

PSRC's 2026 Rural Town Centers & Corridors Program Application

The following application must be submitted to PSRC using this online form by **11:59pm on April 17, 2026**.

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

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or 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 Consistency:

exempt

Lead Agency	List Applicable Partnership Agencies Involved
Kitsap County	na

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

Yes

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

N/A

Contact Information

Primary Contact Name	Alternate Contact Name
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David Forte	N/A
Primary Contact Phone	Alternate Contact Phone
3603377210	N/A
Primary Contact Email	Alternate Contact Email
dforte@kitsap.gov	N/A

Project Description and Location

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.

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

Crossroad/landmark nearest to the beginning of the project:

South Street

Crossroad/landmark nearest to the end of the project:

Winfred Street

Please identify the center the project is supporting. Projects may be located within a center or along a corridor serving one or more centers.

The project is located in Suquamish, a County LAMIRD and within the Port Madison Reservation.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

Bicycle and Pedestrian Accommodations

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

Sidewalks, No current pedestrian or bicycle features in project area

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

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 one of the following reasons per the guidance above:

N/A

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

N/A

Plan Consistency

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

Transportation Improvement Plan (TIP) 2026-2031, project #12.

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. 142

Transportation Policy 4.4. Walk, bike, and roll facilities in Rural areas which provide connections between and within communities, parks, and open space will emphasize an all ages and abilities accessibility. pg. 143

Suquamish Goal 7. Evaluate changes for Augusta and Suquamish Way to allow for safe and effective access to businesses. pg. 278

Suquamish Goal 9. Develop walkways, crosswalks and bicycle routes that enhance the walkability, safety, and economic development of Suquamish. pg. 279

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.

N/A

Local and Regional Policy Support

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 as a Limited Area of More Intensive Rural Development (LAMIRD) and has a Comprehensive Plan Sub-Area Plan (pgs.206 to 223).

A LAMIRD allows 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 a density and traditional development pattern that supports walking and biking. The project will support rural infill and redevelopment to support the Suquamish community.

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. 142.

Transportation Policy 4.4. Walk, bike, and roll facilities in Rural areas which provide connections

between and within communities, parks, and open space will emphasize an all ages and abilities accessibility. pg. 143.

Suquamish Goal 7. Evaluate changes for Augusta and Suquamish Way to allow for safe and effective access to businesses. pg. 278.

Suquamish Goal 9. Develop walkways, crosswalks and bicycle routes that enhance the walkability, safety, and economic development of Suquamish. pg. 279.

The project will support LAMIRD development and redevelopment by constructing non-motorized facilities along Suquamish's "main street" linking the community to the Tribal administrative and cultural center, commercial services, marina, parks, and school as well as support connections between communities.

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

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 project design will formally delineate the subarea design/functionality and operational characteristics desired for Suquamish community's "main street" from the rural corridor connecting SR305, Kingston, and Hansville. The project will provide pedestrian and bike facilities and narrow travel lanes to emphasis the transition of the corridor to the Suquamish community.

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 project is fully within unincorporated Kitsap County and within the Port Madison Reservation. The County has had a continuous coordination relationship with the Suquamish Tribe, Kingston Community Advisory Council, Kitsap Transit, and North Kitsap School District in subarea planning and project development.

Circulation, Mobility, and Accessibility

Describe the issue(s) 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 Suquamish LAMIRD and 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.

In 2026 the County will begin pre-design studies for non-motorized facilities on Suquamish Way from Division St to SR 305 and for the South portion of the Sound to Olympics Trail from Agate Pass Bridge to Poulsbo.

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

To the north the County will be starting a feasibility level study of Miller Bay Rd. for non-motorized facilities between Winfred St. and Gunderson Rd. to compliment the Counties feasibility analysis of Miller Bay Road north of Gunderson Rd. as part of the 2022 North – Sound to Olympics Trail Study.

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.

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.

The project will improve access to transit stops and improve local and regional vehicular safety and parking management within the business district.

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. The project will support activities, services, and employment within Suquamish and reduce the need for commuting to other destinations.

System Performance and Innovative Solutions

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 creates modal conflicts within the community due to its rural designs.

- 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.

Formally delineating the travel lanes, bike lanes, and sidewalks will result in improving regional traffic flow within the Suquamish community by reducing vehicles, freight, and transit modal conflicts. Conflicts related to informal parking within the right of way in the commercial area will be eliminated.

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 project is part of the County's community and corridor improvement plans to support connections within the Suquamish community and connections to other communities for all modes of transportation.

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.

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

The project connects and integrates into a nearly completed regional stormwater facility in the Suquamish business/administrative district.

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 planning study will address these disparities or gaps and provide an improvement.

The existing Suquamish/Augusta corridor road design does not support walking or biking for people of all ages and abilities. The project will address walking and biking accessibility and connectivity needs of identified populations, Suquamish Tribal members, Suquamish community, and north Kitsap.

- People with low income's (above regional average, 22%) improved access and mobility via walking, biking, and transit to opportunities within the Suquamish community and regionally via transit.
- People with Disabilities' (above regional average, 14%) improved access and mobility via walking, biking, and transit to opportunities within the Suquamish community and regionally via

transit.

- Youth (above regional average, 15%) improved access and mobility via walking, biking, and transit to opportunities within the Suquamish community and regionally via transit.
- Older Adults (Significantly above regional average, 23%) improved access and mobility via walking, biking, and transit to opportunities within the Suquamish community and regionally via transit.
- People of color (above regional average, 22%) improved access and mobility via walking, biking, and transit to opportunities within the Suquamish community and regionally via transit.

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, 2024).

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.

This project is a result of the continuous needs and opportunities exploration with the community.

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

The community outreach specifically identified the need to improve “Suquamish’s main street” to support non-motorized movement within the community, connections, to transit, and support regional travel within the corridor.

The project design elements addresses each of the needs by providing sidewalks, bike lanes, parking management, and transit access.

Safety

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

The existing Suquamish/Augusta corridor road design has systemic safety issues and 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;
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- 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

Since 2000 the project area has experienced injury and property damage crashes, with a concentration in the southern, commercial district. In 2021 there was a pedestrian fatality just outside of the southern project limits.

The project will provide sidewalks for pedestrians and bike lanes for bikes within the project limits. The sidewalks, bike lanes, and curbs will better define the vehicle travel lanes and reduce parking/travel lane conflicts within the business district.

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

The project will provide sidewalks for pedestrians and bike lanes for bikes within the project limits. The sidewalks, bike lanes, and curbs will better define the vehicle travel lanes and reduce parking/travel lane conflicts within the business district. The road travel lanes are being reduced from 12' to 11'.

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

The sidewalks, bike lanes, and curbs provide independent mode facilities to support non-motorized use and protect vulnerable users. The formalized cross section will help calm traffic to maintain the posted 25 and 20 mph speed limits. The design will significantly reduce the modal conflicts within the business district by eliminating informal parking within the ROW.

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, 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. The proposed sidewalks and bike lanes meet the systemic safety need identified in the Plan.

The route is a Non-Motorized Route, transit route, and regional connection corridor. The sidewalks

and bike lanes will increase bike safety by providing a dedicated travel lane exclusively for bikes.

Project Readiness - PE/Design

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

No

Is preliminary engineering/design for the project complete?

No

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

May 2029

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

60% complete

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.

NEPA is complete

Project Readiness - Environmental Documentation

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

Documented Categorical Exclusion (DCE)

Has the NEPA documentation been approved?

Yes

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

June 2024

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

N/A

If yes, is a formal consultation expected?

N/A

Project Readiness - Right of Way

Does the project require right-of-way?

Yes

What is the actual or estimated start date for right of way?

June 2026

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

If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

May 2026

Has right of way certification been completed?

N/A

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

Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

March 2029

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

Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.

Strip acquisition and TCE. The ROW and construction schedules are based on accommodating a long review time by the Bureau of Indian Affairs (BIA) for Tribal Trust Lands. The project construction schedule can be moved forward based on earlier approval by BIA.

Project Readiness - Construction

Are funds being requested for construction?

No

Do you have an engineer's estimate?

N/A

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

N/A

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

N/A

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

N/A

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

N/A N/A

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

N/A N/A

Project Readiness - 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.

Project schedules that do not reflect these minimum timelines will be reviewed by PSRC on a case-by-case basis, in consultation with WSDOT Local Programs, to make a determination of project eligibility.

NA

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.

Phase	Year	Amount Requested (i.e - for \$1,000.00, enter "1000")
Right-of-Way	2027	\$692000

Total PSRC Funding Request:

\$692000

Has the project received PSRC funds previously?

Yes

Please provide the project's PSRC TIP ID.

KTCP-84

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	Secured	\$450000
Local	Secured	\$70000
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost

\$520000

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

May 2029

Right-of-Way Phase

Funding Source	Funding Status	Funding Amount
STP	Reasonably Expected	\$692000
Local	Secured	\$108000
		\$
		\$
		\$

Total Right-of-Way Phase Cost:

\$800000

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

May 2029

Construction Phase

Funding Source	Funding Status	Funding Amount
Grant	Unsecured	\$4070624
Local	Secured	\$635300
		\$
		\$

		\$
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Total Construction Phase Cost

\$4705924

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

January 2030

Other Phase

Funding Source	Funding Status	Funding Amount
N/A	N/A	\$N/A
		\$
		\$
		\$
		\$

Total Other Phase Cost

\$0

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

N/A

Project Summary

Total Estimated Project Cost:

\$6025924

Estimated Project Completion Date (month and year):

January 2030

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-150-475-21563346_bkTJ4Jtt_2026-2031_TIP_Resolution_212-2025.pdf

f-150-480-21563346_7krGW33Q_North_Impact_Fees_V4.pdf

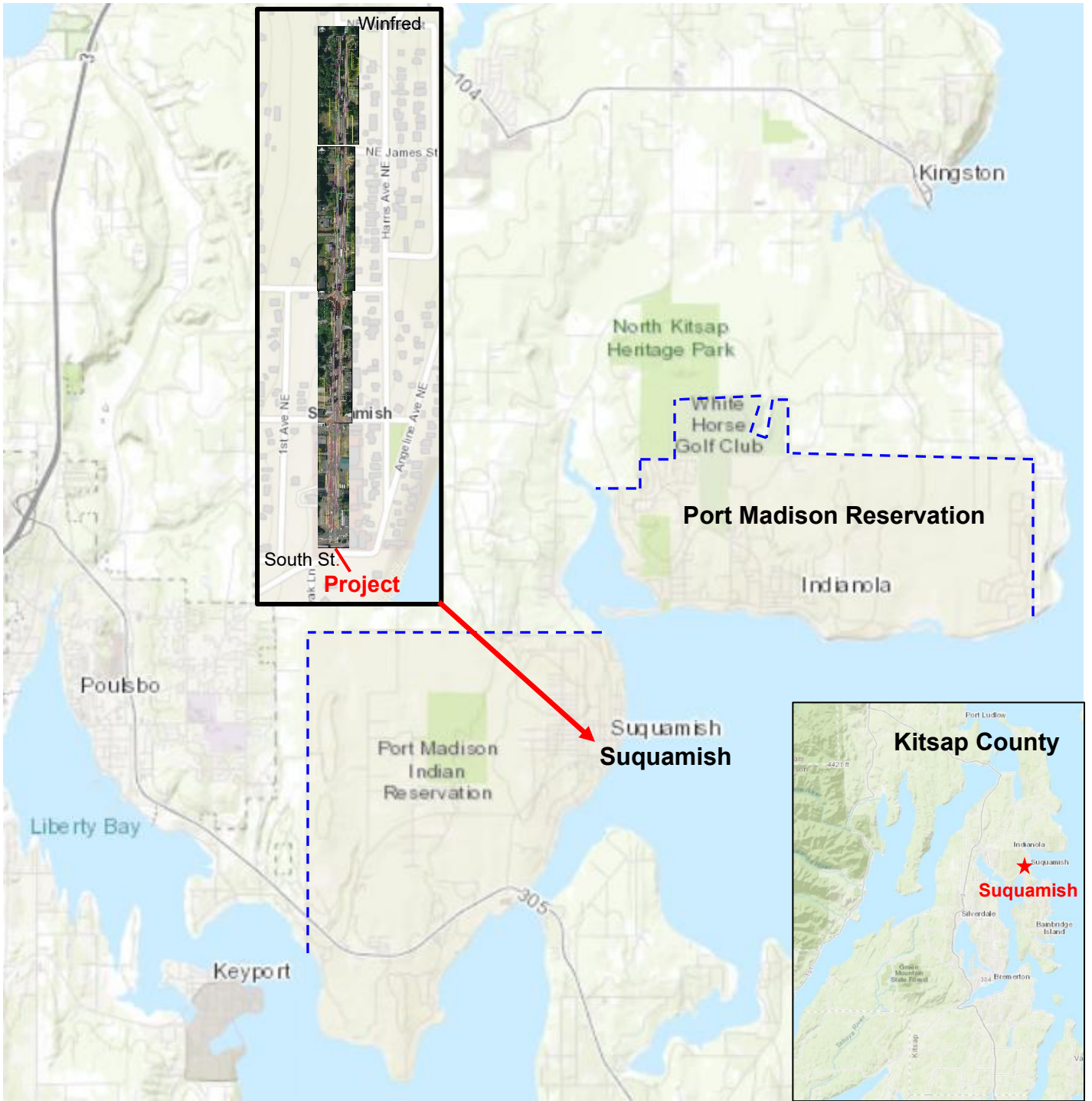
f-150-481-21563346_vw4YYLFp_RTC_BOCC_Letter_26.pdf

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.

Secured funding is identified in TIP/Impact Fee documentation and secured grant.
Reasonably Expected is this grant application.

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

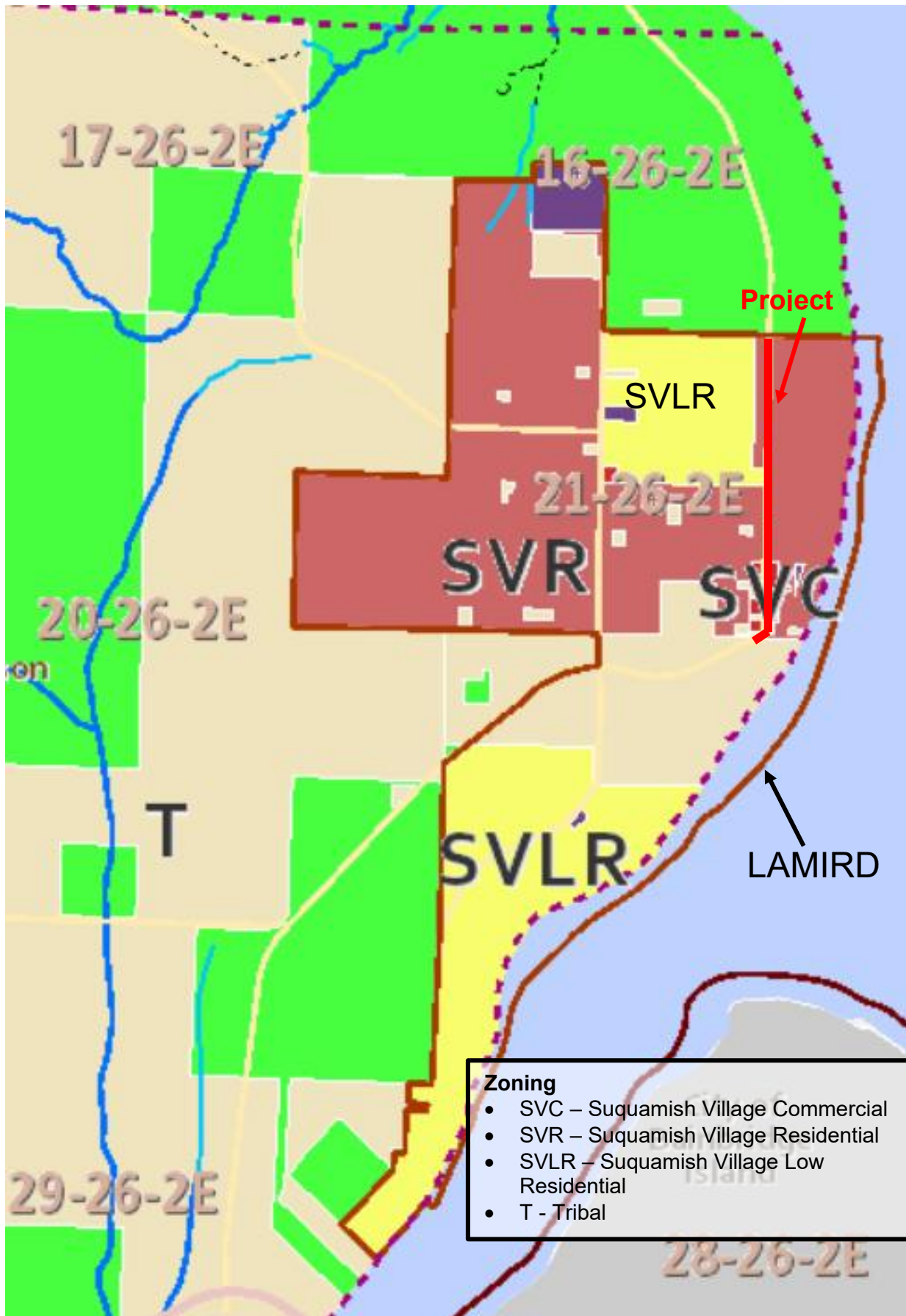
Suquamish/Augusta – South St. to Winfred Vicinity Map



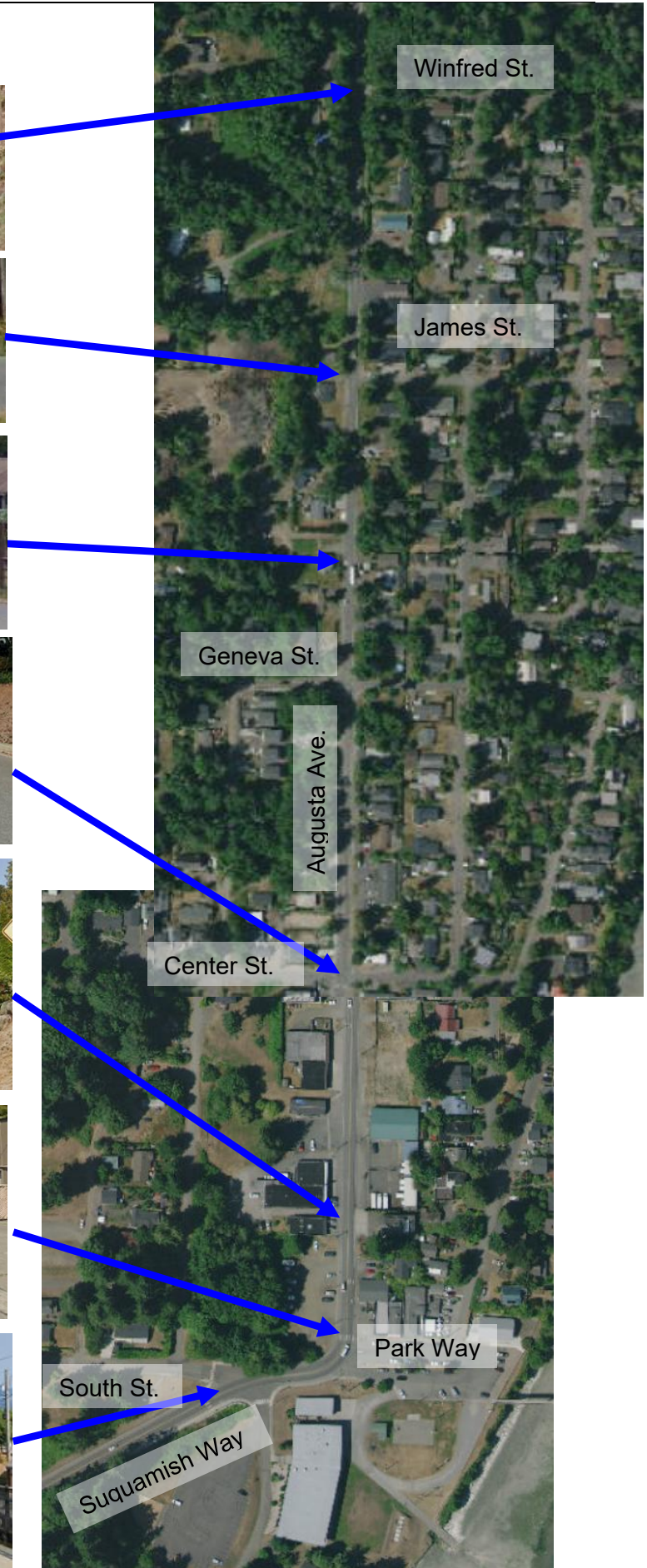
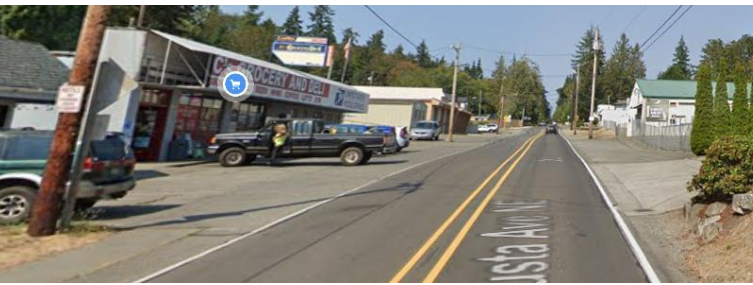
Suquamish/Augusta – South St. to Winfred Vicinity Map



Suquamish/Augusta – South St. to Winfred Zoning



Suquamish/Augusta – South St. to Winfred Existing

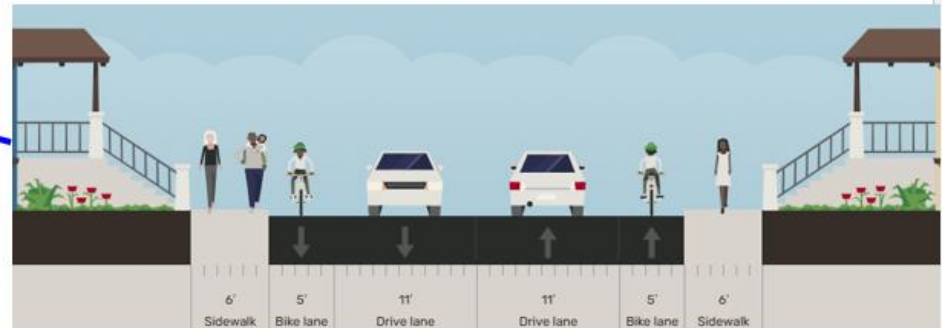




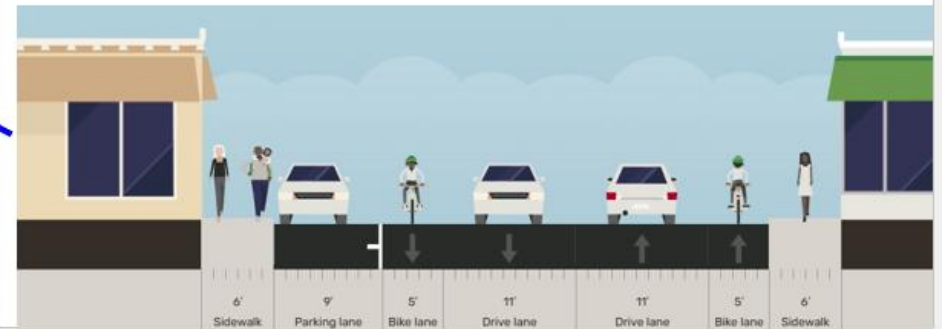
Suquamish

The Solution...

Corridor



Business Area

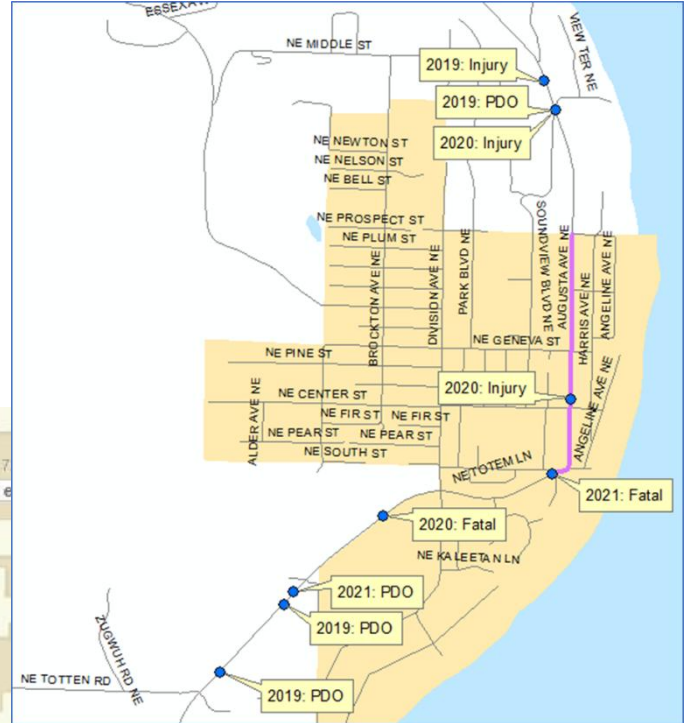


Suquamish/Augusta – South St. to Winfred Crash Data

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
1:40	1:44	1:56	2:08	2:15	2:30
3:20	3:24	3:36	3:49	3:55	4:10
5:05	5:09	5:21	5:35	5:40	5:55

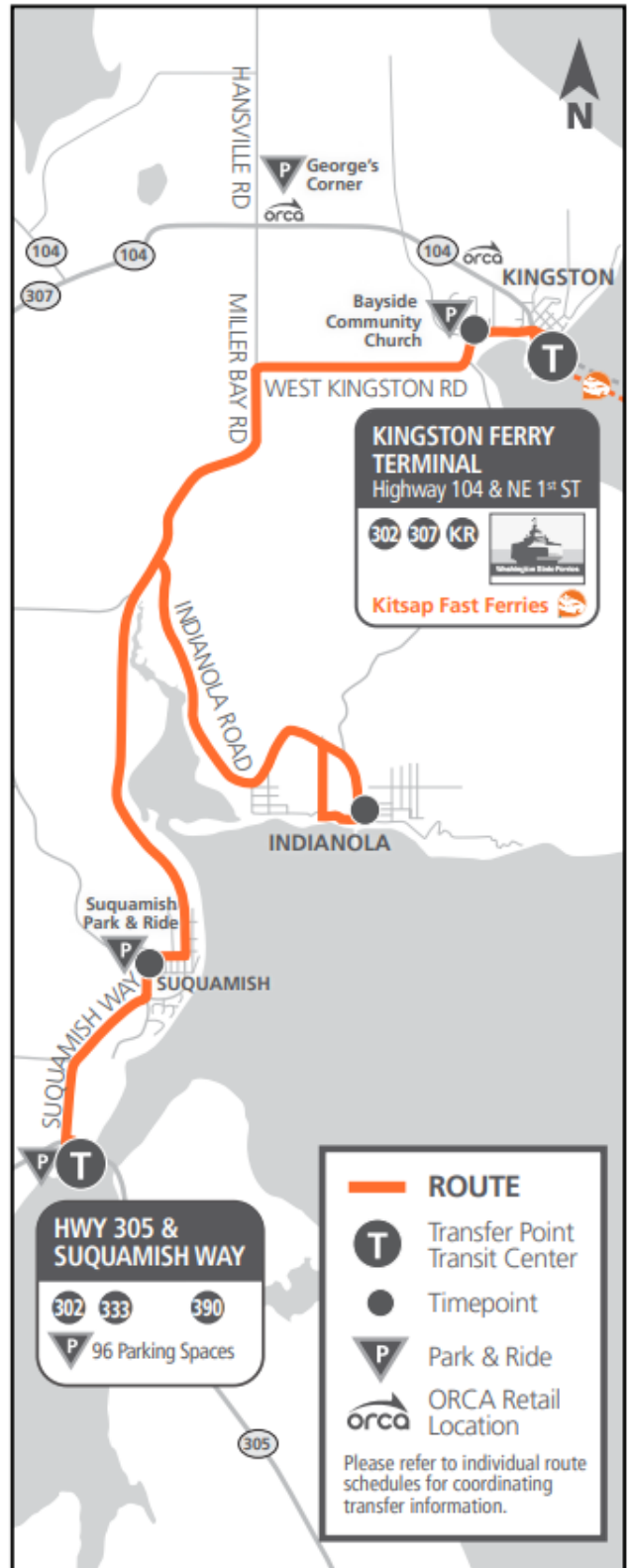
Bold PM time

MONDAY – FRIDAY

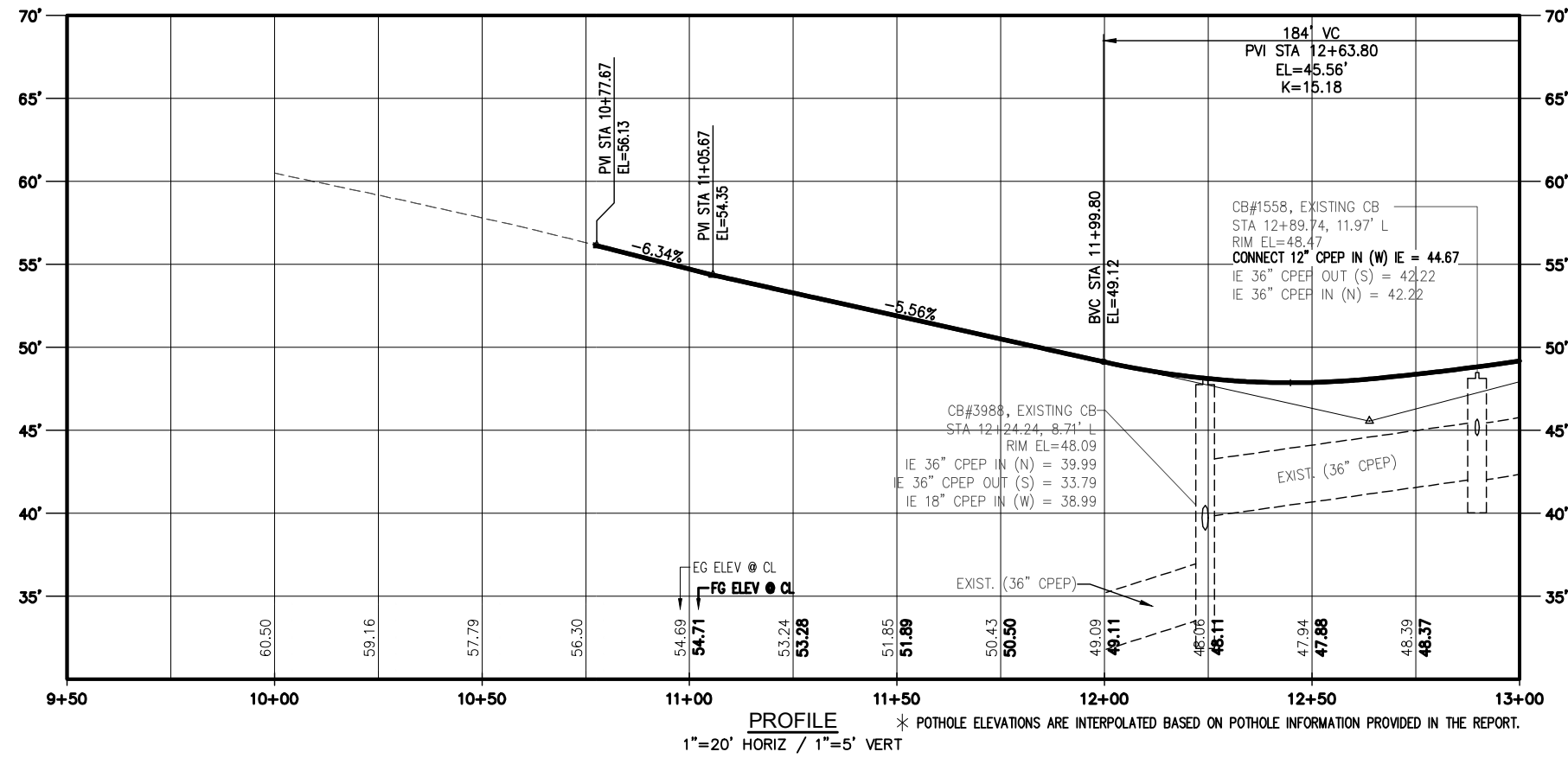
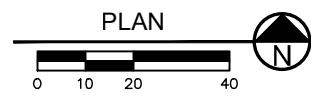
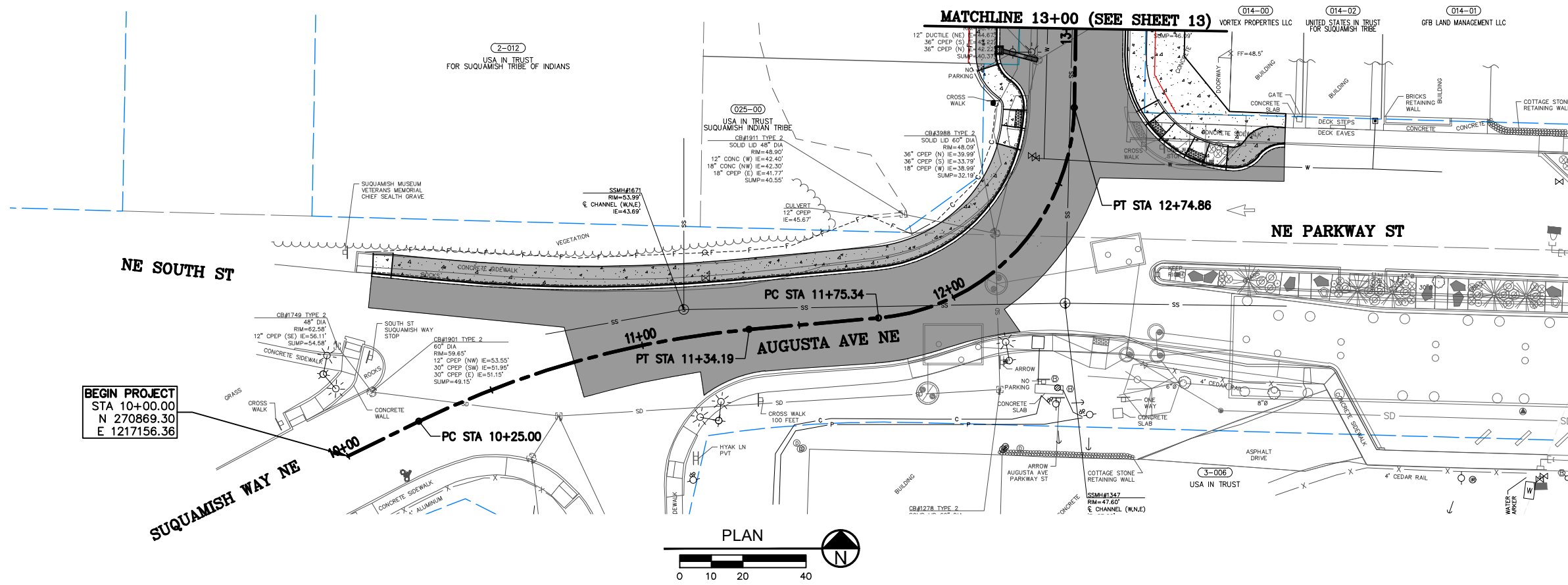
KINGSTON TO SUQUAMISH (SOUTHBOUND)

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	12:08	12:14
3:59	4:07	4:10	4:22	4:34	4:42
5:39	5:47	5:50	6:02	6:14	6:22
7:24	7:32	7:35	7:49	8:00	8:05

Bold PM time



X:\Roads\Engineering\Projects\1639_Suquamish\Augusta\Design\Drawings\1639_PP.dwg CDANOB GREEN 2:21 PM 3/24/2026



LEGEND:
 --- EXISTING RIGHT-OF-WAY
 --- PROPOSED RIGHT-OF-WAY

REVISIONS			
No.	BY	DATE	DESCRIPTION

60% DESIGN
 SURVEYED: KCPW
 DESIGNED: CJG
 CHECKED: TCS
 CRP No. 1639

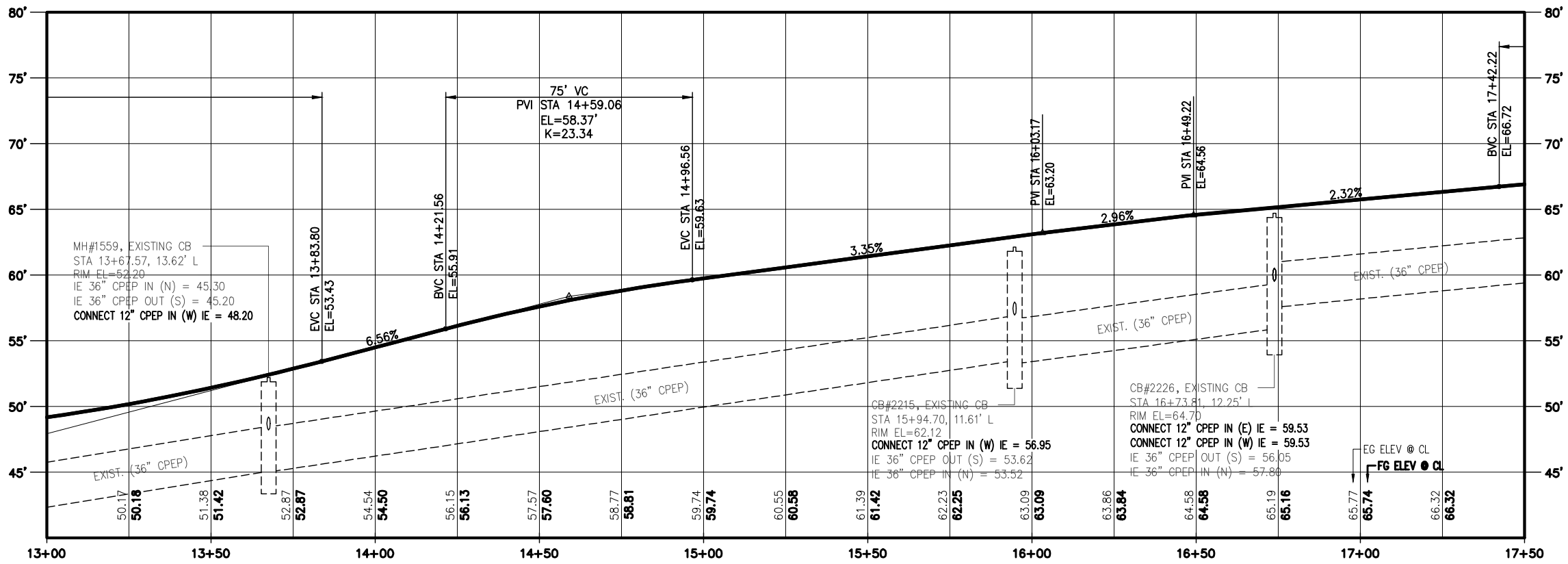
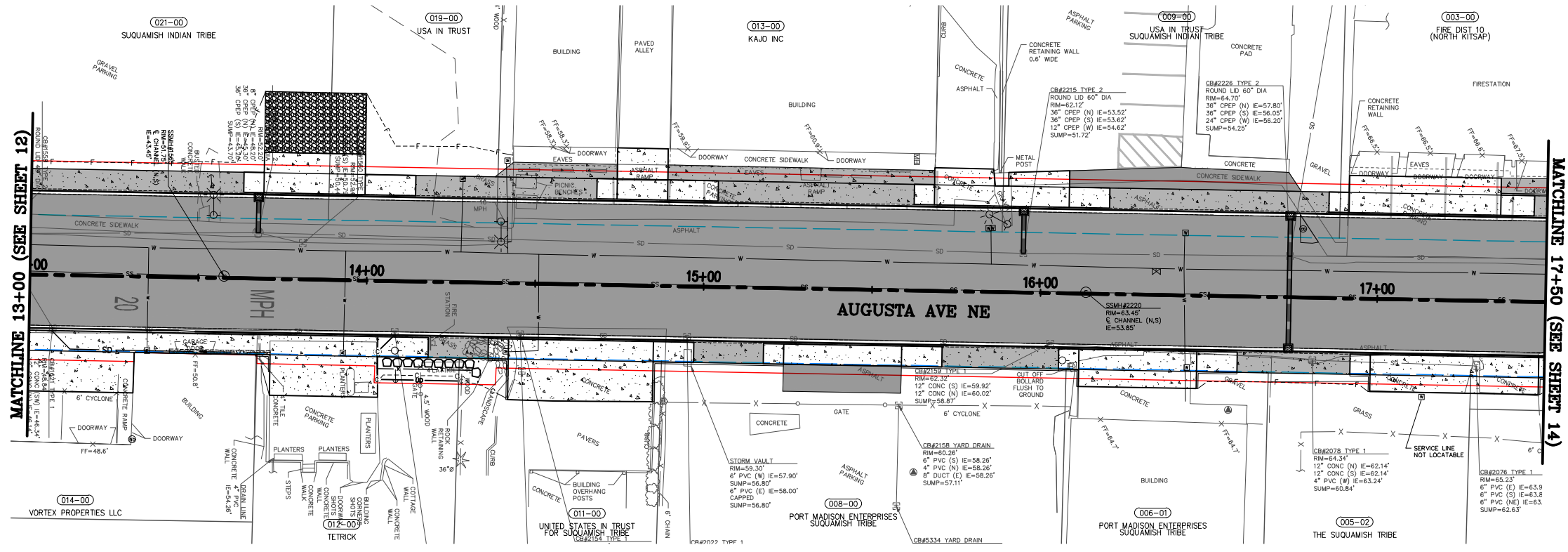
KITSAP COUNTY
 DEPT. OF PUBLIC WORKS
 614 DIVISION STREET MS-26
 PORT ORCHARD, WA 98366
 TEL:(360) 337-6777 FAX:(360) 337-4867

**SUQUAMISH/AUGUSTA - SOUTH ST. TO WINFRED
 NON-MOTORIZED IMPROVEMENTS**

PLAN & PROFILE

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

DATE: 2/19/26
 SHEET: 12 OF 66



LEGEND:
 --- EXISTING RIGHT-OF-WAY
 --- PROPOSED RIGHT-OF-WAY

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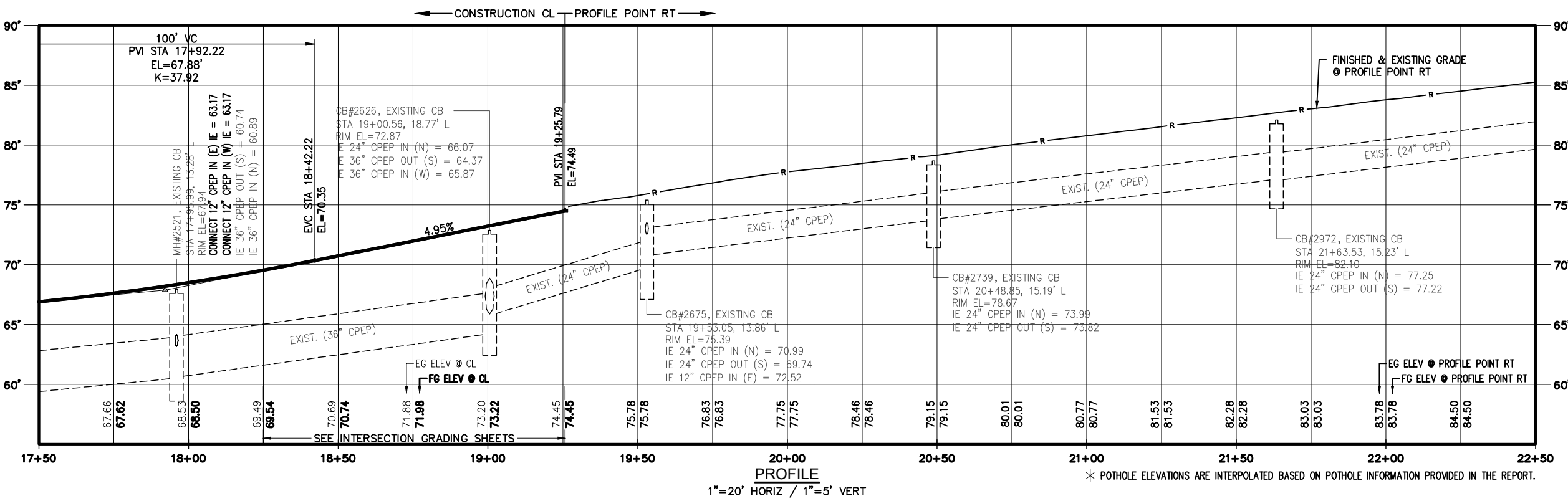
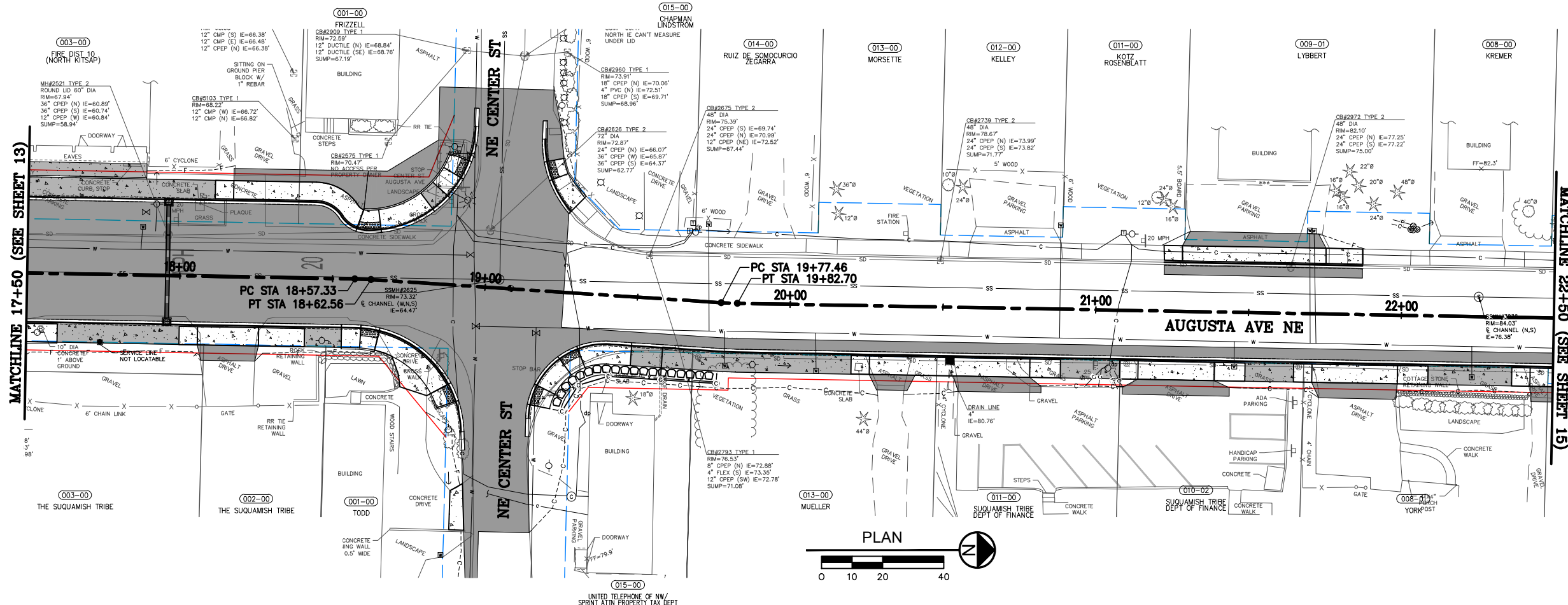
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DESIGNED: CJG
CHECKED: TCS
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PLAN & PROFILE
 KITSAP COUNTY, WASHINGTON
 SECTION 21, TOWNSHIP 26N, RANGE 2E, W.M.

DATE	2/19/26
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REVISIONS			
No.	BY	DATE	DESCRIPTION

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SURVEYED: KCPW
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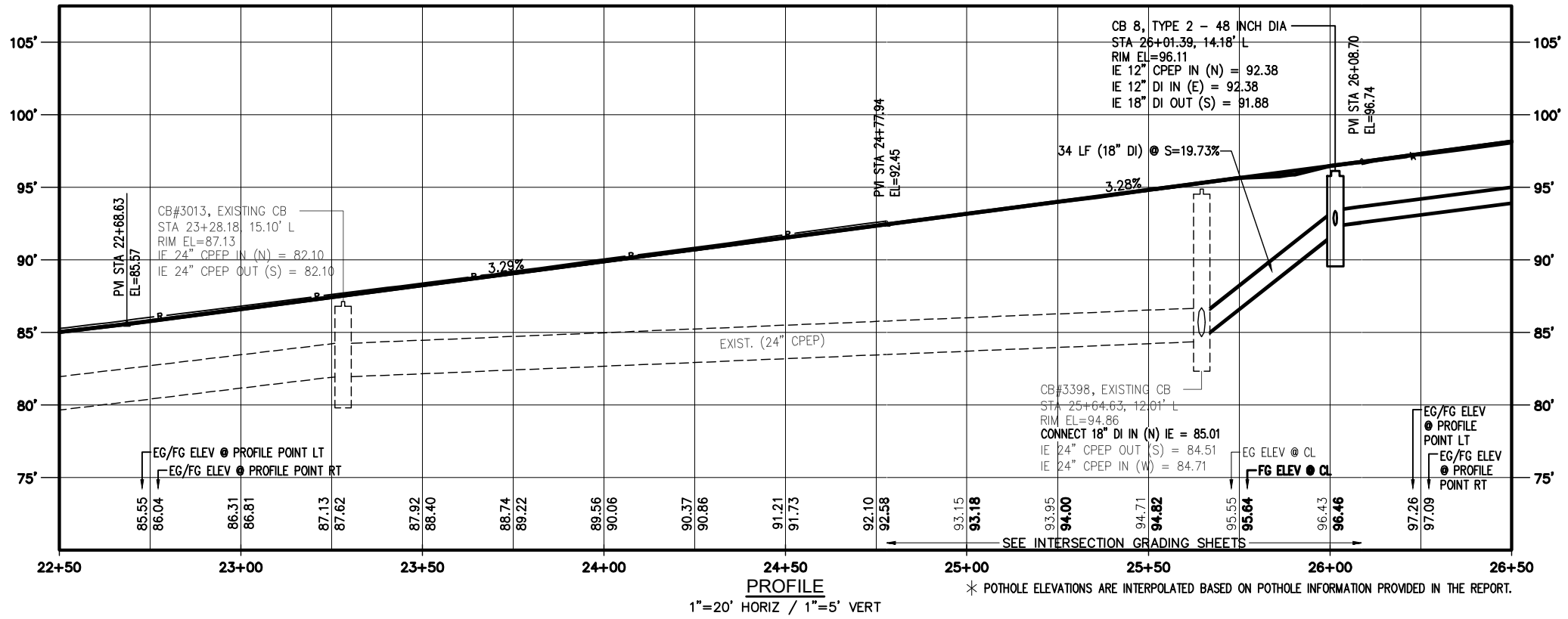
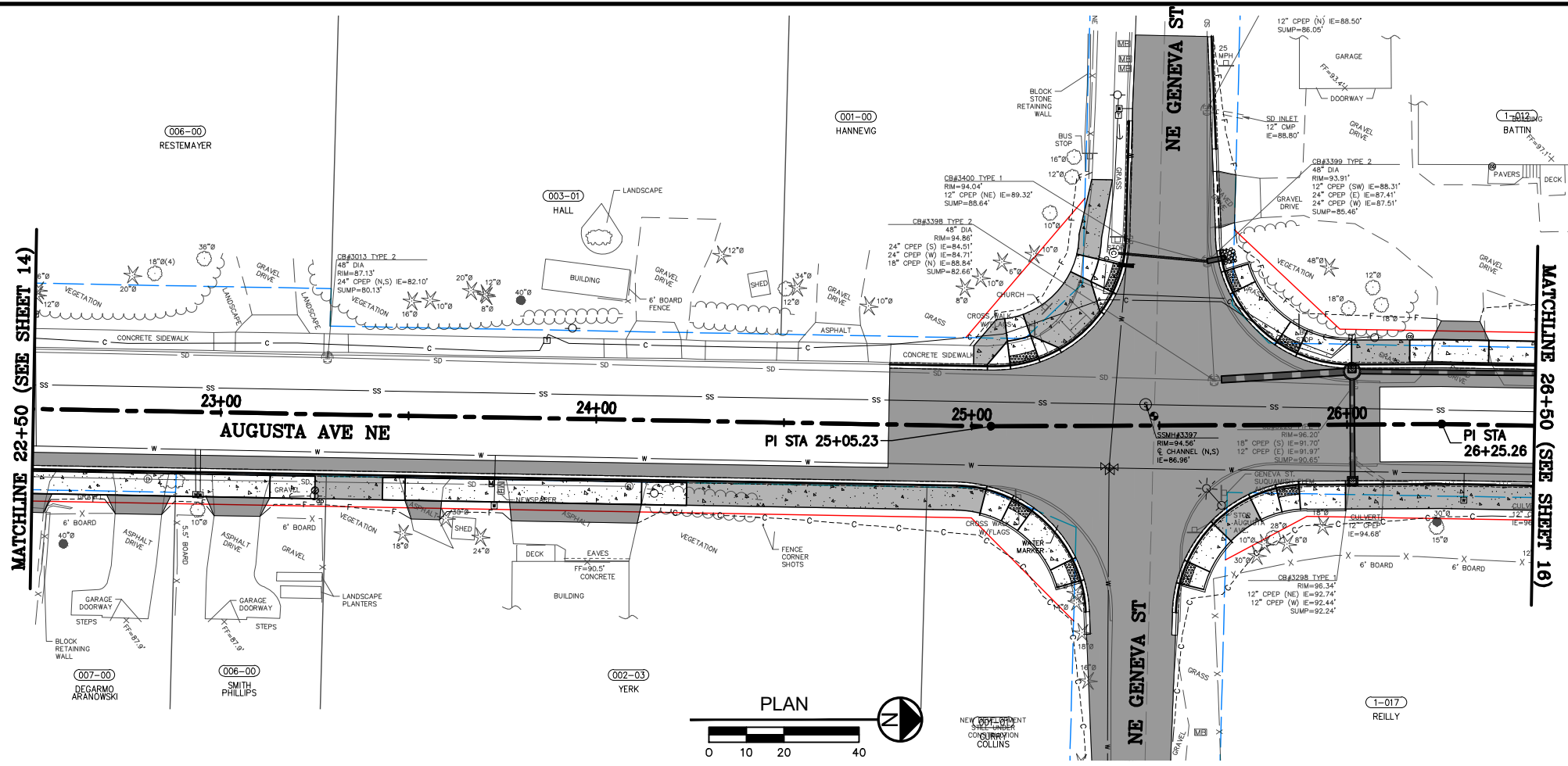
**SUQUAMISH/AUGUSTA - SOUTH ST. TO WINFRED
NON-MOTORIZED IMPROVEMENTS**

PLAN & PROFILE

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

DATE 2/19/26
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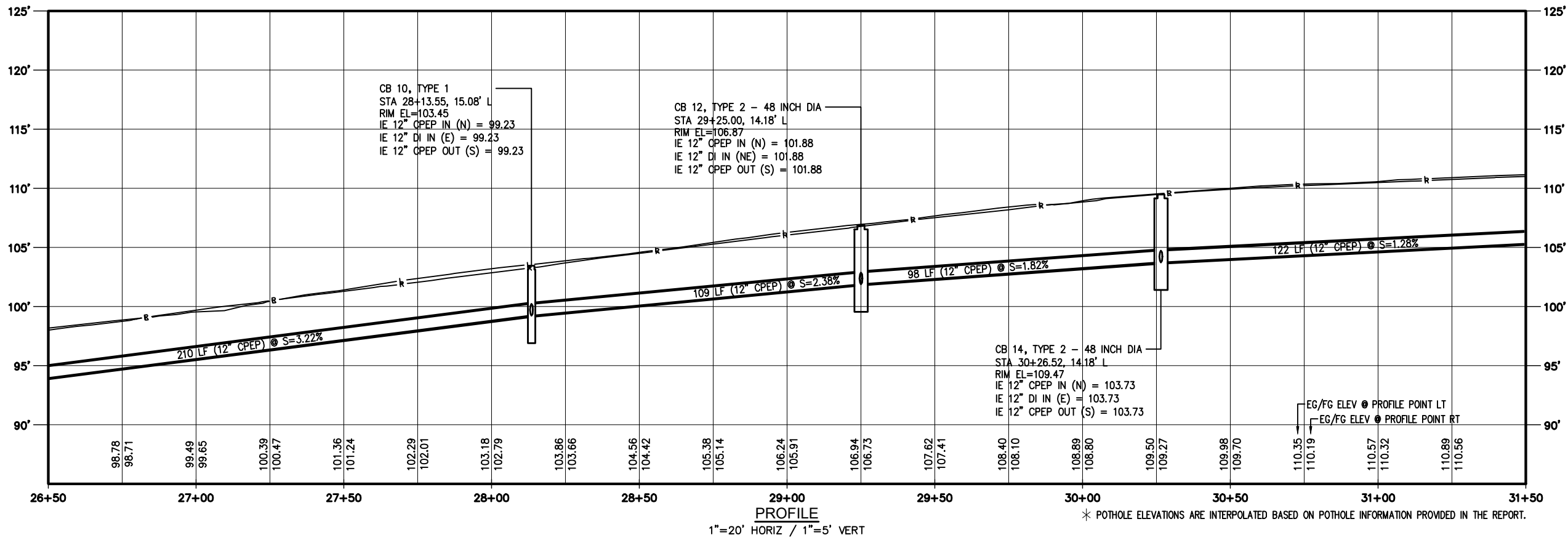
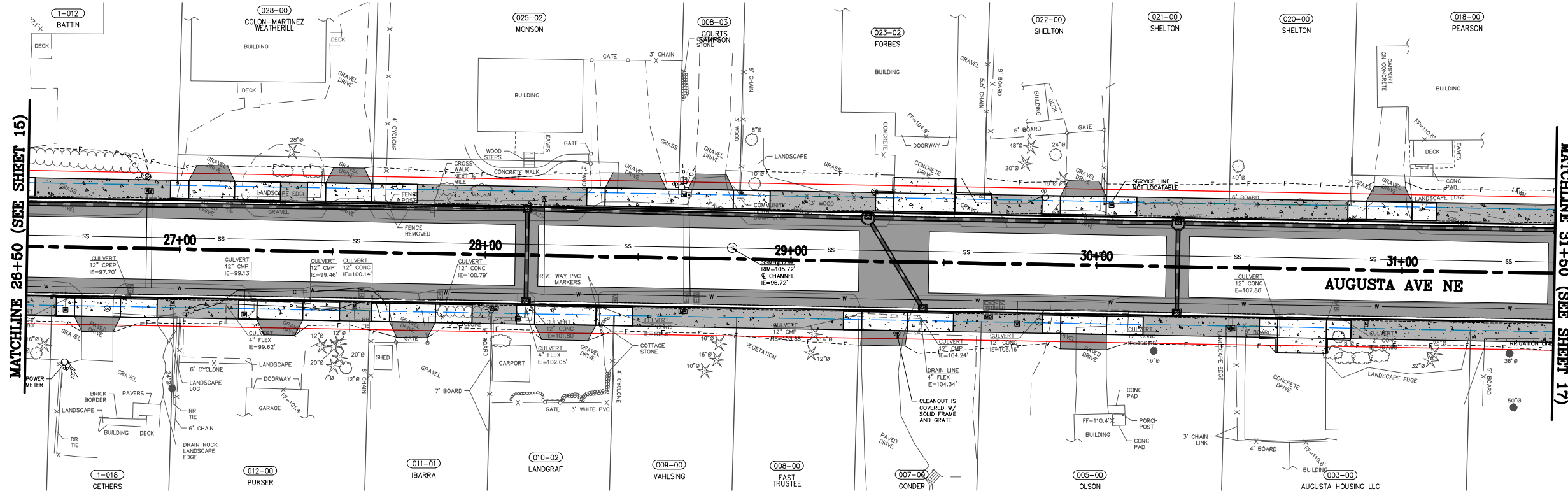
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SUQUAMISH/AUGUSTA - SOUTH ST. TO WINFRED
NON-MOTORIZED IMPROVEMENTS
PLAN & PROFILE

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

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LEGEND:
 --- EXISTING RIGHT-OF-WAY
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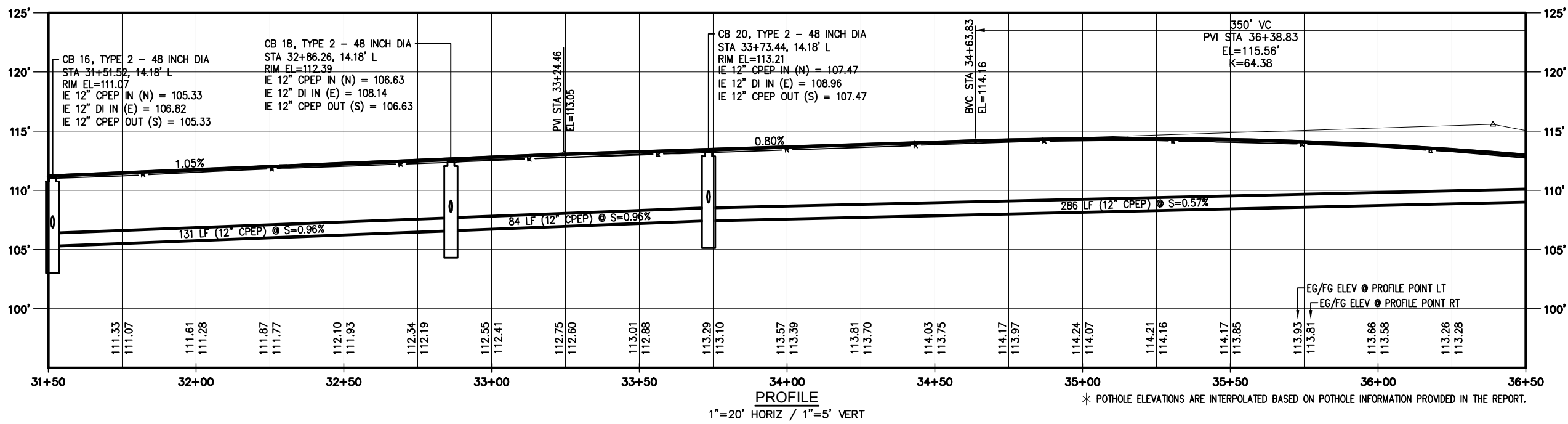
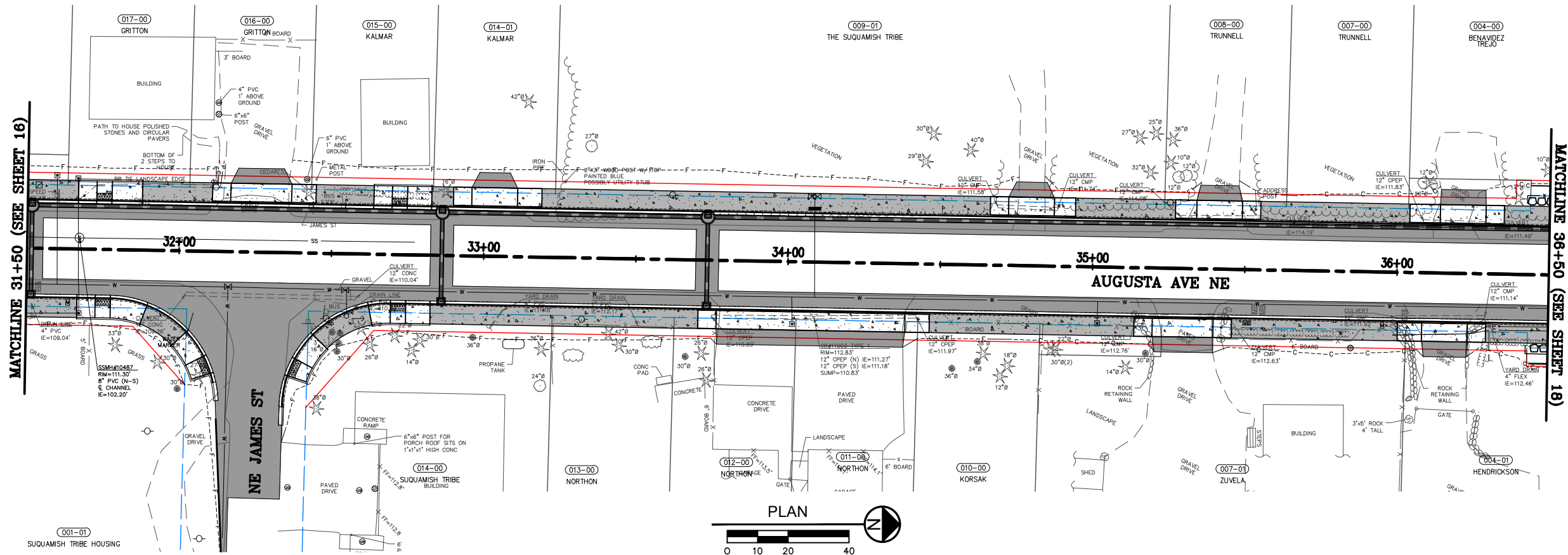
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SUQUAMISH/AUGUSTA - SOUTH ST. TO WINFRED
NON-MOTORIZED IMPROVEMENTS
PLAN & PROFILE
 KITSAP COUNTY, WASHINGTON
 SECTION 21, TOWNSHIP 26N, RANGE 2E, W.M.

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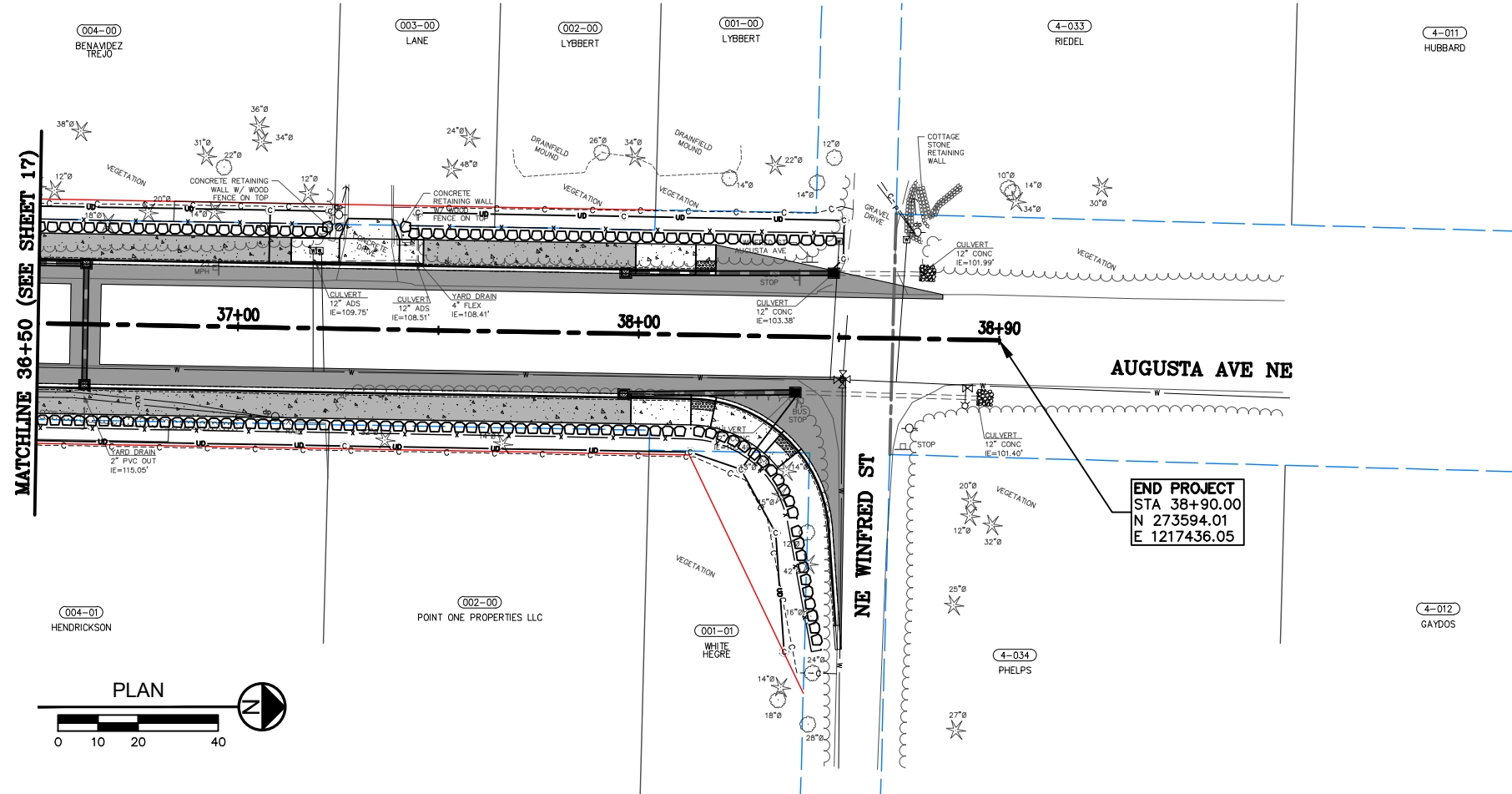
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SUQUAMISH/AUGUSTA - SOUTH ST. TO WINFRED
NON-MOTORIZED IMPROVEMENTS

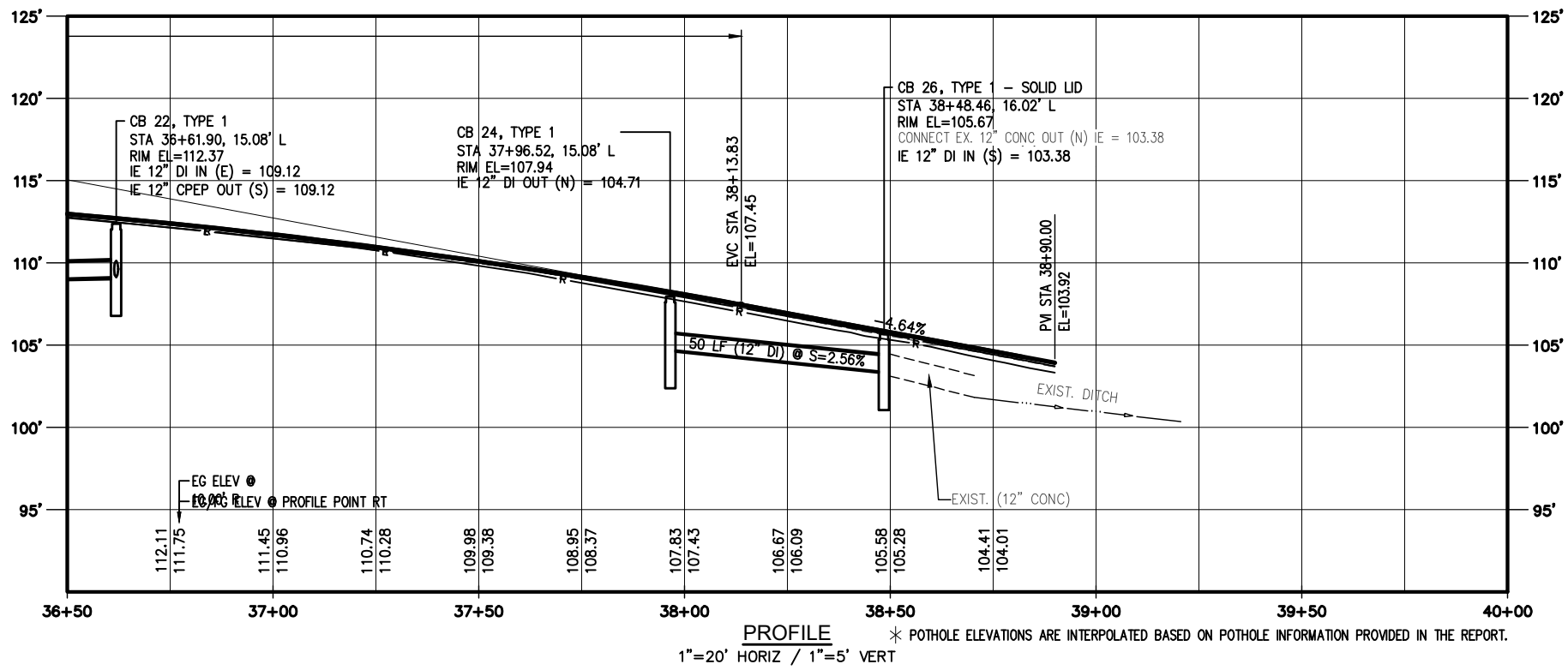
PLAN & PROFILE

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

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OF	66



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LEGEND:
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 SECTION 21, TOWNSHIP 26N, RANGE 2E, W.M.

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PROJECT NAME: Suquamish/Augusta - South St. to Winfred
PROJECT DESCRIPTION: Non-Motorized Improvements
CRP NO: 1639



NO.	COST CODE	ITEM	QTY	UNIT	UNIT COST	AMOUNT	Std Itm or Spec Prov?
1	01-04-7728	MINOR CHANGE	36000	CALC	\$ 1.00	\$ 36,000.00	STANDARD ITEM
2	01-07-0010KC	PROTECTION & SUPPORT OF EXISTING UTILITIES	1	L.S.	\$ 10,000.00	\$ 10,000.00	KC SPECIAL PROV.
3	01-07-7725	REIMBURSEMENT FOR THIRD PARTY DAMAGE	5	EST.	\$ 1.00	\$ 5.00	STANDARD ITEM
4	01-07-7736	SPCC PLAN	1	L.S.	\$ 1,000.00	\$ 1,000.00	STANDARD ITEM
5	01-08-7003	TYPE B PROGRESS SCHEDULE	1	L.S.	\$ 1,500.00	\$ 1,500.00	GSP ITEM
6	01-10-6980	FLAGGERS (MINIMUM \$50 PER HR)	4800	HR	\$ 75.00	\$ 360,000.00	STANDARD ITEM
7	02-01-0001	MOBILIZATION	1	L.S.	\$ 300,000.00	\$ 300,000.00	STANDARD ITEM
8	02-04-6973	OTHER TEMPORARY TRAFFIC CONTROL DEVICES	1	L.S.	\$ 17,000.00	\$ 17,000.00	STANDARD ITEM
9	02-04-6974	TRAFFIC CONTROL SUPERVISOR	1	L.S.	\$ 80,000.00	\$ 80,000.00	STD. ITEM, GSP REQUIRED
10	02-04-6982	CONSTRUCTION SIGNS CLASS A	90	S.F.	\$ 45.00	\$ 4,050.00	STANDARD ITEM
11	02-04-6993	PORTABLE CHANGEABLE MESSAGE SIGN	10080	HR	\$ 5.00	\$ 50,400.00	STANDARD ITEM
12	02-04-7572	WORK ZONE SAFETY CONTINGENCY	25000	EST.	\$ 1.00	\$ 25,000.00	GSP ITEM
13	03-01-0025	CLEARING AND GRUBBING (ACRE)	1.2	ACRE	\$ 90,000.00	\$ 108,000.00	STANDARD ITEM
14	03-02-0050KC	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	L.S.	\$ 100,000.00	\$ 100,000.00	STD. ITEM, GSP REQUIRED
15	03-02-0079KC	SAW CUT ASPHALT CONCRETE PAVEMENT	4450	L.F.	\$ 5.00	\$ 22,250.00	KC SPECIAL PROV.
16	03-02-0090KC	REMOVING CEMENT CONC. PAVEMENT	1147	S.Y.	\$ 30.00	\$ 34,410.00	GSP ITEM
17	03-02-0100KC	REMOVING CEMENT CONC. SIDEWALK	439	S.Y.	\$ 50.00	\$ 21,950.00	REQUIRES SPECIAL PROV.
18	03-02-0108KC	REMOVING CEMENT CONC. CURB AND GUTTER	1230	L.F.	\$ 55.00	\$ 67,650.00	REQUIRES SPECIAL PROV.
19	03-02-0110	REMOVING CEMENT CONC. CURB	65	L.F.	\$ 65.00	\$ 4,225.00	GSP ITEM
20	03-02-0120KC	REMOVING ASPHALT CONC. PAVEMENT	3991	S.Y.	\$ 15.00	\$ 59,865.00	KC SPECIAL PROV.
21	03-03-0310	ROADWAY EXCAVATION INCL. HAUL	5710	C.Y.	\$ 40.00	\$ 228,400.00	STANDARD ITEM
22	03-03-0350	UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL	100	C.Y.	\$ 40.00	\$ 4,000.00	STANDARD ITEM
23	03-03-0411KC	SPECIAL BORROW INCL. HAUL (TON)	1990	TON	\$ 35.00	\$ 69,650.00	KC SPECIAL PROV.
24	03-03-0470	EMBANKMENT COMPACTION	870	C.Y.	\$ 6.00	\$ 5,220.00	STANDARD ITEM
25	03-06-7018	WATER	120	MGAL	\$ 100.00	\$ 12,000.00	STANDARD ITEM
26	03-07-7008KC	SHORING OR EXTRA EXCAVATION CLASS B (L.S.)	1	L.S.	\$ 5,000.00	\$ 5,000.00	KC SPECIAL PROV.
27	03-08-7490	TRIMMING AND CLEANUP	1	L.S.	\$ 10,000.00	\$ 10,000.00	STANDARD ITEM
28	04-05-5100	CRUSHED SURFACING BASE COURSE (TON)	4200	TON	\$ 40.00	\$ 168,000.00	STANDARD ITEM
29	04-05-5120	CRUSHED SURFACING TOP COURSE (TON)	760	TON	\$ 70.00	\$ 53,200.00	STANDARD ITEM
30	05-04-5711	PLANING BITUMINOUS PAVEMENT	2168	S.Y.	\$ 10.00	\$ 21,680.00	STANDARD ITEM
31	05-04-5767KC	HMA CL. 1/2 IN. PG 58H-22	2370	TON	\$ 150.00	\$ 355,500.00	STD. ITEM, GSP REQUIRED
32	05-04-5837KC	ASPHALT COST PRICE ADJUSTMENT	2000	CALC	\$ 1.00	\$ 2,000.00	GSP ITEM
33	05-04-5878KC	HMA ROAD APPROACH	450	S.Y.	\$ 200.00	\$ 90,000.00	KC SPECIAL PROV.
34	07-01-1170	DRAIN PIPE 6 IN. DIAM.	27	L.F.	\$ 799.00	\$ 21,573.00	KC SPECIAL PROV.
35	07-01-SP	ROADWAY UNDERDRAIN PIPE 6 IN. DIAM.	24	L.F.	\$ 799.00	\$ 19,176.00	KC SPECIAL PROV.
36	07-01-SP	CONNECT EXISTING YARD DRAIN	10	EACH	\$ 1,000.00	\$ 10,000.00	KC SPECIAL PROV.
37	07-04-3151	TESTING STORM SEWER PIPE	1515	L.F.	\$ 5.00	\$ 7,575.00	STANDARD ITEM
38	07-04-3251KC	DUCTILE IRON STORM SEWER PIPE 12 IN. DIAM.	343	L.F.	\$ 150.00	\$ 51,450.00	KC SPECIAL PROV.
39	07-04-3253KC	DUCTILE IRON STORM SEWER PIPE 18 IN. DIAM.	34	L.F.	\$ 200.00	\$ 6,800.00	KC SPECIAL PROV.
40	07-04-3602	CORRUGATED POLYETHYLENE STORM SEWER PIPE 12 IN. DIAM.	1138	L.F.	\$ 65.00	\$ 73,970.00	STANDARD ITEM
41	07-05-1046KC	CONCRETE INLET	8	EACH	\$ 2,500.00	\$ 20,000.00	KC SPECIAL PROV.
42	07-05-3080KC	ADJUST MANHOLE	5	EACH	\$ 1,500.00	\$ 7,500.00	KC SPECIAL PROV.
43	07-05-3091KC	CATCH BASIN TYPE 1	14	EACH	\$ 2,500.00	\$ 35,000.00	KC SPECIAL PROV.
44	07-05-3100KC	ADJUST CATCH BASIN	19	EACH	\$ 1,000.00	\$ 19,000.00	KC SPECIAL PROV.
45	07-05-3105KC	CATCH BASIN TYPE 2 48 IN. DIAM.	6	EACH	\$ 5,000.00	\$ 30,000.00	KC SPECIAL PROV.

PROJECT NAME: Suquamish/Augusta - South St. to Winfred
PROJECT DESCRIPTION: Non-Motorized Improvements
CRP NO: 1639



NO.	COST CODE	ITEM	QTY	UNIT	UNIT COST	AMOUNT	Std Itm or Spec Prov?
46	07-05-9605	CONNECTION TO DRAINAGE STRUCTURE	13	EACH	\$ 1,000.00	\$ 13,000.00	STANDARD ITEM
47	07-05-9606KC	CONNECT CATCH BASIN TO EXISTING PIPE	4	EACH	\$ 1,000.00	\$ 4,000.00	KC SPECIAL PROV.
48	07-05-SP	PLUGGING EXISTING CATCH BASIN	1	EACH	\$ 1,000.00	\$ 1,000.00	PROJECT SPECIFIC SPECIAL PROVISION
49	07-08-7715KC	FORCE ACCOUNT POT-HOLE UTILITY CROSSING	5000	EST.	\$ 1.00	\$ 5,000.00	KC SPECIAL PROV.
50	07-08-SP	TRENCH DAM	2	EACH	\$ 1,000.00	\$ 2,000.00	PROJECT SPECIFIC SPECIAL PROVISION
51	07-10-SP	TRENCH DRAIN SYSTEM	30	L.F.	\$ 150.00	\$ 4,500.00	PROJECT SPECIFIC SPECIAL PROVISION
52	07-12-6243KC	ADJUST VALVE BOX	20	EACH	\$ 800.00	\$ 16,000.00	KC SPECIAL PROV.
53	07-17-SP	ADJUST SEWER CLEANOUT	4	EACH	\$ 1,000.00	\$ 4,000.00	PROJECT SPECIFIC SPECIAL PROVISION
54	07-17-SP	ADJUST STORM CLEANOUT	4	EACH	\$ 1,000.00	\$ 4,000.00	PROJECT SPECIFIC SPECIAL PROVISION
55	08-01-6489KC	NPDES CONSTRUCTION STORMWATER GENERAL PERMIT	1	L.S.	\$ 5,000.00	\$ 5,000.00	KC SPECIAL PROV.
56	08-01-6490	EROSION/WATER POLLUTION CONTROL	1	EST.	\$ 50,000.00	\$ 50,000.00	STANDARD ITEM
57	08-02-6391KC	TOPSOIL TYPE A (S.Y.)	449	S.Y.	\$ 30.00	\$ 13,470.00	STD. ITEM, GSP REQUIRED
58	08-02-6414KC	SEEDING, FERTILIZING, AND MULCHING	0.4	ACRE	\$ 5,000.00	\$ 2,000.00	KC SPECIAL PROV.
59	08-02-6529	SOIL AMENDMENT (ACRE)	0.3	ACRE	\$ 25,000.00	\$ 7,500.00	STANDARD ITEM
60	08-04-6700	CEMENT CONC. TRAFFIC CURB AND GUTTER	4947	L.F.	\$ 20.00	\$ 98,940.00	STANDARD ITEM
61	08-04-6707	CEMENT CONC. PEDESTRIAN CURB	669	L.F.	\$ 40.00	\$ 26,760.00	STANDARD ITEM
62	08-04-6710KC	CEMENT CONC. CURB TRANSITION	11	EACH	\$ 20.00	\$ 220.00	KC SPECIAL PROV.
63	08-04-SP	CEMENT CONC. ROLLED CURB	71	L.F.	\$ 40.00	\$ 2,840.00	PROJECT SPECIFIC SPECIAL PROVISION
64	08-04-SP	CEMENT CONC. ROLLED CURB TRANSITION	2	EACH	\$ 250.00	\$ 500.00	PROJECT SPECIFIC SPECIAL PROVISION
65	08-06-7059-1	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 1	1904	S.Y.	\$ 100.00	\$ 190,400.00	STANDARD ITEM
66	08-12-7089KC	COATED CHAIN LINK FENCE TYPE 6 WITH TOP RAIL	529	L.F.	\$ 40.00	\$ 21,160.00	KC SPECIAL PROV.
67	08-13-7045KC	MONUMENT CASE AND COVER	2	EACH	\$ 500.00	\$ 1,000.00	KC SPECIAL PROV.
68	08-14-7055	CEMENT CONC. SIDEWALK	1733	S.Y.	\$ 50.00	\$ 86,650.00	STANDARD ITEM
69	08-14-7058-PAA	CEMENT CONC. CURB RAMP TYPE PARALLEL A	11	EACH	\$ 2,500.00	\$ 27,500.00	STANDARD ITEM
70	08-14-7058-PAB	CEMENT CONC. CURB RAMP TYPE PARALLEL B	15	EACH	\$ 2,500.00	\$ 37,500.00	STANDARD ITEM
71	08-14-7058-PEA	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	2	EACH	\$ 2,500.00	\$ 5,000.00	STANDARD ITEM
72	08-14-SP	RESIDENTIAL DRAIN THROUGH SIDEWALK	38	L.F.	\$ 100.00	\$ 3,800.00	PROJECT SPECIFIC SPECIAL PROVISION
73	08-15-1087KC	ROCK PROTECTION PAD	3	EACH	\$ 1,000.00	\$ 3,000.00	KC SPECIAL PROV.
74	08-18-7562-1	MAILBOX SUPPORT TYPE 1	6	EACH	\$ 500.00	\$ 3,000.00	STANDARD ITEM
75	08-18-7562-2	MAILBOX SUPPORT TYPE 2	4	EACH	\$ 500.00	\$ 2,000.00	STANDARD ITEM
76	08-21-6890	PERMANENT SIGNING	1	L.S.	\$ 15,000.00	\$ 15,000.00	STANDARD ITEM
77	08-22-0187	REMOVING PAINT LINE	1133	L.F.	\$ 5.00	\$ 5,665.00	STANDARD ITEM
78	08-22-6806	PAINT LINE	7010	L.F.	\$ 1.00	\$ 7,010.00	STANDARD ITEM
79	08-22-6857	PLASTIC CROSSWALK LINE	218	S.F.	\$ 15.00	\$ 3,270.00	STANDARD ITEM
80	08-22-6867	PLASTIC BICYCLE LANE SYMBOL	17	EACH	\$ 300.00	\$ 5,100.00	STANDARD ITEM
81	08-22-SP	PLASTIC SHARED BICYCLE LANE SYMBOL	1	EACH	\$ 500.00	\$ 500.00	PROJECT SPECIFIC SPECIAL PROVISION
82	08-24-7164KC	GRAVITY BLOCK WALL	4252	S.F.	\$ 70.00	\$ 297,640.00	KC SPECIAL PROV.
83	08-27-7500KC	FIELD OFFICE BUILDING	1	L.S.	\$ 10,000.00	\$ 10,000.00	KC SPECIAL PROV.
TOTAL CONTRACT COST						\$ 3,615,924.00	
CONSTRUCTION MANAGEMENT (15%)						\$ 543,000	15%
CONSTRUCTION CONTINGENCIES (30%)						\$ 1,090,000	30%
WSDOT SERVICES						\$ 5,000	typical
TOTAL CN COST ESTIMATE						\$ 4,705,924.00	
PRELIMINARY ENGINEERING						\$ 520,000	Federal Funding
RIGHT-OF-WAY						\$ 800,000	Per Molly, 3/27/26
TOTAL PROJECT COST ESTIMATE						\$ 6,025,924.00	
No. of Items		DATE PREPARED:	4/1/2026	PREPARED BY:	CJG		
83		DATE REVIEWED:	4/1/2026	REVIEWED BY:	TCS		

Construction Fund Detail: Draft 2027-2032 (4/3/28) - Impact Fees North District						
	2028	2029	2030	2031	2032	2033
Impact Fee: North District (#1)						
Beginning Balance	\$1,293,701	\$1,249,701	\$1,047,656	\$609,356	\$806,356	\$1,003,356
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	-\$635,300	\$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
Impact Fee North District EOY balance	\$1,249,701	\$1,047,656	\$609,356	\$806,356	\$1,003,356	\$1,200,356



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 30, 2026

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

RE: Suquamish/Augusta – South St. to Winfred

As the sponsor of the **Suquamish/Augusta – South St. to Winfred** project application to the 2026 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 \$692,000 in STP funding for the Right-of-Way phase. The County has \$108,000 in secured local match from Transportation Impact Fees (North) 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 mobility within the Port Madison Reservation and regional connections.

The Suquamish/Augusta corridor is Suquamish's "main street", linking the residential community to 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 transit route.

This project will provide much needed pedestrian and bicycle safety and access for the community and support 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".

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

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

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

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	DR	0.05	P.E.																						
				R/W																						
				Const.	S	7/24																				
				Total																						
2	50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	RC	0.80	P.E.																						
				R/W																						
				Const.	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	RC	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	IS	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	RC	0.25	4	P.E.	S	1/20						100													
					R/W	S	1/25						90			90										
					Const.	S	1/27	STP 26	2279					145	442	2866		2866								
					Total				2279				190	145	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	RC	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							

**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

	3107
	5562
	51458
	60126

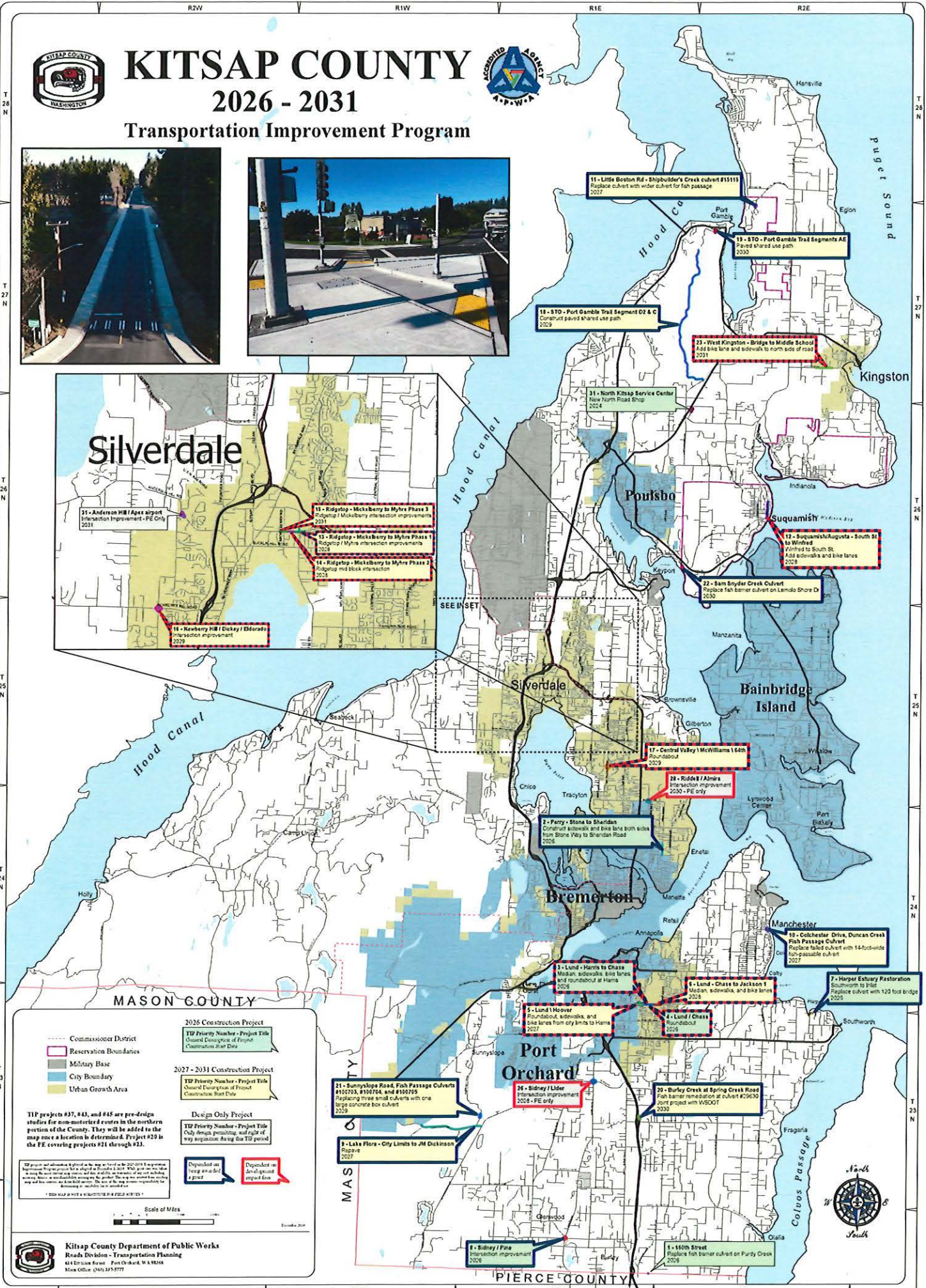
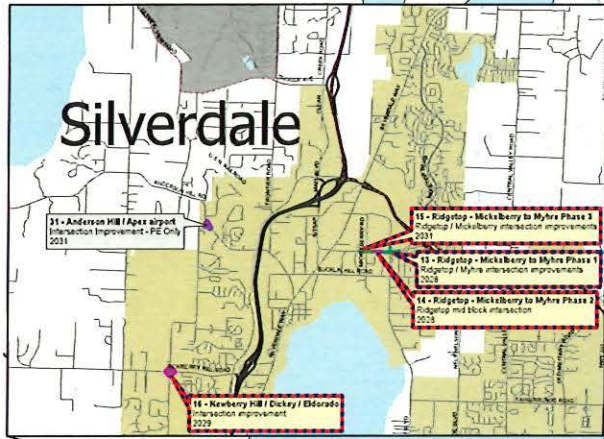
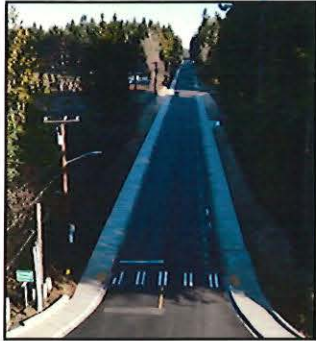
1618	151	1367	796	7039	1892	1951	2032	560	437	167
223	90	2610	166	8651	5401	2690	230	230	100	
25837	2134	6991	8221	94641	29000	8029	18478	20401	6236	12497
27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664



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 sub-projects depicted on this map are based on the 2023-2028 Transportation Improvement Program Study for a period of December 2023. While this map shows the location of the project and the general nature of the project, it does not show the exact location of the project or the exact nature of the project. The map is for informational purposes only and should not be used for legal purposes. The map is not a warranty of any kind.

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

