| Г | | | | | | | | PROJE | CT COSTS I | N THOUS | ANDS OF D | OLLARS | 3 | | | | | | | | FED. |
|-------------|--------|--|------------------------|-----------------------|-----------------|--------------|------------------------------|----------------------|--------------------------|---|-------------------------------|----------------|----------------|-------|-------------|----------------|-------------|----------------|----------------|----------------|---|
| ı | | | | | | | | | FU | NDING SC | URCE INF | ORMATI | ON | | | | | | | | PROJ. |
| ı | 1 | | | l I | | | | FEDER | AL FUNDS | | | | | | | | | | | | ONLY |
| FUNC. CLASS | JECT N | 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 | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2023 | YEAR 2 2024 | YEAR 3 2025 | YEAR 4 2026 | YEAR 5 2027 | YEAR 6 2028 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| г | | 40700 MP 0,80-1,05 | | | | | | | | | | | | | | | | | | | \Box |
| 1 | 1 | Nonfreight/T3 | | 1 ! | P.E. | S | 1/20 | | | | | 386 | | 386 | | | | 86 | 300 | | CE |
| 16 | 29 | Lund - Chase to Jackson | 06 | 0.25 | R/W | | | | | | | | | | | | | | | |] Y [|
| | | Median, sidewalk, bike lane, & u-turn | | 1 | Const. | Р | 6/28 | Grant | 2,090 | | | 326 | | 2,416 | | | | | | 2,416 | 5/27 |
| L | | | | | Total | | | | 2,090 | | | 712 | | 2,802 | | | | 86 | 300 | 2,416 | |
| | | 42510 MP 0.00-0.35 | | | | | | | | | | | | | | | | | | | |
| ı | | T4 CRP# 2557 | | | P.E. | S | 8/23 | | | | | | 250 | 250 | | 25 | | | | | 1 1 |
| 16 | | Beach Drive #2 | 06 | 0.37 | R/W | S | 1/24 | | | | | | 150 | 150 | | | 150 | | | | 1 1 |
| | | Main St to Clam Bay Ct | | | Const. | S | 6/25 | | | | | | 1,700 | 1,700 | | | | 1,700 | | | 1 1 |
| | | Bike/ped improvements with drainage improvements | | | Total | <u> </u> | | | | | | | 2,100 | 2,100 | | 25 | 375 | 1,700 | | | - |
| Г | \top | 23760 MP 1.02-2.49 | | | | Ш | | | | | | | | | | | | | | | |
| ı | 1 | T3 CRP# 2627 | 05 | 1 | P.E. | Р | 4/23 | | | Grant(A) | 45 | | 5 | 50 | 20 | 30 | | | | | 1 1 |
| 09 | 31 | Burley Olalla - Bandix to Fagerud | 07 | 1.50 | R/W | \square | | | | | | | | | | | | | | | 1 1 |
| ı | | Paving and shoulder work | | | Const. | Р | 4/25 | | | Grant(A) | 709 | | 79 | | | | 788 | | | | 4 I |
| ᆫ | \bot | | | | Total | - | | | | | 754 | | 84 | 838 | 20 | 30 | 788 | | | | - |
| | | 86671 MP 0.00-1.15 | | | | | | | | | | | | | | | | | | | l I |
| | | T3 CRP# 1637 | | | P.E. | S | 1/23 | _ | | | | | _15 | 15 | 15 | | | | | | CE |
| 07 | 7 32 | 2025 Pavement Preservation - West Kingston Rd. | 07 | 1.16 | R/W | | 2100 | 070.00 | 405 | | | | 70 | | | | | | | | l N I |
| ı | | Repave | | | Const. | S | 3/23 | STP 23 | 485 485 | | _ | | 76 91 | | 561 | | | | | | 1 1 |
| ╙ | + | | | - | Total | \vdash | | - | 485 | | | - | 91 | 576 | 576 | | | | | | |
| l | - | 13429 MP 0.35-0.45 | | | 5.5 | s | 1/17 | | | | | | 95 | 95 | 85 | 10 | | | | | 4 I |
| ١., | . | T3 CRP# 3684 | 06 | 0,10 | P.E. R/W | S | 8/23 | | | | _ | | 25 | 25 | 20 | | | | | | 1 1 |
| ľ | | Newberry Hill Road - Culvert Replace 54" culvert with structure meeting WDFW Fish | 13 | 0.10 | Const. | P | 1/26 | - | | GRANT | 2,600 | | 25 | 2,600 | | | | 2,600 | | | 1 1 |
| ı | - | Passage Design Criteria (Culvert ID #18807) | 13 | | Total | H | 1/20 | - | | GIVANI | 2,600 | - | 120 | 2,720 | 105 | 15 | | 2,600 | | | 1 1 |
| ⊢ | + | Passage Design Criteria (Culvert to #18807) | | _ | Total | \vdash | | | | | 2,000 | | 120 | 2,720 | 103 | - 13 | | 2,000 | | | |
| ı | | T3 CRP#3699 | | 1 | P.E. | Р | 8/23 | Grant(A) | 277 | | | | | 277 | 190 | 87 | | | | | CE |
| ۱., | | Perry - Stone to Sheridan | 32 | 0.81 | R/W | P | 1/24 | Grant(A) | 400 | | | | | 400 | 130 | 100 | 300 | | | | \ \rac{1}{2} |
| Ι" | 34 | Sidewalks & bike lanes | J. | 0.01 | Const. | P | 6/26 | Grant(A) | 2,531 | | | | 141 | 2,672 | | 100 | | 2,672 | | | 5/27 |
| ı | | Sidewalks of pine lattes | | | Total | \vdash | 0/20 | Grain(/A) | 3,208 | | | | 141 | 3,349 | 190 | 187 | 300 | 2,672 | | | 3,2 |
| H | + | 21109 MP 5.95-6.45 | | | , , , , , , , , | \vdash | | | 5,200 | | | | | 5,540 | .50 | .01 | 550 | 2,072 | | | - |
| 1 | | T3 CRP# 2585 | | | P.E. | s | 5/23 | | | | | | 50 | 50 | | 25 | 25 | | | | |
| 11 | | Sidney Road - Shoulders | 05 | 0.56 | R/W | S | 1/24 | | | | | | 15 | 15 | | | 15 | | | | (I |
| Ι" | | Port Orchard city limits to Lider Road | | | Const. | S | 4/26 | | | | | | 850 | 850 | | | | 850 | | | |
| ı | | Construct paved shoulders | | | Total | | | | | | | | 915 | 915 | | 25 | 40 | 850 | | | 1 1 |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028

| | | | | | | | | PROJEC | CT COSTS I | N THOUS | ANDS OF D | OLLARS | <u> </u> | | | | | | | | FED. |
|-------------|----------|--|------------------------|--------------------|-----------------|--------------|------------------------------|----------------------|--------------------------|---|-------------------------------|----------------|----------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|---|
| 1 | | | | | | | | | Fυ | NDING SC | URCE INF | ORMATI | ON | | | | | | | | PROJ. |
| | | | | | | | | FEDER/ | AL FUNDS | | | | | | | | | | | | ONLY |
| FUNC. CLASS | ROJECT | 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 | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2023 | YEAR 2 2024 | YEAR 3 2025 | YEAR 4 2026 | YEAR 5 2027 | YEAR 6 2028 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | | 21109 MP 5.85-5.95 / 20225 0.55-0.65 | | | | | | | | | | | | | | | | | | | |
| l | | T3 | | | P.E. | S | 1/24 | | | | | 255 | | 255 | | 20 | | | | | |
| 16 | 36 | Sidney & Lider | 12 | 0.20 | R/W | S | 1/25 | | | | | 300 | | 300 | | | 300 | | | | |
| l | | Intersection improvements | | | Const. | S | 6/26 | | | | | 745 | | 1,445 | | | | 1,445 | | | |
| L | <u> </u> | | | | Total | Ш | | | | | | 1,300 | 700 | 2,000 | | 20 | 535 | 1,445 | | | |
| | | 21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 | | 1 | | | | | | | | | | | | 4.15 | | | _ | | _! |
| 08 | | T3 | | | P.E. | Р | 1/24 | Grant | 152 24 | | | | 38 | 190 | | 140 | 50 30 | | | | |
| | | Sidney & Pine | 12 | 0.20 | RW | P | 6/26 | Grant Grant | 1,024 | | | - | 256 | 1,280 | | _ | 30 | 1,280 | | - | |
| 17 | 1 | Intersection improvements | | | Const. Total | P | 6/26 | Grant | 1,024 | | | | 300 | 1,500 | | 140 | 80 | 1,280 | | | |
| ⊢ | + | 54600 MP 1.65-1.70 / 53975 MP 0.00-0.05 | | | TOTAL | \vdash | | | 1,200 | | | | 300 | 1,500 | | 140 | 80 | 1,200 | | _ | - |
| ١., | 1 | T3/T4 | | | P.E. | s | 1/24 | | | | | 225 | _ | 225 | | 175 | 50 | | | _ | |
| 16 | | Riddell & Almira | 12 | 0.15 | R/W | s | 1/25 | | | | | 50 | | 50 | _ | .,, | 50 | | | | |
| l '° | 30 | Intersection improvement | | 0.70 | Const. | s | 6/26 | | | | | 1,225 | | 1,225 | | | | 1,225 | | | |
| | 1 | Intersection improvement | | | Total | \Box | | | | | | 1,500 | | 1,500 | | 175 | 100 | 1,225 | | | |
| Н | + | 13549 MP 3.15-3.25 / 13820 MP 0.00-0.05 | | | | | | | | | | | | | | | | | | | |
| l | 1 | T3/Nonfreight CRP# 3698 | | [' | P.E. | Р | 1/20 | Grant | 432 | | | | 68 | 500 | 250 | 250 | | | | |] |
| 17 | | Anderson Hill Road / Apex Airport Road Intersection | 12 | 0.20 | R/W | S | 1/25 | | | | | | 100 | 100 | | | 85 | _ 15 | | | |
| 19 | | Corridor study and intersection improvement | | | Const. | S | 5/26 | | | SEPA | 112 | | | 1,000 | | | | 800 | 200 | | |
| L | | | | | Total | | | | 432 | | 112 | 300 | 756 | 1,600 | 250 | 250 | 85 | 815 | 200 | | |
| Г | Т | 13847 MP 3,25-3,80 | | | | Ш | | | | | | | | | | | | | | | |
| l | | T3 | | 1 | P.E. | S | 1/24 | _ | | | | 400 300 | | 400 300 | _ | 300 | 100 300 | | | | |
| 16 | | Anderson Hill - Old Frontier to Apex Airport | TBD | 0,51 | R/W | S | 6/26 | Grant | 2,422 | | | 378 | | 2,800 | | | 300 | 2.000 | 800 | | |
| | 1 | Design per corridor study | | | Const. Total | - | 6/26 | Grant | 2,422 | | - | 1.078 | | 3,500 | | 300 | 400 | 2,000 | 800 | | |
| - | + | 20509 MP 1.23-1.98 | | - | Iotai | | | | 2,426 | | | 1,070 | | 3,300 | _ | 300 | 400 | 2,000 | 800 | | |
| | | 20509 MP 1,23-1,98 | 05 | | P.E. | P | 3/25 | \vdash | | Grant(A) | 135 | | 15 | 150 | | | 50 | 100 | | | |
| 100 | 144 | Glenwood - Pine to Christmas Tree | 07 | 0.75 | RW | s | 1/26 | | | | | | 50 | 50 | | | 30 | 25 | | | |
| ۱۳ | Ή, | Paving and shoulder work | | -3.0 | Const. | P | 3/27 | | | Grant(A) | 1,551 | | 172 | 1,723 | | | | | 1,723 | | |
| 1 | | | | | Total | | | | | | 1,686 | | 237 | 1,923 | | | 50 | 125 | | | أالللا |
| Н | +- | 74200 MP 1.80-1.85 / 59900 MP 1.55-1.60 | | | | | | | | | | | | | | | | | | | |
| 1 | | Nonfreight/T3 | | | P.E. | S | 1/25 | | | | | 240 | | 240 | | | 130 | 110 | | | |
| 16 | 42 | Viking & Sherman Hill | 12 | 0.10 | R/W | S | 1/26 | | | | | 50 | | 50 | | | | 50 | | | |
| 1 | | Intersection improvement | İ | | Const. | P | 6/27 | Grant | 1,133 | | | 177 | | 1,310 | | | | | 1,310 | | |
| 1 | | | | | Total | | | | 1,133 | | | 467 | | 1,600 | | | 130 | 160 | 1,310 | L | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028

| | | | | | | | | PROJE | CT COSTS I | N THOUSA | ANDS OF D | OLLARS | 5 | | | | | | | | FED. |
|-------------|---------|--|------------------------|--------------------|---------------|--------------|------------------------------|----------------------|--------------------------|---|-------------------------------|----------------|----------------|--------|----------------|----------------|----------------|----------------|----------------|----------------|---|
| L | 1 | | | | | \sqcap | | | FU | NDING SC | URCE INF | ORMATI | ON | | | | | | | | PROJ. |
| 1 | | | | | | ΙI | | FEDER/ | AL FUNDS | | | | | | | | | | | | ONLY |
| FUNC. CLASS | JECT N | C. Beginning and End | IMPROVEMENT TYPE(S) | TOTAL LENGTH (mi.) | 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 2023 | YEAR 2 2024 | YEAR 3 2025 | YEAR 4 2026 | YEAR 5 2027 | YEAR 6 2028 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| Г | T | 74200 MP 1.85-2.10 | | | | | | | | | | | | | | | | | | | |
| 1 | | Т3 | | | P.E. | S | 1/25 | | | | | 240 | 240 | | | | 240 | 240 | | | |
| 10 | 6 43 | Viking - Sherman Hill to city limits | 06 | 0.25 | R/W | S | 1/26 | | | | | 50 | 450 | | | | | 500 | | | |
| 1 | | Left turn lane, non-motorized improvements | | | Const. | Р | 6/27 | Grant | 2,353 | | | 367 | | 2,720 | | | | | 2,720 | | |
| L | | <u> </u> | | | Total | \sqcup | | | 2,353 | | | 657 | 690 | 3,700 | | | 240 | 740 | 2,720 | | |
| | | 86250 MP 2.90-2.95 | | | | | 4100 | | | 77.15 | | | | #** | | | | | 000 | 4 | |
| 1 | | Nonfreight | | | P.E. | Р | 1/26 | | | Tribe | 500 | | | 500 | | | | 200 | 200 | 100 | |
| 0 | 9 44 | Little Boston Road - Shipbuilder's Creek culvert #15115 | 13 | 0.05 | R/W | \vdash | | | | | | | | | | | | | | | |
| 1 | - | Replace culvert with wider culvert for fish passage | | i l | Const. | Р | 6/27 | | | Tribe | 1,000 | | | 1,000 | | | | | 500 | 500 | ' |
| L | | | | | Total | \sqcup | | | | | 1,500 | | | 1,500 | | | | 200 | 700 | 600 | |
| | | 56791 MP 0.35-0.60 | | | | | | | | | | | | | | | | | | | |
| 1 | | T3 CRP# 3694 | | | P.E. | S | 8/19 | STP 21 | 1,173 | | | 183 | 4.700 | 1,356 | 265 | | 213 | 160 | 240 | 213 | CE |
| 1. | 4 45 | Ridgetop Boulevard - NW Improvements (All Phases) | 04 | 0.34 | R/W | S | 1/24 | CRRSAA | 4,873 | | | 5,177 | 4,500 | | | 2,817 | 4,817 | 2,000 | 2,500 | 2,416 | Y |
| 1 | 1 | Mickelberry Road NW to NW Myhre Road | | | Const. | Р | 6/27 | Grant | 3,000 | | | 3,000 | 4.500 | 6,000 | | | | | 5,000 | 1,000 | 5/27 |
| L | | Widen to 4 lanes, sidewalks, bike lanes | | | Total | - | | | 9,046 | | | 8,360 | 4,500 | 21,906 | 265 | 3,082 | 5,030 | 2,160 | 7,740 | 3,629 | |
| | | 70310 MP 1,55-1,60 / 70320 MP 0.00-0.25 | | 1 | ١ | | | | | | | | | | | 400 | 400 | | | | |
| 1 | | T3/T4 | ٠ | | P.E. | S | 1/24 | | | | | | 240 300 | | | 120 | 120 | 450 | 450 | | |
| 1 | 6 46 | Suquamish/Augusta - South to Geneva | 05 | 0.27 | R/W | S | 1/26 | | | | | | 300 | 300 | | | | 150 | 150 | | |
| 1 | | Sidewalk & bike lane, repave | | 1 | Const. | \vdash | | | | | | | 540 | 540 | | 100 | 120 | 150 | 150 | | |
| \vdash | \perp | | | | Total | \vdash | | | | | | | 540 | 540 | | 120 | 120 | 150 | 150 | | |
| ١. | | 13429 MP 2.10-2.20 / 19800 MP 2.15-2.20 / 13770 MP 0.00-0.05 | i i | | P.E. | S | 1/27 | | | | | 100 | | 100 | | | | | 100 | | |
| 1 | | T3 | ۱ 🚛 | 0.20 | R/W | - | 1/2/ | | | | - | 100 | | 100 | | | - | | 100 | | |
| 11 | | Newberry Hill / Dickey / Eldorado | 12 | 0.20 | Const. | \vdash | | | | | | | | | | | - | | | | |
| 1 | 9 | Intersection improvement | | | Total | \vdash | | - | | | | 100 | | 100 | | _ | | | 100 | | |
| \vdash | + | | | - | IOtal | \vdash | | | | | | 100 | | 100 | | | | | 100 | | |
| 1 | | 0.000 | | | P.E. | Н | | | | | | | | | | | _ | | | | |
| I | | CRP# 1632 | 06 | N/A | R/W | \vdash | | | | | | | | | | | | | | | |
| IN. | /A 48 | North Kitsap Service Center | " | IVA | Const. | S | 1/22 | | | | | - | 19,149 | 19,149 | 9,000 | 10,149 | | | | _ | |
| 1 | | New North Road Shop | | | Total | H | 1122 | | | | | | 19,149 | | 9,000 | 10,149 | _ | | | | j |
| \vdash | + | Verious Locations | \vdash | | TOTAL | \vdash | | | | | | | 13,143 | 10,140 | 3,000 | 10,140 | | | | | _ |
| 1 | 1 | Various Locations CRP# 5043 | | | P.E. | \vdash | | | | | | | | | _ | | | | | | |
| I | ,, ,, | Project Close-Out and Plant Establishment | 06 | 00 | R/W | \vdash | | | | | | | | | | | | | | | |
| IN. | /A 45 | Project Glose-Out and Plant Establishment | " | 00 | Const. | s | varies | | | | | | 240 | 240 | 40 | 40 | 40 | 40 | 40 | 40 | |
| 1 | | 1 | 1 | | Total | | | | | | | | 240 | | 40 | | | 40 | | 40 | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028

Hearing Date: 11/28/2022 Adoption Date: 11/XX/2022 Resolution No. XXX-2022

| | | | | | | | PROJE | CT COSTS I | N THOUS | ANDS OF D | OLLARS | 3 | | | | | | | | FED. |
|-------------|--|------------------------|--------------------|---------------|--------------|------------------------------|----------------------|--------------------------|---|-------------------------------|----------------|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---|
| | | | | | | | | | NDING SC | URCE INF | ORMATI | ON | | | | | | | | PROJ. |
| | | | | | | | | AL FUNDS | | | | | | | | | | | | ONLY |
| FUNC, CLASS | 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 | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL | TOTAL | YEAR 1 2023 | YEAR 2 2024 | YEAR 3 2025 | YEAR 4 2026 | YEAR 5 2027 | YEAR 6 2028 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | Various Locations | | | | | | | | | | | | | | | | | | | |
| | CRP# 5044 | | | P.E. | S | varies | | | | | | 120 | 120 | 20 | 20 | 20 | 20 | 20 | 20 | |
| N/A 5 | County Wide Sidewalk | 32 | 00 | R/W | اجا | | | | | | | 4 000 | 4.000 | 400 | 400 | 400 | 400 | 400 | 480 | |
| 1 | Sidewalks and pedestrian ramps at various locations | | | Const. | S | varies | | | | | | 1,080 | 1,080 1,200 | 180 | | 180 200 | 180 200 | 180 | 180 | |
| \vdash | | | - | Total | \vdash | | | | | | | 1,200 | 1,200 | 200 | 200 | 200 | 200 | 200 | 200 | |
| | Various Locations CRP# 5048 | | | P.E. | s | varies | | | | _ | | 120 | 120 | 20 | 20 | 20 | 20 | 20 | 40 | ì |
| | County Wide Culvert Projects | 06 | 00 | RW | S | varies | | | | | | 60 | 60 | 10 | | 10 | 10 | 10 | | |
| N/A 3 | Replacement of emergent structurally or | 00 | 00 | Const. | s | varies | | | | | _ | 420 | 420 | 70 | | 70 | 70 | 70 | | |
| L | capacity deficient culverts | | | Total | H | | | | | | | 600 | 600 | 100 | | 100 | 100 | 100 | | |
| - | Various Locations | | | | | | | | | | | | | | | | | | | _ |
| Lì | CRP# 5045 | | | P.E. | \Box | | | | | | | | | | | | | | | |
| N/A 5 | County Wide Surfacing Upgrades | 07 | 00 | R/W | | | | | | | | | | | | | | | | |
| | Base stabilization and paving of structurally | | 1 | Const. | S | varies | | | | | | 1,200 | 1,200 | 200 | 200 | 200 | 200 | 200 | 200 |] |
| 1 1 | deficient pavements at various locations | | | Total | | | | | | | | 1,200 | 1,200 | 200 | 200 | 200 | 200 | 200 | 200 | |
| | Various Locations | | | | | | | | | | | | | | Ĭ | | | | | |
| | CRP# 5046 | | | P.E. | S | varies | | | _ | | | 180 | 180 | 30 | | 30 | 30 | 30 | | |
| N/A 5 | 3 County Wide Safety Improvements | 12 | 00 | R/W | S | varies | | | | | | 180 | 180 | 30 | | 30 | 30 | 30 | | |
| | Spot improvements for guardrail, | | | Const. | S | varies | | | | | | 840 | 840 | 140 | | 140 | 140 | 140 | 140 | ! |
| | and traffic safety improvements | | | Total | \vdash | | | | | | | 1,200 | 1,200 | 200 | 200 | 200 | 200 | 200 | 200 | |
| | Various Locations | | | | \vdash | | | | | | | | | | | | | | | |
| 1 | CRP# 5028 | | | P.E. R/W | Ь- | | _ | _ | | | | | | | | | | | | 1 |
| N/A 5 | 4 County Wide Bicycle/Ped. Improvements | 32 | 00 | Const. | s | varies | | | | | | 1,250 | 1,250 | | 250 | 250 | 250 | 250 | 250 | |
| | Spot improvements for bicycle/pedestrian County Force Electrical Work < \$40,000 | 1 | | Total | 3 | varies | - | | | | | 1,250 | 1,250 | | 250 | 250 | 250 | 250 | 250 | |
| \vdash | Various Locations | | _ | Total | \vdash | | | | | | | 1,200 | 1,200 | | 200 | 200 | 200 | | 200 | |
| | CRP# 5047 | | | P.E. | _ | | | | | | _ | | | | | | | | | i I |
| N/A | 5 WSDOT Project Participation | 06 | 00 | R/W | \vdash | | | | | | | | | | | | | | | |
| 1"" | County participation in State Projects | | 1 | Const. | S | varies | | | | | | 600 | 600 | 100 | 100 | 100 | 100 | 100 | 100 | |
| | involving County Roads | | | Total | | | | | | | | 600 | 600 | 100 | | 100 | 100 | 100 | 100 | |
| | | | | | | | | 48,569 | | 12,406 | 16,010 | 50,580 | 127,565 | 29,167 | 30,697 | 12,590 | 27,718 | 19,658 | 7,735 | |
| | | | | | , | | | | | | | | | | | - Company | | | | 1 |
| | | | | P.E. | l l | | | 3,890 | | 1,275 | 2,508 | | 10,055 | 3,237 | | 1,785 | 966 | 910 | 383 | |
| | | | | R/W | 1 | | | 5,480 | | 123 | 5,997 | | 18,171 | 837 | 3,196 | 6,137 | 2,830 | 2,715 | 2,456 | |
| | | | | Const. | 1 | | | 39,199 | | 11,008 | 7,505 | | 99,339 | 25,093 | 24,727 | 4,668 | 23,922 | 16,033 | 4,896 | |
| | | | | Total | I | | | 48,569 | | 12,406 | 16,010 | 50,580 | 127,565 | 29,167 | 30,697 | 12,590 | 27,718 | 19,658 | 7,735 | |