

## PSRC's 2023 Rural Town Centers & Corridors Program Application

The following application is intended for sponsors that have been recommended by their countywide forum to compete in PSRC's regional competition for its 2023 Rural Town Centers and Corridors program. If selected to compete in the regional competition, an application must be submitted to PSRC using this online form by **6:00pm on July 28, 2023**.

A [resource document](#) has been developed to direct sponsors to resources available to complete the application, and assist in verifying eligibility for these funds.

For information related to the 2023 Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council  
1011 Western Avenue  
Seattle, WA 98104  
(206) 971-3050 or [DCox@psrc.org](mailto:DCox@psrc.org)

Project Identification and Description

### **Project Title**

Suquamish/Augusta - South St. to Winfred

**Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.**

Capital Project

### **Regional Transportation Plan ID#**

N/A

The current list of investments that are required to be on the Regional Transportation Plan Regional Capacity Project List and have a designated ID # can be accessed at Appendix G of the Regional Transportation Plan, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature, or are on local facilities and therefore not required to be on the Project List, is provided [here](#).

For assistance or questions regarding these issues, contact Mitch Koch at (206) 464-7537 or [mkoch@psrc.org](mailto:mkoch@psrc.org).

<b>Lead Agency</b>	<b>List Applicable Partnership Agencies Involved</b>
Kitsap County	

**Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?**  
*More information on certification acceptance and a listing of current CA agencies can be found [here](#).*

Yes

**If not, which agency will serve as your CA sponsor?**

Contact Information

<b>Primary Contact Name</b>	<b>Alternate Contact Name</b>
David Forte	
<b>Primary Contact Phone</b>	<b>Alternate Contact Phone</b>
13603377210	
<b>Primary Contact Email</b>	<b>Alternate Contact Email</b>
dforte@kitsap.gov	

Project Description

**Project scope: Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.**

Construct sidewalks and bike lanes on Suquamish Way and Augusta Avenue from vicinity South Street to vicinity Winfred Street.

Project Location

**County Location:**

*Please identify the county(s) in which the project is located. Check all that apply.*

Kitsap County

**Project Location:**

*For example, please include street, route or trail name, or other identifiable location.*

Suquamish Way and Augusta Avenue from vicinity South Street to vicinity Winfred Street.

**Crossroad/landmark nearest to the beginning of the project:**

South Street

**Crossroad/landmark nearest to the end of the project:**

Winfred Street

**Federal Functional Classification**

*Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement is provided [here](#).*

**Please select the appropriate functional classification.**

Minor Arterial

Bicycle and Pedestrian Accommodations

*Per US Department of Transportation policy, transportation projects in urbanized areas should include bicycling and walking facilities unless certain conditions are met. For more information on this policy, refer to [FHWA's website](#).*

**Does the project include bicycle and/or pedestrian features and/or paved shoulders?**

Yes

**If yes, please check the classifications below that best reflect the scope of the project.**

Bike lane, Walkways (pedestrian facilities separate from or part of the roadway)

**If no, please explain why the project does not include bicycle and/or pedestrian facilities.**

Plan Consistency

*All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2050 and the Regional Transportation Plan. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to PSRC's Plan Review page or contact Liz Underwood-Bultmann at [LUnderwood-Bultmann@psrc.org](mailto:LUnderwood-Bultmann@psrc.org).*

**Is the project specifically identified in a local comprehensive plan?**

Yes

**If yes, indicate 1) plan name 2) relevant section 3) page number.**

Kitsap County Comprehensive Plan (2016).

Suquamish is designated a Limited Area of More Intensive Rural Development (LAMIRD).

•Land Use Policy 52. For Type I Limited Area of More Intensive Rural Development (LAMIRD), allow for limited areas of more intensive rural development, including necessary public facilities

and public services to serve the limited area as follows: Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads development and in accordance with Growth Management Act Requirements.

Kitsap County Comprehensive Plan, Suquamish Subarea Plan, page 8-87

- Suquamish Goal 5. Evaluate changes for Augusta and Suquamish Way to allow for safe and effective access to businesses.
- Suquamish Goal 6. Improve parking to support safe business access.
- Suquamish Policy 7. Improve parking along, or in vicinity of, Augusta Avenue starting at NE Geneva Street and continuing up Suquamish Way to Division to enhance current and future Suquamish economic development and access.
- Suquamish Goal 7. Develop walkways, crosswalks, and bicycle routes that enhance the walkability, safety, and economic development of Suquamish.
- Suquamish Policy 8. Provide walkways and crosswalks extending on Augusta Avenue from NE Geneva Street to Suquamish Way to enhance current and future Suquamish economic development and access.

**If no, describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

Type of Project

**Please select your agency's project type.**

Capital Project

*NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.*

*Capital Project*

Local and Regional Policy Support

*Please address the following:*

**Describe how the project will help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s). Please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.**

Suquamish is designated a Limited Area of More Intensive Rural Development (LAMIRD).

- Land Use Policy 52. For Type I Limited Area of More Intensive Rural Development (LAMIRD), allow for limited areas of more intensive rural development, including necessary public facilities and public services to serve the limited area as follows: Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas,

whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads development and in accordance with Growth Management Act Requirements.

Suquamish was platted in a general grid pattern and has the density and traditional development pattern that supports walking and biking. The project will support rural infill and redevelopment to support the Suquamish community.

Kitsap County Comprehensive Plan, Suquamish Subarea Plan, page 8-87

- Suquamish Goal 5. Evaluate changes for Augusta and Suquamish Way to allow for safe and effective access to businesses.
- Suquamish Goal 6. Improve parking to support safe business access.
- Suquamish Policy 7. Improve parking along, or in vicinity of, Augusta Avenue starting at NE Geneva Street and continuing up Suquamish Way to Division to enhance current and future Suquamish economic development and access.

The project will work with businesses and the community to design safe parking within the ROW, access to on-site parking, and pedestrian/bike access to the businesses.

- Suquamish Goal 7. Develop walkways, crosswalks, and bicycle routes that enhance the walkability, safety, and economic development of Suquamish.
- Suquamish Policy 8. Provide walkways and crosswalks extending on Augusta Avenue from NE Geneva Street to Suquamish Way to enhance current and future Suquamish economic development and access.

The project will construct sidewalks and bike lanes to provide all ages and abilities accessibility.

**Describe how the project fits the intended character of the center or area in which the corridor is located to help better define or provide a clear distinction between rural corridors and rural centers. For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural and environmental resources of the subject area?**

The Suquamish/Augusta – South St. to Winfred project is the heart of Suquamish’s “main street”; linking the residential community and school to the activity center with Tribal administrative and cultural activities, employment, commercial services, marina, parks, and emergency services. The greater Suquamish-Augusta-Miller Bay Road corridor connects the Suquamish and Indianola areas of the Port Madison Reservation and a regional connector linking North Kitsap-Kingston to Bainbridge Island, Seattle, Poulsbo, and central/southern Kitsap County.

Suquamish was platted in the 1800s and remains a large enclave of homes that pass “the popsicle test” for distances, but existing roadway configuration does not support walking or biking.

The concept of the project is to improve walking and biking safety and accessibility within the Suquamish community, to build connections within the community. A key element of the project is an extended schedule for preliminary engineering and ROW phases to address context sensitive

design issues. Additional time is added to PE (over a standard PE project schedule) to will work with the community regarding cultural resource, environment, Tribal Trust Lands, access and parking frontages for the commercial uses, transit stop access, safety, and pedestrian and bike connections and accessibility.

**If the project is interjurisdictional in nature, describe the partners that have been identified and the actions developed to work together and coordinate on project components**

The Suquamish/Augusta – South St. to Winfred project is within the Port Madison Reservation of the Suquamish Tribe. The Suquamish/Augusta corridor is Suquamish’s “main street”, linking the residential community with Tribal Administrative Center and cultural activities, employment, commercial services, marina, parks, emergency services, and schools. The greater Suquamish/Augusta/Miller Bay Road corridor connects the Suquamish and Indianola areas of the Port Madison Reservation.

The County and Suquamish Tribe have an extensive history of working together to identify community transportation needs and solutions. This project is an example of working with the Suquamish Tribe over years to identify community planning objectives, policies, and transportation projects.

As an example, the preliminary engineering phase of this project is extended to provide additional time for public outreach with the Suquamish Tribe and community. Intergovernmental relations, unique tribal trust lands issue, cultural resources awareness, and community design processes are provided additional time to allow for extensive coordination.

**Circulation, Mobility, and Accessibility**

*Please address the following:*

**Describe the issue being addressed by the project and the impact it is intended to have on the center(s). Describe how the project will provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility.**

The Suquamish/Augusta – South St. to Winfred project is within the Port Madison Reservation of the Suquamish Tribe. The Suquamish/Augusta corridor is Suquamish’s “main street”, hosting a small grocery, post office, restaurant, fire station, church, park and boat launch, and the Suquamish Tribe’s House of Awakened Culture. This corridor links the residential community with Tribal Administrative Center and cultural activities, and beyond to neighboring communities within Kitsap County.

The existing Suquamish/Augusta corridor road design does not support safe connections within the community. The roadway cross-sections consist of two travel lanes:

- Winfred St. to Geneva - No improved shoulder (approx. 1,230’, 46% of project), 25 MPH speed limit;
- Geneva St. to Center St. (approx. 650’, 24%) - substandard sidewalk on the west side, 4’ paved shoulder on east side, 25 MPH speed limit;
- Center St. and Parkway St. (approx. 630’, 24%) – mixed shoulders, predominantly paved

shoulders used for commercial parking, and 160' substandard sidewalk on west side, 20 MPH speed limit; and

•Parkway St. to South Street (approx. 170', 6%) sidewalks on both sides, 20 MPH speed limit with 15 mph advisory speed limit.

ADT: Approximately 6,000

85% speed: Approximately 29 MPH, Mean 25 MPH

The County worked with the Suquamish Tribe and community to construct sidewalk and bike lanes on Suquamish Way south of South St. to link the Suquamish Tribe administrative center to the Tribal cultural center, marina, waterfront park, and commercial areas. This project will extend the improvements north, adding sidewalks and bike lanes on both sides of Augusta Avenue to Winfred Street.

The project will connect with existing Safe Routes to Schools sidewalk on Geneva St. and Park Blvd. and Suquamish Elementary School.

The greater Suquamish-Augusta-Miller Bay Road corridor connects the Suquamish and Indianola areas of the Port Madison Reservation and a regional connector linking North Kitsap-Kingston to Bainbridge Island, Seattle, Poulsbo, and central/southern Kitsap County.

The County is advancing study of non-motorized connections within the Suquamish-Augusta-Miller Bay Road corridor between SR 104 and Kingston. The northern portion of the corridor between Gunderson Rd. and Kingston is currently being studied in the North Sound to Olympics Trail Study (NSTO). The southern portion from SR 104 to Gunderson Rd. will be explored in a pre-design study of the non-motorized route scheduled in 2024.

**Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor**

The project promotes walking and biking within Suquamish and access to transit by improving and expanding sidewalks and adding bike lanes. Currently one bus route is in operation; #302 Kingston/Suquamish Fast Ferry route which has three am and three pm trips providing connection to Kitsap Transit's Kingston Fast Ferry to Seattle. Two other routes #91 and #92 which provide direct connections from Suquamish to grocery stores and commercial services in Kingston and Four Corners are currently suspended as the result of Covid-related service cutbacks.

The Suquamish/Augusta corridor is Suquamish's "main street", hosting a small grocery, post office, restaurant, fire station, church, park and boat launch, and the Suquamish Tribe's House of Awakened Culture. This corridor links the residential community with Tribal Administrative Center and cultural activities, and beyond to neighboring communities within Kitsap County.

**Describe how the project will enhance opportunities for active transportation, such as improving or enhancing a pedestrian-oriented environment in the center or along the corridor to the center(s).**

The Suquamish/Augusta – South St. to Winfred project will provide safe, accessible walking and

biking connections on Suquamish's "main street"; linking the residential community and school to the activity center with Tribal administrative and cultural activities, employment, commercial services, marina, waterfront, parks, and emergency services.

**Describe how the project contributes to transportation demand management and commute trip reduction opportunities.**

The project promotes walking and biking within Suquamish and enhances access to transit.

System Performance and Innovative Solutions

*Please address the following:*

**Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, and how it will provide for time savings for moving freight and goods.**

The existing Suquamish/Augusta corridor road design does not support walking or biking with the cross-sections consisting of two travel lanes:

- Winfred St. to Geneva - No improved shoulder (approx. 1,230', 46% of project);
- Geneva St. to Center St. (approx. 650', 24%) - substandard sidewalk on the west side; 4' paved shoulder on east side, 25 MPH speed limit;
- Center St. and Parkway St. (approx. 630', 24%) - some paved shoulder (commercial parking) and 160' substandard sidewalk on west side; and
- Parkway St. to South Street (approx. 170', 6%) sidewalks on both sides.

The project will provide sidewalks and bike lanes to promote walking and biking accessibility, safety, and connections within Suquamish and to regional destinations.

The sidewalks and bike lanes will separate walkers and bikers from the vehicle travel lanes and provide dedicated, safer transportation facilities for all modes.

**Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.**

The Suquamish/Augusta – South St. to Winfred project integrates into the existing and planned walking and biking network within Suquamish and North Kitsap.

The project will connect with existing Safe Routes to Schools sidewalk on Geneva St. and Park Blvd. and Suquamish Elementary School.

The greater Suquamish-Augusta-Miller Bay Road corridor connects the Suquamish and Indianola areas of the Port Madison Reservation and a regional connector linking North Kitsap-Kingston to Bainbridge Island, Seattle, Poulsbo, and central/southern Kitsap County.

The County is advancing study of non-motorized connections within the Suquamish-Augusta-Miller Bay Road corridor between SR 104 and Kingston. The northern portion of the corridor between Gunderson Rd. and Kingston is currently being studied in the North Sound to Olympics Trail Study (NSTO). The southern portion from SR 104 to Gunderson Rd. will be explored in a pre-design



study of the non-motorized route scheduled in 2024.

**Describe any particularly innovative facilities or traffic operational concepts included in this project.**

The project is anticipated to connect to a planned regional stormwater facility planned for 2025.

Equity

*Please address the following:*

**Section 1. Addressing population groups, benefits and disparities – see [PSRC's resources](#) to help answer the questions below.**

**Please identify the population groups in the planning study area.**

(i.e people of color, people with low incomes, older adults, youth, people with disabilities, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations)

**Please identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**

The existing Suquamish/Augusta corridor road design does not support walking or biking for people of all ages and abilities with the cross-sections consisting of two travel lanes:

- Winfred St. to Geneva - No improved shoulder (approx. 1,230', 46% of project);
- Geneva St. to Center St. (approx. 650', 24%) - substandard sidewalk on the west side; 4' paved shoulder on east side, 25 MPH speed limit;
- Center St. and Parkway St. (approx. 630', 24%) - some paved shoulder (commercial parking) and 160' substandard sidewalk on west side; and
- Parkway St. to South Street (approx. 170', 6%) sidewalks on both sides.

The project will address walking and biking accessibility and connectivity needs of identified populations, Suquamish Tribal members, and the Suquamish community as a whole.

**Please describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under Step 1.**

The project will improve:

- People with low income's access via walking, biking, and transit to opportunities within the Suquamish community and regionally via transit.
- People with Disabilities' accessibility to destinations within the Suquamish community and regionally via transit.
- Older Adults (age 65+) and Youth (age 5-17) all ages and abilities accessibility to destinations within the Suquamish community and regionally via transit.
- People of color accessibility within the Port Madison Reservation of the Suquamish Tribe.

**Section 2. Addressing outreach**

**Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

Extensive public outreach was conducted in development of the Suquamish Subarea Plan, an element of the County Comprehensive Plan (2016). The County conducts on-going public outreach and coordination with the Community and the Suquamish Tribe. Public Works regularly meets with the community, Suquamish Community Advisory Committee, and Suquamish Tribe to discuss transportation needs and opportunities for improvements each year.

**Please describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

The project addresses the communities needs for walking, biking, and business access as expressed in the Suquamish Subarea Plan and on-going public outreach.

The schedule for Preliminary Engineering and Right of Way phases for this project have been increased to provide additional time for community engagement for design and delivery of the project.

**Section 3. Addressing displacement – see [PSRC's displacement risk map](#)**

**Is the project in an area of low, medium, or high displacement risk?**

The project area is within the “Lower” Displacement Risk according to PSRC’s map.

**If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**

NA

Safety

*Please address the following:*

**Please describe the safety and/or security issue(s) that the project will address.**

The existing Suquamish/Augusta corridor road design does not support safe walking or biking with the cross-sections consisting of two travel lanes:

- Winfred St. to Geneva - No improved shoulder (approx. 1,230', 46% of project);
- Geneva St. to Center St. (approx. 650', 24%) - substandard sidewalk on the west side; 4' paved shoulder on east side, 25 MPH speed limit;
- Center St. and Parkway St. (approx. 630', 24%) - some paved shoulder (commercial parking) and 160' substandard sidewalk on west side; and
- Parkway St. to South Street (approx. 170', 6%) sidewalks on both sides.

Between 2000 and 2021 the following crash types were reported:

- 1 Fatality (pedestrian)

- 5 Personal Injury
- 14 property damage

**Please explain how the project will help protect vulnerable users of the transportation system.**

The project will provide sidewalks and bike lanes.

The project will improve the safety of:

- Access via walking, biking, and transit to opportunities within the Suquamish community and regionally via transit.
- Accessibility to destinations within the Suquamish community and regionally via transit.

**Please describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

The project design supports and facilitates posted speed within the project area and will visually define/constrain the travel lanes to induce traffic calming.

**Does your agency have an adopted safety policy (e.g. Target Zero, Vision Zero, etc.)? If so, how did the policy inform the development of the project?**

Yes.

The County Safety Plan conducts extensive crash data analysis throughout the County that identifies safety concerns at intersections and roadway segments throughout the County.

Crash data analysis of crash types and causes are used to identify potential solutions on the spot and systemic levels. A practical solutions analysis on potential solutions is conducted with low cost operations improvements being implemented by County Maintenance. Capital project solutions are advanced to the County's annual Transportation Improvement Program (TIP) selection process for potential inclusion in the TIP. The safety ranking of the candidate project is a criterion within the TIP Project Scoring process which scores and ranks all candidate projects.

**Project Readiness & Financial Plan**

*In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. \$3.045 million is available for each of the 2025 and 2026 federal fiscal years. Sponsors should be aware of the following information before completing this section:*

*Funding Request: Sponsors may request up the total annual award for one program year (up to \$3,045,000). Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary, i.e, a sponsor may request funding for both preliminary engineering and right-of-way phases, or preliminary engineering and construction phases, but not both right-of-way and construction phases.*

*Funding Requirements: A minimum of 13.5% of local matching funds is required for the FHWA funding being distributed through the RTCC competition. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.*

*Obligation Requirements: Sponsors must select 2025 or 2026 as the expected year of obligation. In order to align with annual delivery expectations, all project phases awarded PSRC's FHWA funds must obligate the funds by June 1 of the program year selected. Funds may be obligated beginning October 1 prior to the program year. The earliest the RTCC funds will be available is the 2025 federal fiscal year (beginning October 1, 2024). If a sponsor plans to begin work for the phase awarded prior to this date, they will need to utilize Advanced Construction (AC). For more information on this topic, contact Jennifer Barnes at (206) 389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org).*

*Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies.*

**PSRC Funding Request**

*Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.*

<b>Phase</b>	<b>Year</b>	<b>Amount Requested (i.e - for \$1,000.00, enter "1000")</b>
Preliminary Engineering/Design	2025	\$500000
		\$

**Total PSRC Funding Request:**  
\$500000

**Has the project received PSRC funds previously?**  
No

**Please provide the project's PSRC TIP ID.**

**Financial Plan**

*In the table below, please provide the total estimated cost and schedule for all phases of the*

project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

PE/Design Phase

Funding Source	Funding Status	Funding Amount
STP	Reasonably Expected	\$450000
Local	Secured	\$70000
		\$
		\$
		\$

**Total Preliminary Engineering/Design Phase Cost**

\$520000

**Actual or estimated date of completion (month and year):**

December 2026

Right-of-Way Phase

Funding Source	Funding Status	Funding Amount
Local	Secured	\$600000
		\$

		\$
		\$
		\$

**Total Right-of-Way Phase Cost:**

\$600000

**Actual or estimated date of completion (month and year):**

December2027

Construction Phase

Funding Source	Funding Status	Funding Amount
Local	Reasonably Expected	\$704000
Grant	Unsecured	\$2500000
		\$
		\$
		\$

**Total Construction Phase Cost**

\$3204000

**Actual or estimated date of completion (month and year):**

December 2029

Other Phase

Funding Source	Funding Status	Funding Amount

		\$
		\$
		\$
		\$
		\$

**Total Other Phase Cost**

\$0

**Actual or estimated date of completion (month and year):**

Project Summary

*The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.*

**Total Estimated Project Cost:**

\$4324000

**Estimated Project Completion Date (month and year):**

December 2029

**Financial Documentation**

*Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.*

f-131-475-18619393\_nMtcupOf\_2023-2028\_TIP\_Resolution\_196-2022.pdf

f-131-480-18619393\_VZDqzTbd\_Suquamish\_graphics\_2.pdf

f-131-481-18619393\_tvcB4liS\_SSuquamish\_-\_BOCC\_Ltr.pdf

**Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps**

**with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.**

**For more information, refer to PSRC's financial constraint guidance.**

Local funding for the requested phase is identified and included in the County TIP. The TIP will be updated with funding and schedule identified in this grant application during the November annual update cycle.

## **Project Readiness**

*PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to assist sponsors to:*

- *Identify which obligation prerequisites and milestones apply to their specific project.*
- *Identify which of these have already been satisfied at time of application.*
- *Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.*

*In the following section, sponsors will be asked a series of questions about the project. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated by June 1 of the funding year, or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.*

*NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.*

## **Project Readiness**

**Are you requesting funds for ONLY a planning study or preliminary engineering?**

Yes

**Is preliminary engineering/design for the project complete?**

**Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).**

December 2026

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

## **Project Readiness**

**What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**



**Has the NEPA documentation been approved?**

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

Project Readiness

**Will right of way be required for the project?**

**How many parcels do you need, if applicable?**

**What is the zoning in the project area?**

**Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

**Does your agency have experience in conducting right-of-way acquisitions of similar size and complexity?**

**If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**In the box below, please identify all relevant right-of-way milestones, including the current status and estimated completion date of each. For example:**

- True cost estimate (TCU) or Project Funding Estimate (PFE) for the right of way
- Stamped right-of-way plans (stamped)
- Approved relocation plan, if applicable
- Right-of-way certification
- Right-of-way acquisition

Project Readiness

**Are funds being requested for construction?**

**Do you have an engineer's estimate?**

**Please upload a copy of your engineer's estimate below.**

**Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

**Are Plans, Specifications & Estimates (PS&E) completed?**

**Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).**

**When is the project scheduled to go to ad (month and year)?**

*Note: For projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Progress Report for future monitoring, as part of PSRC's project tracking program.*

## Other Considerations

**Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. Note, no points will be given to this section.**

NA

## File Submission

**Please provide any additional supporting documents, including maps, through the upload functions below.**

## Final Review

*Please review all application form questions to ensure you have completed all fields. An email copy of the project application will be sent to the project contact upon submission.*

*NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the July 28, 2023 deadline. After the deadline has passed, the form site will close.*

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

**WHEREAS**, in compliance with RCW 36.81.121 and WAC 136-14, the Board of Kitsap County Commissioners hereby certifies that a priority array of potential projects and a bridge condition report were prepared by the County Engineer and made available to the Board of County Commissioners during the preparation of a proposed six-year comprehensive road construction program for the period January 1, 2023 to December 31, 2028 and,

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

**BE IT HEREBY RESOLVED**, by the Board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Transportation Improvement Program (TIP) for 2023 to 2028 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 55 which are incorporated and made part of this resolution.

**BE IT FURTHER RESOLVED**, that, pursuant to RCW 36.70A.130(2)(a)(iv) and KCC 21.08 the Board of County Commissioners hereby incorporates portions of the Six-Year Transportation Improvement Program into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Transportation section, specifically the subsection entitled “Capital Facilities Projects and Financing: 2014-2019.” The portions of the TIP that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

**ADOPTED** this 28th day of November, 2022.

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

  
\_\_\_\_\_  
EDWARD E. WOLFE, Chair


**NOT PRESENT**

\_\_\_\_\_  
CHARLOTTE GARRIDO, Commissioner

  
\_\_\_\_\_  
ROBERT GELDER, Commissioner



ATTEST:

  
\_\_\_\_\_  
Dana Daniels, Clerk of the Board

# SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028



**Kitsap County Department of Public Works**

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



**Andrew Nelson, P.E., Director**

## KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP

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

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

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

### **Improvement Type Codes**

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

### **Funding Status**

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

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

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

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

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

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

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

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

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

SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2023 TO 2028

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS							FUNDING SOURCE INFORMATION						FED. PROJ. ONLY									
								FEDERAL FUNDS							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				
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	FEDERAL FUNDS	TOTAL	YEAR 1 2023	YEAR 2 2024													YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028
09	1	19000 MP 0.10-0.15 Nonfreight Bridge #41 CRP# 3697 Taylor Road Bridge Prepare and paint the steel girders and deck soffit of the bridge superstructure	11	0.05	P.E. R/W Const. Total	S S S	1/21 5/21 7/23	LBP-21 LBP-21 LBP-21	30  823 853	   30	   823 853	   30	   823 853	   30	   823 853	   30	   823 853	   30	   823 853	   30	   823 853	CE Y 7/22								
09	2	03036 MP 0.30-0.35 Nonfreight CRP# 2598 160th Street Replace fish barrier culvert on Purdy Creek Participation on grant match with Pierce County	13	0.05	P.E. R/W Const. Total	S	7/22		  45 45	  45 45	  45 45	  45 45	  45 45	  45 45	  45 45	  45 45	  45 45	  45 45	  45 45	  45 45	  45 45									
07 09	3	32170 MP 3.15-3.2 / 30519 MP 5.3-5.35 Nonfreight/T3 CRP# 2623 Orchard & Olalla Valley Intersection realignment	02	0.10	P.E. R/W Const. Total	S S	1/22 4/22		  40 45	  40 45	  40 45	  40 45	  40 45	  40 45	  40 45	  40 45	  40 45	  40 45	  40 45	  40 45	  40 45									
03	4	03003 MP 0.00-0.10 Nonfreight CRP# 2622 Alpinwood Improvements Paving and improvements through CRID 41	03	0.13	P.E. R/W Const. Total	S S	9/22 7/23	CRID CRID	  220 225	  220 225	  220 225	  220 225	  220 225	  220 225	  220 225	  220 225	  220 225	  220 225	  220 225	  220 225	  220 225									
16	5	16330 MP 0.00-0.95 / 17400 MP 0.00-0.35 T3/T4/Nonfreight CRP# 2612 W. Hills STEM School - Nat'l Ave. Roadway Improvement Loxie Eagans: City limits to Arsenal and National: Charleston Beach to City limits. Pedestrian and Intersection Improvements and overlay	06	1.32	P.E. R/W Const. Total	S S S	9/19 6/20 10/22		  1,761 1,761	  339 339	  2,100 2,100	  2,100 2,100	  2,100 2,100	  2,100 2,100	  2,100 2,100	  2,100 2,100	  2,100 2,100	  2,100 2,100	  2,100 2,100	  2,100 2,100	  2,100 2,100	CE Y 10/22								
16 17	6	57768 MP 0.00-0.05 / 57810 MP 0.35-0.45 T3 CRP# 3696 Greaves Way NW / Old Frontier Road NW Intersection Improvement	12	0.15	P.E. R/W Const. Total	S S S	1/21 1/22 3/23		  TIB 1,094	  1,574 1,574	  2,668 2,668	  2,668 2,668	  2,668 2,668	  2,668 2,668	  2,668 2,668	  2,668 2,668	  2,668 2,668	  2,668 2,668	  2,668 2,668	  2,668 2,668	  2,668 2,668									
19	7	59725 MP 0.45-0.50 Nonfreight CRP# 1630 Scandia Road Replace deteriorated 18" & 24" culverts at Little Scandia Crk Meet fish passage requirements (ID #s 25265 & 25266)	06 13	0.05	P.E. R/W Const. Total	S S S	1/21 1/20 1/23		  600 610	  600 610	  600 610	  600 610	  600 610	  600 610	  600 610	  600 610	  600 610	  600 610	  600 610	  600 610	  600 610									



SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2023 TO 2028

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



SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2023 TO 2028

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

SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2023 TO 2028

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2023	YEAR 2 2024	YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	FED. PROJ. ONLY	ENVIRO TYPE ROW REQ. ? DATE COMPLETE						
								FUNDING SOURCE INFORMATION																							
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL																	
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																						
16	29	40700 MP 0.80-1.05 Nonfreight/T3 Lund - Chase to Jackson Median, sidewalk, bike lane, & u-turn	06	0.25	P.E. R/W Const. Total	S	1/20															CE Y 5/27									
									Grant	2,090																					
										2,090																					
16	30	42510 MP 0.00-0.35 T4 CRP# 2557 Beach Drive #2 Main St to Clam Bay Ct Bike/ped improvements with drainage improvements	06	0.37	P.E. R/W Const. Total	S	8/23																								
09	31	23760 MP 1.02-2.49 T3 CRP# 2627 Burley Olalla - Bandix to Fagerud Paving and shoulder work	05 07	1.50	P.E. R/W Const. Total	P	4/23		Grant(A)	45		5	50	20	30																
07	32	86671 MP 0.00-1.15 T3 CRP# 1637 2025 Pavement Preservation - West Kingston Rd. Repave	07	1.16	P.E. R/W Const. Total	S	1/23						15	15	15								CE N								
06	33	13429 MP 0.35-0.45 T3 CRP# 3684 Newberry Hill Road - Culvert Replace 54" culvert with structure meeting WDFW Fish Passage Design Criteria (Culvert ID #18807)	06 13	0.10	P.E. R/W Const. Total	S	1/17						95	95	85	10															
16	34	50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	32	0.81	P.E. R/W Const. Total	P	8/23	Grant(A)	277														CE Y 5/27								
16	35	21109 MP 5.95-6.45 T3 CRP# 2585 Sidney Road - Shoulders Port Orchard city limits to Linder Road Construct paved shoulders	05	0.56	P.E. R/W Const. Total	S	5/23						50	50		25	25														

SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2023 TO 2028

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2023	YEAR 2 2024	YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	FED. PROJ. ONLY				
								FUNDING SOURCE INFORMATION																				
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL														
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																			
16	36	21109 MP 5.85-5.95 / 20225 0.55-0.65 T3 Sidney & Lider Intersection improvements	12	0.20	P.E. R/W Const. Total	S S S	1/24 1/25 6/26																					
08 16 17	37	21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 Sidney & Pine Intersection improvements	12	0.20	P.E. R/W Const. Total	P P P	1/24 1/25 6/26	Grant	152																			
								Grant	24																			
								Grant	1,024																			
									1,200																			
18 19	38	54600 MP 1.65-1.70 / 53975 MP 0.00-0.05 T3/T4 Riddell & Almira Intersection improvement	12	0.15	P.E. R/W Const. Total	S S S	1/24 1/25 6/26																					
17 19	39	13549 MP 3.15-3.25 / 13820 MP 0.00-0.05 T3/Nonfreight CRP# 3698 Anderson Hill Road / Apex Airport Road Intersection Corridor study and intersection improvement	12	0.20	P.E. R/W Const. Total	P S S	1/20 1/25 5/26	Grant	432																			
								SEPA		112	300	588	1,000															
									432		112	300	756	1,600	250	250	85	15	800	200								
16	40	13847 MP 3.25-3.80 T3 Anderson Hill - Old Frontier to Apex Airport Design per corridor study	TBD	0.51	P.E. R/W Const. Total	S S P	1/24 1/25 6/26																					
								Grant	2,422																			
									2,422																			
09	41	20509 MP 1.23-1.98 T3 Glenwood - Pine to Christmas Tree Paving and shoulder work	05 07	0.75	P.E. R/W Const. Total	P S P	3/25 1/26 3/27			Grant(A)	135																	
										Grant(A)	1,551																	
											1,686																	
16	42	74200 MP 1.80-1.85 / 59900 MP 1.55-1.60 Nonfreight/T3 Viking & Sherman Hill Intersection improvement	12	0.10	P.E. R/W Const. Total	S S P	1/25 1/26 6/27																					
								Grant	1,133																			
									1,133																			



SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2023 TO 2028

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2023	YEAR 2 2024	YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	FED. PROJ. ONLY					
									FUNDING SOURCE INFORMATION																					
									FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL															
									FEDERAL FUND CODE	FEDERAL COST BY PHASE																				
N/A	50	Various Locations CRP# 5044 County Wide Sidewalk Sidewalks and pedestrian ramps at various locations		32	00	P.E. R/W Const. Total	S	varies						120	120	20	20	20	20	20	20									
N/A	51	Various Locations CRP# 5048 County Wide Culvert Projects Replacement of emergent structurally or capacity deficient culverts		06	00	P.E. R/W Const. Total	S	varies						120	120	20	20	20	20	20	20									
N/A	52	Various Locations CRP# 5045 County Wide Surfacing Upgrades Base stabilization and paving of structurally deficient pavements at various locations		07	00	P.E. R/W Const. Total	S	varies																						
N/A	53	Various Locations CRP# 5046 County Wide Safety Improvements Spot improvements for guardrail, and traffic safety improvements		12	00	P.E. R/W Const. Total	S	varies						180	180	30	30	30	30	30	30									
N/A	54	Various Locations CRP# 5028 County Wide Bicycle/Ped. Improvements Spot improvements for bicycle/pedestrian County Force Electrical Work < \$40,000		32	00	P.E. R/W Const. Total	S	varies																						
N/A	55	Various Locations CRP# 5047 WSDOT Project Participation County participation in State Projects involving County Roads		06	00	P.E. R/W Const. Total	S	varies																						
									48,569																					

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

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



# KITSAP COUNTY BOARD OF COMMISSIONERS

*Efficient, accessible and effective county services*

July 18, 2023

Katie Walters  
DISTRICT 1

Charlotte Garrido  
DISTRICT 2

Christine Rolfes  
DISTRICT 3

Eric Baker  
Interim County  
Administrator

Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

## **RE: Suquamish/Augusta – South St. to Winfred**

As the sponsor of the **Suquamish/Augusta – South St. to Winfred** project application to the 2023 Rural Town Centers grant process, the Kitsap County Board of Commissioners acknowledge the commitment of the County to the project's funding and schedule identified in the grant application. We are requesting \$450,000 in STP funding and have \$70,000 in secured local match for the project.

The Suquamish/Augusta – South St. to Winfred project is within the Suquamish LAMIRD and Port Madison Reservation of the Suquamish Tribe. This project will add sidewalks and bike lanes to support and promote walking and biking within the community as well as advance regional bicycle connections within the greater Port Madison Reservation and between Suquamish and Kingston.

The Suquamish/Augusta corridor is Suquamish's "main street", linking the residential community with Tribal administrative and cultural activities, employment, commercial services, marina, parks, emergency services, and schools. The greater Suquamish/Augusta/Miller Bay Road corridor is a regional connector and popular bicycling route.

This project will provide much needed pedestrian and bicycle safety and access for the community and support regional non-motorized connections within North Kitsap County.

Thank you for your support in delivering this important transportation improvement to our community and the region.

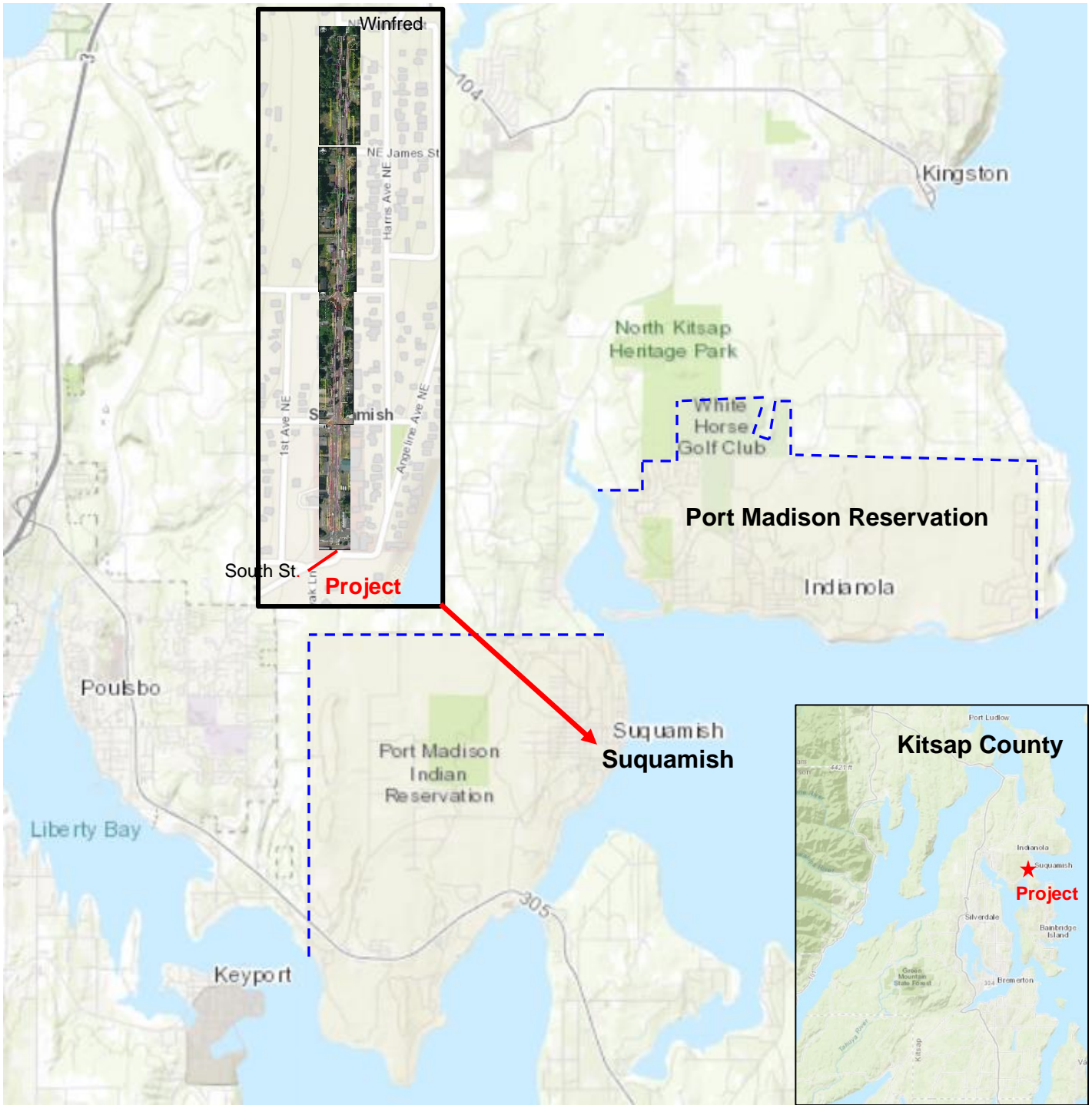
Sincerely,

Charlotte Garrido, Chair  
Kitsap County Board of County Commissioners

Copy: Andrew Nelson, PE, Public Works Director



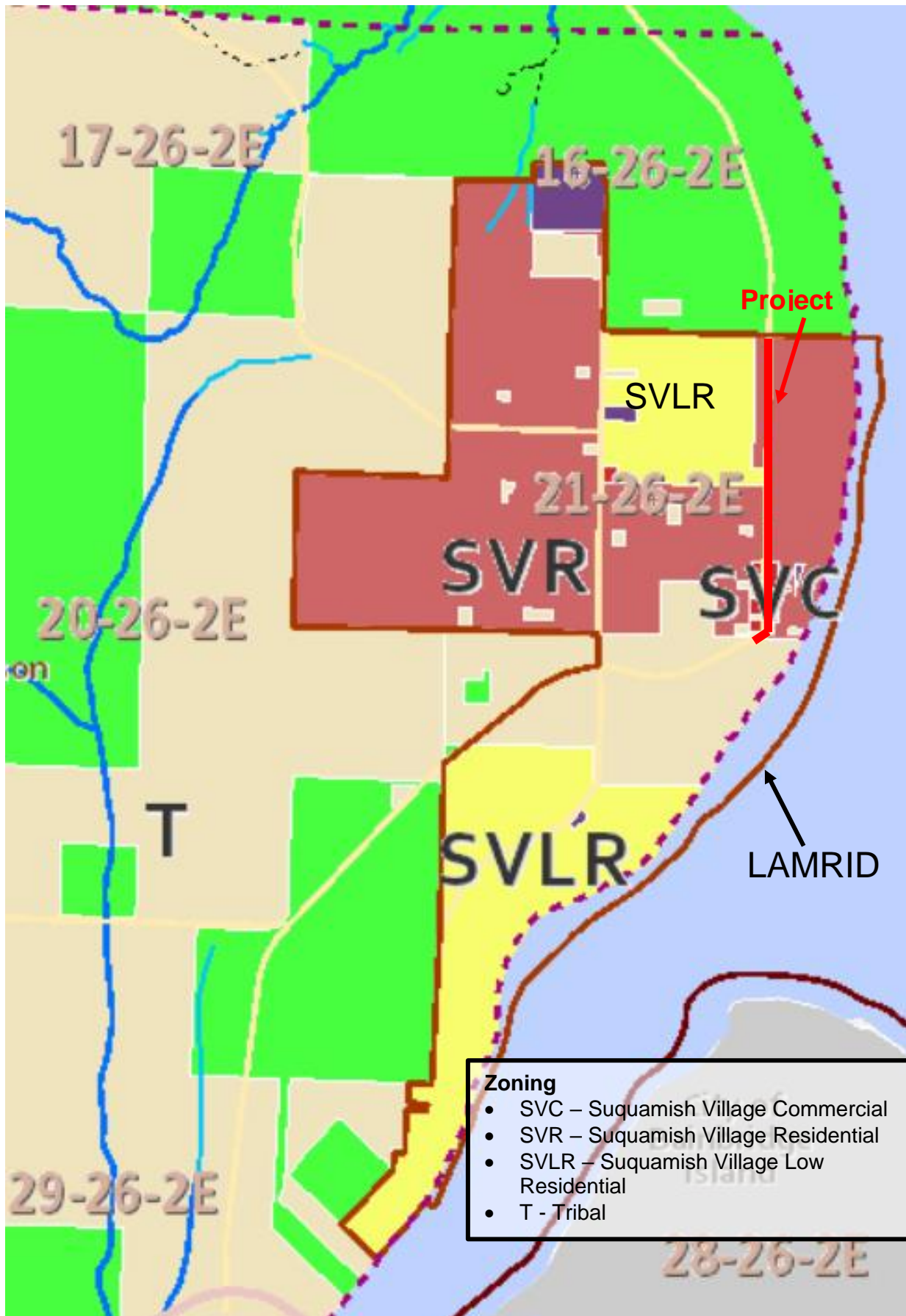
# Suquamish/Augusta – South St. to Winfred Vicinity Map



# Suquamish/Augusta – South St. to Winfred Vicinity Map

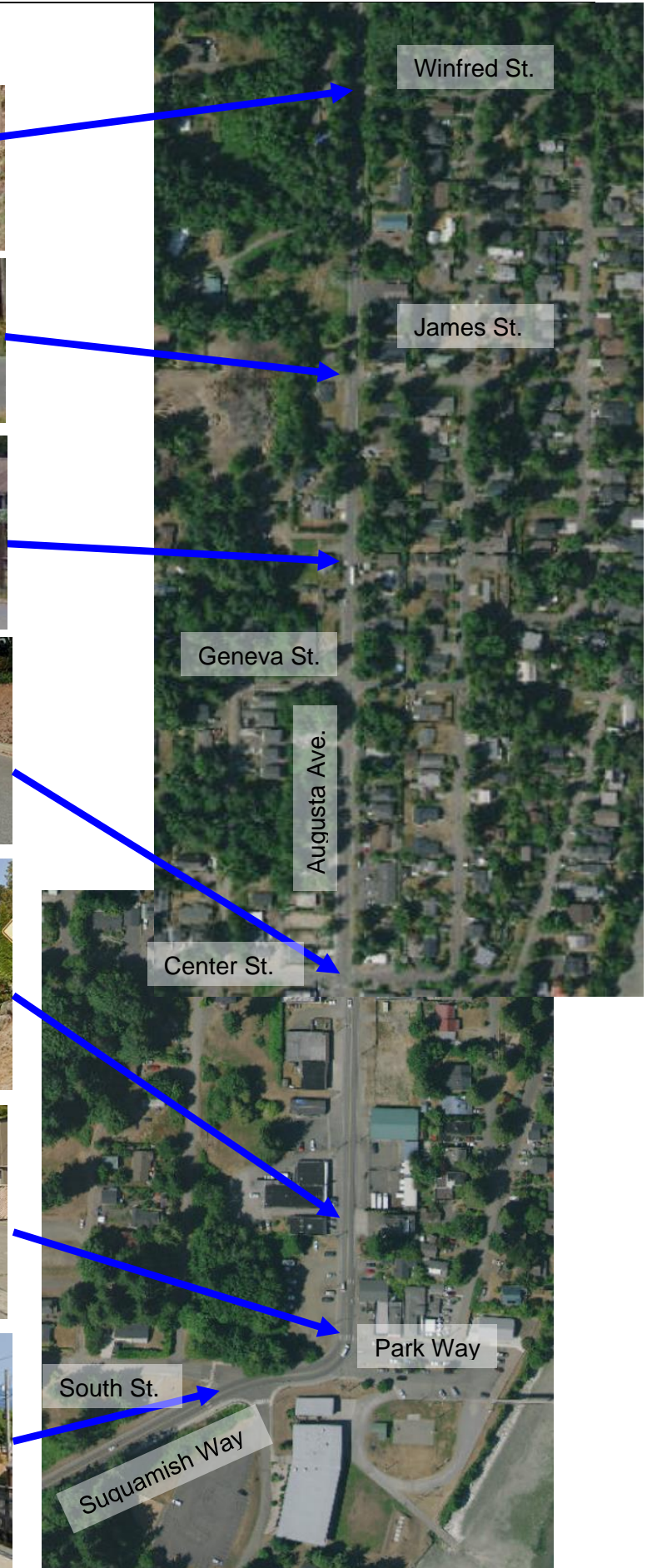
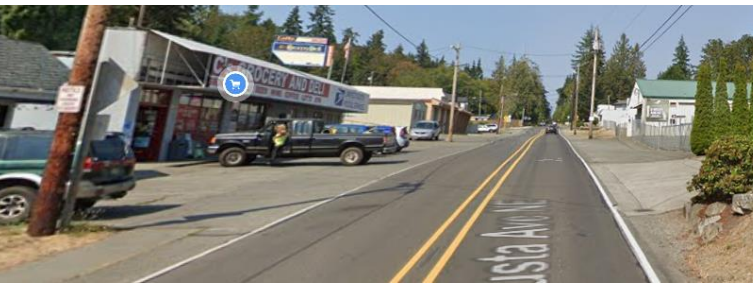


Suquamish/Augusta – South St. to Winfred Zoning



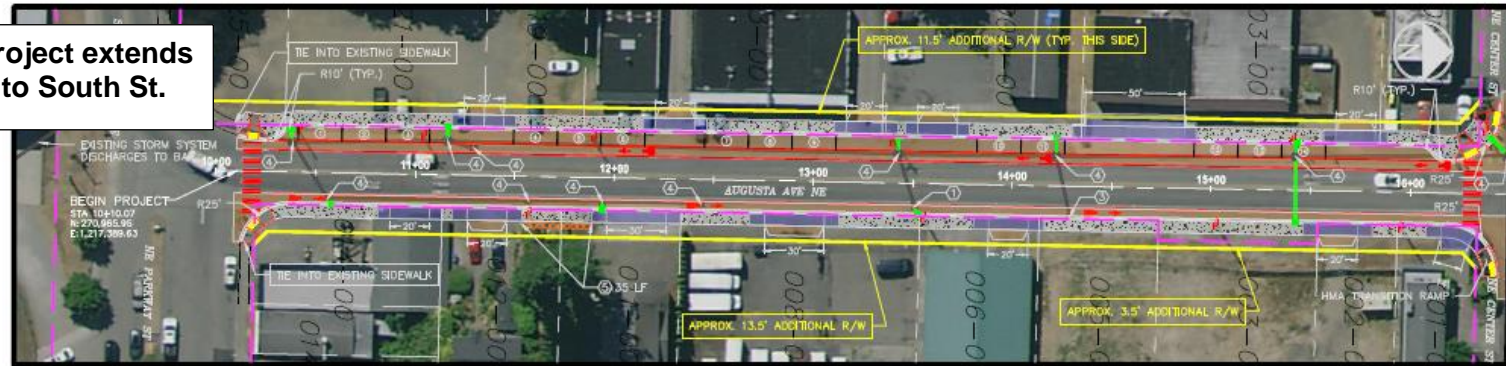
- Zoning**
- SVC – Suquamish Village Commercial
  - SVR – Suquamish Village Residential
  - SVLR – Suquamish Village Low Residential
  - T - Tribal

Suquamish/Augusta – South St. to Winfred Existing



# Suquamish/Augusta – South St. to Winfred Conceptual Design 1

Project extends to South St.

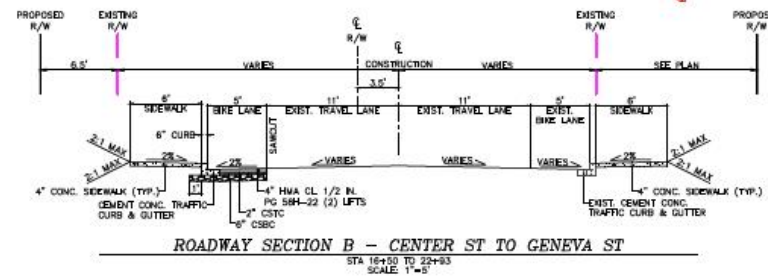
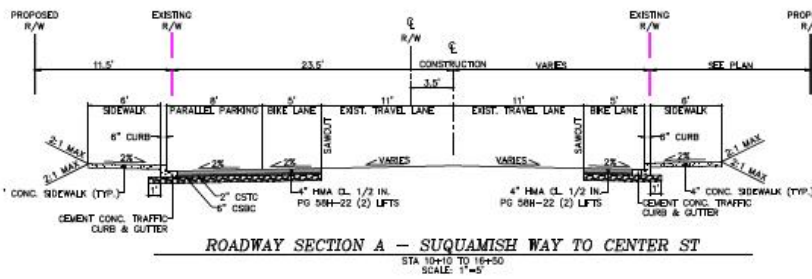


### CONSTRUCTION NOTES

- ① REMOVE CB & EXTEND PIPE TO NEW CB
- ② ADJUST TO FINISHED GRADE
- ③ ADJUST CB TO FLOWLINE (IF FEASIBLE)
- ④ RECTANGULAR SOLID LID FOR CB (ADJUST TO PG)
- ⑤ GRANTY BLOCK WALL

### LEGEND

- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- PROPOSED RIGHT-OF-WAY
- BLOCK WALL
- BIKE LANE
- PLASTIC BIKE LANE SYMBOL
- CURB RAMP
- CATCH BASIN (EXISTING/PROPOSED)
- STORM PIPE (EXISTING/PROPOSED)
- CEMENT CONC. SIDEWALK
- CEMENT CONC. DRIVEWAY
- ASPHALT PAVEMENT
- ASPHALT TRANSITION RAMP
- PARALLEL PARKING STALL (22')
- CROSSWALK
- UTILITY POLE



SCALE:	1"=30'
STATUS:	N/A
DESIGNED:	CJG
CHECKED:	TCS
CRP No.:	XXXX



**KITSAP COUNTY**  
DEPT. OF PUBLIC WORKS  
614 DIVISION STREET MS-26  
PORT ORCHARD, WA 98366  
TEL:(360) 337-5777 FAX:(360) 337-4887

**AUGUSTA AVE**  
**NON-MOTORIZED IMPROVEMENTS**

### EXHIBIT 1

KITSAP COUNTY, WASHINGTON  
SECTION 21, TOWNSHIP 26, RANGE 2E, W.M.

DATE	6/7/23
SEHEET	1
OF	2

# Suquamish/Augusta – South St. to Winfred Conceptual Design 2

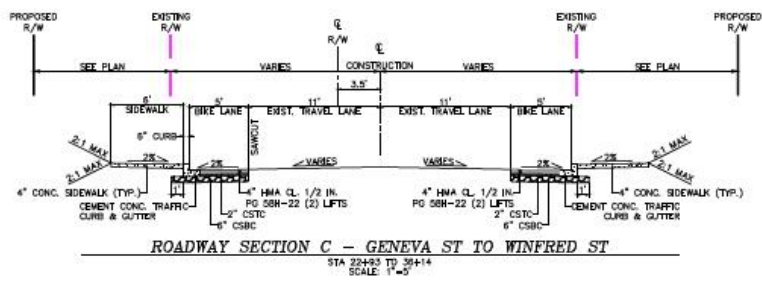


### CONSTRUCTION NOTES

- ① REMOVE CB & EXTEND PIPE TO NEW CB
- ② ADJUST TO FINISHED GRADE
- ③ ADJUST CB TO FLOWLINE (IF FEASIBLE)
- ④ RECTANGULAR SOLID LID FOR CB (ADJUST TO PD)
- ⑤ GRANTY BLOCK WALL
- ⑥ REMOVE STRUCTURE & PIPES

### LEGEND

- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- PROPOSED RIGHT-OF-WAY
- BLOCK WALL
- BIKE LANE
- PLASTIC BIKEWAY LANE SYMBOL
- CURB RAMP
- CATCH BASIN (EXISTING/PROPOSED)
- STORM PIPE (EXISTING/PROPOSED)
- CEMENT CONC. SIDEWALK
- CEMENT CONC. DRIVEWAY
- ASPHALT PAVEMENT
- ASPHALT TRANSITION RAMP
- PARALLEL PARKING STALL (22')
- CROSSWALK
- UTILITY POLE



SCALE: 1"=30'  
 SURVEYED: N/A  
 DESIGNED: CJG  
 CHECKED: TCS  
 CBP No. XXXX



**KITSAP COUNTY**  
 DEPT. OF PUBLIC WORKS  
 614 DIVISION STREET MS-26  
 PORT ORCHARD, WA 98366  
 TEL.(360) 337-5777 FAX.(360) 337-4887

**AUGUSTA AVE**  
**NON-MOTORIZED IMPROVEMENTS**  
**EXHIBIT 2**  
 KITSAP COUNTY, WASHINGTON  
 SECTION 21, TOWNSHIP 26, RANGE 28, W.M.

DATE  
6/7/23  
 SHEET  
2  
 OF  
2

# Suquamish/Augusta – South St. to Winfred Conceptual Design Cost Estimate

## PRELIMINARY COST ESTIMATE FOR FEDERAL GRANT APPLICATION

PROJECT NAME: Augusta Ave Non-Motorized Improvements



Suquamish to Center St - Construct 5' bike lanes, curb & gutter, 6' sidewalks, ADA improvements, parallel parking, storm improvement on both sides.

Center St to Geneva St - Construct curb & gutter, 6' sidewalks, and 5' bike lane on the east side,

**PROJECT DESCRIPTION:** 5' bike lane on the west side (adjacent to existing curb & gutter).

Geneva St to Winfred St - Construct curb & gutter, 6' sidewalks, 5' bike lane, ADA improvements, and storm improvements on both sides.

No pavement repair or overlay needed on existing 11' travel lanes per Paul Nettleton.

NO.	COST CODE	ITEM	QTY	UNIT	UNIT COST	AMOUNT
1	01-04-7728	MINOR CHANGE	25000	CALC	\$ 1.00	\$ 25,000.00
2	01-07-0010KC	PROTECTION & SUPPORT OF EXISTING UTILITIES	1	L.S.	\$ 5,000.00	\$ 5,000.00
3	01-07-7725	REIMBURSEMENT FOR THIRD PARTY DAMAGE	5	EST.	\$ 1.00	\$ 5.00
4	01-07-7736	SPOC PLAN	1	L.S.	\$ 1,000.00	\$ 1,000.00
5	01-08-7003	TYPE B PROGRESS SCHEDULE	1	L.S.	\$ 2,000.00	\$ 2,000.00
6	01-09-0001	MOBILIZATION	1	L.S.	\$ 290,000.00	\$ 290,000.00
7	01-10-6971	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 150,000.00	\$ 150,000.00
8	01-10-6982	CONSTRUCTION SIGNS CLASS A	90	S.F.	\$ 50.00	\$ 4,500.00
9	02-01-0025	CLEARING AND GRUBBING (ACRE)	1	ACRE	\$ 120,000.00	\$ 120,000.00
10	02-02-0050	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	L.S.	\$ 30,000.00	\$ 30,000.00
11	02-02-0079KC	SAW CUT ASPHALT CONCRETE PAVEMENT	5929	L.F.	\$ 5.00	\$ 29,645.00
12	02-02-0120KC	REMOVING ASPHALT CONC. PAVEMENT	4070	S.Y.	\$ 15.00	\$ 61,050.00
13	02-03-0310	ROADWAY EXCAVATION INCL. HAUL	100	C.Y.	\$ 70.00	\$ 7,000.00
14	02-03-0350	UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL	215	C.Y.	\$ 70.00	\$ 15,050.00
15	02-03-0411KC	SPECIAL BORROW INCL. HAUL (TON)	720	TON	\$ 30.00	\$ 21,600.00
16	02-03-0470	EMBANKMENT COMPACTION	100	C.Y.	\$ 15.00	\$ 1,500.00
17	02-07-7018	WATER	100	MGAL	\$ 100.00	\$ 10,000.00
18	02-09-7008KC	SHORING OR EXTRA EXCAVATION CLASS B (L.S.)	1	L.S.	\$ 2,000.00	\$ 2,000.00
19	02-11-7490	TRIMMING AND CLEANUP	1	L.S.	\$ 10,000.00	\$ 10,000.00
20	04-04-5100	CRUSHED SURFACING BASE COURSE (TON)	1320	TON	\$ 50.00	\$ 66,000.00
21	04-04-5120	CRUSHED SURFACING TOP COURSE (TON)	297	TON	\$ 60.00	\$ 17,820.00
22	05-04-5767KC	HMA CL. 1/2 IN. PG 58H-22	935	TON	\$ 150.00	\$ 140,250.00
23	05-04-5878KC	HMA ROAD APPROACH	526	S.Y.	\$ 60.00	\$ 31,560.00
24	07-04-3151	TESTING STORM SEWER PIPE	1815	L.F.	\$ 5.00	\$ 9,075.00
25	07-04-3602	CORRUGATED POLYETHYLENE STORM SEWER PIPE 12 IN. DIAM.	1815	L.F.	\$ 75.00	\$ 136,125.00
26	07-05-3091KC	CATCH BASIN TYPE 1	33	EACH	\$ 2,000.00	\$ 66,000.00
27	07-05-3100KC	ADJUST CATCH BASIN	23	EACH	\$ 1,000.00	\$ 23,000.00
28	07-08-7715KC	FORCE ACCOUNT POT-HOLE UTILITY CROSSING	5000	EST.	\$ 1.00	\$ 5,000.00
29	08-01-6490KC	EROSION/WATER POLLUTION CONTROL (L.S.)	1	L.S.	\$ 25,000.00	\$ 25,000.00
30	08-02-6414KC	SEEDING, FERTILIZING, AND MULCHING	1	ACRE	\$ 5,500.00	\$ 5,500.00
31	08-02-6529	SOIL AMENDMENT (ACRE)	1	ACRE	\$ 30,000.00	\$ 30,000.00
32	08-04-6700	CEMENT CONC. TRAFFIC CURB AND GUTTER	5133	L.F.	\$ 30.00	\$ 153,990.00
33	08-04-6707	CEMENT CONC. PEDESTRIAN CURB	25	L.F.	\$ 40.00	\$ 1,000.00
34	08-04-6710KC	CEMENT CONC. CURB TRANSITION	11	EACH	\$ 350.00	\$ 3,850.00
35	08-06-7059-1	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 1	780	S.Y.	\$ 150.00	\$ 117,000.00
36	08-06-8P	KC URBAN RESIDENTIAL APPROACH	580	S.Y.	\$ 100.00	\$ 58,000.00
37	08-13-7045	MONUMENT CASE AND COVER	5	EACH	\$ 1,000.00	\$ 5,000.00
38	08-13-7380KC	ADJUST MONUMENT CASE AND COVER	5	EACH	\$ 1,000.00	\$ 5,000.00

39	08-14-7054	DETECTABLE WARNING SURFACE	300	S.F.	\$ 50.00	\$ 15,000.00
40	08-14-7055	CEMENT CONC. SIDEWALK	2288	S.Y.	\$ 60.00	\$ 137,280.00
41	08-14-7058-PA	CEMENT CONC. CURB RAMP TYPE PARALLEL A	12	EACH	\$ 3,000.00	\$ 36,000.00
42	08-14-7058-PAB	CEMENT CONC. CURB RAMP TYPE PARALLEL B	9	EACH	\$ 3,000.00	\$ 27,000.00
43	08-14-7058-PEA	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	3	EACH	\$ 3,000.00	\$ 9,000.00
44	08-21-6890	PERMANENT SIGNING	1	L.S.	\$ 6,000.00	\$ 6,000.00
45	08-22-0204	REMOVING PLASTIC CROSSWALK LINE	227	S.F.	\$ 15.00	\$ 3,405.00
46	08-22-6806	PAINT LINE	8030	L.F.	\$ 1.00	\$ 8,030.00
47	08-22-6857	PLASTIC CROSSWALK LINE	363	S.F.	\$ 15.00	\$ 5,445.00
48	08-22-6867	PLASTIC BICYCLE LANE SYMBOL	24	EACH	\$ 250.00	\$ 6,000.00
49	08-24-7164KC	GRAVITY BLOCK WALL	3600	S.F.	\$ 60.00	\$ 216,000.00
50	08-27-7500KC	FIELD OFFICE BUILDING	1	L.S.	\$ 10,000.00	\$ 10,000.00
51	GP	WATER QUALITY FACILITIES	1	L.S.	\$ 50,000.00	\$ 50,000.00
<b>TOTAL CONTRACT COST</b>						<b>\$ 2,213,680.00</b>
PRELIMINARY ENGINEERING					20.00%	\$ 450,000.00
RIGHT-OF-WAY ACQUISITION						\$ 600,000.00
CONSTRUCTION ENGINEERING					15.00%	\$ 330,000.00
CONSTRUCTION CONTINGENCIES					30.00%	\$ 660,000.00
<b>ESTIMATED PROJECT TOTAL</b>						<b>\$ 4,253,680.00</b>
No. of Items	DATE PREPARED:		6/7/2023	PREPARED BY:	Connor Green	
51	DATE REVIEWED:		6/7/2023	REVIEWED BY:	Theresa Smith	

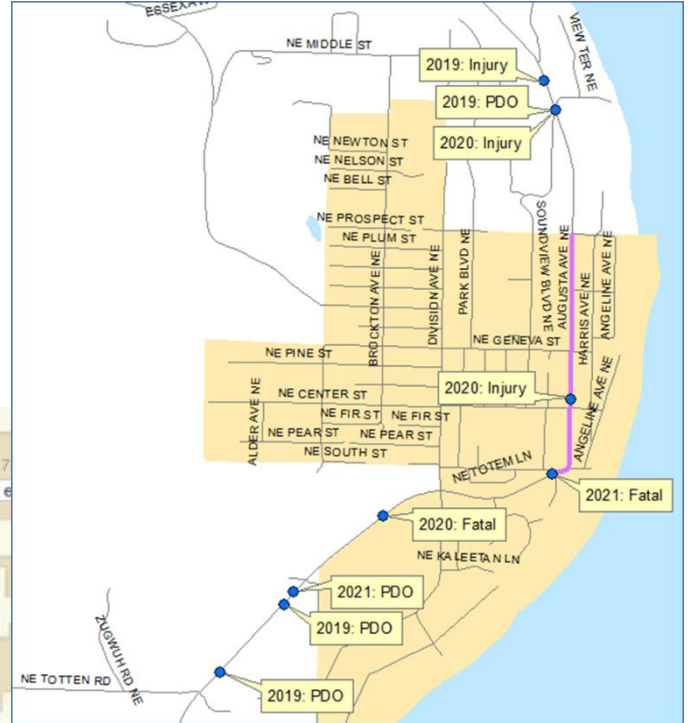


# Suquamish/Augusta – South St. to Winfred Crash Data

2000-2019



2019-2021



# 302

Effective 11/28/2022

## 302–Kingston/Suquamish Fast Ferry

MONDAY – FRIDAY

SUQUAMISH TO KINGSTON (NORTHBOUND)

Hwy 305 & Suquamish Way	Suquamish Park & Ride	Indianola Clubhouse	Bayside Church Park & Ride	Kingston Ferry Terminal	Fast Ferry Departs
4:35	4:39	4:51	5:05	5:10	5:25
6:15	6:19	6:31	6:44	6:50	7:05
7:55	7:58	8:10	8:22	8:30	8:45
<b>1:40</b>	<b>1:44</b>	<b>1:56</b>	<b>2:08</b>	<b>2:15</b>	<b>2:30</b>
<b>3:20</b>	<b>3:24</b>	<b>3:36</b>	<b>3:49</b>	<b>3:55</b>	<b>4:10</b>
5:05	5:09	5:21	5:35	5:40	5:55

Bold PM time

MONDAY – FRIDAY

KINGSTON TO SUQUAMISH (SOUTHBOUND)

Fast Ferry Arrives	Kingston Ferry Terminal	Bayside Church Park & Ride	Indianola Clubhouse	Suquamish Park & Ride	Hwy 305 & Suquamish Way
6:54	7:02	7:05	7:19	7:29	7:37
8:34	8:42	8:45	8:57	9:09	9:15
11:24	11:40	11:43	11:58	<b>12:08</b>	<b>12:14</b>
<b>3:59</b>	<b>4:07</b>	<b>4:10</b>	<b>4:22</b>	<b>4:34</b>	<b>4:42</b>
<b>5:39</b>	<b>5:47</b>	<b>5:50</b>	<b>6:02</b>	<b>6:14</b>	<b>6:22</b>
7:24	7:32	7:35	7:49	8:00	8:05

Bold PM time

