

July 2026 Update - DRAFT

Long Range Transportation Plan

Port Gamble S'Klallam Tribe

Prepared for:

Port Gamble S'Klallam Tribe

31912 Little Boston Road E

Kingston, WA 98346

Prepared by:

Kimley»Horn

July 2026

KH 090225140

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EXECUTIVE SUMMARY

The Long-Range Transportation Plan (LRTP) is prepared in order to plan, develop, and maintain a public transportation network that serves the needs of the community. The transportation network should complement the social and economic development goals of the Port Gamble S'Klallam Tribe (PGST). In addition, the transportation network should provide for the safe and efficient movement of Tribal members, goods, and services in the community and throughout the region. The transportation program objectives and goals are listed below:

Program Objectives

- To identify and map key transportation routes, facilities, services, and needs
- To provide safe and convenient public access within the Reservation
- To prioritize transportation projects
- To increase the effectiveness of local and regional transportation improvement funding
- To assist in the economic development of the Reservation

Program Goal

PGST's goal is to develop and maintain a transportation network that safely and efficiently provides access throughout the Reservation and provides links to the adjacent transportation networks maintained by Kitsap County (County) and Washington State (State) agencies. This update was prepared to address Tribal transportation issues, develop strategies for multimodal transportation, and establish both short- and long-term Transportation Improvement Programs (TIP). This LRTP is expected to be updated every five years and look forward at a long-term 20-year program. The short-term TIP is reviewed and approved by Tribal Council on an annual basis.

Plan Recommendations

The Plan recommends that the following actions be taken to meet the Plan objectives:

- Adopt the LRTP by resolution
- Maintain and update a National Tribal Transportation Program Facility Inventory (NTTFI)
- Maintain and update a TIP annually
- Coordinate with local agencies and Tribal organizations
- Prepare preliminary cost estimates/seek alternate funding

1 COMMUNITY PROFILE

1.1 Introduction

PGST is one of two federally recognized tribes located in the Kitsap County area of Washington State. PGST depends on a range of transportation facilities for access to services such as housing, jobs, food, health care and social services, recreation, and subsistence harvest and hunting. Access to these services and facilities depends upon a network of existing roads including Tribal, Bureau of Indian Affairs (BIA), County, and State routes as well as marine access via harbors, designated boat launches, and docks. Access to services also depends upon a network of public, non-profit, and private services such as public transit, vanpools, Tribal van services, and informal ridesharing. Together this system of infrastructure and services provides transportation access for the Tribal community. The health and welfare of Tribal members and the larger community as a whole is dependent on a well-maintained and easily accessible transportation network.

A portion of this LRTP has been adopted from the PGST's website, history book, and other Tribal documents. Thank you to the staff who provided resources and time to review and comment on the document's accuracy.

1.2 Scope of Study

The key elements of this study address:

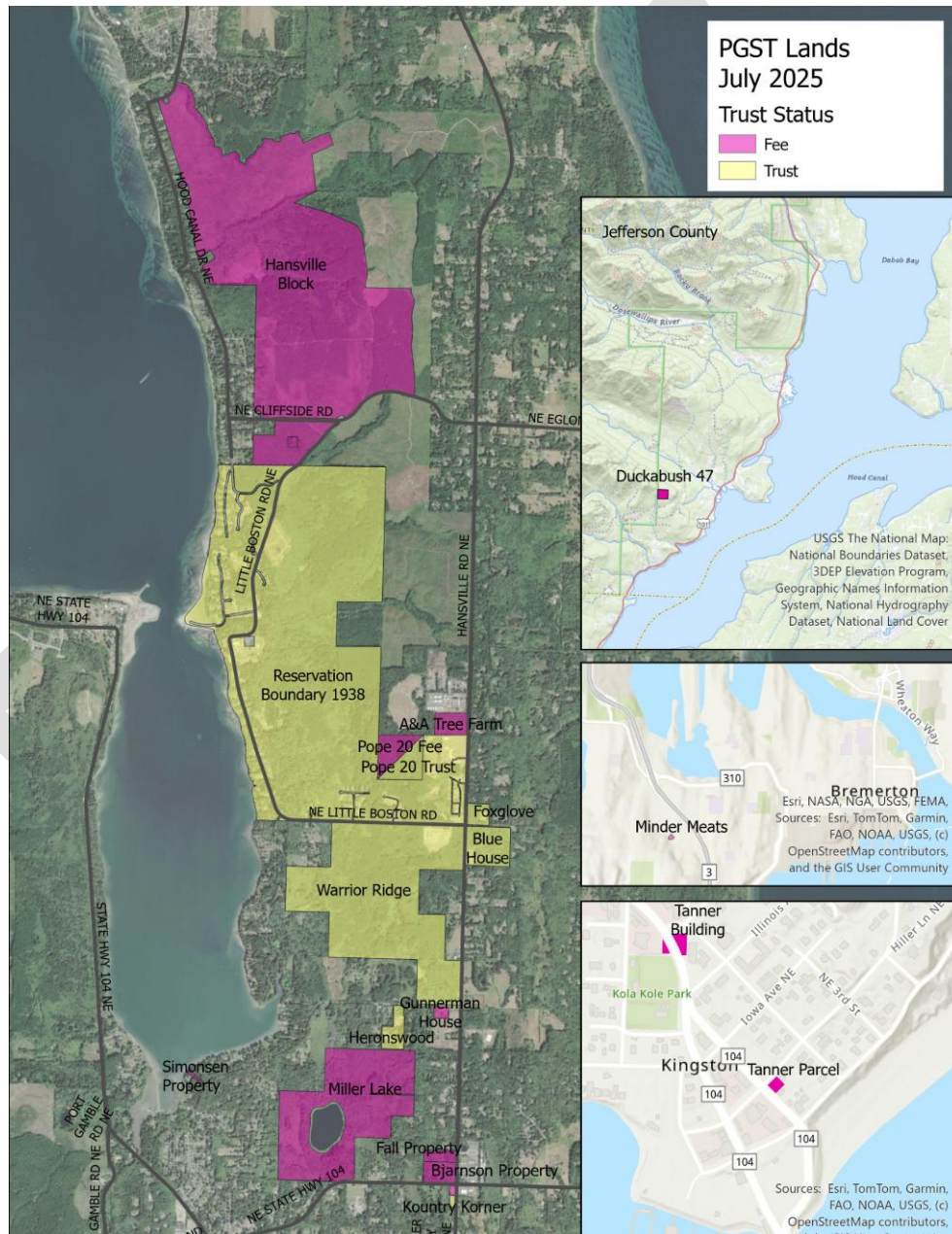
- Roadway and intersection safety and capacity analysis for a 20-year forecast (2046)
- Identification of Tribal transportation issues
- Development of strategies for multi-modal transportation
- Updating the existing inventory of the Port Gamble S'Klallam Reservation road system, including County and State roads that provide critical access to the Reservation
- Prioritization of short-term and long-term transportation projects
- Development of a Multi-Year TIP

1.3 Study Area

The Study Area covers the PGST Reservation (trust lands) and adjacent Tribal ownership. The entire Reservation is in trust status. The Reservation in trust status comprises approximately 1,707 acres in North Kitsap County, Washington, including adjacent tidelands. The original trust lands were comprised of 1,230 acres of land and 67 acres of

tidelands. In 2012, 390 acres of land purchased from the Washington State Department of Natural Resources (DNR) was brought into trust status. In 2014, 20 acres of land purchased from Pope Resources was brought into trust status. PGST owns an additional 61 acres of Off-Reservation Trust Lands and an additional 1,300 acres of Off-Reservation Fee Lands. These are located adjacent to the trust lands to the north, east, and south. **Figure 1-1** shows the boundaries of the Reservation.

Figure 1-1: Aerial View of Port Gamble S'Klallam Reservation (July 2025)



The transportation network serving PGST extends beyond the boundaries of the Study Area to include County and State roads that provide access to jobs, housing, and essential services.

1.4 Tribal History

The PGST Reservation is located on the Kitsap Peninsula in north Kitsap County, Washington. The Reservation is home to the Port Gamble S'Klallam Tribe, one of at least 28 federally recognized tribes in the state. The peninsula is surrounded by salt water which supports a large number of fish and shellfish species that have always supported PGST's way of life. The Reservation and local lands and waters have been heavily impacted by a nearby former lumber mill that operated for over 150 years, heavy marine industrial activities, and a local landfill.

It is well accepted that the S'Klallam people lived along the shores of Hood Canal and Port Gamble Bay. This is confirmed by historic maps and documents from the first explorers and founders of the town of Port Gamble. The western shores of Port Gamble Bay harbored a S'Klallam village which was occupied by PGST prior to 1853, when the Pope & Talbot timber mill began construction. The S'Klallam people were persuaded to move across the bay to Point Julia, with promises of lumber for house construction, firewood, and Christmas presents.

From 1853 to 1935, Point Julia was a Tribal village site with numerous wood homes, other outbuildings, paths, and water systems. In 1935, the village site was deemed unsuitable for habitation by the U.S. government and was burned down. The federal government finally bought land from Pope & Talbot in 1938 to create what is now the Port Gamble S'Klallam Reservation.

Much of the culture of the Native American people living on the Reservation is centered on the shoreline environment. The shoreline is surrounded by mixed residential, commercial, and industrial uses. Tribal members continue to rely on fish and shellfish from Port Gamble Bay for their cultural and economic well-being, just as they have for many thousands of years.

1.5 Tribal Government

The Port Gamble S'Klallam Tribe is a sovereign nation, which exercises full control over its land and natural resources. The entire Reservation is owned by PGST; there is no individual or private ownership of land on the Reservation. The Reservation was set aside for the

exclusive use and benefit of the Port Gamble S'Klallam people in 1938 and has remained in 100% Tribal trust status since its inception.

PGST is a signatory to the Point No Point Treaty of 1855 with the United States Federal Government. The Treaty set aside rights for tribes to continue access to their customary fishing and hunting areas. Tribes retained aboriginal, treaty-protected rights to fish at usual and accustomed grounds and to hunt and gather on all open and unclaimed lands. PGST protects its natural resources on and off the Reservation through careful management and enforcement.

A six-member Tribal Council was delegated legislative authority by the General Council and actively governs PGST. In 1992, PGST became one of the first Self-Governance tribes in the United States and has assumed control of its BIA and Indian Health Services (IHS) programs. Under Self-Governance, PGST has been able to dramatically improve and expand programs and services. Other "firsts" include the first Tribal Temporary Assistance to Needy Families (TANF) program in Washington, the first TANF Tribe in the state to operate a federally funded child support program, an award-winning health clinic, and an acclaimed dental clinic.

1.6 Climate

The climate of Kitsap County is greatly tempered by winds from the Pacific Ocean. Summers are warm but not hot, and winters are cool but not commonly freezing. Summers are dry, but the rest of the year rains are frequent, especially late in fall and in the winter season. The prevailing wind is from the south-southwest. In most winters one or more storms bring strong and sometimes damaging winds. Some years the accompanying rainfall causes serious flooding.

Kitsap County gets an average of 49 inches of rain per year. The US average is 37 inches. Snowfall in Kitsap County is 7 inches. The average US city gets 25 inches of snow per year. The number of days with any measurable precipitation in Kitsap County is 161.

On average, there are 153 sunny days per year in Kitsap County. The July high is around 75° F with average summer temperatures of 62° F. The January low is 34° F with an average winter temperature of 40° F. The comfort index, which is based on humidity during the hot months, is 71 out of 100, where higher is more comfortable. The US average on the comfort index is 44.

1.7 Demographics

PGST is located within the rapidly growing area of Central Puget Sound. The Reservation is in a rapidly developing portion of Kitsap County located within the larger Puget Sound region. As of 2025, Kitsap County had a population of approximately 283,374 according to the US Census Bureau. The population is expected to grow to 303,528 by 2030 according to the Washington State Office of Financial Management.

It is important to note that the availability of rental housing on the Reservation as well as individual lot assignments on the Reservation play a significant role in Reservation population. There are a number of families who live off the Reservation that would like to move onto the Reservation, should housing become available. In the event that the rate of housing construction on the Reservation increases, a significant jump in population is likely to occur.

PGST is comprised of about 1,556 enrolled Tribal members as provided by the Tribal Enrollment Office. Less than half of the Tribal members reside on the Reservation, along with other Native Americans and non-Indians. The latest US Census information (2024 American Community Survey 5-Year Estimate) provides an estimate of total population and a breakdown by age group on the Reservation:

Table 1-1: US Census 2024 “American Community Survey estimate”

Age Group Living on Reservation	No. of People
Under 20	176
20-24	39
25-34	81
35-44	70
45-54	85
55 & Over	173
TOTAL	624

Source: https://data.census.gov/table/ACSDP5Y2024.DP05?g=040XX00US53_160XX00US5355612

PGST is comprised of about 1,556 enrolled Tribal members as provided by the Tribal Enrollment Office. Using a straight projection of 4.4% yearly growth rate, it is estimated that by 2046, there will be an estimated 1,467 Reservation residents, 2,215 Tribal members living off the Reservation for a total of approximately 3,681 total Tribal members, summarized in **Table 1-2**.

Table 1-2: Enrollment Population Projections

Year	Tribal Members Living on the Reservation	Tribal Members Living off the Reservation	Total Tribal Members
2026	620	936	1,556
2031	769	1,161	1,930
2036	954	1,440	2,393
2041	1,183	1,786	2,968
2046	1,467	2,215	3,681

Currently, approximately 40% of the Tribal members live on the Reservation. Reservation population projection shown in **PGST is** comprised of about 1,556 enrolled Tribal members as provided by the Tribal Enrollment Office. Using a straight projection of 4.4% yearly growth rate, it is estimated that by 2046, there will be an estimated 1,467 Reservation residents, 2,215 Tribal members living off the Reservation for a total of approximately 3,681 total Tribal members, summarized in **Table 1-2**.

Table 1-2 assumes that the current percentage of 40% stays constant through 2046. If more than 40% of Tribal enrollment choose to live on the Reservation in the coming years, the 2046 Reservation population estimate could be substantially higher.

The US Census American Community Survey estimate identified the median income on the Reservation at \$70,000 in 2024, which is \$10,734 less than the national average. The Washington state median household was \$98,141 in 2024 and Kitsap County posted a median income of \$104,272 in 2025.

The U.S. Census Bureau “2024 American Community Survey 5-Year Estimates” identifies that 20% of Reservation families live below the poverty line. This is more than one and a half times the national average of 12.5%.

1.8 Employment

The Port Gamble area and the Reservation’s early enterprise centered on the timber and fishing industries. Seasonal employment, scarce job opportunities, and the closure of lumber mills have contributed to high unemployment rates. Fishing and shellfish is central to PGST’s way of life from historic, cultural, and natural resource perspectives. A reduction in salmon and other harvestable species has a disproportionately high impact on the historical employment of Tribal members.

Major employers for Tribal members are Tribal government and its associated agencies, individual treaty fishing enterprises, and local area businesses.

According to the Bureau of Labor Statistics, the April 2026 unemployment rate was 4.3%. The Tribal unemployment rate was estimated to be 10.6% in 2024.

Table 1-3: Employment Status

Employment Status	2024 Estimate
Population 16 years and over	488
In labor force	283
Employed	252
Unemployed	30
Unemployment Rate	10.6%

1.9 Land Use

The majority of the Reservation is actively managed as forest land, with the remaining area in residential, office, commercial, and other resource uses (See **Figure 1-2** 2007 Conceptual Master Plan). Approximately 870 acres are forest land, and 259 acres are Riparian and Wildlife Reserve Areas (See **Figure 1-3** Forest Land Use Classification). These general land use designations were refined in 2018 with the adoption of three master plans that provided more specific development guidance for the business park, Warrior Ridge area, and Heronswood Gardens.

Reservation population is concentrated along the shoreline and clustered along the southeastern and northwestern portions of the Reservation. All lands within the Reservation are owned by PGST; there is no individual ownership within the Tribal boundaries.

A designated Business Park area is located northwest of the Little Boston Road and Hansville Road intersection. Gliding Eagle Market and Gas Station is located at this corner. The Point Casino (Casino), an expanded Tribal casino, was built in 2013, and a new 94-room associated hotel was added in 2016. Access to the Casino/hotel is from Hansville Road to Salish Lane.

In 2016, the old wastewater treatment facility off of Little Boston Road NE was demolished and a new one was constructed in the business park area behind (west of) the Casino and hotel.

Figure 1-2: Conceptual Master Plan

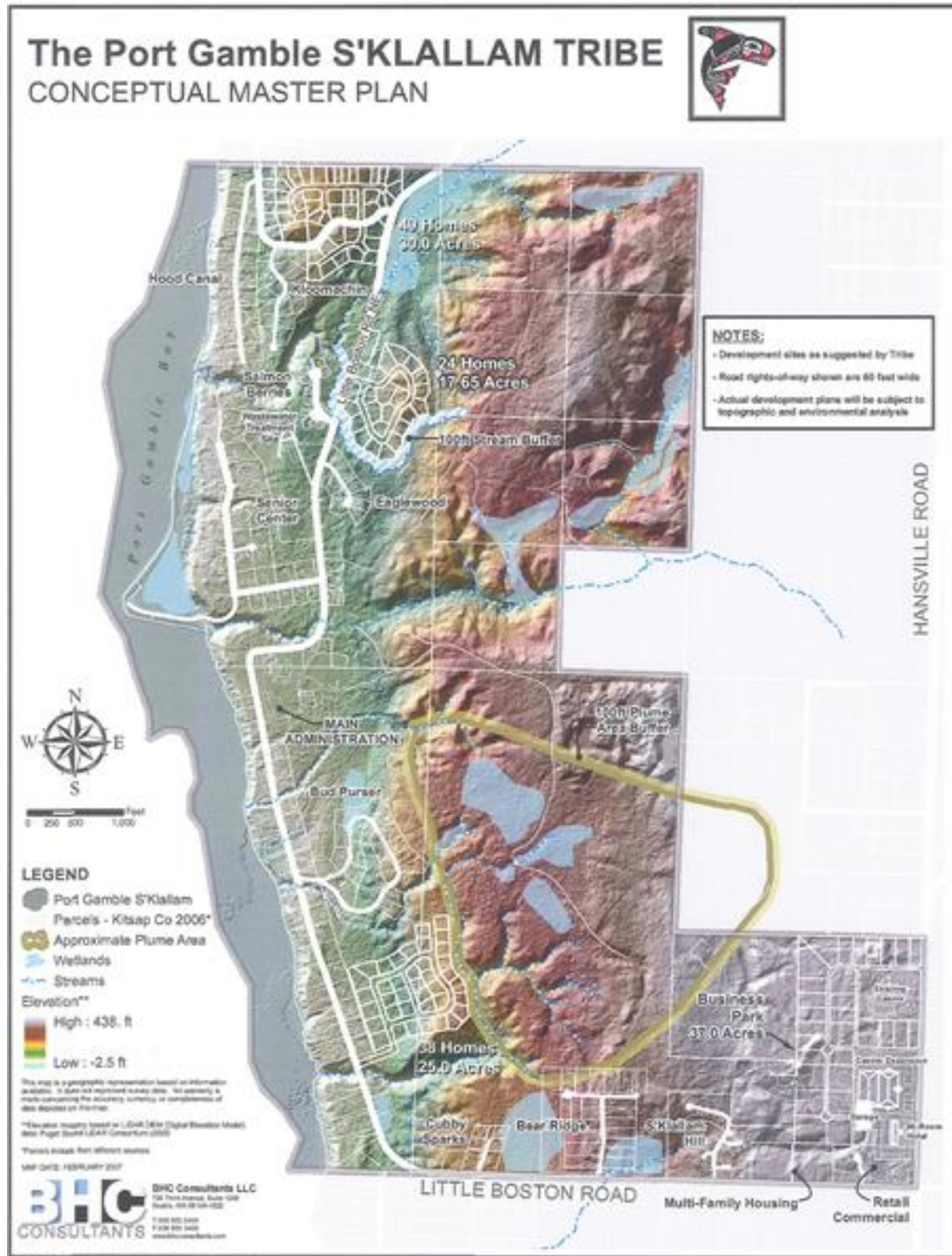
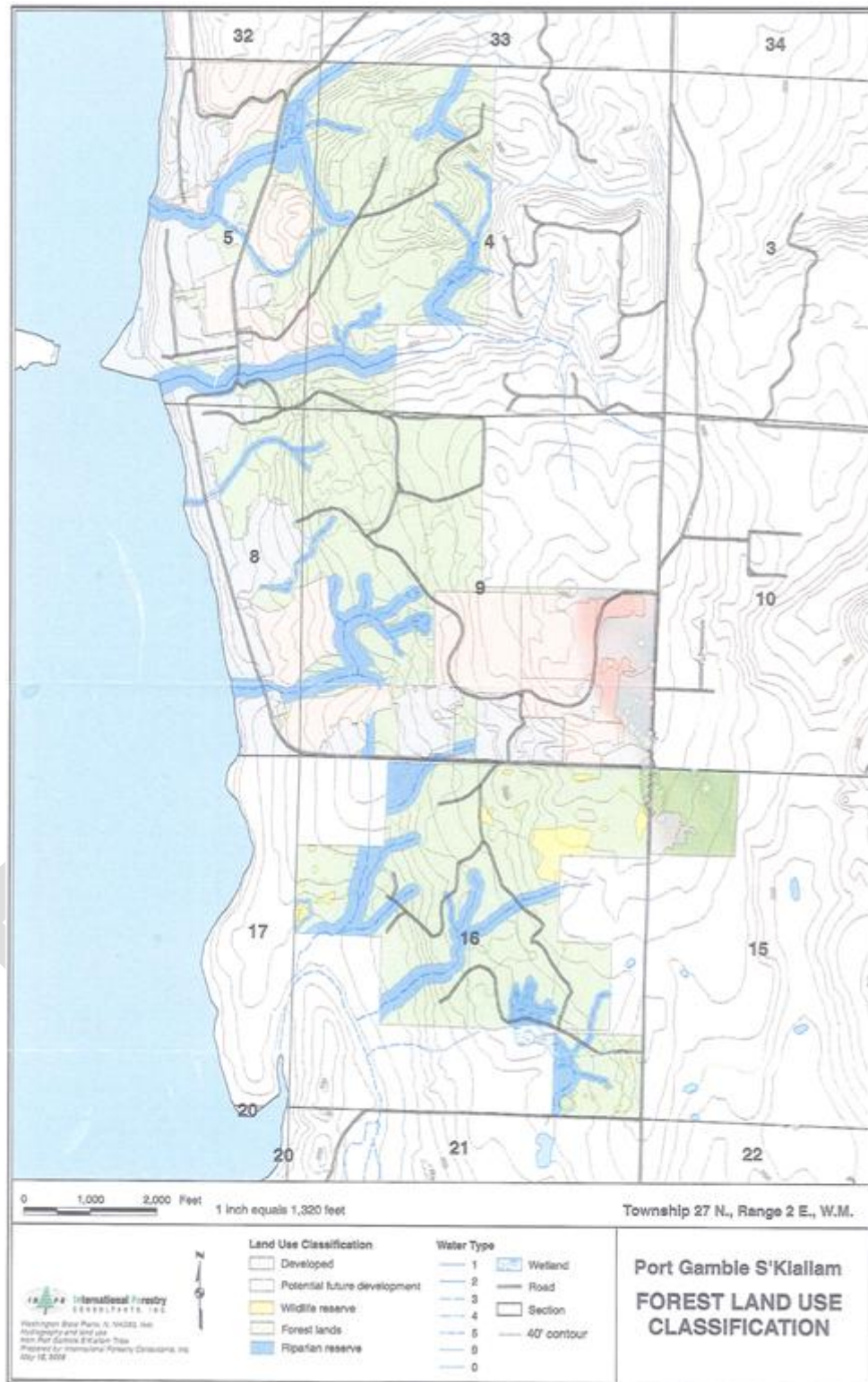


Figure 1-3: Forest Lands



As of 2026, there are several new developments in various stages of construction.

Red Cedar Subdivision (Also known as “East Salmonberries”) is a planned 29-lot residential subdivision under construction on Little Boston Road NE. The roadway and utilities are installed and units are under construction by individual Tribal members (**Figure 1-4**).

Figure 1-4: Red Cedar Subdivision

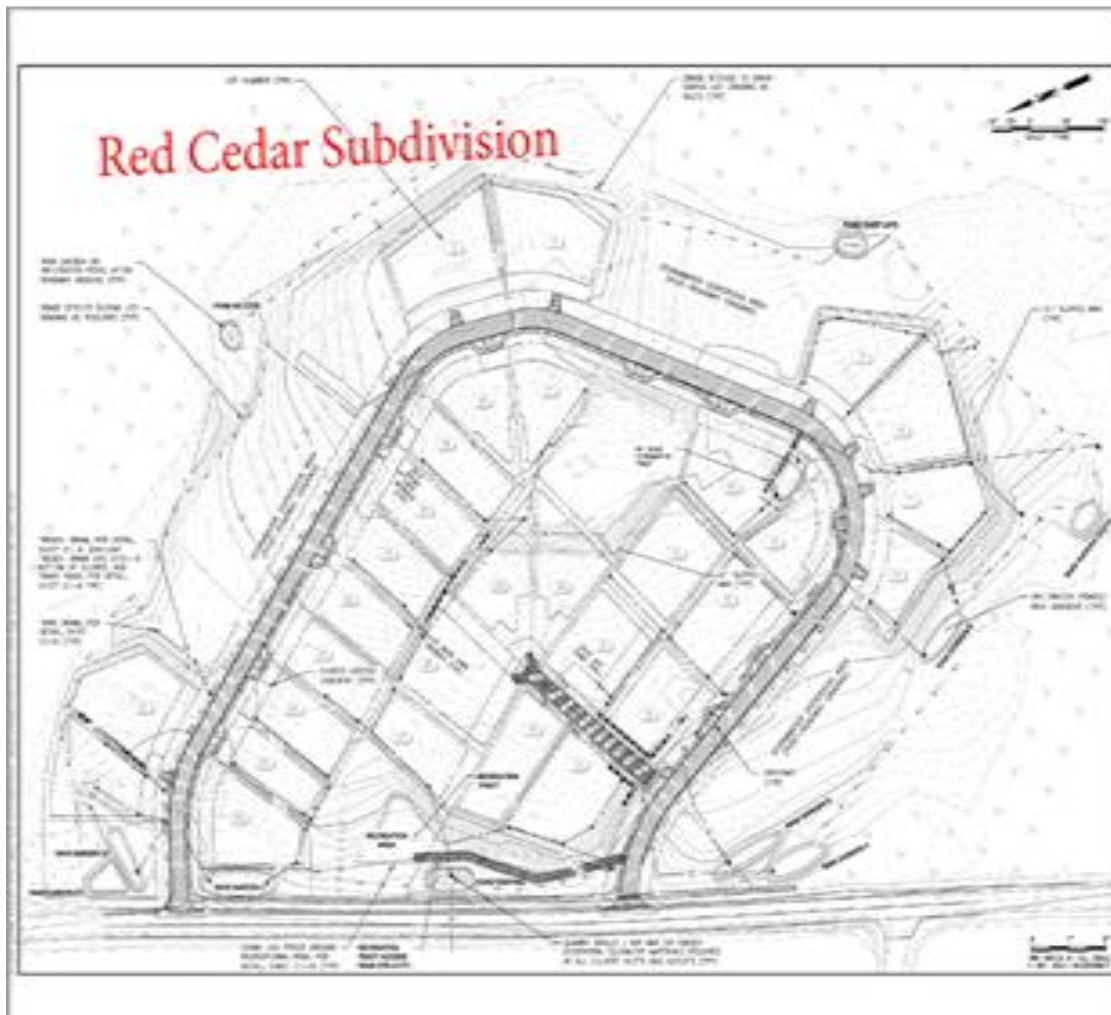


Figure 1-5: Business Park Master Plan

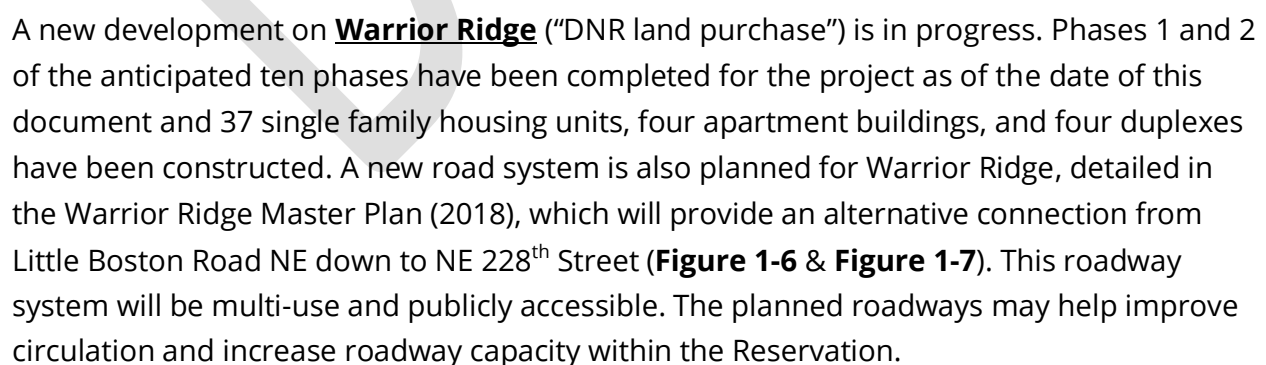


Figure 1-6: Warrior Ridge Master Plan

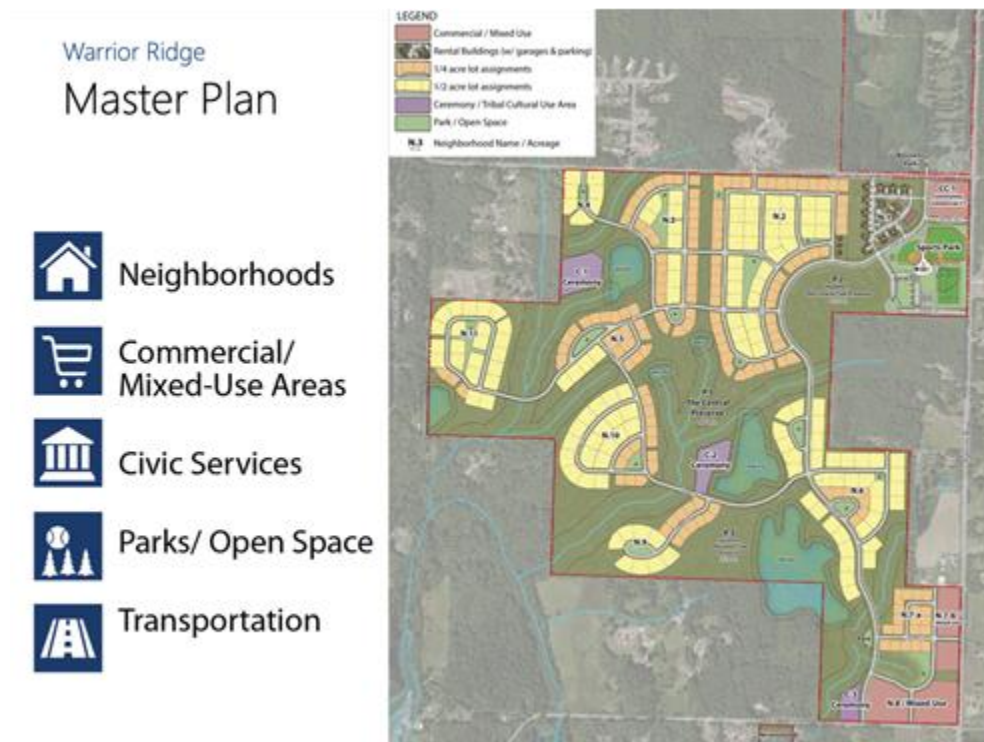
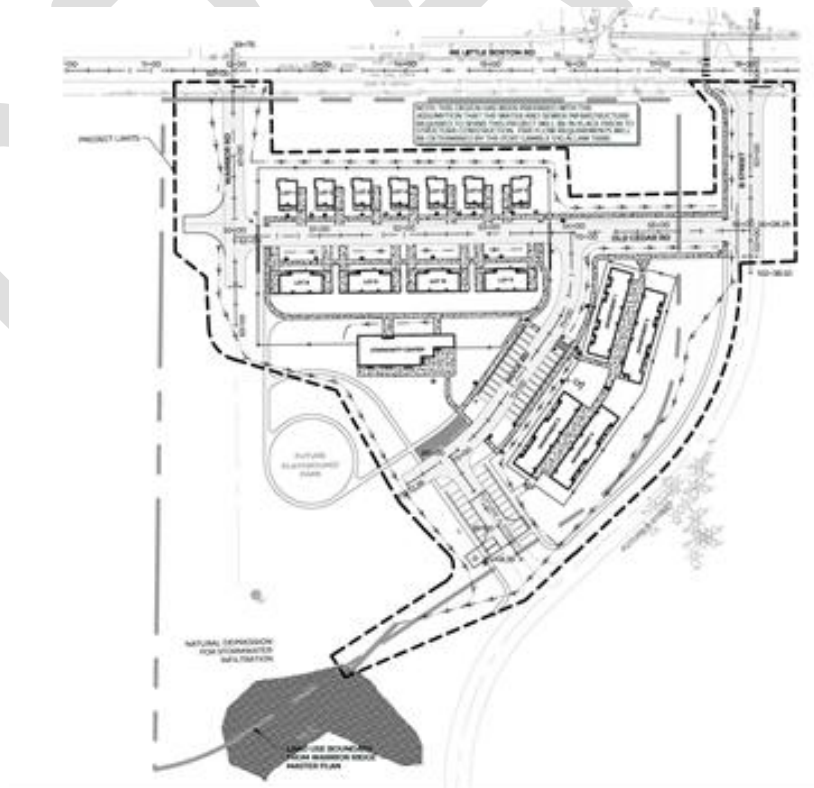


Figure 1-7: 2021 Warrior Ridge Dev Plan



A new development at **Heronswood** is in progress. The project includes development of a new access road, conference/wedding center and upgraded electrical, water, and sewer service (**Figure 1-8**) Construction has yet to start as of the date on this report.

Figure 1-8: Heronswood Master Plan

Heronswood

Garden Master Plan



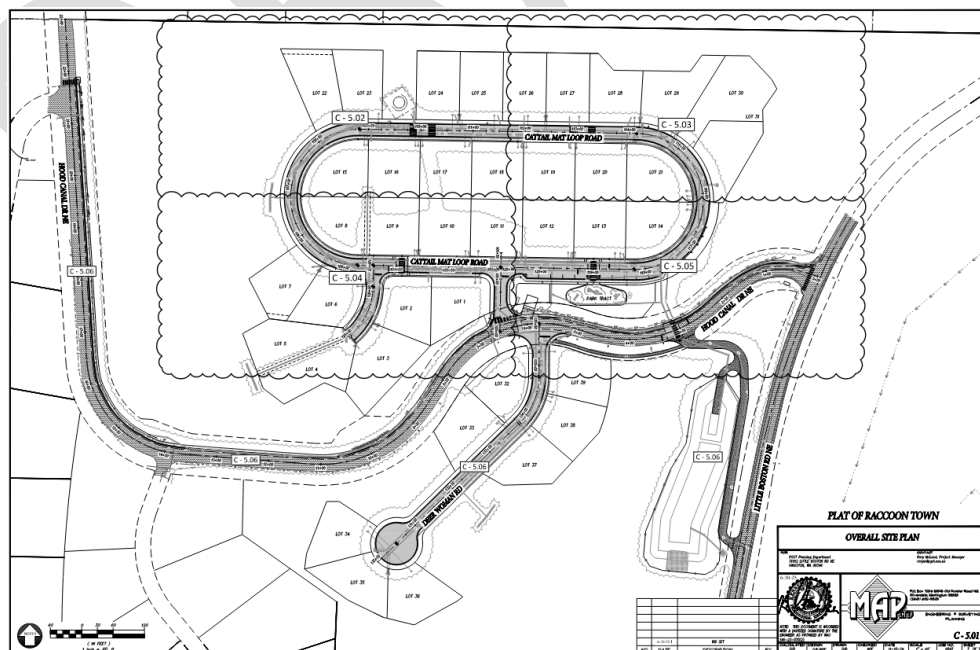
As of early 2026, the **PGST Administration Campus Redevelopment Project** is in the planning phase and will include a new administration building, gym, community center, a subterranean garage, parking lot, and open space amenities (**Figure 1-9**).

Figure 1-9: Administration Campus Redevelopment Project



A new residential development known as **High-Kwh-S-Tah-Wn** or **Raccoon Town** is currently beginning construction and is anticipated to be finished by the end of 2026. When completed, Raccoon Town will include 39 new residential lots.

Figure 1-10. Raccoon Town



2 EXISTING TRANSPORTATION SYSTEM

2.1 Tribal Transportation Program

The Tribal Transportation Program (TTP) was established in 23 U.S.C. 202 to address the transportation needs of Tribal communities. The stated purpose of the program is to provide adequate and safe transportation and public road access to and within Indian and Native Alaskan communities. The prime objectives of the program are to contribute to the economic development, self-determination, and employment of Indians and Native Americans.

Implementation of the TTP is under the Infrastructure Investment and Jobs Act (IIJA) Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 117-58). IIJA provides TTP funding through 2026. IIJA is administered by the Federal Highway Administration (FHWA). The IIJA retains the statutory formula from MAP-21 as follows:

- 27% of funding based on PGST's approved road mileage
- 39% of funding based on PGST's most recent Native American Housing Assistance and Self Determination Act (NAHASDA) population
- 34% of funding based on PGST's Relative Need Distribution Factor (RNDF) and Population Adjustment Factor (PAF) amounts from FY05 to FY12

TTP funds are 100% federal share. They may be used to satisfy local match requirements on construction projects. The transportation planning requirements of the TTP Program continue under the TTP. Funds must be expended on projects and activities identified on a federally approved TIP. Road inventory will continue to be a major part of the transportation planning, as it still accounts for 27% of the federal share of funds.

2.2 Transportation Inventory

The Transportation Network is made up of State, County, BIA, and Tribal roads and bridges. Roads provide access to residential housing, recreation activities, commercial enterprises, jobs, shopping, hospitals, and other essential services. Roads also provide access to pedestrian and bicycle transportation facilities; public transportation and Tribal transportation; and boat ramps, providing a link to marine access which is critical to fishermen, shellfish harvesters, and other commercial and subsistence marine related activities.

Table 2-1: Route Summary

Route	Section	Name	Length	Ownership	Class	Construction Need
1	10	HOOD CANAL DRIVE	0.4	BIA	Rural Major Arterial	BIA Improvement Needed
2	10	POINT JULIA ROAD	0.3	BIA	Rural Major Arterial	BIA Improvement Needed
2	20	BOAT RAMP ACCESS-POINT JULIA ROAD	0.0	BIA	Rural Local Road	BIA Improvement Needed
2	30	POINT JULIA ROAD	0.1	BIA	Rural Local Road	BIA Improvement Needed
3	10	TRIBAL CENTER ROAD	0.1	BIA	Residential	Acceptable
3	20	TRIBAL CENTER ROAD	0.1	BIA	Residential	BIA Improvement Needed
3	30	TRIBAL CENTER ROAD PARKING LOT	0.1	BIA	Other	Acceptable
4	10	CHURCH LANE	0.1	BIA	Residential	BIA Improvement Needed
4	20	CHURCH LANE	0.1	BIA	Residential	BIA Improvement Needed
5	10	S'KALLAM HILL LANE	0.1	BIA	Residential	BIA Improvement Needed
5	20	S'KALLAM HILL LANE	0.1	BIA	Residential	BIA Improvement Needed
6	10	IRONWOOD LANE	0.1	BIA	Residential	BIA Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
7	10	TYEE LANE	0.1	BIA	Residential	BIA Improvement Needed
8	10	CUBBY SPARKS PLACE	0.1	BIA	Residential	BIA Improvement Needed
9	10	SALMON BERRIES LANE	0.1	BIA	Residential	BIA Improvement Needed
10	10	BOSTON LANE CUL-DE-SAC	0.1	BIA	Residential	BIA Improvement Needed
11	10	BOSTON LANE	0.1	BIA	Residential	BIA Improvement Needed
12	10	GLIDING EAGLE	0.1	Tribal	Residential	Other Improvement Needed
12	15	GLIDING EAGLE	0.1	Tribal	Residential	Proposed Road
12	20	GLIDING EAGLE	0.1	Tribal	Other	Other Improvement Needed
13	10	FUTURE ROAD	0.6	BIA	Rural Major Arterial	BIA Improvement Needed
13	20	FUTURE ROAD	0.3	BIA	Rural Major Arterial	BIA Improvement Needed
13	30	FUTURE ROAD	0.3	BIA	Rural Major Arterial	BIA Improvement Needed
14	10	KWAYACHEN COURT	0.1	BIA	Residential	BIA Improvement Needed
15	10	BUD PURSER LANE	0.6	BIA	Residential	Acceptable

Route	Section	Name	Length	Ownership	Class	Construction Need
16	10	BEAR RIDGE DRIVE	0.2	BIA	Residential	BIA Improvement Needed
17	10	BEAR RIDGE	0.1	BIA	Residential	BIA Improvement Needed
18	10	SALISH LOOP	0.2	BIA	Residential	BIA Improvement Needed
18	20	SALISH LOOP	0.1	BIA	Residential	Proposed Road
19	10	SALISH LANE	0.1	BIA	Residential	Acceptable
20	10	RAVEN WOOD	0.5	BIA	Residential	BIA Improvement Needed
21	10	EAGLEWOOD	0.1	BIA	Residential	BIA Improvement Needed
22	10	KLOOMACHIN PLACE NE	0.2	BIA	Residential	Acceptable
23	10	HOOD CANAL LANE	0.4	BIA	Residential	BIA Improvement Needed
25	10	FUTURE ROAD	0.5	BIA	Rural Local Road	Proposed Road
25	20	FUTURE ROAD	0.3	BIA	Rural Local Road	Proposed Road
30	10	FUTURE ROAD	0.1	BIA	Rural Local Road	Other Improvement Needed
30	20	FUTURE ROAD	0.1	BIA	Rural Local Road	Other Improvement Needed
30	30	FUTURE ROAD	0.2	BIA	Rural Local Road	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
31	10	FUTURE ROAD	0.1	BIA	Rural Local Road	Other Improvement Needed
31	20	FUTURE ROAD	0.1	BIA	Rural Local Road	Other Improvement Needed
40	10	FUTURE ROAD	0.4	BIA	Rural Local Road	Other Improvement Needed
100	10	NE BOSTON LANE	0.2	BIA	Rural Major Arterial	BIA Improvement Needed
100	20	NE BOSTON LANE	0.4	BIA	Rural Major Arterial	BIA Improvement Needed
100	30	NE BOSTON LANE	0.1	BIA	Residential	BIA Improvement Needed
110	10	TIDEWINDS LOOP	0.1	BIA	Rural Local Road	Proposed Road
200	10	SANITATION ACCESS	0.2	BIA	Rural Local Road	BIA Improvement Needed
300	10	NOO-KAYET BUSINESS PARK	0.5	Tribal	Rural Minor Arterial	Proposed Road
400	10	WARRIOR RIDGE ROAD	0.1	Tribal	Residential	Proposed Road
500	10	HERONSWOOD ROAD	0.3	Tribal	Residential	Proposed Road
1170	10	SEABECK HIGHWAY NW	0.2	County	City Minor Arterial	Substandard With No Improvement Planned
1170	20	SEABECK HIGHWAY NW	1.6	County	Rural Minor Arterial	Substandard With No Improvement Planned

Route	Section	Name	Length	Ownership	Class	Construction Need
1170	30	SEABECK HIGHWAY NW	1.2	County	Rural Minor Arterial	Substandard With No Improvement Planned
1170	40	SEABECK HIGHWAY NW	1.8	County	Rural Minor Arterial	Substandard With No Improvement Planned
1170	50	SEABECK HIGHWAY NW	0.2	County	Rural Minor Arterial	Substandard With No Improvement Planned
1170	60	SEABECK HIGHWAY NW	1.7	County	Rural Minor Arterial	Substandard With No Improvement Planned
1170	70	SEABECK HIGHWAY NW	0.7	County	Rural Minor Arterial	Substandard With No Improvement Planned
1170	80	SEABECK HIGHWAY NW	0.9	County	Rural Minor Arterial	Substandard With No Improvement Planned
1170	90	SEABECK HIGHWAY NW	1.7	County	Rural Minor Arterial	Substandard With No Improvement Planned
1342	10	NEWBERRY HILL ROAD NW	1.7	County	Rural Minor Arterial	Substandard With No Improvement Planned
1342	20	NEWBERRY HILL ROAD NW	0.5	County	Rural Minor Arterial	Substandard With No Improvement Planned

Route	Section	Name	Length	Ownership	Class	Construction Need
1342	30	NEWBERRY HILL ROAD NW	0.5	County	Rural Minor Arterial	Substandard With No Improvement Planned
1342	40	NEWBERRY HILL ROAD NW	0.1	County	Rural Minor Arterial	Substandard With No Improvement Planned
1342	50	NEWBERRY HILL ROAD NW	0.2	County	Rural Minor Arterial	Substandard With No Improvement Planned
1342	60	NEWBERRY HILL ROAD NW	0.3	County	Rural Minor Arterial	Substandard With No Improvement Planned
1354	10	ANDERSON HILL ROAD NW	1.1	County	Rural Major Arterial	Substandard With No Improvement Planned
1354	20	ANDERSON HILL ROAD NW	1.6	County	Rural Major Arterial	Substandard With No Improvement Planned
1354	30	ANDERSON HILL ROAD NW	0.5	County	Rural Major Arterial	Substandard With No Improvement Planned
1354	40	ANDERSON HILL ROAD NW	0.2	County	Rural Major Arterial	Substandard With No Improvement Planned
1354	50	ANDERSON HILL ROAD NW	0.6	County	Rural Major Arterial	Substandard With No Improvement Planned

Route	Section	Name	Length	Ownership	Class	Construction Need
1354	60	ANDERSON HILL ROAD NW	0.3	County	Rural Major Arterial	Substandard With No Improvement Planned
1354	70	ANDERSON HILL ROAD NW	0.3	County	Rural Major Arterial	Substandard With No Improvement Planned
1951	10	SILVERDALE WAY NW	0.7	County	Major Arterial	Substandard With No Improvement Planned
1951	20	SILVERDALE WAY NW	0.2	County	Major Arterial	Substandard With No Improvement Planned
1951	30	SILVERDALE WAY NW	0.2	County	Major Arterial	Substandard With No Improvement Planned
1951	40	SILVERDALE WAY NW	0.3	County	Major Arterial	Substandard With No Improvement Planned
1951	50	SILVERDALE WAY NW	0.4	County	Major Arterial	Substandard With No Improvement Planned
1951	60	SILVERDALE WAY NW	0.3	County	Major Arterial	Substandard With No Improvement Planned
1951	70	SILVERDALE WAY NW	0.7	County	Major Arterial	Substandard With No Improvement Planned
1951	80	SILVERDALE WAY NW	0.8	County	Major Arterial	Substandard With No

Route	Section	Name	Length	Ownership	Class	Construction Need
						Improvement Planned
1951	90	SILVERDALE WAY NW	0.8	County	Major Arterial	Substandard With No Improvement Planned
1951	100	SILVERDALE WAY NW	0.5	County	Major Arterial	Substandard With No Improvement Planned
1951	110	SILVERDALE WAY NW	0.2	County	Major Arterial	Substandard With No Improvement Planned
2001	10	FOREST ROAD BR1	1.7	Tribal	Rural Local Road	Other Improvement Needed
2001	20	FOREST ROAD BR2	0.1	Tribal	Rural Local Road	Other Improvement Needed
2001	30	FOREST ROAD BR3	0.3	Tribal	Rural Local Road	Other Improvement Needed
2001	40	FOREST ROAD BR4	0.1	Tribal	Rural Local Road	Other Improvement Needed
2001	50	FOREST ROAD BR5	0.1	Tribal	Rural Local Road	Other Improvement Needed
2001	60	FOREST ROAD BR6	0.1	Tribal	Rural Local Road	Other Improvement Needed
2001	70	FOREST ROAD BR7	0.2	Tribal	Rural Local Road	Other Improvement Needed
2001	80	FOREST ROAD BR8	0.1	Tribal	Rural Local Road	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
2001	90	FOREST ROAD BR9	0.1	Tribal	Rural Local Road	Other Improvement Needed
2001	100	FOREST ROAD BR10	0.3	Tribal	Rural Local Road	Other Improvement Needed
2001	110	FOREST ROAD BR11	0.1	Tribal	Rural Local Road	Other Improvement Needed
2001	120	FOREST ROAD BR12	0.1	Tribal	Rural Local Road	Other Improvement Needed
2001	130	FOREST ROAD BR13	0.1	Tribal	Rural Local Road	Other Improvement Needed
2001	140	FOREST ROAD BR14	0.1	Tribal	Rural Local Road	Other Improvement Needed
2002	10	FOREST ROAD BR2	0.2	Tribal	Rural Local Road	Other Improvement Needed
2003	10	FOREST ROAD BR3	0.6	Tribal	Rural Local Road	Other Improvement Needed
2003	20	FOREST ROAD BR4	0.2	Tribal	Rural Local Road	Other Improvement Needed
2003	30	FOREST ROAD BR5	0.1	Tribal	Rural Local Road	Other Improvement Needed
2003	40	FOREST ROAD BR6	0.1	Tribal	Rural Local Road	Other Improvement Needed
2004	10	FOREST ROAD BR4	0.4	Tribal	Rural Local Road	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
2004	20	FOREST ROAD BR4	0.1	Tribal	Rural Local Road	Other Improvement Needed
2005	10	FOREST ROAD BR5	0.3	Tribal	Rural Local Road	Other Improvement Needed
2006	10	FOREST ROAD BR6	0.4	Tribal	Rural Local Road	Other Improvement Needed
2006	20	FOREST ROAD BR6	0.1	Tribal	Rural Local Road	Other Improvement Needed
2006	30	FOREST ROAD BR6	0.4	Tribal	Rural Local Road	Other Improvement Needed
2007	10	FOREST ROAD BR7	1.0	Tribal	Rural Local Road	Other Improvement Needed
2007	20	FOREST ROAD BR7	0.1	Tribal	Rural Local Road	Other Improvement Needed
2007	30	FOREST ROAD BR7	0.1	Tribal	Rural Local Road	Other Improvement Needed
2007	40	FOREST ROAD BR7	0.1	Tribal	Rural Local Road	Other Improvement Needed
2008	10	FOREST ROAD BR8	0.5	Tribal	Rural Local Road	Other Improvement Needed
2008	20	FOREST ROAD BR8	0.1	Tribal	Rural Local Road	Other Improvement Needed
2008	30	FOREST ROAD BR8	0.1	Tribal	Rural Local Road	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
2008	40	FOREST ROAD BR8	0.1	Tribal	Rural Local Road	Other Improvement Needed
2008	50	FOREST ROAD BR8	0.1	Tribal	Rural Local Road	Other Improvement Needed
2008	60	FOREST ROAD BR8	0.1	Tribal	Rural Local Road	Other Improvement Needed
2009	10	FOREST ROAD BR9	0.3	Tribal	Rural Local Road	Other Improvement Needed
2009	20	FOREST ROAD BR9	0.2	Tribal	Rural Local Road	Other Improvement Needed
2010	10	FOREST ROAD BR10	0.4	Tribal	Rural Local Road	Other Improvement Needed
2011	10	FOREST ROAD BR11	0.4	Tribal	Rural Local Road	Other Improvement Needed
3001	10	GLIDING EAGLE TRAIL 3001	0.3	Tribal	Non-Road	Proposed Road
3001	20	GLIDING EAGLE TRAIL 3001	0.4	Tribal	Non-Road	Proposed Road
3002	10	GLIDING EAGLE TRAIL 3002	0.3	Tribal	Non-Road	Other Improvement Needed
3002	20	GLIDING EAGLE TRAIL 3002	0.9	Tribal	Non-Road	BIA Improvement Needed
3002	30	GLIDING EAGLE TRAIL PEDESTRIAN BRIDGE	0.0	Tribal	Non-Road	Proposed Road
3002	40	GLIDING EAGLE TRAIL 3002	1.1	Tribal	Non-Road	Proposed Road

Route	Section	Name	Length	Ownership	Class	Construction Need
3002	50	CAMPUS SIDEWALK	0.2	BIA	Non-Road	BIA Improvement Needed
3003	10	GLIDING EAGLE TRAIL 3003	1.6	Tribal	Non-Road	Proposed Road
3004	10	GLIDING EAGLE TRAIL 3004	0.2	Tribal	Non-Road	Proposed Road
5527	10	TRACYTON BOULEVARD NW	0.4	County	City Minor Arterial	Substandard With No Improvement Planned
5527	20	TRACYTON BOULEVARD NW	0.3	County	City Minor Arterial	Substandard With No Improvement Planned
5527	30	TRACYTON BOULEVARD NW	0.5	County	City Minor Arterial	Substandard With No Improvement Planned
5527	40	TRACYTON BOULEVARD NW	0.9	County	City Minor Arterial	Substandard With No Improvement Planned
5527	50	TRACYTON BOULEVARD NW	0.4	County	City Minor Arterial	Substandard With No Improvement Planned
5527	60	TRACYTON BOULEVARD NW	1.0	County	City Minor Arterial	Substandard With No Improvement Planned
5729	10	BROWNSVILLE HIGHWAY NE	0.4	County	City Minor Arterial	Other Improvement Needed
5729	20	BROWNSVILLE HIGHWAY NE	0.7	County	City Minor Arterial	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
5729	30	BROWNSVILLE HIGHWAY NE	0.2	County	City Minor Arterial	Other Improvement Needed
5729	40	BROWNSVILLE HIGHWAY NE	0.1	County	City Minor Arterial	Other Improvement Needed
5729	50	BROWNSVILLE HIGHWAY NE	0.6	County	City Minor Arterial	Other Improvement Needed
5729	60	BROWNSVILLE HIGHWAY NE	0.5	County	City Minor Arterial	Other Improvement Needed
5729	70	BROWNSVILLE HIGHWAY NE	1.4	County	City Minor Arterial	Other Improvement Needed
5729	80	BROWNSVILLE HIGHWAY NE	0.7	County	City Minor Arterial	Other Improvement Needed
5772	10	MYHRE ROAD NW	0.2	County	City Minor Arterial	Other Improvement Needed
5772	20	MYHRE ROAD NW	0.6	County	City Minor Arterial	Other Improvement Needed
5772	30	MYHRE ROAD NW	0.2	County	City Minor Arterial	Other Improvement Needed
5772	40	MYHRE ROAD NW	0.1	County	City Collector	Other Improvement Needed
5774	10	BUCKLIN HILL ROAD NW	0.3	County	Major Arterial	Substandard With No Improvement Planned
5774	20	BUCKLIN HILL ROAD NW	0.3	County	Major Arterial	Substandard With No Improvement Planned

Route	Section	Name	Length	Ownership	Class	Construction Need
5774	30	BUCKLIN HILL ROAD NW	0.2	County	Major Arterial	Substandard With No Improvement Planned
5774	40	BUCKLIN HILL ROAD NW	0.3	County	Major Arterial	Substandard With No Improvement Planned
5774	50	BUCKLIN HILL ROAD NW	0.6	County	City Minor Arterial	Substandard With No Improvement Planned
5774	60	BUCKLIN HILL ROAD NW	0.7	County	City Minor Arterial	Substandard With No Improvement Planned
5905	10	CENTRAL VALLEY ROAD NW	0.6	County	City Minor Arterial	Substandard With No Improvement Planned
5905	20	CENTRAL VALLEY ROAD NW	0.5	County	City Minor Arterial	Substandard With No Improvement Planned
5905	30	CENTRAL VALLEY ROAD NW	0.3	County	City Minor Arterial	Substandard With No Improvement Planned
5905	40	CENTRAL VALLEY ROAD NW	0.6	County	City Minor Arterial	Substandard With No Improvement Planned
5905	50	CENTRAL VALLEY ROAD NW	0.5	County	City Minor Arterial	Substandard With No Improvement Planned
5905	60	CENTRAL VALLEY ROAD NW	0.2	County	City Minor Arterial	Substandard With No

Route	Section	Name	Length	Ownership	Class	Construction Need
						Improvement Planned
5905	70	CENTRAL VALLEY ROAD NW	1.1	County	City Minor Arterial	Substandard With No Improvement Planned
5905	80	CENTRAL VALLEY ROAD NW	1.5	County	City Minor Arterial	Substandard With No Improvement Planned
5905	90	CENTRAL VALLEY ROAD NW	1.1	County	City Minor Arterial	Substandard With No Improvement Planned
5970	10	SCANDIA ROAD NW	0.4	County	City Collector	Other Improvement Needed
5970	20	SCANDIA ROAD NW	0.7	County	City Collector	Other Improvement Needed
7037	10	MILLER BAY ROAD NE	2.2	County	Rural Major Arterial	Substandard With No Improvement Planned
7037	20	MILLER BAY ROAD NE	0.1	County	Rural Major Arterial	Other Improvement Needed
7037	30	MILLER BAY ROAD NE	0.3	County	Rural Major Arterial	Other Improvement Needed
7037	40	MILLER BAY ROAD NE	0.1	County	Rural Major Arterial	Other Improvement Needed
7037	50	MILLER BAY ROAD NE	0.7	County	Rural Major Arterial	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
7037	60	MILLER BAY ROAD NE	0.2	County	Rural Major Arterial	Other Improvement Needed
7037	70	MILLER BAY ROAD NE	0.9	County	Rural Major Arterial	Other Improvement Needed
7037	80	MILLER BAY ROAD NE	0.8	County	Rural Major Arterial	Other Improvement Needed
7040	10	HANSVILLE ROAD (KITSAP COUNTY)	1.9	County	Rural Minor Arterial	Other Improvement Needed
7040	20	HANSVILLE ROAD (KITSAP COUNTY)	0.4	County	Rural Minor Arterial	Other Improvement Needed
7040	30	HANSVILLE ROAD (KITSAP COUNTY)	0.1	County	Rural Minor Arterial	Other Improvement Needed
7040	40	HANSVILLE ROAD (KITSAP COUNTY)	0.3	County	Rural Minor Arterial	Other Improvement Needed
7040	50	HANSVILLE ROAD (KITSAP COUNTY)	0.1	County	Rural Minor Arterial	Other Improvement Needed
7040	60	HANSVILLE ROAD (KITSAP COUNTY)	1.3	County	Rural Minor Arterial	Other Improvement Needed
7040	70	HANSVILLE ROAD (KITSAP COUNTY)	0.2	County	Rural Minor Arterial	Other Improvement Needed
7040	80	HANSVILLE ROAD (KITSAP COUNTY)	2.0	County	Rural Minor Arterial	Other Improvement Needed
7040	90	HANSVILLE ROAD (KITSAP COUNTY)	1.2	County	Rural Minor Arterial	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
7165	10	STOTTLEMEYER ROAD NE	1.4	County	Rural Major Arterial	Other Improvement Needed
7165	20	STOTTLEMEYER ROAD NE	1.8	County	Rural Local Road	Other Improvement Needed
7250	10	BIG VALLEY ROAD NE	2.4	County	Rural Major Arterial	Other Improvement Needed
7250	20	BIG VALLEY ROAD NE	2.4	County	Rural Major Arterial	Other Improvement Needed
7319	10	NE DELANEY ROAD	0.3	County	Rural Local Road	Other Improvement Needed
7420	10	VIKING WAY NW	0.8	County	Major Arterial	Substandard With No Improvement Planned
7420	20	VIKING WAY NW	0.1	County	Major Arterial	Substandard With No Improvement Planned
7420	30	VIKING WAY NW	1.2	County	Major Arterial	Substandard With No Improvement Planned
7441	10	LITTLE VALLEY ROAD NE	0.3	County	City Collector	Other Improvement Needed
7466	10	GUNDERSON ROAD NE	1.3	County	Rural Major Arterial	Other Improvement Needed
7466	20	GUNDERSON ROAD NE	1.0	County	Rural Major Arterial	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
7466	30	GUNDERSON ROAD NE	0.1	County	Rural Major Arterial	Other Improvement Needed
7479	10	PORT GAMBLE ROAD NE	1.3	County	Rural Local Road	Other Improvement Needed
7479	20	PORT GAMBLE ROAD NE	2.8	County	Rural Local Road	Other Improvement Needed
7479	30	PORT GAMBLE ROAD NE	1.3	County	Rural Local Road	Other Improvement Needed
7521	10	HIGHLAND ROAD NE	1.1	County	Rural Local Road	Other Improvement Needed
7715	10	LINCOLN ROAD NE	1.1	County	Rural Major Arterial	Other Improvement Needed
7715	20	LINCOLN ROAD NE	0.2	County	Rural Major Arterial	Other Improvement Needed
7715	30	LINCOLN ROAD NE	0.3	County	Rural Major Arterial	Other Improvement Needed
7715	40	LINCOLN ROAD NE	0.3	County	City Minor Arterial	Other Improvement Needed
7726	10	NW PIONEER HILL ROAD	0.5	County	City Collector	Other Improvement Needed
7726	20	NW PIONEER HILL ROAD	0.2	County	Rural Local Road	Other Improvement Needed
7726	30	NW PIONEER HILL ROAD	0.7	County	Rural Local Road	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
7765	10	WAGHORN ROAD NW	0.5	County	Rural Local Road	Other Improvement Needed
7765	20	WAGHORN ROAD NW	0.6	County	Rural Local Road	Other Improvement Needed
7822	10	PIONEER WAY NW	0.7	County	City Minor Arterial	Other Improvement Needed
7822	20	PIONEER WAY NW	0.9	County	City Minor Arterial	Other Improvement Needed
7822	30	PIONEER WAY NW	0.1	County	City Minor Arterial	Other Improvement Needed
7822	40	PIONEER WAY NW	0.5	County	City Minor Arterial	Other Improvement Needed
7852	10	WESLEY WAY NW	0.3	County	City Collector	Other Improvement Needed
7855	10	PARK STREET NW	0.1	County	City Collector	Other Improvement Needed
7858	10	FERRY STREET NW	0.1	County	City Collector	Other Improvement Needed
7889	10	FALKNER ROAD NE	0.7	County	City Collector	Other Improvement Needed
7903	10	BEACH DRIVE NE	0.8	County	City Collector	Other Improvement Needed
7963	10	WHITFORD ROAD NE	0.2	County	Rural Local Road	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
7966	10	WHEELER STREET NE	0.5	County	City Collector	Other Improvement Needed
8163	10	NE JEFFERSON POINT ROAD	1.1	County	Rural Local Road	Other Improvement Needed
8163	20	NE JEFFERSON POINT ROAD	0.1	County	Rural Local Road	Other Improvement Needed
8163	30	NE JEFFERSON POINT ROAD	0.6	County	Rural Local Road	Other Improvement Needed
8369	10	NE BARBER CUT OFF ROAD	1.0	County	Rural Local Road	Other Improvement Needed
8442	10	2ND STREET NE	0.3	County	Rural Local Road	Other Improvement Needed
8580	10	288TH STREET NE	0.8	County	Rural Local Road	Other Improvement Needed
8583	10	GAMBLE BAY ROAD NE	1.5	County	Rural Local Road	Other Improvement Needed
8601	810	GAMBLE PLACE NE (KITSAP COUNTY)	1.2	County	Residential	Other Improvement Needed
8616	10	NE ECOLOGY ROAD	0.3	County	Rural Local Road	Other Improvement Needed
8625	810	LITTLE BOSTON ROAD NE	3.5	County	Rural Major Arterial	Other Improvement Needed
8625	820	LITTLE BOSTON ROAD NE	1.0	County	Rural Major Arterial	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
8630	10	NE EGLON ROAD	1.3	County	Rural Local Road	Other Improvement Needed
8630	20	NE EGLON ROAD	0.4	County	Rural Local Road	Other Improvement Needed
8630	30	NE EGLON ROAD	0.1	County	Rural Local Road	Other Improvement Needed
8663	10	HOFFMAN ROAD NE	1.2	County	Rural Local Road	Other Improvement Needed
8667	10	NE WEST KINGSTON ROAD	1.1	County	Rural Major Arterial	Other Improvement Needed
8667	20	NE WEST KINGSTON ROAD	0.5	County	Rural Major Arterial	Other Improvement Needed
8667	30	NE WEST KINGSTON ROAD	0.3	County	Rural Major Arterial	Other Improvement Needed
8667	40	NE WEST KINGSTON ROAD	0.3	County	Rural Major Arterial	Other Improvement Needed
8668	10	NE SOUTH KINGSTON ROAD	1.6	County	Rural Major Arterial	Other Improvement Needed
8668	20	NE SOUTH KINGSTON ROAD	1.3	County	Rural Major Arterial	Other Improvement Needed
8687	10	LUDLOW DRIVE NE	0.3	County	Rural Local Road	Other Improvement Needed
8696	10	HOOD CANAL DRIVE (KITSAP COUNTY)	2.0	County	Rural Major Arterial	Other Improvement Needed

Route	Section	Name	Length	Ownership	Class	Construction Need
8696	20	HOOD CANAL DRIVE (KITSAP COUNTY)	0.4	County	Rural Major Arterial	Other Improvement Needed
8696	30	HOOD CANAL DRIVE (KITSAP COUNTY)	1.3	County	Rural Major Arterial	Other Improvement Needed
8696	40	HOOD CANAL DRIVE (KITSAP COUNTY)	1.3	County	Rural Local Road	Other Improvement Needed
8716	810	CLIFFSIDE DRIVE (KITSAP COUNTY)	0.6	County	Rural Major Arterial	Other Improvement Needed
8750	10	NE TWIN SPITS ROAD	2.0	County	Rural Major Arterial	Other Improvement Needed
8750	20	NE TWIN SPITS ROAD	1.6	County	Rural Major Arterial	Other Improvement Needed
8940	10	NE BUCK LAKE ROAD	0.9	County	Rural Local Road	Other Improvement Needed
8940	20	NE BUCK LAKE ROAD	0.1	County	Rural Local Road	Other Improvement Needed
8950	10	NE POINT NO POINT ROAD	0.7	County	Rural Local Road	Other Improvement Needed
8950	20	NE POINT NO POINT ROAD	0.3	County	Rural Local Road	Other Improvement Needed
8992	10	FOULWEATHER BLUFF ROAD NE	1.1	County	Rural Local Road	Other Improvement Needed
9003	10	SR 3	0.1	State	Major Arterial	Substandard With No Improvement Planned

Route	Section	Name	Length	Ownership	Class	Construction Need
9003	12	SR 3	0.0	State	Major Arterial	Substandard With No Improvement Planned
9003	13	SR 3	3.7	State	Major Arterial	Substandard With No Improvement Planned
9003	15	SR 3	0.0	State	Major Arterial	Substandard With No Improvement Planned
9003	18	SR 3	2.1	State	Major Arterial	Substandard With No Improvement Planned
9003	20	SR 3	0.0	State	Major Arterial	Substandard With No Improvement Planned
9003	22	SR 3	0.6	State	Major Arterial	Substandard With No Improvement Planned
9003	23	SR 3	0.0	State	Major Arterial	Substandard With No Improvement Planned
9003	25	SR 3	2.4	State	Major Arterial	Substandard With No Improvement Planned
9003	26	SR 3	0.0	State	Major Arterial	Substandard With No Improvement Planned

Route	Section	Name	Length	Ownership	Class	Construction Need
9003	27	SR 3	1.2	State	Major Arterial	Substandard With No Improvement Planned
9003	28	SR 3	0.0	State	Major Arterial	Substandard With No Improvement Planned
9003	29	SR 3	0.9	State	Major Arterial	Substandard With No Improvement Planned
9003	30	SR 3	2.9	State	Major Arterial	Substandard With No Improvement Planned
9003	32	SR 3	0.0	State	Major Arterial	Substandard With No Improvement Planned
9003	36	SR 3	4.3	State	Major Arterial	Substandard With No Improvement Planned
9003	40	SR 3	0.0	State	Major Arterial	Substandard With No Improvement Planned
9003	50	SR 3	7.1	State	Major Arterial	Substandard With No Improvement Planned
9104	10	STATE ROUTE 104	5.1	State	Major Arterial	Substandard With No Improvement Planned
9104	20	STATE ROUTE 104	0.0	State	Major Arterial	Acceptable

Route	Section	Name	Length	Ownership	Class	Construction Need
9104	21	STATE ROUTE 104	0.0	State	Major Arterial	Acceptable
9104	23	STATE ROUTE 104	0.0	State	Major Arterial	Acceptable
9104	30	STATE ROUTE 104	0.2	State	Major Arterial	Substandard With No Improvement Planned
9104	32	STATE ROUTE 104	8.1	State	Rural Major Arterial	Substandard With No Improvement Planned
9104	40	STATE ROUTE 104	0.5	State	Rural Major Arterial	Substandard With No Improvement Planned
9104	50	STATE ROUTE 104	0.3	State	Rural Major Arterial	Substandard With No Improvement Planned
9104	55	STATE ROUTE 104	0.4	State	City Collector	Substandard With No Improvement Planned
9104	60	STATE ROUTE 104	0.4	State	Other	Substandard With No Improvement Planned
9305	20	STATE ROUTE 305	2.5	State	Major Arterial	Substandard With No Improvement Planned
9305	30	STATE ROUTE 305	1.2	State	Major Arterial	Substandard With No Improvement Planned

Route	Section	Name	Length	Ownership	Class	Construction Need
9305	40	STATE ROUTE 305	0.5	State	Major Arterial	Substandard With No Improvement Planned
9305	45	STATE ROUTE 305	0.4	State	Major Arterial	Substandard With No Improvement Planned
9305	50	STATE ROUTE 305	0.3	State	Major Arterial	Substandard With No Improvement Planned
9307	10	STATE ROUTE 307	0.1	State	Major Arterial	Substandard With No Improvement Planned
9307	20	STATE ROUTE 307	0.1	State	Major Arterial	Substandard With No Improvement Planned
9307	21	STATE ROUTE 307	1.5	State	Rural Minor Arterial	Substandard With No Improvement Planned
9307	25	STATE ROUTE 307	0.9	State	Major Arterial	Substandard With No Improvement Planned
9307	30	STATE ROUTE 307	2.7	State	Major Arterial	Substandard With No Improvement Planned

A detailed description of the current condition of each of the roads is included in the approved NTTFI in **Appendix A** (Inventory Data Sheets). A description of the BIA Functional Classifications is included in **Appendix B**. Route descriptions or narratives are summarized below.

2.2.1 State Routes

The 2024 State Highway Log Planning Report was consulted for highway data. Portions of four State highways have been incorporated into the NTTFI system (as agreed by Letter of Understanding from the Washing State Department of Transportation [WSDOT], dated August 22, 2007). Detailed capital projects and planning activities are described below. Relevant portions of the WSDOT 2024 Highway Log are included in **Appendix C**.

State Route 3: MP 34.51 to MP 60.02

Route No. 9003

SR-3 is a State highway which runs in a north-south direction. It is classified by the State as U1 – Urban Principal Arterial. The length of this route included in the inventory is 25.3 miles, excluding bridges. The portion of SR-3 included in the TTP begins at the intersection with SR-16, south of Bremerton, and continues north to the end of the route at the intersection of SR-104, at the easterly end of the Hood Canal Bridge. The inventory includes Sections 010 through 050. As a State highway, all sections are eligible for federal funds.

In April 2005, a SR-3 Route Development Plan was published. The long-term improvements recommended for SR-3 include: reconfigure the intersection of SR-3 and SR-104, construct a holding lane for traffic stopped at bridge openings, construct southbound climbing lane between Big Valley Road and Pioneer Way, reconfigure Kitsap Memorial Park access to the Kinman Road/Big Valley intersection with SR-3, install traffic lights at Pioneer Hill Road, Pioneer Way, and Big Valley Road (two of three were installed in 2008), and construct a four-lane facility.

State Route 104: MP 8.87 to MP 24.86

Route No. 9104

SR-104 is included in the NTTFI from the intersection of Beaver Valley Road (SR-19) in Jefferson County to the Kingston Ferry Terminal in Kitsap County. The route is further divided into Sections 010 through 060. This route is 14.7 miles long (excluding bridges). The route is classified by the State as U1 - Urban Principal Arterial. As a State highway, all sections are eligible for federal funds.

The County and WSDOT have identified circulation improvements in the Kingston area, including SR-104. SR-104 is currently configured as a two-lane, one-way ingress and two-lane, one-way egress from the Kingston Ferry Terminal and the downtown Kingston area. In 2011, a Feasibility Study for Realignment looked at five alternatives plus a non-motorized plan element. Most of the options include realigning ferry traffic to alternate routes and freeing Main Street for local, transit, bicycle, and pedestrian traffic. Currently a holding lane

is used to manage ferry traffic and a realignment project for SR-104 is in the preconstruction phase.

State Route 305: MP 7.05 to MP 13.52

Route No. 9305

SR-305 is included in the TTP from the western margin of the Agate Pass Bridge to the intersection of SR-3. The route is entirely located within Kitsap County, including a portion located within the city limits of Poulsbo. Sections 010 through 050 make up this portion of the route. This route is 4.9 miles long. The route is classified by the State as U1 - Urban Principal Arterial. As a State highway, all sections are eligible for federal funds.

In 2012, WSDOT analyzed six design alternatives for the intersection of SR-305 and Suquamish Way. Alternatives varied from No Build to Lane Widening to a Roundabout. The Roundabout has been selected as the preferred alternative in part because it is the most successful design solution for alleviating traffic congestion and providing safe access for motorized and non-motorized travelers. As of 2026, plans for construction of the roundabout have been put on hold.

State Route 307: MP 0.00 to MP 5.25

Route No. 9305

SR-307 is included in the TTP from the intersection of SR-305 to the intersection of SR-104, Sections 010 through 030 (MP 0.00 to MP 5.25). This route is 5.3 miles long. As a State highway, all sections are eligible for federal funds. The route is classified by the State as U1 - Urban Principal Arterial.

2.2.2 County Routes

Kitsap County Routes

Portions of 50 County roads have been incorporated into the TTP system (as agreed by Letter of Understanding from the County, dated June 30, 2009) and accepted by the BIA. Relevant portions of the County Road Log and County Six-Year TIP are included in **Appendix D**.

Seabeck Highway NW

Route No. 1170

Seabeck Highway NW is a County road that runs in a southeast to northwest direction. It is classified by the County as Rural Minor Arterial changing to a Rural Major Collector. This route connects the Silverdale area to Seabeck, which contains several access points to the marine water of Hood Canal. It is a two-lane roadway in good condition. This route is divided into Sections 10 through 90.

Newberry Hill Road

Route No. 1342

Newberry Hill Road is a County road that runs in a southeast to northwest direction. It is classified by the County as Urban Minor Arterial. This route runs east from Seabeck Highway NW (Route 1170) and terminates at Silverdale Way (Route 1951) near Dyes Inlet. It is a three-lane roadway (including a center turn lane) in good condition. This route is divided into Sections 10 through 60.

NW Anderson Hill Road

Route No. 1354

NW Anderson Hill Road is a County road that runs in an easterly direction from Seabeck Highway (Route 1170). It is classified by the County as Rural Major Collector and becomes an Urban Minor Arterial as it approaches Silverdale. This route also terminates at Silverdale Way (Route 1951). It is a two-lane roadway in good condition. This route is divided into Sections 10 through 70.

Silverdale Way NW

Route No. 1951

Silverdale Way NW is a County road that runs in a southeast to northwest direction. It is classified by the County as Urban Principal Arterial. This route runs through the Silverdale area which contains numerous shopping malls, a hospital, and recreational opportunities. It begins at the eastern terminus of Newberry Hill Road and extends northeasterly until its terminus at the intersection with State Highway 308. This route is divided into Sections 10 through 110. It is a five-lane roadway (including a center turn lane) in good condition. The road continues northerly from the terminus of Silverdale Way but is named Viking Way NW (Route 7420). This route is divided into Sections 10 through 110.

Tracyton Boulevard NW

Route No. 5527

Tracyton Boulevard NW is a County road that runs in a northerly direction. It is classified by the County as Urban Minor Arterial. This route runs along the eastern shore of Dyes Inlet. It begins at the intersection with NE Riddell Road and extends northerly until its terminus at the intersection with NW Bucklin Hill Road (Route 5774). It is a two-lane roadway in good condition. This route is divided into Sections 10 through 60.

Brownsville Highway NE

Route No. 5729

Brownsville Highway NE is a County road that runs in a meandering fashion near the western shore of Port Orchard Bay. It is classified by the County as Urban Minor Arterial. This route begins at the intersection with SR-303 (Waaga Way) and extends northerly until its terminus at the intersection with SR-308 (NW Luoto Road). The terminus of the route is

located at the southern margin of Dogfish Bay. It is a two-lane roadway in good condition. This route is divided into Sections 10 through 80.

NW Myrhe Road

Route No. 5772

NW Myrhe Road is a County road that runs in a northerly and then westerly direction. It is classified by the County as Urban Minor Arterial. This route begins at the intersection with NW Bucklin Hill Road (Route 5774) and extends northerly until its terminus west of its intersection with Silverdale Way NW (Route 1951). The start of the route is coincident with the northerly terminus of Tracyton Boulevard NW (Route 5527). It is a three-lane roadway (including center turn lane) in good condition. This route is divided into Sections 10 through 40.

NW Bucklin Hill Road

Route No. 5774

NW Bucklin Hill Road is a County road that runs in an easterly direction. It is classified by the County as Urban Principal Arterial changing to Urban Minor Arterial. This route begins at the intersection with NW Anderson Hill Road (Route 1354) and extends east to intersect with Central Valley Road (Route 5905). It is initially a two-lane roadway and becomes a four-lane roadway with the change in classification. It is generally in good condition. This route is divided into Sections 10 through 60.

Central Valley Road NW

Route No. 5905

Central Valley Road NW is a County road that runs northerly. It is classified by the County as Urban Minor Arterial. This route begins at the intersection with NW Nichols Avenue and extends northerly until its terminus at the intersection with SR-308 (NW Luoto Road). It is a two-lane roadway in good condition. This route is divided into Sections 10 through 90.

NW Scandia Road

Route No. 5970

NW Scandia Road is a County road that runs easterly for the first section, then veers southerly for the second section. It is classified by the County as Urban Local Access. This route begins at the intersection with Viking Way NW and extends until its terminus at the intersection with SR-308 (NW Luoto Road). It is a two-lane roadway in good condition. This route is divided into Sections 10 through 20.

Miller Bay Road NE

Route No. 7037

Miller Bay Road NE is a County road that runs in a north-south direction. It is classified Rural Major Collector. This route begins at the intersection with Augusta Avenue NE and

extends northerly until its terminus at the intersection with SR-104 (Route 9104). It is a two-lane roadway in good condition. This route is divided into Sections 10 through 80.

Hansville Road NE

Route No. 7040

Hansville Road NE is a County roadway which runs in a north-south direction. It is classified as a Rural Major Collector by the County. It is a two-lane roadway in good condition, with wide paved shoulders. The posted speed limit is 45 miles per hour (mph), slowing to 35 mph near SR-104, where a left-turn-lane is provided. Hansville Road provides access from SR-104 to the Reservation. Hansville Road continues north and provides access to the community of Hansville, recreation, and fishing opportunities. This route is divided into Sections 10 through 90.

Stottlemeyer Road NE

Route No. 7165

Stottlemeyer Road NE is a County road which runs in a northly direction. The road intersects with NE Lincoln Road and extends north to its terminus at the intersection with NE Gunderson Road. The route is classified by the County as Rural Major Collector. The road is a two-lane road. This route is divided into Sections 10 through 20. The road is considered to be in good condition.

Big Valley Road NE

Route No. 7250

Big Valley Road NE is a County road that runs northerly in a meandering fashion. It is classified by the County as Rural Minor Collector. This route begins at the intersection with SR-307 (Route 9307) and extends northerly until its terminus at the intersection with SR-3 (Route 9003). It is a two-lane roadway in good condition. This route is divided into Sections 10 through 20.

NE Delaney Road

Route No. 7319

NE Delaney Road is a County road that runs easterly from the southwestern corner of the Reservation. It is classified by the County as Rural Local Access. This route begins at the intersection with Hansville Road NE and extends until it dead ends. It is a two-lane roadway in good condition. This route is defined by one section - Section 10.

Viking Way NW

Route No. 7420

Viking Way NW is a County road that runs in a northerly direction. It begins as an extension of Silverdale Way NW (Route 1951). It is classified by the County as Urban Minor Arterial. This route extends northerly, and enters the city of Poulsbo, where County ownership

terminates. It is a two-lane roadway in good condition. This route is divided into Sections 10 through 30.

Little Valley Road NE

Route No. 7441

Little Valley Road NE is a County road that runs in a northerly direction. The road begins at the northern limits of the city of Poulsbo, near the intersection with Forest Rock Hills Lane. The road terminates at the intersection with SR-307 (Bond Road NE, Route 9307). Big Valley Road NE (Route 7250) continues to the north. This route is a two-lane roadway in fair condition. This route is defined by Section 10.

Gunderson Road NE

Route No. 7466

Gunderson Road NE is a County road which runs in an easterly direction. The road intersects with SR-307 (Bond Road NE, Route 9307) to the west and extends east to its terminus at the intersection with Miller Bay Road NE. The route is classified by the County as Rural Major Collector. The road is a two-lane road. This route is divided into Sections 10 through 30. The road is considered to be in good condition.

Port Gamble Road NE

Route No. 7479

Port Gamble Road NE is a County road which runs in a northerly direction. The road intersects with Essex Avenue NE to the south and extends to its terminus at the intersection with State Highway 104. The route is classified by the County as Rural Local Access. The road is a two-lane road in good condition. This route is divided into Sections 10 through 30.

Highland Road NE

Route No. 7521

Highland Road NE is a County road that runs in a northerly direction. The road begins at the intersection with NE Crawford Drive. The road terminates at the intersection with SR-104 (Route 9104). This route provides access to Wolfle Elementary School and is a two-lane roadway in good condition. This route is defined by Section 10.

NE Lincoln Road

Route No. 7715

NE Lincoln Road is a County road that runs in an easterly direction. It is classified by the County as Rural Major Collector. This route begins at the northeastern boundary of the city of Poulsbo and extends east to terminate at Central Valley Road (Route 5905). It is a two-lane roadway generally in good condition. This route is divided into Sections 10 through 40.

NW Pioneer Hill Road***Route No. 7726***

NW Pioneer Hill Road is a County road that runs in an easterly direction. It is classified by the County as Rural Local Access. This route begins at the intersection with Pioneer Way NW (Route 7822) and extends east to intersect with SR-3 (Route 9003). It is a two-lane roadway. It is generally in good condition. This route is divided into Sections 10 through 30.

Waghorn Road NW***Route No. 7765***

Port Gamble Road NE is a County road which runs in a northerly direction. The road intersects with NW Pioneer Hill Road to the south and extends to its terminus at the intersection with Pioneer Way NW. The route is classified by the County as Rural Local Access. The road is a two-lane road in good condition. This route is divided into Sections 10 and 20.

Pioneer Way NW***Route No. 7822***

Pioneer Way NW is a County road that runs in an easterly direction. It is classified by the County as Rural Major Collector and Urban Minor Arterial. This route begins at the intersection with SR-3 (Route 9003) and extends west and south to intersect with Aldo Road. It is a two-lane roadway. It is generally in good condition. This route is divided into Sections 10 through 40.

NW Wesley Way***Route No. 7852***

NW Wesley Way is a County road that runs in a northwesterly direction. It is classified by the County as Urban Local Access. The road begins at the intersection with Lofall Road NW. The road terminates at Hood Canal shoreline access. This route is a two-lane roadway in good condition. This route is defined by Section 10.

NW Park Street***Route No. 7855***

NW Park Street is a County road that runs in an easterly direction. It is classified by the County as Urban Local Access. The road begins at the intersection with NW Ferry Street (Route 7858). The road terminates at NE Park Street, which provides access to a State park and the shoreline. This route is a two-lane roadway in good condition. This route is defined by Section 10.

NW Ferry Street***Route No. 7858***

NW Ferry Street is a County road that runs in a northeasterly direction. It is classified by the County as Urban Local Access. The road begins at the intersection with NW Wesley Way

(Route 7852). The road terminates at NW Park Street (Route 7858). This route is a two-lane roadway in good condition. This route is defined by Section 10.

Falkner Road NE

Route No. 7889

Falkner Road NE is a County road that runs in an easterly and then southerly direction. It is classified by the County as Urban Local Access. This route begins and ends at intersections with SR-3 (Route 9003). It is a two-lane roadway. It is generally in good condition. This route is defined by Section 10.

Beach Drive NE

Route No. 7903

Beach Drive NE is a County road that runs in a northeasterly direction. It is classified by the County as Urban Local Access. This route begins and ends at dead ends but is accessed by several residential roads. It is a two-lane roadway considered to be in good condition. This route is defined by Section 10.

Whitford Road NE

Route No. 7963

Whitford Road NE is a County road that runs in a northerly direction. It is classified by the County as Rural Local Access. The road begins at the intersection with Wheeler Street NE (Route 7966). The road terminates at the shore of Hood Canal and provides access to fishing and other marine activities. This route is a two-lane roadway in good condition. This route is defined by Section 10.

Wheeler Street NE

Route No. 7966

Wheeler Street NE is a County road that runs in a northerly then westerly direction. It is classified by the County as Rural Local Access. The road begins at the intersection with SR-104 (Route 9104). The road terminates at a dead end. This route is a two-lane roadway in good condition. This route is defined by Section 10.

NE Jefferson Point Road

Route No. 8163

NE Jefferson Point Road is a County road that runs in an easterly and then southerly direction. It is classified by the County as Rural Local Access. This route begins at the intersection with South Kingston Road NE, extends east to a 90-degree bend, then continues south and east to terminate at the intersection with NE Klabo Road. It is a two-lane roadway generally in good condition. This route is divided into Sections 10 through 30.

NE Barber Cut Off Road**Route No. 8369**

NE Barber Cut Off Road is a County road that runs in a southerly and then an easterly direction. It is classified by the County as Rural Local Access. NE Barber Cut Off Road provides access to an elementary school. This route begins at the intersection with SR-104 (Route 9104), meanders south and east to terminate at the intersection with NE West Kingston Road. It is a two-lane roadway generally in good condition. This route is divided into a single section - Section 10.

2nd Street NE**Route No. 8442**

2nd Street NE is a County road that runs in a northeasterly direction. The road begins at the intersection with Washington Boulevard NE. The road terminates at the intersection with SR-104 (Route 9104). This road provides access into the community of Kingston. It is classified by the County as Rural Local Access. This route is a two-lane roadway in fair condition. This route is defined by Section 10.

NE 288th Street**Route No. 8580**

NE 288th Street is a County road that runs in an easterly direction. The road begins at the intersection with Hansville Road NE (Route 7040) and terminates at the intersection with Gamble Bay Road NE. This route is a two-lane roadway in good condition. It is classified by the County as Rural Local Access. This route is defined by Section 10.

Gamble Bay Road NE**Route No. 8583**

Gamble Bay Road NE is a County road that runs in a southwesterly direction. The road begins at the intersection with NE 288th Street (Route 8580) and terminates at the intersection with SR-104 (Route 9104). This route is a two-lane roadway in good condition. It is classified by the County as Rural Local Access. This route is defined by Section 10.

Gamble Place NE**Route No. 8601**

Gamble Place NE is located in the southeast portion of the Reservation. The road intersects with Little Boston Road NE (Route 8625) on the north and extends south to a dead end. Gamble Place NE is a County road classified as Rural Local Access. The route is a two-lane roadway in good condition. This route is divided into a single section - Section 10.

NE Ecology Road**Route No. 8616**

NE Ecology Road is a County road that runs easterly from its intersection with Hansville Road NE (Route 7040). This route was formerly named NE Solid Waste Site Road. It is classified by the County as Rural Local Access. This route dead ends at a closed dump and

is currently used as a transfer station. It is a two-lane roadway in good condition. This route is defined by one section - Section 10.

Little Boston Road NE

Route No. 8625

Little Boston Road NE is located west of Hansville Road NE (Route 7040) and is classified as a Rural Local Access and Rural Minor Collector by the County. It provides access into and through the Reservation and functions as a collector for all local roads within the Reservation. It is a two-lane roadway with paved shoulders and starts and ends at intersections with Hansville Road. It is defined by Sections 810 through 820.

NE Eglon Road

Route No. 8630

NE Eglon Road is a County road that runs in an easterly direction. It is classified by the County as Rural Local Access. This route begins at the intersection with Hansville Road NE (Route 7040) and continues east to its second section, where the road makes a 90-degree bend to the south. The road terminates at an intersection with Hoffman Road NE. It is a two-lane roadway generally in good condition. This route is divided into Sections 10 through 30.

Hoffman Road NE

Route No. 8663

Hoffman Road NE is a County road that runs in a southerly and then easterly direction. The road begins at the intersection with NE Eglon Road (Route 8630) and continues to its terminus at the intersection with Sunrise Beach Drive NE. It is classified by the County as Rural Local Access. This route is a two-lane roadway in good condition. This route is defined by Section 10.

NE West Kingston Road

Route No. 8667

NE West Kingston Road is a County road that runs in an easterly direction. It is classified by the County as Rural Major Collector. This route begins at the intersection with Miller Bay Road NE (Route 7037) and extends east to provide access to several schools. It is a two-lane roadway. The route terminates in the community of Kingston at the intersection with SR-104 (Route 9104). It is generally in good condition. This route is divided into Sections 10 through 40.

NE South Kingston Road

Route No. 8668

NE South Kingston Road is a County road that runs in a southeasterly direction. It is classified by the County as Rural Minor Collector. This route begins at the intersection with NE West Kingston Road (Route 8667) and extends southeast and then southwest to the

community of Indianola. It is a two-lane roadway, generally in good condition. This route is divided into Sections 10 through 20.

Ludlow Drive NE

Route No. 8687

Ludlow Drive NE is a County road that runs in a southerly direction. The road begins at the intersection with Sunrise Beach Drive NE continues to its terminus at a dead end, which provides access to the shoreline at Puget Sound. It is classified by the County as Rural Local Access. This route is a narrow two-lane roadway in fair condition. This route is defined by Section 10.

Hood Canal Drive NE

Route No. 8696

Hood Canal Drive NE is a County road that runs in a northerly direction. It is classified by the County as Rural Minor Collector. This route is a two-lane roadway in good condition. This route is defined by Section 10 through Section 30. The road terminates at an intersection with NE Twin Spits Road (Route 8750).

Hood Canal Drive is a County road that intersects the PGST-owned Hood Canal Drive. In 2006, PGST closed vehicle access to the portion of Hood Canal Drive outside the Reservation boundary. Pedestrian access is still available across the Reservation boundary.

Cliffside Drive NE

Route No. 8716

Cliffside Drive is a County road that runs in an easterly direction. The route begins at its intersection with Hood Canal Drive NE (Route 8696). Cliffside Drive intersects Little Boston Road NE (Route 8625) on its eastern margin. It is classified by the County as Rural Minor Collector. This route is a two-lane roadway in good condition. This route is defined by Section 810.

NE Twin Spits Road

Route No. 8750

NE Twin Spits Road is a County road which runs in a westerly direction. The road intersects with Hansville Road NE (Route 7040) and extends to its terminus at the intersection with the shoreline of Hood Canal. The route is classified by the County as Rural Minor Collector. The road is a two-lane road in good condition. This route is divided into Sections 10 and 20.

NE Buck Lake Road

Route No. 8940

NE Buck Lake Road is a County road which runs in an easterly direction. The road intersects with Hansville Road NE (Route 7040) and extends west, makes a 90-degree turn to the south, and terminates at Buck Lake County Park. The route is classified by the County as

Rural Local Access. The road is a two-lane road in good condition. This route is divided into Sections 10 and 20.

NE Point No Point Road

Route No. 8950

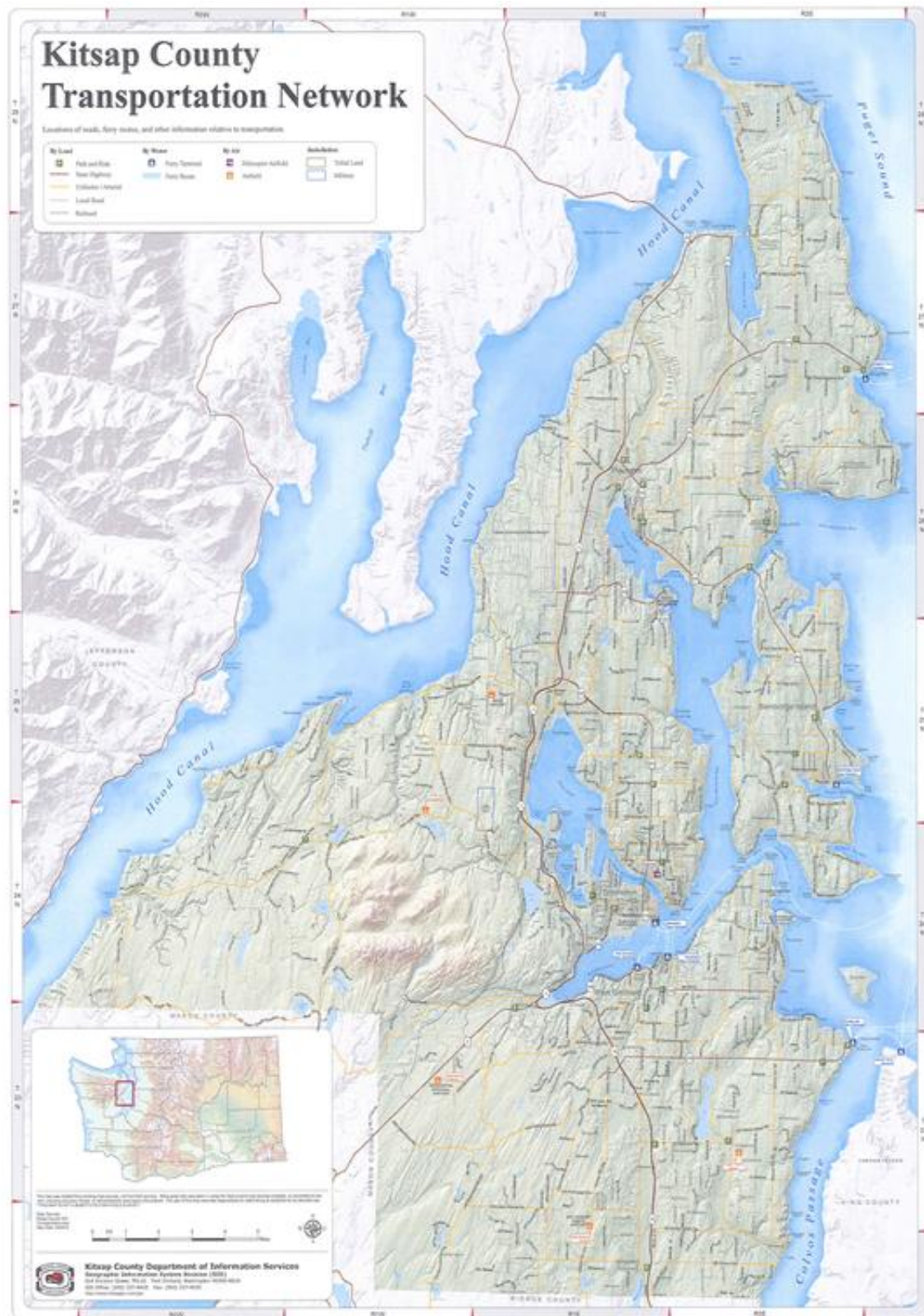
NE Point No Point Road is a County road that runs in an easterly direction. It is classified by the County as Rural Local Access. This route begins at the intersection with Hansville Road NE (Route 7040) and continues east to terminate at Point No Point Park. It is a two-lane roadway generally in fair condition. This route is divided into Sections 10 through 20.

Foulweather Bluff Road NE

Route No. 8992

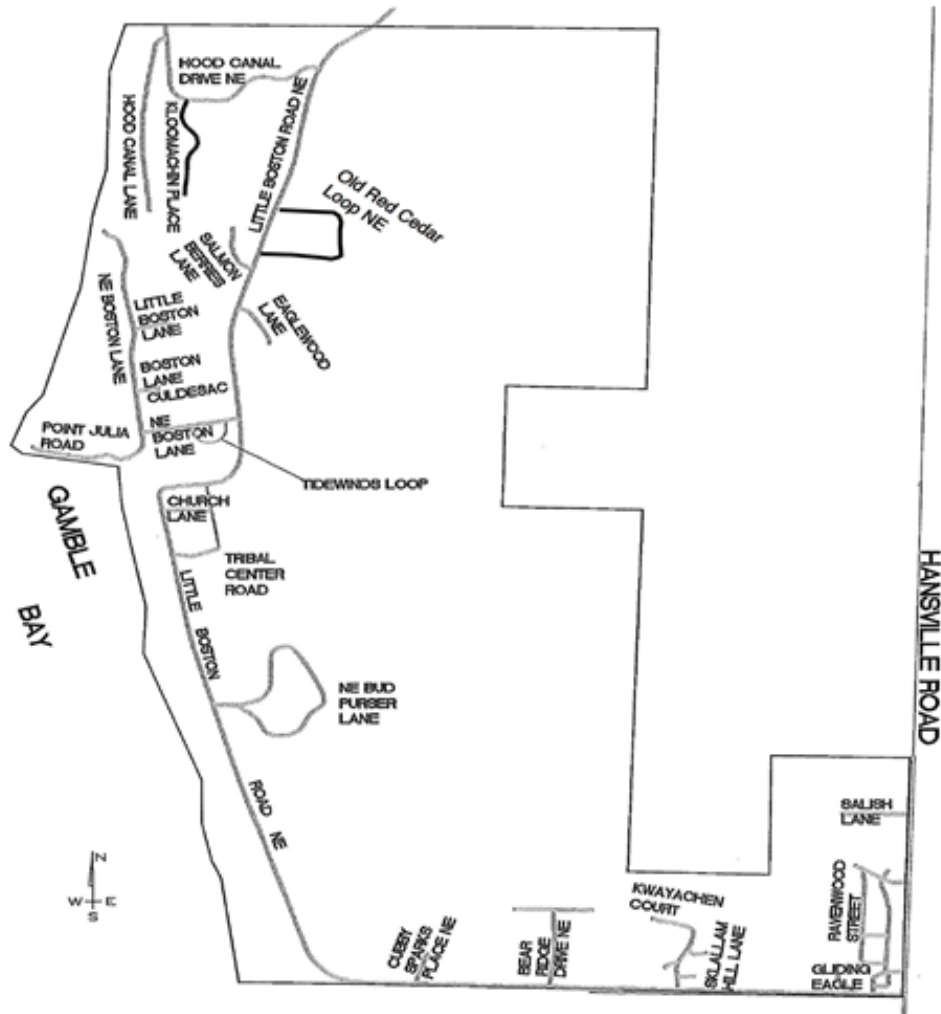
Foulweather Bluff Road NE is a County road that runs in a northerly direction. The road begins at the intersection with NE Twin Spits Road (Route 8750) and continues to its terminus at a dead end. It is classified by the County as Rural Local Access. This route is a two-lane roadway in good condition. This route is defined by Section 10.

Figure 2-1: Kitsap County Transportation Network



2.2.3 BIA Routes

Figure 2-2: Port Gamble S'Klallam Tribe Transportation Network



2.2.4 Tribal Roads

Forest Service Roads

Route No. 2001-2011

Series “2000” roads on the Reservation are either forest roads, or other service and emergency access roads. In general, these roads are gravel or dirt and in poor to fair condition. These roads are owned by PGST.

For details of each of the local service roads on the reservation, see the TTP Inventory in **Appendix A**.

2.2.5 Commercial/Business Park Roads

Salish Lane

Route No. 0019

This road is located in the mid-eastern portion of the Reservation. Salish Lane provides access to the Casino. The road intersects with Hansville Road (located within County right-of-way). Tribal members use Salish Lane for access to commercial enterprises and recreation.

Gliding Eagle

Route No. 0012

PGST has developed a gas station and convenience store. This road is located in the southeastern portion of the Reservation, is composed of two sections, and each section is 0.1 miles long. The southern terminus intersects Little Boston Road NE. The eastern terminus intersects Hansville Road. The road continues to the north and terminates at the southern margin of Ravenwood Street. Tribal members use Gliding Eagle for access to services.

2.2.6 Bridges and Docks

There are numerous bridges located within the state routes listed above, as well as the Kingston Ferry Terminal. The scope of this plan does not include a detailed discussion of these bridges, which are maintained by WSDOT.

There is one bridge within the Reservation boundaries located adjacent to Route 0002, Point Julia Road. The bridge provides access for both recreational activities and commercial enterprises. The bridge is owned and maintained by PGST.

The current trails plan calls for extending the bicycle/walking trail that starts at the Wellness Center access road and terminates at Middle Creek. A new bridge will have to be constructed to span Middle Creek to complete the trail. This new section has been named "Little Boston Pedestrian Facility."

2.2.7 Marine Access

Point Julia serves the fishing community and recreation boats. There are two boat ramps on Point Julia: The North Boat Ramp and the South Boat Ramp. The North Boat Ramp was replaced in 2017 and the South Boat Ramp was replaced in 2022.

In addition, Tribal members access marine activities from many County Roads. Tribal members require access to the shoreline to reach their usual and accustomed (U&A) fishing and shellfish harvest areas.

2.2.8 Non-motorized Facilities

In the last five years, several pedestrian facilities have been constructed on the Reservation. However, there is still a need to provide additional pedestrian facilities to provide safe access throughout the community.

Pedestrian safety is of utmost priority to PGST, and this is reflected in the Priority List. Series "3000" routes on the Reservation are pedestrian and mixed-use facilities. Proposed routes are included in the TTP to qualify for funding through the BIA. Funding has been received in the past from the WSDOT Pedestrian & Bicycle Safety Program to construct a portion of the mixed-use route along Little Boston Road.

2.2.9 Public Transit

Kitsap Transit

The public transit provider in Kitsap County is Kitsap Transit. Currently, Kitsap Transit does not provide direct service to the Reservation. However, Kitsap Transit Routes 307 and 391 provide daily service to the Kingston area along Miller Bay Road and SR-104 (See **Figure 2-3** and **Figure 2-4**). A park & ride is located at "George's Corner" at the intersection of SR-104 and Hansville Road and is served by Bus Route #391 and #307.

Figure 2-3: Kitsap Transit Route #307

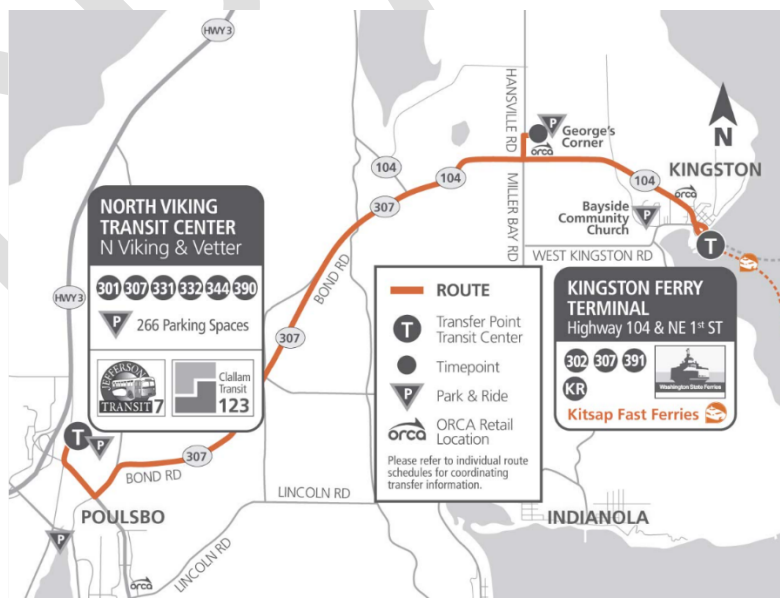
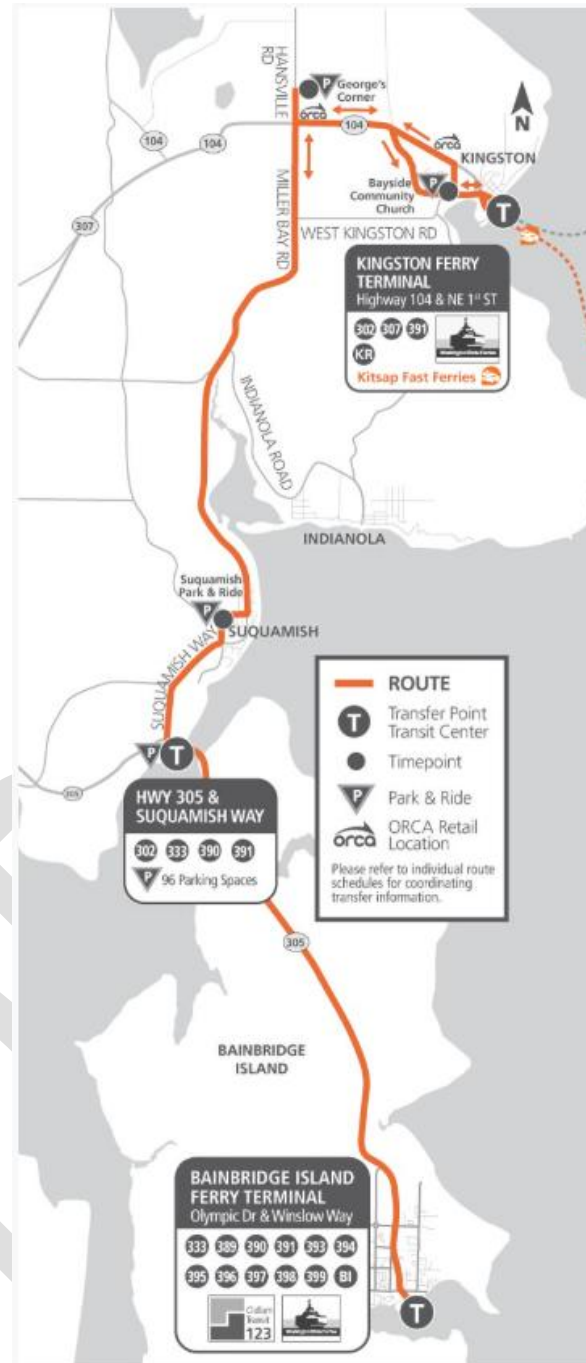


Figure 2-4: Kitsap Transit Route #391



Route #391 Kingston/Bainbridge operates weekdays between the Kingston ferry terminal and the Bainbridge ferry, and Route #307 Kingston/North Viking Ferry provides service between Poulsbo and Kingston. Kitsap Transit also makes connections with Jefferson County Transit in Poulsbo for service to Port Townsend and Port Ludlow. All bus schedules are coordinated with morning and evening commuter ferries.

Kitsap Transit provides vanpools for peak hour commuters and offers the "Worker/Driver Program". This service is designed to transport employees to and from various worksites, with the route ending at the driver's place of employment. Worker/Driver Port Gamble Route originates at "George's Corner" park and ride and transports employees to Charleston Base.

As reported in the 2022-2027 Transit Development Plan, Kitsap Transit provided county-wide mobility service through the use of fixed route service, ACCESS buses, VanLink social service agency vanpools, worker/driver service, general public dial-a-ride service, on-demand and foot ferry service where applicable.

Public Transportation (Transit) on Indian Reservations

In 2012, PGST prepared a Transit Study Plan with funds from a Transit Planning Grant from the Federal Transit Administration (FTA). The purpose of this study was to analyze and recommend a comprehensive system of transit alternatives that best meet the needs of the Tribal community over the next five years. This study identified the transit alternatives available to PGST, described the preferred alternative, and presented a plan for implementation of that preferred alternative.

The goals of the federal Tribal Transit Program are: 1) to enhance the access of public transportation on and around Indian reservations in nonurbanized areas to health care, shopping, education, employment, public services, and recreation; 2) to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas; 3) to encourage and facilitate the most efficient use of all federal funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services; and 4) to provide for the participation of private transportation providers in nonurbanized transportation to the maximum extent feasible.

As with many tribes, PGST is looking at the efficacy of coordinating transit service to support its community. The Reservation is currently within the Kingston on-demand service area and the on-demand fast ferry commuter service area. Tribal and community members would benefit from links to surrounding areas for business, employment, medical, and educational trips. The plan determined that a two-phase program would best meet the

needs of PGST. Phase I includes coordination and utilization of existing services, both those available through Kitsap Transit and the various departments within the PGST. Phase II recommends an extension of Kitsap Transit service, to be negotiated with the agency directly. Phase II is subject to transit demand, funding availability, and negotiations with Kitsap Transit.

2.2.10 Shuttles, Vans, and Shared Rides

PGST operates a van for elderly pickup. This is an example of a Tribally owned and operated transportation option. The Youth Services program is also seeking funding for a van to serve the youth population.

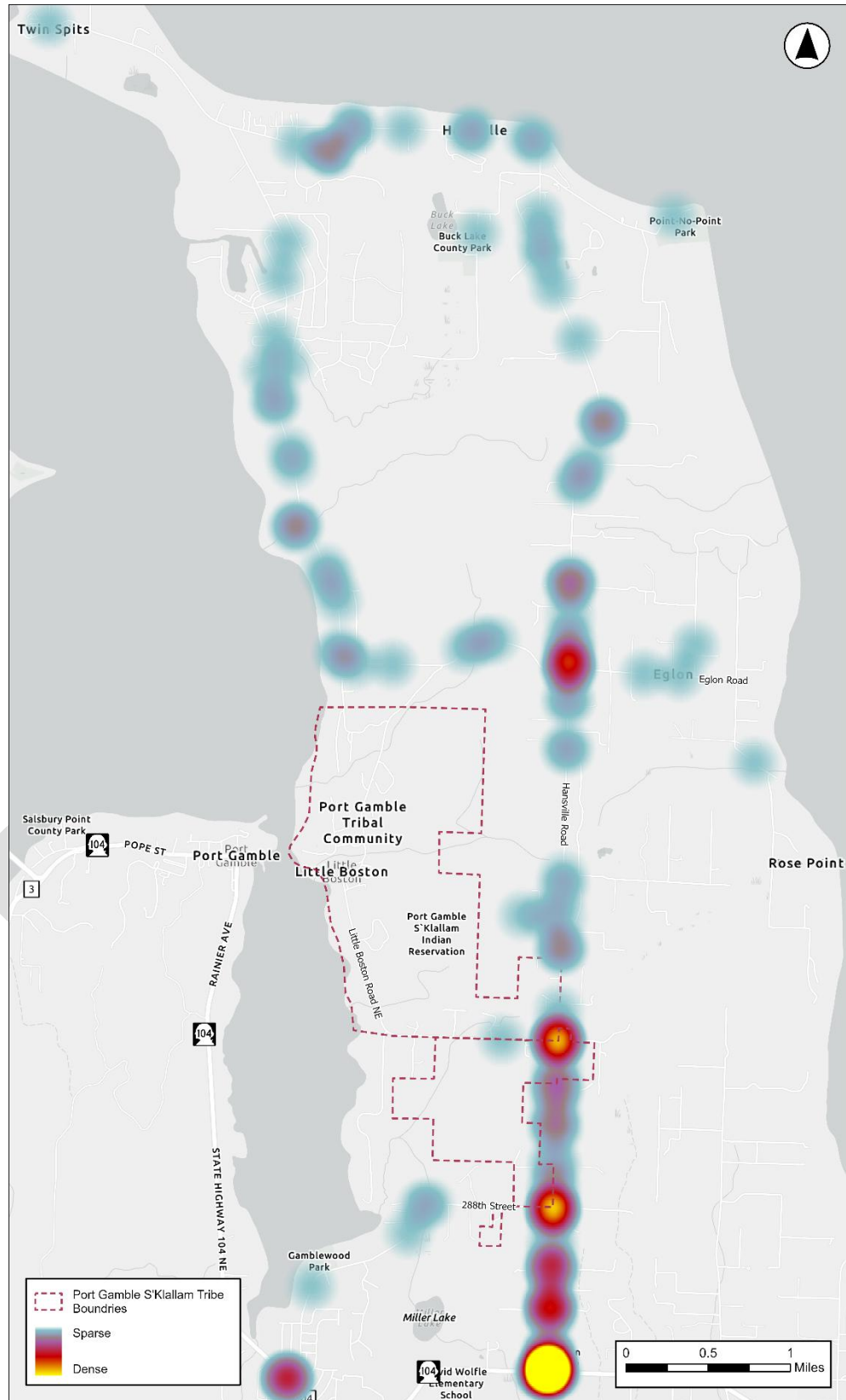
2.3 Collision History

Collision data for the PGST was requested from WSDOT, which maintains a database of collisions occurring in all of the State. Collision data was requested from WSDOT for the PGST Reservation as well as major roadways leading to the Reservation for the years 2021 through 2025. The data represents all reported, vehicle-involved collisions. A total of 192 crashes were reported from 2021 to 2025, which included one fatal crash, eight major injury crashes, and 183 other injury type collisions. It should be noted that historically, reservation collisions across the nation are significantly under reported.

2.3.1 Collision Locations

A total of 192 crashes were reported from 2021 to 2025. **Figure 2-5** shows the location of crashes within the study area over the five-year period as a heat map. The heat map indicates Hansville Road has a high concentration of crashes, particularly at the intersections of SR-104, 288th Street, Little Boston Road NE, and Eglon Road. The intersection of SR-104 and 288th Street also has a high concentration of crashes based on the heat map. All these locations are discussed in further detail in the report.

Figure 2-5: Collision Heat Map



2.3.2 Collision Severity

The collisions within the PGST Reservation as well as major roadways leading to the Reservation were analyzed based on crash severity. **Table 2-3** summarizes the number of collisions per year by severity. **Figure 2-6** shows the location of collisions by severity.

Table 2-2: Collision Severity

Severity	2021	2022	2023	2024	2025	Total
(K) Fatal Injury	0	0	0	0	1	1
(A) Suspected Major Injury	1	1	2		4	8
(B) Suspected Minor Injury	4	7	9	10	8	38
(C) Possible Injury	5	8	4	6	5	28
(O) PDO / No Injury	17	26	23	26	25	117
Total	27	42	38	42	43	192

The collision data shows there was one fatal injury collision (0.5% of collisions), eight suspected major injury collisions (4% of collisions), 38 suspected minor injury collisions (20% of collisions), 28 possible injury collisions (14% of collisions), and 117 no apparent injury/property damage only collisions (61% of collisions).

Table 2-3 summarizes the number of crashes based on severity at the intersections with the most reported crashes.

Table 2-3: Key Intersection Collision Severity

	Fatal	Major Injury	Minor Injury	Possible Injury	PDO / No Injury	Total
Hansville Road NE at Eglon Road	0	0	1	0	4	5
Hansville Road NE at Little Boston Road NE	0	0	0	0	2	2
Hansville Road NE at 288 th St	0	0	2	2	3	7
Hansville Road NE at SR-104	0	0	5	9	21	35
SR-104 at 288 th St	0	1	0	1	5	7

The intersection of Hansville Road NE at SR-104 had 35 crashes reported at the intersection over a five-year period. However, the table shows zero crashes were fatal or major injury.

The calculated crash rate in Million Entering Vehicles (MEV) for the intersection is included in **Table 2-4**.

Table 2-4: Key Intersection Collision Rates

	Total Collisions	Volume	Years	Collision Rate (MEV)
Hansville Road NE at Eglon Road	5	2839 ¹	5	0.97
Hansville Road NE at Little Boston Road NE	2	12958 ²	5	0.08
Hansville Road NE at 288 th St	7	12027 ¹	5	0.32
Hansville Road NE at SR-104	35	21260 ²	5	0.90
SR-104 at 288 th St	7	8469 ^{1,3}	5	0.50

¹ Calculated using average daily trips (ADTs) provided in Section 2.4.3

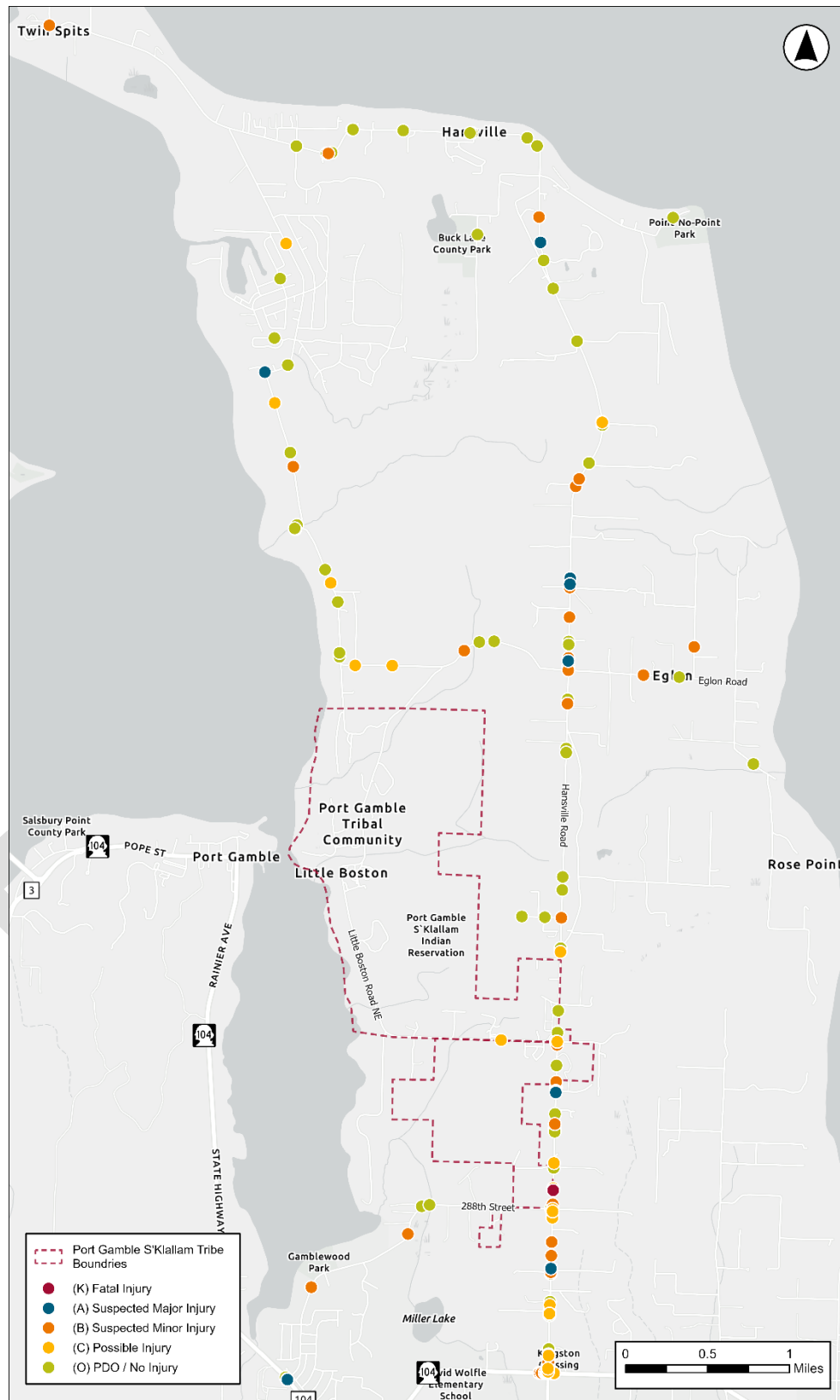
² Calculated by multiplying peak hour turning movement counts by K factor

³ Calculated using WSDOT provided ADT

The Collision rate, which adjusts for total entering traffic volumes, shows a MEV of 0.90 for the intersection of Hansville Road NE at SR-104. Typically, a rate of less than 1.0 and a frequency less than 10 collisions a year at a signalized intersection would indicate that additional analysis is not required. However, this intersection is very close to both those general guidelines. Additionally, the capacity review indicated the SR-104 at Hansville intersection expected to fail standard level of service thresholds within about 10 years. This intersection should be placed on the 6-year TIP for an updated intersection control evaluation (ICE) for safety and capacity.

The intersection of Hansville Road NE at Eglon Road has the highest collision rate of the study intersections but is still below the 1.0 significance rate. Additionally, the intersection of Hansville Road NE at Eglon Road has a collision frequency of 1.0 collisions per year, which is well below the 5 per year frequency normally used as a concern measure for unsignalized intersections. This should undergo periodic collision history monitoring and be evaluated further in the next strategic safety plan update.

Figure 2-6: Collision Severity Map

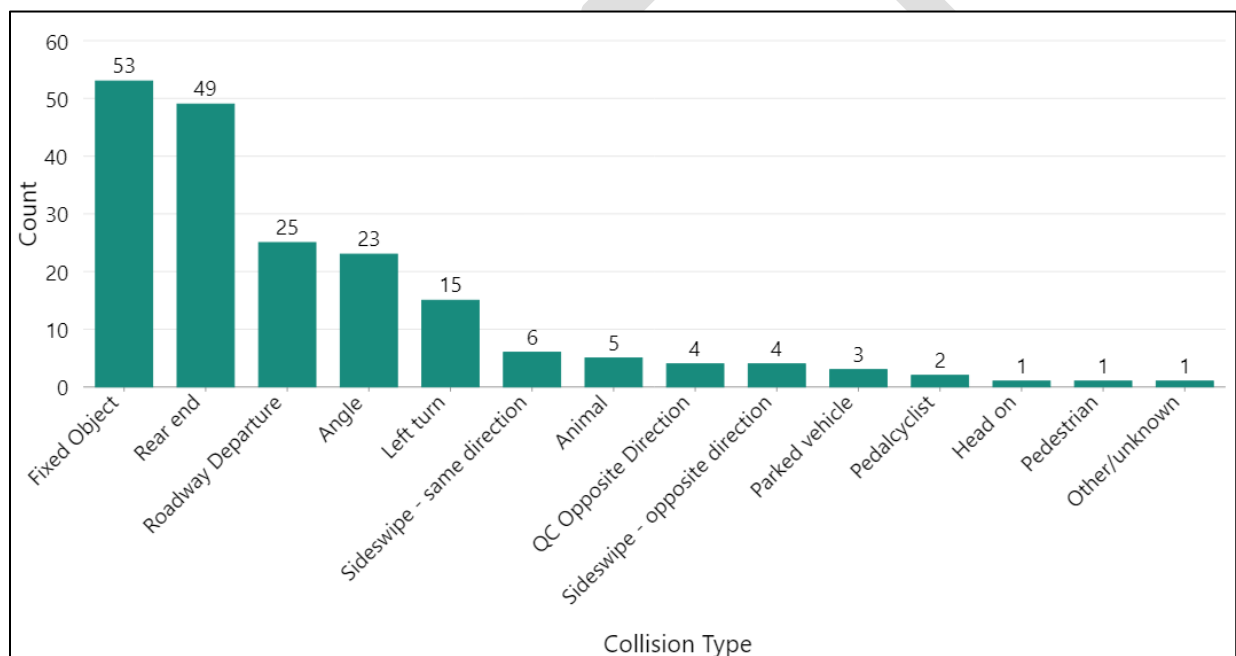


2.3.3 Collision Type

The number of collisions by type are summarized in **Figure 2-7**. The data shows the top collision types are fixed object (28% of collisions), rear end (26% of collisions), roadway departure (12% of collisions), angle (12% of collisions), and left-turn (8% of collisions).

Figure 2-8 illustrates the top collision types by location. A majority of the rear end and left-turn collision types occur along Hansville Road. The high number of fixed object and highway departure should be further evaluated in the next strategic safety plan or a road safety audit for the entire length of Hansville north of SR-104 and Little Boston Road to identify specific location improvements that would reduce fixed object and roadway departure collisions.

Figure 2-7: Collision Type



Active transportation road users include people walking and those riding bicycles. Of the 192 reported collisions, three collisions were active transportation related. One collision involved a major injury with a pedestrian, one collision involved a major injury with a pedal cyclist, and one collision involved a minor injury crash with a pedal cyclist. **Figure 2-9** illustrates the active transportation related crashes by location and severity. The three active transportation crashes occurred on Hansville Road between Little Boston Road NE and 288th Street.

Figure 2-8: Top Collision Types

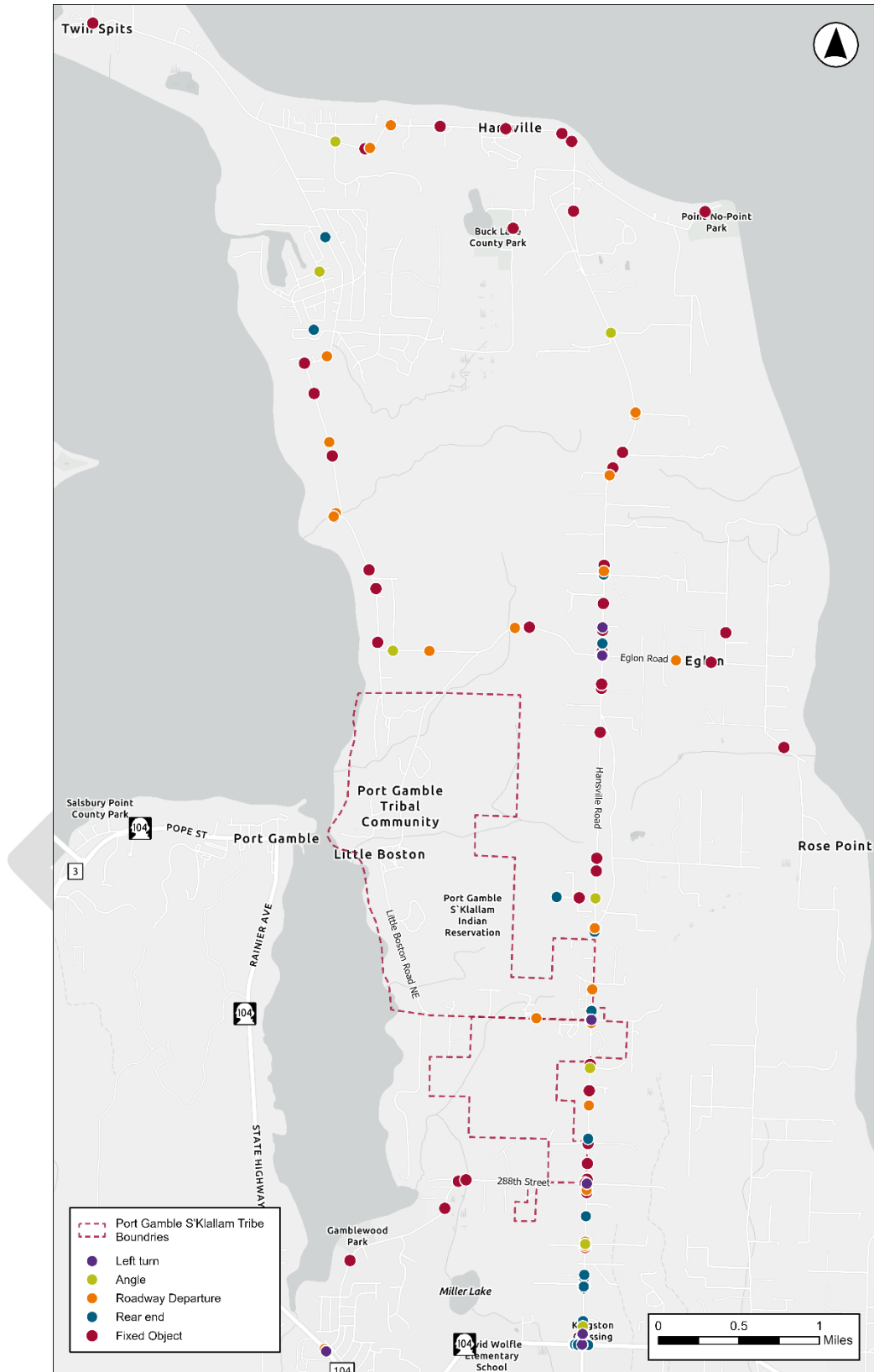
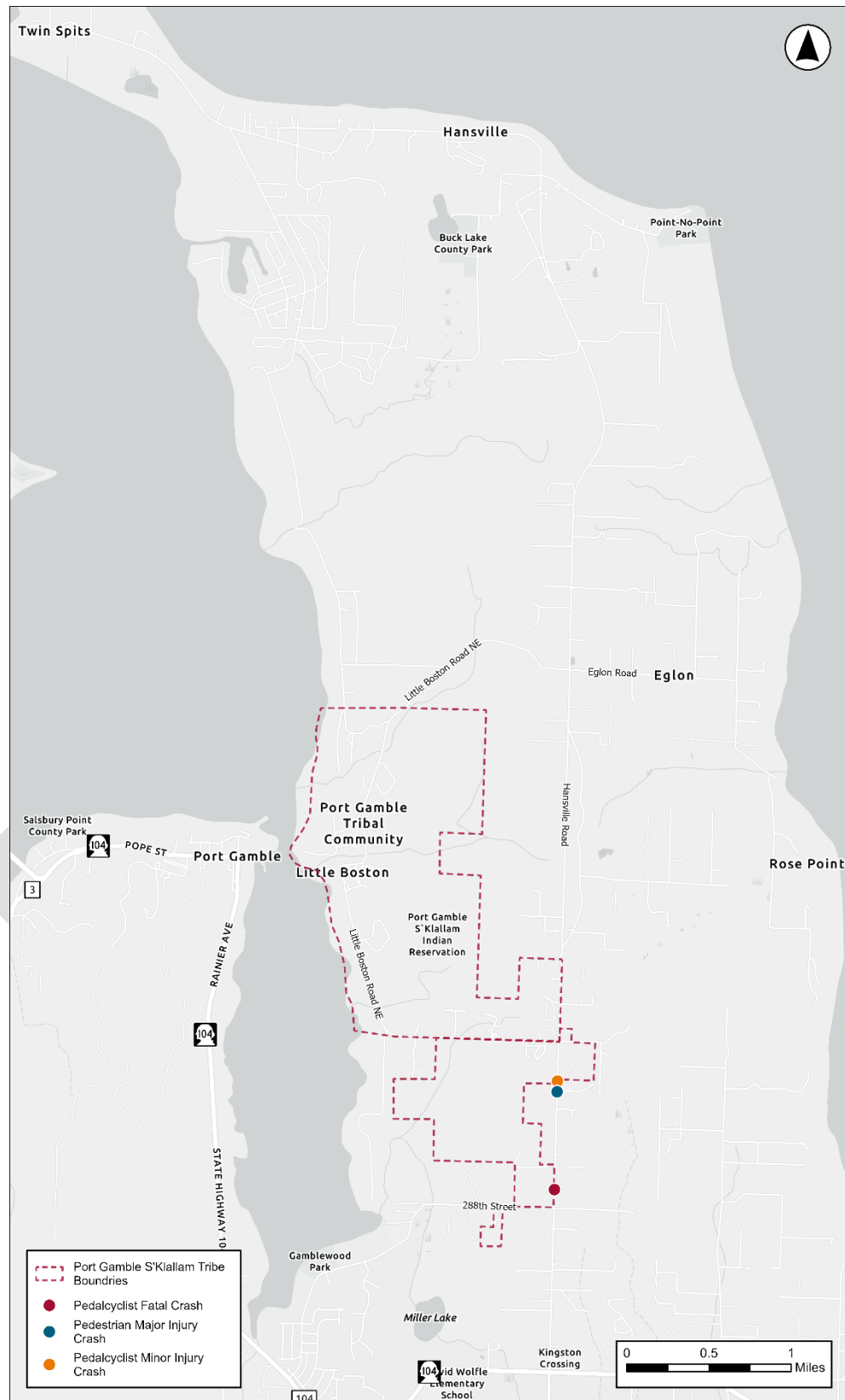


Figure 2-9: Active Transportation Collisions



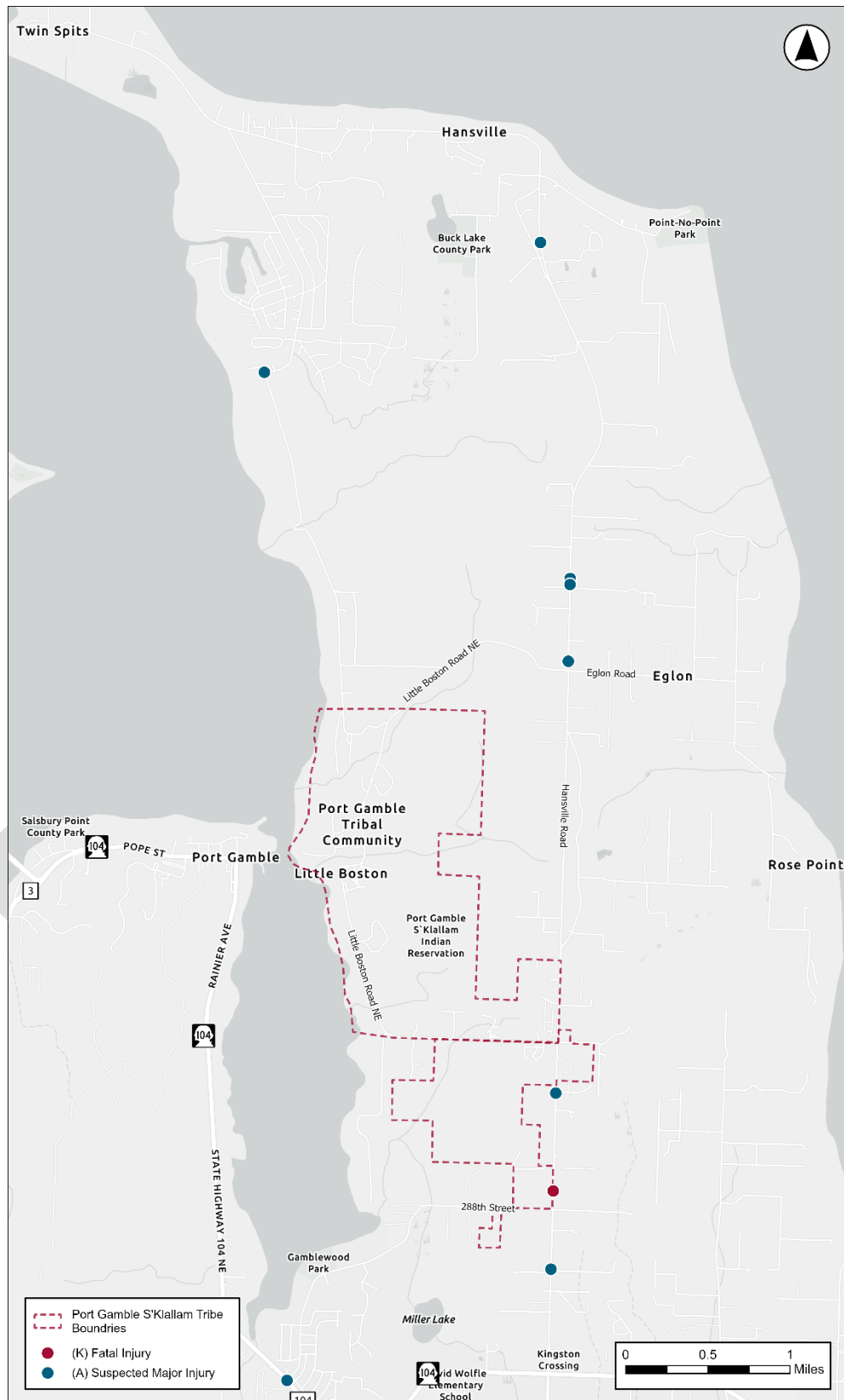
2.3.4 Fatal and Major Injury Collisions

Of the 192 reported crashes within the PGST Reservation, as well as major roadways leading to the Reservation, one collision involved a fatal injury, and eight collisions involved a major injury. **Table 2-7** summarizes the reported fatal and major injury collisions. **Figure 2-10** shows the fatal and major injury collisions by location. There are no specific clusters of fatality or major collisions, thus no specific trends.

Table 2-5: Fatal and Major Injury Summary

Date	Location	Severity	Collision Type	Primary Contributing Factor	Secondary Contributing Factor
8/6/2025	Hansville Road north of 288 th Street	(K) Fatal Injury	Pedal cyclist	Other Contributing Circ Not Listed	-
1/1/2021	Hansville Road NE at Evening Star Lane	(A) Major Injury	Pedestrian	Under Influence of Alcohol	-
7/12/2022	SR-104 at 288 th Street	(A) Major Injury	Left turn	Improper Turn/Merge	-
3/24/2023	Hansville Road NE at Sunnywoods Lane	(A) Major Injury	QC Opposite Direction	Other Contributing Circ Not Listed	Under Influence of Drugs
10/19/2023	Hansville Road NE north of Ohman Road	(A) Major Injury	Fixed Object	Apparently Ill	-
1/2/2025	Hansville Road NE north of Hunt Club Lane	(A) Major Injury	Head on	Other Contributing Circ Not Listed	-
5/19/2025	Hansville Road NE north of Ohman Road	(A) Major Injury	Roadway Departure	Other Contributing Circ Not Listed	-
7/16/2025	Hansville Road NE north of Eglon Road	(A) Major Injury	Parked Vehicle	Other Contributing Circ Not Listed	Apparently Ill
10/3/2025	Hood Canal Place at Hood Canal Drive	(A) Major Injury	Fixed Object	Under Influence of Alcohol	Exceeding Stated Speed Limit

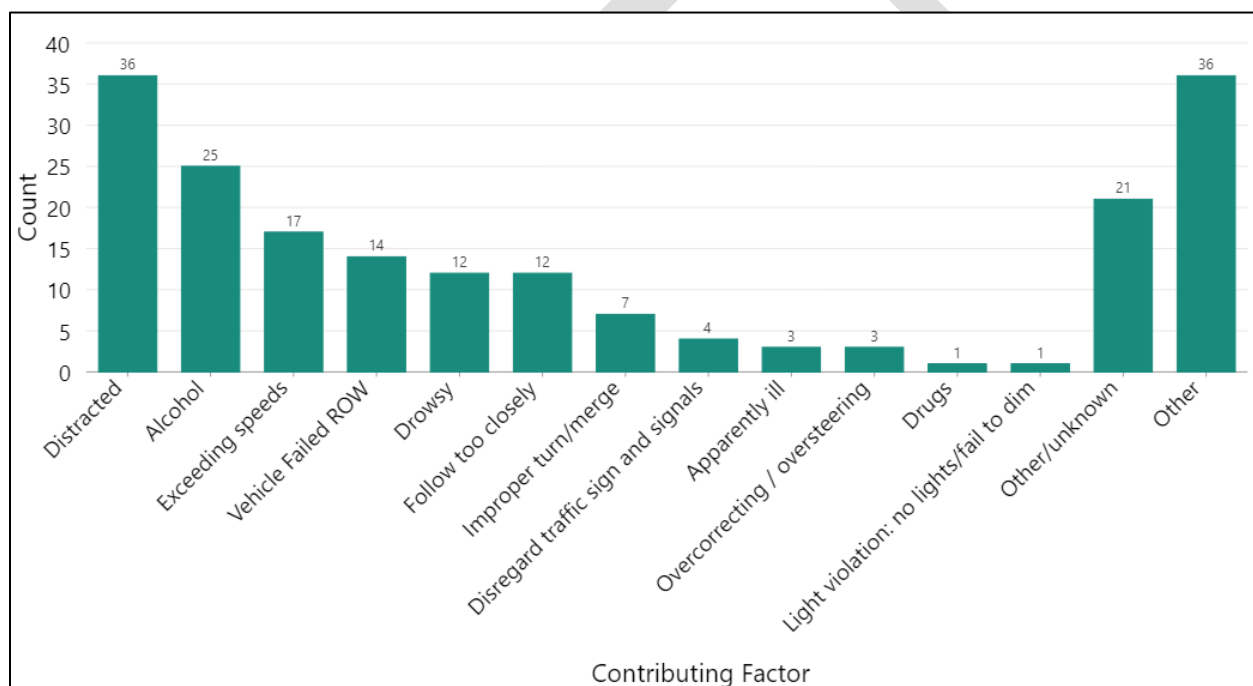
Figure 2-10: Fatal and Major Injury Collisions Map



2.3.5 Collision Trends

The reported collision contributing factors are summarized in **Figure 2-11**. The top contributing factors for collisions within the PGST Reservation, as well as major roadways leading to the Reservation, are distraction (19% of collisions), alcohol impairment (13% of collisions), exceeding speeds (9% of collisions), vehicle failing to yield right-of-way (7% of collisions), drowsiness (6% of collisions), and vehicles following too closely (6% of collisions). The top contributing factors indicate high-risk behavior by drivers contributing to collisions. When the Tribe updates their Strategic Safety Plan, additional public input will be evaluated with the collision data to determine appropriate enforcement engineering, education/encouragement and emergency services options to improve the traveling public's safety on the Reservation and its approach roads.

Figure 2-11: Collision Contributing Factors



2.4 Existing Traffic Operations

2.4.1 Analysis Parameters

Congestion at intersections and along roadways is generally measured in terms of level of service (LOS). Level of Service is a qualitative term describing operating conditions a driver will experience while traveling on a particular road or highway during a specific time interval. In accordance with the Transportation Research Board's *Highway Capacity Manual* (HCM), 7th Edition, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions.

The County has established the following performance standards: *85% of the County Road lane miles in the transportation network must be at or below maximum LOS/volume-to-capacity standards. Conversely, 15% of the lane miles will be permitted to exceed LOS/volume-to-capacity standards.* A roadway will be considered deficient when the average for the link falls below LOS D in urban areas and LOS C in rural areas.

For the purposes of this study, the County roads and intersections providing direct access to the Reservation were reviewed to determine what improvements may be needed to meet the stated goals of the LRTP.

2.4.2 Traffic Volumes

The traffic volumes used in the analysis were collected from multiple sources. These traffic volumes were used for the base-year operations analysis, and as the basis for future-year traffic volume projections.

Traffic count data is collected by WSDOT for state routes and is available online through the [WSDOT Traffic count data](#) webpage.

Traffic count data for County roads were provided by the County for the following locations and dates:

- Hansville Road between North of Eglon Road and SR-104 (April 2026)
- Hansville Road North of Buck Lake Road (November 2023)
- Twin Spirits Road East of Hood Canal Drive (2019)
- Gamble Bay Road North of Grove Lane (June 2025)
- 288th Street West of Hansville Road (April 2026)
- Hansville Road Little Boston Analysis Report (2025)

Existing turning movement counts at the following intersections were collected by the independent count firm Traffic Data Gathering (TDG) in April 2026:

- Little Boston Road NE at NE Boston Lane
- Little Boston Road NE at Admin Center North Driveway
- Little Boston Road NE at Admin Center South Driveway
- Hansville Road NE at Casino South Driveway
- SR-104 at Hansville Road NE

In addition, traffic counts collected in June 2025 for the Hansville Road Little Boston Road Analysis Report (Transpo Group, 2025) were used in the analysis of this report, relevant count data from the original report included in **Appendix E**.

The traffic data collected in 2019, 2023, and 2025 is still relevant in 2026. Growth on the Reservation has not increased enough to have a measurable impact on older traffic data. The existing 2026 PM peak hour volumes are shown in **Figure 2-12**. Traffic count data is provided in **Appendix E**.

2.4.3 Roadway Operations

The current operation of the Reservation roadway network has been assessed using a link capacity analysis. Each roadway in Kitsap County has an assigned maximum vehicle carrying capacity for ADT. The capacity was assigned based on the revised Florida Department of Transportation (DOT) System Planning Office Capacity Tables. These capacities represent land use assessment that is either urban, rural, or rural transitioning to urban. Roadway link LOS analysis is used to assess if facilities are meeting the LOS standards.

Roadway travel volumes are compared to roadway capacity to develop the volume-to-capacity (V/C) ratio. The V/C ratios relate directly to measures of LOS as shown in **Table 2-6**.

Table 2-6: Roadway Level of Service Criteria

V/C Ratio Range	LOS
.60 and below	A
.60 to .69	B
.70 to .79	C
.80 to .89	D
.90 to .99	E
1.00 and above	F

Figure 2-12: Existing Weekday 2026 PM Peak Hour Volumes

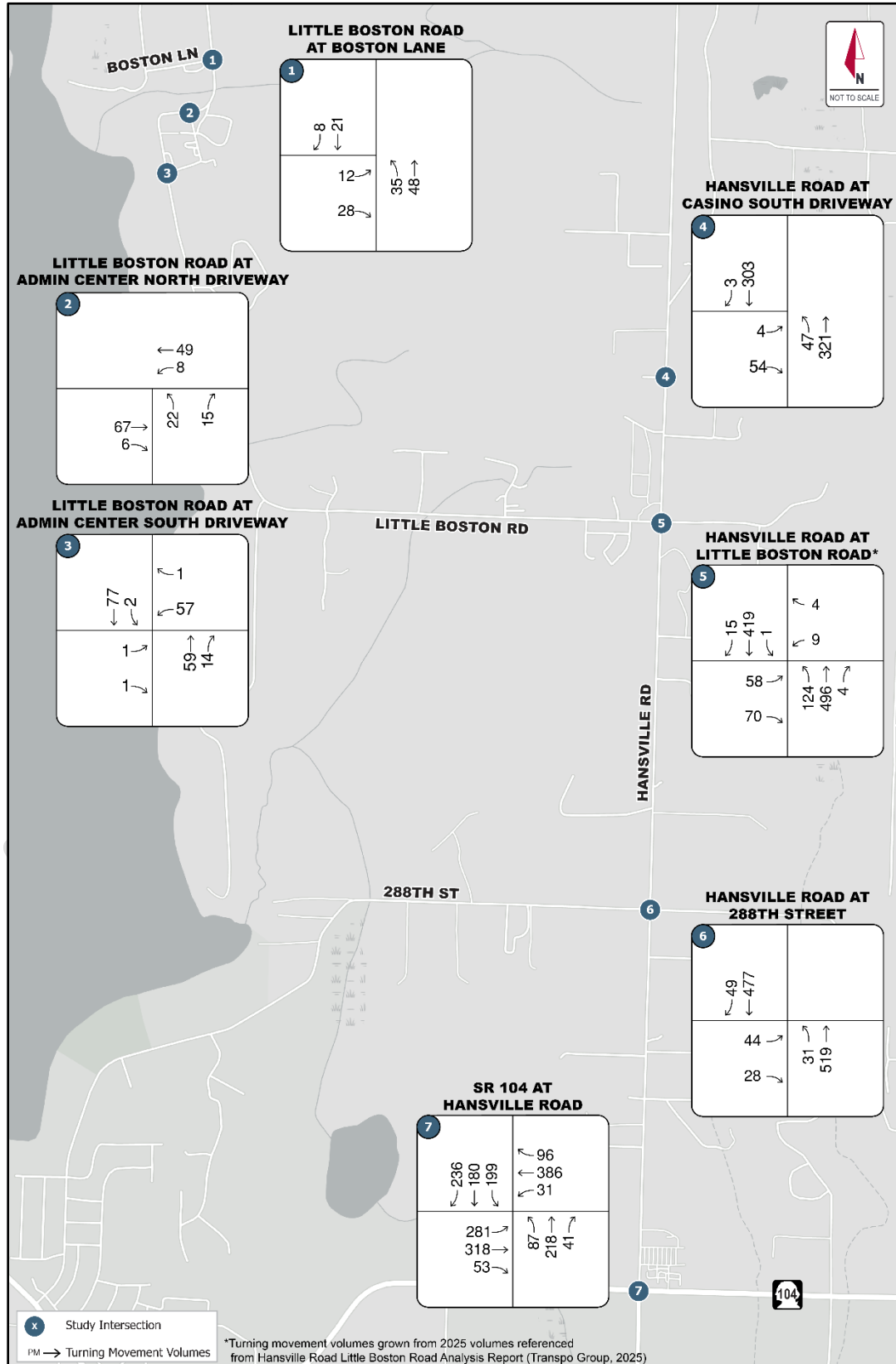


Table 2-7 provides a summary of the current roadway LOS for Hansville Road, which is the main access to the Reservation, and other approach roads to the Reservation. The reserve capacity at LOS D for each segment is also included. This is an indication of how much more traffic each roadway segment can accommodate and still maintain a LOS D standard. The roadway segment calculations are included in **Appendix F** of this report.

Table 2-7: Current Roadway Level of Service

Roadway Segment	Previous ADT Volume (year)	2026 ADT Volume ¹	Roadway max Capacity	V/C Ratio ⁵	LOS	Roadway Capacity at LOS D	Reserve Capacity
Hansville Road north of Buck Lake Road	1,635 (2023) ²	1,735	15,000	0.11	A	13,350	11,615
Hansville Road north of Eglon Road	-	2,839 ²	15,000	0.19	A	13,350	10,511
Hansville Road south of Eglon Road	6,240 (2025) ³	6,365	15,000	0.41	A	13,350	6,985
Casino south entrance/Salish Lane, west of Hansville Road	-	1,100 ⁴	10,000	0.11	A	8,900	7,800
Hansville Road north of Little Boston Road	-	8,649 ²	15,000	0.58	A	13,350	4,701
Hansville Road north of 288 th Street	-	10,764 ²	15,000	0.72	C	13,350	2,586
Hansville Road north of SR-104	-	11,406 ²	15,000	0.76	C	13,350	1,944
Little Boston Road west of Hansville Road	3,054 (2025) ³	3,115	13,200	0.23	A	11,748	8,633
288 th Street west of Hansville Road	-	1,263 ²	10,000	0.10	A	8,900	7,637
Twin Spits Road east of Hood Canal Drive	1,616 (2019)	1,856 ²	10,000	0.12	A	8,900	7,044
Gamble Bay Road north of Grove Lane	1,446 (2025)	1,475 ²	10,000	0.11	A	8,900	7,425

¹ Roadway segments with ADT volume data from before 2026 were projected to 2026 volumes using a 2% annual growth rate.

² ADT volume provided by Kitsap County.

³ ADT volume referenced from the Hansville Road Little Boston Road Analysis Report (Transpo Group, 2025).

⁴ ADT volume estimated from the traffic counts collected by TDG in April 2026.

⁵ V/C ratio calculated with 2026 ADT volumes.

2.4.4 Intersection Operations

The LOS calculations for intersections determine the amount of control delay (in seconds) that drivers will experience while proceeding through an intersection. Control delay includes all deceleration delay, stopped delay, and acceleration delay caused by the traffic control device. The LOS is directly related to the amount of delay experienced.

The LOS at signalized, roundabout, and all-way stop-controlled intersections is based on the average delay of all approaches. The LOS for two-way stop-controlled intersections is based on average delays for the critical stopped approach. The LOS criteria for stop-controlled intersections differ from signalized intersections due to signalized intersections being designed to carry higher traffic volumes and experience greater delay. Geometric characteristics and conflicting traffic movements are taken into consideration when determining LOS values. **Table 2-8** shows the level of service criteria for intersections.

Table 2-8: Level of Service Criteria for Stop-Sign Controlled Intersections

Level of Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)		Volume to Capacity (v/c)
		Unsignalized Intersections	Signalized Intersections	
A	Little/No Delay	≤ 10	≤ 10	0.0 to 0.5
B	Short Delays	> 10 and ≤ 15	> 10 and ≤ 20	0.5 to 0.7
C	Average Delays	> 15 and ≤ 25	> 20 and ≤ 35	0.7 to 0.8
D	Long Delays	> 25 and ≤ 35	> 35 and ≤ 55	0.8 to 0.9
E	Very Long Delays	> 35 and ≤ 50	> 55 and ≤ 80	0.9 to 1.0
F	Extreme Delays	> 50	> 80	> 1.0

The capacity analysis was completed utilizing the existing channelization and intersection control. The peak hour factors and heavy vehicle factors from the existing traffic counts were used in the LOS calculations for the PM peak hour period at the study intersections. The capacity analysis worksheets are included in **Appendix F** of this report. The results of the existing Level of Service Analysis are summarized in **Table 2-9**.

Table 2-9: Existing Roadway PM Peak Hour LOS - 2026

Intersection	Control	2026 PM Peak Hour	
		LOS	Delay (sec)
1. Little Boston Road NE at Little Boston Lane	Two-Way Stop-Control	A	9.0
2. Admin Center North Driveway at Little Boston Road NE	Two-Way Stop-Control	A	9.4
3. Little Boston Road NE at Admin Center South Driveway	Two-Way Stop-Control	B	10.0
4. Hansville Road NE at Casino South Driveway	Two-Way Stop-Control	B	11.3
5. Hansville Road NE at Little Boston Road NE ¹	Two-Way Stop-Control	F	65.6
6. Hansville Road NE at 288 th Street	Two-Way Stop Control	D	27.9
7. Hansville Road NE at SR-104	Signal	D	41.0

¹ 2026 LOS and Delay calculations for Hansville Road NE at Little Boston Road NE are based on volumes grown from 2025 volumes referenced from the Hansville Road Little Boston Road Analysis Report (Transpo Group, 2025).

Most intersections, except for Hansville Road at Little Boston Road, the intersection of Hansville Road at 288th Street, and the intersection of Hansville Road at SR-104, currently operate at LOS B or better with the existing traffic volumes. The intersection of Hansville Road at Little Boston Road operates at LOS F and the intersections of Hansville Road at 288th Street and Hansville Road at SR-104 operate at LOS D. Note the typical acceptable standard for this area is LOS D or better.

Hansville Road / SR-104

This is the major intersection providing access to the Reservation. The intersection currently operates at LOS D with a delay of 41.0 seconds. Although the intersection is operating at an acceptable level, future growth will cause increased delays. Of the analyzed intersections, Hansville Road at SR-104 had the highest number of collisions with 35 being reported between 2021 and 2025. None of the reported collisions involved fatalities or major injury.

A southbound right-turn lanes was proposed for construction at the intersection of Hansville Road at SR-104 in the 2024 Kitsap County Statewide TIP (STIP) but was removed

from the 2025 Kitsap County STIP. Based on the projected traffic operations at the intersection of Hansville Road at SR-104, additional capacity and/or lanes will be required to maintain acceptable LOS and cannot be improved by signal optimization alone. Geometric improvements at this intersection would require WSDOT approval.

Hansville Road / Little Boston Road

The intersection currently operates at LOS F with a delay of 65.6 seconds. The intersection currently does not operate at an acceptable level; future growth will worsen delay times. Hansville Road at Little Boston Road had two collisions reported between 2021 and 2025. None of the reported collisions involved fatalities or major injury.

Due to capacity restraints, a roundabout is planned to be constructed at this intersection. The Hansville Road Little Boston Road Analysis Report completed in 2025 by Transpo Group analyzed design alternatives for the proposed roundabout.

Hansville Road / Casino Entrance

Land Use plans indicate that this area will develop as a business park and commercial area. The new wastewater facility will facilitate expansion of business activities in the business park area. There are several existing access points to Hansville Road. North of the Gliding Eagle Gas Station, the only access points to Hansville Road are the north and south entrances to the Casino. The intersection of Hansville Road at the Casino South Driveway currently operates at LOS B with a delay of 11.3 seconds. The intersection currently operates at an acceptable level. None of the reported collisions near the Casino driveways involved fatalities or major injury.

Hansville Road / 288th Street

The intersection of Hansville Road at 288th Street had seven reported collisions between 2021 and 2025. One of the reported collisions near the Casino driveways involved a major injury. Due to Hansville Road being the major roadway into the Reservation, delay is anticipated to increase in the future years with traffic growth. The Warrior Ridge master planned north-south roadway would provide both capacity and emergency access relief once constructed.

3 FUTURE CONDITIONS

3.1 Future Land Use

PGST approved its first Comprehensive Land Use Plan in 2003. A more refined conceptual master plan was prepared in 2008 adding more specificity and development options. The plan was again refined in 2018 to provide development options for three large areas on the Reservation, including the Business Park, Warrior Ridge, and Heronswood. It is important to note that the goals, objectives, and standards reflected in the 2003 remain official policy today. The plan provides policy guidance for Tribal land use, commercial development, and assertion of Tribal protectable interest in resources of value, both on and off the Reservation. The plan proposes phased development of land use review and regulatory systems including land use designations, development standards, environmental protections, building permit processes, and permit tracking. Goals include:

- Provide a mix of affordable housing and lot sizes in clean and safe neighborhoods
- Provide for future housing needs by developing housing in newly acquired lands and north end of the Reservation
- Provide a concentration of community facilities at the Tribal Government Center
- Create a network of community trails, walking paths, and view shed areas along Little Boston Road
- Establish commercial/business/industrial zones along Hansville Road
- Convert the Ravenwood Trailer Park into a commercial area
- Create a business park at the frontage of Hansville Road north of the Little Boston intersection
- Create a retail anchor and high profile "gateway" to the Reservation
- Acquire northeast acreage of DNR to expand Tribal Reservation land

In 2018, the Tribal Council adopted a series of refinements to the original plan. Three distinct areas (Business Park, Warrior Ridge, and Heronswood) were subject to a detailed planning process. The result makes up the 2018 Master Plan. The build-out of this Master Plan will require access roads, service roads, and internal circulation roads. The development plans showing conceptual roads and development plans are included in **Appendix G**. The entire plan set (including maps, narrative, and conceptual layouts) for each area have not been included in the appendices because of size constraints, but it is the Tribal Council's intention that the 2018 Master Plan be included and made a part of this 2026 LRTP Update as **Appendix G**.

Figure 3-1: 2018 Adopted Land Use Plans for Business Park, Warrior Ridge, and Heronswood



The following is a summary of the changes in Tribal land use in the past five years.

3.1.1 Housing Development

In 2020, a 29-lot residential development, known as Old Red Cedar Subdivision, was started and progress has been made on road access, utilities, and several of the lots. The project included the provision of additional water and sewer capacity for serving future residential developments such as Kloomachin North. A new development on Warrior Ridge is also in progress which will include a new road system that will connect Little Boston Road NE to NE 288th Street. The first two phases of ten planned phases have been completed with the construction of 37 single-family housing units, four apartment buildings, and four duplexes. Another development, known as Raccoon Town, is currently under construction and is anticipated to be finished by the end of 2026 with 39 new residential lots. In addition, a number of new replacement homes have been constructed by the Housing Authority. Approximately five new homes have been constructed or purchased under the Housing Authority "184 Program."

3.1.2 Tribal Government Center

A new Integrated Health Facility was completed in 2021. A new Natural Resources Fish Laboratory was constructed in 2019 adjacent to the Children and Family Services building. The Administration Campus Redevelopment is currently in the planning phase and is anticipated to include a new administration building, gym, community center, subterranean garage, parking lot, and open space amenities.

PGST intends to move all Wellness employees into the new Integrated Health Facility and remodel the Wellness building for court operations and staff.

3.1.3 Community Trails

A Trail System Concept Plan was developed in 2006 with the assistance of a grant from the National Parks Service. One phase of a mixed-use trail has been completed and connects the Gliding Eagle Market with the lower reach of Little Boston Road NE. As of 2026, the trail has been extended to the Admin Campus, completed in 2025. A geotechnical report has been completed for the next phase of the trail up to the Tribal Center in 2024. Sidewalks were constructed within the Administration Campus (Tribal Government Center). The next phase will connect these two facilities to provide a safe path for pedestrians that is separated from Little Boston Road NE.

3.1.4 Expand Reservation

PGST has been actively pursuing new land purchases in the last few years and has purchased:

- Pope property (20.24 acres Trust Status 2014)
- Heronswood property (14.97 acres Trust status 2014)
- Blue House property (35.63 acres Trust status 2016)
- Foxglove property (9.20 acres Trust status 2018)
- Hansville Block property (924.91 acres in 2019).
- Kountry Korner (0.89 acres in 2017)
- South Kountry Korner (1.56 acres in 2020)
- A&A Tree Farms (14.40 acres in 2023)
- Duckabush 47 (47.56 acres in 2023)
- Fall property (7.33 acres in 2024)
- Gunnerman property (3.56 acres in 2024)
- Miller Lake (265.00 acres in 2024)
- Minder Meats (1.57 acres in 2025)
- Bjarnson Property (13.57 acres in 2025)

Table 3-1: Tribal Lands as of July 2025

Land Area	Acreage	Source of Acreage Data	Acquired by Tribe	Converted to Trust Land	Proclaimed as Reservation
Reservation					
Uplands (1938 boundary)	1,229.75	2008 BLM Survey	3/12/1936	6/16/1938	6/16/1938
Tidelands (1938 boundary)	67.20	1936 Warranty Deed	3/12/1936	6/16/1938	6/16/1938
Warrior Ridge	390.28	Wengler Survey	1/6/2005	2/29/2012	6/22/2016
Pope 20-Trust	20.24	Wengler Survey	9/26/1989	7/31/2014	6/22/2016
Total	1,707.47				
Off Reservation Trust Lands					
Heronswood	14.97	BLM LDR Certificate	7/12/2012	7/15/2024	N/A
Blue House	35.63	Wengler Survey	5/7/2003	10/12/2016	N/A
Foxglove	9.2	BLM LDR Certificate	11/21/2016	1/3/2018	N/A
Miller Bay Road Property	1.56	Proctor survey for BLA	3/6/2020	6/18/2025	N/A
Total	61.36				

Land Area	Acreage	Source of Acreage Data	Acquired by Tribe	Converted to Trust Land	Proclaimed as Reservation
Off Reservation Fee Lands					
Pope 20-Fee	20.08	Wengler Survey	9/26/1989	N/A	N/A
Simonsen property	1.07	County Assessor	12/23/2011	N/A	N/A
Hansville Block	924.91	WestSound & David Evans Surveys	12/16/2019	N/A	N/A
Kountry Korner	0.89	Proctor survey for BLA	7/31/2017	N/A	N/A
South Kountry Korner	1.56	Proctor survey for BLA	3/6/2020	N/A	N/A
A&A Tree Farms	14.40	County Assessor	9/7/2023	N/A	N/A
Duckabush 47	47.56	Jefferson County Assessor	12/20/2023	N/A	N/A
Fall property	7.33	County Assessor	7/29/2024	N/A	N/A
Gunnerman property	3.56	County Assessor	9/13/2024	N/A	N/A
Miller Lake	265.00	Proctor survey	10/28/2024	N/A	N/A
Minder Meats	1.57	Kitsap Co Assessor	4/28/2025	N/A	N/A
Bjarnson property	13.57	Kitsap Co Assessor	7/15/2025	N/A	N/A
Total	1,299.94				
Total Acreage Tribal Lands	3,068.77				

There remains a large, unmet need for new residential lots for Tribal members.

In order to fill this need, substantial infrastructure improvements will be required. New roads will need to be constructed to serve future residential areas. These roads will link to the existing transportation network. **Figure 1-2** shows the proposed residential areas to be developed, as well as the boundary of the Commercial Zone/Business Park.

The 2018 Master Plan shows proposed land uses for the business park, Heronswood property, and Warrior Ridge. The 2018 Master Plan is intended to refine the 2007 Conceptual Master Plan by providing more specific proposals for a road network, housing types, utilities, and so on within these planning areas.

One area of redevelopment that was not included in the Master Plan is Point Julia, the primary marine access point on the Reservation. However, a recent grant application summarized the plans for the Point Julia Brownsfield cleanup and subsequent redevelopment:

This project will be redeveloped jointly with the PGST's plans for a future boat ramp and water trail system connecting the various ports and docks. Walkways will link existing parks and trails to the Tribal center along a scenic waterfront capitalizing on vegetation and greenways. Low impact site development will provide pollution free access to the natural beauty of the Hood Canal's Puget Sound environment.

The proposed construction will replace existing bare pavement and grass with Low Impact Development (LID) across the site; increase landscaped areas by 35%; and construct non-motorized multiple use paths, picnic tables, and greenways.

The location and size of the site and adjacent properties provides an exceptional opportunity for re-development with a park-like setting capitalizing on natural vegetative barriers that reduce contaminated stormwater runoff. Landscape designs will emphasize use of native plant establishment that are naturally 'water-wise' (reduced water usage).

Development plans include recycling viable properties using existing infrastructure to reduce resource consumption, utilize fish-friendly dock or ramp facilities, protect undeveloped open space from development, and prevent sprawl. As part of this and associated projects, the PGST is adopting "Low-Impact-Development" (LID) strategies that incorporate sustainable systems, water reuse/conservation, and reduce runoff.

Figure 3-2: PGST Land Purchase 924 acres

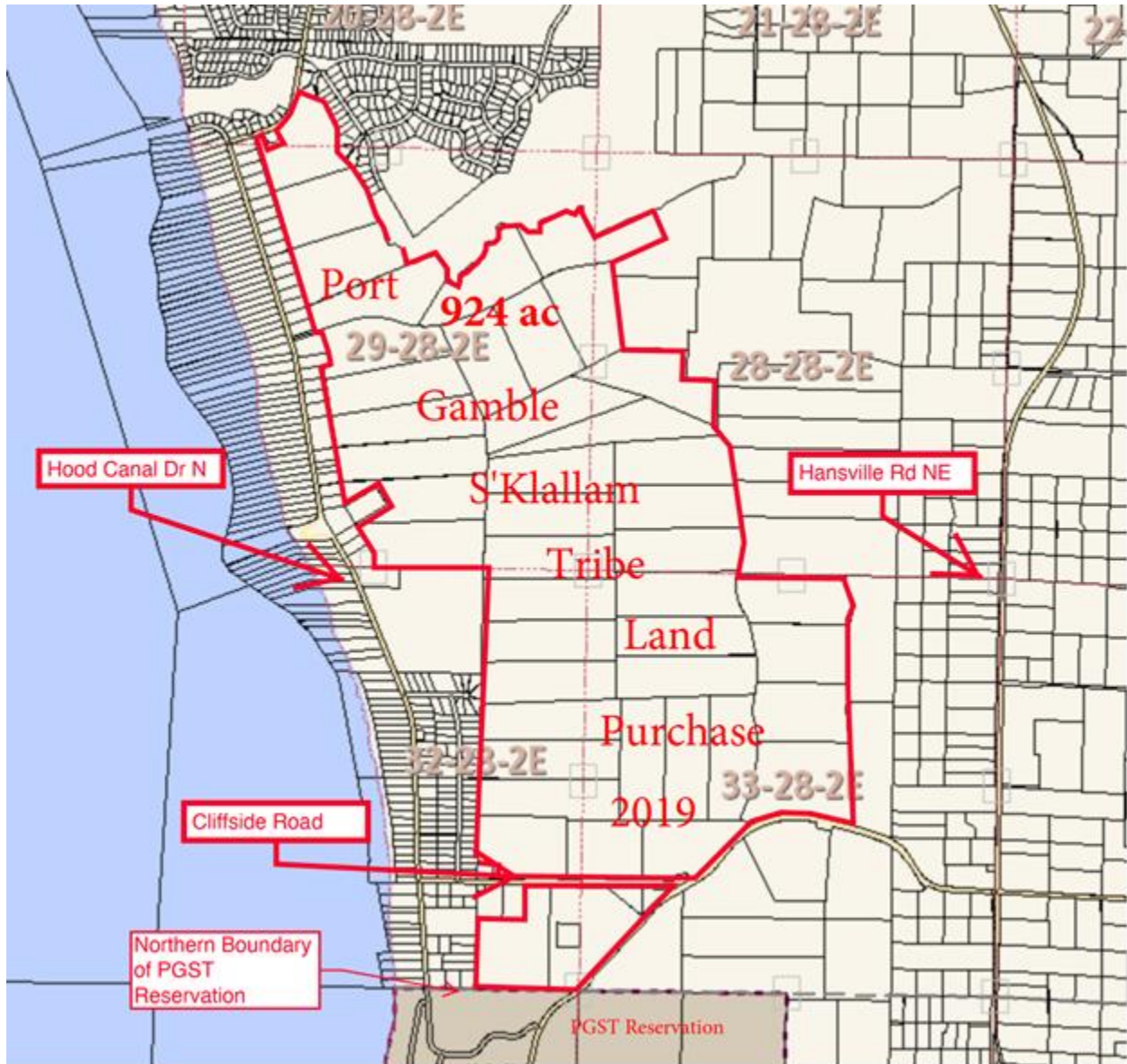
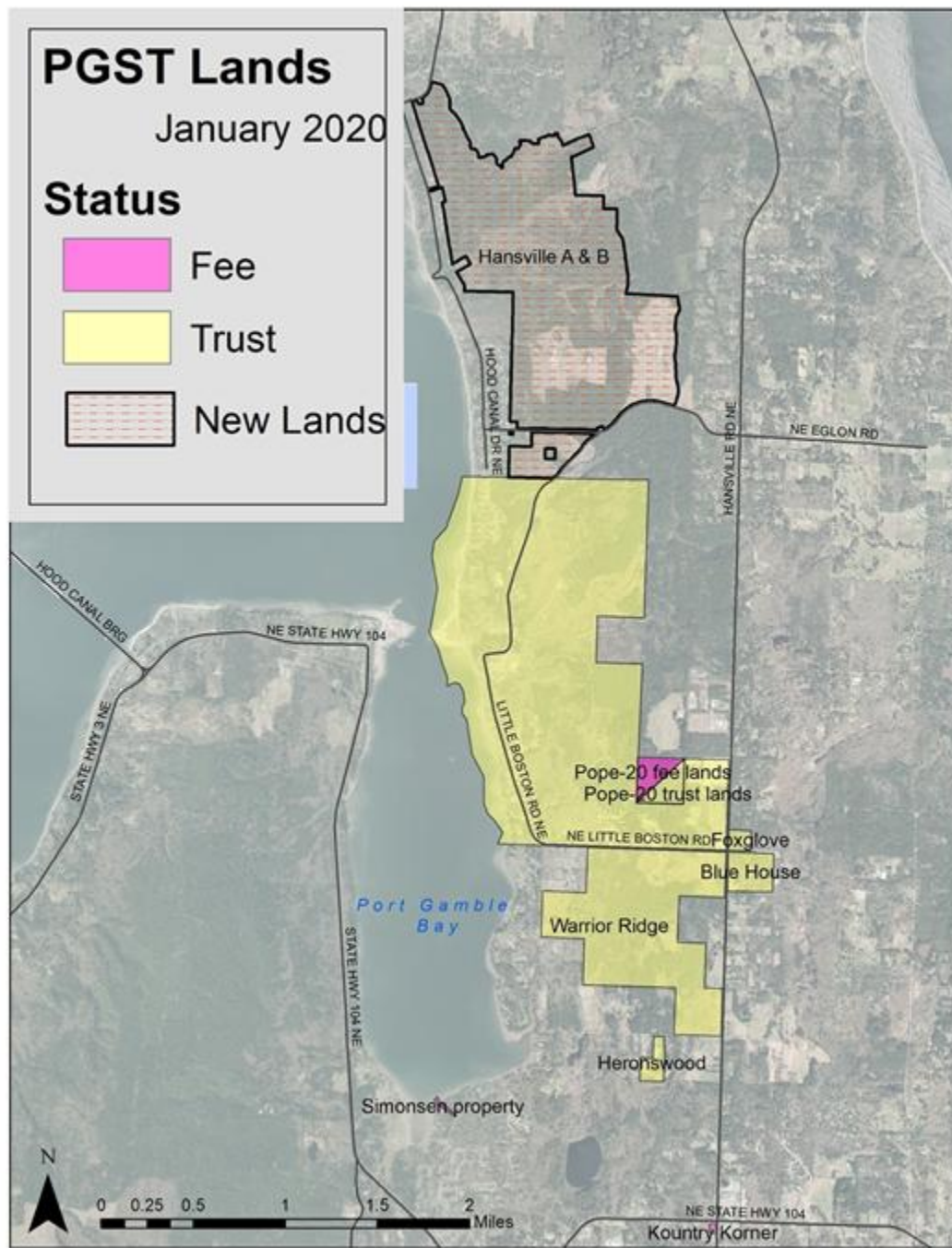


Figure 3-3: Land Purchase 924 acres



3.2 Transportation Need Analysis

In addition to future land use analysis, there are several factors that need to be considered in the development of future roads and other elements of the Transportation Network. These include:

- Current and future traffic patterns
- Social/economic development
- Health and safety
- Environmental concerns
- Scenic byways/tourism
- Development and protection of natural resources
- Energy conservation
- Integration with Land Use Planning

3.2.1 Traffic Patterns

In general, the current traffic patterns are expected to remain the same in the future. The only potential change would be the Warrior Ridge north south roadway that could provide an alternative north south local travel way and emergency access between 228th Street and Little Boston Road. Currently, residential areas are clustered on smaller streets (BIA Class 3) which then funnel traffic onto section line and/or stub type roads (BIA Class 4), which collect traffic for arterial type roads (BIA Class 2). Arterial roads provide an integrated network having the characteristics for serving traffic between large population centers. Arterials may also link smaller towns and communities together. Commercial areas are more likely to be located closer to arterials for quick access to other businesses and other community areas.

The goal to create a network of community trails, walking paths, and view shed areas along Little Boston Road will require an update to the existing network. Current pedestrian and bike use is limited predominantly to the existing roads. The establishment of a separate network of paths and trails will provide safe access and will create a new traffic pattern.

3.2.2 Social and Economic Development

One of the primary goals of PGST is to create a retail anchor and high profile "gateway" to the Reservation. This will provide increased opportunities for both social and economic development. The expansion of the Casino provided social and economic stimulus. New jobs were created, and the earning capacity of the economic enterprise increased. Further

Another goal of PGST is to provide a concentration of community facilities at the Tribal Administration Complex. The concentration of facilities has increased the overall traffic volume to the Tribal Administration Complex but has also made it more convenient for Tribal members to receive services in one central location. In 2011, street and pedestrian improvements were made to most of the Administration Complex. A short stretch of road which serves the health and dental clinics, library, Housing Authority office, and administration offices for preschool does not have continuous pedestrian access.

[illegible]

3.2.3 Health and Safety

A primary goal of transportation planning is to ensure a safe and effective network for moving people. Transportation networks are often comprised of mostly roads for vehicular traffic. PGST has a high population of youth, elders, and others who use alternative modes of travel. It is especially important to keep walkers, bicyclists, and other users safe from conflicts with vehicular traffic. The development of a network of paths and trails will help meet this goal, but attention must also be paid to the interaction of vehicles and other users at road crossings and other intersections.

A network of paths will provide a unique opportunity for fitness and health. With an increase in the use of the trail network, an increase in the health of the community will be achieved. In addition, a decrease in the amount of vehicle trips will commensurately decrease the emissions from vehicles.

3.2.4 Environmental Concerns

Construction of new roads requires a balance between the needs of the users and the sensitivity of the surrounding environment. There are numerous sensitive areas on the Reservation that need to be considered during the planning phase of future roads and other network elements. There are steep slopes, wetlands, creeks (some of which are fish-bearing), and other critical habitats. There are also culturally sensitive areas that need to be considered when developing plans for future transportation improvements. The construction of new roads should avoid these areas as much as possible. If impacts cannot be avoided, appropriate mitigation measures should be required.

Prior to projects being started on the Reservation, the Tribe conducts a "Title 24" process in which various departments can provide feedback and/or concerns; especially the Tribes' Natural Resource and Cultural Resource departments.

3.2.5 Scenic Byways and Tourism

There are currently no scenic byways designated on the Reservation. However, with the increase in traffic that is anticipated to follow the increased development of the Tribal Government Center, the Casino, and the commercial zone, the possibility of developing a Scenic Byway designation is appealing. Tourists who arrive for casino and shopping experiences could also drive a scenic route that may include both on- and off-Reservation Scenic Byways.

3.2.6 Development and Protection of Natural Resources

The primary natural resource currently available to PGST is forestry. A road network is in place to access forestry lands but is in disrepair. There are no current mining operations, agricultural uses, or oil extraction activities on the Reservation. There are currently no plans to develop extraction or agricultural activities on the Reservation. A Forestry Management Plan is regularly updated, and timber harvests are scheduled according to the plan. The Forestry Management Plan includes mapping of forestry and other uses (See **Figure 1-3**) to prevent another land use from conflicting with the management of the forestry resource.

3.2.7 Energy Conservation

As discussed in **3.2.3 Health and Safety**, an increase in the use of pedestrian and bicycle facilities will decrease vehicle use. This is one of the easiest ways to conserve energy. Public transit is also effective in reducing energy use. There are currently no plans to increase the public transit available on the Reservation beyond the on-demand service currently available to Kingston. However, Tribal members often ride share to and from work and other activities throughout the Reservation.

3.2.8 Integration with Land Use Planning

Land Use and Transportation features relate to each other. The location and density of development influences traffic patterns, and in turn the accessibility of a site influences potential land use. For example, without separated pedestrian facilities, vehicular use is more common. Transportation planning requires that the system as a whole is analyzed. For example, can the transportation system accommodate the increased growth that comes from increased development? **Section 3.4 Future Traffic Operations** looks at capacity of roads with additional traffic.

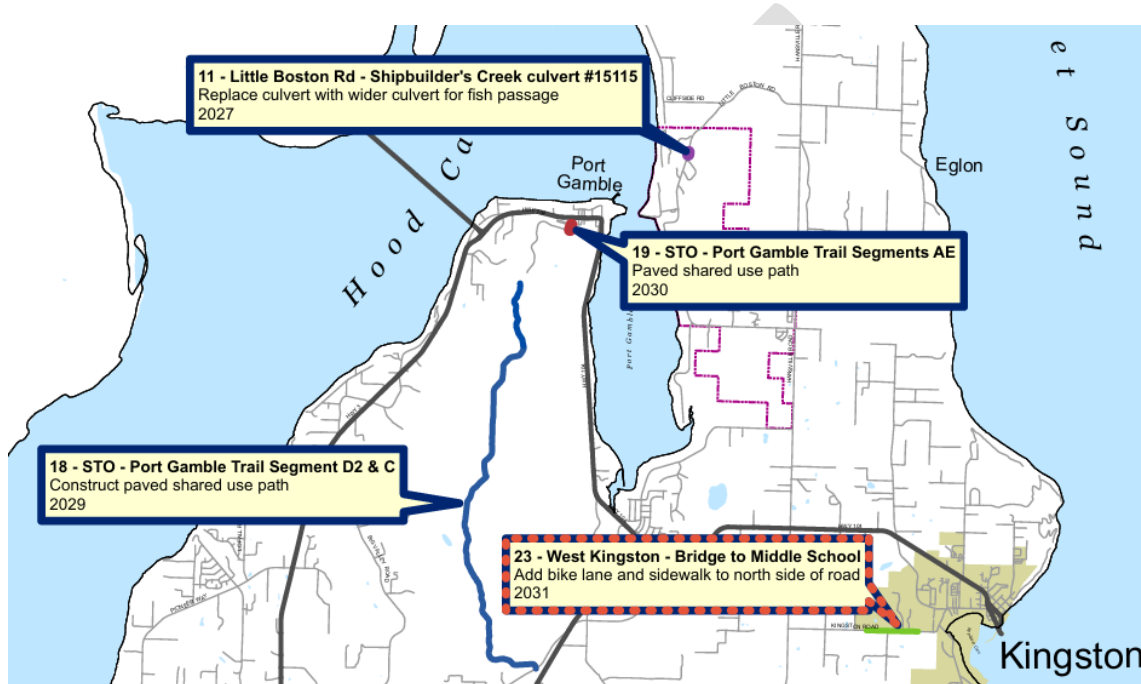
3.3 Future Transportation Improvements

Many resources include future transportation improvement projects. These include Tribal plans, County TIPs, State Route Development Plans, and other LRTP goals and planning documents. Those plans that include and affect the routes that are currently a part of the approved NTTFI are discussed below.

3.3.1 Kitsap County Six-Year Transportation Improvement Program

Transportation projects in unincorporated Kitsap County are implemented through the Six-Year TIP and the Capital Improvement & Preservation Program. New projects identified in the 2026-2031 County TIP are identified in the map below.

Figure 3-5: Kitsap County Kingston 2026-2031 TIP



3.3.2 WSDOT STIP

Review of the WSDOT STIP (2026-2029) shows several transportation projects that will impact PGST. These are done in partnership with the County and PGST and are shown on the previous map.

3.3.3 WSDOT Route Development Plans

SR-3 Route Development Plan - This plan will study the transportation needs on SR-3 between SR-305 in Poulsbo and the Hood Canal Bridge. The focus is on long-term mobility and short-term safety improvements. This corridor was selected for the current study to address congestion caused by increasing traffic and the daily openings at the Hood Canal Bridge.

SR 104 EIS NEPA Pilot Project - WSDOT studied SR-104 because it is anticipated that steady growth on the Olympic and Kitsap peninsulas will cause significant delays on this route by

2025. The project was one of three national pilot projects to test a new process to streamlining the environmental review and approval of transportation projects. A Preliminary Draft Environmental Impact Statement (EIS) has been prepared; however, project funding ended and there are no plans to restart this project at this time.

3.3.4 The Olympic Region Financially Constrained 20-Year Mobility Strategies

SR-104

- SR-307 to Lindvog Road - widen from 2/3 lanes to 4 lanes; access management
- Lindvog Road to Kingston Ferry and Couplet - Construction additional lanes and signals per SR-104 Corridor Traffic Circulation Improvements
- SR-305 to SR-104 - Widen from 2 lanes to 4 lanes; access control.
- SR 303 from Sheridan to Ridell – Install adaptive signal system at signalized intersections

3.3.5 PGST Comprehensive Plan

PGST's 2003 Comprehensive Land Use Plan includes the following transportation goals:

- Study realignment and improvement of Little Boston Road behind the Tribal Government Center to increase safety, facilitate traffic flow, and access to community facilities.
- Provide a network of sidewalks, trails, and paths, including bike paths, to improve community safety and recreation.
- Provide adequate streetlights, signage, and road maintenance for safety and orderly traffic flow.
- Establish access road conditions in the forested area to improve community access to natural areas while providing controls for trespass and woodcutting.
- Establish a road access plan for any newly acquired lands with an emphasis on access for housing.
- Develop a transportation plan, including access and parking, for all commercial/industrial areas.

The current status of each of the stated goals are included below:

- The realignment of Little Boston Road was not pursued. As the Administration Complex grew a third primary access point to the government services area was added at the northern margin. This access provides capacity for increased traffic

volume, increases pedestrian safety, and increases access to facilities. The additional access point meets the stated goals without incurring the additional expense and conflict of rerouting the main arterial.

- A Trail Plan was adopted in 2006 and included several phases and types of trails to serve the community. See **Section 3.4 Nonmotorized Element** for further details.
- The Planning Department is currently pursuing the installation of streetlights at several major locations along the trail route. Most intersections within the Reservation are lit and signed. There are some missing signs on residential streets that need to be installed to increase safety for users. A maintenance plan for street signs will need to be prepared. All new street signs should be reflective to meet the requirements of the Manual on Uniform Traffic Control Devices (MUTCD).
- Forest service roads, while included in the Priority List, have not been funded with Tribal Transportation dollars. The priorities have been new construction and repair of existing residential and marine access roads. Other funding sources have been used to install gates in locations where trespass has been an issue.
- As the commercial/business park zone develops, it is expected that there will be a need for a left-hand turn lane from Hansville Road, and corridor improvements will likely include access control and internal connections between the Casino, commercial uses, and residential uses. Improvements to Hansville Road (a County maintained road) will be made in cooperation with the County. The County installed a pocket turn lane at the Little Boston Road/Hansville Road intersection in 2004. A blinking yellow caution light was established in 2015. The County also installed a center turn lane for the southern access point to the Casino and commercial zone (with contributions from PGST). In 2011, PGST extended the left-hand turn lane to include a new casino entrance north of the previous location.

3.4 Future Traffic Operations

To assess the future transportation needs of the PGST Reservation, and the ability of the existing roadway network to accommodate planned growth, traffic volumes were estimated for the 2036 and 2046 horizon years. A 2% annual growth rate was applied to the 2026 volumes to estimate future traffic volume projections.

3.4.1 Future Roadway Operations

Table 3-2: Projected Roadway LOS - 2036

Roadway Segment	2036 ADT Volume	Roadway Capacity	V/C Ratio	LOS	Roadway Capacity at LOS D	Reserve Capacity at LOS D
Hansville Road north of Buck Lake Road	1,995	15,000	0.13	A	13,350	11,355
Hansville Road north of Eglon Road	3,464	15,000	0.23	A	13,350	9,886
Hansville Road south of Eglon Road	7,613	15,000	0.51	A	13,350	5,737
Casino south entrance/Salish Lane, west of Hansville Road	1,342	10,000	0.13	A	8,900	7,558
Hansville Road north of Little Boston Road	10,552	15,000	0.70	C	13,350	2,798
Hansville Road north of 288th Street	13,132	15,000	0.88	D	13,350	218
Hansville Road north of SR-104	13,915	15,000	0.93	E	13,350	-565
Little Boston Road west of Hansville Road	3,726	13,200	0.28	A	11,748	8,022
288th Street west of Hansville Road	1,541	10,000	0.15	A	8,900	7,359
Twin Spits Road east of Hood Canal Drive	1,972	10,000	0.20	A	8,900	6,928
Gamble Bay Road north of Grove Lane	1,764	10,000	0.18	A	8,900	7,136

Based on the data, the overall projected 2036 LOS on the approach roadways, except for Hansville Road, to the Reservation is acceptable, and there is adequate capacity to serve projected traffic. Along Hansville Road from SR-104 to south of 288th Street, the projected LOS is anticipated to operate at LOS E and along Hansville Road north of 288th Street anticipated to operate at LOS D.

Table 3-3 provides a summary of the roadway segment future LOS for the 20-year horizon.

Table 3-3 provides a summary of the roadway segment future Levels of Service for the 10-year horizon. The roadway segment calculations are included in **Appendix F** of this report.

Table 3-2: Projected Roadway LOS - 2036

Roadway Segment	2036 ADT Volume	Roadway Capacity	V/C Ratio	LOS	Roadway Capacity at LOS D	Reserve Capacity at LOS D
Hansville Road north of Buck Lake Road	1,995	15,000	0.13	A	13,350	11,355
Hansville Road north of Eglon Road	3,464	15,000	0.23	A	13,350	9,886
Hansville Road south of Eglon Road	7,613	15,000	0.51	A	13,350	5,737
Casino south entrance/Salish Lane, west of Hansville Road	1,342	10,000	0.13	A	8,900	7,558
Hansville Road north of Little Boston Road	10,552	15,000	0.70	C	13,350	2,798
Hansville Road north of 288 th Street	13,132	15,000	0.88	D	13,350	218
Hansville Road north of SR-104	13,915	15,000	0.93	E	13,350	-565
Little Boston Road west of Hansville Road	3,726	13,200	0.28	A	11,748	8,022
288 th Street west of Hansville Road	1,541	10,000	0.15	A	8,900	7,359
Twin Spits Road east of Hood Canal Drive	1,972	10,000	0.20	A	8,900	6,928
Gamble Bay Road north of Grove Lane	1,764	10,000	0.18	A	8,900	7,136

Based on the data, the overall projected 2036 LOS on the approach roadways, except for Hansville Road, to the Reservation is acceptable, and there is adequate capacity to serve projected traffic. Along Hansville Road from SR-104 to south of 288th Street, the projected LOS is anticipated to operate at LOS E and along Hansville Road north of 288th Street anticipated to operate at LOS D.

Table 3-3 provides a summary of the roadway segment future LOS for the 20-year horizon.

Table 3-3: Projected Roadway LOS - 2046

Roadway Segment	2046 ADT Volume	Roadway Capacity	V/C Ratio	LOS	Roadway Capacity at LOS D	Reserve Capacity at LOS D
Hansville Road north of Buck Lake Road	2,436	15,000	0.16	A	13,350	10,914
Hansville Road north of Eglon Road	4,230	15,000	0.28	A	13,350	9,120
Hansville Road south of Eglon Road	9,298	15,000	0.62	A	13,350	4,052
Casino south entrance/Salish Lane, west of Hansville Road	1,639	10,000	0.16	A	8,900	7,261
Hansville Road north of Little Boston Road	12,887	15,000	0.86	D	13,350	463
Hansville Road north of 288 th Street	16,038	15,000	1.07	F	13,350	-2,688
Hansville Road north of SR-104	16,995	15,000	1.13	F	13,350	-3,645
Little Boston Road west of Hansville Road	4,550	13,200	0.34	A	11,748	7,198
288 th Street west of Hansville Road	1,882	10,000	0.19	A	8,900	7,018
Twin Spits Road east of Hood Canal Drive	2,408	10,000	0.24	A	8,900	6,492
Gamble Bay Road north of Grove Lane	2,155	10,000	0.22	A	8,900	6,745

For the 20-year horizon, the overall projected LOS on the approach roadways, except for Hansville Road, to the Reservation is expected to stay within acceptable LOS with adequate capacity to serve projected traffic. Along Hansville Road from SR-104 to north of 288th Street, the projected LOS is anticipated to operate at LOS F and along Hansville Road north of Little Boston Road anticipated to operate at LOS D.

Improvements will need to be completed along Hansville Road to improve operations and reduce delays. Providing left-turn lanes along Hansville Road at significant intersections improves ADT capacity levels closer to 18,000 ADT which would return link LOS for Hansville to near LOS D/E levels. Additionally, the Warrior Ridge developments north south

roadway could help reduce ADT on a large section of Hanville Road. Development and growth are likely to cause future delays and possible safety issues (See **Section 2.4.3**).

3.4.2 Future Intersection Operations

The future 2046 PM peak hour volumes are shown in **Figure 3-6**. **Table 3-4** summarizes the projected 2036 and 2046 intersection LOS. The capacity analysis worksheets are included in **Appendix F** of this report.

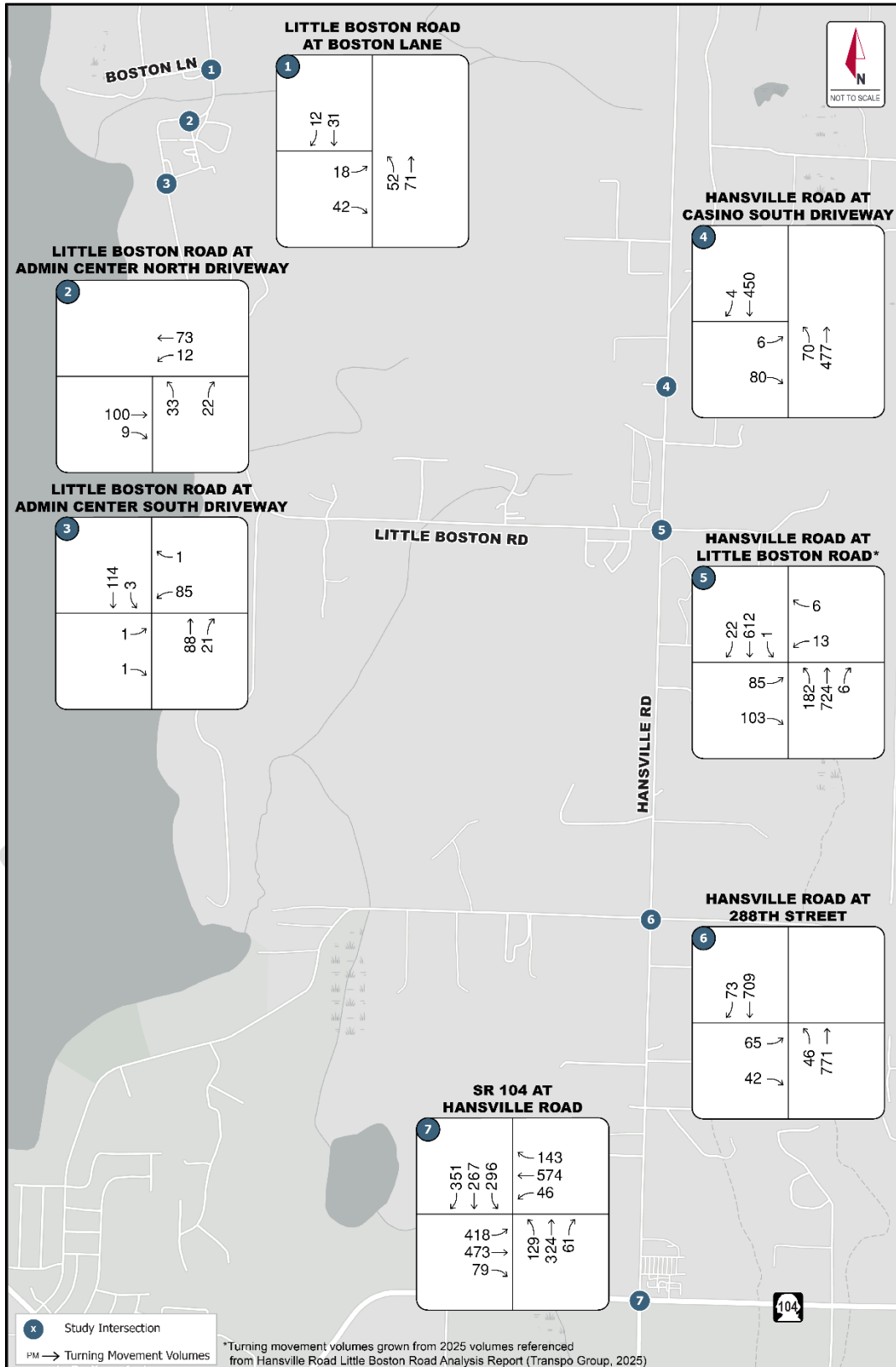
Table 3-4: Projected Intersection PM Peak Hour LOS – 2036 and 2046

Intersection	Control	2036 PM Peak Hour		2046 PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
1. Little Boston Road NE at Little Boston Lane	Two-Way Stop-Control	A	9.2	A	9.5
2. Admin Center North Driveway at Little Boston Road NE	Two-Way Stop-Control	A	9.7	B	10.1
3. Little Boston Road NE at Admin Center South Driveway	Two-Way Stop-Control	B	10.5	B	11.2
4. Hansville Road NE at Casino South Driveway	Two-Way Stop-Control	B	12.4	B	14.4
5. Hansville Road NE at Little Boston Road NE ¹	Two-Way Stop-Control	F	132.3	F	>1,000
6. Hansville Road NE at 288 th Street	Two-Way Stop Control	F	52.3	F	194.1
7. Hansville Road NE at SR-104	Signal	F	80.3	F	135.5

¹ 2036 and 2046 LOS and Delay calculations for Hansville Road NE at Little Boston Road NE are based on volumes grown from 2025 volumes referenced from the Hansville Road Little Boston Road Analysis Report (Transpo Group, 2025).

Most intersections, except for Hansville Road at Little Boston Road, the intersection of Hansville Road at 288th Street, and the intersection of Hansville Road at SR-104 are anticipated to operate at LOS B or better with the project 2046 traffic volumes. The intersection of Hansville Road at Little Boston Road, the intersection of Hansville Road at 288th Street, and intersection of Hansville Road at SR-104 are anticipated to operate at LOS F with Hansville Road at Little Boston Road expected to operate with significantly higher delay. Geometric improvements are likely to be needed in order to improve the operations at both intersections.

Figure 3-6: Future 2046 PM Peak Hour Volumes



3.4.3 Future Improved Intersection Operations

The intersection of Hansville Road NE at Little Boston Road NE is planned to be converted into a roundabout controlled intersection. Roundabout alternatives at this intersection were evaluated for the 2035 future growth years using Sidra 9.1 Software and following WSDOT Sidra Policy Settings, October 2020. The alternatives resulted in capacity results ranging from LOS C through LOS F dependent on the configuration. For the full results of the study, see the Hansville Road Little Boston Analysis Report completed by Transpo Group in 2025. Roundabout operations excerpts from original report in Appendix F.

Table 3-5 summarizes the 2035 projected roundabout operations based on the preferred design alternative from the Hansville Road Little Boston Analysis Report (Transpo Group, 2025). Roundabout operations excerpts from original report in **Appendix F**.

Table 3-5: Hansville Road at Little Boston Road - Projected Roundabout LOS - 2035

Intersection	Control	2035 PM Peak Hour		
		LOS	V/C Ratio	Delay (sec)
Hansville Road at Little Boston Road	Two-Lane Roundabout with Eastbound Right-Turn lane	B	0.84	10.8

Due to the intersection of Hansville Road at 288th Street projected to operate at LOS F in the 2046 future year, the intersection was analyzed as a two-phase signalized intersection and a single-lane roundabout. **Table 3-6** summarizes the 2046 projected signal operations based on a two-phase signal and **Table 3-7** summarizes the 2046 projected roundabout operations based on a single-lane roundabout design. The two-phase signal and roundabout alternatives would improve the LOS and delay at the intersection, with the signal projected to improve operations to LOS A and the roundabout improving operations to LOS B. An ICE with a Benefit Cost Analysis should be considered to determine the most appropriate control improvement for the intersection.

Table 3-6: Hansville Road at 288th Street - Projected Signal LOS - 2046

Intersection	Control	2046 PM Peak Hour	
		LOS	Delay (sec)
1. Hansville Road at 288 th Street	Signal	A	5.4

Table 3-7: Hansville Road at 288th Street - Projected Roundabout LOS - 2046

Intersection	Control	2046 PM Peak Hour		
		LOS	V/C Ratio	Delay (sec)
Hansville Road at 288 th Street	Single-Lane Roundabout	B	0.66	10.7

A southbound right-turn lanes was proposed for construction at the intersection of Hansville Road at SR-104 in the 2024 Kitsap County STIP but was removed from the 2025 Kitsap County STIP. Based on the projected traffic operations at the intersection of Hansville Road at SR-104, geometric requirements are anticipated to be required and cannot be improved by signal optimization alone. Geometric improvements at this intersection would require WSDOT approval.

The intersection was analyzed with the prior southbound right turn lane proposal which would improve delay at the intersection from 135 seconds per entering vehicle to 86.1 seconds per entering vehicle. The alternative improvement would be a two-lane roundabout. **Table 3-8** summarizes the projected roundabout operations. A two-lane roundabout is anticipated to operate at LOS B with the 2046 projected traffic volumes, but the V/C capacity would exceed the standard WSDOT 0.92 VC ratio. Coordination with WSDOT should be started to complete an ICE with a Benefit Cost Analysis to determine the most appropriate improvement for this critical access intersection.

Table 3-8: Hansville Road at SR-104 - Projected Roundabout LOS - 2046

Intersection	Control	2046 PM Peak Hour		
		LOS	V/C Ratio	Delay (sec)
Hansville Road NE at SR-104	Two-Lane Roundabout	B	0.95	15.2

3.5 Nonmotorized Element

The transportation goals of PGST include a network of sidewalks, trails, and mixed-use paths to improve community safety and recreation. Future connections will be constructed in the vicinity of the Tribal Government Center and between the Little Boston Road housing developments and the commercial/industrial uses on Hansville Road.

In 2006, the Port Gamble S'Klallam Trail System Concept Plan was published. **Figure 3-7** shows the concept trail locations. Grant assistance was received from the Rivers, Trails, and Conservation Assistance program of the National Park Service. Four phases of trail construction were identified in the plan.

Phase I is a Fitness Loop, to be constructed around the perimeter of the existing Men's Ball Field. A longer loop will extend into the forested route east and uphill of the ball field. A sport track surface will be considered for the smaller fitness loop around the ball field. This facility will provide convenient and easy fitness access for Tribal members and other employees working at the Administration Complex. It will also be accessible to the proposed youth center. A Washington Health Foundation Healthiest State MiniGrant has been received for the design of this phase.

Phase II is a mixed-use trail to be constructed along Little Boston Road NE. Mile One of this phase was constructed in 2011 and extends from the western end of an existing paved path at the intersection of Little Boston Road NE and Hansville Road NE to the southern margin of Middle Creek. PGST received a grant from the Pedestrian & Bicycle Safety Program administered by WSDOT to construct Mile One of Phase II.

Mile Two of the Phase II trail will include a pedestrian bridge crossing Middle Creek and approximately one mile of sidewalk which will terminate at the Administration Complex. Phase II will provide a safe facility serving pedestrians, bicycles (along some portions), and mothers with strollers. The facility will move traffic from the shoulder of the road to the trail. This phase will be constructed in segments, based on available funding. Phase III will connect the Tribal Administration Complex with the northern communities on the Reservation. The trail will be approximately 1.3 miles in length and run along the length of Little Boston Road NE. The trail will begin at the northern termination of Phase II and continue north to the northern boundary of the Reservation.

Phase IV of the trail plan is the forest trail. It will also connect the commercial enterprises at the intersection of Little Boston Road NE and Hansville Road NE with the Tribal Administration Complex, but the route will follow existing forest roads. This route will be located away from the busy main road and will provide a nature trail experience.

Long Range Transportation Plan
July 2026 Update - DRAFT



4 TRANSPORTATION IMPROVEMENT PROGRAM

The TTP TIP is a prioritized list of TTP-funded projects that are programmed for construction in the next three-to-five years. The TTP projects identified on the Tribal TIP must be included in the TTP TIP. The BIA receives a Tribal TIP from each Tribal Government, which it utilizes to update the TTP TIP annually.

4.1 Road Standards

Hansville Road is constructed to County Major Collector standards, and Little Boston Road to the County's Minor Collector standards. A network of roads has been established to serve the Reservation but have been built to different standards over the years. The *Design and Construction Standards Policy* adopted by PGST on July 11, 2023 (Resolution No. 23-P-073) establishes Reservation-wide standards for infrastructure and construction projects. The roadway sections don't include typical pedestrian areas; however, pedestrian linkage is important to the Tribal community. A separated standard is included for asphalt trails to provide pedestrian and bicycle access throughout the Reservation.

4.2 Prioritization of Needs

All BIA roads within the study area are the responsibility of PGST. In order to address projected Tribal development needs, it's necessary to establish priorities for maintenance of existing roads and construction of new roads and nonmotorized facilities. PGST has identified 10 priority projects to be included in its Transportation Improvement Program (TIP). The Priority List is revisited annually to confirm the list reflects the priorities of PGST. The projects below are listed in order of priority:

Table 4-1: PGST Priority List

Priority	BIA Route #	Name	Description
1	30	New housing road by High-Kwa-s-Tah-wn	Design/construct new neighborhood road for High-Kwa-s-Tah-wn North
2	7040	Intersection Safety Improvement at Hansville Road and Little Boston Road	Support design/construction of intersection improvements at Hansville Road and Little Boston Road
3	3003	Little Boston Road Trail	Design/construct sidewalk from Admin Campus to Hood Canal Lane
4	7040	Intersection Improvements at 288th	Intersection Control Evaluation and improvements at 288th and Hansville Road
5	TBD	Warrior Ridge Roads	Design/construct new Warrior Ridge Spine Road – Connect Little Boston Road – 288th
6	8625	Little Boston Road NE	Design/construct safety improvements- drainage & lighting – for new pedestrian trail from Admin Campus to Hood Canal Lane
7	Multiple	Road drainage & guard rail repair	Design/construct drainage & guard rail
8	TBD	Heronswood access	Design/construct access road into Heronswood
9	7040	Hansville Road-Right turn lane onto SR104	Add right turn lane from Hansville RD onto SR 104 – coordination between the Tribe and WSDOT
10	20	Business Park	Design/construct road improvements to support Business Park development

4.2.1 Balancing Safety and Capacity Needs

All roads within the study area have adequate capacity for projected traffic volumes for the next 10 years. However, capacity constraints will occur along Hansville Road from Little Boston south to SR-104 in the projected 20-year timeline. Including at the intersection with SR-104 and with 228th Street. There are also several traffic safety concerns that need to be addressed such as intersection blind spots, signage, lighting, separated pedestrian access, and flooding caused by drainage issues. Additionally, the intersection of Hansville Road at SR-104 and at Eglon Road have the highest collision rates and should be evaluated further for safety improvement through intersection control evaluation process or the updated

strategic safety plans. When prioritizing transportation needs for Tribal lands, precedence should be given to safety issues and Hansville Road capacity improvements in conjunction with the Warrior Ridge Road alternative north south connection.

A safety audit at the intersection of Little Boston Road and Hansville Road was recently completed by the Tribe. The Tribe intends to complete more safety audits on future projects, as the need arises, which will identify and provide recommendations for resolving observed safety issues.

4.2.2 Criteria for Evaluating Priorities

If TTP and Tribal roads are not maintained, future funding may be lost, and the cost of repairing the roads will continue to increase. Therefore, maintenance of existing roads must have a high priority. Roadway capacity and safety should also be a Tribal priority as new developments are completed and add more trips on the roadway network throughout the Reservation. As development occurs, sidewalks and pedestrian trails may be required as a condition of approval, so such connections will also have a lower priority.

4.3 Short-Term Improvements

PGST has made a significant investment in constructing roads and pedestrian facilities on the Reservation. It will be important to maintain these facilities to protect the Tribal investment in these facilities and ensure safe travel. As such, a road maintenance program is a high priority for PGST. This plan encourages improving the condition of the existing street system to provide for safe and convenient circulation. PGST intends to survey existing transportation facilities to determine priorities for maintenance needs, identify maintenance schedules, and fund needed maintenance using TIP funds.

4.4 Long-Term Improvements

The Land Use plan identifies several long-term transportation improvements that are consistent with the mission of the government of PGST. These improvements include:

- Construction of a new roundabout at Hansville Road/Little Boston Road intersection
- Complete an ICE with the County to determine the appropriate capacity improvement at Hansville Road/288th Street and SR-104/Hansville Road intersections.
- Construction of new access roads to serve residential areas with good connectivity to the arterial system and accommodation for all modes of travel
- Improvement of Tribal Administration Campus pathways

- Improvements to existing commercial roads
- Construction and/or maintenance of access roads in the forested areas
- Provision of a network of non-motorized connections
- Provision of streetlights, signage, and road maintenance

4.5 Tribal Transportation Improvement Program

The TIP is updated on an annual basis, with approval by Tribal Council Resolution. The PGST's TIP designates how much funding is applied to projects, all of which must be on the approved Priority List (See **Section 4.2**). In order to populate the BIA Comprehensive Statewide (CS) TIP Report, the TIP is a 5-year program. The scope of work for projects over the next five years are developed and costs are estimated for the following parameters: Engineering Design, Environmental and Cultural Review, Right-of-Way Acquisition, Inspection (Construction Engineering), and Construction. As the projects move to design phase, the costs are confirmed with an Engineer's Cost Estimate as part of the Plans, Specifications, and Engineer's Estimate (PS&E) package for construction.

5 FUNDING AND IMPLEMENTATION

PGST's ability to pay for the potential solutions recommended in the Transportation Plan is a driving force in its implementation. Without adequate funding, the projects will not become a reality. PGST will update its TIP as needed. The TIP serves as the implementing tool for the 5-year planning horizon.

5.1 Federal-Aid Highway Program

The Federal-Aid Highway Program is a federally supported, state administered program in which the FHWA works in partnership with state DOTs, also known as State Highway Agencies (SHAs). States are the recipient of federal funds and are responsible for administering and delivering highway projects. The FHWA provides federal financial assistance to support the states in constructing, maintaining, and improving the National Highway System (NHS), as well as other urban and rural roads and bridges. The FHWA carries out its responsibilities through a network of 52 division offices (one in each state, the District of Columbia, and Puerto Rico) which work directly with their respective state DOT. These offices are typically located in the same city as the state DOT. These division offices provide front line federal-aid program delivery assistance to partners and customers in highway transportation and safety services — including but not limited to — planning and research, preliminary engineering, technology transfer, right-of-way, bridge, highway safety, traffic operations, environment, civil rights, design construction and maintenance, engineering coordination, highway beautification, and administration.

5.2 Federal Lands Highway Program

The Federal Lands Highway Program (FLHP) is administered by FHWA. Responsibilities of the FLHP include survey, design, and construction of forest highway system roads, parkways and park roads, Indian Reservation Roads (IRR), defense access roads, and other federal lands roads. The FLHP office provides funding for more than 90,000 miles of federally owned and public authority-owned roads. The FLHP office also provides program coordination, administration and design, and construction engineering assistance and directs the conduct of transportation planning and engineering studies.

5.3 Tribal Transportation Program

TTP is one of the funding categories under the FLHP. Routes included within the NTTFI generate funding for road maintenance, repair, and replacement. The routes are defined as any public road on an Indian reservation, Indian trust land, restricted Indian land, or

Alaska Native Villages. In states where tribes do not have reservations, public roads that serve Indian communities, and/or are primarily used by tribal members, may be designated on the NTTFI. In addition, routes that have previously been included in the official inventory but are not located within a reservation may continue to generate funding and be included in the official Inventory.

5.4 State and Federal Funds

Federal funding sources that are potentially available for transportation planning include FHWA Funds, FTA Funds, and Public Lands Highway-Discretionary Funds. The other major funding source is from MAP-21, a two-year reauthorization of the transportation act. MAP-21 authorizes the federal surface transportation programs for highways, highway safety, and transit. These funds are authorized and distributed through the BIA for all Tribal nations. State transportation grants are available from several programs, but most are funded by the State gas tax. PGST must compete with other jurisdictions for federal and State grant funds.

5.5 Kitsap County

The County is responsible for a portion of the overall system of transportation facilities and services on the Reservation, as well as many local roads outside the Reservation boundaries. Hansville Road and Little Boston Road NE are County roadways and will be improved and maintained by the County. Improvements to the Hansville Road corridor may be jointly funded by the County and PGST, depending on the impacts from development within and outside of the Tribal community.

5.6 Bureau of Indian Affairs

TTP Transportation Planning Funds are available to Indian Tribal Governments for transportation planning and construction on Indian lands and approved priority projects. Tribes can use TTP funds to pay the cost of planning, administration, and performance of approved TTP activities. These funds are allocated to the BIA area offices. TTP Program Funds are allocated to the BIA area offices for construction and improvement of roads, bridges, and transit facilities leading to, and within, Indian reservations or other Indian lands. Additional programs that can be funded include multi-modal transportation planning, safety planning, educational activities related to bicycle safety, road rehabilitation, transit facilities, rest areas, vehicular parking areas, mitigation related to road projects, and other eligible items as approved by the FHWA. These activities must be included on PGST's TIP.

5.7 Port Gamble S’Klallam Tribe

Tribal governments have the right to levy taxes within the boundaries of their reservations and to tax non-Indians doing business on the reservation. PGST recently received a federal grant to connect to the County's fiber optic line, and the commercial/industrial area will have ultra-high speed internet services. It is hoped that this will encourage small businesses to locate on the Reservation. Revenues from these taxes can be used for any purpose, including road maintenance and construction. Additionally, road improvements and provision of non-motorized connections can be conditions of approval for new development.

Tribal gas tax may be used for road funding. The fuel tax agreement between the Tribes and the State allows for fuel tax refunds to be used for planning, construction, and maintenance of roads and bridges; transit services and facilities; transportation planning; police services; and other highway-related purposes.

6 RECOMMENDATIONS

In order to qualify for and obtain funding for future transportation projects, PGST must develop criteria and a process that conforms with the BIA, FHWA, and WSDOT requirements, including:

- **Adopt the LRTP; Maintain and Update the LRTP:** The LRTP should be updated at least every five years. Minor alterations to the LRTP can occur more frequently, particularly if new projects are identified during annual review and result in a modification of the TIP.
- **Maintain and Update a TTP Road Inventory:** This includes gathering, maintaining, and distribution of all road information as required in the TTP inventory database. This update occurs annually. This database is used in determining each BIA area's TTP Funding. The latest update shall be included in **Appendix A**.
- **Maintain and Update a TIP:** This program is the driving document in allowing Federal Highway Trust Funds, including TTP funds, to be expended on project planning, design, and construction of transportation facilities. This program should be reviewed annually. The latest update shall be included in **Appendix H**.
- **Coordinate with local agencies:** Where appropriate for project implementation, PGST should continue to work closely with the County and State to coordinate and/or jointly identify and participate in projects. Continue to work with the BIA to ensure that annual updates are input into the Road Inventory Field Data System (RIFDS) and are creating funding.
- **Prepare preliminary cost estimates/seek alternate funding:** Cost estimates will assist PGST in determining priority projects and assessing value. It is also a requirement in order to seek funding for a project. Locating funding from sources outside the BIA will reduce the cost to the BIA. This may result in a higher priority ranking for receiving BIA funds.

APPENDIX A

Tribal Transportation Program Inventory



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Hood Can	Hood Can	Point Ju	Point Ju	Boat Ram	Point Ju	Tribal C	Tribal C
4-IRR Route Number	0001	0001	0002	0002	0002	0002	0003	0003
5-Section Number	10	10	10	10	20	30	10	10
10-Class	4	4	4	4	5	5	3	3
15-Length of Section	0.4	0.4	0.3	0.3		0.1	0.1	0.1
18-Bridge Number					2001			
19-Bridge Condition					1			
20-Bridge Length					50			
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	0	1	1	1	1	1	1	0
11-Terrain	2	2	2	2		2	2	1
25-Roadbed Condition	5	5	4	4		4	4	7
24-Surface Condition Index	80	80	70	97		90	40	90
16-Surface Width	22	22	16	16		16	20	62
13-Surface Type	5	5	5	5		3	5	5
9-Federal Aid Category	1	1	1	1		1	1	1
28-Right of Way Status	3	3	3	3		3	1	1
29-Right of Way Width	80	80	70	60		40	0	60
TTAM BIA Share	100	100		100	100	100	100	
30-Additional Incidental Percent								
17-Shoulder Width	3	3	2	2		0	0	0
14-Shoulder Type	3	3	3	3				4
22-Existing ADT	413	417	243	75			325	650
21-ADT Year	2004	2010	2010	2004			2004	2010
23-Percent Trucks	13	13	6	6			8	8
34-Owner Route Number			0002	0002		0002	0003	0003
Roadway Width	28	28	20	20		16	20	62
TTAM Future ADT	613	619		111		74	483	
TTAM ADS Number	11	11		11		14	18	
TTAM Future Surface Type	P	P		G		G	P	
35-Drainage Condition	3	3	3	3		2	2	2
36-Shoulder Condition	3	3	3	3		0	0	0
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility	0	0	1	1			3	3
40-Right of Way Cost	0	0	0	0			0	0
26-Level of Maintenance	4	4	4	4		2	4	4
27-Snow & Ice Control	1	1	1	1		1	1	1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]			01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Safe	5 1 5 0 0	5 1 5 0 0	5 3 5 0 0	5 3 5 0 0		7 5 0 0 1	1	1
51-Road Category	V	V	W	W		1	A	A
52-Year of Construction Change	1996	1996	1991	1991		1991	1959	1959
Update Year	2010	2026	2015	2012	2012	2012	2008	2015
Status	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS



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Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Tribal C	Tribal C	Tribal C	Tribal C	Church L	Church L	Church L	S'Klalla
4-IRR Route Number	0003	0003	0003	0003	0004	0004	0004	0005
5-Section Number	20	20	30	30	10	10	20	10
10-Class	3	3	9	9	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	4	0	1	1	1	1
11-Terrain	1			1	1			2
25-Roadbed Condition	7	2		7	4	5	2	4
24-Surface Condition Index	90	40		90	70	100	0	70
16-Surface Width	43	10		38	20	20	20	20
13-Surface Type	5	3		5	5	5	3	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	2
29-Right of Way Width	0	0	0	0	0	0	0	40
TTAM BIA Share		100	0			100	100	
30-Additional Incidental Percent								
17-Shoulder Width	0	0			1	0	0	0
14-Shoulder Type	4			4	2			
22-Existing ADT	325	325	325	299	325			346
21-ADT Year	2004	2004	2004	2013	2013			2013
23-Percent Trucks	8	8	8	4	3			5
34-Owner Route Number	0003	0003						
Roadway Width	43	10		38	22	20	20	20
TTAM Future ADT		483	483			37	37	
TTAM ADS Number		18	20			18	18	
TTAM Future Surface Type		P				E	E	
35-Drainage Condition	2	2					0	2
36-Shoulder Condition	0	0			0	0	0	0
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility	3	3			3	3	3	3
40-Right of Way Cost	0	0			0	0	0	0
26-Level of Maintenance	3	3			4	4	1	4
27-Snow & Ice Control	1	1			1	1	1	1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Safe	7 5	7 5	7	1	1	1	7	0
51-Road Category	A	A		A	A	A	A	A
52-Year of Construction Change	1959	1959		1959	1959	1959	1959	1977
Update Year	2015	2008	2008	2015	2015	2008	2008	2015
Status	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS



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Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	S'Klalla	S'Klalla	S'Klalla	Ironwood	Ironwood	Tyee Lan	Tyee Lan	Cubby Sp
4-IRR Route Number	0005	0005	0005	0006	0006	0007	0007	0008
5-Section Number	10	20	20	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain			2			2		1
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	90	90	50	50	50	50	50	50
16-Surface Width	20	25	25	25	25	25	25	13
13-Surface Type	5	5	5	4	4	5	5	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	2	1	1	1	1	1	1	1
29-Right of Way Width	40	0	0	0	0	0	0	0
TTAM BIA Share	100	100		100			100	
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT	470	470	470					150
21-ADT Year	2004	2004	2004					2004
23-Percent Trucks	5	5	5					7
34-Owner Route Number		0005	0005					
Roadway Width	20	25	25	25	25	25	25	13
TTAM Future ADT	698	698		37			37	
TTAM ADS Number	18	18		18			18	
TTAM Future Surface Type	P	P		E			E	
35-Drainage Condition	2			2	2	2	2	0
36-Shoulder Condition	0			0	0	0	0	0
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility	3			3	3	3	3	3
40-Right of Way Cost	0			0	0	0	0	0
26-Level of Maintenance	4			4	4	4	4	3
27-Snow & Ice Control	1			1	1	1	1	1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Safe	0			0	0	0	0	9
51-Road Category	A			A	A	A	A	A
52-Year of Construction Change	1977	1977	1977	1977	1977	1977	1977	1959
Update Year	2008	2008	2015	2008	2015	2015	2008	2015
Status	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	IN-PROCESS



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Cubby Sp	Salmon B	Salmon B	Boston L	Boston L	Boston L	Boston L	Gliding
4-IRR Route Number	0008	0009	0009	0010	0010	0011	0011	0012
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	9
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	
33-Congressional District	01	01	01	01	01	01	01	
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	2
12-Construction Need	1	1	1	1	1	1	1	2
11-Terrain			2		1		2	1
25-Roadbed Condition	3	4	4	4	4	4	4	
24-Surface Condition Index	50	50	50	50	50	60	60	
16-Surface Width	13	20	20	20	20	10	22	22
13-Surface Type	4	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	
29-Right of Way Width	0	0	0	0	0	40	40	
TTAM BIA Share	100	100		100		100		
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	20
14-Shoulder Type								3
22-Existing ADT	150	185	223	70	51		127	2720
21-ADT Year	2004	2004	2010	2004	2013		2013	2013
23-Percent Trucks	7	5	5	3	1		4	
34-Owner Route Number								
Roadway Width	13	20	20	20	20	10	22	62
TTAM Future ADT	223	275		104		37		
TTAM ADS Number	18	18		18		18		
TTAM Future Surface Type	G	P		G		E		
35-Drainage Condition	0	2	2	2	2	2	2	
36-Shoulder Condition	0	0	0	0	0	0	0	
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility	3	3	3	3	3	3	3	
40-Right of Way Cost	0	0	0	0	0	0	0	
26-Level of Maintenance	1	4	4	4	4	4	4	
27-Snow & Ice Control	1	1	1	1	1	1	1	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	01	00	00	01	01			
46-50 Grade/Sight/Curve/Stop / Safe	9	0	0	0	0	7	7	
51-Road Category	A	A	A	A	A	A	A	
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	
Update Year	2008	2008	2015	2008	2015	2010	2015	2015
Status	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Kwayache	Kwayache	Bud Purs	Bud Purs	Bear Rid	Bear Rid	Bear Rid	Bear Rid
4-IRR Route Number	0014	0014	0015	0015	0016	0016	0017	0017
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.6	0.6	0.2	0.2	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	0	1	1	1	1
11-Terrain		1		2		2		2
25-Roadbed Condition	5	5	4	6	4	4	4	4
24-Surface Condition Index	50	50	50	50	50	50	50	50
16-Surface Width	20	20	20	21	18	18	18	18
13-Surface Type	4	4	4	5	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100		100			100	100	
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	1	0	0	0	0
14-Shoulder Type				2				
22-Existing ADT		111	180	281	363	340		189
21-ADT Year		2010	2004	2010	2010	2004		2010
23-Percent Trucks			6	6	6	6		
34-Owner Route Number	0014	0014	0015	0015				
Roadway Width	20	20	20	23	18	18	18	18
TTAM Future ADT	37		267			505	37	
TTAM ADS Number	18		18			18	18	
TTAM Future Surface Type	E		P			P	E	
35-Drainage Condition			2	2	2	2	2	2
36-Shoulder Condition			0	0	0	0	0	0
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility			3	3	1	1	1	1
40-Right of Way Cost			0	0	0	0	0	0
26-Level of Maintenance			4	4	3	3	3	3
27-Snow & Ice Control			1	1	1	1	1	1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	01	01	01	01	00	00	00	00
46-50 Grade/Sight/Curve/Stop / Safe			7	7	0	0	0	0
51-Road Category			A	A	A	A	A	A
52-Year of Construction Change	2003	2003	1996	1996	1999	1999	1999	1999
Update Year	2009	2015	2008	2015	2015	2008	2008	2015
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Salish L	Salish L	Salish L	Salish L	Salish L	Salish L	Raven Wo	Raven Wo
4-IRR Route Number	0018	0018	0018	0018	0019	0019	0020	0020
5-Section Number	10	10	20	20	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.2	0.2	0.1	0.1	0.1	0.1	0.5	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	4	4	1	0	1	1
11-Terrain	2	2		2		1	1	
25-Roadbed Condition	2	5			4	7	4	4
24-Surface Condition Index	0	0			75	90	50	50
16-Surface Width	12	22			24	24	20	20
13-Surface Type	1	5			5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100		100		100			100
30-Additional Incidental Percent								
17-Shoulder Width	0	20			0	0	0	0
14-Shoulder Type		3						
22-Existing ADT					1304	5796	427	
21-ADT Year					2004	2013	2013	
23-Percent Trucks					5	5		
34-Owner Route Number	0018	0018						
Roadway Width	12	62			24	24	20	20
TTAM Future ADT	37		37		1936			37
TTAM ADS Number	18		18		18			18
TTAM Future Surface Type	E		E		P			E
35-Drainage Condition	1	1			2	2	2	2
36-Shoulder Condition	0	0			0	0	0	0
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility	3	3			3	3	3	3
40-Right of Way Cost	0	0			0	0	0	0
26-Level of Maintenance	3	3			4	4	4	4
27-Snow & Ice Control	1	1			1	1	1	1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	00	00	00	00	00	00	00	00
46-50 Grade/Sight/Curve/Stop / Safe	0	0			0	0	0	0
51-Road Category	A	A			A	A	A	A
52-Year of Construction Change					1959	1959	1959	1959
Update Year	2009	2015	2009	2015	2009	2015	2015	2008
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Eaglewoo	Eaglewoo	Kloomach	Kloomach	Hood Can	Hood Can	Hood Can	Hood Can
4-IRR Route Number	0021	0021	0022	0022	0023	0023	0023	0025
5-Section Number	10	10	10	10	10	10	10	20
10-Class	3	3	3	3	3	3	3	5
15-Length of Section	0.1	0.1	0.2	0.2	0.4	0.4	0.4	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	0	0	1	1	4	4
11-Terrain							2	2
25-Roadbed Condition	4	4	4	4	4	4		
24-Surface Condition Index	50	50	95	95	50	50		
16-Surface Width	20	20	20	20	26	26		
13-Surface Type	5	5	4	4	4	4		
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	0	0
29-Right of Way Width	0	0	0	0	0	0		
TTAM BIA Share	100		100		100		100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	2	2	0	0		
14-Shoulder Type			2	2				
22-Existing ADT	100	191		140		350		
21-ADT Year	2004	2010		2010		2010		
23-Percent Trucks	9	9						
34-Owner Route Number	0021	0021	0022	0022	0023	0023		
Roadway Width	20	20	24	24	26	26		
TTAM Future ADT	149		37		37		74	74
TTAM ADS Number	18		18		18		14	14
TTAM Future Surface Type	G		E		E		G	G
35-Drainage Condition	3	3	2	2				
36-Shoulder Condition	0	0	2	2				
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility	3	3						
40-Right of Way Cost	0	0						
26-Level of Maintenance	4	4	4	4				
27-Snow & Ice Control	1	1	1	1				
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	00	00	01	01	01	01		
46-50 Grade/Sight/Curve/Stop / Safe	0	0						
51-Road Category	A	A						
52-Year of Construction Change	1959	1959	2005	2005	1959	1959		
Update Year	2008	2015	2008	2015	2008	2015	2010	2010
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID Region Agency Reservation Road Name	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam
4-IRR Route Number	0030	0030	0030	0031	0031	0040			
5-Section Number	10	20	30	10	20	10			
10-Class	5	5	5	5	5	5			
15-Length of Section	0.1	0.1	0.2	0.1	0.1	0.4			
18-Bridge Number									
19-Bridge Condition									
20-Bridge Length									
32-County	035	035	035	035	035	035			
33-Congressional District	01	01	01	01	01	01			
7-State	WA	WA	WA	WA	WA	WA			
8-Ownership	1	1	1	1	1	1			
12-Construction Need	4	4	4	4	4	4			
11-Terrain	2	2	2	2	2	2			
25-Roadbed Condition									
24-Surface Condition Index									
16-Surface Width									
13-Surface Type									
9-Federal Aid Category	1	1	1	1	1	1			
28-Right of Way Status	0	0	0	0	0	0			
29-Right of Way Width									
TTAM BIA Share	100	100	100	100	100	100			
30-Additional Incidental Percent									
17-Shoulder Width									
14-Shoulder Type									
22-Existing ADT									
21-ADT Year									
23-Percent Trucks									
34-Owner Route Number									
Roadway Width									
TTAM Future ADT	74	74	74	74	74	74			
TTAM ADS Number	14	14	14	14	14	14			
TTAM Future Surface Type	G	G	G	G	G	G			
35-Drainage Condition									
36-Shoulder Condition									
37/38 # RR X I NG/RR XING TYPE									
39-Right of Way Utility									
40-Right of Way Cost									
26-Level of Maintenance									
27-Snow & Ice Control									
41-Begin Latitude									
42-End Latitude									
43-Begin Longitude									
44-End Longitude									
45-Atlas Map Number [99]									
46-50 Grade/Sight/Curve/Stop / Safe									
51-Road Category									
52-Year of Construction Change									
Update Year	2010	2010	2010	2010	2010	2009			
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL			



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	N.E. Bos	N.E. Bos	N.E. Bos	N.E. Bos	N.E. Bos	Tidewind	Sanitati	Noo-Kaye
4-IRR Route Number	0100	0100	0100	0100	0110	0110	0200	0300
5-Section Number	20	20	30	30	10	10	10	10
10-Class	4	4	3	3	5	5	5	2
15-Length of Section	0.4	0.4	0.1	0.1	0.1	0.1	0.2	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	06
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	2
12-Construction Need	1	1	1	1	4	4	1	4
11-Terrain	1	1			2	2	2	2
25-Roadbed Condition	4	4	4	4	4		4	0
24-Surface Condition Index	50	50	50	50	50		50	
16-Surface Width	20	20	12	12	20		9	
13-Surface Type	4	4	4	4	5		4	0
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	0	0	1	1
29-Right of Way Width	0	0	0	0			0	
TTAM BIA Share	100		100			100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0			0	
14-Shoulder Type								
22-Existing ADT	490	384	427	290	74			
21-ADT Year	2004	2013	2004	2010	2013			
23-Percent Trucks	5	5	5	5	3			
34-Owner Route Number	0100	0100	0100	0100			0200	
Roadway Width	20	20	12	12	20		9	
TTAM Future ADT	728		634			74	74	149
TTAM ADS Number	10		18			14	14	8
TTAM Future Surface Type	P		P			G	G	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	00	00	01	01			01	
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1981	1981	1981	1981			1959	
Update Year	2008	2015	2008	2015	2015	2010	2012	2021
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Warrior	Heronsw	Seabeck					
4-IRR Route Number	0400	0500	1170	1170	1170	1170	1170	1170
5-Section Number	10	10	10	20	20	30	40	40
10-Class	3	3	6	2	2	2	2	2
15-Length of Section	0.1	0.3	0.2	1.6	1.6	1.2	1.8	1.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	057	057	035	035	035	035	035	035
33-Congressional District	06	06	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	5	5	5	5	5	5
12-Construction Need	4	4	3	3	3	3	3	3
11-Terrain				2	2	2	2	2
25-Roadbed Condition	0	0	4	4	4	4	4	4
24-Surface Condition Index			100	100	100	83	93	93
16-Surface Width			24	24	24	24	24	24
13-Surface Type	0	0	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	3	3	3	3	3	3
29-Right of Way Width			60	60	60	60	60	60
TTAM BIA Share	100	100	13.5		13.5	13.5	13.5	
30-Additional Incidental Percent								
17-Shoulder Width			3	3	3	3	3	3
14-Shoulder Type			3	3	3	1	1	1
22-Existing ADT			6024	5751	5080	5080	5331	5161
21-ADT Year			2002	2009	1998	1998	1998	2011
23-Percent Trucks			0	9	0	0	0	2
34-Owner Route Number			11709	11709	11709	11709	11709	11709
Roadway Width			30	30	30	30	30	30
TTAM Future ADT	37	37	8946		7544	7544	7917	
TTAM ADS Number	18	18	16		5	5	5	
TTAM Future Surface Type	E	E	P		P	P	P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change			1992	2008	2008	1992	1992	1992
Update Year	2021	2021	2010	2015	2010	2010	2010	2015
Status	IN-PROCESS	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID Region Agency Reservation Road Name	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam
4-IRR Route Number	1170	1170	1170	1170	1170	1170	1170	1170
5-Section Number	50	50	60	60	70	70	80	80
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	0.2	0.2	1.7	1.7	0.7	0.7	0.9	0.9
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	75	75	88	88	97	97	93	93
16-Surface Width	24	24	24	24	24	24	24	24
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share		13.5		13.5	13.5		13.5	
30-Additional Incidental Percent								
17-Shoulder Width	3	3	3	3	3	3	3	3
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT	5484	6346	2241	2473	5530	5337	4934	4483
21-ADT Year	2011	2004	2011	2004	2007	2012	2007	2011
23-Percent Trucks	2	0	2	0	9	6	9	12
34-Owner Route Number	11709	11709	11709	11709	11709	11709	11709	11709
Roadway Width	30	30	30	30	30	30	30	30
TTAM Future ADT		9424		3672	8212		7327	
TTAM ADS Number		5		5	5		5	
TTAM Future Surface Type		P		P	P		P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1984	1984	1999	1999	1994	1994	1994	1994
Update Year	2015	2010	2015	2010	2010	2015	2010	2015
Status	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Newberry	Newberry	Newberry	Newberry	Newberry	Newberry	Newberry	Newberry
4-IRR Route Number	1170	1342	1342	1342	1342	1342	1342	1342
5-Section Number	90	10	10	20	30	30	40	40
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	1.7	1.7	1.7	0.5	0.5	0.5	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	98	95	95	92	92	92	85	85
16-Surface Width	24	32	32	36	45	45	45	45
13-Surface Type	5	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	80	80	80	80	80	80	80
TTAM BIA Share	13.5		13.5	13.5	13.5			13.5
30-Additional Incidental Percent								
17-Shoulder Width	3	8	8	8	8	8	8	8
14-Shoulder Type	1	3	3	3	3	3	3	3
22-Existing ADT	3910	7938	7140	9973	11617	10910	12056	12114
21-ADT Year	2002	2010	2005	2008	2008	2012	2012	2008
23-Percent Trucks	0	7	9	18	13	11	11	10
34-Owner Route Number	11709	13429	13429	13429	13429	13429	13429	13429
Roadway Width	30	48	48	52	61	61	61	61
TTAM Future ADT	5806		10603	14810	17251			17989
TTAM ADS Number	5		5	5	5			5
TTAM Future Surface Type	P		P	P	P			P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1995	2006	2006	2004	2004	2004	2004	2004
Update Year	2010	2015	2010	2010	2010	2015	2015	2010
Status	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Newberry	Newberry	Newberry	Anderson	Anderson	Anderson	Anderson	Anderson
4-IRR Route Number	1342	1342	1342	1354	1354	1354	1354	1354
5-Section Number	50	60	60	10	10	20	20	30
10-Class	2	2	2	4	4	4	4	4
15-Length of Section	0.2	0.3	0.3	1.1	1.1	1.6	1.6	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	54	75	75	70	70	96	96	94
16-Surface Width	38	22	22	19	19	18	18	18
13-Surface Type	4	4	4	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	80	80	80	60	60	60	60	60
TTAM BIA Share	13.5		13.5		100	100		100
30-Additional Incidental Percent								
17-Shoulder Width	7	4	4	4	4	4	4	4
14-Shoulder Type	3	3	3	1	1	1	1	1
22-Existing ADT	14275	17167	16062	4083	4339	3314	3951	6778
21-ADT Year	2004	2012	2008	2012	2006	2008	2012	2008
23-Percent Trucks	0	5	12	6	14	13	11	9
34-Owner Route Number	13429	13429	13429	13549	13549	13549	13549	13549
Roadway Width	52	30	30	27	27	26	26	26
TTAM Future ADT	21198		23852		6443	4921		10065
TTAM ADS Number	5		5		11	11		11
TTAM Future Surface Type	P		P		P	P		P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1979	1979	1979	1997	1997	1997	1997	1993
Update Year	2010	2015	2010	2015	2010	2010	2015	2010
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Anderson	Anderson	Anderson	Anderson	Anderson	Anderson	Anderson	Anderson
4-IRR Route Number	1354	1354	1354	1354	1354	1354	1354	1354
5-Section Number	30	40	50	50	60	60	70	70
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.5	0.2	0.6	0.6	0.3	0.3	0.3	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	94	94	98	98	70	70	90	90
16-Surface Width	18	18	18	18	18	18	33	33
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share		100		100	100		100	
30-Additional Incidental Percent								
17-Shoulder Width	4	4	5	5	4	4	3	3
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT	6663	8921	10357	12894	10587	11653	2530	2552
21-ADT Year	2012	2008	2009	2006	2002	2012	2008	2012
23-Percent Trucks	4	8	2	19	0	3	8	12
34-Owner Route Number	13549	13549	13549	13549	13549	13549	13549	13549
Roadway Width	26	26	28	28	26	26	39	39
TTAM Future ADT		13248		19148	15722		3757	
TTAM ADS Number		11		11	11		11	
TTAM Future Surface Type		P		P	P		P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1993	1993	2004	2004	1995	1995	2003	2003
Update Year	2015	2010	2015	2010	2010	2015	2010	2015
Status	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Silverda	Silverda	Silverda	Silverda	Silverda	Silverda	Silverda	Silverda
4-IRR Route Number	1951	1951	1951	1951	1951	1951	1951	1951
5-Section Number	10	10	20	20	30	30	40	50
10-Class	1	1	1	1	1	1	1	1
15-Length of Section	0.7	0.7	0.2	0.2	0.2	0.2	0.3	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	88	88	100	100	100	100	97	99
16-Surface Width	28	28	70	70	70	70	70	70
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	100	100	100	100	100	100	100	100
TTAM BIA Share		13.5		13.5	13.5		13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	7	7	3	3	3	3	3	3
14-Shoulder Type	3	3	3	3	3	3	1	1
22-Existing ADT	20873	22714	14882	18520	20759	16102	15141	17535
21-ADT Year	2012	2008	2012	2008	2008	2012	2007	2008
23-Percent Trucks	5	11	10	14	16	10	13	13
34-Owner Route Number	19515	19515	19515	19515	19515	19515	19515	19515
Roadway Width	42	42	76	76	76	76	76	76
TTAM Future ADT		33730		27502	30827		22484	26039
TTAM ADS Number		2		2	2		2	2
TTAM Future Surface Type		P		P	P		P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1991	1991	1991	1991	1991	1991	2000	1998
Update Year	2015	2010	2015	2010	2010	2015	2010	2010
Status	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Silverda	Silverda	Silverda	Silverda	Silverda	Silverda	Silverda	Silverda
4-IRR Route Number	1951	1951	1951	1951	1951	1951	1951	1951
5-Section Number	50	60	60	70	70	80	90	100
10-Class	1	1	1	1	1	1	1	1
15-Length of Section	0.4	0.3	0.3	0.7	0.7	0.8	0.8	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	99	91	91	94	94	98	96	92
16-Surface Width	70	63	63	46	46	36	36	22
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	100	100	100	80	80	80	80	60
TTAM BIA Share		13.5		13.5		13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	3	3	3	5	5	8	8	8
14-Shoulder Type	1	1	1	3	3	3	3	3
22-Existing ADT	12484	11585	12846	12642	12170	11670	12109	11507
21-ADT Year	2012	2008	2012	2008	2012	2008	2008	2006
23-Percent Trucks	10	12	10	5	10	13	7	16
34-Owner Route Number	19515	19515	19515	19515	19515	19515	19515	19515
Roadway Width	76	69	69	56	56	52	52	38
TTAM Future ADT		17204		18773		17330	17982	17088
TTAM ADS Number		2		2		2	2	2
TTAM Future Surface Type		P		P		P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1998	2000	2000	1995	1995	2006	2006	2002
Update Year	2015	2010	2015	2010	2015	2010	2010	2010
Status	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Silverda	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R
4-IRR Route Number	1951	2001	2001	2001	2001	2001	2001	2001
5-Section Number	110	10	20	30	40	50	60	70
10-Class	1	5	5	5	5	5	5	5
15-Length of Section	0.2	1.7	0.1	0.3	0.1	0.1	0.1	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	2	2	2	2	2	2	2
12-Construction Need	3	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	2	2	2	2	2	2	2
24-Surface Condition Index	93	0	0	0	0	0	0	0
16-Surface Width	22	12	12	12	12	12	12	12
13-Surface Type	5	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	1	1	1	1	1	1	1
29-Right of Way Width	60	40	40	40	40	40	40	40
TTAM BIA Share	13.5	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	8	0	0	0	0	0	0	0
14-Shoulder Type	3							
22-Existing ADT	12195							
21-ADT Year	1998							
23-Percent Trucks	0							
34-Owner Route Number	19515	BR1	BR1	BR1	BR1	BR1	BR1	BR1
Roadway Width	38	12	12	12	12	12	12	12
TTAM Future ADT	18110	74	74	74	74	74	74	74
TTAM ADS Number	2	14	14	14	14	14	14	14
TTAM Future Surface Type	P	G	G	G	G	G	G	G
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2002							
Update Year	2010	2008	2008	2008	2008	2008	2008	2008
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R
4-IRR Route Number	2001	2001	2001	2001	2001	2001	2001	2002
5-Section Number	80	90	100	110	120	130	140	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.1	0.3	0.1	0.1	0.1	0.1	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	12	12	12	12	12	12	12	12
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	40	40	40	40	40	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	BR1	BR1	BR1	BR1	BR1	BR1	BR1	BR2
Roadway Width	12	12	12	12	12	12	12	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	14	14	14	14	14	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	2008	2008	2008	2008	2008	2008	2008	2008
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R
4-IRR Route Number	2003	2003	2003	2003	2004	2004	2005	2006
5-Section Number	10	20	30	40	10	20	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.6	0.2	0.1	0.1	0.4	0.1	0.3	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	12	12	12	12	12	12	12	12
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	40	40	40	40	40	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	BR3	BR3	BR3	BR3	BR4	BR4	BR5	BR6
Roadway Width	12	12	12	12	12	12	12	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	14	14	14	14	14	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	2008	2008	2008	2008	2008	2008	2008	2009
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R
4-IRR Route Number	2006	2006	2007	2007	2007	2007	2007	2008
5-Section Number	20	30	10	20	30	40	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.4	1.0	0.1	0.1	0.1	0.5	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	12	12	12	12	12	12	12	12
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	40	40	40	40	40	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	BR6	BR6	BR7	BR7	BR7	BR7	BR8	BR8
Roadway Width	12	12	12	12	12	12	12	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	14	14	14	14	14	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	2008	2008	2008	2008	2008	2008	2008	2008
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R	Forest R
4-IRR Route Number	2008	2008	2008	2008	2009	2009	2010	2011
5-Section Number	30	40	50	60	10	20	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.1	0.1	0.1	0.3	0.2	0.4	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	12	12	12	12	12	12	12	12
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	40	40	40	40	40	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	BR8	BR8	BR8	BR8	BR9	BR9	BR10	BR11
Roadway Width	12	12	12	12	12	12	12	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	14	14	14	14	14	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	2008	2008	2008	2008	2008	2008	2008	2008
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Gliding	Gliding	Gliding	Little B	Gliding	Gliding	Gliding	Gliding
4-IRR Route Number	3001	3001	3002	3002	3002	3002	3002	3002
5-Section Number	10	20	10	20	20	20	40	40
10-Class	8	8	8	8	8	8	8	8
15-Length of Section	0.3	0.4	0.3	0.9	0.9		1.1	0.7
18-Bridge Number						3002		
19-Bridge Condition						8		
20-Bridge Length						300		
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	4	4	2	1	4	4	4	4
11-Terrain								
25-Roadbed Condition								
24-Surface Condition Index								
16-Surface Width			6					
13-Surface Type			4					
9-Federal Aid Category	1	1	1	1	1		1	1
28-Right of Way Status	0	0	1	0	0		0	0
29-Right of Way Width			60					
TTAM BIA Share	100	100	100		100	100	100	
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width			6					
TTAM Future ADT	30	30	30		30		30	
TTAM ADS Number	19	19	19		19	19	19	
TTAM Future Surface Type								
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change			2001					
Update Year	2008	2008	2008	2015	2008	2008	2008	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Campus S	Gliding	Gliding	Tracyton	Tracyton	Tracyton	Tracyton	Tracyton
4-IRR Route Number	3002	3003	3004	5527	5527	5527	5527	5527
5-Section Number	50	10	10	10	10	20	30	30
10-Class	8	8	8	6	6	6	6	6
15-Length of Section	0.2	1.6	2.0	0.4	0.4	0.3	0.5	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County		035	035	035	035	035	035	035
33-Congressional District		01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	2	2	5	5	5	5	5
12-Construction Need	1	4	4	3	3	3	3	3
11-Terrain	1							
25-Roadbed Condition				5	5	5	5	5
24-Surface Condition Index				98	98	83	83	83
16-Surface Width	6			20	20	20	20	20
13-Surface Type	6			5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	0	0	4	4	4	4	4
29-Right of Way Width	60			60	60	60	60	60
TTAM BIA Share		100	100	13.5		13.5		13.5
30-Additional Incidental Percent								
17-Shoulder Width				4	4	0	0	0
14-Shoulder Type				3	3			
22-Existing ADT				5749	5553	5346	5429	3582
21-ADT Year				1998	2009	2007	2010	2007
23-Percent Trucks				0	12	5	4	12
34-Owner Route Number				55275	55275	55275	55275	55275
Roadway Width	6			28	28	20	20	20
TTAM Future ADT		30	30	8537		7939		5319
TTAM ADS Number		19	19	16		16		16
TTAM Future Surface Type				P		P		P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	2015	2008	2008	2003	2003	2001	2001	2001
Status	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Tracyton	Tracyton	Tracyton	Tracyton	Tracyton	Tracyton	Tracyton	Brownsi
4-IRR Route Number	5527	5527	5527	5527	5527	5527	5527	5729
5-Section Number	40	40	50	50	60	60	10	20
10-Class	6	6	6	6	6	6	6	6
15-Length of Section	0.9	0.9	0.4	0.4	1.0	1.0	0.4	0.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	2	2
11-Terrain								
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	89	89	98	98	97	97	98	70
16-Surface Width	20	20	20	20	20	20	22	22
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	13.5			13.5	13.5		13.5	
30-Additional Incidental Percent								
17-Shoulder Width	3	3	4	4	4	4	3	0
14-Shoulder Type	1	1	3	3	3	3	1	
22-Existing ADT	3728	4378	6526	6500	6065	6020	4367	4681
21-ADT Year	2008	2012	2012	2007	2008	2012	2007	2012
23-Percent Trucks	4	5	5	5	7	10	7	11
34-Owner Route Number	55275	55275	55275	55275	55275	55275	57290	57290
Roadway Width	26	26	28	28	28	28	28	22
TTAM Future ADT	5536			9653	9007		6485	
TTAM ADS Number	16			16	16		16	
TTAM Future Surface Type	P			P	P		P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2001	2001	2005	2005	2005	2005	1980	2002
Update Year	2010	2015	2015	2010	2010	2015	2010	2015
Status	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Brownsi	Brownsi	Brownsi	Brownsi	Brownsi	Brownsi	Brownsi	Brownsi
4-IRR Route Number	5729	5729	5729	5729	5729	5729	5729	5729
5-Section Number	20	30	30	40	40	50	60	60
10-Class	6	6	6	6	6	6	6	6
15-Length of Section	0.7	0.2	0.2	0.1	0.1	0.6	0.5	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	70	90	90	98	98	92	90	90
16-Surface Width	22	22	22	22	22	22	25	25
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	13.5		13.5		13.5	13.5	13.5	
30-Additional Incidental Percent								
17-Shoulder Width	0	2	2	2	2	2	2	2
14-Shoulder Type		3	3	3	3	3	3	3
22-Existing ADT	4367	3035	3644	3445	3035	2680	2750	2404
21-ADT Year	2007	2008	2002	2009	2008	2008	2002	2008
23-Percent Trucks	7	10	0	12	12	7	0	10
34-Owner Route Number	57290	57290	57290	57290	57290	57290	57290	57290
Roadway Width	22	26	26	26	26	26	29	29
TTAM Future ADT	6485		5411		4507	3980	4084	
TTAM ADS Number	16		16		16	16	16	
TTAM Future Surface Type	P		P		P	P	P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2002	1980	1980	1980	1980	1980	1997	1997
Update Year	2010	2015	2010	2015	2010	2010	2010	2015
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Brownsi	Brownsi	Brownsi	Brownsi	Myhre Ro	Myhre Ro	Myhre Ro	Myhre Ro
4-IRR Route Number	5729	5729	5729	5729	5772	5772	5772	5772
5-Section Number	70	70	80	80	10	10	20	20
10-Class	6	6	6	6	6	6	6	6
15-Length of Section	1.4	1.4	0.7	0.7	0.2	0.2	0.6	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	5	5	5	5	4	4	4	4
24-Surface Condition Index	97	97	100	100	93	93	93	93
16-Surface Width	24	24	22	22	54	54	51	51
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share		13.5		13.5	13.5		13.5	
30-Additional Incidental Percent								
17-Shoulder Width	2	2	1	1	3	3	3	3
14-Shoulder Type	3	3	3	3	1	1	1	1
22-Existing ADT	2699	2368	3316	3822	5614	7299	9175	8715
21-ADT Year	2010	2002	2010	2007	2008	2011	2008	2012
23-Percent Trucks	9	0	9	14	7	10	13	5
34-Owner Route Number	57290	57290	57290	57290	57720	57720	57720	57720
Roadway Width	28	28	24	24	60	60	57	57
TTAM Future ADT		3516		5676	8337		13625	
TTAM ADS Number		16		16	16		16	
TTAM Future Surface Type		P		P	P		P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1997	1997	2004	2004	1995	1995	1994	1994
Update Year	2015	2010	2015	2010	2010	2015	2010	2015
Status	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Myhre Ro	Myhre Ro	Myhre Ro	Myhre Ro	Bucklin	Bucklin	Bucklin	Bucklin
4-IRR Route Number	5772	5772	5772	5772	5774	5774	5774	5774
5-Section Number	30	30	40	40	10	10	20	20
10-Class	6	6	7	7	1	1	1	1
15-Length of Section	0.2	0.2	0.1	0.1	0.3	0.3	0.3	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	3	3	3	3
11-Terrain					2	2	2	2
25-Roadbed Condition	4	4	4	4	5	5	5	5
24-Surface Condition Index	86	86	61	61	99	99	64	64
16-Surface Width	51	51	51	51	51	51	70	70
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	13.5		13.5			13.5		13.5
30-Additional Incidental Percent								
17-Shoulder Width	3	3	3	3	3	3	3	3
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT	7870	9856	3551	4138	11262	12035	18480	15496
21-ADT Year	2008	2012	2008	2012	2011	2008	2010	2008
23-Percent Trucks	8	10	6	10	4	12	4	17
34-Owner Route Number	57720	57720	57720	57720	57740	57740	57740	57740
Roadway Width	57	57	57	57	57	57	76	76
TTAM Future ADT	11687		5273			17872		23012
TTAM ADS Number	16		17			2		2
TTAM Future Surface Type	P		P			P		P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1997	1997	1968	1968	2003	2003	1981	1981
Update Year	2010	2015	2010	2015	2015	2010	2015	2010
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL



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Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Bucklin	Bucklin	Bucklin	Bucklin	Bucklin	Bucklin	Bucklin	Bucklin
4-IRR Route Number	5774	5774	5774	5774	5774	5774	5774	5774
5-Section Number	30	30	40	40	50	50	60	60
10-Class	1	1	1	1	6	6	6	6
15-Length of Section	0.2	0.2	0.3	0.3	0.6	0.6	0.7	0.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	36	36	29	29	78	78	91	91
16-Surface Width	24	24	54	54	54	54	30	30
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share		13.5	13.5			13.5	13.5	
30-Additional Incidental Percent								
17-Shoulder Width	3	3	1	1	3	3	6	6
14-Shoulder Type	1	1	3	3	3	3	3	3
22-Existing ADT	18549	19450	19450	15786	10078	10609	9992	7274
21-ADT Year	2011	2008	2008	2011	2011	2008	2005	2012
23-Percent Trucks	10	18	18	10	10	8	0	8
34-Owner Route Number	57740	57740	57740	57740	57740	57740	57740	57740
Roadway Width	30	30	56	56	60	60	42	42
TTAM Future ADT		28883	28883			15754	14838	
TTAM ADS Number		2	2			16	16	
TTAM Future Surface Type		P	P			P	P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1981	1981	1986	1986	2000	2000	2000	2000
Update Year	2015	2010	2010	2015	2015	2010	2010	2015
Status	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Central	Central	Central	Central	Central	Central	Central	Central
4-IRR Route Number	5905	5905	5905	5905	5905	5905	5905	5905
5-Section Number	10	10	20	20	30	40	40	50
10-Class	6	6	6	6	6	6	6	6
15-Length of Section	0.6	0.6	0.5	0.5	0.3	0.6	0.6	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain								
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	85	85	56	56	37	55	55	51
16-Surface Width	20	20	20	20	20	20	20	20
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	13.5			13.5	13.5		13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	3	3	3	3	3	5	5	5
14-Shoulder Type	1	1	1	1	1	3	3	3
22-Existing ADT	4054	3659	6546	7334	7583	6779	8344	9542
21-ADT Year	2007	2011	2011	2007	2006	2012	2006	1998
23-Percent Trucks	4	8	8	8	8	3	8	0
34-Owner Route Number	59050	59050	59050	59050	59050	59050	59050	59050
Roadway Width	26	26	26	26	26	30	30	30
TTAM Future ADT	6020			10891	11261		12391	14170
TTAM ADS Number	16			16	16		16	16
TTAM Future Surface Type	P			P	P		P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2004	2004	1999	1999	1999	1999	1999	1999
Update Year	2010	2015	2015	2010	2010	2015	2010	2010
Status	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL



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Filter Criteria				
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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Central	Central	Central	Central	Central	Central	Central	Scandia
4-IRR Route Number	5905	5905	5905	5905	5905	5905	5905	5970
5-Section Number	50	60	60	70	80	90	90	10
10-Class	6	6	6	6	6	6	6	7
15-Length of Section	0.5	0.2	0.2	1.1	1.5	1.1	1.1	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	3	3	3	3	3	2
11-Terrain								
25-Roadbed Condition	5	5	5	5	5	5	5	4
24-Surface Condition Index	51	87	87	95	93	91	91	77
16-Surface Width	20	20	20	20	20	20	20	20
13-Surface Type	5	5	5	5	5	5	5	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share			13.5	13.5	13.5		13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	5	5	5	5	5	5	5	2
14-Shoulder Type	3	3	3	3	3	3	3	1
22-Existing ADT	8840	9768	6551	5591	5721	3483	3727	1761
21-ADT Year	2012	2010	2007	2007	2008	2012	2007	1997
23-Percent Trucks	10	6	5	6	7	10	8	0
34-Owner Route Number	59050	59050	59050	59050	59050	59050	59050	59700
Roadway Width	30	30	30	30	30	30	30	24
TTAM Future ADT			9728	8303	8496		5535	2615
TTAM ADS Number			16	16	16		16	17
TTAM Future Surface Type			P	P	P		P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1999	2001	2001	2001	2000	2000	2000	2000
Update Year	2015	2015	2010	2010	2010	2015	2010	2010
Status	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Scandia	Miller B	Miller B	Miller B	Miller B	Miller B	Miller B	Miller B
4-IRR Route Number	5970	7037	7037	7037	7037	7037	7037	7037
5-Section Number	20	10	20	20	30	40	50	50
10-Class	7	4	4	4	4	4	4	4
15-Length of Section	0.7	2.2	0.1	0.1	0.3	0.1	0.7	0.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	3	2	2	2	2	2	2
11-Terrain		2	2	2	2	2	2	2
25-Roadbed Condition	4	4	5	5	5	5	5	5
24-Surface Condition Index	82	86	100	100	100	100	67	67
16-Surface Width	20	22	36	36	28	27	22	22
13-Surface Type	4	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	3	3	3	3	3	3	3
29-Right of Way Width	60	60	80	80	60	60	60	60
TTAM BIA Share	13.5	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	3	8	8	8	8	3	3
14-Shoulder Type	1	1	3	3	3	3	1	1
22-Existing ADT	1504	5418	5938	5999	8335	7283	6990	9306
21-ADT Year	1997	2008	2008	2010	2008	2007	2008	2011
23-Percent Trucks	0	9	10	12	12	11	9	8
34-Owner Route Number	59700	70370	70370	70370	70370	70370	70370	70370
Roadway Width	24	28	52	52	44	43	28	28
TTAM Future ADT	2233	8046	8818	12377	10815	10380		
TTAM ADS Number	17	11	11	11	11	11	11	11
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1994	1996	2008	2008	2008	2008	1995	1995
Update Year	2010	2010	2010	2015	2010	2010	2010	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS



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Filter Criteria				
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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Miller B	Miller B	Miller B	Miller B	Miller B	Miller B	Miller B	Hansvill
4-IRR Route Number	7037	7037	7037	7037	7037	7037	7037	7040
5-Section Number	60	60	70	70	80	80	10	10
10-Class	4	4	4	4	4	4	2	2
15-Length of Section	0.2	0.2	0.9	0.2	0.8	0.8	1.9	1.9
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	95	95	88	88	90	90	90	90
16-Surface Width	40	40	26	26	22	22	22	22
13-Surface Type	4	4	4	4	4	4	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100		100		100			13.5
30-Additional Incidental Percent								
17-Shoulder Width	3	3	3	3	3	3	8	8
14-Shoulder Type	3	3	3	3	1	1	3	3
22-Existing ADT	6990	7084	6990	7097	6117	6458	10256	8771
21-ADT Year	2008	2010	2008	2010	2007	2010	2012	2007
23-Percent Trucks	9	4	9	4	5	4	6	0
34-Owner Route Number	70370	70370	70370	70370	70370	70370	70400	70400
Roadway Width	46	46	32	32	28	28	38	38
TTAM Future ADT	10380		10380		9084			13025
TTAM ADS Number	11		11		11			5
TTAM Future Surface Type	P		P		P			P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]							01	01
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2008	2008	2007	2007	1994	1994	1959	1959
Update Year	2010	2015	2010	2015	2010	2015	2015	2010
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Hansvill	Hansvill	Hansvill	Hansvill	Hansvill	Hansvill	Hansvill	Hansvill
4-IRR Route Number	7040	7040	7040	7040	7040	7040	7040	7040
5-Section Number	20	20	30	30	40	50	60	70
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	0.4	0.4	0.1	0.1	0.3	0.1	1.3	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	90	90	90	90	90	90	90	90
16-Surface Width	29	29	20	20	22	25	22	34
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share		13.5	13.5		13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	7	7	8	8	8	8	4	8
14-Shoulder Type	3	3	3	3	3	3	3	3
22-Existing ADT	9343	7231	7308	7674	7231	4916	4916	5364
21-ADT Year	2009	2007	2007	2011	2007	2007	2007	2007
23-Percent Trucks	10	12	11	10	12	8	8	10
34-Owner Route Number	70400	70400	70400	70400	70400	70400	70400	70400
Roadway Width	43	43	36	36	38	41	30	50
TTAM Future ADT		10738	10852		10738	7300	7300	7966
TTAM ADS Number		5	5		5	5	5	5
TTAM Future Surface Type		P	P		P	P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2015	2010	2010	2015	2010	2010	2010	2010
Status	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Hansvill	Hansvill	Hansvill	Hansvill	Stottlem	Stottlem	Stottlem	Big Vall
4-IRR Route Number	7040	7040	7040	7040	7165	7165	7165	7250
5-Section Number	70	80	90	90	10	10	20	10
10-Class	2	2	2	2	4	4	5	4
15-Length of Section	0.2	2.0	1.2	1.2	1.4	1.4	1.8	2.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	90	90	90	90	100	100	100	97
16-Surface Width	34	22	22	22	22	22	20	20
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share		13.5	13.5		100		100	
30-Additional Incidental Percent								
17-Shoulder Width	8	4	4	4	4	4	4	3
14-Shoulder Type	3	3	3	3	1	1	1	3
22-Existing ADT	5774	2823	1743	1934	2416	1987	620	1722
21-ADT Year	2009	2007	2008	2009	2002	2010	2006	2009
23-Percent Trucks	10	10	10	10	0	8	1	9
34-Owner Route Number	70400	70400	70400	70400	71650	71650	71650	72509
Roadway Width	50	30	30	30	30	30	28	26
TTAM Future ADT		4192	2588		3588		921	
TTAM ADS Number		5	5		11		14	
TTAM Future Surface Type		P	P		P		P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	01	01	01	01				
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1959	1959	1959	1959	1991	1991	2005	2005
Update Year	2015	2010	2010	2015	2010	2015	2010	2015
Status	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Big Vall	Big Vall	Big Vall	Ne Delan	Viking W	Viking W	Viking W	Viking W
4-IRR Route Number	7250	7250	7250	7319	7420	7420	7420	7420
5-Section Number	10	20	20	10	10	10	20	20
10-Class	4	4	4	5	1	1	1	1
15-Length of Section	2.4	2.4	2.4	0.3	0.8	0.8	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	3	3	3	3
11-Terrain	1	1	1	2	1	1	1	1
25-Roadbed Condition	4	4	4	5	5	5	5	5
24-Surface Condition Index	97	93	93	89	94	94	83	83
16-Surface Width	20	20	20	20	24	24	24	24
13-Surface Type	5	5	5	4	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100		100	100		13.5	13.5	
30-Additional Incidental Percent								
17-Shoulder Width	3	3	3	3	7	7	7	7
14-Shoulder Type	3	3	3	1	3	3	3	3
22-Existing ADT	1895	1210	1225	60	11224	12742	12742	11499
21-ADT Year	2002	2009	2002	2001	2012	1999	1999	2012
23-Percent Trucks	0	9	0	0	6	0	0	6
34-Owner Route Number	72509	72509	72509	73191	74200	74200	74200	74200
Roadway Width	26	26	26	26	38	38	38	38
TTAM Future ADT	2814		1819	89		18922	18922	
TTAM ADS Number	10		10	14		1	1	
TTAM Future Surface Type	P		P	G		P	P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2005	2006	2006	2001	2003	2003	2006	2006
Update Year	2010	2015	2010	2010	2015	2010	2010	2015
Status	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS



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Filter Criteria				
P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Viking W	Viking W	Little V	Little V	Gunderso	Gunderso	Gunderso	Gunderso
4-IRR Route Number	7420	7420	7441	7441	7466	7466	7466	7466
5-Section Number	30	30	10	10	10	10	20	20
10-Class	1	1	7	7	4	4	4	4
15-Length of Section	1.2	1.2	0.3	0.3	1.3	1.3	1.0	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	3	3	2	2	2	2	2	2
11-Terrain	1	1			2	2	2	2
25-Roadbed Condition	5	5	3	3	4	4	4	4
24-Surface Condition Index	92	92	76	76	91	91	91	91
16-Surface Width	24	24	18	18	22	22	22	22
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	13.5		13.5		100			100
30-Additional Incidental Percent								
17-Shoulder Width	7	7	0	0	6	6	6	6
14-Shoulder Type	3	3			1	1	1	1
22-Existing ADT	15699	11999	1396	1913	5239	5695	4691	5238
21-ADT Year	1994	2012	2008	2009	1994	2010	2012	2006
23-Percent Trucks	0	6	6	4	0	8	6	8
34-Owner Route Number	74200	74200	74410	74410	74660	74660	74660	74660
Roadway Width	38	38	18	18	34	34	34	34
TTAM Future ADT	23313		2073		7780			7778
TTAM ADS Number	1		17		11			11
TTAM Future Surface Type	P		P		P			P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2006	2006	2004	2004	1995	1995	2008	2008
Update Year	2010	2015	2010	2015	2010	2015	2015	2010
Status	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Gunderso	Gunderso	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
4-IRR Route Number	7466	7466	7479	7479	7479	7479	7479	7479
5-Section Number	30	30	10	10	20	20	30	30
10-Class	4	4	5	5	5	5	5	5
15-Length of Section	0.1	0.1	1.3	1.3	2.8	1.9	1.3	1.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	91	91	98	98	81	81	92	92
16-Surface Width	34	34	20	20	20	20	20	20
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share		100		100		100		100
30-Additional Incidental Percent								
17-Shoulder Width	4	4	4	4	2	2	1	1
14-Shoulder Type	3	3	1	1	1	1	1	1
22-Existing ADT	5017	5238	2443	3068	1212	766	766	599
21-ADT Year	2012	2006	2012	2002	2012	2008	2009	2008
23-Percent Trucks	6	8	6	0	6	9	9	11
34-Owner Route Number	74660	74660	74790	74790	74790	74790	74790	74790
Roadway Width	42	42	28	28	24	24	22	22
TTAM Future ADT		7778		4556		1138		890
TTAM ADS Number		11		14		14		14
TTAM Future Surface Type		P		P		P		P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2008	2008	1999	1999	2003	2003	2006	2006
Update Year	2015	2010	2015	2010	2015	2010	2015	2010
Status	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL



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Filter Criteria				
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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Highland	Lincoln	Lincoln	Lincoln	Lincoln	Lincoln	Lincoln	Lincoln
4-IRR Route Number	7521	7715	7715	7715	7715	7715	7715	7715
5-Section Number	10	10	10	20	20	30	30	40
10-Class	5	4	4	4	4	4	4	6
15-Length of Section	1.1	1.1	1.1	0.2	0.2	0.3	0.3	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	95	96	96	100	100	93	93	98
16-Surface Width	19	22	22	22	22	22	22	22
13-Surface Type	4	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100		100	100			100	
30-Additional Incidental Percent								
17-Shoulder Width	3	4	4	4	4	4	4	4
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT	156	5167	4185	3549	3787	4749	6314	3167
21-ADT Year	1994	2009	2002	2008	2011	2009	2007	2011
23-Percent Trucks	0	11	0	5	5	6	6	7
34-Owner Route Number	75210	77150	77150	77150	77150	77150	77150	77150
Roadway Width	25	30	30	30	30	30	30	30
TTAM Future ADT	232		6215	5270			9376	
TTAM ADS Number	14		11	11			11	
TTAM Future Surface Type	G		P	P			P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2003	1998	1998	1998	1998	1998	1998	1998
Update Year	2010	2015	2010	2010	2015	2015	2010	2015
Status	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	IN-PROCESS



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P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Lincoln	Nw Pione	Nw Pione	Nw Pione	Nw Pione	Waghorn	Waghorn	Pioneer
4-IRR Route Number	7715	7726	7726	7726	7765	7765	7765	7822
5-Section Number	40	10	20	30	10	20	20	10
10-Class	6	7	5	5	5	5	5	6
15-Length of Section	0.3	0.5	0.2	0.7	0.5	0.6	1.1	0.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain			2	2	2	2	2	
25-Roadbed Condition	4	4	4	4	5	5	5	4
24-Surface Condition Index	98	99	100	96	99	100	100	91
16-Surface Width	22	20	20	20	22	24	24	20
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	13.5	13.5	100	100	100	100	100	13.5
30-Additional Incidental Percent								
17-Shoulder Width	4	5	5	5	3	3	3	6
14-Shoulder Type	1	1	1	1	1	3	3	1
22-Existing ADT	7310	381	1753	1087	987	693	693	1026
21-ADT Year	2007	2002	2002	2005	2005	2005	2005	2006
23-Percent Trucks	7	0	0	0	0	22	22	14
34-Owner Route Number	77150	77260	77260	77260	77650	77650	77650	78220
Roadway Width	30	30	30	30	28	30	30	32
TTAM Future ADT	10855	566	2603	1614	1466	1029	1029	1524
TTAM ADS Number	16	17	14	14	14	14	14	16
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1998	2000	2000	2000	2000	2000	2000	1992
Update Year	2010	2010	2010	2010	2010	2015	2010	2010
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Pioneer	Pioneer	Pioneer	Pioneer	Wesley W	Park Str	Ferry St	Falkner
4-IRR Route Number	7822	7822	7822	7822	7852	7855	7858	7889
5-Section Number	20	20	30	40	10	10	10	10
10-Class	6	6	6	6	7	7	7	7
15-Length of Section	0.9	0.9	0.1	0.5	0.3	0.1	0.1	0.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	85	85	92	92	100	41	6	100
16-Surface Width	20	20	20	20	44	19	18	20
13-Surface Type	5	5	5	5	4	5	4	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share		13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	6	6	8	6	4		0	3
14-Shoulder Type	1	1	1	1	1			1
22-Existing ADT	1046	1187	1026	4260	90	54	54	560
21-ADT Year	2012	2006	2006	2004	1994	1994	1994	2000
23-Percent Trucks	12	8	14	0	0	0	0	0
34-Owner Route Number	78220	78220	78220	78220	78520	78585	78580	78890
Roadway Width	32	32	36	32	52	19	18	26
TTAM Future ADT		1763	1524	6326	134	80	80	832
TTAM ADS Number		16	16	16	17	17	17	17
TTAM Future Surface Type		P	P	P	G	G	G	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1990	1990	1990	1970	1981	1983	1989	2006
Update Year	2015	2010	2010	2010	2010	2010	2010	2010
Status	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Beach Dr	Whitford	Wheeler	Ne Jeffe	Ne Jeffe	Ne Jeffe	Ne Barbe	2nd Stre
4-IRR Route Number	7903	7963	7966	8163	8163	8163	8369	8442
5-Section Number	10	10	10	10	20	30	10	10
10-Class	7	5	7	5	5	5	5	5
15-Length of Section	0.8	0.2	0.5	1.1	0.1	0.6	1.0	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	5	5	5	4
24-Surface Condition Index	85	15	8	84	96	93	100	56
16-Surface Width	20	46	20	20	20	20	20	20
13-Surface Type	4	4	4	5	5	5	5	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	13.5	100	13.5	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	5	3	4	4	4	0
14-Shoulder Type	1		1	1	3	3	3	
22-Existing ADT	186		66	1727	1727	2844	1727	905
21-ADT Year	1994		1986	2005	2005	2007	2008	2002
23-Percent Trucks	0		0	0	0	5	6	0
34-Owner Route Number	79030	79630	79660	81630	81630	81630	83690	84420
Roadway Width	24	46	30	26	28	28	28	20
TTAM Future ADT	276	74	98	2565	2565	4223	2565	1344
TTAM ADS Number	17	14	17	14	14	14	14	14
TTAM Future Surface Type	P	G	G	P	P	P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2002	1988	1950	1999	2004	2004	1995	1993
Update Year	2010	2010	2010	2010	2010	2010	2010	2010
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	288th St	288th St	Gamble B	Gamble B	Gamble P	Ne Ecolo	Little B	Little B
4-IRR Route Number	8580	8580	8583	8583	8601	8616	8625	8625
5-Section Number	10	10	10	10	810	10	810	820
10-Class	5	5	5	5	3	5	4	4
15-Length of Section	0.8	0.8	1.5	1.5	1.2	0.3	3.5	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	4	5	4	4
24-Surface Condition Index	88	88	95	95	50	94	90	90
16-Surface Width	22	22	20	20	18	18	22	22
13-Surface Type	5	5	5	5	4	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	0	4	3	3
29-Right of Way Width	60	60	60	60	0	60	60	60
TTAM BIA Share		100		100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2	2	1	0	5	6
14-Shoulder Type	1	1	1	1	1	1	3	3
22-Existing ADT	884	818	1411	1482	306	286	2132	1812
21-ADT Year	2010	1997	2011	1994	1994	1994	2004	2004
23-Percent Trucks	1	0	8	0	0	9	0	0
34-Owner Route Number	85800	85800	85803	85803	86010	86160	86250	86250
Roadway Width	26	26	24	24	20	18	32	34
TTAM Future ADT		1215		2201	454	425	3166	2691
TTAM ADS Number		14		14	18	14	11	11
TTAM Future Surface Type		P		P	P	P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]					01		01	01
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1998	1998	1998	1998	1959	2002	1959	1959
Update Year	2015	2010	2015	2010	2009	2010	2010	2010
Status	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

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P	2026	10	113	

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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Ne Eglon	Ne Eglon	Ne Eglon	Hoffman	Ne West	Ne West	Ne West	Ne West
4-IRR Route Number	8630	8630	8630	8663	8667	8667	8667	8667
5-Section Number	10	20	30	10	10	10	20	30
10-Class	5	5	5	5	4	4	4	4
15-Length of Section	1.3	0.4	0.1	1.2	1.1	1.1	0.5	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	5	5	5	5	5
24-Surface Condition Index	99	95	95	89	93	93	86	86
16-Surface Width	22	20	20	20	29	29	32	49
13-Surface Type	5	5	3	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	4
29-Right of Way Width	60	60	60	60	80	80	80	80
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	4	1	0	2	10	10	8	6
14-Shoulder Type	1	1		1	3	3	3	3
22-Existing ADT	988	988	988	294	4912	5125	3883	6509
21-ADT Year	2004	2004	2004	1994	2004	2010	1999	2011
23-Percent Trucks	0	0	0	0	0	9	0	5
34-Owner Route Number	86300	86300	86300	86630	86671	86671	86671	86671
Roadway Width	30	22	20	24	49	49	48	61
TTAM Future ADT	1467	1467	1467	437	7294		5766	
TTAM ADS Number	14	14	14	14	11		11	
TTAM Future Surface Type	P	P	P	P	P		P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2002	1996	1996	2005	2004	2004	2004	2004
Update Year	2010	2010	2010	2010	2010	2015	2010	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	IN-PROCESS



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Ne West	Ne West	Ne South	Ne South	Ne South	Ne South	Ludlow D	Hood Can
4-IRR Route Number	8667	8667	8668	8668	8668	8668	8668	8696
5-Section Number	30	40	10	10	20	20	10	10
10-Class	4	4	4	4	4	4	5	4
15-Length of Section	0.3	0.3	1.6	1.6	1.3	1.3	0.3	2.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	5	5	4	4
24-Surface Condition Index	86	99	84	84	71	71	90	95
16-Surface Width	49	37	20	20	20	20	16	20
13-Surface Type	5	5	5	5	5	5	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	4	4	4	4	4	4	4	3
29-Right of Way Width	80	80	60	60	60	60	60	60
TTAM BIA Share	100	100		100	100		100	100
30-Additional Incidental Percent								
17-Shoulder Width	6	6	2	2	3	3		4
14-Shoulder Type	3	3	1	1	3	3		3
22-Existing ADT	6342	5297	4873	1140	1125	1621		1471
21-ADT Year	1999	1999	2011	2007	1994	2008		2008
23-Percent Trucks	0	0	12	16	0	6		7
34-Owner Route Number	86671	86671	86685	86685	86685	86685	86871	86960
Roadway Width	61	49	24	24	26	26	16	28
TTAM Future ADT	9418	7866		1693	1671		74	2184
TTAM ADS Number	11	11		11	11		14	11
TTAM Future Surface Type	P	P		P	P		G	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								00
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2004	2004	1992	1992	1985	1985	2005	2005
Update Year	2010	2010	2015	2010	2010	2015	2010	2010
Status	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Hood Can	Hood Can	Hood Can	Hood Can	Hood Can	Hood Can	Cliffsid	Ne Twin
4-IRR Route Number	8696	8696	8696	8696	8696	8696	8696	8750
5-Section Number	10	20	20	30	30	40	810	10
10-Class	4	4	4	4	4	5	4	4
15-Length of Section	2.0	0.4	0.4	1.3	0.4	1.3	0.6	2.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035		035	035
33-Congressional District	01	01	01	01	01		01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	95	80	80	80	80		41	90
16-Surface Width	20	24	24	22	22	22	20	20
13-Surface Type	4	4	4	4	4	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3		3	4
29-Right of Way Width	60	60	60	60	60		60	60
TTAM BIA Share			100	100			100	100
30-Additional Incidental Percent								
17-Shoulder Width	4	6	6	6	6	1	0	1
14-Shoulder Type	3	3	3	1	1	1		3
22-Existing ADT	1068	1471	807	807	979	979	1878	1414
21-ADT Year	2011	2008	2004	2004	2011	2011	2006	2008
23-Percent Trucks	8	9	0	0	8	8	7	14
34-Owner Route Number	86960	86960	86960	86960	86960		87160	87500
Roadway Width	28	36	36	34	34	24	20	22
TTAM Future ADT			1198	1198			2789	2100
TTAM ADS Number			11	11			11	11
TTAM Future Surface Type			P	P			P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	00	00	00	00	00		01	
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2005	1959	1959	1959	1959		1980	1998
Update Year	2015	2015	2010	2010	2015	2015	2010	2010
Status	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Ne Twin	Ne Buck	Ne Buck	Ne Point	Ne Point	Foulweat	Sr 3	Sr 3
4-IRR Route Number	8750	8940	8940	8950	8950	8992	9003	9003
5-Section Number	20	10	20	10	20	10	10	12
10-Class	4	5	5	5	5	5	1	1
15-Length of Section	1.6	0.9	0.1	0.7	0.3	1.1	0.1	
18-Bridge Number								0104
19-Bridge Condition								9
20-Bridge Length								60
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	3	3
12-Construction Need	2	2	2	2	2	2	3	3
11-Terrain	2	2	2	2	2	2	1	
25-Roadbed Condition	4	5	3	4	4	4	5	
24-Surface Condition Index	98	99	85	46	100	72	60	
16-Surface Width	20	20	20	20	20	18	55	
13-Surface Type	5	5	3	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	3	
28-Right of Way Status	4	4	4	4	4	4	3	
29-Right of Way Width	60	60	60	60	60	60	100	
TTAM BIA Share	100	100	100	100	100	100	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	1	0	0	2	1	2	0	
14-Shoulder Type	3	1		3	1	1		
22-Existing ADT	408	212		527		360	73000	
21-ADT Year	2003	2001		1994		1994	2006	
23-Percent Trucks	0	0		0		0	10	
34-Owner Route Number	87500	89400	89400	89500	89500	89920		
Roadway Width	22	20	20	24	22	22	55	
TTAM Future ADT	606	315	74	783	74	535	108405	
TTAM ADS Number	11	14	14	14	14	14	1	
TTAM Future Surface Type	P	P	G	P	G	P	P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2004	2007	2007	2006	2006	2001	1986	
Update Year	2010	2010	2010	2010	2010	2010	2010	2010
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name								
4-IRR Route Number	9003	9003	9003	9003	9003	9003	9003	9003
5-Section Number	13	15	18	20	22	23	25	26
10-Class	1	1	1	1	1	1	1	1
15-Length of Section	3.7		2.1		0.6		2.4	
18-Bridge Number		0118		0123		0124		0128
19-Bridge Condition		9		9		9		9
20-Bridge Length		150		120		100		85
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	1		2		2		2	
25-Roadbed Condition	5		5		5		5	
24-Surface Condition Index	60		60		60		60	
16-Surface Width	51		48		48		48	
13-Surface Type	5		5		5		5	
9-Federal Aid Category	3		3		3		3	
28-Right of Way Status	3		3		3		3	
29-Right of Way Width	240		240		240		240	
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	4		7		7		7	
14-Shoulder Type	3		3		3		3	
22-Existing ADT	44000		56000		54000		40000	
21-ADT Year	2006		2006		2006		2006	
23-Percent Trucks	10		10		10		10	
34-Owner Route Number								
Roadway Width	59		62		62		62	
TTAM Future ADT	65340		83160		80190		59400	
TTAM ADS Number	1		2		2		2	
TTAM Future Surface Type	P		P		P		P	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1983		1975		1975		1975	
Update Year	2010	2010	2010	2010	2010	2010	2010	2010
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID Region Agency Reservation Road Name	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam	P10113 Northwes Puget So Port Gam
4-IRR Route Number	9003	9003	9003	9003	9003	9003	9003	9003
5-Section Number	27	28	29	30	32	36	40	50
10-Class	1	1	1	1	1	1	1	1
15-Length of Section	1.2		0.9	2.9		4.3		7.1
18-Bridge Number		0130			0140		0150	
19-Bridge Condition		9			9		9	
20-Bridge Length		100			120		105	
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2		2	2		2		2
25-Roadbed Condition	5		5	5		5		5
24-Surface Condition Index	60		60	60		60		60
16-Surface Width	48		48	64		48		25
13-Surface Type	5		5	5		5		5
9-Federal Aid Category	3		3	3		3		3
28-Right of Way Status	3		3	3		3		3
29-Right of Way Width	275		270	270		270		270
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	7		7	7		7		7
14-Shoulder Type	3		3	3		3		3
22-Existing ADT	43000		39000	46000		37000		16000
21-ADT Year	2006		2006	2006		2006		2006
23-Percent Trucks	10		10	10		10		10
34-Owner Route Number								
Roadway Width	62		62	78		62		39
TTAM Future ADT	63855		57915	68310		54945		23760
TTAM ADS Number	2		2	2		2		2
TTAM Future Surface Type	P		P	P		P		P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1975		1975	1975		1975		1993
Update Year	2010	2010	2010	2010	2010	2010	2010	2010
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	State Ro	State Ro	State Ro	State Ro	State Ro	State Ro	State Ro	State Ro
4-IRR Route Number	9104	9104	9104	9104	9104	9104	9104	9104
5-Section Number	10	20	21	23	30	32	40	50
10-Class	1	1	1	1	1	4	4	4
15-Length of Section	5.1				0.2	8.1	0.5	0.3
18-Bridge Number		0050	0051	0052				
19-Bridge Condition		0	0	0				
20-Bridge Length		3900	320	3640				
32-County	031	031	031	035	035	035	035	035
33-Congressional District	06	06	06	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	3	0	0	0	3	3	3	3
11-Terrain	2				2	2	2	2
25-Roadbed Condition	5				5	5	5	5
24-Surface Condition Index	60				60	60	60	60
16-Surface Width	24				24	24	39	47
13-Surface Type	5				5	5	5	5
9-Federal Aid Category	3				3	3	3	3
28-Right of Way Status	3				3	3	3	3
29-Right of Way Width	150				200	100	110	80
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	9				10	4	3	1
14-Shoulder Type	3				3	3	3	3
22-Existing ADT	13000				16000	6300	5900	7400
21-ADT Year	2006				2006	2006	2006	2006
23-Percent Trucks	10				10	10	8	5
34-Owner Route Number								
Roadway Width	42				44	32	45	49
TTAM Future ADT	19305				23760	9356	8762	10989
TTAM ADS Number	2				2	11	11	11
TTAM Future Surface Type	P				P	P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1965				1960	1960	1992	1973
Update Year	2010	2010	2010	2010	2010	2010	2010	2010
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

Filter Criteria				
P	2026	10	113	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P10113	P10113	P10113	P10113	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	State Ro	State Ro	State Ro	State Ro	State Ro	State Ro	State Ro	Sr 307
4-IRR Route Number	9104	9104	9305	9305	9305	9305	9305	9307
5-Section Number	55	60	20	30	40	45	50	10
10-Class	7	9	1	1	1	1	1	1
15-Length of Section	0.4	0.1	2.5	1.2	0.5	0.4	0.3	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain			2	2	2	2	2	2
25-Roadbed Condition	7		5	5	5	5	5	5
24-Surface Condition Index	60		60	60	60	60	60	60
16-Surface Width	48	48	24	37	24	72	60	34
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	3	3	3	3	3	3	3	3
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	80	80	150	150	150	150	150	140
TTAM BIA Share	13.5	0	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	0		6	8	8	8	8	3
14-Shoulder Type	4		3	3	3	3	3	3
22-Existing ADT	6272	6272	21000	21000	21000	29000	27000	17000
21-ADT Year	2006	2006	2006	2006	2006	2006	2006	2006
23-Percent Trucks	5	5	8	8	8	8	8	8
34-Owner Route Number								
Roadway Width	48	48	36	53	40	88	76	40
TTAM Future ADT	9314	9314	31185	31185	31185	43065	40095	25245
TTAM ADS Number	17	20	2	2	2	2	2	2
TTAM Future Surface Type	P		P	P	P	P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1973	1973	1951	1951	1953	1953	1982	1999
Update Year	2010	2010	2010	2010	2010	2010	2010	2010
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2026 Inventory

For construction costs use
the Greenbook Report

Filter Criteria				
P	2026	10	113	

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P10113	P10113	P10113	P10113
Region	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So
Reservation	Port Gam	Port Gam	Port Gam	Port Gam
Road Name	Sr307	Sr 307	Sr 307	Sr 307
4-IRR Route Number	9307	9307	9307	9307
5-Section Number	20	21	25	30
10-Class	1	2	1	1
15-Length of Section	0.1	1.5	0.9	2.7
18-Bridge Number				
19-Bridge Condition				
20-Bridge Length				
32-County	035	035	035	035
33-Congressional District	01	01	01	01
7-State	WA	WA	WA	WA
8-Ownership	3	3	3	3
12-Construction Need	3	3	3	3
11-Terrain	2	2	2	2
25-Roadbed Condition	5	5	5	5
24-Surface Condition Index	60	60	60	60
16-Surface Width	22	22	22	22
13-Surface Type	5	5	5	5
9-Federal Aid Category	3	3	3	3
28-Right of Way Status	3	3	3	3
29-Right of Way Width	60	60	60	60
TTAM BIA Share	13.5	13.5	13.5	13.5
30-Additional Incidental Percent				
17-Shoulder Width	3	3	7	7
14-Shoulder Type	3	3	3	3
22-Existing ADT	17000	17000	17000	13000
21-ADT Year	2006	2006	2006	2006
23-Percent Trucks	8	10	8	6
34-Owner Route Number		307		
Roadway Width	28	28	36	36
TTAM Future ADT	25245	25245	25245	19305
TTAM ADS Number	2	5	2	2
TTAM Future Surface Type	P	P	P	P
35-Drainage Condition				
36-Shoulder Condition				
37/38 # RR X I NG/RR XING TYPE				
39-Right of Way Utility				
40-Right of Way Cost				
26-Level of Maintenance				
27-Snow & Ice Control				
41-Begin Latitude				
42-End Latitude				
43-Begin Longitude				
44-End Longitude				
45-Atlas Map Number [99]				
46-50 Grade/Sight/Curve/Stop / Safe				
51-Road Category				
52-Year of Construction Change	1992	1992	2002	1992
Update Year	2010	2010	2010	2010
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL

APPENDIX B

Bureau of Indian Affairs Functional Classification

United States Department of the Interior
Bureau of Indian Affairs
Office of Tribal Services
Division of Transportation

INDIAN RESERVATION ROADS



Coding Guide and Instructions for the IRR Inventory

(As of 10-19-2007)
DRAFT

Introduction

actually performing the work. Before completing this field, research may be necessary to determine the actual owner claimed for the specific section of road.

Examples

1

8

Data Definition

Ownership - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 9, Federal Aid Category (FAC)

Enter the one digit numerical code that represents the routes federal aid eligibility.

Code	Federal Aid Funding Category
1	Local roads—formerly Other
2	STP, Surface Transportation Program—formerly FAS
3	NHS, National Highway System—formerly FAP
4	IM, Interstate maintenance—formerly FAI

Examples

1

5

Data Definition

Federal Aid Code - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 10, Functional Classification

Enter the two digit numerical code that identifies the BIA functional classification of the route. Sections within a route are allowed to be identified with different functional classification codes. Functional classification assignments for new routes and changes in the functional classification for existing routes must be justified in the reservation long-range transportation plan and authorized by a tribal resolution or other official authorization. Functional classification means an analysis of a specific transportation facility taking into account current and future traffic, and their relationship to connecting or adjacent BIA, state, county, Federal and/or local roads and other intermodal facilities. Functional Classification is used to delineate the difference between the various road and/or intermodal transportation facility standards eligible for funding under the IRR program. As part of the IRR system management, all transportation facilities included on or added to the IRR inventory must be classified according to the following functional classifications.

Class	Description
-------	-------------

1	Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10,000 vehicles per day or more with more than two lanes of traffic.
2	Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers, generally without stub connections. May also link smaller towns and communities to major resort areas that attract travel over long distances and generally provide for relatively high overall travel speeds with minimum interference to through traffic movement. Generally provide for at least inter-county or inter-state service and are spaced at intervals consistent with population density. This class of road will have less than 10,000 vehicles per day.
3	Streets that are located within communities serving residential areas.
4	Rural major collector road is collector to rural local roads.
5	Rural local road that is either a section line and/or stub type roads, make connections within the grid of the IRR system. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes.
6	City minor arterial streets that are located within communities, and serve as access to major arterials.
7	City collector streets that are located within communities and serve as collectors to the city local streets.
8	This class encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all terrain vehicles, or other uses to provide for the general access of non-vehicular traffic.
9	This classification encompasses other transportation facilities such as public parking facilities adjacent to IRR routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.
10	This classification encompasses airstrips that are within the boundaries of the IRR system grid and are open to the public. These airstrips are included for inventory and maintenance purposes only.
11	This classification indicates an overlapping or previously inventoried section or sections of a route and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only.

Examples

1

11

Data Definition

Functional Classification Code - Number (2)

Definitions for Classes 1 through 7 of the BIA IRR Program

Class 1 – Major Arterial roads provide an integrated continuous network to serve corridor movements between large population centers generally without stub connections except where unusual geographic or traffic conditions dictate otherwise, such as international boundary connections and connections to coastal cities.

Urban routes should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city.

Average daily traffic should exceed 10,000 vehicles per day, and the facility should have more than two lanes of traffic. Class 1 IRR roadways meet the **FHWA functional classification of Principal Arterial System** utilizing FHWA codes 1, 2, and 3 for Interstates, other Freeways and Expressways, and other Principal Arterials respectively.

Class 2 – Rural Minor Arterial roads provide an integrated network to serve corridor movements between large population centers, or link smaller communities to high traffic generators such as resort areas that attract travel over long distances and at relatively high speeds with minimum interference to through traffic movements. Generally, these routes provide inter-county or inter-state service and are spaced at intervals consistent with population density. Stub routes generally are excluded from this classification. Average daily traffic on these roads should be less than 10,000 per day. Class 2 IRR roadways meet the **FHWA functional classification of Minor Arterials System** utilizing FHWA code 4.

Class 3 – City Local roads are located within community boundaries and serve primarily to provide direct access to residential areas and adjacent lands at relatively short travel distances. City local roads serve primarily to provide direct access to higher order systems and offer the lowest level of mobility of all classifications. IRR class 3 roadways that make travel through or between developed areas inconvenient or difficult should be considered local. Class 3 IRR roadways meet the **FHWA functional classification of Local Roads** utilizing FHWA code 7.

Class 4 – Rural Major Collector roads serve as collectors to rural local roads. They should provide service to any larger towns or traffic generators such as powwow grounds, government services, stores, health clinics, airports, docks or other areas of importance not served by the higher systems. They serve more geographically isolated and/or remote destinations and/or venues not directly served by the higher order arterial system and may serve the more important intra-county and intra-tribal travel corridors. Class 4 IRR roadways meet the **FHWA functional classification of Major Collectors** utilizing FHWA code 5.

Class 5 – Rural Local roads include section line and or stub type roads that collect traffic for higher system roads or make connections within the grid of the IRR system. They may serve areas around communities that provide access to farming areas, schools, tourist attractions or various small enterprises. They also include roads and motorized trails for administration of forest, grazing, mining, oil, recreation or other similar purposes. Rural Local Roads serve primarily to provide access to adjacent land and to provide service to travel over relatively short distances. Additionally, for classification purposes, **Rural Minor Collectors** are also included in Class 5. Rural Minor Collectors are roads that collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. Class 5 IRR roadways combine both the **FHWA functional classification of Minor Collector** utilizing FHWA code 6 and the **FHWA functional classification of Local Roads** utilizing FHWA code 7.

Class 6 – City Minor Arterial streets are located within communities and serve as connections to the major arterial system. They provide service of moderate length at a somewhat lower level of travel mobility than major arterials. This system may provide intra-community access. Normally the spacing between minor arterial streets should not exceed 1 mile in fully developed areas. Class 6 IRR roadways meet the **FHWA functional classification of Minor Arterials** utilizing FHWA code 4.

Class 7 – City Collector streets consist of roadways within a community that serve as a collector to the local system (Class 3). They provide both land access and service within residential neighborhoods. It differs from the arterial system in that facilities on this system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Class 7 IRR roadways are analogous to the **FHWA functional classification of Major Collector** utilizing FHWA code 5.

APPENDIX C

State Highway Log

State Highway Log

Planning Report
2024

Olympic Region



Washington State Department of Transportation
Multimodal Planning Division

February 5, 2025

Highway Log Users

Re: 2024 State Highway Log

Dear User:

The 2024 edition of the State Highway Log is available in electronic format. The electronic version is in Acrobat Reader file format. The Acrobat Reader software can be accessed from most Microsoft operating systems. If you do not have Acrobat Reader, you can download this software free of charge from the Internet at:
<http://www.adobe.com/acrobat/readstep.html>.

The State Highway Log is divided into 7 separate data files; 1 comprehensive log and 6 regional logs. Each of these 7 files, once opened, contain indexing for highways listed in the left hand margin. By clicking on a specific highway within this indexing area, the highway log will then open for that particular highway.

The GIS & Roadway Data Branch of the Transportation Data, GIS and Modeling Office (TDGMO) is committed to provide you with quality products while staying within our budget. The technology used to manage the State Highway Log data limits the accessibility of the files provided here. If you have any questions about our electronic versions or would like to request more accessible formats of this data, please contact our roadway data steward at (360) 570-2361, or roadway@wsdot.wa.gov

Sincerely,

Norene Pen
Manager, Transportation Data, GIS & Modeling Office
Multimodal Planning & Data Division

NP/lb
Enclosures

INTRODUCTION

The Washington State Department of Transportation is responsible for the administration of over 7000 miles of State Highways. This involves large expenditures for planning, design, construction, and maintenance which necessitate having reliable geometric data for the entire State Highway System.

The Roadway Data Section of the Multimodal Planning Division provides roadway geometrics in several reports. These include the STATE HIGHWAY LOG, the Road Life Report, the Horizontal and Vertical Alignment Report, and the Classification Log. Portions of these and other reports can be accessed on remote terminals through the TRIPS (TRansportation Information and Planning Support) system.

The STATE HIGHWAY LOG, which is published annually from TRIPS, contains roadway data and mileage statistics for all State Highways. This information is representative of data collected through the previous year. It is designed to provide a record of current highway system information and a source for computing distances between major points. Detailed explanations of all fields are included starting on page "I-1", titled "State Highway Log Reference."

The Roadway Geometrics Section is responsible for updating and maintaining the roadway portion of the TRIPS system. The information TRIPS contains is provided by numerous WSDOT Regional, Headquarters and other sources. If you can provide us with updated information, find an error in the STATE HIGHWAY LOG or TRIPS, or have any questions regarding roadway data, please contact the GIS & Roadway Data Office at (360) 570-2361 or fax (360) 570-2400. We are continuously looking for sources to provide us with quality information.

NORENE PEN
Manager
Transportation Data, GIS & Modeling
Office
Multimodal Planning Division

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----																		-----CLASSIFICATIONS----					
				:DIRECTION TO INVENTORY		-BRIDGE		DECREAS/DIV			INCREAS/UNDI			SPC												LEGAL	
				: :LEFT/RIGHT INDICATOR		-UXING-		NBR LFT RHT			LFT RHT USE TOT															MTCE	
				: : :LEFT/RIGHT INDICATOR		-XROAD-		LNS SHD RDY SHD			LNS SHD RDY SHD															CITY	
				: : :LEFT/RIGHT INDICATOR		OW TC L		D I W/S W/S W/S			WD/S BR															ST	
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION																					
28.23	28.20		ENTER CO			KITSAP				1 1						5A	22A	5A			22	2	01			R1	50 R
			BEG CTLSEC			CONTROL SECTION 1801																					
28.78	28.75		INTRSECTN	R		LAKE FLORA RD																					
29.00	28.97		MP MARKER	R		29																					
29.69	29.66		ENTER CITY			BREMERTON				1 1						5A	22A	5A			22	2	01	0115	U1		50 R P
30.00	29.97		MP MARKER	R		30																					
30.51	30.48		INTRSECTN	B		IMPERIAL WAY																					
31.00	30.97		MP MARKER	R		31																					
31.04	31.01		EXIT TO	L		SW BARNEY WHITE RD																					
31.44	31.41		BEG SU LN	C		TWO WAY TURN	12A			1 1						5A	22A	5A	12		34	2	01	0115	U1		50 R P
31.48	31.45		LEAVE CITY			BREMERTON				1 1						5A	22A	5A	12		34	2	01	\$\$\$\$	U1		50 R \$
31.49	31.46		INTRSECTN	R		AIRPORT WAY SW																					
31.50	31.47		WYE CONN	R		AIRPORT WAY SW																					
31.80	31.77		ENTER CITY			BREMERTON				1 1						5A	22A	5A	12		34	2	01	0115	U1		50 R
31.81	31.78		LEAVE CITY			BREMERTON				1 1						5A	22A	5A	12		34	2	01	\$\$\$\$	U1		50 R P
31.82	31.79		ENTER CITY			BREMERTON				1 1						5A	22A	5A	12		34	2	01	0115	U1		50 R P
31.95	31.92		END SU LN	C		TWO WAY TURN	12A			1 1						5A	22A	5A	\$\$\$		22	2	01	0115	U1		50 R P
32.00	31.97		MP MARKER	R		32																					
32.15	32.12		LEAVE CITY			BREMERTON				1 1						5A	22A	5A			22	2	01	\$\$\$\$	U1		50 R \$
32.30	32.27		BEG SU LN	L		CLIMBING	11A			1 1						5A	22A	5A	11		33	2	01		U1		50 R
32.31	32.28									1 1						4A	22A	6A	11		33	2	01		U1		50 R
32.60	32.57		INTRSECTN	R		SUNNYSLOPE RD SW																					
33.00	32.97		MP MARKER	R		33																					
33.50	33.47		ENTER CITY			BREMERTON				1 1						4A	22A	6A	11		33	2	01	0115	U1		50 R P
33.76	33.73		LEAVE CITY			BREMERTON				1 1						4A	22A	6A	11		33	2	01	\$\$\$\$	U1		50 R \$
33.82	33.79		INTRSECTN	L		DIVISION AVE W																					
			INTRSECTN	R		W PLEASANT ST																					
33.93	33.90		MISC FEATR	R		SGN ENT GORST																					
34.00	33.97		MP MARKER	L		34																					
			INTRSECTN	L		FRONTAGE RD																					
34.02	33.99									1 1						4A	22A	6A	11		33	2	01		U1		40 R
34.07	34.04		END SU LN	L		CLIMBING	11A			1 1						4A	22A	6A	\$\$\$		22	2	01		U1		40 R
34.11	34.08									1 1						6A	22A	6A			22	2	01		U1		40 R

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
SRMP	B	ARM									
28.78	28.75					.02	11		.03	11	
30.51	30.48		.03	12		.03	12	.08	12		
31.04	31.01						.08	12			
32.60	32.57					.05	11		.04	11	
33.82	33.79		.02	11		.03	11				

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE			-----WIDTH AND SURFACE INFORMATION-----					-----CLASSIFICATIONS-----																	
			: :LEFT/RIGHT INDICATOR		-UXING-			NBR	DECREAS/DIV		INCREAS/UNDI			SPC																
			: :		-XROAD-			LNS	SHD	RDY	SHD	MEDIAN-	LFT	RDY	SHD	LNS	RDY	MTCE	CITY	ST	LEGAL									
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
53.09		53.04								2	1	10A	24A	4A	38S	CA	15A	12A	11A		36	2	01		U1	50	R			
53.12		53.07	MED XING	C		OFFICIAL				1	1	8A	12A	15A	38S	DE	15A	12A	11A		24	2	01		U1	50	R			
53.21		53.16	OFF RAMP	L		SR 305	ST		Y																					
53.23		53.18								1	1	10A	12A	4A	60S	DE	4A	12A	10A		24	2	01		U1	50	R			
53.28		53.23	ON RAMP	R		SR 305	ST		Y																					
53.45		53.40								1	1	\$\$\$	\$\$\$	\$\$\$	\$\$\$\$	\$\$	10A	24A	10A		24	2	01		U1	50	R			
53.56		53.51								1	1						8A	24A	8A		24	2	01		U1	50	R			
53.60		53.55	INTRSECTN	L		THOMPSON RD NW	CO		Y																					
53.61		53.56								1	1						8A	24A	8A		24	2	01		R1	50	R			
53.71		53.66								1	1						6A	24A	6A		24	2	01		R1	50	R			
53.88		53.67	EQUATION			053.72 =053.88																								
54.00		53.79	MP MARKER	R		54																								
54.19		53.98	INTRSECTN	L		EQUESTRIAN DR NW	CO		N																					
54.66		54.45								1	1						8A	24A	8A		24	2	01		R1	50	R			
54.76		54.55	INTRSECTN	L		PIONEER HILL RD NW	CO		Y																					
			INTRSECTN	R		BEAVER RIDGE LN	PV		Y																					
54.86		54.65								1	1						6A	24A	6A		24	2	01		R1	50	R			
55.00		54.79	MP MARKER	R		55																								
55.29		55.08	INTRSECTN	L		DENTON RD NW	CO		N																					
55.51		55.30								1	1						6A	24A	6A		24	2	01		U1	50	R			
55.92		55.71								1	1						8A	24A	8A		24	2	01		U1	50	R			
56.00		55.79	MP MARKER	R		56																								
56.03		55.82	INTRSECTN	L		PIONEER WAY NW	CO	SG	Y	1	1						8A	24A	8A		24	2	01		R1	50	R			
			INTRSECTN	R		TYTLER RD NE	CO	SG	Y																					
56.06		55.85	EXIT TO	R		BUSINESS	PV		Y																					
56.07		55.86	ENT FROM	R		BUSINESS	PV		Y																					
56.53		56.32								1	1						10A	24A	10A		24	2	01		R1	50	R			
56.80		56.59	INTRSECTN	L		LOFALL RD NE	CO		Y																					
56.96		56.75								1	1						10A	24A	6A		24	2	01		R1	50	R			
57.00		56.79	MP MARKER	R		57																								
57.03		56.82	INTRSECTN	L		PARK ST NE	CO		Y																					

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT--
		LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
SRMP	B ARM								
53.60	53.55	.07 12						.05 12	
54.19	53.98	.03 12							
54.76	54.55	.03 12		.03 12					
56.03	55.82	.03 12	.02 12	.03 12					
56.06	55.85		.01 12						
56.80	56.59	.03 11							
57.03	56.82	.03 12							

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS----										
				:DIRECTION TO INVENTORY		-BRIDGE-		DECREAS/DIV		INCRS/UNDI		SPC																		
				: :LEFT/RIGHT INDICATOR		-UXING-		NBR		LFT		RHT		LFT		RHT		USE		TOT										
				: :		-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		SHD		LNS		RDY				
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
57.06	56.85									1	1						6A	24A	6A		24	2	01		R1		50	R		
57.09	56.88		INTRSECTN	L		KINMAN RD NE	CO	SG	Y																					
			INTRSECTN	R		BIG VALLEY RD NE	CO	SG	Y																					
57.46	57.25		INTRSECTN	L		FALKNER RD NE	CO		N																					
57.92	57.71		INTRSECTN	L		FALKNER RD NE	CO		N																					
57.93	57.72									1	1						6A	24A	6A		24	2	01		U1		50	R		
57.94	57.73		INTRSECTN	R		SCENIC DR NE	CO		N																					
58.00	57.79		MP MARKER	R		58																								
58.13	57.92		INTRSECTN	L		SUNSET WAY NE	CO		N																					
58.30	58.09		INTRSECTN	R		SCENIC DR NE	CO		N																					
58.31	58.10		INTRSECTN	L		SCENIC DR NE	CO		N																					
58.46	58.25									1	1						6A	24A	6A		24	2	01		R1		50	R		
59.00	58.79		MP MARKER	R		59																								
59.37	59.16		INTRSECTN	L		BALTIC LN NE	CO		N																					
59.48	59.27									1	1						6A	24A	6A		24	2	01		R1		45	R		
59.73	59.52		INTRSECTN	R		BABCOCK ST NE	CO		N																					
59.74	59.53									1	1						8A	24A	8A		24	2	01		R1		45	R		
59.84	59.63		INTRSECTN	L		S BRIDGE WAY NE	CO		N	1	1						10A	24A	10A		24	2	01		R1		45	R		
59.97	59.76		WYE CONN	L		SR 104	ST		Y																					
60.00	59.79		MP MARKER	R		60																								
60.02	59.81		INTRSECTN	L		SR 104	ST	SG	Y																					
			END CTLSEC			CONTROL SECTION 1801																								
			END ROUTE																											

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT--
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
57.09	56.88			.02	12						
57.46	57.25			.03	12						
59.97	59.76							.06	12		
60.02	59.81			.05	12						

SR 016 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE-		DECREAS/DIV			INCREAS/UNDI			SPC		-----CLASSIFICATIONS----																						
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR	LFT	RHT	LFT		RHT	USE	TOT			LEGAL																				
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T							
18.10	16.02		ENTER CO			KITSAP				2	2	10A	24A	4A	54S	CA	4A	24A	10A						48	2	01			U1		60	R				
			BEG CTLSEC			CONTROL SECTION 1806																															
			MISC FEATR	R		SGN ENT KITSAP COUNTY																															
			MISC FEATR	L		SGN ENT PIERCE COUNTY																															
18.28	16.20		MISC FEATR	L		GORE (R101842)				2	2	10A	24A	8A	54S	CA	4A	24A	10A						48	2	01			U1		60	R				
18.34	16.26		MISC FEATR	R		GORE (Q101864)																															
18.42	16.34		OFF RAMP	L		SR 302 SPPURDY (SPUR)	ST		Y																												
18.64	16.56		ON RAMP	R		SR 302 SPPURDY (SPUR)	ST		Y	2	2	10A	24A	8A	54S	CA	4A	24A	10A						48	2	01			R1		60	R				
19.00	16.92		MP MARKER	B		19			2	2	10A	24A	4A	80S	DE	4A	24A	10A							48	2	01			R1		60	R				
19.05	16.97		ON RAMP	L		WEIGH STATION	ST		Y																												
19.39	17.31		MISC FEATR	L		GORE (W101963)																															
19.44	17.36		WEIGH STA	L		NUMBER 0																															
19.50	17.42		MISC FEATR	L		GORE (W101963)																															
19.63	17.55		OFF RAMP	L		WEIGH STATION	ST		Y																												
19.72	17.64		ON RAMP	L		SE BURLEY-OLALLA RD	ST		Y																												
19.84	17.76		OFF RAMP	R		SE BURLEY-OLALLA RD	ST		Y																												
19.97	17.89		MISC FEATR	R		GORE (P101984)																															
			MISC FEATR	L		GORE (S101972)																															
20.00	17.92		MP MARKER	B		20																															
20.10	18.02		BEG BRIDGE	I		SE BURLEY-OLALLA RD	ST			2	2	\$W	40P	\$W	360	\$	\$W	40P	\$W						80	2	01			R1		60	R				
						BRDG NUM 016/180E																															
			BEG BRIDGE	D		SE BURLEY-OLALLA RD	ST																														
						BRDG NUM 016/180W																															
20.12	18.04		END BRIDGE	I		SE BURLEY-OLALLA RD				2	2	10A	24A	4A	80S	DE	4A	24A	10A						48	2	01			R1		60	R				
			END BRIDGE	D		SE BURLEY-OLALLA RD																															
20.25	18.17		MISC FEATR	R		GORE (Q102052)																															
20.28	18.20		MISC FEATR	L		GORE (R102042)																															
20.42	18.34		OFF RAMP	L		SE BURLEY-OLALLA RD	ST		Y																												
20.52	18.44		ON RAMP	R		SE BURLEY-OLALLA RD	ST		Y	2	2	8A	24A	2A	80S	DE	4A	24A	10A						48	2	01			R1		60	R				
21.00	18.92		MP MARKER	B		21																															
22.00	19.92		MP MARKER	B		22																															
22.09	20.01		ON RAMP	L		MULLENIX RD	ST		Y																												
22.10	20.02									2	2	8A	24A	2A	80S	DE	4A	24A	10A						48	2	01			U1		60	R				
22.20	20.12									2	2	10A	24A	4A	80S	DE	4A	24A	10A						48	2	01			U1		60	R				
22.27	20.19		OFF RAMP	R		MULLENIX RD	ST		Y																												
22.39	20.31		MISC FEATR	L		GORE (S102209)																															
22.42	20.34		MISC FEATR	R		GORE (P102227)																															
22.59	20.51									2	2	10A	24A	4A	80S	BE	4A	24A	10A						48	2	01			U1		60	R				
22.61	20.53		BEG BRIDGE	I		MULLENIX RD	ST			2	2	\$W	38P	\$W	800	\$	\$W	38P	\$W						76	2	01			U1		60	R				
						BRDG NUM 016/200E																															
			BEG BRIDGE	D		MULLENIX RD	ST																														
						BRDG NUM 016/200W																															
22.63	20.55		END BRIDGE	I		MULLENIX RD				2	2	10A	24A	4A	80S	BE	4A	24A	10A						48	2	01			U1		60	R				

SR 016 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----																		-----CLASSIFICATIONS-----										
			:DIRECTION TO INVENTORY		-BRIDGE		DECREAS/DIV			INCRS/UNDI			SPC																		
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR		LFT		RHT				LFT		RHT		USE		TOT										
			: :		-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		SHD		LNS		RDY						
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
26.17		24.09								2	2	10A	24A	6A	60S	DE	4A	24A	10A		48	2	01			U1	60	R			
26.27		24.19	ENTER CITY			PORT ORCHARD				2	2	10A	24A	6A	60S	DE	4A	24A	10A		48	2	01	1000	U1	60	R	P			
26.41		24.33	OFF RAMP	R		CLIFTON RD-TREMONT ST	ST		Y																						
26.43		24.35	MISC FEATR	L		GORE (S102615)																									
26.54		24.46	MISC FEATR	R		GORE (P102641)																									
26.64		24.56								2	2	10A	24A	8A	60S	DE	4A	24A	10A		48	2	01	1000	U1	60	R	P			
26.65		24.57	MISC FEATR	L		GORE (R502678)				2	2	10A	24A	8A	60S	BE	4A	24A	10A		48	2	01	1000	U1	60	R	P			
26.69		24.61	BEG BRIDGE	I		CLIFTON/TREMONT RD	ST			2	2	\$\$\$	34P	\$\$\$	520	\$\$	\$\$\$	38P	\$\$\$		72	2	01	1000	U1	60	R	P			
			BEG BRIDGE	D		CLIFTON/TREMONT RD	ST																								
						BRDG NUM 016/204.5E																									
						CLIFTON/TREMONT RD	ST																								
						BRDG NUM 016/204.5W																									
26.72		24.64	END BRIDGE	I		CLIFTON/TREMONT RD				2	2	10A	24A	6A	60S	BE	4A	24A	10A		48	2	01	1000	U1	60	R	P			
			END BRIDGE	D		CLIFTON/TREMONT RD																									
26.75		24.67								2	2	10A	24A	6A	60S	DE	4A	24A	10A		48	2	01	1000	U1	60	R	P			
26.78		24.70	OFF RAMP	L		CLIFTON RD-TREMONT ST	ST		Y																						
26.80		24.72	MISC FEATR	R		GORE (Q102705)																									
26.83		24.75								2	2	10A	24A	4A	38S	DE	4A	24A	10A		48	2	01	1000	U1	60	R	P			
26.94		24.86	MED XING	C		OFFICIAL																									
26.96		24.88								2	2	10A	24A	\$\$\$	36A	JE	\$\$\$	24A	10A		48	2	01	1000	U1	60	R	P			
27.00B		24.92	BEG EQ			BEGIN BACK				2	2	10A	24A		16A	JE		24A	10A		48	2	01	1000	U1	60	R	P			
27.02B		24.94								2	2	10A	24A		8A	JE		24A	10A		48	2	01	1000	U1	60	R	P			
27.00		24.97	EQUATION			027.05B=027.00																									
			MP MARKER	B		27																									
27.05		25.02	ON RAMP	R		CLIFTON RD-TREMONT ST	ST		Y																						
27.10		25.07	LEAVE CITY			PORT ORCHARD				2	2	10A	24A		8A	JE		24A	10A		48	2	01	\$\$\$\$	U1	60	R	\$			
27.81		25.78	BEG BRIDGE	I		SR 166	ST			2	2	10A	24A	4A	2000	\$\$	C	28P	\$\$C		52	2	01		U1	60	R				
						BRDG NUM 016/205																									
27.86		25.83	END BRIDGE	I		SR 166				2	2	10A	24A	4A	300S	GR	4A	24A	8A		48	2	01		U1	60	R				
28.00		25.97	MP MARKER	R		28																									
28.02		25.99	BEG BRIDGE	D		ANDERSON CREEK	ST																								
						BRDG NUM 016/206.55																									
28.03		26.00	END BRIDGE	D		ANDERSON CREEK																									
			ENT FROM	L		ANDERSON HILL RD	CO		Y																						
28.04		26.01	BEG BRIDGE	I		ANDERSON CREEK	ST																								
						BRDG NUM 016/206.45																									
28.05		26.02	END BRIDGE	I		ANDERSON CREEK				2	2	10A	24A	4A	40S	UP	4A	24A	8A		48	2	01		U1	60	R				
			EXIT TO	L		ANDERSON HILL RD	CO		Y																						

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B	ARM		LGT	WD	LGT	WD	LGT	WD	LGT	WD
28.03		26.00						.04	12		
28.05		26.02									

.08 12

SR 016 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE-			-----WIDTH AND SURFACE INFORMATION-----					-----CLASSIFICATIONS-----																	
			: :LEFT/RIGHT INDICATOR		-UXING-			NBR	LFT	RHT	DECREAS/DIV			INCRS/UNDI			SPC	TOT				LEGAL								
			: :		-XROAD-			LNS	SHD	RDY	SHD	MEDIAN-	SHD	RDY	SHD	LNS	RDY	MTCE	CITY	ST	SPEED	T	P	S						
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
28.12	26.09		ENTER CITY			BREMERTON				2	2	10A	24A	4A	40S	UP	4A	24A	8A		48	2	01	0115	U1		60	R	P	
28.16	26.13		INTRSECTN	C		SR 166	ST		Y	3	3	6A	33A	\$\$\$	6A	JE	\$\$\$	33A	6A		66	2	01	0115	U1		60	R	P	
28.43	26.40		LEAVE CITY			BREMERTON				3	3	6A	33A		6A	JE		33A	6A		66	2	01	\$\$\$\$	U1		60	R	\$	
28.56	26.53									3	3	6A	33A		6A	JE		33A	6A		66	2	01		U1		40	R		
28.68	26.65		MISC FEATR	R		SGN ENT GORST																								
28.74	26.71		INTRSECTN	RC		SR 16 SPGORST (SPUR)	ST		Y	3	3	6A	33A		37A	UP		33A	6A		66	2	01		U1		40	R		
28.78	26.75		INTRSECTN	L		SR 16 SPGORST (SPUR)	ST		Y																					
28.82	26.79		BEG SU LN	C		TWO WAY TURN	32A			3	3	\$\$\$	\$\$\$		\$\$\$	\$	6A	66A	6A	32	98	2	01		U1		40	R		
28.84	26.81		END SU LN	C		TWO WAY TURN	32A			3	3	6A	33A		20A	UP	\$\$\$	33A	6A	\$\$\$	66	2	01		U1		40	R		
28.85	26.82		UXING	D		SR 16 SPUR	ST																							
						BRDG NUM 016/208N-S																								
28.86	26.83		BEG SU LN	C		TWO WAY TURN	20A			3	3	\$\$\$	\$\$\$		\$\$\$	\$	6A	66A	6A	20	86	2	01		U1		40	R		
28.88	26.85		INTRSECTN	L		E BND SR 16 SPUR	ST		Y																					
28.90	26.87		OFF RAMP	L		SR 16 SPGORST	ST		Y																					
28.96	26.93		END SU LN	C		TWO WAY TURN	20A			3	3	6A	33A		20A	UP	\$\$\$	33A	6A	\$\$\$	66	2	01		U1		40	R		
28.98	26.95									3	3	2A	33A		80A	UP		33A	10A		66	2	01		U1		40	R		
29.00	26.97		MP MARKER	B		29																								
			INTRSECTN	RC		U-TURN ACCESS	ST		Y																					
			ON RAMP	L		SR 3 NB	ST		Y																					
29.03	27.00		UXING	D		SR 3 NB	ST			\$	3	\$\$\$	\$\$\$		\$\$\$	\$		33A	10A		33	2	01		U1		40	R		
						BRDG NUM 003/103N-N																								
			INTRSECTN	L		S BND SR 3	ST		Y																					
			INTRSECTN	C		MEDIAN XROAD	ST		Y																					
29.05	27.02		INTRSECTN	RC		CONNECTION TO SR 16 EB	ST		Y																					
29.06	27.03		UXING	I		SR 3 NB	ST																							
						BRDG NUM 003/103N-N																								
29.09	27.06									2								22A	10A		22	2	01		U1		40	R		
29.19	27.16		INTRSECTN	R		SR 3	ST		Y																					
			END CTLSEC			CONTROL SECTION 1806																								
			END ROUTE																											

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
SRMP	B	ARM									
29.00	26.97			.02	11			.04	11		

SR 016 SPUR
 GORST

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS----									
				:DIRECTION TO INVENTORY	-BRIDGE-		DECREAS/DIV			INCREAS/UNDI			SPC																
				: :LEFT/RIGHT INDICATOR	-UXING-		NBR	LFT	RHT			LFT	RHT	USE	TOT			MTCE	CITY	ST	LEGAL								
				: :	-XROAD-		LNS	SHD	RDY	SHD	MEDIAN-	SHD	RDY	SHD	LNS	RDY						SPEED							
SRMP	B	ARM	FEATURE	D LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
28.74	0.00	BEG ROUTE			GORST					1						W 28A	W		28	2	01		U1		40	R			
					SR 16 TO SR 3																								
			BEG CTLSEC		CONTROL SECTION 1816																								
			INTRSECTN	B	SR 16	ST		Y																					
28.78	0.04	INTRSECTN		LC	SR 16 EB	ST		Y	1	1	6A	14A	3A	90		W 28A	W		42	2	01		U1		40	R			
28.79	0.05	BEG BRIDGE	I		SR 16	ST			1	1	6A	14A	3A	90		W 28P	W		42	2	01		U1		40	R			
					BRDG NUM 016/208N-S																								
					CONNECTION TO SR 16																								
28.90	0.16	INTRSECTN		LC	SR 16	ST		Y																					
28.94	0.20	END BRIDGE	I		SR 16				1	1	6A	14A	3A	90		W 28A	W		42	2	01		U1		40	R			
28.96	0.22	INTRSECTN		L	FEIGLEY ST	CO		Y																					
28.99	0.25	MISC FEATR		R	GORE (016R102890)				1	1	4A	14A	\$\$\$	9A UP		\$ 14A	6A		28	2	01		U1		40	R			
29.09	0.35	ON RAMP		L	SR 3 NB	ST	YS	Y																					
		ON RAMP		R	SR 16	ST	YS	Y																					
29.12	0.38	MISC FEATR		L	GORE (003P103418)																								
29.13	0.39	INTRSECTN		B	SR 3	ST	SG	Y																					
		END CTLSEC			CONTROL SECTION 1816																								
		END SECTN			GORST																								

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
SRMP	B	ARM									
29.13	0.39			.03	11						

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----									
				:DIRECTION TO INVENTORY	-BRIDGE	DECREAS/DIV			INCRS/UNDI			SPC																	
				: :LEFT/RIGHT INDICATOR	-UXING-	NBR	LFT	RHT	LFT	RHT	USE	TOT																	
				: :	-XROAD-	LNS	SHD	RDY	SHD	MEDIAN-	SHD	RDY	SHD	LNS	RDY	MTCE	CITY	ST	LEGAL										
SRMP	B	ARM	FEATURE	D LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
14.67	14.47		ENTER CO		KITSAP				1	1						W	40P	W		40	2	03		R1	40	L			
			BEG CTLSEC		CONTROL SECTION 1842																								
14.73	14.53		END BRIDGE	B	HOOD CANAL WEST HALF																								
			BEG BRIDGE	B	HOOD CANAL EAST HALF			ST																					
					BRDG NUM 104/005.2																								
14.82	14.62								1	1						W	400	W		40	2	03		R1	40	L			
14.88	14.68								1	1						W	40P	W		40	2	03		R1	40	L			
14.89	14.69		ENT/EXIT	R	BRIDGE MAINTENANCE ACCES	OT		Y																					
15.24	15.04		END BRIDGE	B	HOOD CANAL EAST HALF				1	1						W	400	W		40	2	03		R1	40	L			
			BEG BRIDGE	B	HOOD CANAL EAST APPROACH	ST																							
					BRDG NUM 104/005.5																								
15.30	15.10								1	1						W	40P	W		40	2	03		R1	40	L			
15.42	15.22		END BRIDGE	B	HOOD CANAL EAST APPROACH				1	1						10A	24A	10A		24	2	03		R1	40	L			
15.43	15.23		MISC FEATR	L	SGN ENT JEFFERSON COUNTY				1	1						10A	24A	10A		24	2	01		R1	40	L			
15.46	15.26		MISC FEATR	B	TOLL PLAZA																								
15.50	15.30		WYE CONN	R	SR 3			ST	Y																				
			WYE CONN	L	SR 104			ST	Y																				
15.54	15.34		INTRSECTN	R	SR 3			ST	SG	Y	1	1				10A	24A	10A		24	2	01		R1	45	R			
15.59	15.39		WYE CONN	L	SR 104			ST	Y																				
15.64	15.44								1	1						10A	22A	10A		22	2	01		R1	45	R			
15.98	15.78		INTRSECTN	L	WHEELER ST			CO	N	1	1					6A	22A	6A		22	2	01		R1	45	R			
16.00	15.80		MP MARKER	R	16				1	1						5A	22A	5A		22	2	01		R1	45	R			
16.44	16.24								1	1						5A	22A	5A		22	2	01		R1	25	R			
16.51	16.31		INTRSECTN	R	GAMBLE WAY			CO	N	1	1					3A	22A	3A		22	2	01		R1	25	R			
16.53	16.33		MISC FEATR	R	SGN ENT PORT GAMBLE																								
16.73	16.53		INTRSECTN	L	PACIFIC AVE			CO	N																				
16.76	16.56		INTRSECTN	R	OLYMPIC AVE			CO	N																				
16.82	16.62		INTRSECTN	L	RAINIER AVE			CO	N	1	1					\$\$\$	22A	\$\$\$		22	2	01		R1	25	R			
16.96	16.76		INTRSECTN	R	KELLER ST			CO	N																				
16.99	16.79		MP MARKER	R	17																								
17.00	16.80		MISC FEATR	L	SGN ENT PORT GAMBLE				1	1						3A	22A	3A		22	2	01		R1	25	R			
17.13	16.93								1	1						3A	22A	3A		22	2	01		R1	50	R			
17.99	17.79		MP MARKER	R	18																								
18.99	18.79		MP MARKER	R	19																								
19.65	19.45		WYE CONN	R	OLD PT GAMBLE RD			CO	Y	1	1					5A	24A	5A		24	2	01		R1	50	R			
19.66	19.46		INTRSECTN	R	OLD PT GAMBLE RD			CO	Y																				
19.99	19.79		MP MARKER	R	20																								
20.18	19.98		INTRSECTN	L	GAMBLE BAY NE RD			CO	Y																				
20.58	20.38		INTRSECTN	R	SR 307			ST	SG	Y	1	1				8A	33A	8A		33	2	01		R1	45	R			
20.60	20.40		BEG SU LN	C	TWO WAY TURN		12A		1	1						8A	24A	8A	12	36	2	01		R1	45	R			
20.63B	20.43		BEG EQ		BEGIN BACK																								
20.69B	20.49		END SU LN	C	TWO WAY TURN		12A		1	1						8A	24A	8A	\$\$\$	24	2	01		R1	45	R			
20.63	20.50		EQUATION		020.70B=020.63				1	1						7A	24A	6A		24	2	01		R1	45	R			

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE			-----WIDTH AND SURFACE INFORMATION-----					-----CLASSIFICATIONS-----																	
			: :LEFT/RIGHT INDICATOR		-UXING-			NBR	LFT	RHT			INCRS/UNDI		SPC															
			: :		-XROAD-			LNS	SHD	RDY	SHD	MEDIAN-	LFT	RDY	SHD	LNS	RDY	MTCE	CITY	ST	SPEED	T	P	S						
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
20.65		20.52								1	1						7A	24A	6A		24	2	01		R1	45	R			
20.76		20.63								1	1						4A	24A	4A		24	2	01		R1	45	R			
20.88		20.75	INTRSECTN	R		RITTER LN NE	CO		N																					
20.93		20.80	MP MARKER	R		21																								
21.50		21.37	INTRSECTN	R		HIGHLAND RD	CO		Y																					
21.62		21.49	INTRSECTN	L		GOLDEN GATE AVE NE	PV		N																					
22.00		21.87	INTRSECTN	R		MILLER BAY RD	CO	SG	Y	1	1						4A	24A	8A		24	2	01		R1	45	R			
			INTRSECTN	L		HANSVILLE RD	CO	SG	Y																					
22.01		21.88	MP MARKER	R		22																								
22.06		21.93	ENT FROM	L		SHOPPING CENTER	PV		Y																					
22.07		21.94	EXIT TO	L		SHOPPING CENTER	PV		Y																					
22.08		21.95	EXIT TO	R		BUSINESS	PV		Y																					
22.09		21.96	ENT FROM	R		BUSINESS	PV		Y																					
22.11		21.98								1	1						6A	22A	6A		22	2	01		R1	45	R			
22.40		22.27	BEG BRIDGE B			GROVERS CREEK	ST																							
						BRDG NUM 104/008.25																								
22.41		22.28	END BRIDGE B			GROVERS CREEK																								
22.49		22.36	INTRSECTN	L		BALMORAL PL NE	CO		N	1	1						6A	22A	8A		22	2	01		R1	45	R			
22.70		22.57								1	1						6A	22A	11A		22	2	01		R1	45	R			
23.00		22.87	MP MARKER	R		23																								
23.04		22.91	BEG SU LN	R		HOLDING	11A			1	1						6A	22A	\$\$\$	11	33	2	01		R1	45	R			
23.06		22.93	WYE CONN	L		PARCELLS RD NE	CO		Y																					
23.08		22.95	INTRSECTN	L		PARCELLS RD NE	CO		Y																					
23.09		22.96	WYE CONN	R		BARBER CUTOFF RD NE	CO		Y																					
23.10		22.97	WYE CONN	L		PARCELLS RD NE	CO		Y	1	1						5A	22A		11	33	2	01		R1	45	R			
23.11		22.98	INTRSECTN	R		BARBER CUTOFF RD NE	CO		Y																					
23.12		22.99	WYE CONN	R		BARBER CUTOFF RD NE	CO		Y																					
23.59		23.46								1	1						5A	22A		11	33	2	01		R1	25	R			
23.66		23.53	MISC FEATR	R		SGN ENT KINGSTON																								
23.89		23.76	INTRSECTN	L		LINDVOG RD	CO	SG	Y																					
23.90		23.77	CHG SU LN	R		HOLDING	09A			1	1						6A	23A		9	32	2	01		R1	25	R			

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B ARM	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
21.50	21.37			.04	12				
22.00	21.87	.05	12	.04	12			.07	12
22.07	21.94							.03	12
22.08	21.95		.01	12					
23.08	22.95	.03	12						
23.11	22.98			.03	12				
23.89	23.76	.03	12	.03	12				

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----									
			:DIRECTION TO INVENTORY		-BRIDGE-		DECREAS/DIV		INCREAS/UNDI		SPC																	
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR LFT RHT		LFT RHT		USE TOT																	
			: :		-XROAD-		LNS SHD RDY SHD		MEDIAN-		SHD RDY SHD		LNS RDY		MTCE		CITY		ST		SPEED		T P S					
SRMP	B	ARM	FEATURE	D LR	DESCRIPTION	OW TC L	D I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T		
23.94	23.81	BEG SU LN	C		TWO WAY TURN	12A		1	1				6A	23A		21	44	2	01		R1		25	R				
24.00	23.87	MP MARKER	R		24																							
24.06	23.93	END SU LN	C		TWO WAY TURN	12A		1	1				6A	34A		9	43	2	01		R1		25	R				
24.10	23.97	INTRSECTN	B		BANNISTER ST NE	CO SG	Y																					
24.14	24.01	BEG SU LN	C		TWO WAY TURN	11A		1	1				6A	22A		20	42	2	01		R1		25	R				
24.16	24.03	INTRSECTN	L		NE E 2ND ST	CO	Y																					
24.18	24.05	END SU LN	C		TWO WAY TURN	11A		1	1				6A	34A	C	9	43	2	01		R1		25	R				
24.23	24.10	INTRSECTN	L		ILLINOIS AVE NE	CO	Y	\$	1				6A	34A	C	9	43	2	01		R1		25	R				
		INTRSECTN	L		SR 104 COKNGSTN (COUPLT)	ST	Y																					
		MISC FEATR	D		COUPLET - COKNGSTN																							
24.25	24.12							2					6A	34A	C	9	43	2	01		R1		25	R				
24.27	24.14	INTRSECTN	R		NE MAINE AVE	CO	Y	3					6A	34A	C	9	43	2	01		R1		25	R				
24.32	24.19	END SU LN	R		HOLDING	09A		4					\$C	52A	C	\$\$\$	52	2	01		R1		25	R				
		INTRSECTN	R		NE W KINGSTON RD	CO	Y																					
		INTRSECTN	L		IOWA AVE NE	CO	Y																					
24.39	24.26	INTRSECTN	B		OHIO AVE NE	CO	Y																					
24.43	24.30	INTRSECTN	B		WASHINGTON BLVD NE	CO	Y	2					C	48A	C		48	2	01		R1		25	R				
24.44	24.31	MISC FEATR	L		SGN ENT KINGSTON																							
24.45B	24.32	BEG EQ			BEGIN BACK																							
		TOLL BOOTH	B		KNGSTON FERRY TOLL BOOTH																							
					OWNER WSF																							
24.53B	24.40	BEG FER ZN			BEGIN FERRY ZONE		\$						\$	\$\$\$	\$		\$\$\$	\$	\$\$\$		R1		\$\$	\$				
		END CTLSEC			CONTROL SECTION 1842																							
		INTRSECTN	L		SR 104 COKNGSTN (COUPLT)	ST	Y																					
		MISC FEATR	D		COUPLET - COKNGSTN																							
		FERRY TERM	B		KINGSTON FERRY LANDING		Y																					
					OWNER WSF		Y																					
		IN FER ZN			IN FERRY ZONE																							
24.45	24.41	FERRY TERM	B		EDMONDS FERRY LANDING																							
					OWNER WSF																							
		END FER ZN			END FERRY ZONE																							
		END SECTN																										

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
				---	---	---	---	---	---	---	---
24.10	23.97			.03	11						
24.23	24.10			.03	11						
24.43	24.30			.04	11						

DOT DISTRICT 3

[illegible]

DOT DISTRICT 3

INTERSECTION DETAIL			-----TURN LANES-----				-----ACCELERATION LANES-----							
SRMP	B	ARM	L LGT	R NEAR WD	R LGT	R FAR WD	L LGT	R FAR WD	L LGT	R CNTR WD	R LGT	R CNTR WD	R LGT	R FAR WD
0.09		0.09	.06	12										
0.15		0.15			.01	12								
0.16		0.16					.05	12			.02	12		
0.82		0.82	.07	12	.02	12	.03	12	.02	12				
0.91		0.91			.05	12								
1.00		1.00			.09	12								
1.15		1.15	.03	12			.03	12						.02
1.32		1.32	.03	12			.03	12						

SR 160 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----										-----CLASSIFICATIONS----																	
			:DIRECTION TO INVENTORY		-BRIDGE-		DECREAS/DIV			INCRS/UNDI			SPC																	
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR		LFT		RHT				LFT		RHT		USE		TOT									
			: :		-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		SHD		LNS		RDY					
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
1.33	1.33									1	1						6A	22A	6A		22	2	01			U2	35	R		*
1.37	1.37		BEG SU LN	C		TWO WAY TURN	12A			1	1						6A	22A	6A	12	34	2	01			U2	35	R		*
1.41	1.41		INTRSECTN	R		SHERLYN AVE SE	CO		N																					
1.44	1.44		INTRSECTN	L		GRIFFITHS LN SE	PV		N																					
1.47	1.47		INTRSECTN	R		DANA DRIVE SE	CO		N																					
1.52	1.52		END SU LN	C		TWO WAY TURN	12A			1	1						6A	22A	6A	\$\$\$	22	2	01			U2	35	R		*
1.54	1.54		INTRSECTN	L		BRAME LN SE	PV		N								4A	22A	4A		22	2	01			U2	35	R		*
1.57	1.57		INTRSECTN	R		BRASCH RD SE	CO		N	1	1						4A	22A	4A		22	2	01			U2	35	R		*
1.76	1.76									1	1						4A	24A	4A		24	2	01			U2	35	R		*
1.80	1.80		WYE CONN	L		JACKSON AVE SE	CO		Y																					
1.82	1.82		INTRSECTN	L		JACKSON AVE SE	CO	SG	Y																					
			INTRSECTN	R		GRANDRIDGE DR SE	CO	SG	Y																					
1.92	1.92									1	1						6A	22A	6A		22	2	01			U2	35	R		*
2.00	2.00		MP MARKER	R		2																								
2.04	2.04		INTRSECTN	B		PHILLIPS RD SE	CO	SG	Y	1	1						4A	22A	4A		22	2	01			U2	35	R		*
2.06	2.06									1	1						4A	22A	4A		22	2	01			U2	45	R		*
2.16	2.16		INTRSECTN	L		AIKEN RD SE	PV		N																					
2.36	2.36									1	1						4A	22A	8A		22	2	01			U2	45	R		*
2.54	2.54		INTRSECTN	B		LONG LAKE RD SE	CO	AF	Y	1	1						8A	24A	8A		24	2	01			U2	45	R		*
2.58	2.58		BEG SU LN	C		TWO WAY TURN	12A			1	1						8A	24A	8A	12	36	2	01			U2	45	R		*
2.63	2.63		INTRSECTN	L		LAKEVIEW DR SE	CO		Y	1	1						2A	24A	6A	12	36	2	01			U2	45	R		*
			INTRSECTN	R		LAKEVIEW PL SE	CO		Y																					
2.66	2.66		END SU LN	C		TWO WAY TURN	12A			1	1						2A	24A	6A	\$\$\$	24	2	01			U2	45	R		*
2.74	2.74									1	1						6A	24A	3A		24	2	01			U2	45	R		*
2.84	2.84		INTRSECTN	L		PEPPERMILL PL SE	CO		Y																					
2.90	2.90		INTRSECTN	R		LOVELY LN	PV		N	1	1						4A	24A	4A		24	2	01			U2	45	R		*
3.00	3.00		MP MARKER	R		3																								
3.11	3.11		INTRSECTN	R		BODLE RD SE	CO		N																					
3.57	3.57		INTRSECTN	L		MAYVOLT RD SE	CO		Y	1	1						4A	24A	4A		24	2	01			R2	45	R		*
			INTRSECTN	R		LAKE VALLEY RD SE	CO		Y																					
3.78	3.78		INTRSECTN	L		LOCKER RD	CO		N																					
3.82	3.82		BEG BRIDGE B			CURLEY CREEK	ST			1	1						\$\$\$	29A	\$\$\$		29	2	01			R2	45	R		*
						BRDG NUM 160/010																								

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B	ARM		LGT	WD	LGT	WD	LGT	WD	LGT	WD
1.80	1.80							.04	13		
1.82	1.82			.06	12	.03	12	.05	12		
2.04	2.04			.03	12	.04	12	.03	12		
2.54	2.54			.04	12			.04	12		
2.84	2.84			.03	12						

SR 160 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----													
			:DIRECTION TO INVENTORY		-BRIDGE		DECREAS/DIV			INCRS/UNDI			SPC																			
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR		LFT		RHT				LFT		RHT		USE		TOT											
			: :		-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		SHD		LNS		RDY							
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T	
3.83	3.83		END BRIDGE	B		CURLEY CREEK				1	1						4A	24A	4A		24	2	01		R2	45	R				*	
3.97	3.97		MP MARKER	R		4																										
4.59	4.59		INTRSECTN	R		ANDERBAR RD SE	CO		N																							
4.84	4.84		INTRSECTN	R		BANNER RD SE	CO		Y																							
4.96	4.96		INTRSECTN	L		BANNER RD SE	CO		N																							
4.97	4.97		MP MARKER	R		5																										
5.03	5.03		INTRSECTN	R		AMBERLY PL SE	CO		N																							
5.09	5.09		INTRSECTN	L		ARVICK RD SE	CO		N																							
5.18	5.18		INTRSECTN	L		WESTWAY DRIVE SE	CO		N																							
5.21	5.21		INTRSECTN	R		HOSKINS HILL RD SE	CO		N																							
5.30	5.30		INTRSECTN	L		EASTWAY DR SE	CO		N																							
5.45	5.45									1	1						6A	24A	4A		24	2	01		R2	45	R				*	
5.55	5.55		ENT/EXIT	L		SEDGWICK JR HIGH SCHOOL	CO		N																							
5.58	5.58		INTRSECTN	R		PETERSON RD SE	CO		N	1	1						4A	24A	4A		24	2	01		R2	45	R				*	
5.84	5.84		INTRSECTN	L		HARPER HILL RD SE	CO		N																							
6.00	6.00		MP MARKER	R		6																										
6.07	6.07		INTRSECTN	L		COTTONWOOD DR SE	CO		N	1	1						4A	24A	4A		24	2	01		R2	35	R				*	
6.22	6.22		ENT FROM	R		PARK AND RIDE LOT	ST		N	1	1						4A	24A	10A		24	2	01		R2	35	R				*	
6.27	6.27		EXIT TO	R		PARK AND RIDE LOT	ST		N	1	1						4A	24A	4A		24	2	01		R2	35	R				*	
6.34	6.34		INTRSECTN	B		WILSON CREEK RD SE	CO		N	1	1						7A	24A	7A		24	2	01		R2	35	R				*	
6.49	6.49		INTRSECTN	L		SIANA PL SE	CO		N																							
6.66	6.66									1	1						7A	24A	7A		24	2	01		U2	35	R				*	
7.00	7.00		MP MARKER	R		7																										
7.26	7.26		INTRSECTN	R		RIDGE CREST WAY SE	CO		Y																							
7.30	7.30		END ST	I		SEDGWICK RD SE				1	1						5A	24A	\$\$\$C		24	2	01		U2	40	R				\$	
			INTRSECTN	L		OLD SR 160	CO	SS	Y																							
7.32	7.32		INTRSECTN	L		ROCKY RD	CO		Y																							
7.34	7.34		INTRSECTN	L		SEBRING DR	CO		Y																							
7.44	7.44									1	1						5A	36A	C		36	2	01		U2	40	R					
7.47	7.47		FERRY TERM	L		SOUTHWORTH FERRY LANDING																										
						OWNER WSF																										
			END CTLSEC			CONTROL SECTION 1808																										
			END ROUTE																													

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B	ARM		LGT	WD	LGT	WD	LGT	WD	LGT	WD
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
5.55	5.55			.03	12						

SR 166 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE			DECREAS/DIV			INCREAS/UNDI			SPC		-----CLASSIFICATIONS-----																							
			: :LEFT/RIGHT INDICATOR		-UXING-			NBR			LFT			RHT			LFT		RHT			USE		TOT		MTCE		CITY		ST		SPEED		T		P		S	
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T									
0.02	0.00		BEG ROUTE			MAIN ROUTE				1	1	12A	12A		6A	JE			12A	12A			24	2	01	0115	U1		45	R	P								
			ENTER CITY			SR 16 TO PRT ORCHARD ECL																																	
			BEG CTLSEC			BREMERTON																																	
			INTRSECTN	B		CONTROL SECTION 1807																																	
						SR 16	ST		Y																														
0.04	0.02									1	1	\$\$\$	\$\$\$		\$\$\$	\$\$\$			12A	30A	12A			30	2	01	0115	U1		45	R	P							
0.06	0.04		LEAVE CITY			BREMERTON				1	1								12A	30A	12A			30	2	01	\$\$\$\$	U1		45	R	\$							
0.14	0.12		BEG BRIDGE	B		ANDERSON CREEK	ST																																
						BRDG NUM 166/002.25																																	
0.15	0.13		END BRIDGE	B		ANDERSON CREEK																																	
0.19	0.17		ENT FROM	L		U TURN ROUTE	ST		Y																														
0.21	0.19		EXIT TO	L		U TURN ROUTE	ST		Y	1	1								14A	24A	10A			24	2	01			U1		45	R							
0.35	0.33		UXING	B		SR 16	ST		1	1									8A	24A	8A			24	2	01			U1		45	R							
						BRDG NUM 016/205																																	
0.42	0.40									1	1								5A	24A	5A			24	2	01			U1		45	R							
0.57	0.55		ENTER CITY			PORT ORCHARD				1	1								5A	24A	5A			24	2	01	1000	U1		45	R	P							
			MISC FEATR	R		SGN ENT PORT ORCHARD																																	
1.00	0.98		MP MARKER	R		1																																	
2.01	1.99		MP MARKER	R		2				1	1								5A	24A	5A			24	2	01	1000	U1		35	R	P							
2.03	2.01		INTRSECTN	R		WILKINS PL	CT		N																														
2.09	2.07		INTRSECTN	R		CASECO LN	CT		N																														
2.16	2.14		INTRSECTN	R		WILKINS DR	CT		N																														
2.24	2.22		INTRSECTN	R		SHORT AVE	CT		N																														
2.30	2.28		INTRSECTN	R		GRANT AVE	CT		Y																														
2.38	2.36									1	1								5A	24A	5A			24	2	01	1000	U1		25	R	P							
2.54	2.52		INTRSECTN	R		PORT ORCHARD BLVD	CT		Y	1	1								3A	22A	3A			22	2	01	1000	U1		25	R	B							
2.57	2.55		BEG SU LN	C		TWO WAY TURN		12A		1	1								3A	22A	3A	12		34	2	01	1000	U1		25	R	P							
			INTRSECTN	R		DEKALB ST	CT		N																														
2.62	2.60		INTRSECTN	R		KITSAP ST	CT		Y																														
2.66	2.64		INTRSECTN	R		CLINE AVE	CT		Y	1	1								3A	25A	\$\$\$	12		37	2	01	1000	U1		25	R	P							
2.70	2.68		BEG ST	I		BAY ST				1	1								3A	25A	C	12		37	2	01	1000	U1		25	R	P	*						
			INTRSECTN	R		BANK ST	CT		Y																														
2.75	2.73		END SU LN	C		TWO WAY TURN		12A		1	1								3A	36A	C	\$\$\$		36	2	01	1000	U1		25	R	P	*						
2.78	2.76		INTRSECTN	L		ORCHARD ST	CT		Y	1	1								\$\$\$	56A	C			56	2	01	1000	U1		25	R	B	*						
2.82	2.80		INTRSECTN	B		FREDERICK AVE	CT		Y																														

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT--
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
				-----	-----	-----	-----	-----	-----	-----	-----
0.21	0.19			.02	13						
2.54	2.52					.02	12				
2.78	2.76			.02	12						
2.82	2.80			.02	12						

DOT DISTRICT 3

[illegible]

SR 166 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----																			-----CLASSIFICATIONS-----									
			:DIRECTION TO INVENTORY		-BRIDGE-				DECREAS/DIV				INCRS/UNDI		SPC																
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR		LFT		RHT				LFT		RHT		USE		TOT										
			: :		-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		LNS		RDY								
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T	
3.97	4.00					BRDG NUM 166/024				1	2						C	48A	4A		48	2	01	1000	U2		35	R	P	*	
4.01	4.04		MP MARKER	R		4																									
4.02	4.05		MISC FEATR	L		SGN ENT PORT ORCHARD																									
4.07	4.10		INTRSECTN	L		PLISKI LN	CT		Y																						
			ENT/EXIT	R		SHOPPING CENTER	PV		Y																						
4.15	4.18		ENT/EXIT	R		SHOPPING CENTER	PV	SG	Y																						
			INTRSECTN	L		WOLVES RD	CT	SG	Y																						
4.19	4.22		BEG SU LN	C		TWO WAY TURN	12A			1	2						C	36A	4A	12	48	2	01	1000	U2		35	R	P	*	
4.30	4.33		END SU LN	C		TWO WAY TURN	12A			1	2						C	48A	4A	\$\$\$	48	2	01	1000	U2		35	R	P	*	
4.35	4.38		INTRSECTN	L		RETSIL RD	CT	SG	Y																						
			INTRSECTN	R		KARCHER RD	CT	SG	Y																						
4.40	4.43		BEG SU LN	C		TWO WAY TURN	12A			1	2						C	36A	4A	12	48	2	01	1000	U2		35	R	P	*	
4.50	4.53		END SU LN	C		TWO WAY TURN	12A			1	2						C	48A	4A	\$\$\$	48	2	01	1000	U2		35	R	P	*	
4.54	4.57		INTRSECTN	R		ROOSEVELT AVE	CT		Y																						
			INTRSECTN	L		PVT RD	PV		Y																						
4.59	4.62		ENT/EXIT	L		BUSINESS	PV		N																						
4.60	4.63		BEG SU LN	C		TWO WAY TURN	12A			1	2						C	36A	4A	12	48	2	01	1000	U2		35	R	P	*	
4.64	4.67		INTRSECTN	R		HIGGINS RD	CT		Y																						
			ENT/EXIT	L		BUSINESS	PV		Y																						
4.68	4.71		END SU LN	C		TWO WAY TURN	12A			1	2						C	48A	4A	\$\$\$	48	2	01	1000	U2		35	R	P	*	
4.69	4.72		INTRSECTN	R		KIDD AVE	CT		N																						
4.73	4.76		INTRSECTN	R		JACKSON AVE	CT	SG	Y	1	2						C	48A	2A		48	2	01	1000	U2		35	R	P	*	
			INTRSECTN	L		OLNEY RD	CT	SG	Y																						
4.76	4.79									1	2						C	44A	2A		44	2	01	1000	U2		35	R	P	*	
4.77	4.80		BEG SU LN	L		WEAVING/SPEED CHANGE	15A			1	2						C	44A	2A	15	59	2	01	1000	U2		35	R	P	*	
4.79	4.82		END SU LN	L		WEAVING/SPEED CHANGE	15A			1	2						C	33A	2A	\$\$\$	33	2	01	1000	U2		35	R	P	*	
			ENT FROM	L		SHOPPING CENTER	PV		Y																						
4.81	4.84		EXIT TO	L		SHOPPING CENTER	PV		Y	1	2						C	33A	3A		33	2	01	1000	U2		35	R	P	*	
4.83	4.86		BEG SU LN	L		WEAVING/SPEED CHANGE	15A			1	2						C	33A	3A	15	48	2	01	1000	U2		35	R	P	*	
4.86	4.89		INTRSECTN	R		PAYSENO LN	CT		N																						
4.89	4.92		END SU LN	L		WEAVING/SPEED CHANGE	15A			1	2						C	33A	3A	\$\$\$	33	2	01	1000	U2		35	R	P	*	

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT--
		LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
4.07	4.10	.03 12		.02 12					
4.15	4.18	.03 12		.03 12					
4.35	4.38	.03 12		.02 12					
4.54	4.57	.03 12		.03 12					
4.59	4.62				.02 15				
4.73	4.76	.05 12		.02 12	.04 15				
4.81	4.84				.02 15				

SR 166 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

					-----WIDTH AND SURFACE INFORMATION-----														-----CLASSIFICATIONS----													
					:DIRECTION TO INVENTORY	-BRIDGE-		DECREAS/DIV		INCREAS/UNDI		SPC																				
					: :LEFT/RIGHT INDICATOR	-UXING-		NBR		LFT		RHT		LFT		RHT		USE		TOT												
					: :	-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		SHD		LNS								
SRMP	B	ARM	FEATURE	D LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T			
4.89	4.92	ENT FROM	L		SHOPPING CENTER	PV		Y	1	2									C	33A	3A		33	2	01	1000	U2		35	R	P	*
4.91	4.94	EXIT TO	L		SHOPPING CENTER	PV		Y																								
4.97	5.00										1	1							C	22A	8A		22	2	01	1000	U2		35	R	P	*
5.03	5.06	BEG SU LN	C		TWO WAY TURN						1	1							C	22A	8A	11	33	2	01	1000	U2		35	R	P	*
5.04	5.07	WYE CONN	R		HARRISON AVE SE	CT		Y																								
5.06	5.09	INTRSECTN	R		HARRISON AVE SE	CT		Y	1	1									3A	22A	3A	11	33	2	01	1000	U2		35	R	P	*
5.08	5.11	MISC FEATR	L		SGN ENT PORT ORCHARD																											
5.09	5.12	INTRSECTN	L		WHITTIER AVE	CT		Y																								
5.10	5.13	END ST	I		MILE HILL DR				1	1									3A	22A	3A	\$\$\$	22	2	01	1000	U2		35	R	P	*
		END SU LN	C		TWO WAY TURN																											
		END CTLSEC			CONTROL SECTION 1807																											
		END ROUTE																														

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
				-----	-----	-----	-----	-----	-----	-----	-----
4.91	4.94										

.04 15

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

-----WIDTH AND SURFACE INFORMATION-----																													
					:DIRECTION TO INVENTORY	-BRIDGE-		DECREAS/DIV		INCRS/UNDI		SPC				-----CLASSIFICATIONS----													
					: :LEFT/RIGHT INDICATOR	-UXING-		NBR LFT RHT		LFT RHT		USE TOT																	
					: :	-XROAD-		LNS SHD RDY SHD		MEDIAN-		SHD RDY SHD		LNS RDY															
SRMP	B	ARM	FEATURE	D LR	DESCRIPTION	OW TC L	D I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T			
0.00B	0.00		BEG ROUTE		MAIN ROUTE		2	1		C	24A		8P	CU		14A		C		38	2	01	0115	U1	25	R	P	*	
					SR 304 BREMERTON TO SR 3																								
			ENTER CITY		BREMERTON																								
			BEG EQ		BEGIN BACK																								
			BEG CTLSEC		CONTROL SECTION 1830																								
			BEG ST	I	WARREN AVE																								
			INTRSECTN	B	SR 304																								
0.05B	0.05		INTRSECTN	B	4TH ST																								
0.11B	0.11		INTRSECTN	B	5TH ST																								
0.12B	0.12																												
0.00	0.16		EQUATION		000.16B=000.00																								
			INTRSECTN	B	6TH ST																								
0.02	0.18		BEG SU LN	C	TWO WAY TURN		11A																						
0.04	0.20		END SU LN	C	TWO WAY TURN		11A																						
0.06	0.22		INTRSECTN	R	DR ML KING WAY																								
0.09	0.25		INTRSECTN	L	8TH ST																								
0.13	0.29		INTRSECTN	R	8TH ST																								
0.17	0.33		INTRSECTN	L	9TH ST																								
0.19	0.35		INTRSECTN	R	10TH ST																								
0.26	0.42		INTRSECTN	B	11TH ST																								
0.32	0.48		INTRSECTN	R	12TH ST																								
0.37	0.53		INTRSECTN	B	13TH ST																								
0.49	0.65		MISC FEATR	L	BUS PULLOUT																								
0.50	0.66		INTRSECTN	R	15TH ST																								
0.58	0.74		INTRSECTN	L	16TH ST																								
0.59	0.75		WYE CONN	L	16TH ST																								
0.61	0.77																												
0.62	0.78		INTRSECTN	R	17TH ST																								
0.63	0.79		WYE CONN	R	17TH ST																								
0.66	0.82		END ST	I	WARREN AVE																								
			INTRSECTN	L	WARREN AVE																								

INTERSECTION DETAIL

INTERSECTION DETAIL			-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B	ARM	L NEAR LGT WD	R NEAR LGT WD	L FAR LGT WD	R FAR LGT WD	LEFT-- LGT WD	L-CNTR LGT WD	R-CNTR LGT WD	RIGHT- LGT WD
0.00B	0.00					.02 11				
0.00	0.16		.03 10	.02 11	.02 11					
0.26	0.42		.02 11		.04 11	.05 12				
0.58	0.74		.02 11							
0.59	0.75					.02 11				
0.62	0.78				.03 11					
0.63	0.79									.03 10
0.66	0.82						.05 12			

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----													-----CLASSIFICATIONS-----										
			:DIRECTION TO INVENTORY		-BRIDGE-		DECREAS/DIV		INCRS/UNDI		SPC															
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR LFT RHT		LFT RHT		USE TOT															
			: : : :		-XROAD-		LNS SHD RDY SHD		MEDIAN-		SHD RDY SHD		LNS RDY													
SRMP	B ARM	FEATURE	D LR	DESCRIPTION	OW TC L	D I	W/S	W/S	W/S	WD/S BR	W/S	W/S	W/S	WID	WID	A SE	NBR	FC	D	IB	R	P	K	T		
0.68	0.84						2	2			C	54A	C		54	2	01	0115	U1		35	R	P			
0.73	0.89	BEG BRIDGE	B	PORT WASHINGTON NARROWS	ST		2	2	C	26A		3A	CU	\$	26A	C		52	2	01	0115	U1		35	R	P
				BRDG NUM 303/012																						
1.06	1.22	END BRIDGE	B	PORT WASHINGTON NARROWS			2	2	\$	\$\$\$		\$\$\$	\$\$	C	52A	C		52	2	01	0115	U1		35	R	P
1.12	1.28	ON RAMP	L	CALLAHAN DR	ST	Y																				
1.16	1.32	OFF RAMP	R	CLARE AVE	ST	Y																				
1.20	1.36	MISC FEATR	L	GORE (S100112)																						
1.21	1.37	MISC FEATR	R	GORE (P100116)																						
1.22	1.38	OFF RAMP	R	CALLAHAN DR	ST	Y																				
1.24	1.40	MISC FEATR	R	GORE (P100122)																						
1.26	1.42	BEG BRIDGE	B	CALLAHAN DR	ST		2	2				C	56A	C		56	2	01	0115	U1		35	R	P		
				BRDG NUM 303/013																						
1.27	1.43	END BRIDGE	B	CALLAHAN DR			2	2				C	52A	C		52	2	01	0115	U1		35	R	P		
1.33	1.49	MISC FEATR	R	GORE (Q100135)																						
1.35	1.51	BEG SU LN	R	WEAVING/SPEED CHANGE 11A			2	2				C	52A	C	11	63	2	01	0115	U1		35	R	P		
		ON RAMP	R	CALLAHAN DR	ST	Y																				
		MISC FEATR	L	GORE (R100141)																						
1.41	1.57	OFF RAMP	L	CALLAHAN DR	ST	Y																				
1.43	1.59	END SU LN	R	WEAVING/SPEED CHANGE 11A			2	2				C	64A	C	\$\$\$	64	2	01	0115	U1		35	R	P		
1.46	1.62	BEG ST	I	WHEATON WAY			2	2				C	52A	C		52	2	01	0115	U1		30	R	P		
		INTRSECTN	R	OLD SR 303 SPUR MANETT	CT	SG	Y																			
		INTRSECTN	L	SHERIDAN RD	CT	SG	Y																			
1.52	1.68	BEG SU LN	C	TWO WAY TURN 11A			2	2				C	53A	C	11	64	2	01	0115	U1		30	R	P		
1.56	1.72	ENT/EXIT	R	BUSINESS	PV	Y																				
1.57	1.73	ENT FROM	R	BUSINESS	PV	Y																				
1.67	1.83	INTRSECTN	R	SPRUCE AVE	CT	Y																				
1.75	1.91	INTRSECTN	L	DIBB ST	CT	Y																				
1.90	2.06	END SU LN	C	TWO WAY TURN 11A			2	2				C	44A	C	\$\$\$	44	2	01	0115	U1		30	R	P		
1.93	2.09						2	2				C	56A	C		56	2	01	0115	U1		30	R	P		
1.97	2.13	INTRSECTN	R	SYLVAN WAY (OLD SR 306)	CT	SG	Y	2	2			C	55A	C		55	2	01	0115	U1		30	R	P		
		INTRSECTN	L	SYLVAN WAY	CT	SG	Y																			
2.02	2.18	BEG SU LN	C	TWO WAY TURN 11A			2	2				C	44A	C	11	55	2	01	0115	U1		30	R	P		
2.10	2.26	END SU LN	C	TWO WAY TURN 11A			2	2				C	55A	C	\$\$\$	55	2	01	0115	U1		30	R	P		
2.13	2.29	BEG SU LN	C	TWO WAY TURN 11A			2	2				C	44A	C	11	55	2	01	0115	U1		30	R	P		

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
		LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
1.46	1.62	.06 11	.03 11	.02 11					
1.56	1.72		.01 11						
1.67	1.83		.01 11						
1.97	2.13	.03 11	.03 11	.03 11					

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE-			-----WIDTH AND SURFACE INFORMATION-----							-----CLASSIFICATIONS-----																	
			: :LEFT/RIGHT INDICATOR		-UXING-			NBR	LFT	RHT	DECREAS/DIV			INCREAS/UNDI			SPC	TOT				LEGAL										
			: :		-XROAD-			LNS	SHD	RDY	SHD	MEDIAN-			LFT	RDY	SHD	LNS	RDY	MTCE	CITY	ST	SPEED	T	P	S						
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T		
2.13	2.29	INTRSECTN	L			PEARL ST	CT			2	2									C	44A	C	11	55	2	01	0115	U1	30	R	P	*
2.22	2.38	END SU LN	C			TWO WAY TURN	11A			2	2									C	55A	C	\$\$\$	55	2	01	0115	U1	30	R	P	*
2.23	2.39	INTRSECTN	R			IVY RD	CT		Y																							
2.26	2.42	INTRSECTN	L			HANFORD AVE	CT		Y																							
2.27	2.43	BEG SU LN	C			TWO WAY TURN	11A			2	2									C	44A	C	11	55	2	01	0115	U1	30	R	P	*
2.36	2.52	MISC FEATR	R			BUS PULLOUT																										
2.37	2.53	INTRSECTN	L			E BROAD ST	CT		Y																							
2.43	2.59	END SU LN	C			TWO WAY TURN	11A			2	2									C	55A	C	\$\$\$	55	2	01	0115	U1	30	R	P	*
2.45	2.61	INTRSECTN	R			HOLLIS ST	CT		SG	Y																						
		ENT/EXIT	L			SHOPPING CENTER	PV		SG	Y																						
2.47	2.63	BEG SU LN	C			TWO WAY TURN	11A			2	2									C	44A	C	11	55	2	01	0115	U1	30	R	P	*
2.60	2.76	MISC FEATR	L			BUS PULLOUT																										
2.72	2.88	END SU LN	C			TWO WAY TURN	11A			2	2									C	55A	C	\$\$\$	55	2	01	0115	U1	30	R	P	*
2.75	2.91	LEAVE CITY				BREMERTON				2	2									8A	48A	8A		48	2	01	\$\$\$\$	U1	30	R	\$	\$
		END ST	I			WHEATON WAY																										
		INTRSECTN	B			NE RIDDELL RD	CO		SG	Y																						
2.80	2.96	BEG SU LN	C			TWO WAY TURN	12A			2	2									8A	48A	8A	12	60	2	01		U1	30	R		
2.85	3.01									2	2									8A	56A	\$\$\$	12	68	2	01		U1	30	R		
2.90	3.06	ENT/EXIT	R			SHOPPING CENTER	PV		N																							
2.92	3.08	END SU LN	C			TWO WAY TURN	12A			2	2									8A	68A	C	\$\$\$	68	2	01		U1	30	R		
		ENT/EXIT	L			BUSINESS	PV		N																							
2.97	3.13	WYE CONN	L			NE FURNEYS LN	CO		Y	2	2									8A	68A	C		68	2	01		U1	40	R		
2.98	3.14	INTRSECTN	B			NE FURNEYS LN	CO		SG	Y																						
3.00	3.16	MP MARKER	R			3																										
3.06	3.22	BEG SU LN	C			TWO WAY TURN	12A			2	2									8A	56A	C	12	68	2	01		U1	40	R		
3.14	3.30	INTRSECTN	B			NE FRANKLIN AVE	CO		Y																							
3.20	3.36	INTRSECTN	L			NE VENA AVE	CO		Y																							
		EXIT TO	R			BUSINESS	PV		Y																							

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B	ARM		LGT	WD	LGT	WD	LGT	WD	LGT	WD
2.13	2.29		.01	11							
2.23	2.39					.01	11				
2.26	2.42		.01	11							
2.45	2.61		.02	11		.02	11				
2.75	2.91		.03	11		.03	12	.05	12		
2.90	3.06				.04	15					
2.92	3.08						.05	12			
2.98	3.14		.03	12	.03	12	.03	12	.03	12	
3.14	3.30				.02	12					
3.20	3.36				.03	12					

DOT DISTRICT 3

INTERSECTION DETAIL			TURN LANES				ACCELERATION LANES			
SRMP	B	ARM	L LGT	R LGT	L LGT	R LGT	LEFT LGT	L-CNTR LGT	R-CNTR LGT	RIGHT LGT
			WD	WD	WD	WD	WD	WD	WD	WD
3.26	3.42		.03 12	.03 12	.05 12					
3.66	3.82					.04 12	.03 12			
3.75	3.91		.10 12	.04 12	.11 12	.05 12				
3.85	4.01					.01 12				
3.95	4.11					.01 12				
4.01	4.17					.03 12				
4.10	4.26		.08 12		.03 12	.08 12				
4.46	4.62					.02 16				
4.50	4.66		.10 12		.07 12					
4.58	4.74					.01 12				

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----																		-----CLASSIFICATIONS-----									
			:DIRECTION TO INVENTORY		-BRIDGE-		DECREAS/DIV		INCRS/UNDI		SPC																			
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR		LFT		RHT		MEDIAN-		LFT		RHT		USE		TOT									
			: :XROAD-		LNS		SHD		RDY		SHD		WD/S		BR		W/S		W/S		W/S		WID		WID					
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
4.60		4.76								2	2	7A	24A		12A	JE	\$\$\$	24A	7A		48	2	01				U1	40	R	
4.67		4.83								2	2	7A	24A		12A	JE		24A	7A		48	2	01				U1	45	R	
4.72		4.88	BEG SU LN	C		TWO WAY TURN	12A			2	2	\$\$\$	\$\$\$		\$\$\$	\$\$\$	8A	60A	8A	12	72	2	01				U1	45	R	
4.75		4.91	INTRSECTN	R		WINTERS RD NE		CO	Y																					
4.97		5.13	END SU LN	C		TWO WAY TURN	12A			2	2						8A	60A	8A	\$\$\$	60	2	01				U1	45	R	
5.00		5.16	MP MARKER	R		5																								
			ENT/EXIT	R		CHURCH		PV	Y																					
5.01		5.17	BEG SU LN	C		TWO WAY TURN	12A			2	2						8A	60A	8A	12	72	2	01				U1	45	R	
5.24		5.40	END SU LN	C		TWO WAY TURN	12A			2	2						8A	60A	8A	\$\$\$	60	2	01				U1	45	R	
5.25		5.41	INTRSECTN	R		WM E SUTTON RD NE		CO	Y																					
5.28		5.44	BEG SU LN	C		TWO WAY TURN	12A			2	2						8A	48A	8A	12	60	2	01				U1	45	R	
5.41		5.57	END SU LN	C		TWO WAY TURN	12A			2	2						8A	60A	8A	\$\$\$	60	2	01				U1	45	R	
5.43		5.59	INTRSECTN	R		BROWNSVILLE HWY		CO	SG	Y							10A	60A	10A		60	2	01				U1	45	R	
5.48		5.64								2	2						10A	60A	10A		60	2	01				U1	50	R	
5.50		5.66	BEG SU LN	C		TWO WAY TURN	12A			2	2						10A	48A	10A	12	60	2	01				U1	50	R	
5.70		5.86	END SU LN	C		TWO WAY TURN	12A			2	2						10A	60A	10A	\$\$\$	60	2	01				U1	50	R	
5.74		5.90	INTRSECTN	L		OLD MILITARY RD NE		CO	Y																					
5.75		5.91	BEG SU LN	C		TWO WAY TURN	12A			2	2						10A	48A	10A	12	60	2	01				U1	50	R	
5.84		6.00	INTRSECTN	R		GLUDS POND RD		CO	Y																					
6.00		6.16	MP MARKER	B		6																								
6.06		6.22	INTRSECTN	L		RADCLIFF RD NE		CO	Y																					
6.45		6.61	END SU LN	C		TWO WAY TURN	12A			2	2	8A	24A		12A	JE	\$\$\$	24A	8A	\$\$\$	48	2	01				U1	50	R	
6.46		6.62	OFF RAMP	R		CENTRAL VALLEY RD		ST	Y																					
6.50		6.66	ON RAMP	L		CENTRAL VALLEY RD		ST	Y																					
6.55		6.71	MISC FEATR	L		GORE (R500666)																								
6.57		6.73	UXING	B		CENTRAL VALLEY RD		ST																						
						BRDG NUM 303/025																								
6.58		6.74	MISC FEATR	R		GORE (P500646)																								
6.66		6.82	OFF RAMP	L		CENTRAL VALLEY RD		ST	Y																					
6.67		6.83	MISC FEATR	R		GORE (Q100681)																								
6.81		6.97	ON RAMP	R		CENTRAL VALLEY RD		ST	Y																					
6.83		6.99								2	2	8A	24A		12A	JE		24A	8A		48	2	01				U1	55	R	
6.91		7.07	BEG BRIDGE	B		BARKER CREEK		ST																						
						BRDG NUM 303/027.25																								

INTERSECTION DETAIL

INTERSECTION DETAIL			-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B	ARM	L NEAR LGT WD	R NEAR LGT WD	L FAR LGT WD	R FAR LGT WD	LEFT-- LGT WD	L-CNTR LGT WD	R-CNTR LGT WD	RIGHT-- LGT WD
5.00		5.16		.01 14						
5.25		5.41			.02 12					
5.43		5.59		.06 12	.04 12					
5.74		5.90	.03 12							

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----									
				:DIRECTION TO INVENTORY	-BRIDGE	DECREAS/DIV				INCREAS/UNDI				SPC															
				: :LEFT/RIGHT INDICATOR	-UXING-	NBR	LFT	RHT					LFT	RHT	USE	TOT													
				: :	-XROAD-	LNS	SHD	RDY	SHD	MEDIAN-	SHD	RDY	SHD	LNS	RDY	MTCE	CITY	ST	SPEED	T	P	S							
SRMP	B	ARM	FEATURE	D LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
8.49	8.65	END BRIDGE	B		SILVERDALE WAY				2	2						8A	48A	8A		48	2	01		U1		35	R		
		OFF RAMP	R	SR 3		ST		Y																					
		ON RAMP	L	SR 3 NB		ST		Y																					
8.66	8.82	MISC FEATR	R		GORE (SR 3 Q104624)																								
		MISC FEATR	L		GORE (SR 3 P104559)																								
8.68	8.84	WYE CONN	R	SR 3	OFF RAMP	ST		SG	Y																				
8.69	8.85	BEG BRIDGE	B	SR 3		ST			2	2						\$W	92P	\$W		92	2	01		U1		35	R		
		BRDG NUM 303/040																											
8.72	8.88	ON RAMP	R	SR 3	SB	ST		SG	Y																				
8.73	8.89	END BRIDGE	B	SR 3					2	2						8A	56A	8A		56	2	01		U1		35	R		
8.74	8.90	WYE CONN	R	SR 3	ON RAMP	ST		SG	Y																				
		OFF RAMP	L	SR 3	SB	ST		SG	Y																				
8.76	8.92	WYE CONN	L	SR 3	OFF RAMP	ST			Y																				
8.86	9.02	BEG SU LN	R	BICYCLE	05A				2	2						8A	56A	4A	5	61	2	01		U1		35	R		
8.90	9.06	BEG SU LN	L	BICYCLE	05A				2	2						\$C	70A	\$C	10	80	2	01		U1		35	R		
		INTRSECTN	R	NW GREAVES WAY		CO		SG	Y																				
8.92	9.08	WYE CONN	R	NW GREAVES WAY		CO			Y																				
8.95	9.11	OFF RAMP	R	SR 3	SB	ST			Y																				
9.01	9.17	MISC FEATR	R		GORE (SR 3 S104515)																								
9.07	9.23	END SU LN	L	BICYCLE	05A				2	2						C	51A	C \$\$\$		51	2	01		U1		35	R		
		END SU LN	R	BICYCLE	05A																								
		BEG BRIDGE	B	SR 3		ST																							
		BRDG NUM 303/042																											
9.11	9.27	END BRIDGE	B	SR 3																									
		END CTLSEC			CONTROL SECTION 1830																								
		END ROUTE																											

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B	ARM		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
8.68	8.84					.13	24				
8.74	8.90		.11	24							
8.76	8.92						.07	14			
8.90	9.06				.04	12	.07	12			

SR 304 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----																		-----CLASSIFICATIONS-----									
			:DIRECTION TO INVENTORY		-BRIDGE		DECREAS/DIV		INCRS/UNDI		SPC																			
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR		LFT		RHT				LFT		RHT		USE		TOT									
			: :		-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		SHD		LNS		RDY					
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
0.00	0.00		BEG ROUTE			MAIN ROUTE				2	2	W	38P	W	1000		4A	24A	8A		62	2	01		U1		45	L		
			BEG CTLSEC			SR 3/BREM TO FERRY DOCK																								
			MISC FEATR I			CONTROL SECTION 1803																								
			BEG BRIDGE D			SR 3 GORE																								
						SR 3																								
						BRDG NUM 304/001W-S																								
0.06	0.06		END BRIDGE D			SR 3				2	2	11A	24A	6A	1000		4A	24A	8A		48	2	01		U1		45	L		
0.12	0.12		MISC FEATR	L		GORE (SR 3 Q103668)																								
0.19B	0.19		BEG EQ			BEGIN BACK																								
0.19	0.24		EQUATION			000.24B=000.19				2	2	8A	24A	\$\$\$	10S	CU	\$\$\$	24A	8A	11	59	2	01		U1		45	L		
			BEG SU LN	LC		HIGH OCCUPANCY VEHICL11A																								
			OFF RAMP	L		SR 3 NB																								
0.63	0.68									2	3	\$\$\$	\$\$\$		\$\$\$	\$\$\$	8A	56A	8A	11	67	2	01		U1		45	L		
0.72	0.77		END SU LN	LC		HIGH OCCUPANCY VEHICL11A				3	3						\$\$\$	76A	\$\$\$	\$\$\$	76	2	01		U1		45	L		
			EXIT TO	R		SHIPYARD																								
0.73	0.78		INTRSECTN	L		CHARLESTON BEACH RD																								
0.74	0.79		BEG SU LN	L		BICYCLE				3	3																			
			BEG SU LN	R		BICYCLE																								
			ENT FROM	R		SHIPYARD																								
0.75	0.80		ENTER CITY			BREMERTON				3	3																			
0.77	0.82		MISC FEATR	R		SGN ENT BREMERTON																								
0.78	0.83		BEG SU LN	LC		HIGH OCCUPANCY VEHICL12A				2	3	C	24A		10S	CU	C	36A	C	22	82	2	01	0115	U1		30	R	P	
0.96	1.01		BEG ST	I		S CAMBRIAN ST				2	3	C	24A		10S	CU	C	36A	C	22	82	2	01	0115	U1		30	R	L *	
1.05	1.10									2	2	C	24A		10S	CU	C	24A	C	22	70	2	01	0115	U1		30	R	L *	
1.11	1.16		END ST	I		S CAMBRIAN ST				2	2	C	24A		10S	CU	C	24A	C	22	70	2	01	0115	U1		30	R	P *	
			BEG ST	I		CHARLESTON BLVD																								
			WYE CONN	R		FARRAGUT ST (OLD SR 304)																								
1.15	1.20		END SU LN	LC		HIGH OCCUPANCY VEHICL12A				2	2	C	24A		10S	CU	C	24A	C	10	58	2	01	0115	U1		30	R	P *	
			INTRSECTN	R		FARRAGUT ST (OLD SR 304)																								
			INTRSECTN	L		CAMBRIAN AVE																								
1.17	1.22		WYE CONN	R		FARRAGUT ST (OLD SR 304)																								
1.23	1.28		EXIT TO	L		RODGERS ST																								
1.43	1.48		END ST	I		CHARLESTON BLVD																								

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B	ARM		LGT	WD	LGT	WD	LGT	WD	LGT	WD
0.72	0.77					.05	11				
0.73	0.78			.04	11						
1.11	1.16				.06	11					
1.15	1.20			.04	11		.03	11			
1.23	1.28						.03	12			

SR 304 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE-		NBR		DECREAS/DIV		INCRS/UNDI		SPC		TOT		-----CLASSIFICATIONS-----																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
			: :LEFT/RIGHT INDICATOR		-UXING-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		SHD		LNS		RDY		MTCE		CITY		ST		LEGAL		SPEED		T		P		S																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

INTERSECTION DETAIL

INTERSECTION DETAIL			-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B	ARM	L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
			LGT	WD	LGT	WD	LGT	WD	LGT	WD
2.00	1.99		.02	10		.03	10			
2.63	2.62					.02	11			

DOT DISTRICT 3

[illegible]

SR 305 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE		-----WIDTH AND SURFACE INFORMATION-----					-----CLASSIFICATIONS-----																			
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR		LFT		RHT		INCRS/UNDI		SPC																
			: :		-XROAD-		LNS		SHD		RDY		SHD		LNS		RDY		MTCE		CITY		ST		SPEED		T P S				
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T	
0.02	0.00		BEG ROUTE			MAIN ROUTE				1	2						C	45A	C			45	2	01	0058	U1		30	R	P	*
			ENTER CITY			WINSLOW FERRY DK TO SR 3																									
			BEG CTLSEC			BAINBRIDGE ISLAND																									
			BEG ST	I		CONTROL SECTION 1831																									
			MISC FEATR	R		OLYMPIC DR SE																									
			FERRY TERM	R		FERRY GATE																									
						WINSLOW FERRY LANDING																									
						OWNER WSF																									
0.10	0.08		ENT/EXIT	R		FERRY WALK-ON PARKING	ST		Y	2	2						C	48A	C			48	2	01	0058	U1		30	R	P	*
			MISC FEATR	L		TOLL BOOTH-ENT HOLD AREA																									
0.13	0.11		INTRSECTN	L		HARBORVIEW DR	CT		SG	Y																					
0.22	0.20		BEG SU LN	R		CLIMBING				1	1						2A	24A	2A	22		46	2	01	0058	U1		30	R	P	*
			BEG SU LN	L		HIGH OCCUPANCY VEHICL11A																									
			INTRSECTN	B		WINSLOW WAY	CT		SG	Y																					
0.33	0.31									1	1						\$\$\$	24A	2A	22		46	2	01	0058	U1		30	R	P	*
0.45	0.43									1	1							24A	2A	22		46	2	01	0058	U1		40	R	P	*
0.60	0.58		EXIT TO	R		NE VINEYARD LN	PV		N																						
0.61	0.59		ENT FROM	R		NE VINEYARD LN	PV		N																						
0.70	0.68									1	1							24A	4A	22		46	2	01	0058	U1		40	R	P	*
0.84	0.82		END SU LN	L		HIGH OCCUPANCY VEHICL11A				1	1						8A	24A	4A	11		35	2	01	0058	U1		40	R	P	*
0.98	0.96		END ST	I		OLYMPIC DR SE				1	1						8A	24A	4A	11		35	2	01	0058	U1		40	R	P	\$
			INTRSECTN	B		HIGH SCHOOL RD	CT		SG	Y																					
1.00	0.98		MP MARKER	R		1																									
1.06	1.04		END SU LN	R		CLIMBING				1	1						8A	24A	4A	\$\$\$		24	2	01	0058	U1		40	R	P	
1.09	1.07									1	1						8A	24A	4A			24	2	01	0058	U1		50	R	P	
1.11	1.09									1	1						8A	24A	8A			24	2	01	0058	U1		50	R	P	
1.64	1.62		INTRSECTN	B		MADISON AVE	CT		SG	Y																					
2.00	1.98		MP MARKER	R		2																									
2.31	2.29		INTRSECTN	R		MANITOU BEACH RD	CT		SG	Y																					
			INTRSECTN	L		SPORTSMAN CLUB RD	CT		SG	Y																					
2.41	2.39		BEG SU LN	R		TRUCK CLIMBING SHOULD08A				1	1						8A	24A	\$\$\$	8		32	2	01	0058	U1		50	R	P	
2.44	2.42		CHG SU LN	R		TRUCK CLIMBING SHOULD08P				1	1						\$\$\$	32P	W	8		40	2	01	0058	U1		50	R	P	
			BEG BRIDGE	B		MURDEN CREEK	ST																								
						BRDG NUM 305/005																									

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B ARM	LGT	WD	LGT	WD	LGT	WD	LGT	WD
0.60	0.58			.05	12				
0.98	0.96	.03	12		.03	12	.03	12	
1.64	1.62	.03	12		.03	12	.12	12	
2.31	2.29	.02	12	.15	12	.04	12	.04	12

DOT DISTRICT 3

INTERSECTION DETAIL		-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B ARM	L NEAR LGT WD	R NEAR LGT WD	L FAR LGT WD	R FAR LGT WD	LEFT-- LGT WD	L-CNTR LGT WD	R-CNTR LGT WD	RIGHT- LGT WD
3.12	3.10	.03 12						.03 12	
3.67	3.65	.03 12		.03 12					
4.27	4.25		.07 12						
4.28	4.26	.03 12		.02 12					
5.22	5.20	.03 12		.03 12					
5.32	5.30			.03 12					

SR 305 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE-		-----WIDTH AND SURFACE INFORMATION-----						-----CLASSIFICATIONS-----																		
			:LEFT/RIGHT INDICATOR		-UXING-		NBR		DECREAS/DIV		INCREAS/UNDI		SPC																		
			: :		-XROAD-		LNS		SHD RDY SHD		MEDIAN-		SHD RDY SHD		LNS		RDY		MTCE		CITY		ST		LEGAL						
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T	
6.21	6.19									1	1	8A	11A		4A	UP	11A	8A		22	2	01	0058	U1		45	R	P			
6.33	6.31									1	1	8A	12A		12P	CU	12A	8A		24	2	01	0058	U1		45	R	P			
6.34	6.32		MISC FEATR	B		BUS PULLOUT																									
6.37	6.35		ROUNDAABOUT	L		NE ADAS WILL LN EB	PV	YS	Y																						
6.39	6.37		ROUNDAABOUT	L		NE ADAS WILL LN WB	PV	YS	Y																						
6.43	6.41									1	1	\$\$\$	\$\$\$		\$\$\$	\$\$\$	4A	22A	4A		22	2	01	0058	U1		45	R	P		
6.67	6.65		INTRSECTN	R		REITAN RD	CT		N																						
6.82	6.80		LEAVE CITY			BAINBRIDGE ISLAND				1	1						\$\$\$	26P	\$\$\$		26	2	01	\$\$\$\$	U1		45	R	\$		
			END CTLSEC			CONTROL SECTION 1831																									
			BEG CTLSEC			CONTROL SECTION 1835																									
			BEG BRIDGE	B		AGATE PASS	ST																								
						BRDG NUM 305/010																									
7.05	7.03		END BRIDGE	B		AGATE PASS				1	1						8A	24A	8A		24	2	01		U1		45	R			
			END CTLSEC			CONTROL SECTION 1835																									
			BEG CTLSEC			CONTROL SECTION 1833																									
			MP MARKER	R		7																									
7.09	7.07		ENT FROM	L		CLEARWATER CASINO	PV		Y																						
7.11	7.09		EXIT TO	L		CLEARWATER CASINO	PV		Y																						
7.14	7.12									1	1						\$\$\$	49A	8A		49	2	01		U1		45	R			
7.16	7.14		WYE CONN	R		SUQUAMISH WAY NE	CO		Y																						
7.17	7.15		MISC FEATR	R		BUS PULLOUT																									
7.19	7.17		INTRSECTN	B		SUQUAMISH WAY NE	CO	SG	Y	1	1						8A	24A	8A		24	2	01		U1		45	R			
7.33	7.31									1	1						8A	24A	8A		24	2	01		U1		50	R			
7.48	7.46		INTRSECTN	R		LAURA LOOP RD	CO		N																						
7.53	7.51		BEG SU LN	C		TWO WAY TURN	12A			1	1						8A	24A	8A	12	36	2	01		U1		50	R			
7.63	7.61		INTRSECTN	L		SANDY HOOK RD	CO		Y																						
			ENT/EXIT	R		MINI MART	PV		Y																						
7.80	7.78		END SU LN	C		TWO WAY TURN	12A			1	1						8A	24A	8A	\$\$\$	24	2	01		U1		50	R			
			INTRSECTN	R		CANDY LOOP RD NE	CO		Y																						
7.93	7.91		ENT/EXIT	L		MINI MART	PV		Y																						
8.00	7.98		MP MARKER	R		8																									

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
		LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
6.67	6.65			.02	11				
7.11	7.09				.05	13			
7.16	7.14		.08	12					
7.19	7.17	.03	12	.03	12	.03	12		
7.48	7.46			.03	12				
7.80	7.78			.04	12				
7.93	7.91	.04	12				.04	12	

DOT DISTRICT 3

INTERSECTION DETAIL		-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B ARM	L NEAR LGT	R NEAR LGT	L FAR LGT	R FAR LGT	LEFT LGT	L-CNTR LGT	R-CNTR LGT	RIGHT LGT
		WD	WD	WD	WD	WD	WD	WD	WD
8.35	8.33				.02				
8.80	8.78	.03	12	.03	12				
8.97	8.95		.02	.03	12		.03	12	
9.71	9.69		.03	12					
10.60	10.58		.01	12	.03	12	.03	12	

DOT DISTRICT 3

INTERSECTION DETAIL		-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B ARM	L NEAR LGT WD	R NEAR LGT WD	L FAR LGT WD	R FAR LGT WD	LEFT-- LGT WD	L-CNTR LGT WD	R-CNTR LGT WD	RIGHT- LGT WD
11.43	11.41	.06 12		.05 12					
11.67	11.65	.07 12		.07 12					
12.00	11.98	.05 12		.04 12	.05 12				
12.34	12.32	.05 13		.10 13	.05 12				
12.82	12.80	.10 12	.06 12	.14 24					
13.31	13.29	.06 12		.04 12	.06 12				

SR 305 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----												-----CLASSIFICATIONS-----														
:DIRECTION TO INVENTORY				-BRIDGE-		DECREAS/DIV			INCREAS/UNDI			SPC																		
: :LEFT/RIGHT INDICATOR				-UXING-		NBR	LFT	RHT	LFT			RHT	USE	TOT																
: :				-XROAD-		LNS	SHD	RDY	SHD	MEDIAN-			SHD	RDY	SHD	LNS	RDY	MTCE	CITY	ST	LEGAL									
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
13.32		13.30								2	2						8A	48A	8A		48	2	01	1010	U1		40	R	P	
13.34		13.32								2	2						8A	60A	8A		60	2	01	1010	U1		40	R	P	
13.43		13.41	WYE CONN	L		ON RAMP	ST		Y																					
13.45		13.43	ON RAMP	L		SR 3 N BND	ST		SG	Y																				
			OFF RAMP	R		SR 3 N BND	ST		SG	Y																				
13.51		13.49	UXING	B		SR 3 N BND	ST																							
						BRDG NUM 003/150E																								
13.52		13.50	UXING	B		SR 3 S BND	ST																							
						BRDG NUM 003/150W																								
			END CTLSEC			CONTROL SECTION 1833																								
			END ROUTE																											

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B ARM	LGT	WD	LGT	WD	LGT	WD	LGT	WD
-----		-----	-----	-----	-----	-----	-----	-----	-----
13.45	13.43			.04	12				

SR 307 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----							
				:DIRECTION TO INVENTORY	-BRIDGE-		DECREAS/DIV		INCRS/UNDI		SPC																
				: :LEFT/RIGHT INDICATOR	-UXING-		NBR	LFT	RHT			LFT	RHT	USE	TOT												
				: :	-XROAD-		LNS	SHD	RDY	SHD	MEDIAN-	SHD	RDY	SHD	LNS	RDY	MTCE	CITY	ST	SPEED	T	P	S				
SRMP	B	ARM	FEATURE	D LR	DESCRIPTION	OW TC L	D I	W/S	W/S	W/S	WD/S BR	W/S	W/S	W/S	WID	WID	A SE	NBR	FC	D	IB	R	K	T			
0.00	0.00		BEG ROUTE		MAIN ROUTE		1	1				2A	28A	8A		28	2	01	1010	U1				35	R	P	*
					SR 305 TO SR 104																						
			ENTER CITY		POULSB0																						
			BEG CTLSEC		CONTROL SECTION 1837																						
			BEG ST	I	BOND RD																						
			INTRSECTN	B	SR 305		ST	SG	Y																		
0.07	0.07		INTRSECTN	R	NE BERNT RD		CT		N	1	1		8A	26A	8A		26	2	01	1010	U1			35	R	P	*
0.08	0.08		BEG BRIDGE	B	DOGFISH CREEK		ST			1	1		\$W	68A	\$W		68	2	01	1010	U1			35	R	P	*
					BRDG NUM 307/001C																						
0.09	0.09		END BRIDGE	B	DOGFISH CREEK					1	1		8A	26A	8A		26	2	01	1010	U1			35	R	\$	*
0.10	0.10		LEAVE CITY		POULSB0					1	1		8A	26A	8A		26	2	01	\$\$\$\$	R1			35	R		*
0.19	0.19									1	1		3A	22A	3A		22	2	01		R1			35	R		*
0.40	0.40		INTRSECTN	R	LITTLE VALLEY RD NE		CO		Y																		
			INTRSECTN	L	BIG VALLEY RD NE		CO		Y																		
0.51	0.51		BEG BRIDGE	B	DOGFISH CREEK		ST																				
					BRDG NUM 307/002.25																						
0.52	0.52		END BRIDGE	B	DOGFISH CREEK																						
1.15	1.15									1	1		3A	22A	3A		22	2	01		R1			50	R		*
1.58	1.58		INTRSECTN	L	FOSS RD NE		CO		N																		
			INTRSECTN	R	PUGH RD NE		CO		N																		
1.67	1.67									1	1		7A	22A	7A		22	2	01		R1			50	R		*
1.93	1.93		INTRSECTN	L	FOSS RD NE		CO		N																		
2.00	2.00		MP MARKER	R	2																						
2.43	2.43		INTRSECTN	R	NE GUNDERSON RD		CO	SG	Y																		
			INTRSECTN	L	STOTTLEMEYER RD		CO	SG	Y																		
2.80	2.80		INTRSECTN	R	NE ROVA RD		CO		N																		
3.00	3.00		MP MARKER	R	3																						
3.08	3.08		INTRSECTN	B	NE SAWDUST HILL RD		CO		N																		
4.00	4.00		MP MARKER	R	4																						
4.14	4.14		INTRSECTN	L	STOTTLEMEYER RD		CO		N																		
4.21	4.21		INTRSECTN	R	NE MINDER RD		CO		N																		
4.51	4.51		EXIT TO	R	PORT GAMBLE RD NE		CO		N																		
4.52	4.52		ENT FROM	R	PORT GAMBLE RD NE		CO		N																		
4.54	4.54		ENT FROM	L	PORT GAMBLE RD NE		CO		N																		

INTERSECTION DETAIL

INTERSECTION DETAIL			-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B	ARM	L NEAR LGT WD	R NEAR LGT WD	L FAR LGT WD	R FAR LGT WD	LEFT-- LGT WD	L-CNTR LGT WD	R-CNTR LGT WD	RIGHT-- LGT WD
0.00	0.00				.07 14	.05 14				.09 14
0.40	0.40		.02 10		.02 10					
1.58	1.58		.03 11		.03 11					
2.43	2.43		.03 11	.10 12	.03 11					

SR 307 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----										
:DIRECTION TO INVENTORY				-BRIDGE-		DECREAS/DIV			INCREAS/UNDI			SPC																		
: :LEFT/RIGHT INDICATOR				-UXING-		NBR	LFT	RHT		LFT	RHT	USE	TOT																	
: :				-XROAD-		LNS	SHD	RDY	SHD	MEDIAN-	SHD	RDY	SHD	LNS	RDY	MTCE	CITY	ST	SPEED	T	P	S								
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
4.55	4.55		EXIT TO	L		PORT GAMBLE RD NE	C0		N	1	1						7A	22A	7A		22	2	01		R1	50	R	*		
5.00	5.00		MP MARKER	R		5																								
5.11	5.11		INTRSECTN	R		NE MINDER RD	C0		N																					
5.20	5.20								1	1							4A	34A	6A		34	2	01		R1	50	R	*		
5.25	5.25		END ST	I		BOND RD																								
			INTRSECTN	L		SR 104	ST	SG	Y																					
			END CTLSEC			CONTROL SECTION 1837																								
			END ROUTE																											

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B ARM	LGT	WD	LGT	WD	LGT	WD	LGT	WD
5.25	5.25	.03	12						

SR 308 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS----											
			:DIRECTION TO INVENTORY		-BRIDGE-		NBR		DECREAS/DIV		INCRS/UNDI		SPC		TOT															
			: :LEFT/RIGHT INDICATOR		-UXING-		LNS		LFT		RHT		LFT		RHT		USE		TOT											
			: :		-XROAD-		LNS		SHD		RDY		SHD		RDY		SHD		LNS		RDY		MTCE		CITY					
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T
0.00	0.00		BEG ROUTE			MAIN ROUTE				1	2						10A	36A	10A		36	2	01		U2		40	R		
			BEG CTLSEC			SR 3 TO NAVAL RES BDRY																								
			UXING	B		CONTROL SECTION 1810																								
						SR 3 SB				ST																				
0.01	0.01		UXING	B		BRDG NUM 003/140W				ST																				
						N-W RAMP				ST																				
						BRDG NUM 003/140N-W																								
0.02	0.02		UXING	B		SR 3 NB				ST																				
						BRDG NUM 003/140E																								
0.09	0.09		ON RAMP	R		SR 3				ST	Y																			
			OFF RAMP	L		SR 3				ST	Y																			
0.10	0.10		WYE CONN	L		SR 3 OFF RAMP				ST	Y																			
0.14	0.14											1	1				10A	24A	10A		24	2	01		U2		40	R		
0.15	0.15											1	1				10A	24A	10A		24	2	01		U2		50	R		
0.45	0.45		INTRSECTN	B		VINCENT RD NW				CO	N																			
1.00	1.00		MP MARKER	R		1																								
1.01	1.01		INTRSECTN	L		COX AVE NW				CO	N																			
1.24	1.24		INTRSECTN	L		VIKING WAY NW				CO	SG	Y	1	1			10A	24A	10A		24	2	01		U2		40	R		
			INTRSECTN	R		SILVERDALE WAY NW				CO	SG	Y																		
1.28	1.28		EXIT TO	R		BUSINESS				PV	N																			
1.29	1.29		ENT FROM	R		BUSINESS				PV	N																			
1.50	1.50											1	1				6A	22A	6A		22	2	01		U2		40	R		
1.52	1.52		WYE CONN	R		CENTRAL VALLEY RD NW				CO	Y																			
1.53	1.53		INTRSECTN	L		SCANDIA RD NW				CO	SG	Y																		
			INTRSECTN	R		CENTRAL VALLEY RD NW				CO	SG	Y																		
1.74	1.74											1	1				6A	22A	6A		22	2	01		U2		50	R		
2.00	2.00		MP MARKER	R		2																								
2.26	2.26		INTRSECTN	L		VIRGINIA LOOP RD				CO	N																			
2.41	2.41		INTRSECTN	R		NORBUT LN NE				CO	N																			
2.82	2.82		INTRSECTN	R		HAWK AVE NE				CO	Y																			
2.84	2.84											1	1				6A	22A	6A		22	2	01		U2		35	R		

INTERSECTION DETAIL

INTERSECTION DETAIL			-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B	ARM	L NEAR LGT WD	R NEAR LGT WD	L FAR LGT WD	R FAR LGT WD	LEFT-- LGT WD	L-CNTR LGT WD	R-CNTR LGT WD	RIGHT- LGTWD
0.09	0.09		.05 14							
0.10	0.10					.04 12				
0.45	0.45		.04 14		.03 14					
1.01	1.01		.03 14							
1.24	1.24		.03 14	.01 12	.03 14	.03 12				
1.28	1.28			.02 12						
1.52	1.52			.02 12						

SR 308 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

					-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----									
					:DIRECTION TO INVENTORY	-BRIDGE-		NBR		DECREAS/DIV			INCREAS/UNDI			SPC		TOT				LEGAL								
					: :LEFT/RIGHT INDICATOR	-UXING-		LFT		RHT					LFT		RHT		USE		RDY									
					: :	-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-			SHD		RDY		SHD		LNS		RDY			
SRMP	B	ARM	FEATURE	D LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T	
2.87	2.87								1	1						6A	22A	6A		22	2	01		U2		35	R			
2.89	2.89		INTRSECTN	R	TAGHOLM RD NE	CO		N																						
2.99	2.99		MP MARKER	R	3																									
3.00	3.00		INTRSECTN	R	BROWNSVILLE HWY NE	CO		N																						
3.01	3.01		WYE CONN	R	BROWNSVILLE HWY NE	CO		N																						
3.04	3.04								1	1						6A	24A	6A		24	2	01		U2		35	R			
3.06	3.06		BEG BRIDGE B		DOGFISH BAY	ST			1	1						\$W	36A	\$W		36	2	01		U2		35	R			
					BRDG NUM 308/051																									
3.08	3.08		END BRIDGE B		DOGFISH BAY				1	1						6A	22A	6A		22	2	01		U2		35	R			
3.17	3.17		WYE CONN	R	NAVAL UNDERSEA MUSEUM	MY		Y																						
3.18	3.18		INTRSECTN	R	NAVAL UNDERSEA MUSEUM	MY	SG	Y																						
3.24	3.24								1	1						6A	22A	6A		22	2	01		U2		25	R			
3.27	3.27		INTRSECTN	L	HARVARD AVE NE	CO		Y																						
3.35	3.35		INTRSECTN	L	POULSBO AVE	CO		Y																						
3.36	3.36		INTRSECTN	B	WASHINGTON AVE NE	CO		Y	1	1						10A	22A	2A		22	2	01		U2		25	R			
3.42	3.42		MISC FEATR B		NAVAL RESERVATION BNDRY																									
			END CTLSEC		CONTROL SECTION 1810																									
			END ROUTE																											

INTERSECTION DETAIL

				-----TURN LANES-----				-----ACCELERATION LANES-----			
				L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
				LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
				----	----	----	----	----	----	----	----
3.18	3.18					.02	11		.02	11	

SR 310 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----												
			:DIRECTION TO INVENTORY		-BRIDGE-		DECREAS/DIV		INCREAS/UNDI		SPC																				
			: :LEFT/RIGHT INDICATOR		-UXING-		NBR LFT RHT		LFT RHT		USE TOT																				
			: :		-XROAD-		LNS SHD RDY SHD		MEDIAN-		SHD RDY SHD		LNS RDY		MTCE		CITY		ST		SPEED		T P S								
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T	
0.00	0.00		BEG ROUTE			MAIN ROUTE				2	2						C	78A	C		78	2	01	0115	U1		35	R	P	*	
						SR 3 TO SR 304																									
			ENTER CITY			BREMERTON																									
			BEG CTLSEC			CONTROL SECTION 1811																									
			BEG ST	I		KITSAP WAY																									
			UXING	B		SR 3 SB									ST																
						BRDG NUM 003/118W																									
			MISC FEATR	R		BUS PULLOUT																									
0.01	0.01		UXING	B		SR 3 NB									ST																
						BRDG NUM 003/118E																									
0.04	0.04		OFF RAMP	L		SR 3 NB									ST	SG	Y														
			ON RAMP	R		SR 3 NB									ST	SG	Y														
0.05	0.05		WYE CONN	L		OFF RAMP									ST		Y														
			WYE CONN	R		ON RAMP									ST		Y														
0.10	0.10		WYE CONN	R		SHOREWOOD DR									CT		Y														
0.11	0.11		BEG SU LN	R		BICYCLE	06A					2	2					C	58A	C	18	76	2	01	0115	U1		35	R	P	*
			BEG SU LN	C		TWO WAY TURN	12A																								
			INTRSECTN	B		SHOREWOOD DR									CT	SG	Y														
0.16	0.16		BEG SU LN	L		BICYCLE	06A					2	2					C	52A	C	24	76	2	01	0115	U1		35	R	P	*
0.20	0.20		END SU LN	C		TWO WAY TURN	12A					2	2					C	64A	C	12	76	2	01	0115	U1		35	R	P	*
			INTRSECTN	R		OSTRICH BAY AVE									CT	SG	Y														
			ENT/EXIT	L		BUSINESS									PV	SG	Y														
0.25	0.25		BEG SU LN	C		TWO WAY TURN	12A					2	2					C	52A	C	24	76	2	01	0115	U1		35	R	P	*
0.28	0.28		INTRSECTN	L		WESLON PL									CT		Y														
0.46	0.46		INTRSECTN	L		LOWER OYSTER BAY AVE									CT		Y														
0.54	0.54		END SU LN	C		TWO WAY TURN	12A					2	2					C	70A	C	12	82	2	01	0115	U1		35	R	P	*
			INTRSECTN	R		OYSTER BAY AVE									CT	SG	Y														
0.60	0.60		BEG SU LN	C		TWO WAY TURN	12A					2	2					C	58A	C	24	82	2	01	0115	U1		35	R	P	*
0.63	0.63		INTRSECTN	L		FORREST AVE									CT		Y														
0.66	0.66		MISC FEATR	B		PED XING																									
0.71	0.71		INTRSECTN	R		PERSHING AVE									CT		Y														

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B	ARM	L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR
			LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD
0.04	0.04		.03	11					
0.05	0.05					.06	12		
0.10	0.10			.01	12				
0.11	0.11		.03	12		.03	11		
0.20	0.20			.03	11	.04	11		
0.28	0.28					.02	12		
0.54	0.54			.02	11	.03	12		

SR 310 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

			:DIRECTION TO INVENTORY		-BRIDGE			-----WIDTH AND SURFACE INFORMATION-----						-----CLASSIFICATIONS-----																		
			: :LEFT/RIGHT INDICATOR		-UXING-			NBR	LFT	RHT	DECREAS/DIV			INCRS/UNDI			SPC	TOT				LEGAL										
			: :		-XROAD-			LNS	SHD	RDY	SHD	MEDIAN-			LFT	RDY	SHD	LNS	RDY	MTCE	CITY	ST	SPEED	T	P	S						
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T		
0.74	0.74		END SU LN	C		TWO WAY TURN	12A			2	2									C	70A	C	12	82	2	01	0115	U1	35	R	P	*
0.78	0.78		WYE CONN	R		NATIONAL AVE			CT		Y																					
0.80	0.80		ENT/EXIT	L		BUSINESS			PV	SG	Y	2	2																			
			INTRSECTN	R		NATIONAL AVE			CT	SG	Y																					
0.85	0.85		BEG SU LN	C		TWO WAY TURN	12A					2	2																			
0.88	0.88																															
0.93	0.93																															
0.99	0.99		END SU LN	C		TWO WAY TURN	12A					2	2																			
1.04	1.04		INTRSECTN	R		ADELE AVE			CT	SG	Y																					
			INTRSECTN	L		MARINE DR			CT	SG	Y																					
1.08	1.08		BEG SU LN	C		TWO WAY TURN	12A					2	2																			
1.13	1.13		INTRSECTN	L		MORGAN NW RD			CT		Y																					
1.14	1.14		MP MARKER	R		1																										
1.27	1.27		INTRSECTN	R		WILBERT AVE			CT		Y																					
1.28	1.28		INTRSECTN	L		CORBET DR			CT		Y	2	2																			
1.29	1.29		INTRSECTN	L		13TH ST			CT		Y																					
1.33	1.33		END SU LN	R		BICYCLE	06A					2	2																			
1.35	1.35		END SU LN	C		TWO WAY TURN	12A					2	2																			
1.37	1.37		END SU LN	L		BICYCLE	06A					2	2																			
1.39	1.39											2	2																			
1.41	1.41		INTRSECTN	R		11TH ST			CT		Y																					
1.44	1.44		INTRSECTN	L		11TH ST			CT	SG	Y																					
1.56	1.56		INTRSECTN	R		N CAMBRIAN AVE			CT		Y	2	2																			
1.66	1.66		INTRSECTN	B		WYCOFF AVE			CT	SG	Y																					
1.68	1.68		END ST	I		KITSAP WAY																										
			BEG ST	I		6TH ST																										
			INTRSECTN	R		6TH ST			CT		Y																					
1.71	1.71		END ST	I		6TH ST						1	1																			
			BEG ST	I		CALLOW AVE																										
			INTRSECTN	L		CALLOW AVE			CT	SG	Y																					

INTERSECTION DETAIL

INTERSECTION DETAIL			-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B	ARM	L NEAR LGT	R NEAR WD	L FAR LGT	R FAR WD	LEFT-- LGT	L-CNTR WD	R-CNTR LGT	RIGHT- WD
0.78	0.78			.02 11						
0.80	0.80		.03 12		.02 12					
1.04	1.04		.04 12	.03 11	.03 12	.04 11				
1.13	1.13					.01 11				
1.27	1.27			.03 11						
1.44	1.44		.06 23							
1.56	1.56				.03 12			.02 12		
1.66	1.66		.04 12	.03 12	.01 12					

SR 310 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

				-----WIDTH AND SURFACE INFORMATION-----																-----CLASSIFICATIONS-----													
:DIRECTION TO INVENTORY				-BRIDGE		DECREAS/DIV				INCREAS/UNDI				SPC																			
: :LEFT/RIGHT INDICATOR				-UXING-		NBR		LFT		RHT		LFT		RHT		USE		TOT															
: :				-XROAD-		LNS		SHD		RDY		SHD		MEDIAN-		SHD		RDY		SHD		LNS		RDY		MTCE		CITY		ST		LEGAL	
SRMP	B	ARM	FEATURE	D	LR	DESCRIPTION	OW	TC	L	D	I	W/S	W/S	W/S	WD/S	BR	W/S	W/S	W/S	WID	WID	A	SE	NBR	FC	D	IB	R	K	T			
1.71	1.71		INTRSECTN	L		6TH ST	CT	SG	Y	1	1						C	44P	C		44	2	01	0115	U1	25	L	P	*				
1.73	1.73									1	1						C	44P	C		44	2	01	0115	U1	25	L	B	*				
1.77	1.77		MISC FEATR	B		PED XING																											
1.81	1.81									1	1						C	44P	C		44	2	01	0115	U1	25	L	L	*				
1.84	1.84		END ST	I		CALLOW AVE																											
			INTRSECTN	R		BURWELL ST	CT	SG	Y																								
			INTRSECTN	L		SR 304-BURWELL ST	ST	SG	Y																								
			END CTLSEC			CONTROL SECTION 1811																											
			END ROUTE																														

INTERSECTION DETAIL

		-----TURN LANES-----				-----ACCELERATION LANES-----			
		L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
SRMP	B ARM	LGT	WD	LGT	WD	LGT	WD	LGT	WD
1.71	1.71	.02	12	.02	12				

APPENDIX D

County Road Log and County Six-Year TIP

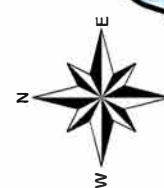
Kitsap County Road Atlas

Legend

- | | | |
|--|----------------------------------|------------------------------|
| | End of Maintenance | Roads By Jurisdiction |
| | Helicopter Ports | Private |
| | Airports | Military Road |
| | Fire Station Facilities | Unmaintained |
| | School Locations | County |
| | Park & Ride Lots | City / Other Agency |
| | Marinas | State |
| | Trail Locations | Complex Situations |
| | Railroad Lines | One Way Roads |
| | Ferry Routes | PLSS Subdivision Lines |
| | Road District Boundaries | WA DNR 2012 Stream Hydrology |
| | Bridges | Pits & Quarries |
| | Stormwater Facilities | Military |
| | 36-27N-1E Section-Township-Range | Reservation Boundaries |
| | County Road Shops | Parks & State Forests |
| | | City Boundaries |

The Road Atlas is an internal publication of Kitsap County Public Works and intended for use by employees of Kitsap County. Every effort is made to ensure the accuracy of this publication. The publisher shall have no liability for errors or omissions. Maps prepared by Andy Bradford, Road Maintenance Division. Publication Date: July 2024

Data current as of April 2024



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,

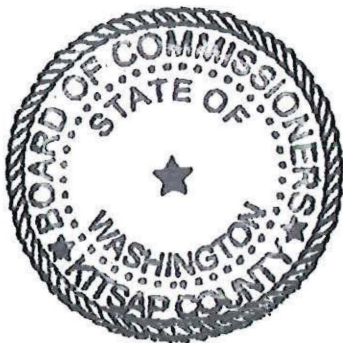
WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 24th day of November, 2025.

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

KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP

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

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

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

Improvement Type Codes

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

Funding Status

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

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

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

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

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

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

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

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

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

STP funds have regional allocation through PSRC. Then PSRC sub-allocates funds by county region based on the percentage of the population. The Kitsap (Cities and County) allocation is typically around 6.5% of the STP funds allocated to PSRC. (6.4% in 2022)

RAP, CAPP ... Other & State or Other Funds These two columns refer to the various funding sources and their amounts. A listing of these sources and their descriptions follows:

SEPA these are fees collected from land development projects for mitigation of site specific impacts identified during the land use approval process. These fees can only be used for projects that are specifically identified during the land use process.

RAP This abbreviation refers to the Rural Arterial Program. The Rural Arterial Program (RAP) was established in 1983 to provide funding to counties for improvements on rural major and minor collector arterials. This program is administered by the County Road Administration Board (CRAB). The program utilizes a portion of the Motor Vehicle Fuel Tax to finance projects and generates approximately \$31 million dollars each biennium. Proposed Kitsap County projects are rated in conjunction with proposed projects from other counties in the CRAB's Northwest Region (NWR). Proposed projects are rated according to several factors including accident history, roadway alignment, traffic volume, roadway structural condition and service to the community. The NWR consists of Kitsap, Clallam, Jefferson, Whatcom, Skagit, Island, and San Juan Counties.

TIB This abbreviation refers to the Transportation Improvement Board which administers the Transportation Improvement Account and Urban Arterial Trust Account.

The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1.5 cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects selected for funding must be attributable to congestion caused by economic development or growth; consistent with state, regional and local transportation plans (including transit and rail); and be partially funded by local contributions.

The Urban Arterial Trust Account (UATA) program was established in 1967. The intent of the UATA program is to improve the urban arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the State.

Projects are eligible for cost reimbursement up to 80 percent with higher priority given to those projects with local contributions (including private sector financing) greater than 20 percent.

DOT This abbreviation refers to participation by the State Department of Transportation in projects that involve County Roads and State Highways. These funds are programmed dollars which are listed in the State DOT 6-year and biennial highway construction programs.

STORM Stormwater Utility Funds come from local revenue generated through a fee assessed to all developed land within unincorporated Kitsap County. The revenue is used to plan, manage, construct, maintain Stormwater management facilities within Kitsap County and carry out activities as allowed under RCW 36.89.

CRID All counties have the authority to create County Road Improvement Districts (RCW 36.88) for the acquisition of rights of way and improvement of county roads. Such counties have the authority to levy and collect special assessments against the real property specially benefited thereby for the purpose of paying the whole or any part of the cost of such acquisition of rights of way, construction, or improvement.

TBD It is the intent of the legislature to encourage joint efforts by the state, local governments, and the private sector to respond to the need for transportation improvements on state highways, county roads, and city streets. This is achieved by allowing cities, towns, and counties to establish Transportation Benefit Districts in order to respond to the special transportation needs and economic opportunities resulting from private sector development for the public good. The legislature also seeks to facilitate the equitable participation of private developers whose developments may generate the need for those improvements in the improvement costs.

Grant This project will be submitted to a grant process at a later date.

Grant(A) This project was submitted to a grant process and the results are not yet known.

Grant(C) This project was submitted to a grant process, was not chosen, but remains on a contingency list.

Impact Fees this column denotes the portion of Development Impact Fees which are set aside for road improvements from the fees collected under the County's impact fee ordinance. Impact fees are collected to offset system wide impacts that are created by development, which cannot specifically be attributed to a specific land development project.

Local Funds this column shows the amount of local funds which are to be used on a project. These funds come primarily from the property tax road levy, and the County's share of the State Motor Vehicle Fuel Tax (gas tax) as well as minor contributions from other sources that amount to approximately 1% of the road fund annual revenues.

Total this column reflects the total amount of funding required for each phase. This represents the total estimated project cost for that phase. You will also notice that there is a Total row at the bottom of each project. This row totals the amount of funding from the various sources for the entire project.

Expenditure Schedule These six columns represent the estimated total dollar amounts to be spent on a particular project phase in a given year. Some projects will have expenditures before and/or after the time period of the six-year TIP which are not shown here.

Environmental Data Type For Federally funded projects the type of environmental documentation required for the project is indicated as follows:

EIS=Environmental Impact Statement
EA=Environmental Assessment
CE=Categorical Exclusion

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 PHASE	FUND STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS																		FED. PROJ. ONLY
								FUNDING SOURCE INFORMATION																		
								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																	
																			YEAR 1 2026	YEAR 2 2027	YEAR 3 2028	YEAR 4 2029	YEAR 5 2030	Year 6 2031	ENVIRO TYPE ROW REQ. 2 DATE COMPLETE	
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						170	170	170											
					Total								170	170	170											
2	50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	RC	0.80		P.E.															CE Y 5/27						
					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.															CE Y 6/24						
					S	1/20																				
					R/W	S	1/22																			
					Const.	S	2/25			1B 21-22,	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										
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.							100		100	100					CE Y 6/24						
					R/W	S	1/25					90		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.							51		349	400	200				CE Y 5/27						
					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								

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Resolution No. ____-2025

TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	TIF District	PROJECT COSTS IN THOUSANDS OF DOLLARS																			FED. PROJ. ONLY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

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13	56791 MP 0.29-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3694 <u>Ridgetop - Mickelberry to Myhre Phase 1</u> Midblock to NW Myhre Road Widen to 4 lanes, sidewalks, bike lanes	RC	0.47	2	P.E.	S	8/19	STP 21	86				14		100	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														</

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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															
								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														
19	79770 MP 0.00-0.13 / 79775 MP 0.00-0.16 Nonfreight CRP# 1645 <u>STO - Port Gamble Trail Segments AE</u> Construct paved shared use path along Carver Dr and into Port Gamble	P&T	0.50		P.E.	S	1/21				250				250								
					R/W	S	1/23				50				50								
					Const.	P	4/26			Grant	3000				3000						3000		
					Total						3300				3300						300	3000	
20	33210 MP 0.10-0.20 Non-truck CRP# 2635 <u>Burley Creek at Spring Creek Road</u> Joint project with WSDOT for fish barrier remediation at culvert #29630	FP	0.10		P.E.																		
					R/W																		
					Const.	S		PROTECT	4167						4167						1667	2500	
					Total				4167						4167						1667	2500	
21	22450 MP 0.30-0.35 T4 CRP# 2632 <u>Sunnyslope Road, Fish Passage Culverts #100703, #100704, and #100705</u> Replacing three small culverts with one large concrete box culvert	FP	0.05		P.E.	S	5/25							184	184	20	82	82					
					R/W	S	8/25				18			12	30			30					
					Const.	P	6/26			RAP	1095			122	1217					1217			
					Total						1113			318	1431	20	82	112	1217				
22	70810 MP 0.25-0.28 Nonfreight <u>Sam Snyder Creek Culverts #15793 & #15794</u> On Lemolo Shore Drive replace culverts with fish-passable structure	FP	0.03		P.E.	P	1/26	Grant-A	749						749		374	374					
					R/W	P	1/28	Grant-A	170						170					170			
					Const.	P	6/29	Grant-A	3059						3059						1530	1530	
					Total				3978						3978		374	374		170	1530	1530	
23	86671 MP 0.79-1.32 T3 CRP# 1643 <u>West Kingston - Bridge to Middle School</u> Add bike lane and sidewalk to north side of road	SW	0.53	1	P.E.	P	11/25							267	267			10	100	157			
					R/W	P	1/26							60	60					10	50		
					Const.	P	4/29	Grant	1826					274	2100							2100	
					Total				1826					601	2427							2100	
24	89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 Nonfreight CRP# 1638 <u>Norwegian Point Restoration</u> Replace culvert 16118 with large box culvert	FP	0.10		P.E.	S	1/23								10	10	10						
					R/W																		
					Const.																		
					Total										10	10	10						

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

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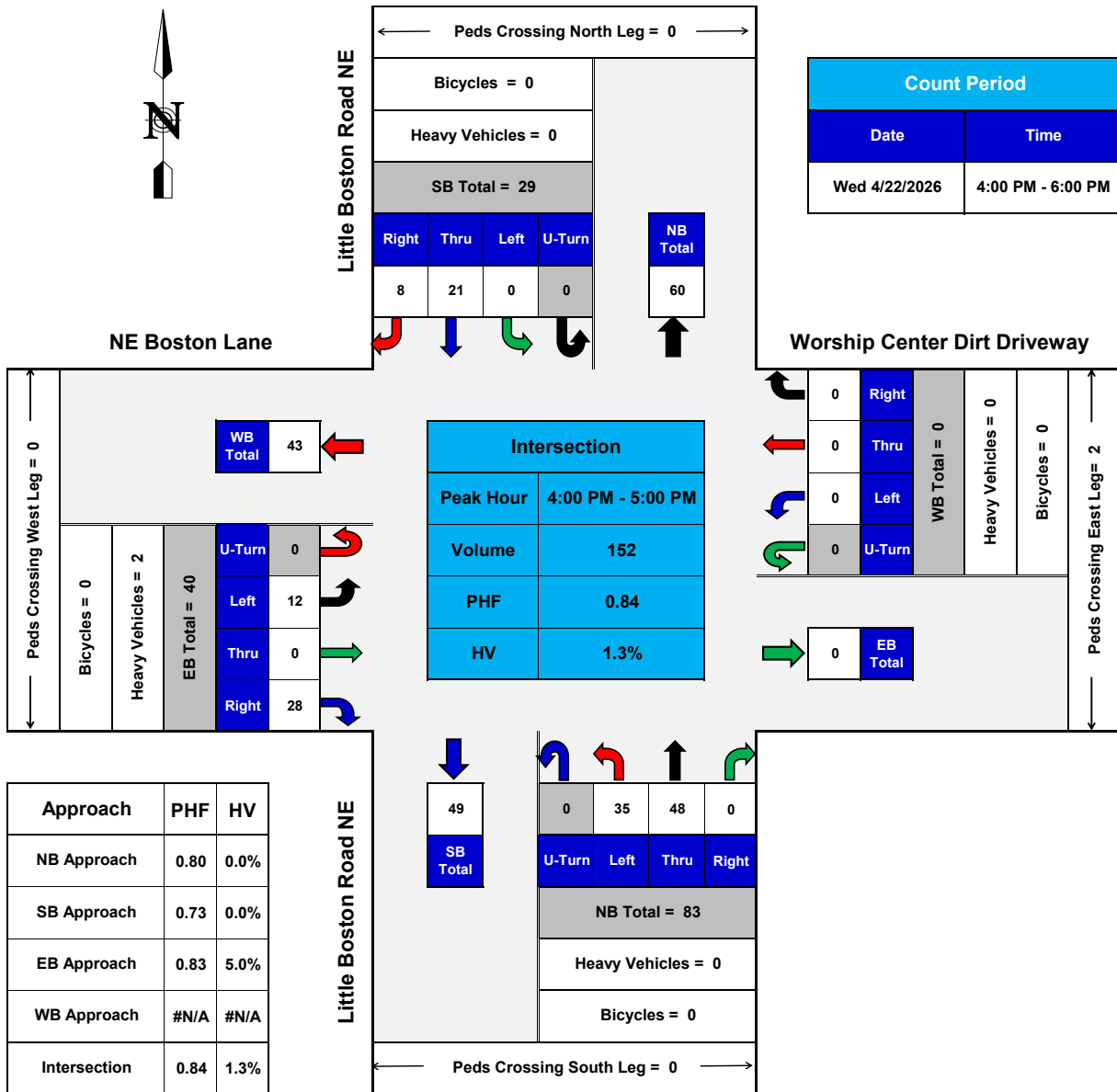
TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	TIF District	PROJECT COSTS IN THOUSANDS OF DOLLARS																		FED. PROJ. ONLY		
					PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUNDS		FUNDING SOURCE INFORMATION														TOTAL	
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS											
32	CRP# 3700 <u>Code Green</u> Traffic Signal optimizations software	CPTY	NA		P.E.																				
					R/W																				
					Const.	S	11/25	HSIP	484					801	1285	1285									
					Total				484					801	1285	1285									
33	CRP# 1632 <u>North Kitsap Service Center</u> New North Road Shop	Other	N/A		P.E.																				
					R/W																				
					Const.	S	1/22							3152	3152	3152									
					Total									3152	3152	3152									
34	<u>Various Locations</u> CRP# 5044 <u>County Wide ADA and Non-Motorized Improvements</u> Sidewalks and pedestrian ramps at various locations	SW	00		P.E.	S																			
					R/W																				
					Const.	S	varies							120	120	20	20	20	20	20	20	20			
					Total									120	120	20	20	20	20	20	20	20			
35	<u>Various Locations</u> CRP# 5046 <u>County Wide Safety Improvements</u> Spot improvements for guardrail and traffic safety improvements, including	Other	N/A		P.E.	S																			
					R/W	S																			
					Const.	S	varies							120	120	20	20	20	20	20	20	20			
					Total									120	120	20	20	20	20	20	20	20			
									60126			27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664			
									P.E.			3107			1618	151	1367	796	7039	1892	1951	2032	560	437	167
									R/W			5562			223	90	2610	166	8651	5401	2690	230	230	100	
									Const.			51458			25837	2134	6991	8221	94641	29000	8029	18478	20401	6236	12497
									Total			60126			27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664

APPENDIX E

Turning Movement Traffic Counts and Diagrams

Little Boston Road NE @ NE Boston Lane

Port Gamble, WA



TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: Little Boston Road NE @ NE Boston Lane
Port Gamble, WA

DATE OF COUNT: Wed. 4/22/2026

COUNTED BY: TDG

START OF COUNT: 4:00 PM

DATE OF REDUCTION: 4/23/2026

TIME OF COUNT: 4:00 PM - 6:00 PM

DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON (Southbound)							FROM SOUTH ON (Northbound)							FROM EAST ON (Westbound)							FROM WEST ON (Eastbound)							INTERVAL TOTALS
	Little Boston Road NE							Little Boston Road NE							Worship Center Dirt Driveway							NE Boston Lane							
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
04:15 PM	0	0	0	0	0	5	1	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6	29
04:30 PM	0	0	0	0	0	4	3	0	0	0	0	9	11	0	0	0	0	0	0	0	0	0	0	1	0	3	0	6	36
04:45 PM	0	0	0	0	0	4	2	0	0	0	0	9	15	0	1	0	0	0	0	0	0	0	0	0	0	4	0	8	42
05:00 PM	0	0	0	0	0	8	2	0	0	0	0	10	16	0	1	0	0	0	0	0	0	0	0	1	0	1	0	8	45
05:15 PM	0	0	0	0	0	5	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4	21
05:30 PM	0	0	0	0	0	6	1	0	0	1	0	7	5	0	0	0	0	0	0	0	0	4	0	0	0	2	0	5	26
05:45 PM	0	0	0	0	0	6	0	0	0	2	0	12	5	0	0	0	0	0	0	0	0	4	0	1	0	0	0	8	31
06:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11
PEAK HOUR TOTALS	0	0	0	0	0	21	8	0	0	0	0	35	48	0	2	0	0	0	0	0	0	0	0	2	0	12	0	28	INTERSECTION
ALL MOVEMENTS				29							83							0							40				152
% HV			0.0%							0.0%							#N/A							5.0%					1.3%
PEAK HOUR FACTOR				0.73							0.80							#N/A							0.83				0.84

HV = Heavy Vehicle

PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR:

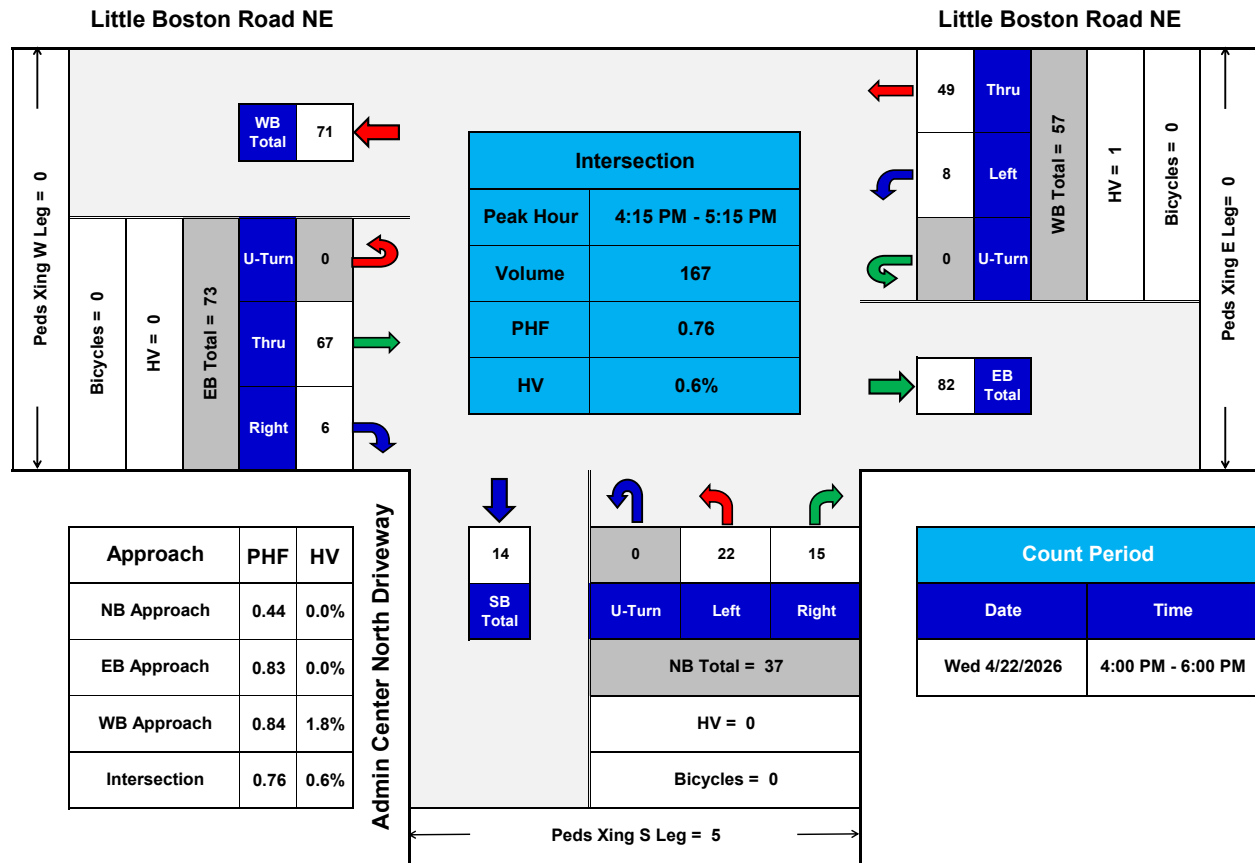
4:00 PM - 5:00 PM

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON (Southbound) Little Boston Road NE							FROM SOUTH ON (Northbound) Little Boston Road NE							FROM EAST ON (Westbound) Worship Center Dirt Driveway							FROM WEST ON (Eastbound) NE Boston Lane							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	0	0	0	0	0	21	8	0	0	0	0	35	48	0	2	0	0	0	0	0	0	0	0	2	0	12	0	28	152
4:15 PM - 5:15 PM	0	0	0	0	0	21	7	0	0	0	0	34	48	0	2	0	0	0	0	0	0	5	0	2	0	8	0	26	144
4:30 PM - 5:30 PM	0	0	0	0	0	23	5	0	0	1	0	32	42	0	2	0	0	0	0	0	0	9	0	1	0	7	0	25	134
4:45 PM - 5:45 PM	0	0	0	0	0	25	3	0	0	3	0	35	32	0	1	0	0	0	0	0	0	13	0	2	0	3	0	25	123
5:00 PM - 6:00 PM	0	0	0	0	0	19	2	0	0	3	0	25	18	0	0	0	0	0	0	0	0	13	0	1	0	2	0	23	89
4:00 PM - 6:00 PM Total:	0	0	0	0	0	40	10	0	0	3	0	60	66	0	2	0	0	0	0	0	0	13	0	3	0	14	0	51	241



Little Boston Road NE @ Admin Center North Driveway
Port Gamble, WA



TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY





INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: Little Boston Road NE @ Admin Center North Driveway
Port Gamble, WA

DATE OF COUNT: Wed. 4/22/2026

COUNTED BY: TDG

START OF COUNT: 4:00 PM

DATE OF REDUCTION: 4/23/2026

TIME OF COUNT: 4:00 PM - 6:00 PM

DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON (Southbound)							FROM SOUTH ON (Northbound)							FROM EAST ON (Westbound)							FROM WEST ON (Eastbound)							INTERVAL TOTALS
	Admin Center North Driveway							Little Boston Road NE							Little Boston Road NE														
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	14	0	0	0	0	0	11	2	28	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	1	0	3	7	0	0	0	0	0	19	3	37	
04:45 PM	0	0	0	0	0	0	0	4	0	0	0	15	0	6	0	0	0	0	2	15	0	0	0	0	0	16	1	55	
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	4	0	0	0	0	1	15	0	0	0	0	0	20	2	44	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	2	12	0	0	0	0	0	12	0	31	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8	0	0	0	1	0	10	0	20	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	16	0	0	0	0	0	14	1	34	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	2	0	10	
PEAK HOUR TOTALS	0	0	0	0	0	0	0	5	0	0	0	22	0	15	0	0	1	0	8	49	0	0	0	0	0	67	6	INTERSECTION	
ALL MOVEMENTS				0							37							57							73				167
% HV			#N/A							0.0%					1.8%					0.0%					0.6%				
PEAK HOUR FACTOR				#N/A							0.44							0.84							0.83				0.76

HV = Heavy Vehicle

PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR:

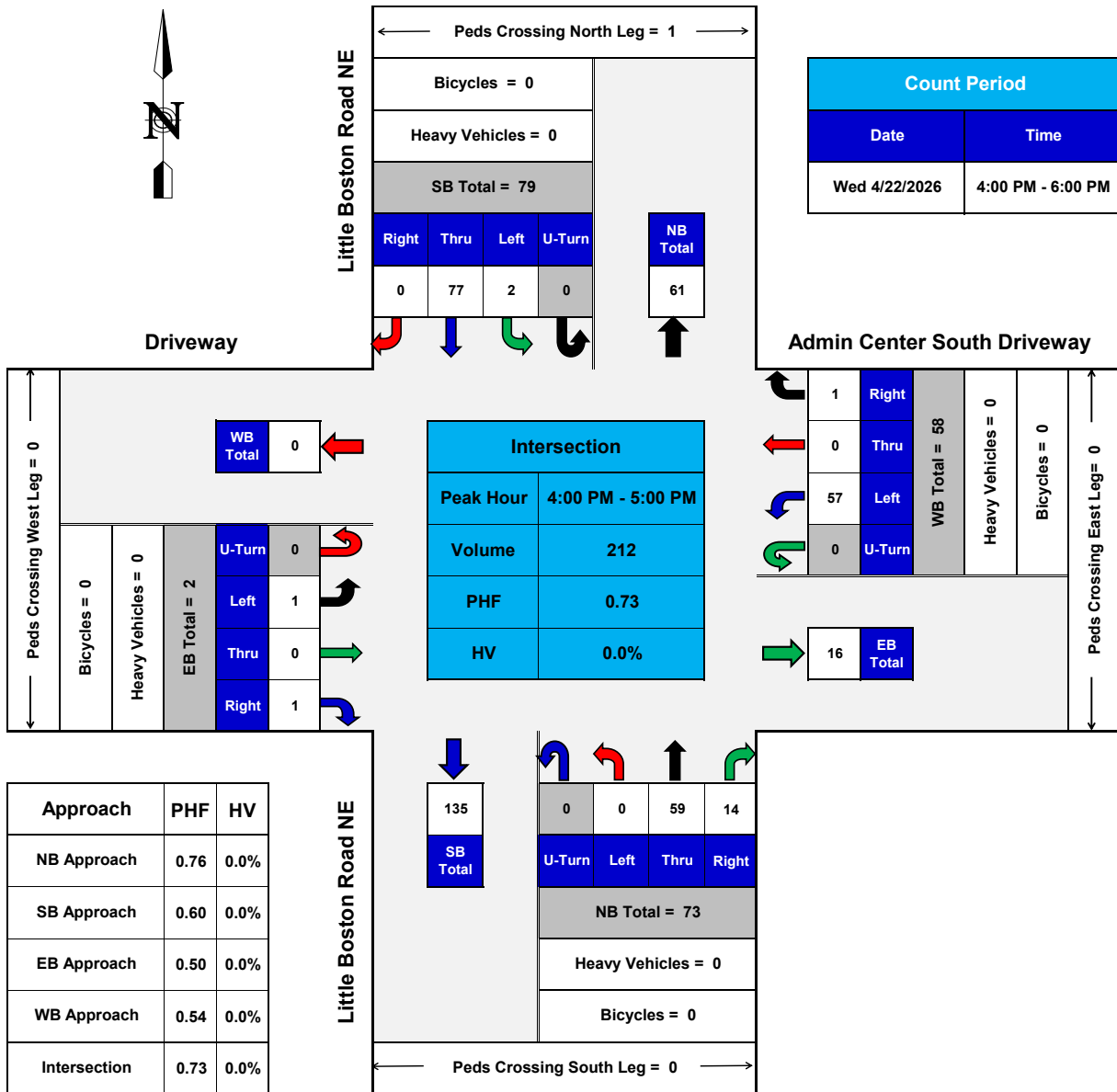
4:15 PM - 5:15 PM

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON (Southbound)							FROM SOUTH ON (Northbound) Admin Center North Driveway							FROM EAST ON (Westbound) Little Boston Road NE							FROM WEST ON (Eastbound) Little Boston Road NE							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	5	0	0	0	20	0	13	0	0	1	0	6	51	0	0	0	0	0	66	8	164	
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	5	0	0	0	22	0	15	0	0	1	0	8	49	0	0	0	0	0	67	6	167	
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	5	0	0	0	21	0	12	0	0	0	0	6	50	0	0	0	1	0	58	3	150	
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	1	0	0	0	6	0	9	0	0	0	0	4	51	0	0	0	1	0	56	3	129	
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	4	43	0	0	0	1	0	38	1	95	
4:00 PM - 6:00 PM Total:	0	0	0	0	0	0	0	5	0	0	0	24	0	18	0	0	1	0	10	94	0	0	0	1	0	104	9	259	

Little Boston Road NE @ Admin Center South Driveway

Port Gamble, WA



PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY



TRAFFIC DATA GATHERING



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: Little Boston Road NE @ Admin Center South Driveway
Port Gamble, WA

DATE OF COUNT: Wed. 4/22/2026

COUNTED BY: TDG

START OF COUNT: 4:00 PM

DATE OF REDUCTION: 4/23/2026

TIME OF COUNT: 4:00 PM - 6:00 PM

DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON (Southbound)							FROM SOUTH ON (Northbound)							FROM EAST ON (Westbound)							FROM WEST ON (Eastbound)							INTERVAL TOTALS
	Little Boston Road NE							Little Boston Road NE							Admin Center South Driveway							Driveway							
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
04:15 PM	0	0	0	0	0	14	0	0	0	0	0	0	13	3	0	0	0	0	14	0	0	0	0	0	0	0	0	0	44
04:30 PM	0	0	0	0	0	10	0	0	0	0	0	0	16	5	0	0	0	0	7	0	0	0	0	0	0	0	0	38	
04:45 PM	1	0	0	0	2	31	0	0	0	0	0	0	9	3	0	0	0	0	27	0	0	0	0	0	0	1	0	73	
05:00 PM	0	0	0	0	0	22	0	0	0	0	0	0	21	3	0	0	0	0	9	0	1	0	0	0	0	0	1	57	
05:15 PM	0	0	0	0	0	23	0	0	0	0	0	0	10	1	0	0	0	0	7	0	2	0	0	0	0	0	0	43	
05:30 PM	0	0	0	0	0	8	0	0	0	1	0	1	9	0	0	0	0	0	5	0	3	0	0	0	0	0	0	26	
05:45 PM	1	0	0	0	1	14	0	0	0	0	0	0	13	2	0	0	0	0	2	0	1	0	0	0	0	0	0	33	
06:00 PM	0	0	0	0	0	9	0	0	0	0	0	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	0	18	
PEAK HOUR TOTALS	1	0	0	0	2	77	0	0	0	0	0	0	59	14	0	0	0	0	57	0	1	0	0	0	1	0	1	INTERSECTION	
ALL MOVEMENTS				79							73							58							2				212
% HV			0.0%							0.0%							0.0%							0.0%					0.0%
PEAK HOUR FACTOR				0.60							0.76							0.54							0.50				0.73

HV = Heavy Vehicle

PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR:

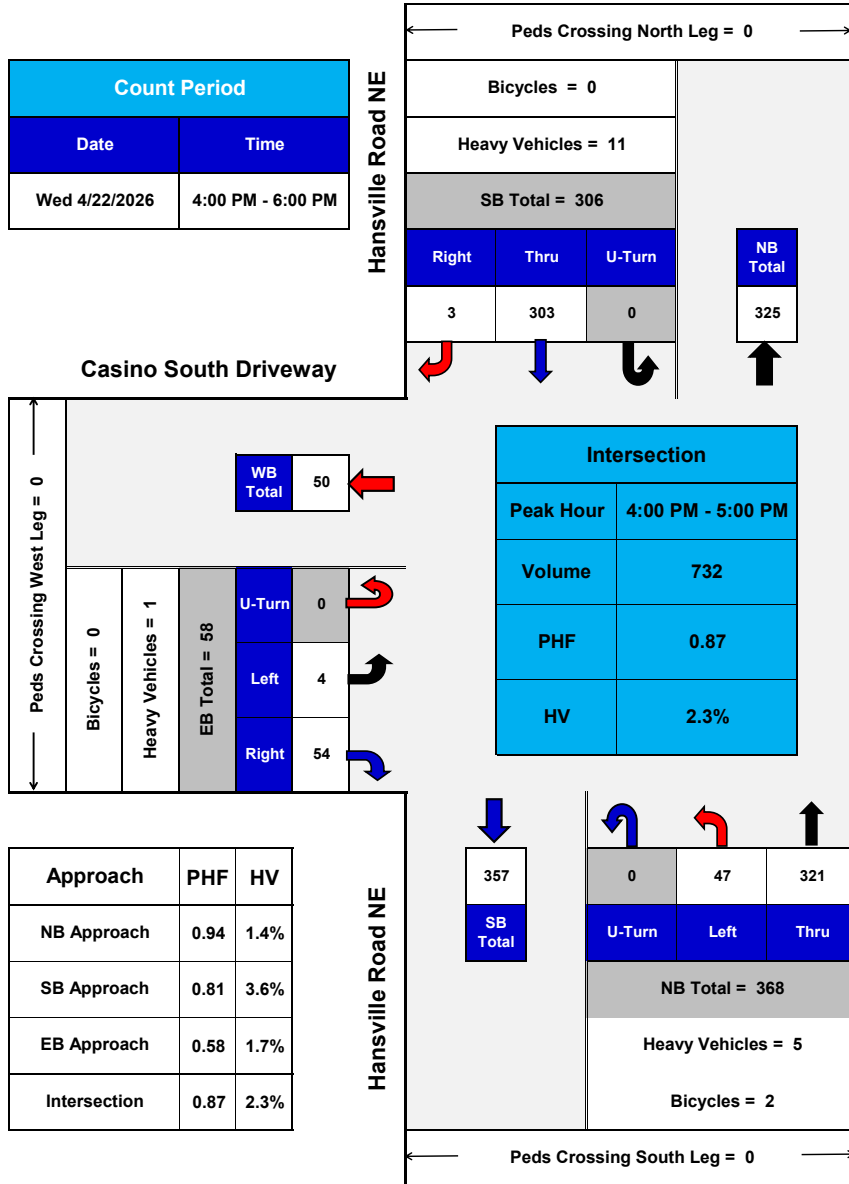
4:00 PM - 5:00 PM

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON (Southbound)							FROM SOUTH ON (Northbound)							FROM EAST ON (Westbound)							FROM WEST ON (Eastbound)							INTERVAL TOTALS
	Little Boston Road NE							Little Boston Road NE							Admin Center South Driveway							Driveway							
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	1	0	0	0	2	77	0	0	0	0	0	0	59	14	0	0	0	0	57	0	1	0	0	0	0	1	0	1	212
4:15 PM - 5:15 PM	1	0	0	0	2	86	0	0	0	0	0	0	56	12	0	0	0	0	50	0	3	0	0	0	0	1	0	1	211
4:30 PM - 5:30 PM	1	0	0	0	2	84	0	0	0	1	0	1	49	7	0	0	0	0	48	0	6	0	0	0	0	1	0	1	199
4:45 PM - 5:45 PM	1	0	0	0	1	67	0	0	0	1	0	1	53	6	0	0	0	0	23	0	7	0	0	0	0	0	0	1	159
5:00 PM - 6:00 PM	1	0	0	0	1	54	0	0	0	1	0	1	38	5	0	0	0	0	15	0	6	0	0	0	0	0	0	0	120
4:00 PM - 6:00 PM Total:	2	0	0	0	3	131	0	0	0	1	0	1	97	19	0	0	0	0	72	0	7	0	0	0	0	1	0	1	332

Hansville Road NE @ Casino South Driveway

Port Gamble, WA



PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY



TRAFFIC DATA GATHERING



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: Hansville Road NE @ Casino South Driveway
Port Gamble, WA

DATE OF COUNT: Wed. 4/22/2026

COUNTED BY: TDG

START OF COUNT: 4:00 PM

DATE OF REDUCTION: 4/23/2026

TIME OF COUNT: 4:00 PM - 6:00 PM

DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON (Southbound)							FROM SOUTH ON (Northbound)							FROM EAST ON (Westbound)							FROM WEST ON (Eastbound)							INTERVAL TOTALS				
	Hansville Road NE							Hansville Road NE														Casino South Driveway											
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right					
04:15 PM	0	0	4	0	0	93	1	0	0	1	0	14	77	0	0	0	0	0	0	0	0	0	0	1	0	0	0	25	210				
04:30 PM	0	0	3	0	0	67	0	0	2	0	0	8	86	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	168				
04:45 PM	0	0	4	0	0	75	1	0	0	2	0	13	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	186				
05:00 PM	0	0	0	0	0	68	1	0	0	2	0	12	73	0	0	0	0	0	0	0	0	0	0	0	0	2	0	12	168				
05:15 PM	0	0	2	0	0	71	1	0	0	2	0	16	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	192				
05:30 PM	0	0	0	0	0	44	0	0	0	3	0	9	102	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	165				
05:45 PM	0	0	2	0	0	52	0	0	0	3	0	18	92	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	168				
06:00 PM	0	0	2	0	0	40	0	0	0	3	0	17	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	141				
PEAK HOUR TOTALS	0	0	11	0	0	303	3	0	2	5	0	47	321	0	0	0	0	0	0	0	0	0	0	1	0	4	0	54	INTERSECTION				
ALL MOVEMENTS				306								368								0								58				732	
% HV			3.6%								1.4%								#N/A								1.7%						2.3%
PEAK HOUR FACTOR				0.81								0.94								#N/A								0.58				0.87	

HV = Heavy Vehicle

PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR:

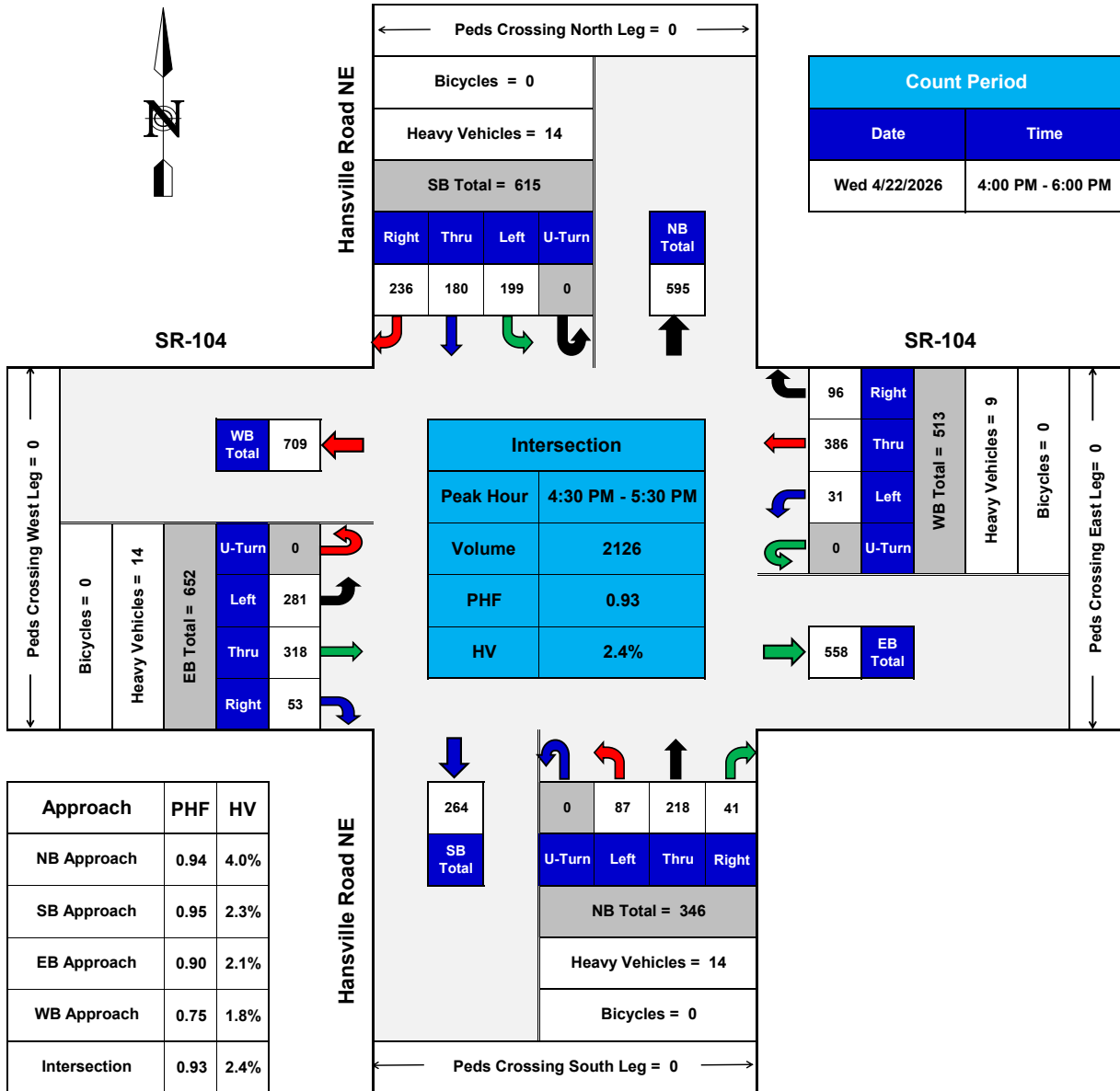
4:00 PM - 5:00 PM

ROLLING HOUR COUNT

	FROM NORTH ON (Southbound)							FROM SOUTH ON (Northbound)							FROM EAST ON (Westbound)							FROM WEST ON (Eastbound)							INTERVAL TOTALS	
	Hansville Road NE							Hansville Road NE														Casino South Driveway								
TIME INTERVAL	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right		
4:00 PM - 5:00 PM	0	0	11	0	0	303	3	0	2	5	0	47	321	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	54	732
4:15 PM - 5:15 PM	0	0	9	0	0	281	3	0	2	6	0	49	338	0	0	0	0	0	0	0	0	0	0	0	0	4	0	39	714	
4:30 PM - 5:30 PM	0	0	6	0	0	258	3	0	0	9	0	50	354	0	0	0	0	0	0	0	0	0	0	0	0	3	0	43	711	
4:45 PM - 5:45 PM	0	0	4	0	0	235	2	0	0	10	0	55	361	0	0	0	0	0	0	0	0	0	0	0	0	5	0	35	693	
5:00 PM - 6:00 PM	0	0	6	0	0	207	1	0	0	11	0	60	364	0	0	0	0	0	0	0	0	0	0	0	0	3	0	31	666	
4:00 PM - 6:00 PM Total:	0	0	17	0	0	510	4	0	2	16	0	107	685	0	0	0	0	0	0	0	0	0	0	1	0	7	0	85	1398	

SR-104 @ Hansville Road NE

Port Gamble, WA



TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY



TRAFFIC DATA GATHERING



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: SR-104 @ Hansville Road NE
Port Gamble, WA

DATE OF COUNT: Wed. 4/22/2026

COUNTED BY: TDG

START OF COUNT: 4:00 PM

DATE OF REDUCTION: 4/23/2026

TIME OF COUNT: 4:00 PM - 6:00 PM

DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON (Southbound)							FROM SOUTH ON (Northbound)							FROM EAST ON (Westbound)							FROM WEST ON (Eastbound)							INTERVAL TOTALS			
	Hansville Road NE							Hansville Road NE							SR-104							SR-104										
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right				
04:15 PM	0	0	6	0	42	41	55	0	0	2	0	20	42	10	0	3	10	0	11	59	14	0	0	1	0	80	82	18	474			
04:30 PM	0	0	8	0	29	34	68	0	0	3	0	19	46	7	0	0	2	0	15	53	25	0	0	4	0	84	88	19	487			
04:45 PM	0	0	6	0	53	48	61	0	0	4	0	23	60	9	0	0	2	0	9	128	33	0	0	5	0	57	76	16	573			
05:00 PM	0	0	3	0	46	46	64	0	0	3	0	25	54	9	0	0	3	0	7	65	17	0	0	2	0	67	69	19	488			
05:15 PM	0	0	2	0	49	48	58	0	0	2	0	18	55	13	0	0	0	0	8	56	18	0	0	3	0	87	86	8	504			
05:30 PM	0	0	3	0	51	38	53	0	0	5	0	21	49	10	0	0	4	0	7	137	28	0	0	4	0	70	87	10	561			
05:45 PM	0	0	3	0	39	25	38	0	1	1	0	18	50	4	0	0	2	0	11	46	24	0	0	2	0	81	80	8	424			
06:00 PM	0	0	4	0	42	34	30	0	0	0	0	17	44	9	0	0	3	0	17	73	22	0	0	6	0	61	80	12	441			
PEAK HOUR TOTALS	0	0	14	0	199	180	236	0	0	14	0	87	218	41	0	0	9	0	31	386	96	0	0	14	0	281	318	53	INTERSECTION			
ALL MOVEMENTS				615								346								513								652				2126
% HV			2.3%							4.0%							1.8%							2.1%					2.4%			
PEAK HOUR FACTOR				0.95								0.94								0.75								0.90				0.93

HV = Heavy Vehicle

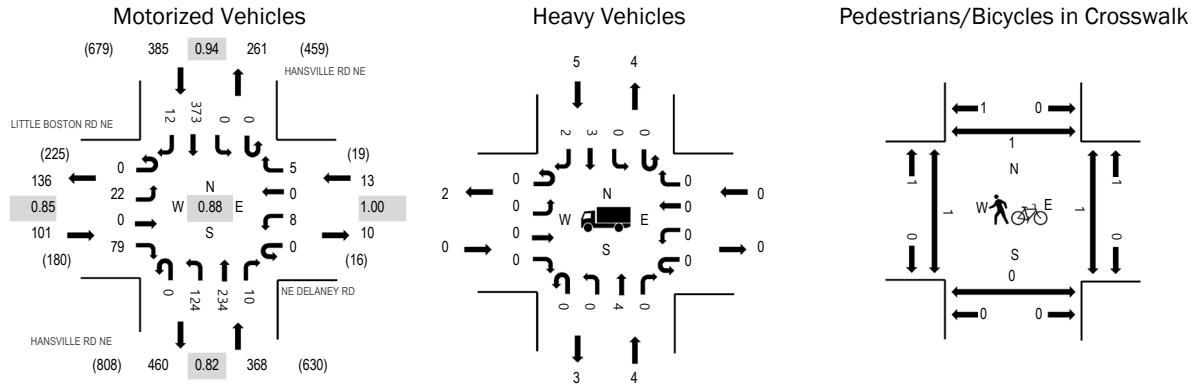
PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR:

4:30 PM - 5:30 PM

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON (Southbound) Hansville Road NE							FROM SOUTH ON (Northbound) Hansville Road NE							FROM EAST ON (Westbound) SR-104							FROM WEST ON (Eastbound) SR-104							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	0	0	23	0	170	169	248	0	0	12	0	87	202	35	0	3	17	0	42	305	89	0	0	12	0	288	315	72	2022
4:15 PM - 5:15 PM	0	0	19	0	177	176	251	0	0	12	0	85	215	38	0	0	7	0	39	302	93	0	0	14	0	295	319	62	2052
4:30 PM - 5:30 PM	0	0	14	0	199	180	236	0	0	14	0	87	218	41	0	0	9	0	31	386	96	0	0	14	0	281	318	53	2126
4:45 PM - 5:45 PM	0	0	11	0	185	157	213	0	1	11	0	82	208	36	0	0	9	0	33	304	87	0	0	11	0	305	322	45	1977
5:00 PM - 6:00 PM	0	0	12	0	181	145	179	0	1	8	0	74	198	36	0	0	9	0	43	312	92	0	0	15	0	299	333	38	1930
4:00 PM - 6:00 PM Total:	0	0	35	0	351	314	427	0	1	20	0	161	400	71	0	3	26	0	85	617	181	0	0	27	0	587	648	110	3952

**Location:** 1 HANSVILLE RD NE & NE DELANEY RD AM**Date:** Wednesday, June 18, 2025**Peak Hour:** 07:45 AM - 08:45 AM**Peak 15-Minutes:** 08:00 AM - 08:15 AM**Peak Hour**

	HV%	PHF
EB	0.0%	0.85
WB	0.0%	1.00
NB	1.1%	0.82
SB	1.3%	0.94
All	1.0%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	LITTLE BOSTON RD NE Eastbound				NE DELANEY RD Westbound				HANSVILLE RD NE Northbound				HANSVILLE RD NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	6	0	11	0	0	0	0	0	19	44	1	0	0	60	2	143	708
7:15 AM	0	5	0	11	0	0	0	2	0	22	44	2	0	0	80	1	167	811
7:30 AM	0	5	0	18	0	3	0	1	0	23	44	1	0	0	82	2	179	858
7:45 AM	0	4	0	15	0	2	0	2	0	29	63	2	0	0	99	3	219	867
8:00 AM	0	7	0	20	0	3	0	1	0	36	73	3	0	0	101	2	246	800
8:15 AM	0	3	0	21	0	2	0	2	0	33	54	2	0	0	92	5	214	
8:30 AM	0	8	0	23	0	1	0	0	0	26	44	3	0	0	81	2	188	
8:45 AM	0	5	0	18	0	0	0	0	0	18	42	2	0	0	65	2	152	
Count Total	0	43	0	137	0	11	0	8	0	206	408	16	0	0	660	19	1,508	
Peak Hour	0	22	0	79	0	8	0	5	0	124	234	10	0	0	373	12	867	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	1	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	2	0	0	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	1	2	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	1	1	8:00 AM	0	1	0	0	1	8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	1	2	8:15 AM	0	1	0	0	1	8:15 AM	0	0	1	1	2
8:30 AM	0	2	0	2	4	8:30 AM	0	1	0	0	1	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	0	6	0	7	13	Count Total	0	3	0	0	3	Count Total	1	0	1	1	3
Peak Hour	0	4	0	5	9	Peak Hour	0	3	0	0	3	Peak Hour	1	0	1	1	3



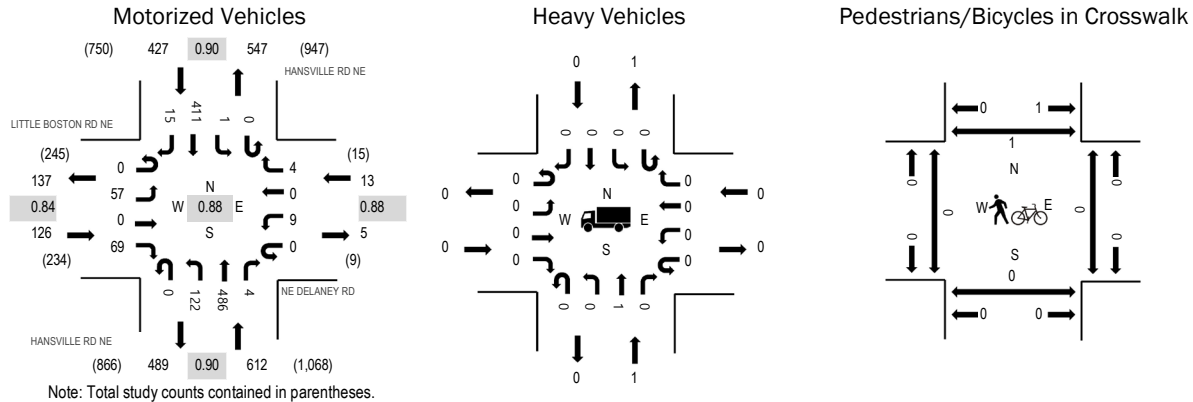
Location: 1 HANSVILLE RD NE & NE DELANEY RD PM

Date: Wednesday, June 18, 2025

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



	HV%	PHF
EB	0.0%	0.84
WB	0.0%	0.88
NB	0.2%	0.90
SB	0.0%	0.90
All	0.1%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	LITTLE BOSTON RD NE Eastbound				NE DELANEY RD Westbound				HANSVILLE RD NE Northbound				HANSVILLE RD NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	9	0	19	0	0	0	0	0	24	99	0	0	0	67	2	220	1,092
4:15 PM	0	11	0	15	0	1	0	0	0	29	116	0	0	0	88	3	263	1,178
4:30 PM	0	12	0	16	0	2	0	2	0	24	123	1	0	0	92	4	276	1,166
4:45 PM	0	19	0	19	0	3	0	1	0	33	135	2	0	1	115	5	333	1,108
5:00 PM	0	15	0	19	0	3	0	1	0	36	112	1	0	0	116	3	306	975
5:15 PM	0	11	0	17	0	2	0	0	0	25	95	2	0	0	94	5	251	
5:30 PM	0	9	0	18	0	0	0	0	0	22	88	1	0	0	76	4	218	
5:45 PM	0	10	0	15	0	0	0	0	0	20	79	1	0	0	69	6	200	
Count Total	0	96	0	138	0	11	0	4	0	213	847	8	0	1	717	32	2,067	
Peak Hour	0	57	0	69	0	9	0	4	0	122	486	4	0	1	411	15	1,178	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

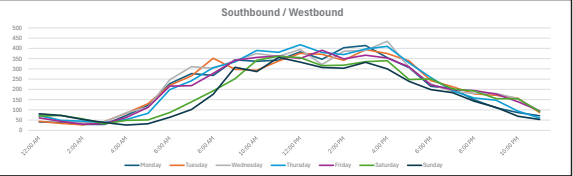
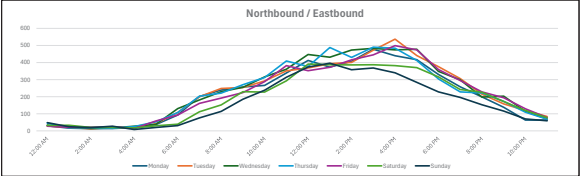
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	1	0	0	1	Count Total	0	1	0	0	1	Count Total	1	0	0	1	2
Peak Hour	0	1	0	0	1	Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	1	1



Vehicle Volume Report - Hourly

Site Description: Hansville Rd N/O Little Boston Rd
Site Number: 3
Start Date: 06/18/2025
End Date: 06/24/2025

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	6/23/25			6/24/25			6/18/25			6/19/25			6/20/25			6/21/25			6/22/25			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	30	41	71	29	44	73	34	78	112	45	72	117	27	61	88	32	70	102	48	81	129	36	65	33	59	35	64
1:00 AM	16	38	54	20	34	54	21	45	66	18	49	67	21	44	65	33	73	106	24	73	97	20	43	19	42	22	51
2:00 AM	13	29	42	12	27	39	14	39	53	19	45	64	21	30	51	20	56	76	19	53	72	15	37	16	34	17	40
3:00 AM	14	29	43	21	43	64	17	41	58	15	38	53	24	33	57	20	32	52	27	38	65	18	41	18	37	20	38
4:00 AM	19	73	92	18	84	102	27	86	113	25	53	78	14	63	77	17	49	66	8	26	34	23	74	21	72	18	62
5:00 AM	37	122	159	42	130	172	38	113	151	53	83	136	58	112	170	36	51	87	20	32	52	44	109	46	112	46	92
6:00 AM	93	228	321	107	220	327	130	247	377	107	199	306	93	216	309	39	87	126	31	64	95	115	222	106	222	96	190
7:00 AM	201	277	478	200	285	485	181	311	492	203	242	445	101	218	319	112	139	251	70	102	178	195	273	189	260	162	222
8:00 AM	239	268	507	248	352	600	229	303	532	221	306	527	192	278	470	163	193	345	114	176	290	233	320	226	361	199	266
9:00 AM	257	344	601	354	289	643	255	341	596	270	334	604	224	342	566	229	252	481	185	308	493	260	324	282	332	238	217
10:00 AM	266	337	603	292	293	585	316	376	691	312	390	702	288	356	644	227	342	569	238	267	505	307	353	295	350	277	340
11:00 AM	339	343	682	351	338	689	361	361	722	409	381	790	382	363	745	293	362	655	314	356	670	374	360	368	357	350	358
12:00 PM	412	383	795	368	376	744	447	396	842	377	418	795	352	351	703	391	355	746	374	333	707	397	396	391	385	389	373
1:00 PM	373	347	720	393	371	764	431	321	752	488	380	868	372	391	763	387	316	703	396	307	703	437	357	411	362	406	348
2:00 PM	407	403	810	401	342	743	473	386	859	430	370	800	416	349	765	386	318	704	358	303	661	435	366	425	370	410	353
3:00 PM	478	414	892	472	394	866	483	390	873	490	397	887	445	367	812	387	335	722	368	332	700	482	394	474	392	446	376
4:00 PM	440	355	795	537	375	912	474	435	909	484	410	894	459	353	812	382	340	722	340	300	640	498	407	487	386	451	367
5:00 PM	417	306	723	441	339	780	478	308	786	412	329	741	474	310	784	370	248	618	284	239	523	444	325	444	318	411	297
6:00 PM	330	215	545	376	243	619	348	227	575	304	258	562	359	222	581	316	251	567	228	199	427	343	243	343	233	323	231
7:00 PM	258	204	462	306	213	519	299	188	487	228	193	421	295	199	494	242	202	444	196	184	380	278	198	277	199	261	198
8:00 PM	199	149	348	215	178	393	198	181	379	222	158	380	228	194	422	226	192	418	153	142	295	212	172	212	172	206	171
9:00 PM	138	110	248	158	171	329	203	180	383	173	147	320	194	177	371	172	155	327	116	112	228	178	166	173	157	165	150
10:00 PM	63	87	150	119	157	276	114	155	269	109	84	203	129	140	269	119	154	273	70	69	139	114	135	107	127	103	122
11:00 PM	63	71	134	84	87	171	70	94	164	68	60	128	78	95	173	77	92	169	59	53	112	74	80	73	81	71	79
6:00 AM - 9:00 AM	533	773	1306	565	838	1393	540	861	1401	531	747	1278	446	712	1158	393	419	722	221	342	563	542	815	521	786	447	676
3:00 PM - 6:00 PM	1335	1075	2410	1450	1108	2558	1435	1133	2568	1386	1136	2522	1418	1030	2448	1139	923	2062	992	871	1863	1424	1126	1405	1096	1308	1039
6:00 AM - 7:00 PM	4212	4220	8432	4440	4207	8647	4606	4400	9006	4507	4414	8921	4297	4116	8373	3871	3538	7209	3306	3306	6612	4518	4340	4412	4271	4148	4029
12:00 AM - 12:00 AM	5192	5173	10375	5464	5375	10839	5641	5600	11241	5482	5406	10888	5346	5264	10610	4659	4694	9323	4046	4169	8215	9529	5460	5407	5364	5106	5093
Percent	49.7%	50.3%	100.0%	50.4%	49.6%	100.0%	50.2%	49.8%	100.0%	50.3%	49.7%	100.0%	50.4%	49.6%	100.0%	50.0%	50.0%	100.0%	49.3%	50.7%	100.0%	50.3%	49.7%	50.2%	49.8%	50.1%	49.9%
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM				
PM Peak	3:00 PM	4:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		12:00 PM	1:00 PM		11:00 AM	12:00 PM		12:00 PM	1:00 PM				

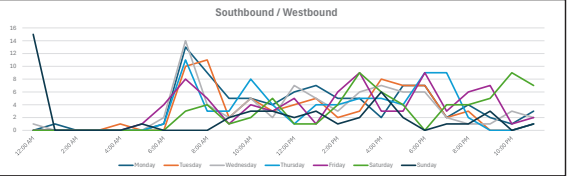
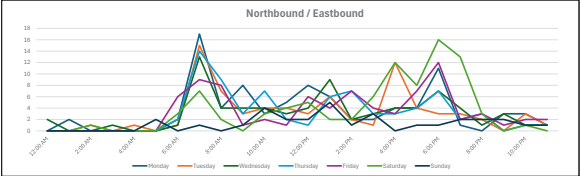




Vehicle Volume Report - Hourly

Site Description: NE Delaney Rd E/O Hansville Rd
Site Number: 4
Start Date: 06/18/2025
End Date: 06/24/2025

Time	Monday 6/23/25			Tuesday 6/24/25			Wednesday 6/18/25			Thursday 6/19/25			Friday 6/20/25			Saturday 6/21/25			Sunday 6/22/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	15	15	1	0	0	0	0	2
1:00 AM	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	3	0	0	0	0	0	0
6:00 AM	2	1	3	1	0	1	1	2	3	2	1	3	6	4	10	3	0	3	0	0	0	1	1	2	2	2	1
7:00 AM	17	13	30	15	10	25	13	14	27	14	11	25	9	8	17	7	3	10	1	0	1	14	12	14	11	31	8
8:00 AM	4	9	13	7	11	18	4	4	8	9	3	12	8	5	13	2	4	6	0	0	0	7	6	6	6	5	5
9:00 AM	8	5	13	3	2	5	4	2	6	3	3	6	1	1	2	0	1	1	1	2	3	3	2	4	3	3	2
10:00 AM	3	5	8	4	5	9	4	5	9	7	8	15	2	4	6	3	2	5	4	3	7	5	6	4	5	4	5
11:00 AM	5	4	9	4	3	7	3	2	5	2	4	6	1	3	4	4	5	9	2	3	5	3	3	3	3	3	3
12:00 PM	8	6	14	3	4	7	4	7	11	1	1	2	6	5	11	5	1	6	2	2	4	3	4	4	5	4	4
1:00 PM	6	7	13	6	5	11	9	5	14	6	4	10	4	1	5	2	1	3	5	3	8	7	5	6	4	5	4
2:00 PM	2	5	7	2	2	4	2	3	5	7	4	11	7	6	13	2	4	6	1	1	2	4	3	4	4	3	4
3:00 PM	2	5	7	1	3	4	3	6	9	3	5	8	4	9	13	6	9	15	3	2	5	2	5	3	6	3	6
4:00 PM	4	2	6	12	8	20	4	7	11	3	5	8	3	3	6	12	6	18	0	6	6	6	7	5	5	5	5
5:00 PM	4	7	11	4	7	11	4	6	10	4	4	8	7	3	10	8	4	12	1	2	3	4	6	5	5	5	5
6:00 PM	11	7	18	3	7	10	7	6	13	7	9	16	12	9	21	16	0	16	1	0	1	6	7	8	8	8	5
7:00 PM	1	2	3	3	2	5	4	2	6	2	5	11	2	3	5	13	4	17	2	1	3	4	2	4	4	3	3
8:00 PM	0	4	4	2	3	5	1	1	2	3	2	5	3	6	9	3	4	7	2	1	3	2	2	2	3	2	3
9:00 PM	3	2	5	0	0	0	3	1	4	0	0	0	1	7	8	0	5	5	2	3	5	1	0	1	2	1	3
10:00 PM	3	1	4	3	0	3	1	3	4	1	0	1	2	1	3	1	9	10	1	0	1	2	1	2	1	2	2
11:00 PM	1	3	4	1	1	2	1	2	3	1	1	2	2	2	4	0	7	7	1	1	2	1	1	1	2	1	2
6:00 AM - 9:00 AM	23	23	46	23	21	44	16	20	36	25	15	40	23	17	40	12	7	19	1	-	1	22	19	22	19	18	-
3:00 PM - 6:00 PM	10	14	24	17	18	35	11	19	30	10	14	24	14	15	29	26	19	45	4	10	14	13	17	12	16	13	16
6:00 AM - 7:00 PM	76	76	152	65	67	132	62	69	131	68	62	130	70	61	131	70	40	110	21	24	45	65	66	68	67	62	67
12:00 AM - 12:00 AM	86	89	175	76	74	150	75	79	154	75	74	149	80	81	161	88	69	157	31	46	77	75	76	78	79	73	73
Percent	49.1%	50.9%	100.0%	50.7%	49.3%	100.0%	48.7%	51.3%	100.0%	50.3%	49.7%	100.0%	49.7%	50.3%	100.0%	56.1%	43.9%	100.0%	40.3%	59.7%	100.0%	49.9%	50.1%	49.7%	50.3%	50.0%	50.0%
AM Peak	7:00 AM	8:00 AM		7:00 AM	8:00 AM		7:00 AM	8:00 AM		7:00 AM	8:00 AM		7:00 AM	8:00 AM		7:00 AM	8:00 AM		12:00 AM	1:00 AM							
PM Peak	6:00 PM	7:00 PM		4:00 PM	5:00 PM		1:00 PM	2:00 PM		6:00 PM	7:00 PM		6:00 PM	7:00 PM		4:00 PM	5:00 PM		1:00 PM	2:00 PM							

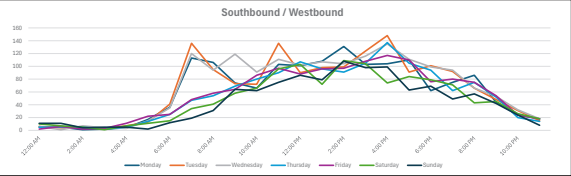
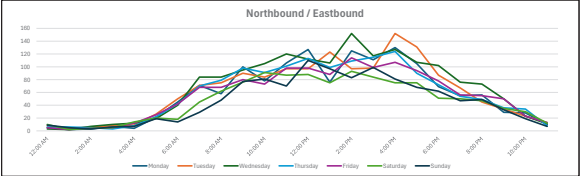




Vehicle Volume Report - Hourly

Site Description: Little Boston Rd W/O Hansville Rd
Site Number: 2
Start Date: 06/18/2025
End Date: 06/24/2025

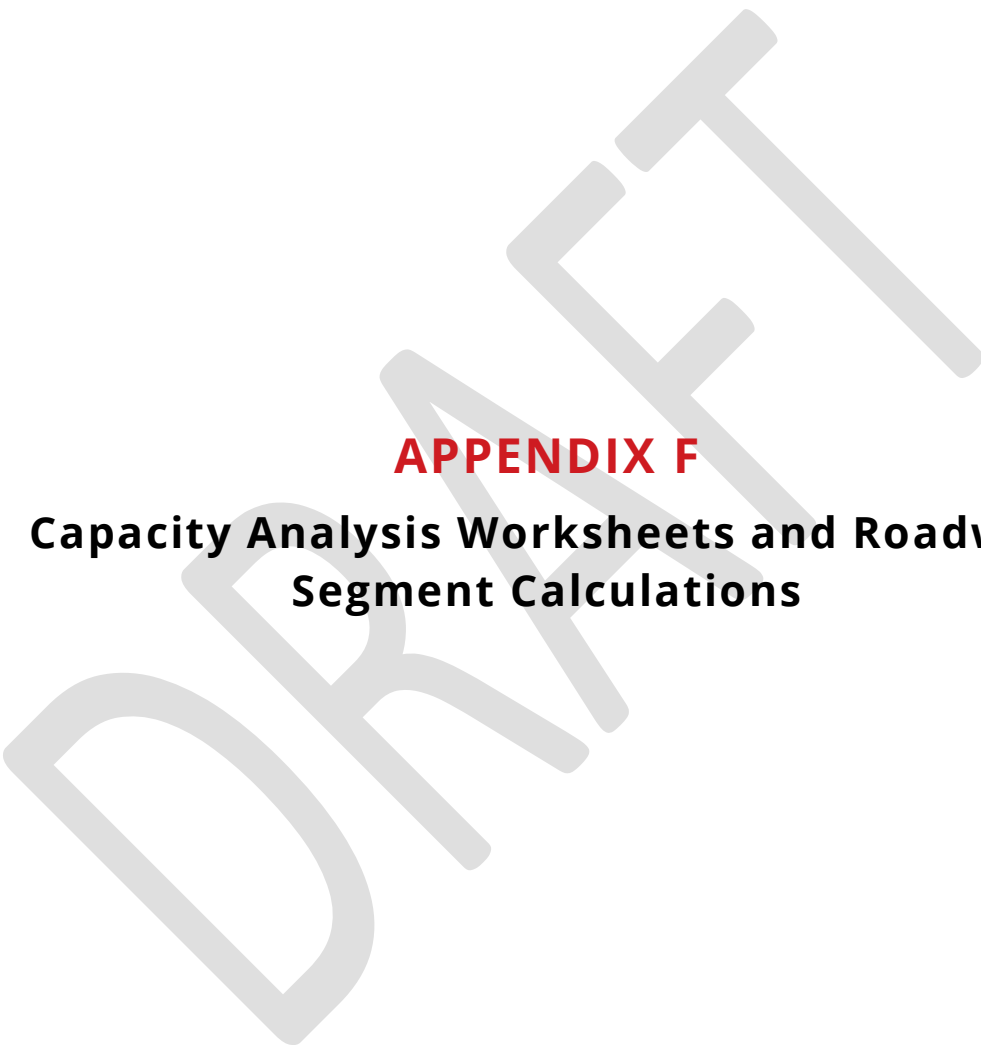
Time	Monday 6/23/25			Tuesday 6/24/25			Wednesday 6/18/25			Thursday 6/19/25			Friday 6/20/25			Saturday 6/21/25			Sunday 6/22/25			3 Day Avg Tue-Thu			5 Day Avg Mon-Fri			7 Day Avg Mon-Sun								
	EB			WB			EB			WB			EB			WB			EB			WB			EB			WB			EB			WB		
	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB						
12:00 AM	5	5	10	8	6	14	3	6	9	6	5	11	5	2	7	10	10	20	9	11	20	6	6	5	5	5	7	7	6							
1:00 AM	2	5	7	4	4	8	2	1	3	6	5	11	2	6	8	2	7	9	5	11	16	4	3	3	4	3	4	3	6							
2:00 AM	3	1	4	6	5	11	7	7	14	5	5	10	4	2	6	4	5	9	3	4	7	6	6	5	4	5	4	5	4							
3:00 AM	7	2	9	8	3	11	10	4	14	3	2	5	5	3	8	5	1	6	6	5	11	7	3	7	3	6	3	6	3							
4:00 AM	4	4	8	9	7	16	12	3	15	8	5	13	12	11	23	14	7	21	7	5	12	10	5	9	6	9	6	9	6							
5:00 AM	21	17	38	26	13	39	19	15	34	22	14	36	25	22	47	20	11	31	19	2	21	22	14	23	16	22	13	22	13							
6:00 AM	45	36	81	50	41	91	40	35	75	42	25	67	42	25	67	18	15	33	14	12	26	44	34	44	32	36	27	36	27							
7:00 AM	71	113	184	71	136	207	84	120	204	76	47	117	88	46	116	45	34	79	29	19	48	75	101	73	93	63	74	83	68							
8:00 AM	58	106	164	75	95	170	84	94	178	79	54	133	68	58	126	62	41	103	48	31	79	79	81	73	81	68	68	68	68							
9:00 AM	100	74	174	90	72	162	95	119	214	98	69	167	80	64	144	76	58	134	77	64	141	94	87	93	80	88	74	98	74							
10:00 AM	78	66	144	84	72	156	105	91	196	91	80	171	72	68	159	91	66	157	81	62	143	93	81	68	79	86	75	86	75							
11:00 AM	106	103	209	97	136	233	120	111	231	101	90	191	98	97	195	87	96	183	70	75	145	106	112	104	107	97	101	107	97							
12:00 PM	127	101	228	97	90	187	112	102	214	113	107	220	98	88	186	88	103	191	110	86	196	107	100	109	98	106	97	106	97							
1:00 PM	76	108	184	123	98	221	106	107	213	99	96	195	88	96	184	75	72	147	97	79	176	109	100	98	101	95	94	95	94							
2:00 PM	125	131	256	97	99	196	152	104	256	109	91	200	114	97	211	93	109	202	83	108	191	119	98	119	104	110	106	110	106							
3:00 PM	111	103	214	98	124	222	117	116	233	115	105	220	99	108	207	84	104	188	99	98	197	110	115	108	111	103	108	111	103							
4:00 PM	130	104	234	152	148	300	127	135	262	124	137	261	107	117	224	75	74	149	81	99	180	134	140	128	128	114	116	116	116							
5:00 PM	105	110	215	131	91	222	107	111	218	90	105	195	94	110	204	75	84	159	68	63	131	109	102	105	105	96	96	96	96							
6:00 PM	69	62	131	87	101	188	102	99	201	72	94	166	78	76	154	51	79	130	62	69	131	87	98	82	86	74	83	83	83							
7:00 PM	55	75	130	67	82	159	76	84	170	54	62	116	56	80	136	50	71	121	47	49	96	66	83	62	81	58	75	75	75							
8:00 PM	56	86	142	45	66	111	73	66	139	49	75	124	55	75	130	47	43	90	49	57	106	56	69	56	74	53	67	67	67							
9:00 PM	29	44	73	34	48	82	50	53	103	36	52	88	50	54	104	35	45	80	33	42	75	40	51	40	50	38	48	48	48							
10:00 PM	28	24	52	23	31	54	23	32	55	34	20	54	23	24	47	30	26	56	19	24	43	27	28	26	26	26	26	26	26							
11:00 PM	10	18	28	13	15	28	11	18	29	8	14	22	13	18	31	12	18	30	7	8	15	11	16	11	17	11	16	16	16							
6:00 AM - 9:00 AM	174	255	429	196	272	468	208	249	457	191	126	317	178	131	309	125	90	215	91	62	153	198	216	189	207	166	169	169	169							
3:00 PM - 6:00 PM	346	317	663	381	363	744	351	362	713	329	347	676	300	335	635	234	262	496	248	260	508	354	357	341	345	313	321	321	321							
6:00 AM - 7:00 PM	1201	1217	2418	1252	1304	2556	1351	1344	2695	1203	1109	2303	1107	1070	2177	929	935	1855	919	865	1784	1269	1249	1223	1207	1136	1119	1119	1119							
12:00 AM - 12:00 AM	1421	1488	2919	1485	1594	3089	1637	1643	3280	1434	1359	2793	1357	1367	2724	1149	1179	2328	1123	1083	2206	1522	1532	1469	1492	1374	1389	1389	1389							
Percent	48.7%	51.3%	100.0%	48.4%	51.6%	100.0%	49.9%	50.1%	100.0%	51.3%	48.7%	100.0%	49.8%	50.2%	100.0%	49.4%	50.6%	100.0%	50.9%	49.1%	100.0%	49.8%	50.2%	49.6%	50.4%	49.7%	50.3%	50.3%	50.3%							
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	2:00 PM	3:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		4:00 PM	5:00 PM		2:00 PM	3:00 PM		3:00 PM	4:00 PM		3:00 PM	4:00 PM		3:00 PM	4:00 PM		3:00 PM	4:00 PM							



Port Gamble S'Klallam LRTP
KH 090225140

Kitsap County Provided Traffic Volumes

Location	Hansville Rd N of SR 104	Hansville Rd N of 288th St	Hansville Rd N of Little Boston Rd	Hansville Rd N of Eglon Rd	Hansville Rd N of Buck Lake Rd	Twin Spits Rd E of Hood Canal Dr	Gamble Bay Rd N of Grove Ln	288th St W of Hansville Rd
ADT	11406	10764	8649	2839	1635	1616	1446	1263
Count Year	Apr 2026	Apr 2026	Apr 2026	Apr 2026	Nov 2023	2019	Jun 2025	Apr 2026



APPENDIX F

Capacity Analysis Worksheets and Roadway Segment Calculations

HCM 7th TWSC

1: Little Boston Road NE & NE Boston Lane/Worship Center DrwyPort Gamble S'Klallam LRTP

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	28	0	0	0	35	48	0	0	21	8
Future Vol, veh/h	12	0	28	0	0	0	35	48	0	0	21	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	33	0	0	0	42	57	0	0	25	10
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	170	172	30	167	177	59	35	0	0	59	0	0
Stage 1	30	30	-	142	142	-	-	-	-	-	-	-
Stage 2	140	142	-	25	35	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	787	716	1036	801	720	1012	1590	-	-	1558	-	-
Stage 1	979	864	-	865	783	-	-	-	-	-	-	-
Stage 2	855	773	-	998	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	765	695	1036	753	699	1010	1590	-	-	1555	-	-
Mov Cap-2 Maneuver	765	695	-	753	699	-	-	-	-	-	-	-
Stage 1	979	864	-	840	760	-	-	-	-	-	-	-
Stage 2	832	751	-	966	870	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.05		0			3.09			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	759	-	-	937	-	1555	-	-				
HCM Lane V/C Ratio	0.026	-	-	0.051	-	-	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-				

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	6	8	49	22	15
Future Vol, veh/h	67	6	8	49	22	15
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	88	8	11	64	29	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	101
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1491
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1484
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.04	9.44
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	859	-	-	253	-
HCM Lane V/C Ratio	0.057	-	-	0.007	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	1	59	14	2	77
Future Vol, veh/h	57	1	59	14	2	77
Conflicting Peds, #/hr	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	78	1	81	19	3	105

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	201	91	0
Stage 1	90	-	-
Stage 2	111	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	792	972	-
Stage 1	938	-	-
Stage 2	919	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	790	971	-
Mov Cap-2 Maneuver	790	-	-
Stage 1	936	-	-
Stage 2	919	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.05	0	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	793	46
HCM Lane V/C Ratio	-	-	0.1	0.002
HCM Ctrl Dly (s/v)	-	-	10	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	54	47	321	303	3
Future Vol, veh/h	4	54	47	321	303	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	1	1	4	4
Mvmt Flow	5	62	54	369	348	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	827	350	352	0	-	0
Stage 1	350	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	341	693	1213	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	693	1213	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.25	1.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	230	-	642	-	-
HCM Lane V/C Ratio	0.045	-	0.104	-	-
HCM Ctrl Dly (s/v)	8.1	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Timings

5: Hansville Road NE & SR-104

Port Gamble S'Klallam LRTP

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	281	318	31	386	96	87	218	41	199	180
Future Volume (vph)	281	318	31	386	96	87	218	41	199	180
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	30.5	9.5	36.5	36.5	9.5	34.5	34.5	9.5	33.5
Total Split (s)	27.0	53.5	11.0	37.5	37.5	14.4	34.5	34.5	21.0	41.1
Total Split (%)	22.5%	44.6%	9.2%	31.3%	31.3%	12.0%	28.8%	28.8%	17.5%	34.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 106.9

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Hansville Road NE & SR-104

#5  Ø1	#5  Ø2	#5  Ø3	#5  Ø4
11 s	53.5 s	14.4 s	41.1 s
#5  Ø5	#5  Ø6	#5  Ø7	#5  Ø8
27 s	37.5 s	21 s	34.5 s

HCM 7th Signalized Intersection Summary

5: Hansville Road NE & SR-104

Port Gamble S'Klallam LRTP

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	318	53	31	386	96	87	218	41	199	180	236
Future Volume (veh/h)	281	318	53	31	386	96	87	218	41	199	180	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	302	342	57	33	415	103	94	234	44	214	194	254
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	339	648	108	55	476	404	119	413	350	250	218	285
Arrive On Green	0.19	0.41	0.41	0.03	0.25	0.25	0.07	0.22	0.22	0.14	0.30	0.30
Sat Flow, veh/h	1781	1563	260	1781	1870	1585	1753	1841	1560	1781	735	962
Grp Volume(v), veh/h	302	0	399	33	415	103	94	234	44	214	0	448
Grp Sat Flow(s),veh/h/ln	1781	0	1823	1781	1870	1585	1753	1841	1560	1781	0	1697
Q Serve(g_s), s	15.6	0.0	15.5	1.7	20.1	4.9	5.0	10.7	2.1	11.1	0.0	23.8
Cycle Q Clear(g_c), s	15.6	0.0	15.5	1.7	20.1	4.9	5.0	10.7	2.1	11.1	0.0	23.8
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	339	0	756	55	476	404	119	413	350	250	0	503
V/C Ratio(X)	0.89	0.00	0.53	0.60	0.87	0.26	0.79	0.57	0.13	0.86	0.00	0.89
Avail Cap(c_a), veh/h	424	0	946	123	653	554	184	585	495	311	0	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	20.7	45.2	33.7	28.1	43.3	32.6	29.3	39.7	0.0	31.8
Incr Delay (d2), s/veh	17.4	0.0	0.6	10.3	9.4	0.3	11.6	1.2	0.2	17.4	0.0	11.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	6.1	0.9	9.8	1.8	2.5	4.8	0.8	5.9	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.6	0.0	21.3	55.5	43.1	28.4	55.0	33.8	29.4	57.1	0.0	43.6
LnGrp LOS	D		C	E	D	C	D	C	C	E		D
Approach Vol, veh/h	701			551			372			662		
Approach Delay, s/veh	35.7			41.1			38.6			48.0		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	43.7	10.9	32.5	22.5	28.6	17.7	25.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	49.0	9.9	36.6	22.5	33.0	16.5	30.0				
Max Q Clear Time (g_c+I1), s	3.7	17.5	7.0	25.8	17.6	22.1	13.1	12.7				
Green Ext Time (p_c), s	0.0	2.3	0.0	2.1	0.4	2.0	0.2	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	41.0											
HCM 7th LOS	D											

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	0	28	0	0	0	31	519	0	0	477	49
Future Vol, veh/h	44	0	28	0	0	0	31	519	0	0	477	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	12	12	12	0	0	0	4	4	4	3	3	3
Mvmt Flow	45	0	29	0	0	0	32	530	0	0	487	50

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1105	1105	512	1080	1130	530	537	0	0	530	0	0
Stage 1	512	512	-	593	593	-	-	-	-	-	-	-
Stage 2	593	593	-	487	537	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	180	202	543	198	206	553	1021	-	-	1033	-	-
Stage 1	527	520	-	496	497	-	-	-	-	-	-	-
Stage 2	475	478	-	566	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	172	193	543	179	197	553	1021	-	-	1033	-	-
Mov Cap-2 Maneuver	172	193	-	179	197	-	-	-	-	-	-	-
Stage 1	527	520	-	474	475	-	-	-	-	-	-	-
Stage 2	454	457	-	536	526	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	27.22		0		0.49		0	
HCM LOS	D		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	101	-	-	234	-	1033	-
HCM Lane V/C Ratio	0.031	-	-	0.313	-	-	-
HCM Ctrl Dly (s/v)	8.6	0	-	27.2	0	0	-
HCM Lane LOS	A	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	-	0	-

Intersection

Int Delay, s/veh 8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	58	0	70	9	0	4	124	496	0	1	419	15
Future Vol, veh/h	58	0	70	9	0	4	124	496	0	1	419	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	12	12	12	0	0	0	4	4	4	3	3	3
Mvmt Flow	66	0	80	10	0	5	141	564	0	1	476	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1332	1332	485	1324	1341	564	493	0	0	564	0	0
Stage 1	487	487	-	845	845	-	-	-	-	-	-	-
Stage 2	845	845	-	478	495	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	125	147	562	134	154	529	1060	-	-	1003	-	-
Stage 1	544	534	-	360	381	-	-	-	-	-	-	-
Stage 2	343	365	-	572	549	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	127	562	100	133	529	1060	-	-	1003	-	-
Mov Cap-2 Maneuver	107	127	-	100	133	-	-	-	-	-	-	-
Stage 1	543	533	-	312	331	-	-	-	-	-	-	-
Stage 2	295	316	-	490	548	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	65.62		35.39		1.78		0.02	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1060	-	-	192 133	1003	-	-
HCM Lane V/C Ratio	0.133	-	-	0.756 0.111	0.001	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	65.6 35.4	8.6	-	-
HCM Lane LOS	A	-	-	F E	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	5 0.4	0	-	-

HCM 7th TWSC

1: Little Boston Road NE & NE Boston Lane/Worship Center DrwyPort Gamble S'Klallam LRTP

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	34	0	0	0	43	59	0	0	26	10
Future Vol, veh/h	15	0	34	0	0	0	43	59	0	0	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	0	40	0	0	0	51	70	0	0	31	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	210	212	37	206	217	72	43	0	0	72	0	0
Stage 1	37	37	-	175	175	-	-	-	-	-	-	-
Stage 2	173	175	-	31	43	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	741	681	1027	757	684	996	1579	-	-	1541	-	-
Stage 1	971	858	-	832	758	-	-	-	-	-	-	-
Stage 2	822	749	-	991	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	716	656	1027	701	660	994	1579	-	-	1538	-	-
Mov Cap-2 Maneuver	716	656	-	701	660	-	-	-	-	-	-	-
Stage 1	971	858	-	802	731	-	-	-	-	-	-	-
Stage 2	795	722	-	952	863	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.24		0		3.1		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	759	-	-	907	-	1538	-	-				
HCM Lane V/C Ratio	0.032	-	-	0.064	-	-	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	9.2	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-				

Intersection

Int Delay, s/veh 2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	7	10	60	27	18
Future Vol, veh/h	82	7	10	60	27	18
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	108	9	13	79	36	24

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	122
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1465
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1458
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.07	9.73
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	257	-
HCM Lane V/C Ratio	0.072	-	-	0.009	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	1	72	17	2	94
Future Vol, veh/h	69	1	72	17	2	94
Conflicting Peds, #/hr	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	95	1	99	23	3	129

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	245	111	0
Stage 1	110	-	-
Stage 2	134	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	748	947	-
Stage 1	919	-	-
Stage 2	897	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	747	946	-
Mov Cap-2 Maneuver	747	-	-
Stage 1	917	-	-
Stage 2	897	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.51	0	0.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	37
HCM Lane V/C Ratio	-	-	0.128	0.002
HCM Ctrl Dly (s/v)	-	-	10.5	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	66	57	391	369	4
Future Vol, veh/h	5	66	57	391	369	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	1	1	4	4
Mvmt Flow	6	76	66	449	424	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1007	426	429
Stage 1	426	-	-
Stage 2	580	-	-
Critical Hdwy	6.42	6.22	4.11
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.209
Pot Cap-1 Maneuver	267	628	1136
Stage 1	658	-	-
Stage 2	560	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	246	628	1136
Mov Cap-2 Maneuver	246	-	-
Stage 1	608	-	-
Stage 2	560	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.42	1.06	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	229	-	566	-	-
HCM Lane V/C Ratio	0.058	-	0.144	-	-
HCM Ctrl Dly (s/v)	8.4	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Timings

5: Hansville Road NE & SR-104

Port Gamble S'Klallam LRTP

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	343	388	38	471	117	106	266	50	243	219
Future Volume (vph)	343	388	38	471	117	106	266	50	243	219
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	30.5	9.5	36.5	36.5	9.5	34.5	34.5	9.5	33.5
Total Split (s)	25.0	54.9	10.6	40.5	40.5	12.0	34.5	34.5	20.0	42.5
Total Split (%)	20.8%	45.8%	8.8%	33.8%	33.8%	10.0%	28.8%	28.8%	16.7%	35.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 116.6

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Hansville Road NE & SR-104

#5 	#5 	#5 	#5 
Ø1	Ø2	Ø3	Ø4
10.6 s	54.9 s	12 s	42.5 s
#5 	#5 	#5 	#5 
Ø5	Ø6	Ø7	Ø8
25 s	40.5 s	20 s	34.5 s

HCM 7th Signalized Intersection Summary

5: Hansville Road NE & SR-104

Port Gamble S'Klallam LRTP

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	388	65	38	471	117	106	266	50	243	219	288
Future Volume (veh/h)	343	388	65	38	471	117	106	266	50	243	219	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	369	417	70	41	506	126	114	286	54	261	235	310
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	309	673	113	56	540	458	111	468	396	234	235	310
Arrive On Green	0.17	0.43	0.43	0.03	0.29	0.29	0.06	0.25	0.25	0.13	0.32	0.32
Sat Flow, veh/h	1781	1561	262	1781	1870	1585	1753	1841	1560	1781	732	965
Grp Volume(v), veh/h	369	0	487	41	506	126	114	286	54	261	0	545
Grp Sat Flow(s),veh/h/ln	1781	0	1823	1781	1870	1585	1753	1841	1560	1781	0	1697
Q Serve(g_s), s	20.5	0.0	24.5	2.7	31.2	7.3	7.5	16.2	3.2	15.5	0.0	37.9
Cycle Q Clear(g_c), s	20.5	0.0	24.5	2.7	31.2	7.3	7.5	16.2	3.2	15.5	0.0	37.9
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	309	0	786	56	540	458	111	468	396	234	0	546
V/C Ratio(X)	1.19	0.00	0.62	0.74	0.94	0.28	1.02	0.61	0.14	1.12	0.00	1.00
Avail Cap(c_a), veh/h	309	0	786	92	570	483	111	468	396	234	0	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	26.1	56.7	40.9	32.4	55.3	38.9	34.0	51.3	0.0	40.0
Incr Delay (d2), s/veh	114.4	0.0	1.5	17.0	22.6	0.3	91.9	2.3	0.2	93.7	0.0	38.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.6	0.0	10.4	1.4	17.1	2.8	6.1	7.5	1.2	12.9	0.0	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	163.2	0.0	27.6	73.7	63.6	32.8	147.2	41.3	34.2	145.0	0.0	78.1
LnGrp LOS	F		C	E	E	C	F	D	C	F		E
Approach Vol, veh/h	856			673			454			806		
Approach Delay, s/veh	86.1			58.4			67.0			99.8		
Approach LOS	F			E			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	55.4	12.0	42.5	25.0	38.6	20.0	34.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.1	50.4	7.5	38.0	20.5	36.0	15.5	30.0				
Max Q Clear Time (g_c+I1), s	4.7	26.5	9.5	39.9	22.5	33.2	17.5	18.2				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.0	1.0	0.0	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	80.3											
HCM 7th LOS	F											

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	0	34	0	0	0	38	633	0	0	581	60
Future Vol, veh/h	54	0	34	0	0	0	38	633	0	0	581	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	12	12	12	0	0	0	4	4	4	3	3	3
Mvmt Flow	55	0	35	0	0	0	39	646	0	0	593	61

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1347	1347	623	1316	1378	646	654	0	0	646	0	0
Stage 1	623	623	-	723	723	-	-	-	-	-	-	-
Stage 2	723	723	-	593	654	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	122	144	468	136	146	475	923	-	-	935	-	-
Stage 1	457	463	-	420	434	-	-	-	-	-	-	-
Stage 2	402	416	-	496	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	114	135	468	118	137	475	923	-	-	935	-	-
Mov Cap-2 Maneuver	114	135	-	118	137	-	-	-	-	-	-	-
Stage 1	457	463	-	393	405	-	-	-	-	-	-	-
Stage 2	376	389	-	459	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	52.33	0	0.51	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	102	-	-	161	-	935	-
HCM Lane V/C Ratio	0.042	-	-	0.557	-	-	-
HCM Ctrl Dly (s/v)	9.1	0	-	52.3	0	0	-
HCM Lane LOS	A	A	-	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	-	0	-

Intersection

Int Delay, s/veh 15.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	0	85	11	0	5	151	605	0	1	511	18
Future Vol, veh/h	71	0	85	11	0	5	151	605	0	1	511	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	12	12	12	0	0	0	4	4	4	3	3	3
Mvmt Flow	72	0	87	11	0	5	154	617	0	1	521	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1458	1458	531	1449	1467	617	540	0	0	617	0	0
Stage 1	533	533	-	926	926	-	-	-	-	-	-	-
Stage 2	926	926	-	523	542	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	102	123	529	110	129	493	1019	-	-	958	-	-
Stage 1	513	509	-	325	350	-	-	-	-	-	-	-
Stage 2	309	335	-	541	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	86	104	529	78	109	493	1019	-	-	958	-	-
Mov Cap-2 Maneuver	86	104	-	78	109	-	-	-	-	-	-	-
Stage 1	512	509	-	276	297	-	-	-	-	-	-	-
Stage 2	260	284	-	452	523	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	132.32		45.09		1.83		0.02	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1019	-	-	157 106	958	-	-
HCM Lane V/C Ratio	0.151	-	-	1.011 0.154	0.001	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	132.3 45.1	8.8	-	-
HCM Lane LOS	A	-	-	F E	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	7.8 0.5	0	-	-

HCM 7th TWSC

1: Little Boston Road NE & NE Boston Lane/Worship Center DrwyPort Gamble S'Klallam LRTP

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	42	0	0	0	52	71	0	0	31	12
Future Vol, veh/h	18	0	42	0	0	0	52	71	0	0	31	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	0	50	0	0	0	62	85	0	0	37	14
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	252	254	44	247	262	87	51	0	0	87	0	0
Stage 1	44	44	-	210	210	-	-	-	-	-	-	-
Stage 2	208	210	-	37	51	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	695	644	1018	711	647	978	1568	-	-	1522	-	-
Stage 1	962	852	-	796	732	-	-	-	-	-	-	-
Stage 2	787	723	-	984	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	666	616	1018	646	619	976	1568	-	-	1519	-	-
Mov Cap-2 Maneuver	666	616	-	646	619	-	-	-	-	-	-	-
Stage 1	962	852	-	762	700	-	-	-	-	-	-	-
Stage 2	754	691	-	935	856	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.46		0			3.12			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	761	-	-	878	-	1519	-	-				
HCM Lane V/C Ratio	0.039	-	-	0.081	-	-	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-				

Intersection

Int Delay, s/veh 2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	9	12	73	33	22
Future Vol, veh/h	100	9	12	73	33	22
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	132	12	16	96	43	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	148
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1433
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1426
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.07	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	-	-	254	-
HCM Lane V/C Ratio	0.093	-	-	0.011	-
HCM Ctrl Dly (s/v)	10.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	1	88	21	3	114
Future Vol, veh/h	85	1	88	21	3	114
Conflicting Peds, #/hr	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	116	1	121	29	4	156

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	299	136	0	0	149
Stage 1	135	-	-	-	-
Stage 2	164	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	696	918	-	-	1444
Stage 1	896	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	694	917	-	-	1444
Mov Cap-2 Maneuver	694	-	-	-	-
Stage 1	894	-	-	-	-
Stage 2	870	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.22	0	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	696	46
HCM Lane V/C Ratio	-	-	0.169	0.003
HCM Ctrl Dly (s/v)	-	-	11.2	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	80	70	477	450	4
Future Vol, veh/h	6	80	70	477	450	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	1	1	4	4
Mvmt Flow	7	92	80	548	517	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1229	520	522
Stage 1	520	-	-
Stage 2	709	-	-
Critical Hdwy	6.42	6.22	4.11
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.209
Pot Cap-1 Maneuver	196	556	1050
Stage 1	597	-	-
Stage 2	488	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	175	556	1050
Mov Cap-2 Maneuver	175	-	-
Stage 1	531	-	-
Stage 2	488	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.36	1.12	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	230	-	483	-	-
HCM Lane V/C Ratio	0.077	-	0.205	-	-
HCM Ctrl Dly (s/v)	8.7	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Timings

5: Hansville Road NE & SR-104

Port Gamble S'Klallam LRTP

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	418	473	46	574	143	129	324	61	296	267
Future Volume (vph)	418	473	46	574	143	129	324	61	296	267
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6		3	8		7	4
Permitted Phases					6			8		
Detector Phase	5	2	1	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	30.5	9.5	36.5	36.5	9.5	34.5	34.5	9.5	33.5
Total Split (s)	25.0	54.9	10.6	40.5	40.5	12.0	34.5	34.5	20.0	42.5
Total Split (%)	20.8%	45.8%	8.8%	33.8%	33.8%	10.0%	28.8%	28.8%	16.7%	35.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Hansville Road NE & SR-104

#5 	#5 	#5 	#5 
Ø1	Ø2	Ø3	Ø4
10.6 s	54.9 s	12 s	42.5 s
#5 	#5 	#5 	#5 
Ø5	Ø6	Ø7	Ø8
25 s	40.5 s	20 s	34.5 s

HCM 7th Signalized Intersection Summary

5: Hansville Road NE & SR-104

Port Gamble S'Klallam LRTP

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	473	79	46	574	143	129	324	61	296	267	351
Future Volume (veh/h)	418	473	79	46	574	143	129	324	61	296	267	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	449	509	85	49	617	154	139	348	66	318	287	377
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	304	680	114	63	561	476	110	460	390	230	232	305
Arrive On Green	0.17	0.44	0.44	0.04	0.30	0.30	0.06	0.25	0.25	0.13	0.32	0.32
Sat Flow, veh/h	1781	1562	261	1781	1870	1585	1753	1841	1560	1781	733	963
Grp Volume(v), veh/h	449	0	594	49	617	154	139	348	66	318	0	664
Grp Sat Flow(s),veh/h/ln	1781	0	1823	1781	1870	1585	1753	1841	1560	1781	0	1697
Q Serve(g_s), s	20.5	0.0	32.7	3.3	36.0	9.0	7.5	21.0	4.0	15.5	0.0	38.0
Cycle Q Clear(g_c), s	20.5	0.0	32.7	3.3	36.0	9.0	7.5	21.0	4.0	15.5	0.0	38.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	304	0	794	63	561	476	110	460	390	230	0	537
V/C Ratio(X)	1.48	0.00	0.75	0.78	1.10	0.32	1.27	0.76	0.17	1.38	0.00	1.24
Avail Cap(c_a), veh/h	304	0	794	91	561	476	110	460	390	230	0	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	28.4	57.4	42.0	32.6	56.2	41.6	35.2	52.3	0.0	41.0
Incr Delay (d2), s/veh	231.0	0.0	3.9	22.8	68.1	0.4	174.6	7.0	0.2	196.7	0.0	121.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.4	0.0	14.3	1.8	26.5	3.5	8.6	10.3	1.5	19.4	0.0	33.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	280.7	0.0	32.3	80.2	110.1	33.0	230.9	48.7	35.4	248.9	0.0	162.4
LnGrp LOS	F		C	F	F	C	F	D	D	F		F
Approach Vol, veh/h	1043				820				553			
Approach Delay, s/veh	139.2				93.8				92.9			
Approach LOS	F				F				F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	56.8	12.0	42.5	25.0	40.5	20.0	34.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.1	50.4	7.5	38.0	20.5	36.0	15.5	30.0				
Max Q Clear Time (g_c+I1), s	5.3	34.7	9.5	40.0	22.5	38.0	17.5	23.0				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.0	0.0	0.0	0.0	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	135.5											
HCM 7th LOS	F											

Intersection												
Int Delay, s/veh	12.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	0	42	0	0	0	46	771	0	0	709	73
Future Vol, veh/h	65	0	42	0	0	0	46	771	0	0	709	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	12	12	12	0	0	0	4	4	4	3	3	3
Mvmt Flow	66	0	43	0	0	0	47	787	0	0	723	74
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1641	1641	761	1604	1679	787	798	0	0	787	0	0
Stage 1	761	761	-	881	881	-	-	-	-	-	-	-
Stage 2	881	881	-	723	798	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	76	95	390	86	96	395	816	-	-	828	-	-
Stage 1	383	400	-	344	367	-	-	-	-	-	-	-
Stage 2	328	351	-	420	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	85	390	69	86	395	816	-	-	828	-	-
Mov Cap-2 Maneuver	68	85	-	69	86	-	-	-	-	-	-	-
Stage 1	383	400	-	309	330	-	-	-	-	-	-	-
Stage 2	294	315	-	374	401	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	194.14		0		0.55		0					
HCM LOS	F		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	101	-	-	100	-	828	-	-				
HCM Lane V/C Ratio	0.058	-	-	1.087	-	-	-	-				
HCM Ctrl Dly (s/v)	9.7	0	-	194.1	0	0	-	-				
HCM Lane LOS	A	A	-	F	A	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	7	-	0	-	-				

Intersection

Int Delay, s/veh 129.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	86	0	104	13	0	6	184	737	0	1	623	22
Future Vol, veh/h	86	0	104	13	0	6	184	737	0	1	623	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	12	12	12	0	0	0	4	4	4	3	3	3
Mvmt Flow	98	0	118	15	0	7	209	838	0	1	708	25

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1978	1978	720	1966	1991	838	733	0	0	838	0	0
Stage 1	723	723	-	1256	1256	-	-	-	-	-	-	-
Stage 2	1256	1256	-	710	735	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 43	58	411	48	61	369	863	-	-	792	-	-
Stage 1	402	416	-	212	245	-	-	-	-	-	-	-
Stage 2	200	232	-	427	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 32	44	411	26	46	369	863	-	-	792	-	-
Mov Cap-2 Maneuver	~ 32	44	-	26	46	-	-	-	-	-	-	-
Stage 1	402	416	-	161	186	-	-	-	-	-	-	-
Stage 2	149	176	-	304	428	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 1178.28	198.2	2.1	0.01
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	863	-	-	65 36	792	-	-
HCM Lane V/C Ratio	0.242	-	-	3.32 0.592	0.001	-	-
HCM Ctrl Dly (s/v)	10.5	-	-	\$ 1178.3 198.2	9.5	-	-
HCM Lane LOS	B	-	-	F F	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	22.5 2.1	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Traffic Operations

Roundabout controlled intersections report the LOS and delay for the intersection as a whole as well as the volume to capacity (v/c) ratio for the worst movement of the roundabout. The roundabout controlled intersection operations were evaluated using Sidra 9.1 software. Traffic operations at the study intersection were evaluated for the future (2030) and future (2035) conditions based on the same intersection parameters, such as traffic volumes, heavy vehicle percentage and peak hour factor used in the future (2030) and future (2035) no action analysis summarized above. The volume to capacity (v/c) ratio of the worst approach at roundabout-controlled intersections is desired to not exceed 1.0.

The intersection LOS for the future (2030) and future (2035) roundabout alternatives are

shown in **Table 5** for the weekday AM and PM peak hours. Detailed LOS worksheets for the analysis are included in **Appendix C**.

As shown in **Table 5**, Alternative 2 meets the required LOS and V/C standards under future (2030) conditions during both the weekday AM and PM peak hour conditions with background traffic growth and a portion of the planned pipeline development constructed. Under future (2035) conditions, **Table 5** shows that an expanded partial or full two-lane roundabout is required to meet the required V/C ratio of 1.0. Both Alternative 5 and Alternative 6 meet the required standards under future (2035) conditions with the anticipated background traffic growth and traffic from the seven planned pipeline projects detailed above.

Table 5. Roundabout Alternative Future (2030 and 2035) Weekday Peak Hour LOS Summary

	Weekday AM Peak Hour			Weekday PM Peak Hour		
	LOS	Delay	v/c	LOS	Delay	v/c
Future (2030) Analysis:						
Alternative 1: Single Lane RAB	A	8.4	0.67	D	41.4	1.10
Alternative 2: Single Lane RAB with NBR and SBR Turn-Lanes	A	7.7	0.64	B	10.2	0.92
Future (2035) Analysis:						
Alternative 1: Single Lane RAB	B	14.6	0.90	F	97.9	1.27
Alternative 2: Single Lane RAB with NBR and SBR Turn-Lanes	B	10.9	0.82	C	31.8	1.06
Alternative 3: Single Lane RAB with NBR, SBR, and EBR Turn-Lanes	A	8.5	0.63	C	24.9	1.01
Alternative 4: Partial 2-Lane RAB	B	10.1	0.79	B	18.4	1.03
Alternative 5: Partial 2-Lane RAB with EBR Turn-Lane	A	8.6	0.68	B	10.8	0.84
Alternative 6: 2-Lane RAB North/South	A	7.9	0.65	B	10.1	0.77

Note: Bold indicates LOS standard is not met.

Level of Service (A – F) as defined by the 7th Edition Highway Capacity Manual (HCM), Transportation Research Board.

Average delay per vehicle in seconds.

Worst movement reported for unsignalized intersections where WB = westbound, EB = eastbound.

SITE LAYOUT

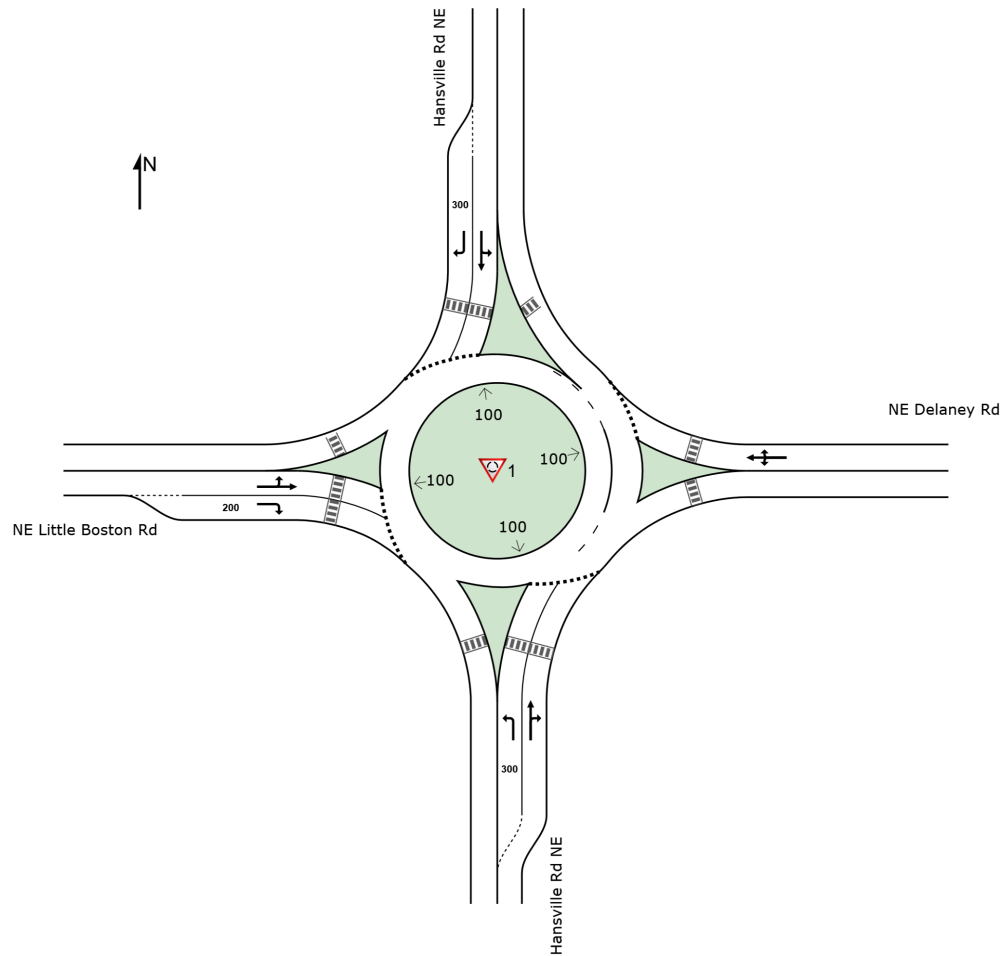
 **Site: 1 [5. Partial 2-Lane With EBR_AM 2035 (Site Folder: Hansville Rd-Little Boston Rd)]**

Future (2035) Weekday AM Peak Hour

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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 Project: M:\24\1.24361.00 - Hansville Rd Local Road Traffic Plan\Traffic Analysis\Traffic Operations\Hansville Rd-Little Boston Rd RAB.sip9

MOVEMENT SUMMARY

Site: 1 [5. Partial 2-Lane With EBR_AM 2035 (Site Folder: Hansville Rd-Little Boston Rd)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Future (2035) Weekday AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				mph
			veh/h		veh/h					veh	ft				
South: Hansville Rd NE															
3	L2	All MCs	280	1.0	280	1.0	0.245	10.6	LOS B	1.5	38.3	0.40	0.61	0.40	32.2
8	T1	All MCs	660	1.0	660	1.0	0.494	4.8	LOS A	4.3	107.4	0.48	0.46	0.48	35.0
18	R2	All MCs	85	1.0	85	1.0	0.494	4.8	LOS A	4.3	107.4	0.48	0.46	0.48	34.6
Approach			1025	1.0	1025	1.0	0.494	6.4	LOS A	4.3	107.4	0.46	0.50	0.46	34.1
East: NE Delaney Rd															
1	L2	All MCs	90	0.0	90	0.0	0.174	12.9	LOS B	0.8	19.0	0.64	0.79	0.64	32.4
6	T1	All MCs	10	0.0	10	0.0	0.174	7.2	LOS A	0.8	19.0	0.64	0.79	0.64	32.9
16	R2	All MCs	30	0.0	30	0.0	0.174	7.2	LOS A	0.8	19.0	0.64	0.79	0.64	32.7
Approach			130	0.0	130	0.0	0.174	11.2	LOS B	0.8	19.0	0.64	0.79	0.64	32.5
North: Hansville Rd NE															
7	L2	All MCs	20	1.0	20	1.0	0.612	12.4	LOS B	5.6	141.2	0.70	0.62	0.74	33.7
4	T1	All MCs	805	1.0	805	1.0	0.612	6.2	LOS A	5.6	141.2	0.70	0.62	0.74	34.5
14	R2	All MCs	55	1.0	55	1.0	0.060	6.0	LOS A	0.3	7.3	0.49	0.58	0.49	34.9
Approach			880	1.0	880	1.0	0.612	6.3	LOS A	5.6	141.2	0.68	0.61	0.72	34.5
West: NE Little Boston Rd															
5	L2	All MCs	135	0.0	135	0.0	0.231	15.9	LOS B	1.7	41.6	0.88	0.78	0.88	30.6
2	T1	All MCs	5	0.0	5	0.0	0.231	9.8	LOS A	1.7	41.6	0.88	0.78	0.88	31.1
12	R2	All MCs	380	0.0	380	0.0	0.458	9.9	LOS A	4.3	108.3	0.99	0.77	1.03	33.1
Approach			520	0.0	520	0.0	0.458	11.4	LOS B	4.3	108.3	0.96	0.77	0.99	32.4
All Vehicles			2555	0.7	2555	0.7	0.612	7.6	LOS A	5.6	141.2	0.65	0.61	0.67	33.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

 Site: 1 [5. Partial 2-Lane With EBR_PM 2035 (Site Folder: Hansville Rd-Little Boston Rd)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Future (2035) Weekday PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph	
South: Hansville Rd NE															
3	L2	All MCs	480	0.0	480	0.0	0.415	10.9	LOS B	3.1	77.4	0.51	0.61	0.51	32.0
8	T1	All MCs	1025	0.0	1025	0.0	0.750	5.4	LOS A	9.3	233.3	0.72	0.52	0.72	34.2
18	R2	All MCs	95	0.0	95	0.0	0.750	5.4	LOS A	9.3	233.3	0.72	0.52	0.72	33.9
Approach			1600	0.0	1600	0.0	0.750	7.1	LOS A	9.3	233.3	0.66	0.55	0.66	33.5
East: NE Delaney Rd															
1	L2	All MCs	100	0.0	100	0.0	0.294	16.2	LOS B	1.5	38.5	0.83	0.89	0.83	30.9
6	T1	All MCs	10	0.0	10	0.0	0.294	10.4	LOS B	1.5	38.5	0.83	0.89	0.83	31.5
16	R2	All MCs	30	0.0	30	0.0	0.294	10.4	LOS B	1.5	38.5	0.83	0.89	0.83	31.2
Approach			140	0.0	140	0.0	0.294	14.5	LOS B	1.5	38.5	0.83	0.89	0.83	31.0
North: Hansville Rd NE															
7	L2	All MCs	30	0.0	30	0.0	0.835	20.1	LOS C	15.1	377.8	1.00	1.04	1.54	31.0
4	T1	All MCs	950	0.0	950	0.0	0.835	13.9	LOS B	15.1	377.8	1.00	1.04	1.54	31.6
14	R2	All MCs	150	0.0	150	0.0	0.186	7.4	LOS A	1.1	26.8	0.66	0.66	0.66	34.3
Approach			1130	0.0	1130	0.0	0.835	13.2	LOS B	15.1	377.8	0.95	0.99	1.42	31.9
West: NE Little Boston Rd															
5	L2	All MCs	145	0.0	145	0.0	0.377	19.2	LOS B	3.1	76.8	1.00	0.84	1.02	29.3
2	T1	All MCs	10	0.0	10	0.0	0.377	13.1	LOS B	3.1	76.8	1.00	0.84	1.02	29.9
12	R2	All MCs	310	0.0	310	0.0	0.542	15.7	LOS B	6.2	154.3	1.00	0.94	1.20	30.5
Approach			465	0.0	465	0.0	0.542	16.7	LOS B	6.2	154.3	1.00	0.91	1.14	30.1
All Vehicles			3335	0.0	3335	0.0	0.835	10.8	LOS B	15.1	377.8	0.81	0.76	0.99	32.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: M:\24\1.24361.00 - Hansville Rd Local Road Traffic Plan\Traffic Analysis\Traffic Operations\Hansville Rd-Little Boston Rd RAB.sip9

Timings

6: Hansville Road NE & 288th Street

Port Gamble S'Klallam LRTP



Lane Group	EBL	EBT	NBL	NBT	SBT	Ø8
Lane Configurations						
Traffic Volume (vph)	65	0	46	771	709	
Future Volume (vph)	65	0	46	771	709	
Turn Type	Perm	NA	Perm	NA	NA	
Protected Phases		4		2	6	8
Permitted Phases	4		2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	67.5	67.5	67.5	22.5
Total Split (%)	25.0%	25.0%	75.0%	75.0%	75.0%	25%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	None

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 55.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

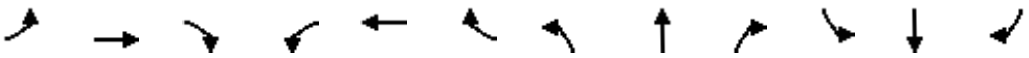
Splits and Phases: 6: Hansville Road NE & 288th Street

#6 Ø2	#6 Ø4
67.5 s	22.5 s
#6 Ø6	#6 Ø8
67.5 s	22.5 s

HCM 7th Signalized Intersection Summary

6: Hansville Road NE & 288th Street

Port Gamble S'Klallam LRTP

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	65	0	42	0	0	0	46	771	0	0	709	73
Future Volume (veh/h)	65	0	42	0	0	0	46	771	0	0	709	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	0	43	0	0	0	47	787	0	0	723	74
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	0	56	0	180	0	147	1091	0	0	1046	107
Arrive On Green	0.10	0.00	0.10	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.63	0.63
Sat Flow, veh/h	896	0	584	0	1870	0	47	1741	0	0	1669	171
Grp Volume(v), veh/h	109	0	0	0	0	0	834	0	0	0	0	797
Grp Sat Flow(s),veh/h/ln	1479	0	0	0	1870	0	1788	0	0	0	0	1840
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	9.3
Prop In Lane	0.61		0.39	0.00		0.00	0.06		0.00	0.00		0.09
Lane Grp Cap(c), veh/h	320	0	0	0	180	0	1238	0	0	0	0	1153
V/C Ratio(X)	0.34	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.69
Avail Cap(c_a), veh/h	997	0	0	0	1036	0	3472	0	0	0	0	3566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.9	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7
LnGrp LOS	B						A					A
Approach Vol, veh/h		109			0			834			797	
Approach Delay, s/veh		14.9			0.0			4.7			4.7	
Approach LOS		B						A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.9		7.6		24.9		7.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		63.0		18.0		63.0		18.0				
Max Q Clear Time (g_c+I1), s		11.8		4.3		11.3		0.0				
Green Ext Time (p_c), s		8.6		0.4		7.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.4									
HCM 7th LOS			A									

HCM 7th Roundabout
6: Hansville Road NE & 288th Street

Port Gamble S'Klallam LRTP

Intersection				
Intersection Delay, s/veh	10.7			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	109	0	834	797
Demand Flow Rate, veh/h	111	0	851	812
Vehicles Circulating, veh/h	737	918	67	48
Vehicles Exiting, veh/h	123	0	781	870
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.6	0.0	11.5	10.3
Approach LOS	A	-	B	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	111	0	851	812
Cap Entry Lane, veh/h	651	541	1289	1314
Entry HV Adj Factor	0.982	1.000	0.980	0.981
Flow Entry, veh/h	109	0	834	797
Cap Entry, veh/h	639	541	1263	1289
V/C Ratio	0.171	0.000	0.660	0.618
Control Delay, s/veh	7.6	6.7	11.5	10.3
LOS	A	A	B	B
95th %tile Queue, veh	1	0	5	5

SITE LAYOUT

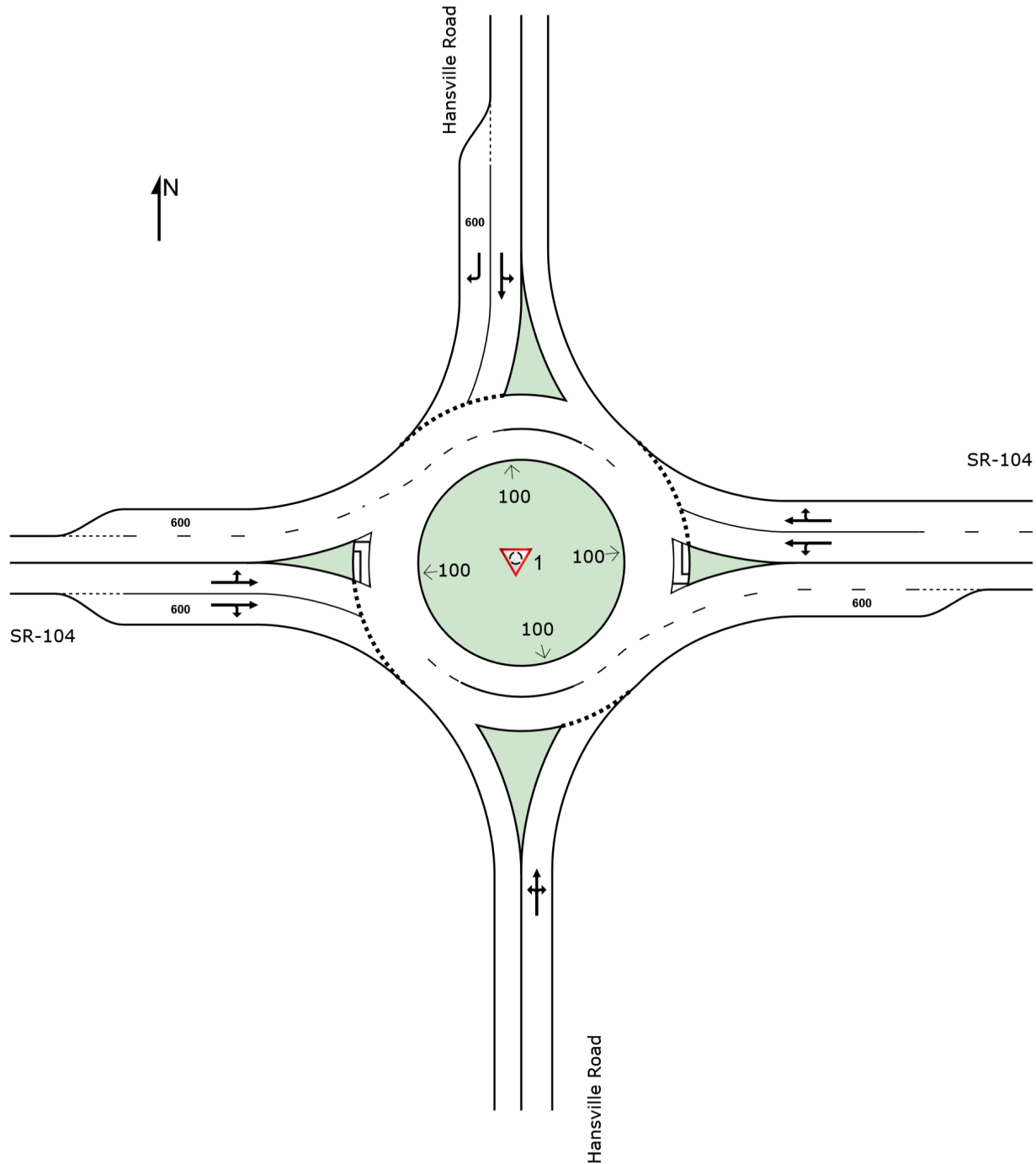
Site: 1 [2046 Build PM (Site Folder: Hansville Road @ SR-104)]

2046 Future Conditions - PM Peak Hour

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 1 [2046 Build PM (Site Folder: Hansville Road @ SR-104)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

2046 Future Conditions - PM Peak Hour

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Hansville Road															
3	L2	All MCs	139	4.0	139	4.0	0.950	30.0	LOS D	12.1	313.4	0.98	1.46	2.33	25.9
8	T1	All MCs	348	4.0	348	4.0	0.950	24.2	LOS D	12.1	313.4	0.98	1.46	2.33	24.9
18	R2	All MCs	66	4.0	66	4.0	0.950	25.5	LOS D	12.1	313.4	0.98	1.46	2.33	26.2
Approach			553	4.0	553	4.0	0.950	25.8	LOS C	12.1	313.4	0.98	1.46	2.33	25.3
East: SR-104															
1	L2	All MCs	49	2.0	49	2.0	0.604	23.6	LOS C	5.9	149.8	0.98	0.95	1.34	29.3
6	T1	All MCs	617	2.0	617	2.0	0.604	17.5	LOS B	6.9	174.8	0.99	0.93	1.33	32.7
16	R2	All MCs	154	2.0	154	2.0	0.604	15.3	LOS B	6.9	174.8	1.00	0.92	1.32	30.7
Approach			820	2.0	820	2.0	0.604	17.5	LOS B	6.9	174.8	0.99	0.93	1.33	32.1
North: Hansville Road															
7	L2	All MCs	318	2.0	318	2.0	0.628	11.9	LOS B	4.6	116.4	0.78	0.82	0.94	31.8
4	T1	All MCs	287	2.0	287	2.0	0.628	6.2	LOS A	4.6	116.4	0.78	0.82	0.94	30.2
14	R2	All MCs	377	2.0	377	2.0	0.494	8.7	LOS A	2.8	71.4	0.72	0.79	0.82	33.7
Approach			983	2.0	983	2.0	0.628	9.0	LOS A	4.6	116.4	0.76	0.81	0.89	32.0
West: SR-104															
5	L2	All MCs	449	2.0	449	2.0	0.586	17.2	LOS B	5.5	138.9	0.90	0.85	1.08	30.0
2	T1	All MCs	509	2.0	509	2.0	0.586	10.9	LOS B	6.0	152.7	0.90	0.78	1.05	36.0
12	R2	All MCs	85	2.0	85	2.0	0.586	9.8	LOS A	6.0	152.7	0.90	0.78	1.05	32.8
Approach			1043	2.0	1043	2.0	0.586	13.6	LOS B	6.0	152.7	0.90	0.81	1.06	32.9
All Vehicles			3399	2.3	3399	2.3	0.950	15.2	LOS B	12.1	313.4	0.90	0.95	1.28	30.9

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: K:\SNO_TPTO\2025\25-140 Port Gamble S'Klallam LRTP\03_Task\Analysis\Sidra\Port Gamble S'Klallam LRTP RAB.sip9

Port Gamble LRTP
KH 090225140
Roadway Capacity

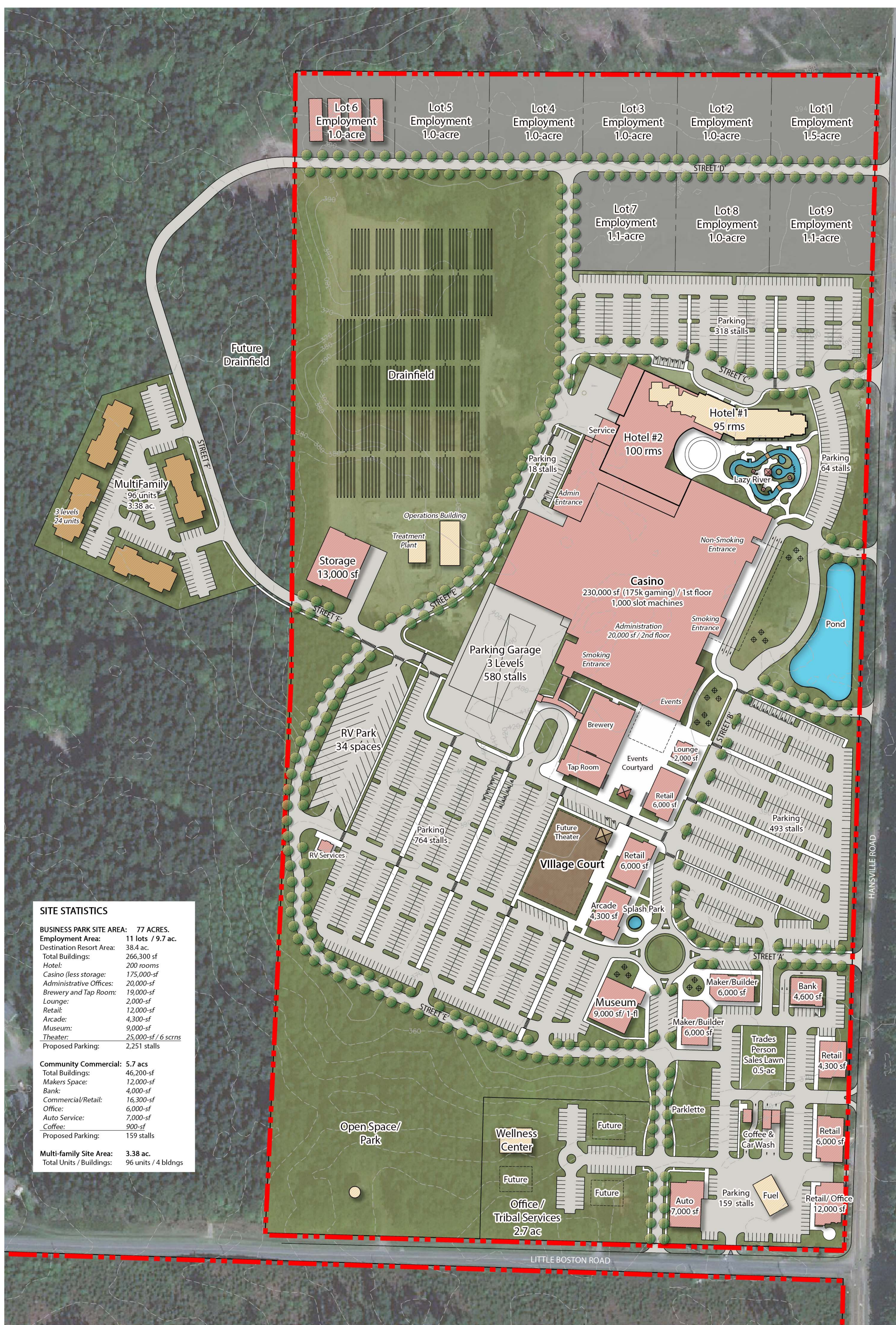
Road Segment	Year	Previous ADT	Rate	ADT	Roadway Max	V/C Ratio	LOS	Roadway Capacity at LOS D	Reserve Capacity	Future Year	New Rate	ADT	LOS	Reserve Capacity
				2026										
Hansville Road north of Buck Lake Road	2023	1,635	1.06	1,735	15,000	0.11	A	13,350	11,615	2036	1.22	1,995	0.13	11,355
Hansville Road north of Eglon Road	2026	2,839	1.00	2,839	15,000	0.19	A	13,350	10,511	2036	1.22	3,464	0.23	9,886
Hansville Road south of Eglon Road	2025	6,240	1.02	6,365	15,000	0.41	A	13,350	6,985	2036	1.22	7,613	0.51	5,737
Casino south entrance/Salish Lane, west of Hansville Road	2026	1,100	1.00	1,100	10,000	0.11	A	8,900	7,800	2036	1.22	1,342	0.13	7,558
Hansville Road north of Little Boston Road	2026	8,649	1.00	8,649	15,000	0.58	A	13,350	4,701	2036	1.22	10,552	0.70	2,798
Hansville Road north of 288 th Street	2026	10,764	1.00	10,764	15,000	0.72	C	13,350	2,586	2036	1.22	13,132	0.88	218
Hansville Road north of SR-104	2026	11,406	1.00	11,406	15,000	0.76	C	13,350	1,944	2036	1.22	13,915	0.93	-565
Little Boston Road west of Hansville Road	2025	3,054	1.02	3,115	13,200	0.23	A	11,748	8,633	2036	1.22	3,726	0.28	8,022
288 th Street west of Hansville Road	2026	1,263	1.00	1,263	10,000	0.1	A	8,900	7,637	2036	1.22	1,541	0.15	7,359
Twin Spits Road east of Hood Canal Drive	2019	1,616	1.15	1,856	10,000	0.12	A	8,900	7,044	2036	1.22	1,972	0.20	6,928
Gamble Bay Road north of Grove Lane	2025	1,446	1.02	1,475	10,000	0.11	A	8,900	7,425	2036	1.22	1,764	0.18	7,136

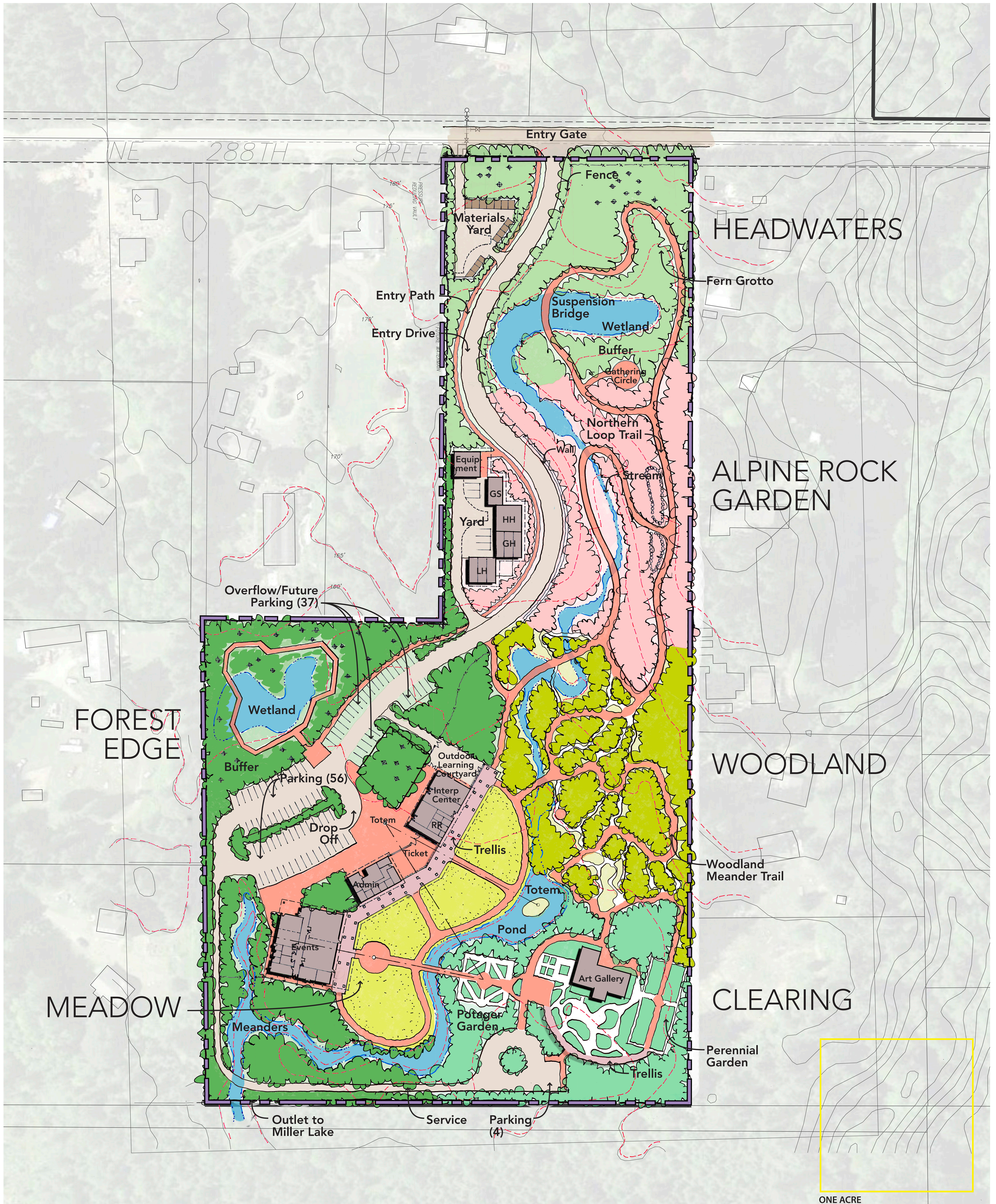
Road Segment	Year	Previous ADT	Rate	ADT	Roadway Max	V/C Ratio	LOS	Roadway Capacity at LOS D	Reserve Capacity	Future Year	New Rate	ADT	LOS	Reserve Capacity
				2026										
Hansville Road north of Buck Lake Road	2023	1,635	1.06	1,735	15,000	0.11	A	13,350	11,615	2046	1.49	2,436	0.16	10,914
Hansville Road north of Eglon Road	2026	2,839	1.00	2,839	15,000	0.19	A	13,350	10,511	2046	1.49	4,230	0.28	9,120
Hansville Road south of Eglon Road	2025	6,240	1.02	6,365	15,000	0.41	A	13,350	6,985	2046	1.49	9,298	0.62	4,052
Casino south entrance/Salish Lane, west of Hansville Road	2026	1,100	1.00	1,100	10,000	0.11	A	8,900	7,800	2046	1.49	1,639	0.16	7,261
Hansville Road north of Little Boston Road	2026	8,649	1.00	8,649	15,000	0.58	A	13,350	4,701	2046	1.49	12,887	0.86	463
Hansville Road north of 288 th Street	2026	10,764	1.00	10,764	15,000	0.72	C	13,350	2,586	2046	1.49	16,038	1.07	-2,688
Hansville Road north of SR-104	2026	11,406	1.00	11,406	15,000	0.76	C	13,350	1,944	2046	1.49	16,995	1.13	-3,645
Little Boston Road west of Hansville Road	2025	3,054	1.02	3,115	13,200	0.23	A	11,748	8,633	2046	1.49	4,550	0.34	7,198
288 th Street west of Hansville Road	2026	1,263	1.00	1,263	10,000	0.1	A	8,900	7,637	2046	1.49	1,882	0.19	7,018
Twin Spits Road east of Hood Canal Drive	2019	1,616	1.15	1,856	10,000	0.12	A	8,900	7,044	2046	1.49	2,408	0.24	6,492
Gamble Bay Road north of Grove Lane	2025	1,446	1.02	1,475	10,000	0.11	A	8,900	7,425	2046	1.49	2,155	0.22	6,745



APPENDIX G

2018 Master Plan





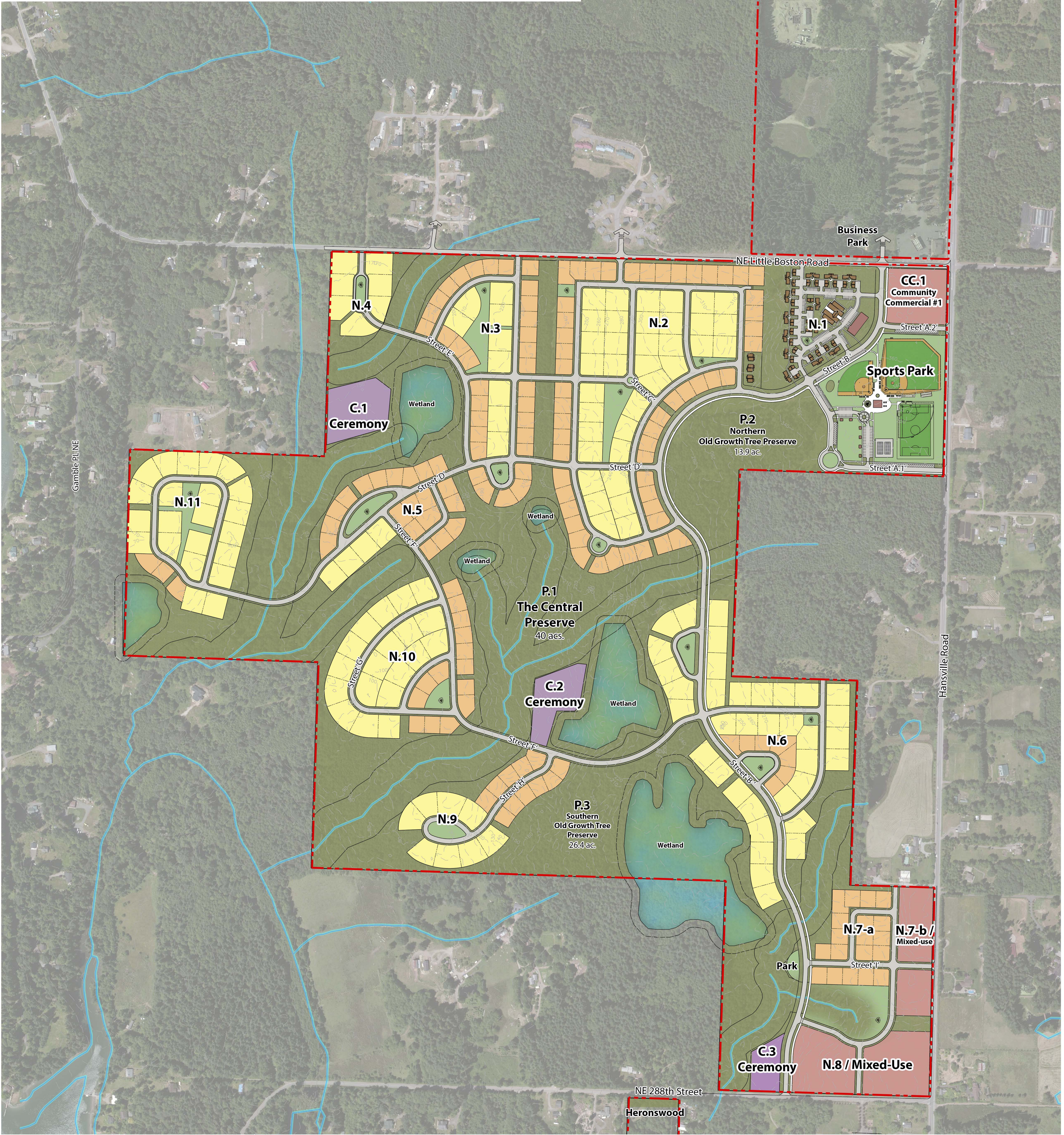
LEGEND

- Commercial / Mixed Use
- Rental Buildings (w/ garages & parking)
- 1/4 acre lot assignments
- 1/2 acre lot assignments
- Ceremony / Tribal Cultural Use Area
- Park / Open Space

N.3 Neighborhood Name / Acreage

SITE STATISTICS

Site Area:	+/- 387.6 ac
Natural Resource Areas: (Streams & Wetlands with buffers)	+/- 96.07 ac.
Total Units:	370
LOT ASSIGNMENTS:	301 Total Lots
1/4-acre Lot Assignments	160
1/2-acre Lot Assignments	141
RENTAL HOUSING :	69 units
Apartment Units:	52
Duplex Units:	6
Elder Co-Housing:	11



APPENDIX H

**Port Gamble S’Klallam Tribe Transportation
Improvement Program**

Port Gamble S'Klallam Tribe
Transportation Improvement Program
2025 Priority List - DRAFT

Priority	BIA Route #	Name	Description	Est. Design Cost (planning, survey, engineering, 12% of construction)	Estimated Construction Cost	Estimated Total Cost	Comments
1	30	New housing road by Kloomachin	Design/construct new neighborhood road for Kloomachin North	\$100,000	\$900,000	\$1,000,000	Budgeted for 2025
2	7040	Intersection Safety Improvement at Hansville RD and Little Boston RD	Support design/construction of intersection improvements at Hansville RD and Little Boston RD	\$360,000	\$3,000,000	\$3,360,000	Ref. Otak engineer estimate from '24 and inputted 50% of est. value. Noo-Kayet plans to apply for grants to support work
3	3003	Little Boston Rd Trail	Design/construct sidewalk from admin campus to Hood Canal LN	\$600,000	\$5,000,000	\$5,600,000	
4	7040	Intersection Improvements at 288 th	Intersection Improvements at 288 th and Hansville RD	\$250,000	\$2,000,000	\$2,250,000	
5	TBD	Warrior Ridge Roads	Design/construct new Warrior Ridge Spine Road – Connect Little Boston RD – 288th	\$500,000	\$5,000,000	\$5,500,000	
6	8625	Little Boston Rd NE	Design/construct safety improvements-drainage & lighting	\$50,000	\$375,000	\$425,000	
7	Multiple	Road drainage & guard rail repair	Design/construct drainage & guard rail	\$6,000	\$50,000	\$56,000	
8	TBD	Heronswood access	Design/construct access road into Heronswood	\$125,000	\$1,000,000	\$1,125,000	
9	7040	Hansville RD-Right turn lane onto SR104	Add right turn lane from Hansville RD onto SR 104 – Currently on Kitsap County TIP – PROJECT DRIVEN BY WSDOT	\$60,000	\$474,000	\$534,000	This project may change depending on WSDOT involvement. This project is on Kitsap County TIP list
10	20	Business Park	Design/construct road improvements to support Business Park development	\$480,000	\$4,000,000	\$4,480,000	
			TOTALS	\$2,531,000	\$21,799,000	\$24,330,000	

Prepared June 25, 2025