| | | | | | PROJECT COSTS IN DOLLARS FUNDING SOURCE INFORMATION FEDERAL FUNDS STATE FUNDS EXPENDITURE SCHEDULE | | | | | | | | | | | | | | EDERALLY FUNDED | | | |
|-------------|---|------------------------|--------------|--------------------|--|------------------------------|----------------------|--------------------------|--|------------------------|----------------|----------------------|------------------------|--------------------|------------------------|-------------------|------------------------|-------------------|-----------------------|------------------------|----------------------------|---|
| | | | | | | | FEDERAL | FUNDS | STATE | FUNDS | | | | | | | | | | | PRO | JECTS ONLY |
| FUNC. CLASS | PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Beginning and End Milepost D. Project / Road Name E. Description of Work and Total Cost (incl. prior/future) | IMPROVEMENT TYPE(S) | FUND. STATUS | TOTAL LENGTH (mi.) | MPO Boundary PROJECT PHASE | MONTH / YEAR PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE COST BY PHASE | OTHER REVENUES | LOCAL FUNDS | TOTAL | PHASE 1st 2017 | PHASE 2nd 2018 | PHASE 3rd 2019 | PHASE 4th 2020 | PHASE 5th 2021 | PHASE 6th 2022 | TOTAL 2017 2022 | ENVIRON- MENTAL TYPE | R/W REQ? Y/N DATE COMPLETE MONTH / YEAR |
| | | | | | | | | | | В | RIDGE PR | OJECTS | | | | | | | | | | |
| | 3120 MP 5.80-5.82 Bay View-Edison Joe Leary Slough Bridge Deck | | Р | | P.E | 1/18 | FBP | 50,000 | | | | 10,000 | 60,000 | | 60,000 | | | | | | | |
| 07 | | 05 | Р | 0.61 | IN R/W | | FBP | 350,000 | | | | 90,000 | 440,000 | | | 440,000 | | | | 440,000 | CE | N |
| | Estimated Phase (All) Total = \$500,000 | | Р | | Cons | | FBP | 400,000 | | 0 | | 100,000 | 500,000 | 0 | 60,000 | | 0 | 0 | 0 | 500,000 | | |
| | 50510 MP 1.87 to MP 2.095 Burlinginton Northern Overpass #40111 | | | | P.E | | | | | | | | | | | | | | | | | |
| 07 3 | Replace the Burlington Northern SantaFe Overpass Meet Federal and State Guidelines | 11 | s | 0.23 | IN R/W | | STP(BR) | 10,483,453 | OTHER | 4.000.000 | | 3,486,377 | 17,969,830 | 14,119,000 | 3,850,830 | | | | | 17,969,830 | CE | Y 9/16 |
| | Estimated Phase (CN) Total = \$17,969,830 50510 MP 6.00 to MP 6.10 | | | | Tota | | | 10,483,453 | | 4,000,000 | 0 | 3,486,377 | 17,969,830 | 14,119,000 | | 0 | 0 | 0 | 0 | 17,969,830 |) | |
| 07 4 | Friday Creek Bridge Repair (Old Hwy 99) | | | | P.E | | | | | | | | | | | | | | | | | |
| 07 1 | 2 Replace the Bridge Deck and make minor repairs to the bridge | 14 | s | 0.1 | IN R/W | t. 3/17 | STP(BR) | 320,000 | | | | | 320,000 | 320,000 | | | | | | 320,000 | CE | N |
| | Estimated Phase (CN) Total=\$320,000 08700 MP 5.75 to MP 5.95 | | | | Tota | 1 | | 320,000 | | 0 | 0 | 0 | 320,000 | 320,000 | 0 | 0 | 0 | 0 | 0 | 320,000 | | |
| 08 1 | Illabot Creek Alluvial Fan Restoration Construct two (2) new bridges on the Rockport | 08 | S | 0.62 | P.E IN R/W | | | | SRFB | 580,000 | | | 580,000 | 580,000 | | | | | | 580,000 | CE | N |
| | Cascade Hwy to improve fish habitat Estimated Phase (PE, CN) Total = \$3,621,806 | | s | | Cons | t. 7/19 | | 0 | SRFB | 3,042,317 3,622,317 | 0 | 0 | 3,042,317 3,622,317 | 580,000 | 3,042,317 3,042,317 | 0 | 0 | | | 3,042,317 3,622,317 | | |
| | 07000 MP 20.40 to MP 20.50 | | | | | | | U | | 3,022,317 | U | U | 3,022,317 | 300,000 | 3,042,317 | U | U | | , , | 3,022,317 | | |
| 07 2 | Lower Finney Creek Bridge Repairs Repair/replace the brdge deck and | 14 | | 0.44 | P.E IN R/W | | | | | | | | | | | | | | | 000.004 | CE | N |
| | make minor repairs to the bridge Estimated Phase (CN) Total = \$286,222 | | S | | Cons | | STP(BR) | 286,222 286,222 | | 0 | 0 | 0 | 286,222 286,222 | 286,222 286,222 | | 0 | 0 | 0 | 0 | 286,222 286,222 | | |
| | 44010 MP 6.10 to MP 5.96 North Fork Bridge Replacement | | Р | | P.E | 1/21 | STP(BR) | 2,470,000 | | | | 100,000 | 2,570,000 | | | | 2,570,000 | | | 2,570,000 | | |
| N/A 2 | Replace the North Fork Bridge Over the Skagit River | 08 | P P | 0.14 | IN R/W Cons | 1/22 | | 17,480,000 | | | | 100,000 4,850,000 | 100,000 22,330,000 | | | | | | 100,000 22,330,000 | 100,000 | CE | Y 8/22 |
| | Estimated Phase (All) Total = \$25,000,000 | | • | | Tota | | OTT (BIX) | 19,950,000 | | 0 | 0 | 5,050,000 | 25,000,000 | 0 | 0 | 0 | 2,570,000 | 0 | 22,430,000 | | | O/LL |
| | 50510 MP 4.39 to MP 4.46 Samish River Bridge Repairs (Old Hwy 99 North) | | | | P.E | | | | | | | | | | | | | | | (| 0 CE | |
| 07 2 | Replace the bridge deck and make repairs to the rocker bearings and other minor repairs | 06 | s | 0.07 | IN R/M Cons | | STP(BR) | 732,500 | | | | | 732,500 | | 732,500 | | | | | | CE | N |
| | Estimated Phase (CN) Total = \$732,500 | | | | Tota | ı | | 732,500 | | 0 | 0 | 0 | 732,500 | 0 | 0 732,500 | 0 | 0 | 0 | 0 0 | 732,50 |) | |
| N/A 2 | Sinclair Island Marine Access Determine Repair or Replacement | 44 | Р | N/A | P.E | | | | | | | 75,000 | 75,000 0 | 75,000 | | | | | | 75,000 | CE | N |
| | of Dock Facility | | Р | | Cons | t. 3/18 | | | OTHER | 2,000,000 | | 200,000 | 2,200,000 | 75.000 | 2,200,000 | | | | | 2,200,000 | <u> </u> | ., |
| | Estimated Phase (PE, CN) Total = \$2,275,000 50510 MP 2.95 to MP 3.00 | | | | Tota | | | 0 | | 2,000,000 | 0 | 275,000 | 2,275,000 | 75,000 | 2,200,000 | | 0 | 0 | 0 | 2,275,000 | | |
| 07 3 | Thomas Creek Bridge (Old Hwy 99) Replace Thomas Creek Bridge on Old Hwy 99 | 08 | Р | 0.05 | P.E IN R/M | | ` ′ | 90,000 | | | | 10,000 | 100,000 0 | | | 100,000 | | | | 100,000 | CE | N |
| | the bridge is a timber structure Estimated Phase (PE, CN) Total = \$2,000,000 | | Р | | Cons | | STP(BR) | 1,500,000 1,590,000 | | 0 | 0 | 400,000 410,000 | 1,900,000 2,000,000 | 0 | 0 | 100,000 | 1,900,000 1,900,000 | 0 | 0 | 1,900,000 2,000,000 | | |
| | 06120 MP 4.60 to MP 4.70 Upper Finney Creek Bridge (Strengthening) | | Р | | P.E | 1/18 | FLAP | 120,000 | OTHER | 16,200 | | | 136,200 | | 136,200 | ŕ | | | | 136,200 | | |
| 09 3 | Strengthen the bridge to add "Load Capacity" the bridge is not able to handle modern logging truck loads | 13 | P | 0.1 | | | | 865,000 | | 135,000 | | | 1,000,000 | | .55,250 | 1,000,000 | | | | 1,000,000 | CE | N |
| | Estimated Phase (PE, CN) Total = 1,136,200 | | | | Tota | | FLAF | 985,000 | OTHER | 151,200 | 0 | 0 | 1,136,200 | 0 | 136,200 | | 0 | O | 0 | 1,136,200 | | |
| | | | | | | | | | - | ı | ROAD PRO | DJECTS | | | | | | | | | | |
| | 44410 MP 0.00 to MP 3.81 Bradshaw Road Rehabilitation | | Р | | P.E | | | | | | | 150,000 | 150,000 | | | 150,000 | | | | 150,000 | | |
| 09 2 | Rehab and resurface concrete roadway Summers Drive to McLean Road | 01 | Р | 3.81 | IN R/M Cons | | | | | | | 1,500,000 | 1,500,000 | | | | 1,500,000 | | | 1,500,000 | CE | N |
| | Estimated Phase (All) Total = \$1,650,000 | | | | Tota | | | 0 | | 0 | 0 | 1,650,000 | 1,650,000 | 0 | 0 | 150,000 | 1,500,000 | | 0 | 1,650,000 | | |
| | Bow Hill Road Reconstruction Bow Hill Road is failing due to road slides/settelment and sub- | | | 0.61 | P.E R/M | | | | | | | | | | | | | | | | | Y |
| 07 1 | grade issue. Reconstruct and stablize the roadway and sub- | 05 | P/S | 0.01 | IN | | STPR | 423,000 | RAP | 2,253,745 | | 522,426 | 3,199,171 | | 3,199,171 | | | | | | CE | 11/16 |
| | grade. Estimated Total = \$3,304,170 | | P/5 | | Const | | | 423,000 | | 2,253,745 | | 522,426 | 3,199,171 | 0 | 3,199,171 | | 0 | 0 | 0 | 3,199,171 | ,171 | |
| | 97950 MP 3.40 to 3.50 | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | F | | TS IN DOLLARS G SOURCE INFO | | | | | | F | EDERALLY FUNDED | | | | | |
|-------------|---|------------------------|--------------|--------------------|--------------|------------------------|------------------------------|----------------------|--------------------------|--------------------------------------|----------------------------------|----------------|---------------------------------|----------------------------------|--------------------|--------------------|------------------------|------------------------|-------------------|----------------------------------|----------------------------------|----------------------------|---|
| | | | | | | | | FEDERAL | FUNDS | STATE | FUNDS | | | | | | | <u> </u> | I | | | PRO | JECTS ONLY |
| FUNC. CLASS | PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Beginning and End Milepost D. Project / Road Name E. Description of Work and Total Cost (incl. prior/future) | IMPROVEMENT TYPE(S) | FUND. STATUS | TOTAL LENGTH (mi.) | MPO Boundary | PROJECT PHASE | MONTH / YEAR PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP/CAPP/ TIA/UATA/ PWTF/OTHER | STATE COST BY PHASE | OTHER REVENUES | LOCAL FUNDS | TOTAL | PHASE 1st 2017 | PHASE 2nd 2018 | PHASE 3rd 2019 | PHASE 4th 2020 | PHASE 5th 2021 | PHASE 6th 2022 | TOTAL 2017 2022 | ENVIRON- MENTAL TYPE | R/W REQ? Y/N DATE COMPLETE MONTH / YEAR |
| 08 | Cascade River Road Stablization Design and consturct stabilization measures on the Cascade River road | 06 | | 0.10 | S | P.E. R/W Const. | 6/17 | | | | | | 10,000 75,000 | 10,000 75,000 | 10,000 75,000 | | | | | | 10,000 75,000 | CE | N |
| | Estimated Phase (PE, CN) Total = \$85,000 | | | | J | Const. | 0/17 | | 0 | | 0 | 0 | 85,000 | 85,000 | 85,000 | | 0 | 0 | 0 | 0 | 85,000 | | |
| 08 | 08000 MP 13.0 Concrete Sauk Valley Road Stabilizaton Stablize the Bank of the Sauk River | 44 | P | 0.10 | IN | P.E. R/W | 1/17 | | | | | | 200,000 | 200,000 | 200,000 | | | | | | 200,000 | CE | N |
| | Along Concrete Sauk Valley Road due bank loss Estimated Phase (PE, CN) Total = \$1,000,000 63000 MP 1.75 to MP 1.97 | | Р | | | Const. Total | 8/18 | Discretionary | 400,000 400,000 | OTHER | 250,000 250,000 | 0 | 150,000 350,000 | 800,000 1,000,000 | 200,000 | 800,000 800,000 | 0 | 0 | 0 | 0 | 800,000 1,000,000 | | |
| 07 | Cook Road Partner with WSDOT for Improvements at the interchange | 03 | P P | 0.22 | IN | P.E. R/W | 2/18 4/20 | STP(R) STP(R) | 1,000,000 384,000 | OTHER OTHER | 500,000 240,000 | | 250,000 85,000 | 1,750,000 709,000 | | 1,750,000 | | 709,000 | | | 1,750,000 709,000 | CE | Υ |
| | to Cook Road Intersection to Green Road Intersection Estimated Phase (All) Tota I= \$15,483,040 79000 MP 5.05 to MP 5.66 | | Р | | | Const. Total | 6/22 | DEMO | 7,074,040 8,458,040 | OTHER | 4,400,000 5,140,000 | 0 | 1,550,000 1,885,000 | 13,024,040 15,483,040 | 0 | 1,750,000 | 0 | 709,000 | 0 | 13,024,040 13,024,040 | 13,024,040 15,483,040 | | 4/21 |
| 08 | Francis Road Section 1 Rehiblitate and widen Francis Road to current standards | 03 | S/P P | 0.61 | IN | P.E. R/W | 1/17 | | | RAP RAP | 93,300 50,000 | | 171,700 50,000 | 265,000 100,000 | 265,000 | 100,000 | | | | | 265,000 100,000 | CE | Y |
| | to improve safety and stabalize the road base Esitmated Phase (All) Total = \$1,425,000 | | Р | | | Const. Total | 5/19 | | 0 | RAP | 700,000 843,300 | 0 | 360,000 581,700 | 1,060,000 1,425,000 | 265,000 | 100,000 | 1,060,000 1,060,000 | 0 | 0 | 0 | 1,060,000 1,425,000 | | 1/19 |
| | 79000 MP 2.75 to MP 3.75 Francis Road Section 3 | | P | | | P.E. | 1/19 | | | RAP | 273,075 | | 75,000 | 348,075 | | | 348,075 | | | | 348,075 | | |
| 08 | Particular Rehiblitate and widen Francis Road to current standards to improve safety and stabalize the road base, (Bridge) Estimated Phase (All) Total = \$4,380,160 | 03 | P | 1 | IN | R/W Const. Total | 1/20 5/21 | | 0 | RAP RAP | 29,085 2,233,857 2,536,017 | 0 | 3,000 1,766,143 1,844,143 | 32,085 4,000,000 4,380,160 | 0 | 0 | 348,075 | 32,085 32,085 | 4,000,000 | 0 | 32,085 4,000,000 4,380,160 | | Y 1/21 |
| | 79000 MP 1.48 to MP 2.75 Francis Road Section 4 | | Р | | | P.E. | 1/20 | | J | OTHER | 450,000 | | 45,000 | 495,000 | | | 340,073 | 495,000 | | | 495,000 | | Y |
| 08 1 | Rehiblitate and widen Francis Road to current standards to improve safety and stabalize the road base, (Bridge) | 03 | P P | 1.28 | IN | R/W Const. | 6/21 5/22 | | | OTHER OTHER | 70,000 3,500,000 | | 7,000 350,000 | 77,000 3,850,000 | | | | | 77,000 | 3,850,000 | 77,000 3,850,000 | CE | 3/22 |
| | Estimated Phase (All) Total = \$4,422,000 91050 MP 2.65 to 3.50 | | | | | Total | | | 0 | | 4,020,000 | 0 | 402,000 | 4,422,000 | 0 | 0 | 0 | 495,000 | 77,000 | 3,850,000 | 4,422,000 | | |
| 08 1 | North Fruitdale / Kalloch Road Arterial Improvemetns Reconstruct and widen Fruitdale Road to | 03 | P P | 0.85 | i IN | P.E. R/W | 3/17 | Disc-STP | 250,000 50,000 | | | | 33,750 6,750 | 283,750 56,750 | 283,750 | 56,750 | | | | | 283,750 56,750 | CE | Y 3/19 |
| | Arterial Standards. Estimated Phase (All) Total = \$2,270,000 61410 MP 0.00 to MP 1.215 | | | | | Const. Total | 6/19 | Disc-STP | 1,700,000 2,000,000 | | 0 | 0 | 229,500 270,000 | 1,929,500 2,270,000 | 283,750 | 56,750 | 1,929,500 1,929,500 | 0 | 0 | 0 | 1,929,500 2,270,000 | | |
| 09 1 | Green Road Rehabilitation Rehab and resurface concrete roadway | 06 | Р | 1.22 | IN | P.E. R/W | 1/18 | | | | | | 50,000 | 50,000 | | | 50,000 | | | | 50,000 | CE | N |
| | from Kelleher Road to Cook Road Estimated Phase (PE, CN) Total = \$500,000 | | Р | | | Const. Total | 5/19 | | 0 | | 0 | 0 | 450,000 500,000 | 450,000 500,000 | 0 | 0 | 50,000 | 450,000 450,000 | | 0 | 450,000 500,000 | | |
| | TBD MP 0.58 to MP 3.58 HMA Overly Project (2017) | | s | | | P.E. | 1/17 | | | | | | 45,000 | 45,000 | 45,000 | | | | | | 45,000 | | |
| 07 | Overlay various County roads with Hot Mix Asphalt (HMA) - To b Estimated Phase (PE, CN) Total=\$660,000 | 05 | s | 3 | IN | R/W Const. Total | 6/17 | | 0 | | 0 | 0 | 610,000 655,000 | 610,000 655.000 | 610,000 655,000 | | 0 | 0 | 0 | 0 | 610,000 655,000 | CE | N |
| | 33000 MP 1.80 to MP 2.90 Josh Wilson Road Phase 1 | | | | | P.E. | | | J | | | | 000,000 | 333,333 | 300,000 | | | , | | | | | |
| 06 1 | 7 Reconstruct and Stabilize Josh Wilson Road to current road standards | 03 | s s | 1.1 | IN | R/W Const. | 1/18 5/19 | STP(R) | 1,057,552 | | | | 60,000 1,168,648 | 60,000 2,226,200 | | 60,000 | 2,226,200 | | | | 60,000 2,226,200 | CE | Y 2/19 |
| | Estimated Phase (All) Total = \$2,286,200 33000 MP 0.00 to MP 1.83 | | | | | Total | | | 1,057,552 | | 0 | 0 | 1,228,648 | 2,286,200 | 0 | 60,000 | , , | 0 | 0 | 0 | 2,286,200 | | |
| 06 1 | Josh Wilson Road Phase 2 Reconstruct and Stabilize Josh Wilson Road | 04 | P P | 1.83 | IN | P.E. R/W | 1/19 4/19 | | | RAP RAP | 280,460 100,000 | | | 280,460 100,000 | | | 280,460 100,000 | | | | 280,460 100,000 | | Y |
| | to current road standards Estimated Phase (All) Total=\$4,166,670 33000 MP 2.88 to MP 3.75 | | Р | | | Const. Total | 5/20 | | 0 | RAP | 3,786,210 4,166,670 | | 0 | 3,786,210 4,166,670 | 0 | 0 | 380,460 | 3,786,210 3,786,210 | | 0 | 3,786,210 4,166,670 | | 3/20 |
| 06 1 | Josh Wilson Road Phase 3 Reconstruct and Stabilize Josh Wilson Road | 04 | P P | 0.87 | IN | P.E. R/W | 1/20 3/20 | | | RAP RAP | 112,740 50,000 | | | 112,740 50,000 | | | | 112,740 50,000 | | | 112,740 50,000 | | Y |
| | to current road standards Estimated Phase (All) Total = \$1,684,730 | | P | 3.07 | | Const. Total | 5/21 | | 0 | RAP | 1,521,990 1,684,730 | 0 | 0 | 1,521,990 1,684,730 | 0 | 0 | 0 | 162,740 | 1,521,990 | 0 | 1,521,990 1,684,730 | J. | 3/21 |
| | 33000 MP 2.88 to MP 3.75 Josh Wilson road Phase 4 | | Р | | | P.E. | 1/21 | | | RAP | 128,300 | | | 128,300 | | | | | 128,300 | | 128,300 | | |
| 06 2 | Reconstruct and Widen Josh Wilson Road to current road standards | 04 | P P | 1.02 | 2 IN | R/W Const. | 4/22 12/22 | | | RAP RAP | 50,000 1,732,050 | | 0 | 50,000 1,732,050 1,910,350 | | | | | 420.200 | 50,000 1,732,050 1,782,050 | 50,000 1,732,050 1,910,350 | CE | Y 9/22 |
| | Estimated Phase (All) Tota I= \$1,910,350 61400 MP 1.72 to MP 1.970 Lafayette Road Improvements (Raspberry Ridge) | | e | | | Total | 1/2017 | | 0 | | 1,910,350 | U | 55,000 | 1,910,350 | 55,000 | 0 | 0 | 0 | 128,300 | 1,782,050 | 1,910,350 55,000 | | |
| | Larayette Road Improvements (Raspberry Ridge) | | 3 | | | F.E. | 1/201/ | | | | | | 55,000 | 55,000 | 55,000 | | | | | | 55,000 | | |

| | | | | | | | | | PO IECT COST | ES IN DOLLARS | | | | | | | | | | | F | EDERALLY |
|-------------|--|------------------------|--------------|--------------------|----------------------------|------------------------------|----------------------|-------------------------------|---|-----------------------------------|----------------|----------------------------|---|--------------------|--------------------|----------------------------------|-------------------|-------------------|-------------------|---|--------|--|
| | PROJECT COSTS IN DOLLARS FUNDING SOURCE INFORMATION FEDERAL FUNDS STATE FUNDS EXPENDITURE SCHEDULE | | | | | | | | | | | | | 1 | FUNDED | | | | | | | |
| FUNC. CLASS | PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Beginning and End Milepost D. Project / Road Name E. Description of Work and Total Cost (incl. prior/future) | IMPROVEMENT TYPE(S) | FUND. STATUS | TOTAL LENGTH (mi.) | MPO Boundary PROJECT PHASE | MONTH / YEAR PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST GE BY PHASE | RAP / CAPP / TA / UATA / PWTF / OTHER | STATE COST BY GAPPING PHASE | OTHER REVENUES | LOCAL FUNDS | TOTAL | PHASE 1st 2017 | PHASE 2nd 2018 | PHASE 3rd 2019 | PHASE 4th 2020 | PHASE 5th 2021 | PHASE 6th 2022 | TOTAL 2017 2022 | ż J | RW REQ? Y/N DATE COMPLETE MONTH / YEAR |
| 07 | C Improve 0.25 miles of Lafayette Road to Urban Standards Sidewalks, curb and gutter and a TWLTL. Esitmated Phase (PE, CN) Total = \$445,000 | 03 | s | 0.25 | IN R/ Cor Tot | st. 4/17 | | 0 | | 0 | 0 | 390,000 445,000 | 390,000 445,000 | 390,000 445,000 | 0 | 0 | 0 | 0 | | 390,000 445,000 | | N |
| 16 | 32400 MP 0.00 to MP 0.972 Peterson Road Widen Peterson Road from Bayview Development to Port/Higgins and provide non-motorized facilities | 03 | P P | 0.97 | IN R/ | V st. 4/20 | | | TIB | 420,087 2,855,612 | | 74,133 503,931 | 494,220 0 3,359,543 | | | 494,220 | 3,359,543 | | | 494,220 3,359,543 | CE | Y 1/20 |
| 09 | Estimated Phase (PE, CN) Total = \$3,853.763, 70010 MP 1.68 to MP 2.68 River Bend Road Improvements Repair and raise the northern section of River Bend Road along the levy | 06 | P P | 1 | P.I IN R/ | 1/17 V | DEMO | 100,000 | | 3,275,699 | 0 | 578,064 | 3,853,763 100,000 0 750,000 | 100,000 | 750,000 | 494,220 | 3,359,543 | 0 | | 3,853,763 100,000 750,000 | CE | N |
| 08 | Estimated Phase (PE, CN) Total = \$850,000 19000 MP 0.20 to MP 1.56 South Shore Road (Guemes Island) PE Preliminary Engineering to relocate/reconstruct due to bluff erosion at numerous locatons along the bluff | 15 | Р | 1.36 | P.I IN R/ | 2/17 V | | 850,000 | | 0 | 0 | 75,000 | 75,000 | Í | 750,000 | 0 | 0 | 0 | | 75,000 | | N |
| 07 | Estimated Phase (PE) Totalt = \$75,000 07000 MP 17.00 to MP 20.00 South Skagit Highway Realignment Study to determine the feasibility to realign South Skagit Hwy to improve fish habitat and improve bridge maintenance. | | P P | 3 | IN R/Cor | al | | 0 | OTHER OTHER | 500,000 18,000,000 | 0 | 75,000 | 75,000 500,000 18,000,000 | 75,000 | 0 | 500,000 | 0 | 9,000,000 | 9,000,000 | 75,000 500,000 18,000,000 | CE | Y 6/20 |
| 07 | Esitmated Phase (RW, CN) Total = \$18,500,000 07000 MP 4.00 to MP 4.05 South Skagit Hwy Repair (Milepost 4) Stabilize the river bank and protect the roadway along South Skagit Highway | 06 | P P | 0.05 | Cor | E. 1/17 V st. 4/19 | | 0 | | 18,500,000 | 0 | 50,000 | 18,500,000 50,000 250,000 | | | 250,000 | 0 | 9,000,000 | 9,000,000 | 50,000 | CE | N |
| | Estimated Phase (PE, CN) Total = \$300,000 Total 0 0 300,000 50,000 0 250,000 0 0 300,000 | | | | | | | | | | | | | | | | | | | | | |
| N/A | Big Rock to Clear Lake Centennial Trail 5 Construct a Non-Motorized Trail from Big Rock to Clear Lake along old Railroad right of way Estimated Phase (RW, CN) Total: \$2,280,000 | 28 | p S P | 3.5 | P.I IN R/ Cor | V 2/19 st. 4/19 | | | PED/BIKE | 250,000 2,000,000 2,250,000 | 0 | 30,000 0 30,000 | 250,000 30,000 2,000,000 2,280,000 | 30,000 | | 30,000 2,000,000 2,030,000 | 0 | 0 | | 250,000 30,000 2,000,000 2,280,000 | CE | Y 12/17 |
| N/A | Ferry Landing to Schoolhouse Park Guemes Ferry Trail B Design and construct a multi-use trail from the Guemes Island Ferry Landing | 28 | P P | 1.50 | P.I | . 1/18 | | 100,000 | PED/BIKE | 1,200,000 | | 30,000 | 100,000 100,000 1,200,000 | | 100,000 | 100,000 | 1,200,000 | | | 100,000 100,000 1,200,000 |)) | |
| | to the Schoolhouse Park | | | | | | | 100,000 | • | 1,300,000 GUEMES I | | ERRY PROJ | 1,400,000 IECTS | 0 | 100,000 | 100,000 | 1,200,000 | 0 | (| 1,400,000 | | |
| N/A | Guemes Ferry Boat Replacement or Overhaul/Modification Replace the current Guemes Island Ferry or overhaul/modify as needed to meet present and future needs | 26 | P P | | P.I IN R/ | v | FBD | 700,000 | OTHER OTHER | 5,000,000 | | 715,000 | 2,015,000 | 190,000 | 1,825,000 | 10,200,000 | | | | 2,015,000 | CE | N |
| N/A | Guemes Ferry Parking Lot Improvements Grade and pave the Guemes Island Ferry Parking Lot | 44 | P P | | P.I IN R/ | i. 1/17 | FBP | 5,100,000 3,244 212,938 | | 5,600,000 | 0 | 1,515,000 506 33,312 | 12,215,000 3,750 246,250 | 3,750 246,250 | | 10,200,000 | 0 | 0 | | 12,215,000 3,750 246,250 | CE | N |
| | Estimated Phase (PE, CN) Total = \$250,000 | | | | Tot | | . 5. | 216,182 | MIS | SCELLAN | OUS/EM | 33,818 ERGENT PR | 250,000 | | 0 | 0 | 0 | 0 | (| 250,000 | | |
| N/A | Skagit River Bridge Modification & I-5 Protection Projects Skagit County staff have initiated planning and prelim-eng on flood risk reduction projets: mapping,survey & design Estimated Phase (CN) Total = \$1,199,700 | 03 | Р | N/A | P.I IN R/ Cor Tot | V st. 1/17 | DEMO | 1,199,700 1,199,700 | | 0 | 0 | 0 | 1,199,700 1,199,700 | 699,700 699,700 | 500,000 500,000 | | 0 | 0 | | 1,199,700 1,199,700 | | N |
| N/A | N/A Emergent Projects Safety Improvements, Minor Constructon, Emergency Projects, etc. etc. Estimated Phase (PE) Total = \$60,000 | 21 | s | N/A | P.I IN R/ Cor | V st. | | | | | | 60,000 | 60,000 | | | | | 10,000 | | | CE | N |
| | N/A Emergent Fish Passage Projects | | s | | P.I | | | 0 | | | | 30,000 | 30,000 | Í | , | Í | · | Í | Í | Ĺ | | |

Hearing Date:12/XX/16 Adoption Date: 12/XX/1X Resolution No.xxxxxx

SUMMARY SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2017 - 2022

| | | | | | | | 1 | | | | DO IFOT COS | TO IN DOLL 450 | | | | | | | | | | | | EDERALLY |
|------|-----|--|------------------------|--------------|--------------------|--------------|-----------------|------------------------------|----------------------|--------------------------|--|------------------------|----------------|----------------------|-------------|-------------------|----------------------|--------------------|----------------------|---|-------------------|--------------------|----------------------------|---|
| | | | | | | | | | | | | TS IN DOLLARS | DMATION | | | | | EDERALLY FUNDED | | | | | | |
| | | | | | | | | | FEDERAL | FLINDS | | G SOURCE INFO | KMATION | | | | PROJECTS ONLY | | | | | | | |
| | | | | | | | | | FEDERAL | FUNDS | SIAIE | FUNDS | | | | | | | | | | | 1 10 | OLOTO CIVET |
| | | PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Beginning and End Milepost D. Project / Road Name E. Description of Work and Total Cost (incl. prior/future) | IMPROVEMENT TYPE(S) | FUND. STATUS | TOTAL LENGTH (mi.) | MPO Boundary | PROJECT PHASE | MONTH / YEAR PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE COST BY PHASE | OTHER REVENUES | LOCAL FUNDS | TOTAL | PHASE 1st 2017 | PHASE 2nd 2018 | PHASE 3rd 2019 | PHASE 4th 2020 | PHASE 5th 2021 | PHASE 6th 2022 | TOTAL 2017 2022 | ENVIRON- MENTAL TYPE | R/W REQ? Y/N DATE COMPLETE MONTH / YEAR |
| N | I/A | Water Conveyance and Fsh Passage Projects | 44 | | N/A | IN | R/W | | | | | | | | | | | | | | | | CE | N |
| | | Culverts, slides, debrie, etc. | | | | | Const. | | | | | | | | | | | | | | | | | |
| | | Estimated Phase (PE) Total = \$30,000 | | | | | Total | | | 0 | | 0 | 0 | 30,000 | 30,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 30,000 | | |
| | | Non-Motorized Emergent Projects | | s | | | P.E. | 1/17 | | | | | | 30,000 | 30,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 30,000 | | |
| N | I/A | Emergent Non-Motorized Project(s) | 28 | | N/A | IN | R/W | | | | | | | | 0 | | | | | | | | CE | N |
| | | | | | | | Const. Total | | | | | | | | 0 | | | | | | | | | |
| _ | | Estimated Phase (PE) Total = \$30,000 | | | | | | | | 0 | | 0 | 0 | 30,000 | 30,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 30,000 | | |
| | | Safety Improvement Emergent Projects | | S P.E. | | 1/17 | | | | | | 120,000 | 120,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 120,000 | | | | |
| l N | I/A | Emergent Safety Projects that may arise | 21 | 3 | N/A | IN | P.E. R/W | 1/1/ | | | | | | 120,000 | 120,000 | 20,000 | 20,000 20,000 | 20,000 | 20,000 | 20,000 | 120,000 | CE | N | |
| l '' | "^ | throughout the County | 1 - | | 13/7 | " | Const. | | | | | | | | | | | | | | | | | ., |
| | | Estimated Phase (PE) Tota I= \$120,000 | | | | | Total | | | 0 | | 0 | 0 | 120,000 | 120,000 | 20,000 | 20.000 | 20,000 | 20,000 | 20,000 | 20.000 | 120,000 | | |
| | | , | | | | | | | | | | - | | -, | -, | ,,,,,,,, | -, | ,,,,,, | , | ,,,,,, | ,,,,, | ,,,,, | 00 | |
| | | School Safety Emergent Projects | | S | | | P.E. | 1/17 | | | | | | 6,000 | 6,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 | | |
| N | I/A | School Zone, School Bus, Pedestrain | 21 | | N/A | IN | R/W | | | | | | | | | | | | | | | | CE | N |
| | | Safety projects etc. | | | | | Const. | | | | | | | | | | | | | | | | | |
| | | Estimated Phase (PE) Tota I = \$6,000 | | | | | Total | | | 0 | | 0 | 0 | 6,000 | 6,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 6,000 | | |
| | | | | | | | l | | | | | | | | | 15.000 | 45.000 | 45.000 | 45.000 | 45.000 | 45.000 | | | |
| | /A | Slope Stabilization - Emergent Projects | 44 | S | N/A | IN | P.E. R/W | 1/17 | | | | | | 90,000 | 90,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 90,000 | CE | N |
| I | /A | Slope stabilizatoin project throughout the county that may arise | 44 | | N/A | 114 | Const. | | | | | | | | | | | | | | | | CE | N |
| | | Estimated Phase (PE) Total = \$90,000 | | | | | Total | | | 0 | | 0 | 0 | 90.000 | 90.000 | 15,000 | 15.000 | 15,000 | 15.000 | 15.000 | 15.000 | 90.000 | | |
| | | 1 | | | | | | | | FED | | STATE | | LOCAL | TOTALS | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | TOTALS | | |
| | | | | | | | | BRID | OGE PROJECTS | | | 9,773,517 | 0 | 9,321,377 | 53,842,069 | 15,380,222 | | 1,540,000 | 4,470,000 | 0 | 22,430,000 | 53,842,069 | 1 | |
| | | | | | | | | RC | DAD PROJECTS | 13,188,592 | | 44,580,511 | 0 | 11,371,981 | 69,141,084 | 2,158,750 | 6,715,921 | 7,388,455 | 10,494,578 | 14,727,290 | 27,656,090 | 69,141,084 | 1 | |
| | | | | | | | | | ZED PROJECTS | 100,000 | | 3,550,000 | 0 | 30,000 | 3,680,000 | 30,000 | 320,000 | 2,130,000 | 1,200,000 | 0 | 0 | 3,680,000 | I | |
| | | | | | | | | | RRY PROJECTS | 5,316,182 | | 5,600,000 | 0 | 1,548,818 | 12,465,000 | 440,000 | 1,825,000 | 10,200,000 | 0 | 0 | 0 | 12,465,000 | 1 | |
| | | | | | | | MISC | ELLANC | OUS PROJECTS | 1,199,700 | | 0 | 0 | 336,000 | 1,535,700 | 755,700 | 556,000 | 56,000 | 56,000 | | , | 1,535,700 | 4 | |
| | | | | | | | | | | 54,551,649 | | 63,504,028 | 0 | 22,608,176 | 140,663,853 | 18,764,672 | 19,438,768 | 21,314,455 | 16,220,578 | 14,783,290 | 50,142,090 | 140,663,853 | | |
| | | | | | | | - D.E. | T | | 4,783,244 | | 3,804,162 | | 2,531,089 | 11,118,495 | 2,018,500 | 4,147,200 | 1,478,755 | 3,233,740 | 184,300 | 56,000 | 11,118,495 | 1 | |
| | | | | | | | P.E. R/W | + | | 4,783,244 534,000 | | 1,089,085 | ∣ ⊦ | 2,531,089 341,750 | 1,118,495 | 2,010,300 | 4,147,200 216,750 | 730,000 | 3,233,740 791,085 | 77,000 | | 1,118,495 | 1 | |
| | | | | | | | Const. | + | Federal | 49.234.405 | State | 58.610.781 | Local | 19.735.337 | 127.580.523 | 16,746,172 | | 19.105.700 | 12,195,753 | | | 127.580.523 | 1 | |
| | | | | | | | Total | + | | 54.551.649 | | 63,504,028 | ļ. | 22.608.176 | 140.663.853 | 18,764,672 | 19,438,768 | 21,314,455 | 16,220,578 | 14,783,290 | 50.142.090 | 140.663.853 | | |
| | | | | | | | | | Secured | 12,897,505 | Secured | 9,968,851 | Secured | 6,793,451 | | ,, | | , | | 1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | Total Secured | 29,659,807 | 1 | |
| | | | | | | | | | Planned | 41,671,922 | Planned | 53,534,666 | Planned | 15,539,725 | | | | | | 1 | Total Difference | | Ī | |