

## PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council  
1201 3rd Avenue, Suite 500  
Seattle, WA 98104  
(206) 971-3050 or [DCox@psrc.org](mailto:DCox@psrc.org)

**Form Type:** Grant Application

**Application Type:** Pedestrian and Bicycle Project

### General Project Information

<b>Project Title</b>	<b>RTP ID#</b>	<b>Lead Agency</b>
West Kingston - Bridge to Middle School	exempt	Kitsap County
<b>Partner Agencies</b>	<b>Certification Acceptance</b>	<b>CA Sponsor</b>
na	Yes	N/A

### **Contact Information**

<b>Primary Contact Name</b>	<b>Alternate Contact Name</b>
David Forte	N/A
<b>Primary Contact Phone</b>	<b>Alternate Contact Phone</b>
3603377210	N/A
<b>Primary Contact Email</b>	<b>Alternate Contact Email</b>

dforte@kitsap.gov	N/A
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**Project Description & Location**

**Project Scope:** Please describe clearly and concisely (300 words or less) the individual scope 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.  
yes

Construct sidewalk on north side and designate bike lanes (both sides) from of West Kingston Rd. vicinity bridge to vicinity middle school.

**Project Location**

County/Counties	Location
Kitsap	NE West Kingston Rd.

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
West Kingston Bridge (west end)	Kingston Middle school, west of west entrance

**Please Identify the center the project is supporting.**

West Kingston Rd. is a primary connecting corridor to the Kingston Countywide "High Capacity Transit" Center. As a transit route and County Non-Motorized Route the corridor connects Kingston and the Washington State Ferries/Kitsap Fast Ferries to Poulsbo, Suquamish, Indianola, Bainbridge Island, and Kitsap County.

The project connects the center to Kingston High School, Kingston Middle School, residential areas, North Kitsap Heritage Park, Kingston Saltmarsh Park, Nike Park, and Greate Peninsula Conservancy's Divide Block conservation area, and is part of the North Sound to Olympics Trail.

**Federal Functional Classification**

**Please select the appropriate functional classification.**

Major Collector

### **Bicycle & Pedestrian Facilities**

**Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:**

Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders)

**Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:**

Sidewalks, Bike lanes (striped or buffered)

**If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:**

**If you selected "Other", please expand on why the project is exempt from providing pedestrian or bicycle features.**

### **Local Plan Consistency**

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

Yes

**If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

Kitsap County Comprehensive Plan

2026-2031 Six Year Transportation Improvement Program, project #23,

Kingston Subarea Plan, pg. 221

Kingston Strategy 21.e. Expand sidewalks in commercial and residential areas to complete continuous connections between activity centers consistent with Kingston Complete Streets and Kingston Design Standards. These should include:

- Along SR104 from ferry terminal to Lindvog Avenue.
- Along West Kingston Road from Carpenter Creek Bridge to Kingston Middle School.
- Along Ohio Ave NE from SR 104 to Kingston Laborer's Training School.
- Along Lindvog Ave NE from SR 104 to NE 272nd Street.
- Along the south side of West Kingston Road from Central Ave. to South Kingston Rd.

Transportation Policy 4.1. Within Urban Growth Areas, centers, and subareas, walk, bike, and roll facilities will emphasize access for all ages and abilities, safety, and providing access to and

linking land uses and activity areas within and between communities, public facilities, parks, and open space. pg. 143

Transportation Policy 4.5. Ensure walk, bike, and roll facility planning includes priority for connection to schools, childcare facilities, and other youth activity centers. pg. 143

Kingston Policy 21.2. Expand ADA compliant sidewalks, connector trails, and walk, bike, and roll routes in greater Kingston. pg. 220

**If no, please describe how the project is consistent with the applicable local comprehensive plan, including 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.**

N/A

### **Support for Centers**

**Describe how the project will support the existing and planned housing/employment densities in the center.**

West Kingston Rd. is a primary connecting corridor to the Kingston Countywide "High Capacity Transit" Center. As a transit and County Non-Motorized Route the corridor connects the Kingston Center and the Washington State Ferries/Kitsap Fast Ferries to the southwest area of the Kingston UGA, Poulsbo, Suquamish, Indianola, Bainbridge Island, and Kitsap County.

The project supports residential and employment growth in the Kingston Center by extending non-motorized facilities, connecting the Center to:

- Kingston High School and Kingston Middle School,
- Residential growth in the southwest portion of the UGA (Arborwood, +500 houses),
- to recreation in North Kitsap Heritage Park, Kingston Saltwater Marsh Park, Nike, Park, and Greate Peninsula Conservancy's Divide Block conservation area,
- Transit stops, and
- Is part of the North Sound to Olympics Trail (N-STO) and future connections to Port Gamble, Poulsbo, and the Olympic Peninsula.

The non-motorized facilities will improve systemic safety for pedestrians, bikes, and transit users accessing the Center and increase non-motorized and transit usage within the Center with direct access to employment, services and ferry connections to Seattle and Edmonds.

**Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.**

The project builds out the non-motorized facilities on a primary corridor serving the Kingston Center; supporting residential and employment growth within the Center by non-motorized connections within the Kingston UGA and between Kitsap Communities.

The Kingston Subarea Plan (Kitsap County Comprehensive Plan, pg. 207-223) “Vision for Kingston” states that “this Countywide Center and the remainder of the Kingston UGA must accommodate increased population, employment, and housing growth consistent with those designations.” (Pg. 207). “Kingston provides expanded development opportunities in its downtown as infill development occurs....[creating] a more walkable community and encourage accessibility to local shops and restaurants. Expanded infrastructure such as sidewalks, bike lanes connecting activity centers such as the community center, local schools, and retail and service businesses will increase health, safety, and connectedness within the community.” (Pg.207).

Kingston Policy 14.2. Establish a community culture that supports pedestrians and non motorized forms of transportation. (Pg. 216). Non-motorized access and connects are a vital element of supporting growth within the Center. The project extends the non-motorized facilities providing extended transportation options within the community, supporting residential and employment growth within the Center. Residents and employees of the Center will have direct non-motorized access to two schools.

Kingston Goal 16. Support access to and within regional parks, local pocket parks, and public beaches for active recreational use, passive enjoyment of the natural environment, and conservation of natural habitat. (Pg. 217). To support residential and employment within the Center the project provides non-motorized connections to a regional park and regional nature conservancy area.

Kingston Goal 19. Support the development of housing diversity, multi-family, and mixed-use housing in the Kingston Countywide Center through expanded transportation options. (Pg. 219). The project provides non-motorized facilities to enhance residential and community transportation options.

Kingston Goal 21. Provide safe, accessible walk, bike, and roll routes within Kingston and to other communities. (Pg. 220)

Kingston Strategy 21.e. Expand sidewalks in commercial and residential areas to complete continuous connections between activity centers consistent with Kingston Complete Streets and Kingston Design Standards. These should include:

- Along SR104 from ferry terminal to Lindvog Avenue.
- Along West Kingston Road from Carpenter Creek Bridge to Kingston Middle School.
- Along Ohio Ave NE from SR 104 to Kingston Laborer’s Training School.
- Along Lindvog Ave NE from SR 104 to NE 272nd Street.
- Along the south side of West Kingston Road from Central Ave. to South Kingston Rd. (Pg. 221)

The project is specifically identified in the Kingston Subarea Plan to provide safe, accessible walk, bike, and roll routes within Kingston and to other communities to support growth and the community.

## **Category-Specific Criteria: Pedestrian and Bicycle Projects**

**Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.**

The project extends the existing 4,500+ feet of sidewalk and bike lane facilities along West Kingston Rd. to 1.5 miles creating a complete non-motorized corridor within the UGA and supporting the Kingston Center and adding to the North Sound to Olympic Trail. From the bridge there is a slight climb to Norman Rd. then mostly flat to the Middle School.

The project connects via Norman Rd. (low volume local road) to extensive trails within the North Kitsap Heritage Park and preferred route of the future N-STO. Well developed gravel logging/access roads (.66 miles, planned shared use path) connect Norman Road to a developing share-use path (approx. 1.5 miles) within Arborwood residential development. From Arborwood via White Horse Dr. (approx. 1 mile, low volume local road) there is access to the White Hores Trail shared use path (approx. 1 mile) connecting to Indianola.

**Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

The project provides a sidewalk to support pedestrian connections and safety. The corridor serves a Middle School, High School, transit, access to a regional park, and access to a larger existing and planned shared use path system. The existing paved shoulders do not specifically support pedestrians nor can bike lanes be designated (due to lack of pedestrian facilities). The project will provide safe facilities for pedestrians and bike lanes to support inter-community bike connects as an identified non-motorized route.

**Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.**

Kitsap Transit Route 302 & Kingston Ride Service serve the project area. The project provides pedestrian and bike access to the transit stops. Transit provides connections to WSF and Kitsap Fast Ferries in Kingston.

The project extends the existing 4,500+ feet of sidewalk and bike lane facilities along West Kingston Rd. to 1.5 miles creating a complete non-motorized corridor directly accessing WSF and Kitsap Fast Ferrie terminals via non-motorized facilities on Central Ave. and Washington Blvd.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The project will increase pedestrian and bike use for all ages and abilities. Project supports:

- Walk areas for Middle and High School students,
- Access to North Kitsap Heritage Park, trails, and future N-STO.
- Commuter access to WSF, and Kitsap Fast Ferries,
- Recreation,

- Residential access to Kingston Center, Village Green Community Center and Library.
- Extended access to commercial services, marina, and community Center.

**Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

Not improving the corridor to support non-motorized access would significantly reduce the ability of non-motorized uses to support residential and employment growth and the ability to meet Kingston Center growth targets.

## **Category-Specific Criteria: Community Support**

### **Section 1: Addressing Population Groups, Benefits and Disparities**

**Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.**

- “People with Disabilities” = 14.86%, above regional average. The project provides all abilities non-motorized access and connectivity. The project support access to transit services, regional park and to the Kingston Center, ferries, and Kingston Community Center/Library.
- “Older Adults” = 31.35%, above regional average. The project support access to transit services, regional park and to the Kingston Center, ferries, and Kingston Community Center/Library.
- “Youth”, The project supports safe access to schools (Middle & High School) and is within both schools walk routes. It also supports Youth access to a regional park and to the Kingston Center, ferries, and Kingston Community Center/Library.

### **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.**

This project has extensive public outreach with the Kingston community conducted over many years

2016 and 2024 Comprehensive Plan and Kingston Subarea Plan community engagement. Outreach led to specific identification of the need, location, and design of this project.

Kingston Trails Plan. Extensive and continuous public engagement by the Kingston Community Advisory Council and its Transportation Sub-committee. Public engagement led to identification of the need, location, and design of this project and inclusion in County plans.

North Sound to Olympics Trail Study included analysis of this project relative to supporting identification of the N-STO preferred routing and support of connections between communities, parks, and open space.

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

The design emphasized “context sensitive design” and “practical solutions” by utilizing existing paved shoulder (bike lanes) and construction of a sidewalk on the north side of the road. The land uses support a single sidewalk design supporting 99% of the residential and school direct access, as well as continuing the existing road cross section north to Kingston along West Kingston Road.

**Category-Specific Criteria: Safety and Security**

**Describe how the project addresses safety and security.**

The project transforms a multi/mixed use wide shoulders to sidewalk and bike lanes. The dedicated facilities will enhance pedestrian and bike safety by providing single mode facilities. The sidewalk is on the north side of West Kingston to support access to the schools and residential areas within the UGA. No sidewalk is proposed on the south side due to limited users (area is rural, outside of the UGA).

**Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

The project transforms a multi/mixed use wide shoulders to sidewalk and bike lanes. The dedicated facilities will enhance pedestrian and bike safety by providing single mode facilities. The sidewalk is on the north side of West Kingston to support access to the schools and residential areas within the UGA. No sidewalk is proposed on the south side due to limited users (area is rural, outside of the UGA).

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

Yes, 2024 Kitsap County Comprehensive Safety Action Plan.

Systemically 42% of serious injury/fatal crashes within the County occurred on urban road segments, with 11 of the 77 reported crashes on urban segments involving pedestrians and bicyclists. Combined with the presence of Middle and High School students walking to school, access to parks, and residential areas, the proposed separated sidewalk meets the systemic safety need identified in the Plan.

The route is a Non-Motorized Route, transit route, and regional connection corridor. Formalizing the existing multi-use, no-exclusive shoulder to a bike lane will increase bike safety by providing a dedicated travel lane exclusively for bikes.

The County Safety Plan conducts extensive crash data analysis 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.

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

The existing road segment consists of two 12' travel lanes and large paved shoulders.

The project is reducing the existing travel lanes to 11', delineating the bike lanes and add a sidewalk to the north side. The narrower vehicle travel geometrics will lower vehicle speeds within the corridor.

**Project Readiness**

**Preliminary Engineering/Design**

**Are you requesting funds for ONLY preliminary engineering?**

No

**Is preliminary engineering/design complete?**

No

**If not complete, which best describes the CURRENT status of the project's engineering/design?**

Less than 30%

**Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.**

May, 2028

**Environmental Documentation**

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

Documented Categorical Exclusion (DCE)

**Has NEPA documentation been approved?**

No

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

June, 2027

**Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?**

No

**If yes, is a formal Endangered Species Act (ESA) consultation expected?**

N/A

### **Right of Way**

**Will Right of Way be required for this project?**

Yes

**What is the actual or estimated start date for right of way (month and year)?**

June, 2027

**What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

October, 2027

**Has right of way certification been completed?**

No

**If not, what is the estimated ROW certification date (month and year)?**

May, 2029

**Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

ROW is limited, primarily temporary easements for construction.

### **Construction**

**Are funds being requested for construction?**

Yes

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

Yes

**Please attach the engineer's estimate.**

f-151-540-21547182\_mZVjcltm\_W\_Kingston\_SRTS\_Preliminary\_EE\_TAP.pdf

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

Site development permit.

The County has discussed this project with WSDOT with regards to risk for NMFS consultation. WSDOT does not believe consultation will be required. Initial discussions with WSDTO indicate that the project should fit into the 4(d) program. ROW is limited to temporary easements for construction.

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

No

**Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

May, 2028

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

August, 2028

**Other Considerations**

If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.

The project is not complex, The sidewalk will be predominantly within the existing paved roadway geometry and bike lanes delineated within the existing paved shoulder.

**PSRC Funding Request**

<b>Phase</b>	<b>Year</b>	<b>Amount</b>
Construction	2028	\$1634175

**Total PSRC Funding Request: \$1634175**

**Has this project received PSRC funds previously?**

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

No

N/A

**Total Estimated Project Cost and Schedule**

**Preliminary Engineering/Design Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
Local	Secured	\$421000
		\$
		\$
		\$
		\$

**Total Preliminary Engineering/Design Phase Cost: \$421000**

**Expected year of completion for this phase:**

May, 2028

**Right of Way Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
Local	Secured	\$50000
		\$
		\$
		\$
		\$

**Total Right of Way Phase Cost: \$50000**

**Expected year of completion for this phase:**

May, 2028

**Construction Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
STP	Reasonably Expected	\$1634175
Local	Secured	\$255045
		\$
		\$
		\$

**Total Construction Phase Cost: \$1889220**

**Expected year of completion for this phase:**

February, 2029

**Other Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
		\$
		\$
		\$
		\$

		\$
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**Total Other Phase Cost: \$0**

**Expected year of completion for this phase:**

,

**Project Summary**

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$2360220	February, 2029

**Financial Documentation**

**Please enter a description of your financial documentation in the text box below.**

2026-2031 TIP

North Transportation Impact Fee distributions.

Board of County Commissioners Letter.

**Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

f-151-346-21547182\_rI0Z98gT\_2026-2031\_TIP\_Resolution\_212-2025.pdf

f-151-712-21547182\_G5L1dUPW\_North\_Impact\_Fees\_V3.pdf

f-151-713-21547182\_jpcUL9Ts\_WK\_BOCC\_Ltr.pdf

**Other Considerations**

**Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

NA

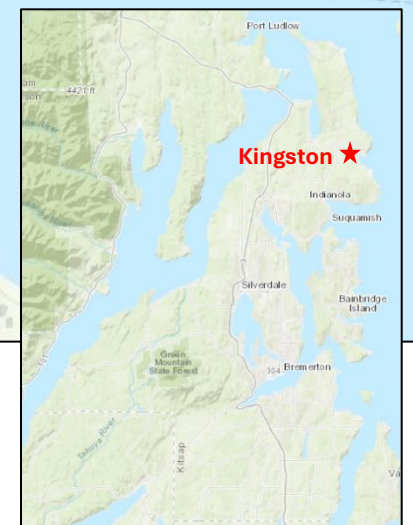
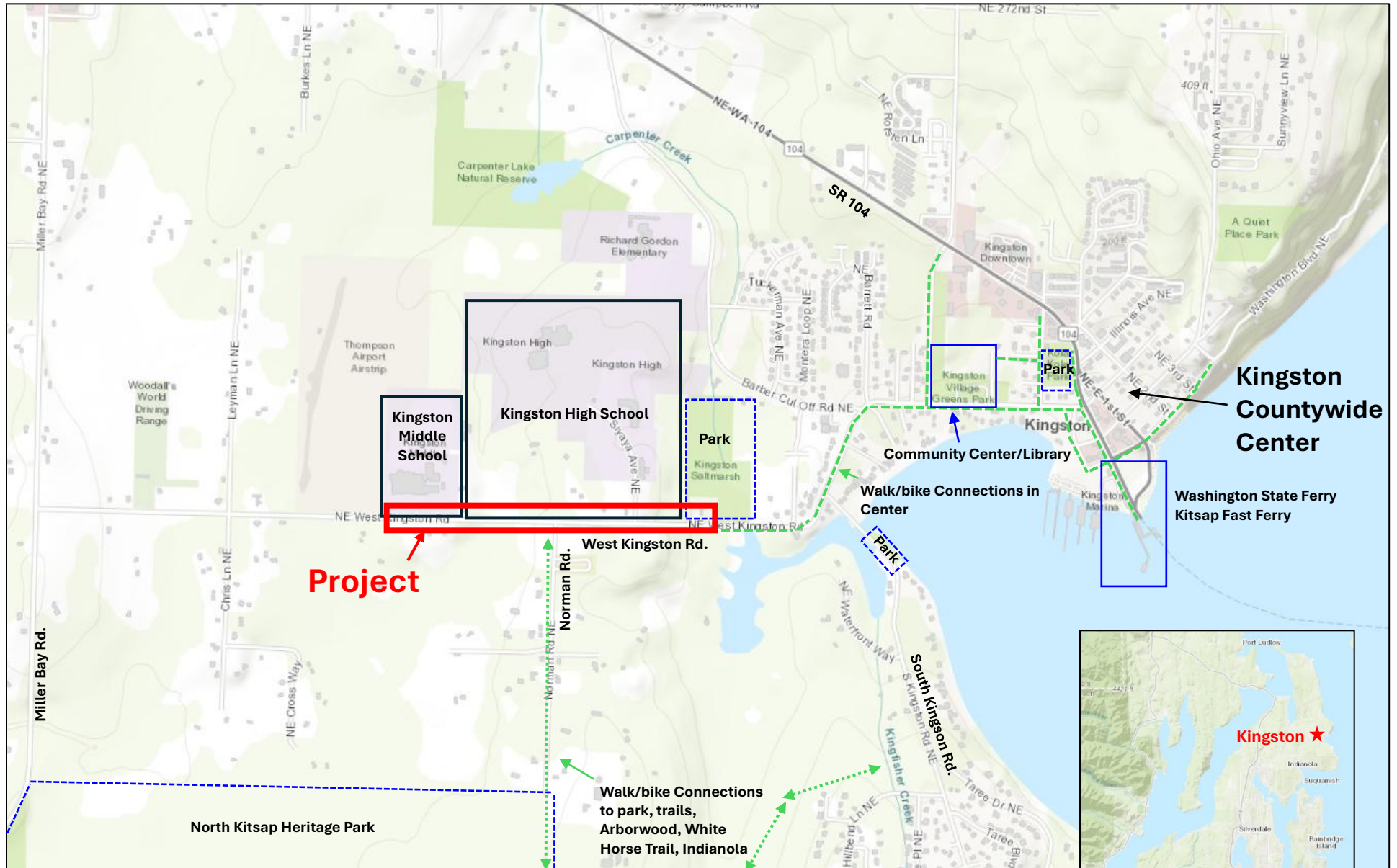
**Please upload any relevant documents here, if they have not been uploaded previously in this application.**

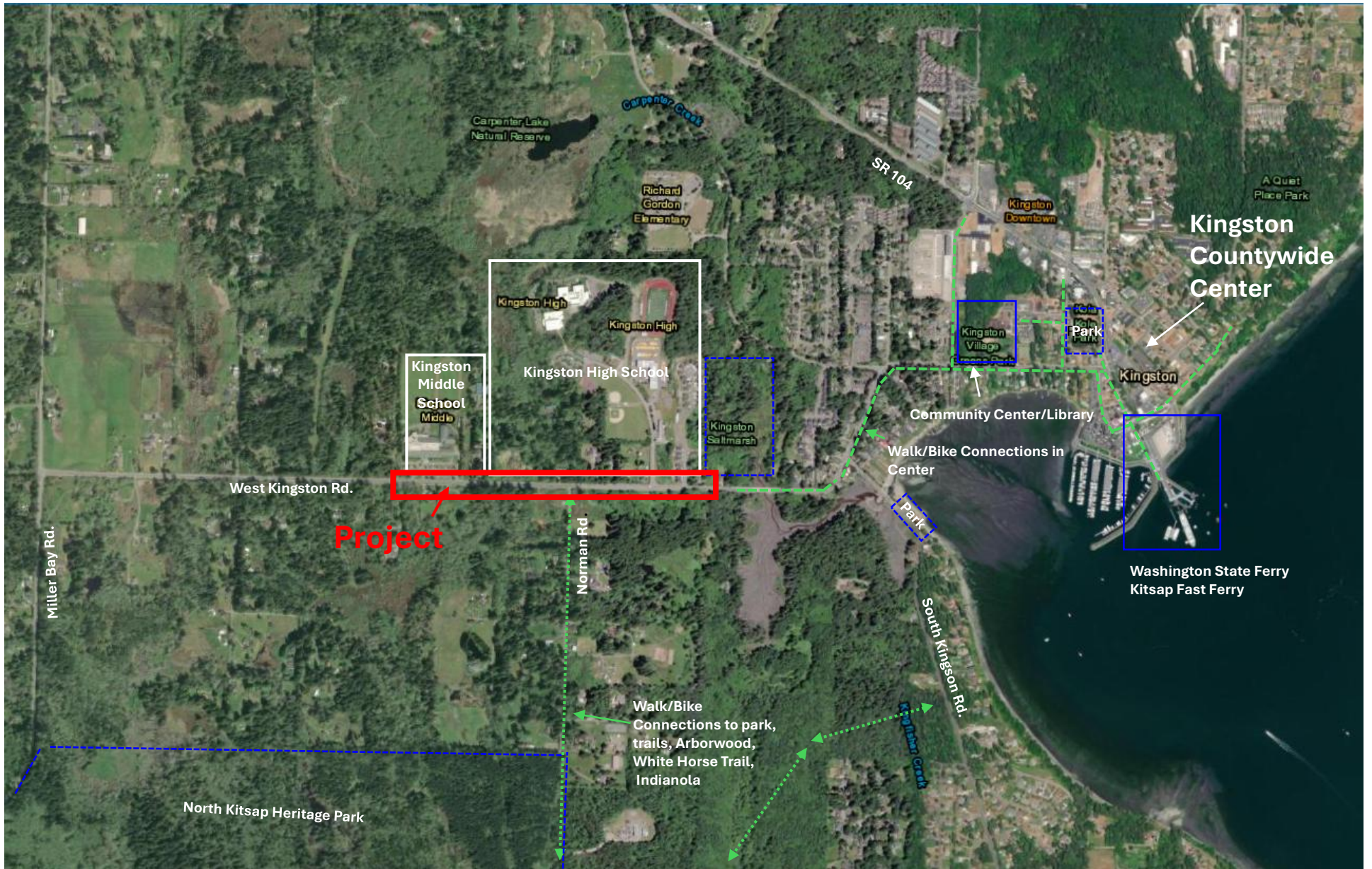
f-151-480-21547182\_UnACqBDj\_West\_Kingston\_Vic\_Map\_Graphicsv2.pdf

**End of the Application**

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at [mkoch@psrc.org](mailto:mkoch@psrc.org) to have it returned to you.

# “West Kingston – Bridge to Middle School” Vicinity Map

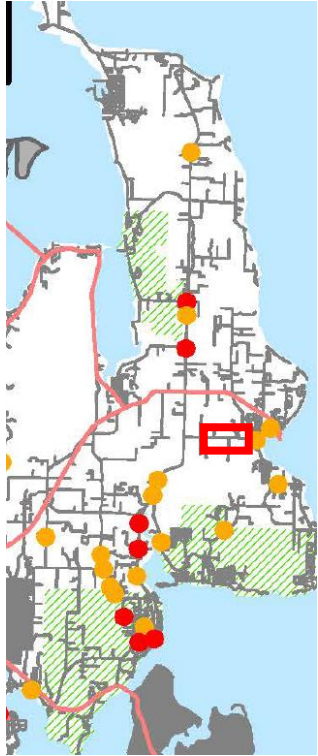






## 2017-2021 Crash Data: Severe Injury & Fatal Collisions on County Roadways

### Severe/Fatal

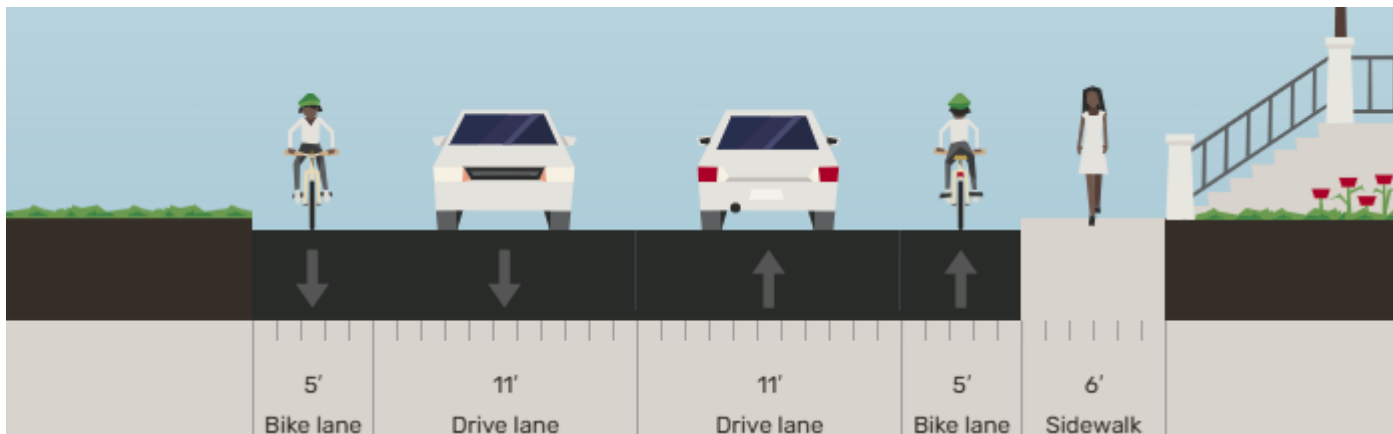


### Bike – Ped Crashes near project

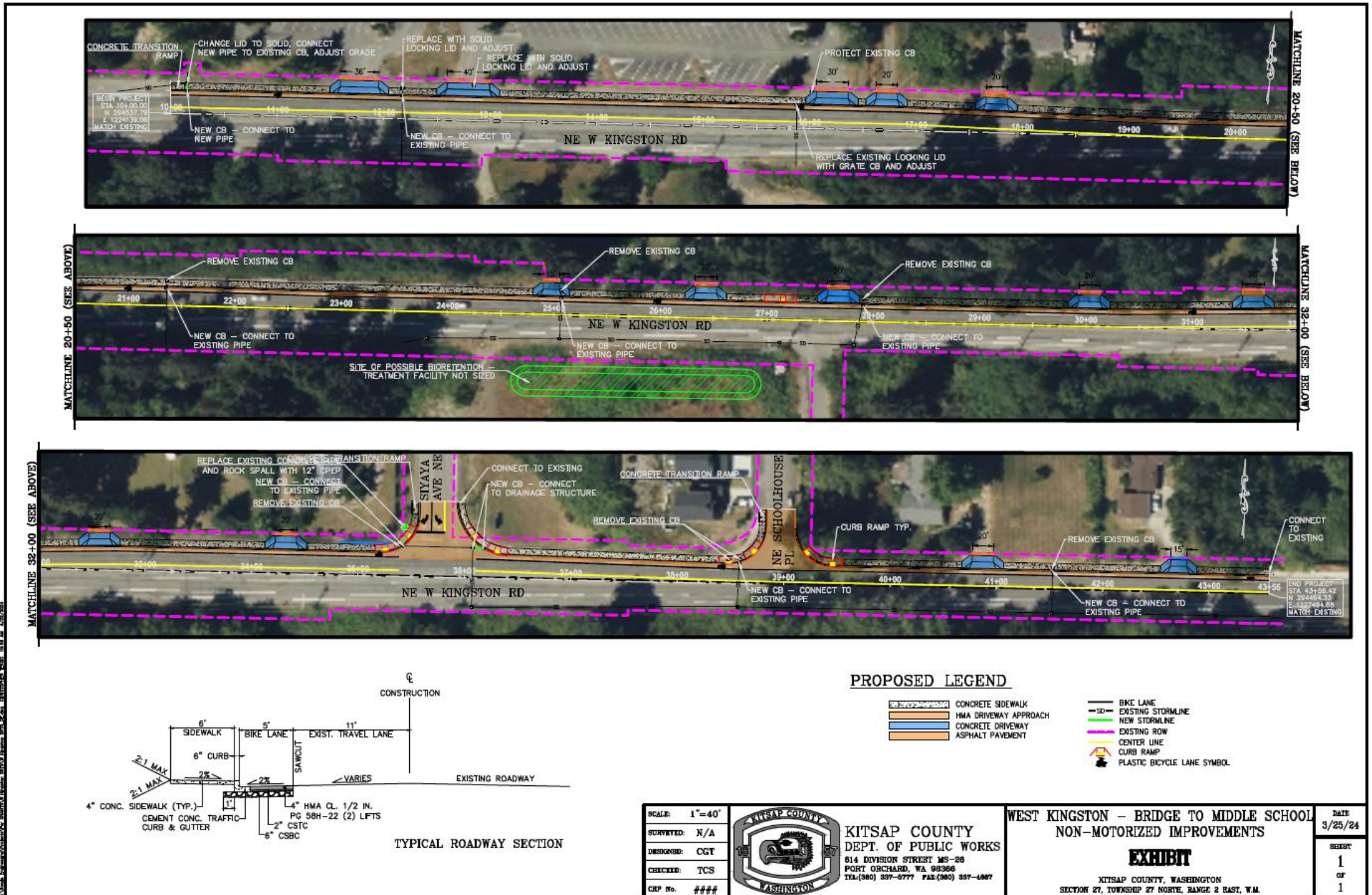
Table 2.6 – 2017 – 2021 Bicycle Collision Location List\*

No.	Road Name	MP	Location	Year
1	BAY SHORE DR NW	0.316	5 ft. South of BUCKLIN HILL RD (NW)	2018
2	BETHEL BURLEY RD SE	0.785	at SPRUCE RD (SE)	2019
3	BROWNSVILLE HWY NE	1.857	0.16 mi. South of MADISON RD (NE)	2019
4	CEDAR RD (SE)	0.502	100 ft. West of HILLWOOD LN (SE)	2017
5	CHICO WAY NW	1.146	74 ft. South of ERLANDS POINT RD NW	2017
6	CLEAR CRK RD NW	2.332	at NORTH STAR DR (NW)	2017
7	COHO RUN (NW)	0.796	at BONKLA LN (NW)	2018
8	GENEVA ST (NE)	0.124	at BROCKTON AVE NE	2019
9	GLENWOOD RD SW	4.150	0.12 mi. North of KENDORA LN (P) (SW)	2017
10	KINGSTON RD (NE W)	2.091	at BANNISTER ST NE	2017
11	KINGSTON RD NE (S)	3.700	at ARNESS CO. PARK	2020
12	LONG LAKE RD SE	6.011	at MILE HILL DR (SE)	2021
13	LUND AVE SE	0.348	11 ft. North of CONIFER PK DR (SE)	2017
14	MC WILLIAMS RD (NE)	0.933	at SAFEWAY ENTRANCE	2017
15	MILE HILL DR (SE)	2.120	48 ft. West of VILLAGE LN SE	2017
16	MILLER BAY RD NE	2.654	0.11 mi. NE of INDIANOLA RD NE	2017
17	NORTHLAKE WAY NW	0.902	201 ft. North of LEBERS LN NW	2021
18	OLD FRONTIER RD NW	0.462	201 ft. North of GREAVES WAY (NW)	2021
19	OLD MILITARY RD NE	0.703	201 ft. North of KNIGHTS CT (NE)	2017

### Project Conceptual Design



# Project Conceptual Design



DATE PLOTTED: 3/25/24 10:58 AM PROJECT: WEST KINGSTON - BRIDGE TO MIDDLE SCHOOL NON-MOTORIZED IMPROVEMENTS SHEET: EXHIBIT 1

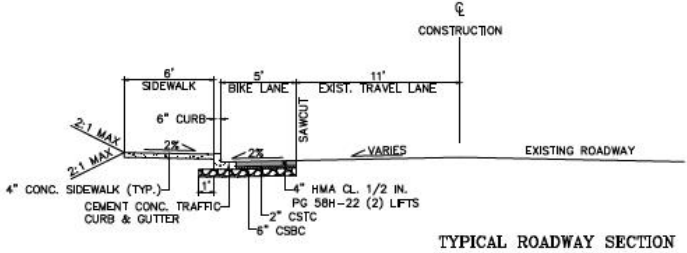
MATCHLINE 20+50 (SEE BELOW)

MATCHLINE 32+00 (SEE BELOW)

MATCHLINE 32+00 (SEE ABOVE)

### PROPOSED LEGEND

- CONCRETE SIDEWALK
- HMA DRIVEWAY APPROACH
- CONCRETE DRIVEWAY
- ASPHALT PAVEMENT
- BIKE LANE
- EXISTING STORMLINE
- NEW STORMLINE
- EXISTING ROW
- CENTER LINE
- CURB RAMP
- PLASTIC BICYCLE LANE SYMBOL



SCALE: 1"=40'  
 SURVEYED: N/A  
 DESIGNED: CGT  
 CHECKED: TCS  
 CRP No. ####

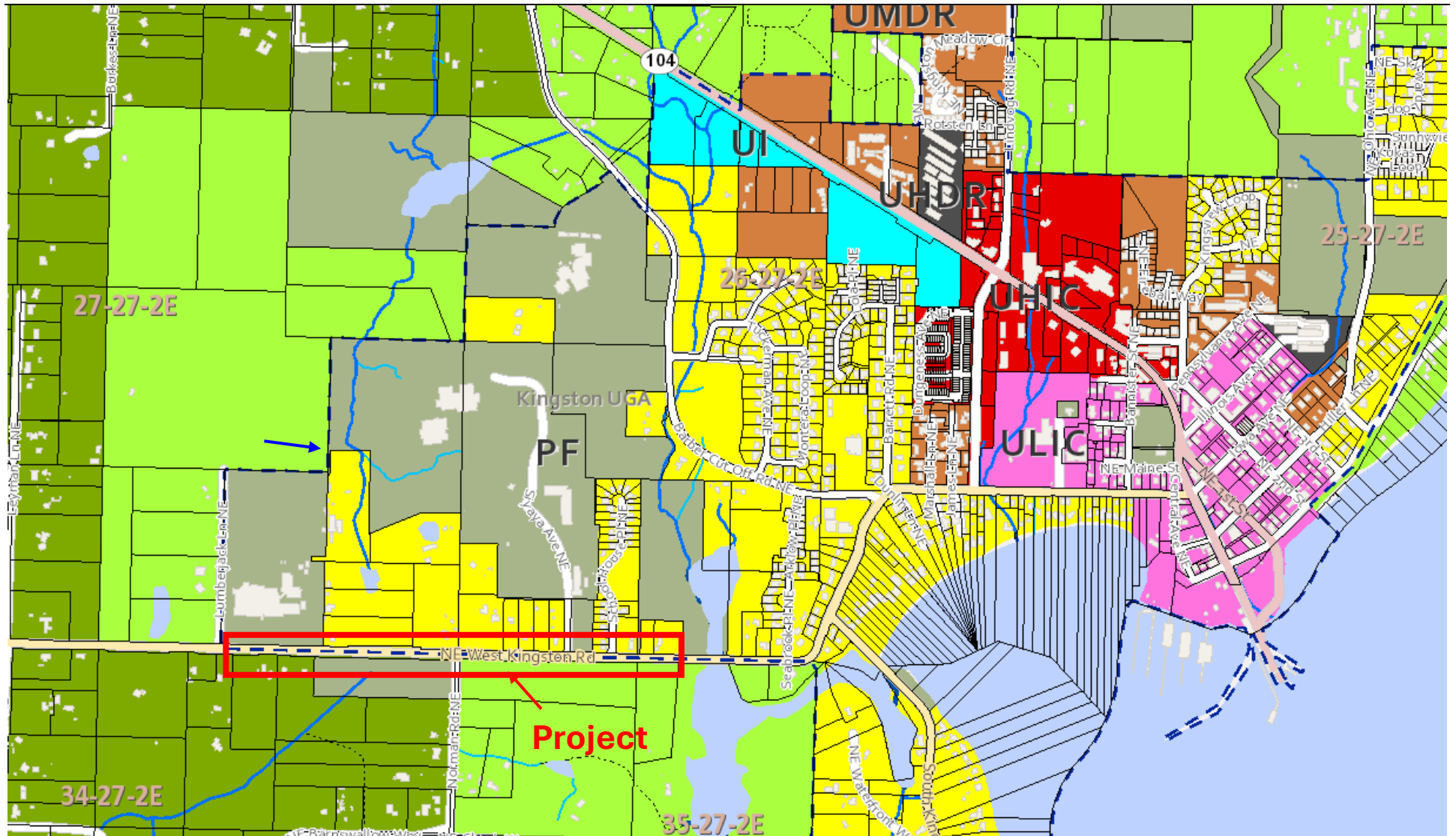


**KITSAP COUNTY**  
 DEPT. OF PUBLIC WORKS  
 614 DIVISION STREET MS-26  
 PORT ORCHARD, WA 98366  
 TEL:(360) 337-5777 FAX:(360) 337-4887

**WEST KINGSTON - BRIDGE TO MIDDLE SCHOOL**  
**NON-MOTORIZED IMPROVEMENTS**  
**EXHIBIT**  
 KITSAP COUNTY, WASHINGTON  
 SECTION 27, TOWNSHIP 27 NORTH, RANGE 2 EAST, W.M.

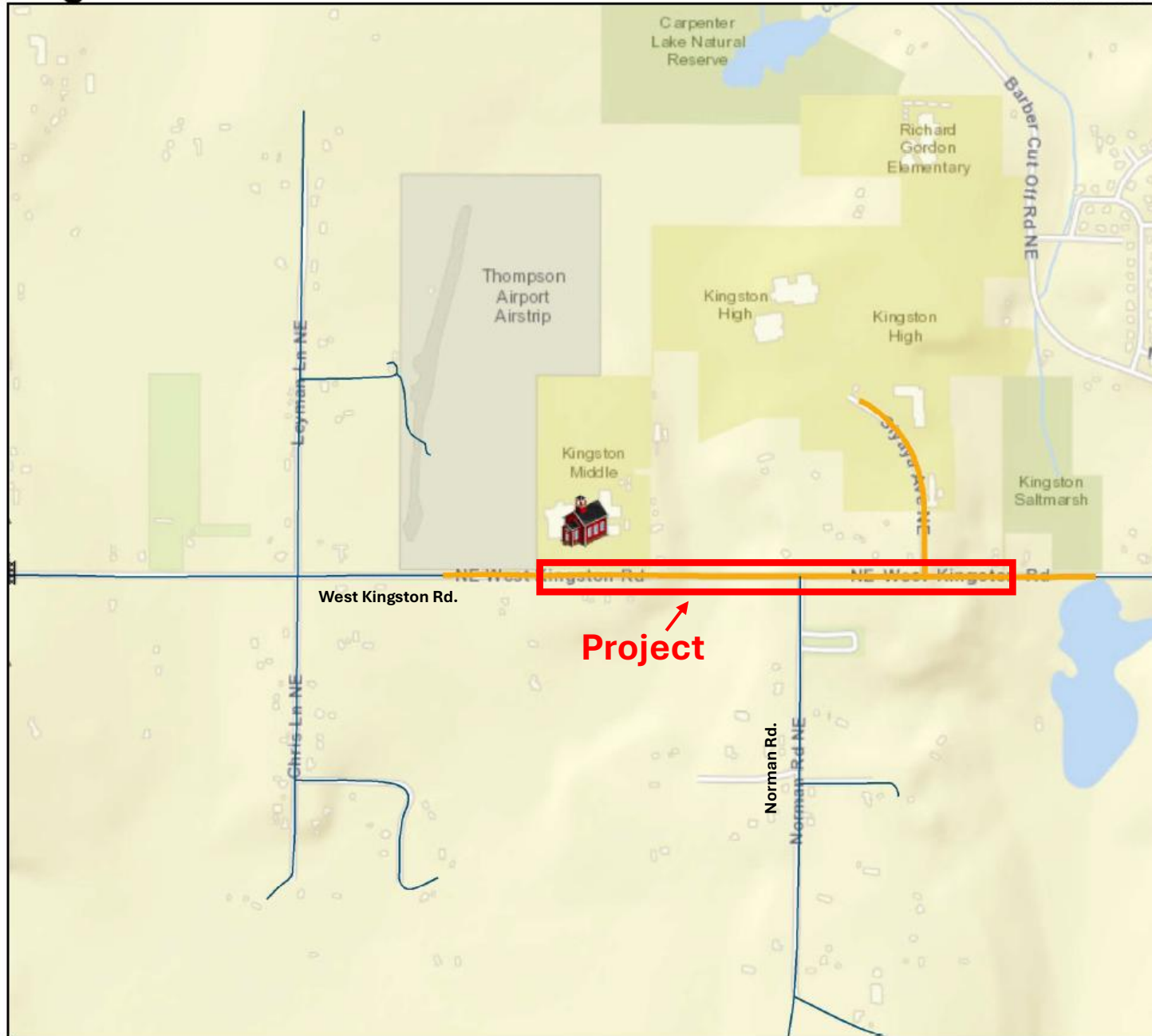
DATE: 3/25/24  
 SHEET: 1 OF 1

# Kingston Comprehensive Plan Land Use and UGA



# Kingston M.S.

## Walk Routes



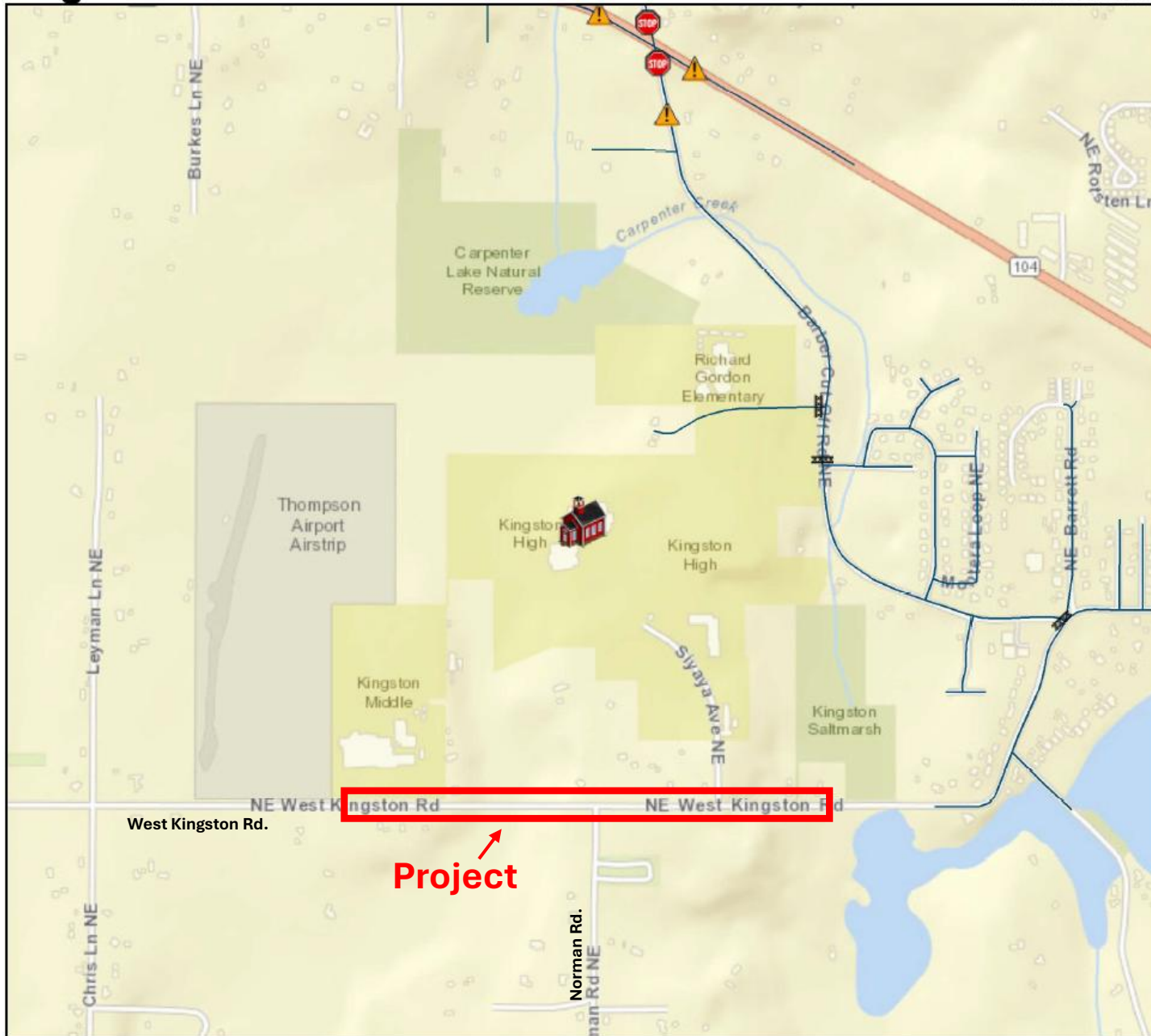
- Walk Area (1 road mile)
- Walk/Bike Route
- School Speed Zone
- Paths/Trails
- School
- Traffic Light
- Stop Sign
- Stop Sign - Four-Way
- Stop Sign - Three-Way
- Crossing Guard
- Crosswalk
- Hazard
- Railroad Crossing

**Note:** Not all symbols may appear on the map.

**Map Notes:**  
 Children living on residential streets that are connected to the walk routes can walk along their streets to the main routes. Small children should be accompanied by adults. All pedestrians should follow the attached safety tips.

# Kingston H.S.

## Walk Routes



- Walk Area (1 road mile)
  - Walk/Bike Route
  - School Speed Zone
  - Paths/Trails
  - School
  - Traffic Light
  - Stop Sign
  - Stop Sign - Four-Way
  - Stop Sign - Three-Way
  - Crossing Guard
  - Crosswalk
  - Hazard
  - Railroad Crossing
- Note:** Not all symbols may appear on the map.

**Map Notes:**  
 Children living on residential streets that are connected to the walk routes can walk along their streets to the main routes. Small children should be accompanied by adults. All pedestrians should follow the attached safety tips.

# 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
P	P		P	T	
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
	T	P		P	P
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





# KITSAP COUNTY BOARD OF COMMISSIONERS

*Accessible, efficient, effective, and responsive county services*

Christine Rolfes  
DISTRICT 1

Oran Root  
DISTRICT 2

Katherine T. Walters  
DISTRICT 3

March 25, 2026

Puget Sound Regional Council  
1201 Third Avenue, Suite 500  
Seattle, WA 98101

## **RE: West Kingston – Bridge to Middle School**

As the sponsor of the **West Kingston - Bridge to Middle School** project application to the 2026 Transportation Alternatives Program 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 \$1,634,175 in STP funding for the construction phase. The County has \$255,045 in secured local match from Transportation Impact Fees (North) for the project.

The West Kingston - Bridge to Middle School project is within the Kingston UGA. West Kingston Rd. is a primary connecting corridor to the Kingston Countywide "High-Capacity Transit" Center. As a transit route and County Non-Motorized Route the corridor connects Kingston and the Washington State Ferries/Kitsap Fast Ferries to Poulsbo, Suquamish, Indianola, Bainbridge Island, and Kitsap County. The project will enhance pedestrian and bicycle safety and accessibility to the Center, Kingston High School, Kingston Middle School, residential areas, North Kitsap Heritage Park, Greater Peninsula Conservancy's Divide Block conservation area, and is part of the North Sound to Olympics Trail (NSTO).

This project will provide much needed pedestrian and bicycle safety and access for the community, schools, and supports regional mobility.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Oran Root", written over a horizontal line.

Oran Root, District 2  
Chair, Board of County Commissioners



Meeting Date: November 24, 2025  
 Agenda Item No:

**Kitsap County Board of Commissioners**

**Department:** Public Works – Road Division  
**Staff Contact:** Joe Rutan, County Engineer, 360-337-5777 x 4893  
**Title:** Resolution Adopting the 2026 through 2031 Six-Year Transportation Improvement Program

**Recommended Action:** Move that the Board adopt the 2026 through 2031 Six-Year Transportation Improvement Program

**Summary:** The 2025 through 2031 Six-Year Transportation Improvement Program was made available to the Board of County Commissioners for review prior to this hearing. The Program represents “long range” plans for road, bridge and non-motorized transportation construction projects. The following is a brief summary of the proposed projects, revenue sources and annual expenditures for the 2026-2031 Transportation Improvement Program:


Number of Projects: 35	
Projected Revenue by source:	
Federal funds:	\$60,126,000
State or developer funds:	\$27,677,000
Impact fees:	\$9,976,000
REET II	\$2,375,000
Local funds:	\$9,183,000
Total Revenue:	\$109,339,000
Expenditures by year:	
2026	\$36,294,000
2027	\$12,669,000
2028	\$20,740,000
2029	\$21,191,000
2030	\$6,773,000
2031	\$12,664,000
Total Expenditures:	\$110,330,000

**Attachments:** 1) Resolution  
 2) 2026 through 2031 Six-Year Transportation Improvement Program

**Fiscal Impact for this Specific Action**

<b>Expenditure required for this specific action:</b>	\$110,330,000 Road Fund
<b>Related Revenue for this specific action:</b>	\$110,330 (State, Federal, Impact Fees, Developer Contributions, Local)
<b>Cost Savings for this specific action:</b>	n/a



<b>Net Fiscal Impact:</b>	\$110,330,000 over a six-year period	
<b>Source of Funds:</b>	State, Federal, Impact Fees, Local Road Fund, REET II	
<b>Fiscal Impact for Total Project</b>		
<b>Project Costs:</b>	\$110,330,000	
<b>Project Costs Savings:</b>	n/a	
<b>Project Related Revenue:</b>	\$110,330,000 (State, Federal, Impact Fees, Developer Contributions, Local)	
<b>Project Net Total:</b>	\$ 110,330,000(Local Road Fund)	
<b>Departmental/Office Review &amp; Coordination</b>		
<b>Department</b>	<b>Department Director</b>	<b>Approve</b>
Public Works	Kory Anglesey	
<b>Contract Information – Not Applicable</b>		

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 *1st* 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

**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								
				PROJECT PHASE	FUND. STATUS	MONTH/YEAR PHASE STARTS	FUNDING SOURCE INFORMATION							YEAR 1 2026	YEAR 2 2027	YEAR 3 2028		YEAR 4 2029	YEAR 5 2030	YEAR 6 2031	ENVIRO TYPE ROW REQ.7 DATE COMPLETE				
							FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS									TOTAL			
							FEDERAL FUND CODE	FEDERAL COST BY PHASE																	
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	0.05		P.E.																					
				R/W																					
				Const.	S	7/24										170	170	170							
				Total												170	170	170							
2	50909 MP 0.00-0.80 T3 CRP# 3699 Perry-Stone to Sheridan Sidewalks & bike lanes	0.80		P.E.																					
				R/W																					
				Const.	S	6/26	SRTS			2530					1029	3560	3560								
				Total						2530					1029	3560	3560								
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	0.30	4	P.E.	S	1/20																			
				R/W	S	1/22																			
				Const.	S	2/25			TB 21-22,	3635	661	145	253	4694	4694										
				Total							3635	661	145	253	4694	4694									
4	40700 MP 1.05-1.15 / 40550 MP 0.21-0.25 Nonfreight/T3 CRP# 2629 Lund & Chase Roundabout	0.14	4	P.E.	S																				
				R/W	S																				
				Const.	S	4/26			TIB	2290	473		1153	3916	3916										
				Total						2290	473		1153	3916	3916										
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	0.25	4	P.E.	S	1/20							100	100	100										
				R/W	S	1/25									90	90									
				Const.	S	1/27	STP 26	2279					145	442	2866		2866								
				Total				2279					190	442	3056	190	2866								
6	40700 MP 0.79-1.05 Nonfreight/T3 CRP# 2634 Lund-Chase to Jackson 1 Sidewalks, bike lanes, and access control	0.26	4	P.E.	S	1/20							51	349	400	200	200								
				R/W	S	1/27									153	153	153								
				Const.	S	6/28	STP-28	3761							145	468	4374					4374			
				Total				3761					51	145	970	4927	200	353	4374						

Agency: Kitsap County  
County No. 18

**SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2026 TO 2031**

Hearing Date: 11/XX/2025  
Adoption Date: \_\_\_\_\_  
Resolution No. \_\_\_\_-2025

TIP PROJECT NO.	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	TIF District	PROJECT COSTS IN THOUSANDS OF DOLLARS													YEAR 1 2026	YEAR 2 2027	YEAR 3 2028	YEAR 4 2029	YEAR 5 2030	Year 6 2031	FED. PROJ. ONLY	
				PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION									TOTAL							ENVIRO TYPE ROW REQ.? DATE COMPLETE	
							FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL										
							FEDERAL FUND CODE	FEDERAL COST BY PHASE																
7 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.	FP	0.15		P.E.	S	5/23									10	10	10					CE Y 5/24		
				R/W	S	10/22				WA-ECY	9				1	10	10							
				Const.	S	6/25	PROTECT	6840	FBRB	1456	1000						9296	9296						
				Total				6840		1465	1000					11	9316	9316						
8 21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 CRP# 2631 Sidney & Pine Four-leg, single lane roundabout with illumination	IS	0.20		P.E.																		CE Y 6/25		
				R/W																				
				Const.	S	6/26	HSIP	2680								234	2914	2887	27					
				Total				2680								234	2914	2887	27					
9 25009 MP 0.96-3.53 T3 CRP# 2628 Lake Flora - City Limits to J.M. Dickinson Repave	2R	2.57		P.E.	S	1/23								30	30	30								
				R/W																				
				Const.	S	3/25	STP-28	997								156	1153		1153					
				Total				997								186	1183	30	1153					
10 49430 MP 1.46-1.52 T3 CRP# 2633 Colchester Drive, Duncan Creek Fish Passage Culvert Replace failed 36" culvert with 14-foot-wide fish-passable culvert.	FP	0.06		P.E.	S	7/24	PROTECT	123	Stormwa	5				122	250	250						CE 5/26		
				R/W																				
				Const.	S	5/27	PROTECT	2869	Stormwat	574							3443		3443					
				Total				2992		579						122	3693	250	3443					
11 86250 MP 2.90-2.95 Nonfreight CRP# 1842 Little Boston Road - Shipbuilder's Creek culvert #15115 Replace culvert with wider culvert for fish passage	FP	0.05		P.E.	S	1/26	Navy	663							663	663								
				R/W																				
				Const.	S	6/27	Navy-A	500									500		500					
				Total				1163									1163	663	500					
12 70310 MP 1.55-1.60 / 70320 MP 0.00-0.50 T3/T4 CRP# 1839 Suquamish/Augusta - South St. to Winfred Sidewalks & bike lanes	RC	0.55	1	P.E.	S	1/24	STP-25	87							34	120	100	20				CE Y 1/26		
				R/W	P	1/26	RTC-A	519							81	600	301	299						
				Const.	P	6/28	Grant	3500								564	4064			4064				
				Total				4106								679	4784	401	319	4064				

**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												FUNDING SOURCE INFORMATION						FED. PROJ. ONLY
				PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUNDS		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	ENVIRO TYPE ROW REQ. DATE COMPLETE	
							FEDERAL FUND CODE	FEDERAL COST BY PHASE														
13	56791 MP 0.29-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3694 Ridgetop - Mickelberry to Myhre Phase 1 Midblock to NW Myhre Road Widen to 4 lanes, sidewalks, bike lanes	0.47	2	P.E.	S	8/19	STP 21	86				14	100	100					CE Y 6/25			
				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					
14	56791 MP 0.29-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3694 Ridgetop - Mickelberry to Myhre Phase 2 Mickelberry Road NW intesection Widen to 4 lanes, sidewalks, bike lanes	0.47	2	P.E.														CE Y 6/25				
				R/W																		
				Const.	P	1/27	Grant	5000				1000	6000			5000	1000					
				Total				5000				1000	6000			5000	1000					
15	56791 MP 0.29-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3694 Ridgetop - Mickelberry to Myhre Phase 3 Mickelberry Road NW intesection Widen to 4 lanes, sidewalks, bike lanes	0.47	2	P.E.								100	100			100		CE Y 6/25				
				R/W								50	50			50						
				Const.	P	1/27	Grant	5000				1327	6327				6327					
				Total				5000				1477	6477				150		6327			
16	13429 MP 2.10-2.20 / 19800 MP 2.15-2.20 / 13770 MP 0.00-0.05 T3 CRP# 3703 Newberry Hill & Dickey/Eldorado Intersection Improvement	0.20	2	P.E.	P	10/25			SEPA	551			551	200	200	151						
				R/W	P	11/27			Grant-A/SEF	146			146		46	100						
				Const.	P	3/29			Grant-A/SEF	4107			4107				4107					
				Total						4804			4804	200	246	251	4107					
17	59050 MP 0.54-0.64 / 56140 MP 0.00-0.05 / 56100 MP 0.07-0.09 T3 / T3 / Non-truck Central Valley & McWilliams/64th Roundabout	0.17	2	P.E.	P	1/26						448	448	149	149	149						
				R/W	P	1/28							125	125	25	100						
				Const.	P	3/29	Grant-A	3036					1051	4087			4087					
				Total				3036					1624	4659	149	174	249	4087				
18	CRP# 1644 STO - Port Gamble Trail Segment D2 & C Construct paved shared use path	4.67	P&T	P.E.	P	1/25			Grant	700			700		100	600						
				R/W																		
				Const.	P	4/29			Grant	7150			7150				7150					
				Total						7850			7850			100	600	7150				

**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												YEAR 1 2026	YEAR 2 2027	YEAR 3 2028	YEAR 4 2029	YEAR 5 2030	YEAR 6 2031	FED. PROJ. ONLY				
				PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION							TOTAL												
							FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS													
							FEDERAL FUND CODE	FEDERAL COST BY PHASE																		
19	79770 MP 0.00-0.13 / 79775 MP 0.00-0.16 Nonfreight CRP# 1645 STO - Port Gamble Trail Segments AE Construct paved shared use path along Carver Dr and into Port Gamble	P&T	0.50		P.E.	S	1/21																			
					R/W	S	1/23																			
					Const.	P	4/26			Grant	3000															
					Total																					
20	33210 MP 0.10-0.20 Non-truck CRP# 2635 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.	S		PROTECT	4167																	
					Total																					
21	22450 MP 0.30-0.35 T4 CRP# 2632 Sunnyslope Road Fish Passage Culverts #100703, #100704, and #100705 Replacing three small culverts with one large concrete box culvert	FP	0.05		P.E.	S	5/25																			
					R/W	S	8/25																			
					Const.	P	6/26			RAP	1095															
					Total																					
22	70810 MP 0.25-0.28 Nonfreight Sam Snyder Creek Culverts #15793 & #15794 On Lemoie Shore Drive replace culverts with fish-passable structure	FP	0.03		P.E.	P	1/26	Grant-A	749																	
					R/W	P	1/28	Grant-A	170																	
					Const.	P	6/29	Grant-A	3059																	
					Total																					
23	86671 MP 0.79-1.32 T3 CRP# 1643 West Kingston - Bridge to Middle School Add bike lane and sidewalk to north side of road	SW	0.53	1	P.E.	P	11/25																			
					R/W	P	1/26																			
					Const.	P	4/29	Grant	1826																	
					Total																					
24	89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 Nonfreight CRP# 1638 Norwegian Point Restoration Replace culvert 18118 with large box culvert	FP	0.10		P.E.	S	1/23																			
					R/W																					
					Const.																					
					Total																					



**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								
				PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION											YEAR 1 2026	YEAR 2 2027	YEAR 3 2028	YEAR 4 2029	YEAR 5 2030	YEAR 6 2031	ENVIRO TYPE ROW REQ. 7 DATE COMPLETE	
							FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWT / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL											
							FEDERAL FUND CODE	FEDERAL COST BY PHASE																	
32	CRP# 3700 Code Green Traffic Signal optimizaitons software	NA	CPTY	P.E.																					
				R/W																					
				Const.	S	11/25	HSIP	484						801	1285	1285									
				Total				484						801	1285	1285									
33	CRP# 1632 North Kitsap Service Center New North Road Shop	N/A	Other	P.E.																					
				R/W																					
				Const.	S	1/22								3152	3152	3152									
				Total										3152	3152	3152									
34	Various Locations CRP# 5044 County Wide ADA and Non-Motorized Improvements Sidewalks and pedestrian ramps at various locations	00	SW	P.E.	S																				
				R/W																					
				Const.	S	varies								120	120	20	20	20	20	20	20	20	20	20	
				Total										120	120	20	20	20	20	20	20	20	20	20	
35	Various Locations CRP# 5046 County Wide Safety Improvements Spot improvements for guardrail and traffic safety improvements, including	N/A	Other	P.E.	S																				
				R/W	S																				
				Const.	S	varies								120	120	20	20	20	20	20	20	20	20	20	
				Total										120	120	20	20	20	20	20	20	20	20	20	
							60126				27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664				

P.E.	
R/W	5562
Const.	51458
Total	60126

P.E.	3107
R/W	5562
Const.	51458
Total	60126

P.E.	1618	151	1367	796	7039	1892	1951	2032	560	437	167
R/W	223	90	2610	166	8651	5401	2690	230	230	100	
Const.	25837	2134	6991	8221	94641	29000	8029	18478	20401	6236	12497
Total	27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664

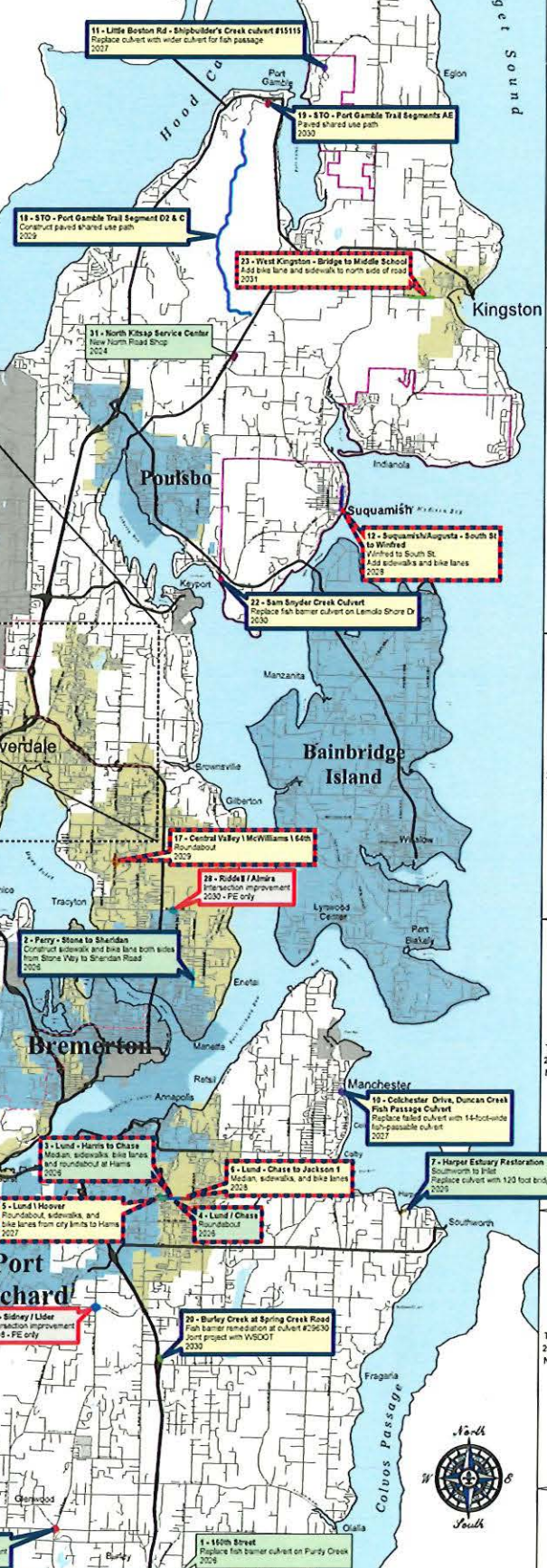
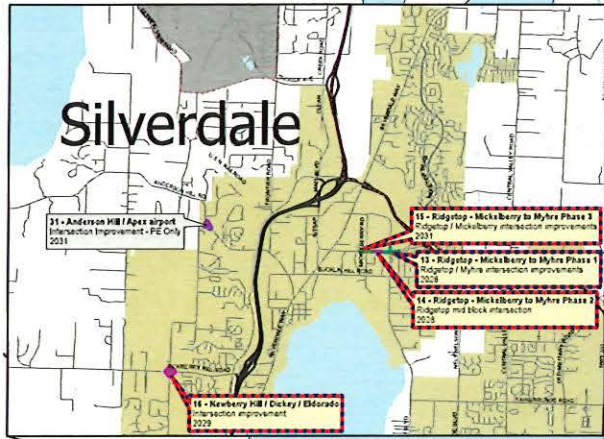
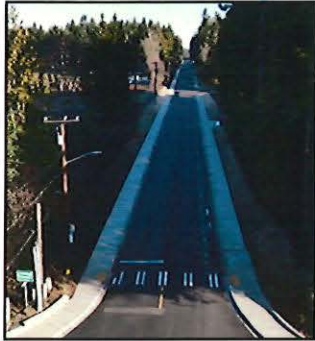




# KITSAP COUNTY 2026 - 2031



## Transportation Improvement Program



**MASON COUNTY**

- Commissioner District
- ▭ Reservation Boundaries
- ▭ Military Base
- ▭ City Boundary
- ▭ Urban Growth Area

**2026 Construction Project**  
TIP Priority Number - Project Title  
Overall Construction of Project  
Construction Start Date

**2027 - 2031 Construction Project**  
TIP Priority Number - Project Title  
Overall Construction of Project  
Construction Start Date

**Design Only Project**  
TIP Priority Number - Project Title  
Only design permitting, and right of way acquisition during the TIP period

Dependent on development impact fees

Dependent on development impact fees

TIP projects #37, #43, and #45 are pre-design studies for non-motorized routes in the northern portion of the County. They will be added to the map once a location is determined. Project #20 is the PE covering projects #31 through #33.

TIP projects and subprojects depicted on this map are based on the 2021-2031 Transportation Improvement Program Study for a period of December 1, 2021. While this map was prepared, it is possible that some projects and subprojects will be added, modified, or removed. The user of this map is responsible for keeping this information up to date.

Scale of Miles

Kitap County Department of Public Works  
Roads Division - Transportation Planning  
414 Edison Road - Port Orchard, WA 98148  
Main Office: (206) 375-3777



<b>Construction Fund Detail: Draft 2027-2032 (3/30/28) - Impact Fees North District</b>						
	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>
<b>Impact Fee: North District (#1)</b>						
Beginning Balance	<b>\$1,293,701</b>	<b>\$1,249,701</b>	<b>\$1,047,656</b>	<b>\$578,365</b>	<b>\$775,365</b>	<b>\$972,365</b>
Revenue	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000
Transfer to Road Fund						
Expenditure: Suquamish/Augusta - South St. to Winfred CRP1639	-\$74,000	-\$64,000	-\$666,291	\$0	\$0	\$0
Expenditure: West Kingston - Bridge to Middle School CRP1643	-\$167,000	-\$335,045	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
<b>Impact Fee North District EOY balance</b>	<b>\$1,249,701</b>	<b>\$1,047,656</b>	<b>\$578,365</b>	<b>\$775,365</b>	<b>\$972,365</b>	<b>\$1,169,365</b>

**PRELIMINARY COST ESTIMATE FOR GRANT APPLICATION**



**PROJECT NAME:** W Kingston Rd - Bridge to Kingston Middle School

**PROJECT DESCRIPTION:** 11' travel lane, 5' bike lane, curb & gutter, 6' sidewalk and ADA Improvements at NE School House Pl and Siyaya Ave NE

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	SPCC 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.	\$ 120,000.00	\$ 120,000.00
7	01-10-6971	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 200,000.00	\$ 200,000.00
8	01-10-6982	CONSTRUCTION SIGNS CLASS A	200	S.F.	\$ 50.00	\$ 10,000.00
9	02-01-0025	CLEARING AND GRUBBING (ACRE)	0.1	ACRE	\$ 100,000.00	\$ 10,000.00
10	02-02-0050	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	L.S.	\$ 50,000.00	\$ 50,000.00
11	02-02-0079KC	SAW CUT ASPHALT CONCRETE PAVEMENT	3560	L.F.	\$ 5.00	\$ 17,800.00
12	02-02-0100KC	REMOVING CEMENT CONC. SIDEWALK	190	S.Y.	\$ 50.00	\$ 9,500.00
13	02-02-0108KC	REMOVING CEMENT CONC. CURB AND GUTTER	351	L.F.	\$ 50.00	\$ 17,550.00
14	02-02-0110	REMOVING CEMENT CONC. CURB	34	L.F.	\$ 50.00	\$ 1,700.00
15	02-02-0120KC	REMOVING ASPHALT CONC. PAVEMENT	2680	S.Y.	\$ 10.00	\$ 26,800.00
16	02-03-0310	ROADWAY EXCAVATION INCL. HAUL	500	C.Y.	\$ 50.00	\$ 25,000.00
17	02-03-0350	UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL	200	C.Y.	\$ 50.00	\$ 10,000.00
18	02-03-0411KC	SPECIAL BORROW INCL. HAUL (TON)	50	TON	\$ 40.00	\$ 2,000.00
19	02-03-0470	EMBANKMENT COMPACTION	500	C.Y.	\$ 10.00	\$ 5,000.00
20	02-07-7018	WATER	100	MGAL	\$ 120.00	\$ 12,000.00
21	02-09-7008KC	SHORING OR EXTRA EXCAVATION CLASS B (L.S.)	1	L.S.	\$ 5,000.00	\$ 5,000.00
22	02-11-7490	TRIMMING AND CLEANUP	1	L.S.	\$ 10,000.00	\$ 10,000.00
23	04-04-5100	CRUSHED SURFACING BASE COURSE (TON)	30	TON	\$ 60.00	\$ 1,800.00
24	04-04-5120	CRUSHED SURFACING TOP COURSE (TON)	30	TON	\$ 70.00	\$ 2,100.00
25	05-04-5711	PLANING BITUMINOUS PAVEMENT	2000	S.Y.	\$ 10.00	\$ 20,000.00

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NO.	COST CODE	ITEM	QTY	UNIT	UNIT COST	AMOUNT
26	05-04-5767KC	HMA CL. 1/2 IN. PG 58H-22	240	TON	\$ 200.00	\$ 48,000.00
27	05-04-5837	ASPHALT COST PRICE ADJUSTMENT	2000	CALC	\$ 1.00	\$ 2,000.00
28	05-04-5878KC	HMA ROAD APPROACH	56	S.Y.	\$ 200.00	\$ 11,200.00
29	07-04-3151	TESTING STORM SEWER PIPE	34	L.F.	\$ 5.00	\$ 170.00
30	07-04-3602	CORRUGATED POLYETHYLENE STORM SEWER PIPE 12 IN. DIAM.	34	L.F.	\$ 70.00	\$ 2,380.00
31	07-05-3091KC	CATCH BASIN TYPE 1	9	EACH	\$ 3,000.00	\$ 27,000.00
32	07-05-3100KC	ADJUST CATCH BASIN	4	EACH	\$ 2,000.00	\$ 8,000.00
33	07-05-3110KC	LOCKING SOLID METAL COVER AND FRAME FOR CATCH BASIN	3	EACH	\$ 2,000.00	\$ 6,000.00
34	07-05-3112KC	LOCKING VANED GRATE AND FRAME FOR CATCH BASIN	1	EACH	\$ 2,000.00	\$ 2,000.00
35	07-05-9605	CONNECTION TO DRAINAGE STRUCTURE	3	EACH	\$ 2,000.00	\$ 6,000.00
36	07-05-9606KC	CONNECT CATCH BASIN TO EXISTING PIPE	7	EACH	\$ 2,000.00	\$ 14,000.00
37	07-08-7715KC	FORCE ACCOUNT POT-HOLE UTILITY CROSSING	5000	EST.	\$ 1.00	\$ 5,000.00
38	08-01-6490KC	EROSION/WATER POLLUTION CONTROL (L.S.)	1	L.S.	\$ 30,000.00	\$ 30,000.00
39	08-02-6414KC	SEEDING, FERTILIZING, AND MULCHING	0.1	ACRE	\$ 10,000.00	\$ 1,000.00
40	08-02-6529	SOIL AMENDMENT (ACRE)	0.1	ACRE	\$ 30,000.00	\$ 3,000.00
41	08-04-6700	CEMENT CONC. TRAFFIC CURB AND GUTTER	3410	L.F.	\$ 30.00	\$ 102,300.00
42	08-04-6707	CEMENT CONC. PEDESTRIAN CURB	202	L.F.	\$ 40.00	\$ 8,080.00
43	08-04-6710KC	CEMENT CONC. CURB TRANSITION	3	EACH	\$ 250.00	\$ 750.00
44	08-06-7059-2	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 2	710	S.Y.	\$ 100.00	\$ 71,000.00
45	08-14-7055	CEMENT CONC. SIDEWALK	1730	S.Y.	\$ 60.00	\$ 103,800.00
46	08-14-7058-PAA	CEMENT CONC. CURB RAMP TYPE PARALLEL A	8	EACH	\$ 3,000.00	\$ 24,000.00
47	08-14-7058-PAB	CEMENT CONC. CURB RAMP TYPE PARALLEL B	1	EACH	\$ 3,000.00	\$ 3,000.00
48	08-21-6890	PERMANENT SIGNING	1	L.S.	\$ 20,000.00	\$ 20,000.00
49	08-22-6806	PAINT LINE	10257	L.F.	\$ 5.00	\$ 51,285.00
50	08-22-6867	PLASTIC BICYCLE LANE SYMBOL	8	EACH	\$ 500.00	\$ 4,000.00

**PRELIMINARY COST ESTIMATE FOR GRANT APPLICATION**



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NO.	COST CODE	ITEM	QTY	UNIT	UNIT COST	AMOUNT
51	08-24-7164KC	GRAVITY BLOCK WALL	100	S.F.	\$ 100.00	\$ 10,000.00
52	08-27-7500KC	FIELD OFFICE BUILDING	1	L.S.	\$ 10,000.00	\$ 10,000.00
53	08-28-SP	STORMWATER FACILITY	1	L.S.	\$ 100,000.00	\$ 100,000.00
<b>TOTAL CONTRACT COST</b>						<b>\$ 1,263,220.00</b>
CONSTRUCTION CONTINGENCIES (30%)						\$ 379,000.00
<b>TOTAL CONTRACT COST (with contingency)</b>						<b>\$ 1,642,220.00</b>
WSDOT SERVICES						\$ 10,000.00
RIGHT OF WAY ACQUISITION						\$ 50,000.00
PRELIMINARY ENGINEERING (25%)						\$ 411,000.00
CONSTRUCTION ENGINEERING (15%)						\$ 247,000.00
<b>ESTIMATED PROJECT TOTAL</b>						<b>\$ 2,360,220.00</b>
No. of Items		DATE PREPARED:		3/14/2024	PREPARED BY: CGT	
53		DATE REVIEWED:		6/7/2024	REVIEWED BY: TCS	

**CN Phase Total \$ 1,889,220.00**