

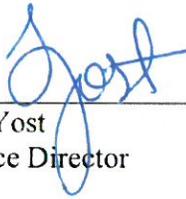
City of Prosser, Washington
TBD Transportation Plan and Material Change Policy

Notice is hereby given by the undersigned Finance Director of the City of Prosser, Washington that the Prosser City Council will conduct a public hearing at 7:00 pm, or as soon as possible, on Tuesday, August 13, 2019 for the purpose of receiving public comment regarding proposed changes to the TBD Transportation Plan pursuant to the Material Change Policy. The hearing will be held in the Council Chambers, Prosser City Hall, 601 7th Street, Prosser, Washington.

All interested persons are invited to attend. The Board will consider both oral and written comments. No qualified individuals with a disability shall be excluded or denied the benefit of participating in the public hearing. If you require assistance to comment at the public hearing, please contact Prosser City Hall at 786-2332 at least 7 days prior to the date of the public hearing to make the proper arrangements.

Copies of the proposed TBD Transportation Plan will be available for inspection beginning July 31, 2019 during normal business hours, at Prosser City Hall 601 7th Street, or on the City of Prosser's webpage, www.cityofprosser.com/tbd.

Dated July 24, 2019



Toni Yost
Finance Director

Publication Dates: Wednesday, July 31
 Wednesday, August 7



CITY OF PROSSER

Washington

601 7th Street
 Prosser, WA 99350
 (509)786-2332
 Fax (509)786-3717
 www.cityofprosser.com

Prosser Transportation Benefit District (TBD)

Transportation Plan

Purpose:

The City of Prosser formed a Transportation Benefit District in 2009, pursuant to the authority of RCW Chapter 36.73. The purpose of the Transportation Benefit District (TBD) is to pay for transportation improvements identified in statewide, regional, or local transportation improvement programs. The Prosser City Council assumed the powers of the TBD by passage of Ordinance Number 19-3891. The City of Prosser’s transportation improvement program, to be funded by the Prosser Transportation Benefit District is an ongoing-rotating maintenance program consisting of street reclamation and street chipseal. This local plan shall be revised each time this Capital Facilities Plan is updated. This local improvement program is in addition to the other programs identified in the Capital Facilities Plan and is ongoing. The TBD funds will be used to finance the maintenance projects listed below. The TBD funds may be used as a match in order to obtain grants, loans, or other financing in order to complete the improvements listed. Developer financing may pay for a portion of the improvements listed. If the TBD lacks adequate financing to complete all improvements listed, the City or TBD may secure other funding sources, including developer financing when improvement can be required at the time of development.

Evaluation Criteria:

- Surface condition of roadway: thickness of asphalt – minimum 2” depth, cracking, raveling, rutting.
- Subsurface condition: depth of crushed surfacing layer minimum 4” depth, no crushed surfacing layer.
- Proposed Preventative Maintenance Condition
 - Reclamation: thickness of asphalt – less than 2” depth, extensive cracking, extensive raveling, rutting, and crushed surfacing depth less than 4” to none.
 - Chipseal: thickness of asphalt – 2” or more, medium cracking that can be cracksealed, crushed surfacing layer 4” depth or more, minimum raveling that can be removed and patched, no rutting.
- All residential and arterial roadways are eligible for maintenance because the overall condition of the transportation system is essential to maintain the condition of arterial roadways.
- Availability of funding

2019-2025 Maintenance Schedule

Year	Road	General Description of Planned Maintenance	Estimated Cost
2019	Yakima Ave - Market to Guernsey	Clear and grub, excavate 8" depth and remove area outside pavement edges North and South, place and compact 6" crushed surfacing top course in excavated area, sawcut existing asphalt, pulverize asphalt and existing roadbase to 8" depth and leave in place, grade and compact road base, pave HMA CI 1/2 In PG 64-28 at 2" comp depth, pave HMA driveway approaches, and traffic control.	\$85,000
2020	Margaret Street, Bennett to Myrtle	sawcut, pulverize asphalt and roadbase to 6" depth and leave in place, grade and compact road base, pave HMA CI 1/2 In PG 64-28 at 2" comp depth, pave HMA driveway approaches, place 2" depth crushed surfacing top course for driveways and shoulders, traffic control, and infiltration System at Margaret and Evans.	\$115,000



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2021	Florence Street, Park to Ellen and Evans, Florence to Lillian	sawcut, pulverize asphalt and roadbase to 6" depth and leave in place, grade and compact road base, pave HMA CI 1/2 In PG 64-28 at 2" comp depth, pave HMA driveway approaches, place 2" depth crushed surfacing top course for driveways and shoulders, traffic control and other items.	\$85,000
2022	Lillian Street, Bennett to Myrtle and Evans, Lillian to Margaret	sawcut, pulverize asphalt and roadbase to 6" depth and leave in place, grade and compact road base, pave HMA CI 1/2 In PG 64-28 at 2" comp depth, pave HMA driveway approaches, place 2" depth crushed surfacing top course for driveways and shoulders, traffic control and other items.	\$104,000
2023	Alice Street, Bennett to Canyon Drive, and Evans, Margaret to Alice	sawcut, pulverize asphalt and roadbase to 6" depth and leave in place, grade and compact road base, pave HMA CI 1/2 In PG 64-28 at 2" comp depth, pave HMA driveway approaches, place 2" depth crushed surfacing top course for driveways and shoulders, traffic control and other items.	\$103,000
2024	Wine Country Rd from Wycoff to Gap Road	Chip Seal Total Length = 3.4 miles Total Square Yards = 83,776 Total Rock cy = 922 Total CRS-2p = 132.65 tons	\$195,000
2025 and future years	To be determined.		