



West Kitsap Way Planning Study



Appendix F

Phasing Summary Sheets

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Project Description

Road reconstruction and reconfiguration of Kitsap Way between Chico Way and Northlake Way intersection and Harlow Drive. Includes construction of 3-lane roadway section, bicycle and pedestrian facilities, lighting, stormwater upgrades, and access drive aisles serving business parking areas. Constructs roundabouts at the Harlow Drive and Northlake Way/Chico Way intersections.

Phase Name	Phase 1a – Kitsap Junction
Project Limits	Chico Way/Northlake Way – Harlow Drive
Project Length	1,550 Lineal Feet

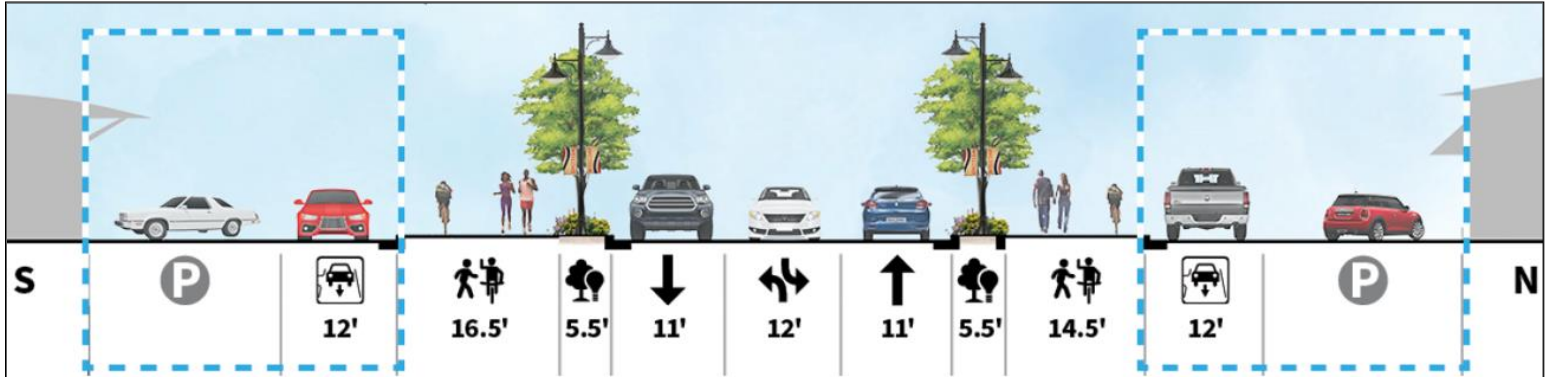
Project Attributes

Project Cost Estimate	\$15,017,000 (2024 dollars)
Potential Funding Sources	<ul style="list-style-type: none"> • RAISE grant • TIB grant • Move Ahead Washington • Transportation impact fees • Development in-lieu contributions
Project Assumptions	<ul style="list-style-type: none"> • No undergrounding of utilities. • Retains superelevation through cross-section to minimize business impacts.
Project Benefits	<ul style="list-style-type: none"> • Slows speeds through commercial core. • Adds shared use pathways. • Provides investment in commercial area of corridor. • Formalizes parking and access.
Project Issues and Risks	<ul style="list-style-type: none"> • Requires right-of-way for roundabouts. • May impact businesses that rely on use of City right-of-way. • Expect revisions to business parking areas. • Stormwater detention may require property acquisition.
Ease of Implementation	<ul style="list-style-type: none"> • Moderate to hard. • Will require extensive work with business owners.

Project Area



West Kitsap Way - Phase 1a – Kitsap Junction



KEY

- | | | |
|--------------------------------|----------------------------|----------------------|
| Private parking (width varies) | Lighting / landscaping | Westbound drive lane |
| Access lane | Eastbound drive lane | Parking aisles |
| Shared use path | Center turn lane or median | |

Notes

- Reconstruction of Kitsap Way to a 3-lane section.
- Cracking and seating of existing concrete panels.
- Revised parking areas and vehicle circulation for adjacent developments.
- Cost estimates have been prepared for individual roundabouts to allow flexibility for funding.
- Adds midblock crosswalk and crosswalks on all legs of roundabouts.
- Included relocation of Northlake path to south side for future Kitsap Lake Loop Trail (community comment).
- Consider revising roundabout design to create wider refuge areas for pedestrian crossing (community comment).
- Consider path users crossing parking aisles (community comment). Potential need for traffic calming.
- Need to review roundabout designs for vehicles pulling boat trailers (community comment).
- Project will collaborate with Kitsap Transit to consider transit stops for future route expansions.
- Project will need to lower West Kitsap way in the vicinity of the western roundabout to reduce tie in lengths on Northlake Way. This will reduce cover on existing utilities within the roadway requiring lowering them as well.
- Eastern roundabout may be shifted south to reduce impacts to parking access to the north.
- Existing roadway section is planar, downhill to the south. Current design proposes to keep planed section to limit back-of-trail tie ins and utilize rubblized concrete panels as base.
- Proposed stormwater could utilize an existing City treatment project being installed north of Kitsap Lake, this may require retrofitting or enlarging vault as currently designed.

Project Description

Road reconstruction and reconfiguration of Kitsap Way between Chico Way and Northlake Way intersection and Harlow Drive. Includes construction of 3-lane roadway section, bicycle and pedestrian facilities, lighting, and stormwater upgrades. Adds left turn channelization on Kitsap Way at the Lakehurst Drive intersection.

Phase Name	Phase 1b
Project Limits	Harlow Drive – Lakehurst Drive
Project Length	750 Lineal Feet

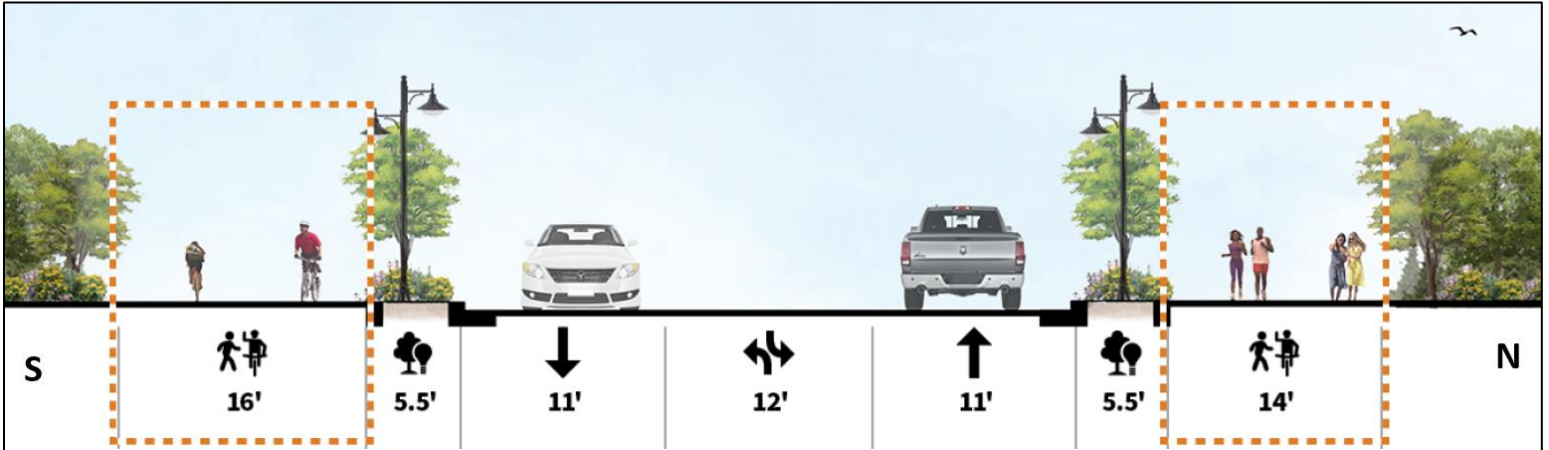
Project Attributes

Project Cost Estimate	\$3,998,000 (2024 dollars)
Potential Funding Sources	<ul style="list-style-type: none"> • TIB • Transportation impact fees • Development in-lieu contributions
Project Assumptions	<ul style="list-style-type: none"> • No undergrounding of utilities.
Project Benefits	<ul style="list-style-type: none"> • Adds dedicated left turn lanes at Lakehurst Drive. • Adds shared use pathways. • Provides center turn lane for access to property.
Project Issues and Risks	<ul style="list-style-type: none"> • May require reconstruction of existing sidewalk and street lighting in Public Storage frontage. • Adjacent to N.A.D. Park. • Requires transitions to existing 4 lane section. • Superelevation through section may require rework of driveways and access streets. • Stormwater detention may require property acquisition.
Ease of Implementation	<ul style="list-style-type: none"> • Easy to moderate.

Project Area



West Kitsap Way - Phase 1b – Harlow Dr to Lakehurst Dr



KEY



Shared use path



Lighting / landscaping



Southbound drive lane



Center turn lane or median



Northbound drive lane



Shared Use Pathways

Notes

- West of Lakehurst Drive, the existing westbound segment transitions from 2 lanes to 1 lane.
- Reconstruction of Kitsap Way to a 3-lane section to provide center left turn lane.
- Cracking and seating of existing concrete panels.

Project Description

Road reconstruction and reconfiguration of Kitsap Way between Lakehurst Drive intersection to west of Austin Drive. Includes construction of 3-lane roadway section, bicycle and pedestrian facilities, lighting, and stormwater upgrades.

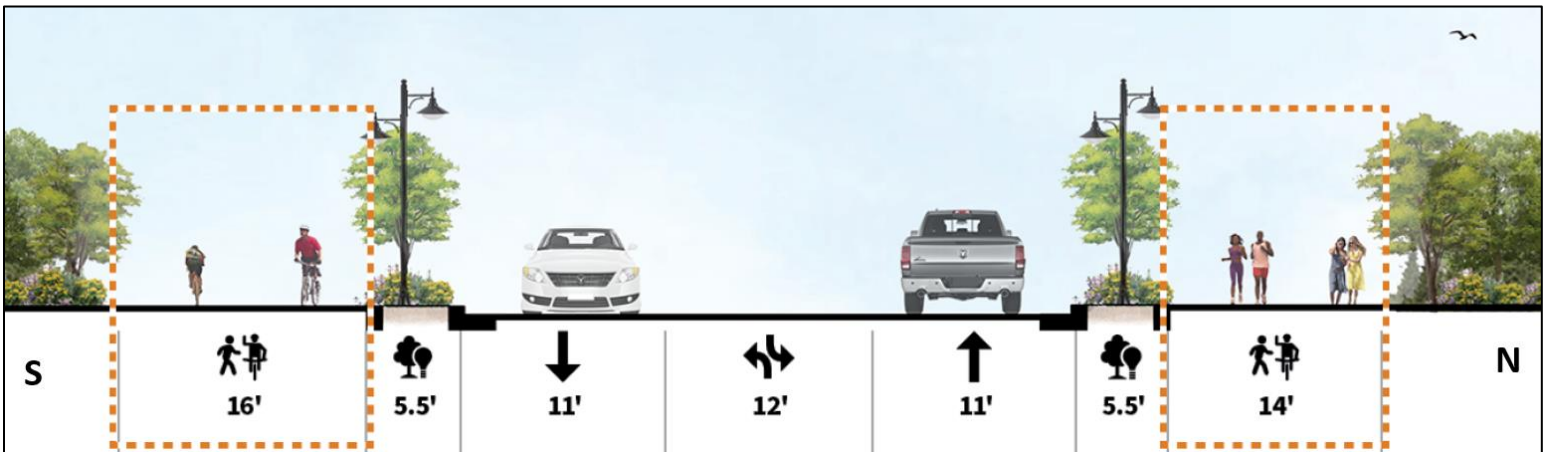
Phase Name	Phase 2a
Project Limits	Lakehurst Drive – Austin Drive
Project Length	1,150 Lineal Feet

Project Attributes

Project Cost Estimate	\$6,590,000 (2024 dollars)
Potential Funding Sources	<ul style="list-style-type: none"> • TIB • Transportation impact fees • Development in-lieu contributions
Project Assumptions	<ul style="list-style-type: none"> • No undergrounding of utilities.
Project Benefits	<ul style="list-style-type: none"> • Adds shared use pathways. • Provides center turn lane for access to property.
Project Issues and Risks	<ul style="list-style-type: none"> • Adjacent to N.A.D. Park and navy communication utilities. • Removal of superelevation through section may require rework of driveways and access streets. • Need to provide transitions to adjacent 4 lane section. • Stormwater detention may require property acquisition.
Ease of Implementation	<ul style="list-style-type: none"> • Easy to moderate.

Project Area





KEY



Shared use path



Lighting / landscaping



Southbound drive lane



Center turn lane or median



Northbound drive lane



Shared Use Pathways

Notes

- NAD Park has no access on the north side through this segment.
- Existing informal park-and-ride lot west of Austin Drive is removed with project.
- Cracking and seating of existing concrete panels.

Project Description

Road reconstruction and reconfiguration of Kitsap Way between Austin Drive and Burchfield Drive. Includes construction of 3-lane roadway section, bicycle and pedestrian facilities, lighting, stormwater upgrades. Constructs a roundabout at the Austin Drive/Lyle Way intersection. Due to limited sight lines (looking north) at the Burchfield Drive intersection, the project recommends restricting left turns from Burchfield Drive.

Phase Name	Phase 2b
Project Limits	Austin Drive – Burchfield Drive
Project Length	1,700 Lineal Feet

Project Area

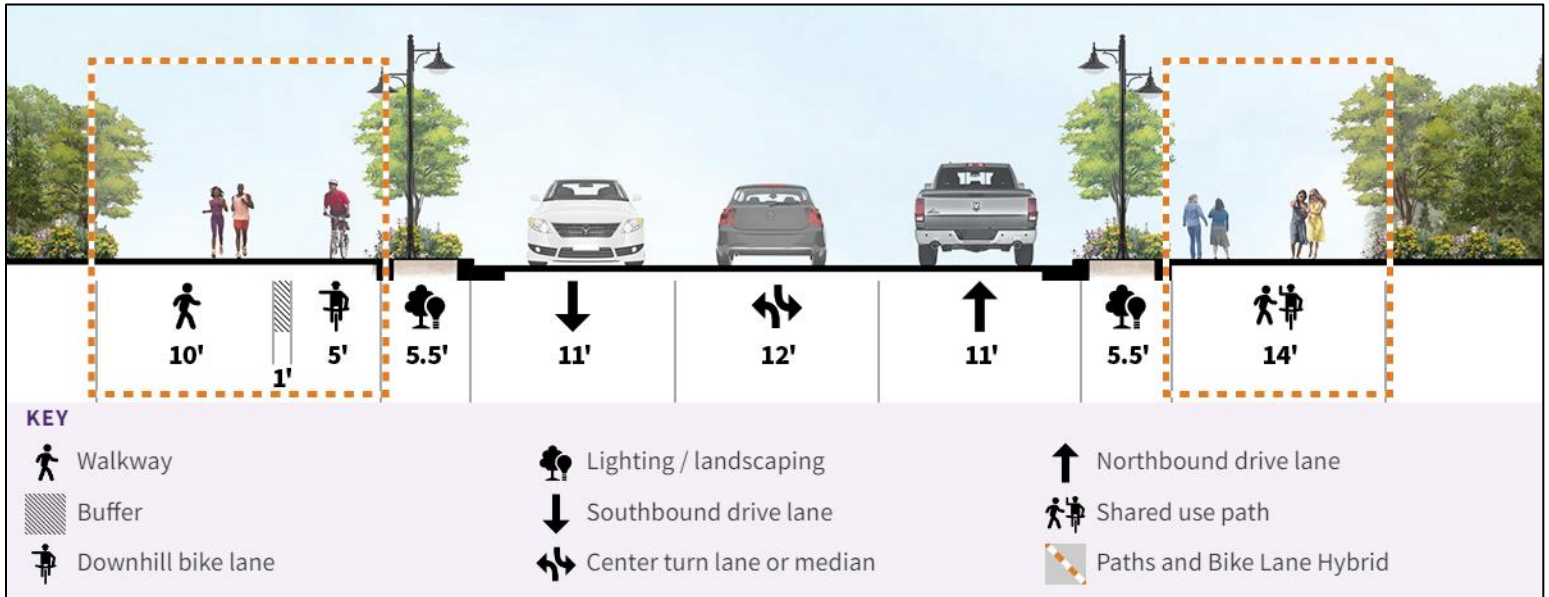
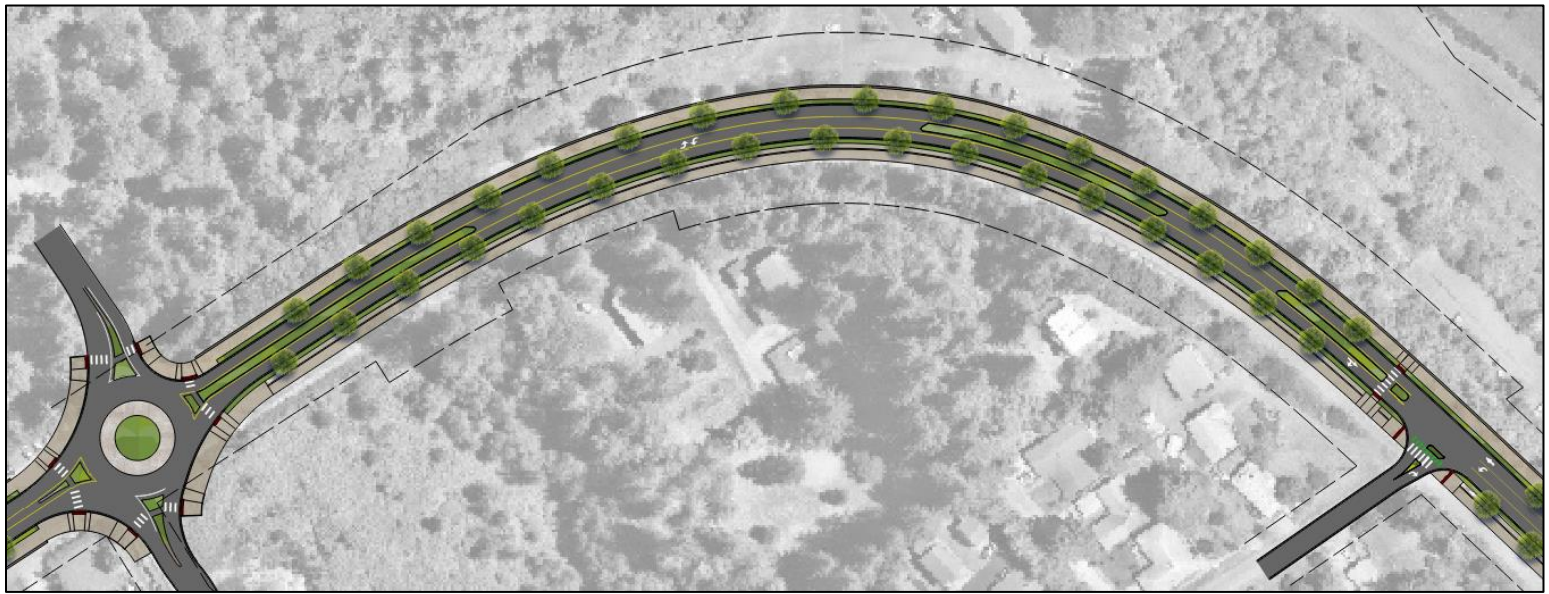


Project Attributes

Project Cost Estimate	\$9,014,000 (2024 dollars)
Potential Funding Sources	<ul style="list-style-type: none"> • RAISE grant • TIB grant • Bike & Pedestrian Grant • Move Ahead Washington • Transportation impact fees
Project Assumptions	<ul style="list-style-type: none"> • No undergrounding of utilities.
Project Benefits	<ul style="list-style-type: none"> • Adds shared use pathways. • Provides center turn lane for access to property. • Adds downhill bike lane on shared use path.
Project Issues and Risks	<ul style="list-style-type: none"> • Adjacent to N.A.D. Park and naval communication. • Need to provide transitions to existing 4-lane section. • Removal of superelevation through to require rework of driveways and street connections. • Limited improvement space near Burchfield Drive may require retaining walls. • Need to accommodate transit stops on segment. • Stormwater detention may require property acquisition.
Ease of Implementation	<ul style="list-style-type: none"> • Moderate to Hard.



West Kitsap Way - Phase 2b – Austin Dr to Burchfield Dr



Notes

- Reconstruction of Kitsap Way to a 3-lane section.
- South side shared use path divided to separate out downhill bike lane.
- Left turn restriction for vehicles exiting Burchfield Drive.
- Cracking and seating of existing concrete panels.
- At Burchfield Drive, left turns on to Kitsap Way will be restricted and driveway at intersection will be relocated. Coordination with property owners will be required.
- Project proposes to remove the superelevation in the curve.
- Roadway will need to be closed and a detour route developed during regrading of the superelevated curve. There are routes through the neighborhood on the interior of the curve, it is unclear if these streets were designed for the traffic loading.
- Tie-ins to the northwest and southeast are approximately shown, additional survey would be needed to determine appropriate tie-in lengths.
- NAD Park may be redeveloped in the future; the project will give design consideration for those plans.
- There is a long private driveway serving two homes within the West Kitsap right-of-way that connects to Birchfield at the intersection that will need to be reconfigured as part of the project.

Project Description

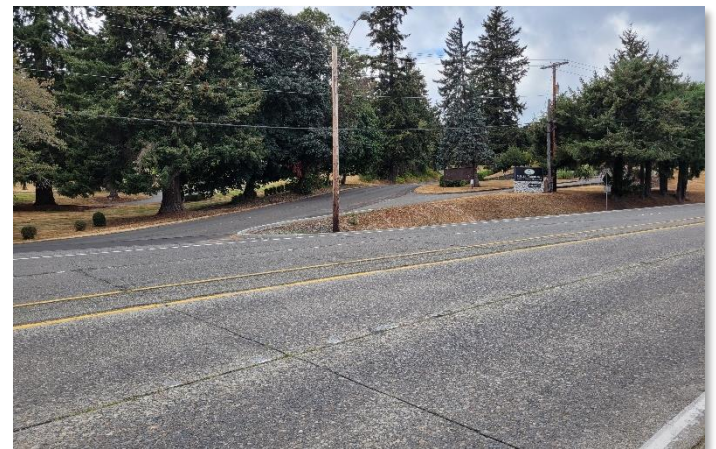
Road reconstruction and reconfiguration of Kitsap Way between Burchfield Drive and Wilmont Street. Includes construction of 3-lane roadway section, bicycle and pedestrian facilities, lighting, stormwater upgrades. Kitsap Way will become 5-lanes south of Wilmont Street intersection, with the northbound lane merge and southbound lane addition occurring north of the intersection. Adds left turn lanes at the Crawford Drive and Wilmont Street intersections and pedestrian crossing and RRFB-controlled crosswalk at Crawford Drive.

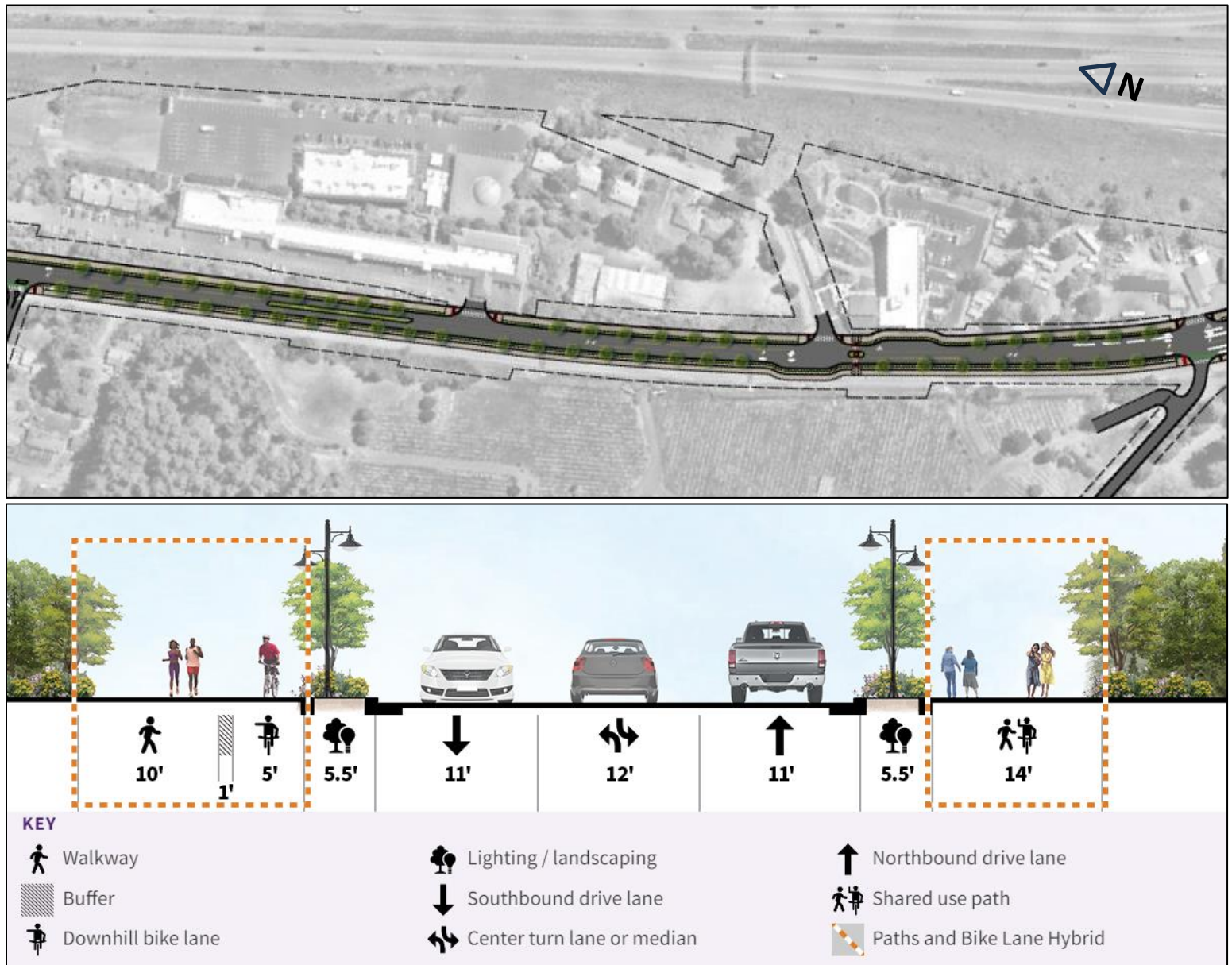
Phase Name	Phase 3
Project Limits	Burchfield Drive – Wilmont Street
Project Length	2,600 Lineal Feet

Project Attributes

Project Cost Estimate	\$13,583,000 (2024 dollars)
Potential Funding Sources	<ul style="list-style-type: none"> • RAISE grant • TIB grant • Bike & Pedestrian Grant • Move Ahead Washington • Transportation impact fees
Project Assumptions	<ul style="list-style-type: none"> • No undergrounding of utilities.
Project Benefits	<ul style="list-style-type: none"> • Adds bicycle and pedestrian facilities. • Provides center turn lane for access to property. • Add northbound left turn lane at Wilmont Street and Crawford Drive. • Adds downhill bike lane on shared use path.
Project Issues and Risks	<ul style="list-style-type: none"> • Need to provide transitions to existing 4-lane section, including superelevation of curve near SR-3. • Removal of superelevation through section likely to require rework of driveways and street connections. • Need to accommodate transit stops on segment. • Stormwater detention may require property acquisition.
Ease of Implementation	<ul style="list-style-type: none"> • Moderate.

Project Area





Notes

- Reconstruction of Kitsap Way to a 3-lane section.
- West side shared use path divided to separate out downhill bike lane.
- Transitions near Wilmont Drive to 5-lane section.
- Cracking and seating of existing concrete panels.
- Concern about the location of merging area near Wilmont Drive (Community Comment).
- Project will attempt to utilize and retrofit storm treatment that was recently installed within the ditch on the west side of the roadway.
- Multiple walls will need to be constructed on the east side of the roadway, fall protection would be needed adjacent to the trail.
- Side street tie-ins shown are schematic and would be adjusted during design to provide a smooth transition.
- Reconfiguration of the frontage to Pendleton Place may be needed. Further design could try and incorporate some of the previously built improvements.
- The project will give special consideration to the method of dividing the path and downhill bicycle lane to ensure the safety of cyclists and pedestrians, such as colored markings or textured pavement.

Project Description

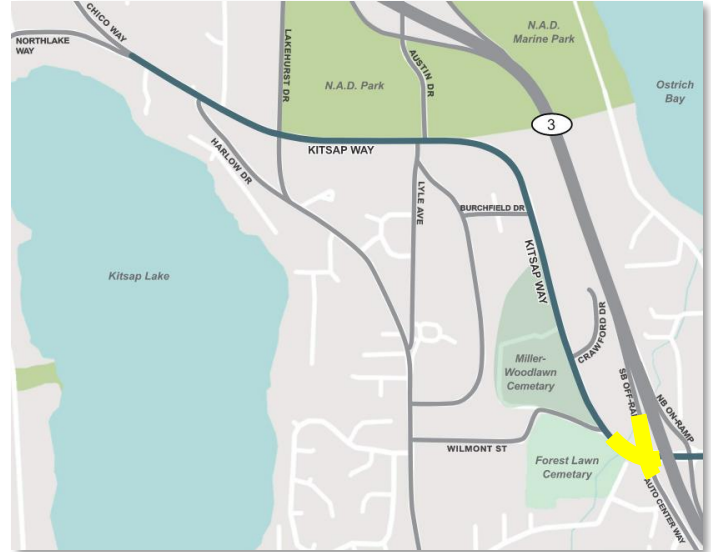
Road reconstruction and reconfiguration of Kitsap Way between Wilmont Street and the SR 3 Interchange. Includes construction of bicycle and pedestrian facilities and a 4- to 5-lane roadway section that will tie into existing facilities on Kitsap Way. Includes revised channelization of the southbound SR 3 off-ramp/Auto Center Way intersection to add a second SB lane and to remove split phasing at signal. Coordination with WSDOT will be required for this phase.

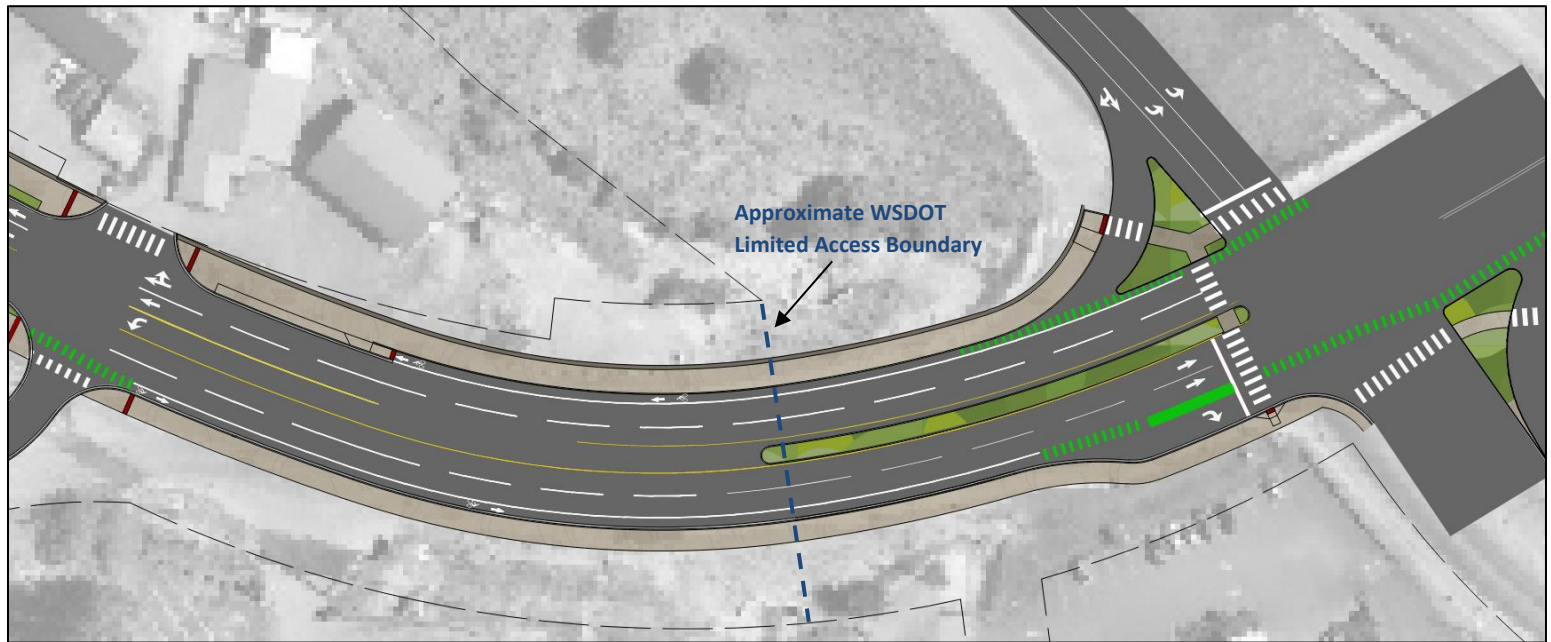
Phase Name	Phase 4
Project Limits	Wilmont Street – SR 3 /Auto Center Way
Project Length	550 Lineal Feet










Project Attributes






Project Cost Estimate	\$4,102,000 (2024 dollars)
Potential Funding Sources	<ul style="list-style-type: none"> WSDOT TIB grant
Project Assumptions	<ul style="list-style-type: none"> No undergrounding of utilities. Cost assumes retention of superelevation through segment.
Project Benefits	<ul style="list-style-type: none"> Adds bicycle and pedestrian facilities. Adds additional southbound left turn lane. Allows removal of northbound/southbound split signal phasing.
Project Issues and Risks	<ul style="list-style-type: none"> Improvements within WSDOT limited access right of way. Limitations due to grades and adjacent stormwater facilities. Additional costs if removal of superelevation is desired.
Ease of Implementation	<ul style="list-style-type: none"> Moderate.

Project Area





W										E
	10'	5'	11'	10'	12'	10'	11'	5'	10'	

KEY	 Sidewalk/lighting	 Bike path	 Southbound drive lane	 Center turn lane or median	 Northbound drive lane
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Notes

- Segment ties into existing facilities including travel lanes and bike lanes on Kitsap Way at the SR 3 interchange.
- Curbside through segment is moved to provide space for travel lanes, turn lane, bike lanes, and 10' sidewalks.
- Bike lane transitions to on-street facility east of Wilmont Street because of need for additional lane capacity.
- Bike lanes have ramps access to the shared use path (west of this segment).
- Preliminary design assumes that the superelevation of the curve is maintained through this segment.
- WSDOT has raised concerns about truck turning movements at southbound off-ramp. This will be addressed during design. Shifting northbound left turn lane to the west (into existing median area) and relocation of stop bars may be required to accommodate turning movements.
- The right turn lane to Auto Center Way would ideally be lengthened (community comment). Preliminary design did not change to the lane length due to impacts to bridge culvert and cost.
- Consider a lead pedestrian interval for eastbound movement at signal to increase pedestrian visibility in crosswalk.
- Since portions of this segment were reconstructed for a fish passage project, curb gutter and sidewalk may need to be replaced, but a grind and inlay could be used to reduce costs.