

RESOLUTION 212-2025  
Resolution Adopting the 2026 through 2031  
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, 2026 to December 31, 2031 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 24th day of November, 2025.

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 2026 to 2031 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 35 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: 2024-2044." 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 1<sup>st</sup> day of December 2025.

BOARD OF COUNTY COMMISSIONERS  
KITSAP COUNTY, WASHINGTON



*Christine Rolfes*  
CHRISTINE ROLFES, Chair

*Katherine T. Walters*  
KATHERINE T. WALTERS, Commissioner

*Oran Root*  
ORAN ROOT, Commissioner

ATTEST:

*Dana Daniels*  
Dana Daniels, Clerk of the Board

## KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP

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

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

**Project Identification** This is a listing of the project name and a summary of the work in general and a description of the work to be accomplished in the program year. Note that the Federal Aid Number is a Contract number assigned to the project when Federal Funds are scheduled to be spent. Also, the Road Log or Bridge Numbers are identification numbers that are assigned to roads and bridges within our road database.

### Improvement Type Codes

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

### Funding Status

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

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

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

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

**Project Phase** This column contains the row headings for the three main phases of a project. These phases are Preliminary Engineering (**P.E.**) which consist of all Engineering Study and Design Activities for the project. Next is the Right of Way Acquisition (**R/W**) which consists of all

activities related to negotiating and purchasing Rights of Way needed for the project. Lastly is the Construction (**Const**) phase which entails all of the construction activities associated with the project.

**Month/Year Phase Starts** This column lists the estimated dates that a project phase will start. If a date is not entered next to a project phase, then that phase is assumed to be complete, not required or the specific project scope does not anticipate additional work until some other action is taken, i.e., Concept Evaluations show that only P.E. is being done, until it is determined to go forward with the project. **Federal Fund Code & Federal Cost by Phase** These columns reflect the federal funding program and the amount of these funds to be applied to a project, and the number following the grant name indicates the deadline year for obligation of that phase. A listing of the program codes and their descriptions follows:

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

The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, resurfacing, restoration, and rehabilitation of roads that are not functionally classified as local or rural minor collectors, with certain exceptions (23 U.S.C. 133(c)). STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning capital and operating cost for traffic management and control, carpool projects, development and establishment of management systems, electric vehicle charging infrastructure, bicycle facilities and pedestrian walkways. The deadline year runs from Nov. 1<sup>st</sup> of the previous calendar year to June 1<sup>st</sup> 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  
2026 TO 2031

TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	TIF District	PROJECT COSTS IN THOUSANDS OF DOLLARS										FED. PROJ. ONLY	ENVIRO TYPE ROW REQ. ? DATE COMPLETE			
					FUNDING SOURCE INFORMATION														
					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	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL			
1	03036 MP 0.30-0.35 Nonfreight CRP# 2598 FFC 09 160th Street Replace fish barrier culvert on Purdy Creek Participation on grant match with Pierce County	DR	0.05	P.E. R/W Const. Total	S	7/24						170	170	170	170				
2	50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	RC	0.80	P.E. R/W Const. Total	S	6/26	SRTS			2530		1029	3560	3560	1029	3560	3560	CE Y 5/27	
3	40700 MP 1.15-1.35 / 40490 MP 0.25-0.30 / 41130 MP 0.00-0.05 T3/T4/Nonfreight CRP# 2583/2629 Lund - Harris to Chase Median, sidewalk, and bike lane from Harris to Chase Roundabout @ Harris	RC	0.30	4 P.E. R/W Const. Total	S	1/20											CE Y 6/24		
4	40700 MP 1.05-1.15 / 40550 MP 0.21-0.25 Nonfreight/T3 CRP# 2629 Lund & Chase Roundabout	IS	0.14	4 P.E. R/W Const. Total	S	1/22													
5	40700 MP 1.35-1.50 / 41130 MP 0.00-0.05 T3/Nonfreight CRP# 2630 Lund & Hoover Median, sidewalk, and bike lane from city limits to Harris Roundabout @ Hoover	RC	0.25	4 P.E. R/W Const. Total	S	4/26		TIB	2290	473	1153	3916	3916	2290	473	1153	3916	3916	CE Y 6/24
6	40700 MP 0.79-1.05 Nonfreight/T3 CRP# 2634 Lund - Chase to Jackson 1 Sidewalks, bike lanes, and access control	RC	0.26	4 P.E. R/W Const. Total	S	1/20			100		100	100	100	51	349	400	200	200	CE Y 5/27

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				FUNDING SOURCE INFORMATION																	
				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	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2026	YEAR 2 2027	YEAR 3 2028	YEAR 4 2029	YEAR 5 2030	Year 6 2031
41409 MP 0.00-0.15 Nonfreight CRP# 2626	FP	0.15	P.E. R/W Const.	S 5/23 S 10/22 S 6/25	PROTECT	WA-ECY	9					10	10	10							CE Y 5/24
7 Harper Estuary Restoration Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot bridge.			Total		6840	FBRB	1456	1000			9296	9296									
21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 CRP# 2631	IS	0.20	P.E. R/W Const.	S 6/26	HSIP	2680					234	2914	2887	27						CE Y 6/25	
8 Sidney & Pine Four-leg, single lane roundabout with illumination			Total		2680						234	2914	2887	27							
25009 MP 0.96-3.53 T3 CRP# 2628	2R	2.57	P.E. R/W Const.	S 1/23 S 3/25	STP-28	997					30	30	30								
9 Lake Flora - City Limits to J M Dickinson Repave			Total		997						156	1153	1153								
49430 MP 1.46-1.52 T3 CRP# 2633	FP	0.06	P.E. R/W Const.	S 7/24 S 5/27	PROTECT	123	Stormwa	5		122	250	250								CE 5/26	
10 Colchester Drive, Duncan Creek Fish Passage Culvert Replace failed 36" culvert with 14-foot-wide fish-passable culvert.			Total		2869	Stormwat	574				3443	3443	3443								
86250 MP 2.80-2.95 Nonfreight CRP# 1642	FP	0.05	P.E. R/W Const.	S 1/26 S 6/27	Navy	663					663	663									
11 Little Boston Road - Shipbuilder's Creek culvert #15115 Replace culvert with wider culvert for fish passage			Total		500	Navy-A	1163				500	500	500								
70310 MP 1.55-1.60 / 70320 MP 0.00-0.50 T3/T4 CRP# 1639	RC	0.55	1	P.E. R/W Const.	STP-25 RTC-A Grant	87 519 3500				34 81 564	120 600 4064	100 301 4064	20 299 319							CE Y 1/26	
12 Suquamish/Augusta - South St. to Winfred Sidewalks & bike lanes			Total		4106					679	4784	401	319	4064							

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				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	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2026	YEAR 2 2027	YEAR 3 2028	YEAR 4 2029	YEAR 5 2030	Year 6 2031	
56791 MP 0.29-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3694	RC	0.47	2	P.E.		S 8/19	STP 21	86					14	100	100							
13 Ridgeton - Mickelberry to Myhre Phase 1 Midblock to NW Myhre Road Widen to 4 lanes, sidewalks, bike lanes				R/W		S 1/25	STP-26	4873					2294	7167	5000	2167						
Const.				P		1/27	STP-27	5460					2340	7800				5000	2800			
Total								10419					4648	15067	5100	2167	5000	2800				
66791 MP 0.29-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3694	RC	0.47	2	P.E.																		
14 Ridgeton - Mickelberry to Myhre Phase 2 Mickelberry Road NW intesection Widen to 4 lanes, sidewalks, bike lanes				R/W																		
Const.				P		1/27	Grant	5000					1000	6000				5000	1000			
Total								5000					1000	6000				5000	1000			
66791 MP 0.29-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3694	RC	0.47	2	P.E.																		
15 Ridgeton - Mickelberry to Myhre Phase 3 Mickelberry Road NW intesection Widen to 4 lanes, sidewalks, bike lanes				R/W									100	100					100			
Const.				P		1/27	Grant	5000					50	50					50			
Total								5000					1327	6327						6327		
13429 MP 2.10-2.20 / 19800 MP 2.15-2.20 / 13770 MP 0.00-0.05 T3 CRP# 3703	IS	0.20	2	P.E.																		
16 Newberry Hill & Dickey/Eldorado Intersection improvement				R/W		P 10/25		SEPA	551				551	200	200	151						
Const.				P		11/27		rant-A/SEF	146				146		46	100						
Total				P		3/29		rant-A/SEF	4107				4107					4107				
59050 MP 0.54-0.64 / 56140 MP 0.00-0.05 / 56100 MP 0.07-0.09 T3 / T3 / Non-truck	IS	0.17	2	P.E.																		
17 Central Valley & McWilliams/64th Roundabout				R/W		P 1/26							448	448	149	149	149					
Const.				P		1/28							125	125		25	100					
Total				P		3/29	Grant-A	3036					1051	4087				4087				
CRP# 1644 18 STO - Port Gamble Trail Segment D2 & C Construct paved shared use path	P&T	4.67		P.E.																		
				R/W		P 1/25		Grant	700				700		100	600						
Const.				P		4/29		Grant	7150				7150					7150				
Total									7850				7850		100	600	7150					

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					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	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2026	YEAR 2 2027	YEAR 3 2028	YEAR 4 2029	YEAR 5 2030	Year 6 2031
19	79770 MP 0.00-0.13 / 79775 MP 0.00-0.16 Nonfreight CRP# 1645 19 STO - Port Gamble Trail Segments AE Construct paved shared use path along Carver Dr and into Port Gamble	P&T	0.50	P.E. R/W Const. Total	S 1/21 S 1/23 P 4/26				250 50 3000			250 50 3000									
20	33210 MP 0.10-0.20 Non-truck CRP# 2635 20 Burley Creek at Spring Creek Road Joint project with WSDOT for fish barrier remediation at culvert #29630	FP	0.10	P.E. R/W Const. Total	S 1/21 S 1/23 P 4/26	PROTECT	4167					4167									
21	22450 MP 0.30-0.35 T4 CRP# 2632 21 Sunnyslope Road, Fish Passage Culverts #100703, #100704, and #100705 Replacing three small culverts with one large concrete box culvert	FP	0.05	P.E. R/W Const. Total	S 5/25 S 8/25 P 6/26					184 18 1095	184 12 122	20 30 1217									
22	70810 MP 0.25-0.28 Nonfreight 22 Sam Snyder Creek Culverts #15793 & #15794 On Lemolo Shore Drive replace culverts with fish-passable structure	FP	0.03	P.E. R/W Const. Total	P 1/26 P 1/28 P 6/29	Grant-A Grant-A Grant-A	749 170 3059				749 170 3059	374 170 3978	374 170 374								DCE Y 12/28
23	86671 MP 0.79-1.32 T3 CRP# 1643 23 West Kingston - Bridge to Middle School Add bike lane and sidewalk to north side of road	SW	0.53	1	P.E. R/W Const. Total	P 11/25 P 1/26 P 4/29				267 60 274	267 60 2100		10 10 601	100 50 2427							
24	89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 Nonfreight CRP# 1638 24 Norwegian Point Restoration Replace culvert 16118 with large box culvert	FP	0.10	P.E. R/W Const. Total	S 1/23						10	10	10								

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					FUND STATUS		MONTH / YEAR PHASE STARTS	FEDERAL FUNDS			FUNDING SOURCE INFORMATION			REET II	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2026	YEAR 2 2027	YEAR 3 2028	YEAR 4 2029	YEAR 5 2030	Year 6 2031
					FEDERAL FUND CODE	FEDERAL COST BY PHASE		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL										
25	<a href="#">STO - Central STO - South, &amp; Suquamish NM Pre-Design Studies</a> Non-Motorized pre-design studies..	Other	N/A	P.E. S R/W Const. Total	11/26 RAISE	1400							1400	60	825	515							CE N
21109	<a href="#">MP 5.87-5.95 / 20225 0.53-0.63</a> T3	IS	0.18	P.E. S R/W Const. Total	1/28					280	70	350					150	200					
26	<a href="#">Sidney &amp; Lider</a> Intersection improvements	IS	0.05	P.E. S R/W Const. Total	1/29					280	70	350					150	200					
19801	<a href="#">MP 2.57-2.62</a> T3	FP	0.05	P.E. S R/W Const. Total	1/29					10	10						10						
27	<a href="#">Provost Rd. - Strawberry Creek Culvert #2319</a> Replace culvert #2319 per WDFW standards per MOU Oct. 26, 2015	IS	0.09	P.E. S R/W Const. Total	1/28					10	10						10						
54600	<a href="#">MP 1.65-1.71 / 53975 MP 0.00-0.03</a> T3/T4	IS	0.04	P.E. S R/W Const. Total	1/30					225	225						175	50					
28	<a href="#">Riddell &amp; Almira</a> Intersection improvement	DR	0.04	P.E. S R/W Const. Total	1/16					225	225						175	50					
50090	<a href="#">MP 0.32-0.38</a> Nonfreight CRP#	DR	0.04	P.E. S R/W Const. Total	1/20					5	5						5						
29	<a href="#">Trenton Rd - Enetai Creek Culvert #13767</a> Replace Deteriorated culvert with fish passage design	DR	0.04	P.E. S R/W Const. Total	1/16					5	5						5						
32800	<a href="#">MP 0.05-0.09</a> Nonfreight CRP# 2588	DR	0.04	P.E. S R/W Const. Total	1/16					5	5						5						
30	<a href="#">Horizon Lane SE</a> Replace Deteriorated 42" Culvert (Culvert ID # 12310)	IS	0.08	P.E. S R/W Const. Total	1/20	SEPA	112			112						5							
13549	<a href="#">MP 3.18-3.23 / 13820 MP 0.00-0.03</a> T3/Nonfreight CRP# 3698	IS	0.08	P.E. S R/W Const. Total	1/20	SEPA	112			112						112							
31	<a href="#">Anderson Hill Road / Apex Airport Road</a> Intersection improvement	IS	0.08	P.E. S R/W Const. Total	1/20	SEPA	112			112						112							

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32	CRP# 3700 <u>Code Green</u> Traffic Signal optimizations software	CPTY	NA	TIP District	P.E. R/W Const. Total	S	11/25	HSIP	484			801	1285	1285								
33	CRP# 1632 <u>North Kitsap Service Center</u> New North Road Shop	Other	N/A	TIP District	P.E. R/W Const. Total	S	1/22					3152	3152	3152								
34	Various Locations CRP# 5044 <u>County Wide ADA and Non-Motorized Improvements</u> Sidewalks and pedestrian ramps at various locations	SW	00	TIP District	P.E. S R/W Const. Total	S						120	120	20	20	20	20					
35	Various Locations CRP# 5046 <u>County Wide Safety Improvements</u> Spot improvements for guardrail and traffic safety improvements, including	Other	N/A	TIP District	P.E. S R/W Const. Total	S						120	120	20	20	20	20					
									60126	60126	27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664	
									3107	3107	1618	151	1367	796	7039	1892	1951	2032	560	437	167	
									5562	5562	223	90	2610	166	8651	5401	2690	230	230	100		
									51458	51458	25837	2134	6991	8221	94641	29000	8029	18478	20401	6236	12497	
									60126	60126	27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664	