



CITY OF PROSSER

Washington

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

November 6, 2019

Benton-Franklin Council of Governments
P.O. Box 217
Richland, WA 99352

Attn: Patrick Pittenger, Transportation Programs Manager

Re: **City of Prosser**
2019 TAP/BFCG application
Old Inland Empire Highway Improvements

Dear Mr. Pittenger:

The City of Prosser appreciates the opportunity to submit the enclosed **2019 TAP/STBG application** for improving Old Inland Empire (OIE) Highway between the West City Limits and Wine Country Road with a grant request amount of \$372,818.

Currently, OIE Highway is a two-lane asphalt roadway with an overall width of 24 feet and an approximate length of 4,000 feet. The previously proposed project included reconstructing and widening OIE Highway to a 40-foot wide roadway with an improved crown, construction of curb and gutters, sidewalk, storm drainage, and street lighting. The project scope and estimate were reduced to provide a deliverable project within time constraints of previous PE phase federal funding.

The revised project description details include: a full depth reclamation and 6.5' widening to the North; curb, gutter and sidewalk on the North side of OIE Highway; regrade to super-elevated roadway to slope South to roadside ditch; 4" HMA to accommodate truck traffic; and street lights at intersections only. The elements in this project align with Benton-Franklin Council of Governments (BFCG's) performance-based planning process and address safety, preservation, mobility, accessibility, freight movement, economic vitality, and community sustainability. The project brings the roadway to a state of good repair, eliminating weight and width restrictions, and incorporates countermeasures to reduce the frequency and severity of crashes within the project area. By completing the project, the City of Prosser can contribute to the region's performance management targets.

Beyond restoration and rehabilitation, the OIE Highway Improvements project includes extending sidewalk to the West City Limits where the Prosser School District owns property not yet improved.

The City would like to thank the Benton-Franklin Council of Governments for its consideration of the enclosed combination TAP and STBG funding application for our OIE Highway Improvements project. Should you have any questions regarding our application, please contact City Public Works Director, Marty Groom, at (509) 786-8201.

Very truly yours,

Marty Groom, Public Works Director
City of Prosser



BFCG 2020 – 2023 Call for Projects TAP Project Overview Projects Eligible for TAP/STBG

Instructions

Complete application in the space provided. Applicants are limited to application form, required attachments, and three additional pages of attachments.

General Information

| | |
|-------------------------|---|
| Project Title: | Old Inland Empire Highway Improvements |
| Agency: | City of Prosser |
| Contact Person: | Marty Groom, Public Works Director |
| Telephone: | (509) 786-8201 |
| Email Address: | mgroom@ci.prosser.wa.us |
| Project Limits: | W. City Limits to Wine Country Road (WCR) |
| Project Length (miles): | 4,000 linear feet (0.75 miles) |
| Federal Classification: | Major Collector |

Description

Describe the nature of the project, major work involved, and the existing and proposed conditions:

Summary

Old Inland Empire (OIE) Highway from the West City Limits to Wine Country Road (WCR) is a two-lane asphalt roadway with an overall width of 24 feet and an approximate length of 4,000 feet. The previously proposed project included reconstructing and widening OIE to a 40-foot wide roadway with an improved crown, construction of curb and gutters, sidewalk, storm drainage, and street lighting.

The project scope and estimate were reduced to provide a deliverable project within time constraints of previous PE phase federal funding. The revised project description details include: a full depth reclamation and 6.5' widening to the North; curb, gutter and sidewalk on the North side of OIE Highway; regrade to super-elevated roadway to slope South to roadside ditch; 4" HMA to accommodate truck traffic; and street lights at intersections only.

Status

Section 106 environmental review and 60% plans are complete. SEPA review and determination is needed to complete the environmental requirements. The project scope and estimate were reduced to provide a deliverable project within time constraints of previous PE phase federal funding.



Describe how the project is consistent with the Metropolitan/Regional Transportation Plan:

Five goals guide Transition 2040 and are supported through BFCG's performance-based planning process.

Safety and Security - This project aligns with both objectives as described by BFCG: In the five (5) years between 2014 and 2018, nine (9) collisions involving sixteen (16) vehicles occurred on OIE in the project area. Of those, three (3) involved injuries, two (2) noted conditions were at night or dusk with no lights, one (1) was a sideswipe, and three (3) were noted as leaving the roadway. The types of crashes and conditions contributing to the crashes can be remedied through the countermeasures included in this project. Sidewalk, curb, and gutter are elements of this project, and together with the lighting at intersections, will provide safety for motorized and non-motorized users.

Preservation - This project aligns with both objectives as described by BFCG: OIE is classified as a Major Collector and has previous STP funding for the PE phase only. Completion of the project will improve the structural load carrying capability for OIE, eliminating the need for load and width limits in the project area.

Mobility & Accessibility - This project aligns with all three objectives as described by BFCG: OIE is identified as a T-3 freight route and provides continuity between Grandview and Prosser (especially near the Prosser airport) for freight and goods movement. This Major Collector route allows local and regional freight movement without adding trips on nearby I-82. The lighting, curb, and gutter improvements will make pedestrian movements attractive when the Prosser School District improves its property near OIE and Albro Road. Providing pedestrian options may reduce future motorized congestion and promote active, healthy communities.

Freight Movement & Economic Vitality - This project aligns with all three objectives as described by BFCG: OIE is one of two well-traveled truck routes used to bring produce from nearby farms to the City's food processing facilities. Providing separation of non-motorized traffic from the shoulders of the travel lanes, widening the road to accommodate the existing truck traffic, and providing lighting will improve the orderliness of the regional freight network. This truck route carries approximately 850 tons of freight per day, is situated between BNSF Railroad (0.85 miles to the South) and the CW Railroad (located 1.09 miles to the North), and supports regional economic development.

Describe how the project is consistent with local plans and programs:

The OIE project is included in the Prosser Comprehensive Plan and in the City's TIP.



Schedule

Indicate in the table below the schedule of the project by checking the applicable boxes:

| Phase | Year | | | |
|------------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| | 2020 | 2021 | 2022 | 2023 |
| Planning (PL) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Preliminary Engineering (PE) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Right-of-Way (ROW) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Construction (CN) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Cost Summary

Fill in the table below to show the funding of the project:

| Phase | Funding Requested | Other Funds | Total |
|------------------------------|-------------------|-------------|-------------|
| Planning (PL) | 0 | 0 | 0 |
| Preliminary Engineering (PE) | 0 | 0 | 0 |
| Right-of-Way (ROW) | 0 | 0 | 0 |
| Construction (CN) | \$372,818 | \$767,782 | \$1,140,600 |

Indicate the sources(s) of other funds listed above:

Other funds - City of Prosser funding.



BFCG 2020 – 2023 Call for Projects TAP Project Application Projects Eligible for TAP/STBG

System Preservation and Improvement

Describe below how the project preserves existing facilities and networks and helps obtain performance measure targets for pavement and bridges:

Completion of the project will reinstate the structural load carrying capability for OIE eliminating the need for load and width limits. Removal of the limitations brings the Major Collector to a state of good repair. Additionally, removal of the limitations maintains this T-3 route's viability to keep local and regional trips off of nearby I-82, thereby reducing regional congestion while allowing the continued transfer of 850 tons of freight on OIE per day.

Describe below how the project improves existing facilities and networks:

Many of the project elements are countermeasures to contributing factors of recent crashes. Completing these improvements will reduce the frequency and severity of the type of historic crashes on OIE. The inclusion of sidewalk, curb, and gutter will put in place the necessary non-motorized separation that will prevent vehicle, pedestrian, and bicyclist conflicts when the Prosser School District improves their property and new housing developments are constructed near Albro Road. The sidewalk included in this project will extend an existing multi-use path on Wine Country Road.

Safety

Describe below how the project reduces the frequency and/or severity of roadway crashes and helps obtain safety performance measure targets:

In the five years between 2014 and 2018, nine collisions occurred. This project includes OIE improvements such as lane widening, lights at the intersections, and ditch work. These improvements can lessen the frequency and severity of crashes.

Sidewalk, curb, and gutter are elements of this project, and together with the lighting at intersections, will provide safety for motorized and non-motorized users by separating pedestrians from walking at the same level on the shoulder of the narrow road.



Economic Vitality

Describe below how the project provides access to existing/new economic opportunities:

Identified as a T-3 freight route, OIE is one of two roadways South of Interstate 82 (I-82) and North of the Yakima River providing continuity between Grandview and Prosser (near the Prosser airport), constructed to accommodate personal vehicles and freight, and is situated between the BNSF Railroad and the CW Railroad.

Completion of the project will improve the structural load carrying capability for OIE eliminating the need for load and width limits in the project area. Removal of the limitations will allow expansion of existing industries and promote locating new businesses and industry.

Mobility and Connectivity

Describe below how the project closes the gap between two existing facilities or extends an existing facility:

The Prosser School District owns property at the western termini of this project. A future housing development is planned in the same proximity as the School District property. The sidewalk included in this project will extend a non-motorized system (between an existing multi-use path on Wine Country Road and potential housing developments and school property near Albro Road).

Describe below how the project improves connection of employment/activity centers to population centers:

The Prosser School District owns property and a new housing development is planned in the same proximity as the school property. The sidewalk included in this project will connect non-motorized trips and roadway improvements will connect motorized trips from the new housing development and school property (future activity center) near Albro Road to one of Prosser's main streets (Wine Country Road). Many of Prosser's activity centers are accessible using existing streets, sidewalks, and multi-use paths on and near Wine Country Road.



Describe how the project increases access to school, or existing activity center such as a park, library, transit station, park and ride, etc.:

The Prosser School District owns property and a new housing development is planned in the same proximity as the School District property. The sidewalk included in this project will extend a non-motorized system (between an existing multi-use path on Wine Country Road (WCR) and a new housing developments near School District property at OIE and Albro Road). Completing the project improves access to the future activity center at the western termini of the project and increases access to Prosser's many public spaces and activity centers connected to the eastern termini of the project (WCR).

Regional Benefit

Describe how the project provides benefit to the overall region:

Separating non-motorized traffic from the shoulders of the travel lanes, widening the road to accommodate the existing truck traffic, and providing lighting on OIE will improve regional freight network efficiency.

Removing weight and width limitations brings OIE to a state of good repair, promotes expansion of existing industries, attracts new businesses to the region, and maintains this T-3 route's viability to keep local and regional trips off of nearby I-82, thereby reducing regional congestion.

Reductions in fatalities and serious injuries help the region reach Target Zero.

Project Readiness

Describe the project readiness and likelihood of the project meeting the proposed schedule including the status of PE, ROW, other funding sources, and the agency's capacity approach to delivering the project:

Previous STP funding for PE for this project brought this project to its current readiness status. The City has reduced project scope to provide a deliverable project within time constraints of previous federal funding. The agency is committed to completing the project.

Please contact BFCG staff with any questions or needed clarifications at (509) 943-9185.

CITY OF PROSSER

Old Inland Empire Highway Improvements - W. City Limits to WCR

10/2/2019

Engineer's Opinion of Construction Cost (Reduced Scope)

STP Project No. STPUS-B030(001)

HLA Project No. 13093

| Item No. | Description | Unit | Overall Quantity | Unit Cost | Overall Cost |
|---|--------------------------------------|------|------------------|-------------|-----------------------|
| Schedule A - Roadway Improvements | | | | | |
| 1 | Mobilization | LS | 1 | \$70,000.00 | \$70,000.00 |
| 2 | SPCC Plan | LS | 1 | \$1,000.00 | \$1,000.00 |
| 3 | Project Temporary Traffic Control | LS | 1 | \$45,000.00 | \$45,000.00 |
| 4 | Clearing and Grubbing | LS | 1 | \$10,000.00 | \$10,000.00 |
| 5 | Removal of Structure and Obstruction | LS | 1 | \$10,000.00 | \$10,000.00 |
| 6 | Unclassified Excavation Incl. Haul | CY | 1,400 | \$40.00 | \$56,000.00 |
| 7 | Pulverizing (FDR) | SY | 8,800 | \$5.00 | \$44,000.00 |
| 8 | Ditch Excavation | LF | 3,300 | \$12.00 | \$39,600.00 |
| 9 | Crushed Surfacing | TON | 1,400 | \$30.00 | \$42,000.00 |
| 10 | HMA Cl. 1/2-Inch PG 64-28 | TON | 2,600 | \$95.00 | \$247,000.00 |
| 11 | Cement Conc. Traffic Curb and Gutter | LF | 3,600 | \$20.00 | \$72,000.00 |
| 12 | Cement Conc. Sidewalk | SY | 1,900 | \$55.00 | \$104,500.00 |
| 13 | Cement Conc. Curb Ramp | EA | 4 | \$2,000.00 | \$8,000.00 |
| 14 | Adjust Manhole | EA | 5 | \$700.00 | \$3,500.00 |
| 15 | Adjust Valve Box | EA | 6 | \$600.00 | \$3,600.00 |
| 16 | Adjust Meter Box | EA | 8 | \$500.00 | \$4,000.00 |
| 17 | ESC Lead | DAY | 12 | \$200.00 | \$2,400.00 |
| 18 | Erosion/Water Pollution Control | FA | 1 | \$5,000.00 | \$5,000.00 |
| 19 | Landscape Restoration | FA | 1 | \$5,000.00 | \$5,000.00 |
| 20 | Monument Case and Cover | EA | 3 | \$800.00 | \$2,400.00 |
| 21 | Mailbox Support, Type 1 | EA | 8 | \$700.00 | \$5,600.00 |
| 22 | Illumination System, Complete | LS | 1 | \$40,000.00 | \$40,000.00 |
| 23 | Permanent Signing | LS | 1 | \$4,000.00 | \$4,000.00 |
| 24 | Pavement Markings | LS | 1 | \$15,000.00 | \$15,000.00 |
| 25 | Minor Change | FA | 1 | \$10,000.00 | \$10,000.00 |
| Subtotal | | | | | \$849,600.00 |
| Contingency 15% | | | | | \$127,400.00 |
| Total | | | | | \$977,000.00 |
| Constr. Engineering, Admin. (15%) | | | | | \$146,600.00 |
| Material Testing | | | | | \$12,000.00 |
| WSDOT | | | | | \$5,000.00 |
| Assumptions: | | | | | |
| 1) FDR and 6.5' widening to the North. | | | | | |
| 2) Curb and Gutter and Sidewalk, North side only. | | | | | |
| 3) Regrade to super roadway to slope South to roadside ditch. | | | | | |
| 4) 4" HMA to accommodate truck traffic. | | | | | |
| 5) Street lights at intersections only. | | | | | |
| Total Estimated Project Cost | | | | | \$1,140,600.00 |

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF PROSSER (Truncated for OIE 2014-2015)

01/01/2014 - 12/31/2016

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

| JURISDICTION | CITY | PRIMARY TRAFFICWAY | BLOCK NUMBER | INTERSECTING TRAFFICWAY | DIST FROM REF POINT | MI or FT | COMP DIR FROM REF POINT | REFERENCE POINT NAME | REPORT NUMBER | DATE | TIME | MOST SEVERE INJURY TYPE | # FAT | # SUSSE INJ | TOTAL INJ | # VEH | # PEDS | # BIKES |
|--------------|---------|-----------------------|--------------|-------------------------|---------------------|----------|-------------------------|-----------------------|---------------|------------|-------|-------------------------|-------|-------------|-----------|-------|--------|---------|
| City Street | Prosser | OLD INLAND EMPIRE HWY | 300 | WINE COUNTRY RD | | | | | E333417 | 06/09/2014 | 11:33 | No Injury | 0 | 0 | 0 | 2 | 0 | 0 |
| City Street | Prosser | WINE COUNTRY RD | 300 | | 459 | F | SE | OLD INLAND EMPIRE HWY | 2436803 | 05/27/2015 | 05:58 | No Injury | 0 | 0 | 0 | 2 | 0 | 0 |

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF PROSSER (Truncated for OIE 2016-2018)

01/01/2016 12/31/2018

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

| JURISDICTION | CITY | PRIMARY TRAFFICWAY | BLOCK NUMBER | INTERSECTING TRAFFICWAY | DIST FROM REF POINT | MI or FT | COMP DIR FROM REF POINT | REFERENCE POINT NAME | SR ONLY HISTORY / SUSPENSE IND | REPORT NUMBER | DATE | TIME | MOST SEVERE INJURY TYPE | # INJ | # FATAL | # VEH | # PEDS | # BIKES |
|--------------|---------|-------------------------|--------------|-------------------------|---------------------|----------|-------------------------|-----------------------|--------------------------------|---------------|------------|-------|-------------------------|-------|---------|-------|--------|---------|
| City Street | Prosser | W OLD INLAND EMPIRE HWY | 200 | | 100 | F | E | N ALBRO RD | No | E556452 | 06/18/2016 | 00:01 | Possible Injury | 1 | 0 | 1 | 0 | 0 |
| City Street | Prosser | OLD INLAND EMPIRE HWY | 500 | | 135 | F | W | NEW GATE DR | No | E600393 | 10/23/2016 | 12:48 | No Apparent Injury | 0 | 0 | 1 | 0 | 0 |
| City Street | Prosser | OLD INLAND EMPIRE HWY | 680 | | 400 | F | E | NEW GATE DR | No | E624822 | 12/16/2016 | 09:55 | No Apparent Injury | 0 | 0 | 1 | 0 | 0 |
| City Street | Prosser | W OLD INLAND EMPIRE HWY | 0 | N GAP RD | | | | | No | E670182 | 05/09/2017 | 14:16 | Possible Injury | 1 | 0 | 2 | 0 | 0 |
| City Street | Prosser | OLD INLAND EMPIRE HWY | 0 | N WAMBA RD | | | | | No | E687544 | 06/23/2017 | 17:09 | Possible Injury | 2 | 0 | 3 | 0 | 0 |
| City Street | Prosser | WINE COUNTRY RD | 300 | | 0.13 | M | SE | OLD INLAND EMPIRE HWY | No | E693571 | 07/18/2017 | 11:02 | No Apparent Injury | 0 | 0 | 2 | 0 | 0 |
| City Street | Prosser | OLD INLAND EMPIRE HWY | 100 | | 450 | F | E | N GAP RD | No | E710906 | 09/10/2017 | 18:47 | No Apparent Injury | 0 | 0 | 2 | 0 | 0 |

| JUNCTION RELATIONSHIP | ROADWAY SURFACE CONDITION | LIGHTING CONDITION | FIRST COLLISION TYPE / OBJECT STRUCK | SECOND COLLISION TYPE / OBJECT STRUCK | UNIT 1 TYPE |
|-------------------------------------|---------------------------|--------------------|---|---------------------------------------|---------------|
| At Intersection and Related | Dry | Daylight | Entering at angle | | Motor Vehicle |
| Not at Intersection and Not Related | Dry | Daylight | From same direction - both going straight - both moving - sideswipe | | Motor Vehicle |

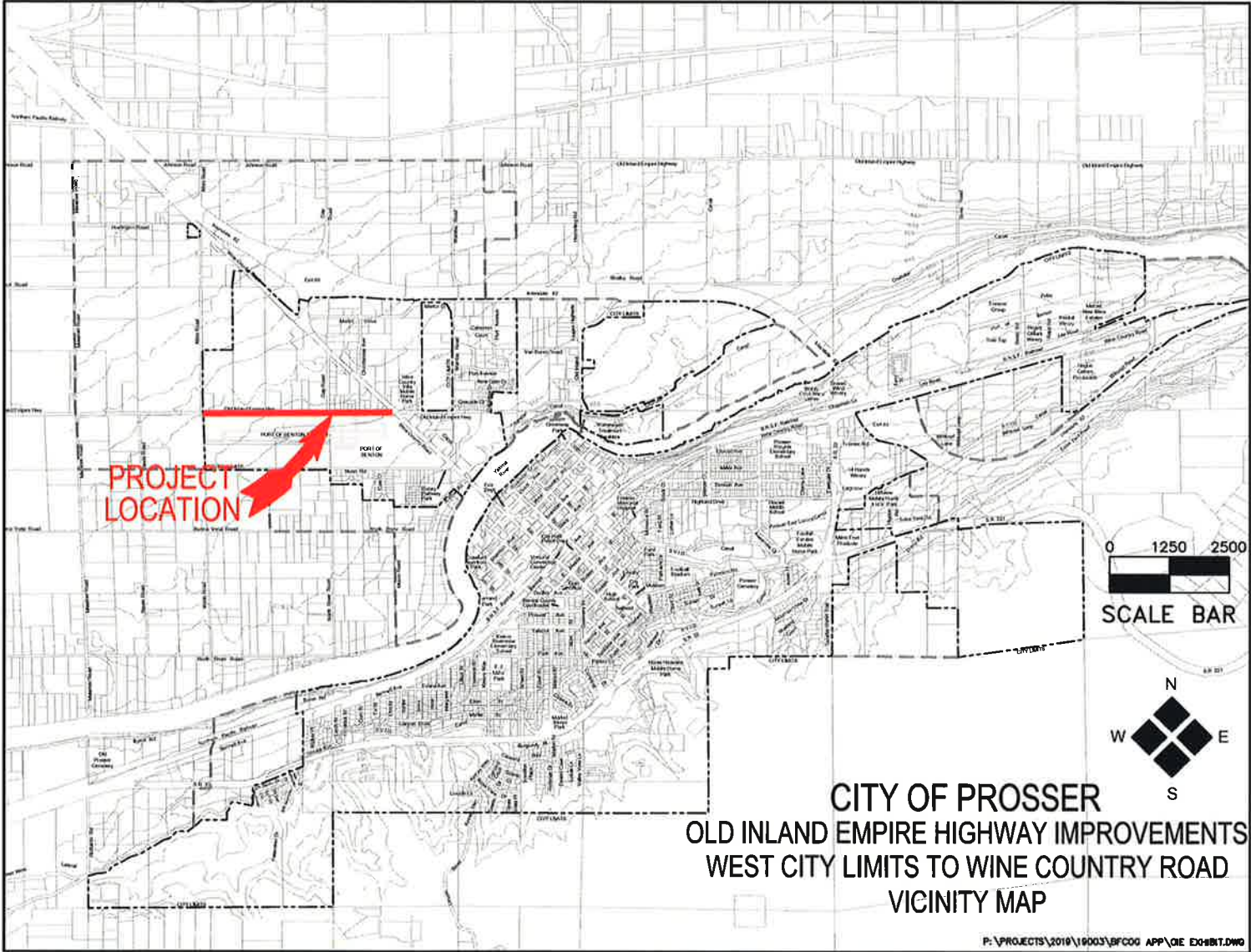
| VEHICLE 1 TYPE | VEHICLE 2 TYPE | JUNCTION RELATIONSHIP | WEATHER | ROADWAY SURFACE CONDITION | LIGHTING CONDITION |
|--|--|--------------------------------------|------------------------|---------------------------|-----------------------|
| Pickup, Panel Truck or Vanette under 10,000 lb | | Not at Intersection and Not Related | Clear or Partly Cloudy | Dry | Dark-No Street Lights |
| Passenger Car | | Not at Intersection and Not Related | Clear or Partly Cloudy | Dry | Daylight |
| Pickup, Panel Truck or Vanette under 10,000 lb | | Not at Intersection and Not Related | Clear or Partly Cloudy | Ice | Daylight |
| Passenger Car | Pickup, Panel Truck or Vanette under 10,000 lb | At Intersection and Related | Clear or Partly Cloudy | Dry | Daylight |
| Pickup, Panel Truck or Vanette under 10,000 lb | Pickup, Panel Truck or Vanette under 10,000 lb | At Intersection and Related | Clear or Partly Cloudy | Dry | Daylight |
| Pickup, Panel Truck or Vanette under 10,000 lb | Pickup, Panel Truck or Vanette under 10,000 lb | At Driveway | Clear or Partly Cloudy | Dry | Daylight |
| Passenger Car | Passenger Car | Driveway Related but Not at Driveway | Clear or Partly Cloudy | Dry | Dusk |

| VEHICLE 1 TYPE | VEHICLE 1 ACTION | VEHICLE 1 COMPASS DIRECTION FROM | VEHICLE 1 COMPASS DIRECTION TO | UNIT 1 CONTRIBUTING CIRCUMSTANCE 1 | UNIT 1 CONTRIBUTING CIRCUMSTANCE 2 | UNIT 1 CONTRIBUTING CIRCUMSTANCE 3 | UNIT 2 TYPE | VEHICLE 2 TYPE |
|----------------|----------------------|----------------------------------|--------------------------------|------------------------------------|------------------------------------|------------------------------------|---------------|--|
| Passenger Car | Making Right Turn | West | South | Inattention | Did Not Grant RW to Vehicle | | Motor Vehicle | Passenger Car |
| Passenger Car | Going Straight Ahead | South | North | Driver Not Distracted | None | | Motor Vehicle | Pickup, Panel Truck or Vanette under 10,000 lb |

| FIRST COLLISION TYPE / OBJECT STRUCK | VEHICLE 1 ACTION | VEHICLE 2 ACTION | VEHICLE 1 COMPASS DIRECTION FROM | VEHICLE 1 COMPASS DIRECTION TO | VEHICLE 2 COMPASS DIRECTION FROM | VEHICLE 2 COMPASS DIRECTION TO | MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1) | MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1) |
|--|----------------------|----------------------|----------------------------------|--------------------------------|----------------------------------|--------------------------------|--|--|
| Vehicle overturned | Going Straight Ahead | | West | East | | | Other | |
| Fence | Going Straight Ahead | | East | West | | | Driver Not Distracted | |
| Fence | Going Straight Ahead | | West | East | | | Inattention | |
| Entering at angle | Making Right Turn | Going Straight Ahead | North | West | East | West | Did Not Grant RW to Vehicle | |
| Entering at angle | Going Straight Ahead | Going Straight Ahead | South | North | East | West | Disregard Stop Sign - Flashing Red | |
| From same direction - one right turn - one straight | Going Straight Ahead | Making Right Turn | South | North | South | East | Follow Too Closely | |
| From same direction - both going straight - one stopped - rear-end | Going Straight Ahead | Stopped for Traffic | West | East | West | East | Inattention | Driver Distractions Outside Vehicle |

| VEHICLE 2 ACTION | VEHICLE 2 COMPASS DIRECTION FROM | VEHICLE 2 COMPASS DIRECTION TO | UNIT 2 CONTRIBUTING CIRCUMSTANCE 1 | UNIT 2 CONTRIBUTING CIRCUMSTANCE 2 | UNIT 2 CONTRIBUTING CIRCUMSTANCE 3 | FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward) | WA STATE PLANE SOUTH - X 2010 - FORWARD | WA STATE PLANE SOUTH - Y 2010 - FORWARD |
|----------------------------|----------------------------------|--------------------------------|------------------------------------|------------------------------------|------------------------------------|--|---|---|
| Going Straight Ahead | North | South | None | | | Intersecting Trafficway | 1821682.02 | 322145.58 |
| Merging (Entering Traffic) | South | North | Did Not Grant RW to Vehicle | Improper Turn | | Lane of Primary Trafficway | 1822014.48 | 321829.82 |

| MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1) | MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2) | MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2) | MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2) | BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1) | BICYCLIST CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1) | BICYCLIST CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1) | BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2) | BICYCLIST CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2) | FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward) | WA STATE PLANE SOUTH - X 2010 - FORWARD | WA STATE PLANE SOUTH - Y 2010 - FORWARD |
|--|--|--|--|--|--|--|--|--|--|---|---|
| | | | | | | | | | Past the Outside Shoulder of Primary Trafficway | 1811703.27 | 322121.87 |
| | | | | | | | | | Past the Outside Shoulder of Primary Trafficway | 1823308.24 | 322155.39 |
| | | | | | | | | | Past the Outside Shoulder of Primary Trafficway | 1823987.91 | 322159.65 |
| | None | | | | | | | | Lane of Primary Trafficway | 1820270.85 | 322125.88 |
| | Driver Not Distracted | | | | | | | | Lane of Primary Trafficway | 1822919.64 | 322149.55 |
| | Driver Not Distracted | | | | | | | | Lane of Primary Trafficway | 1822194.44 | 321657.78 |
| | None | | | | | | | | Lane of Primary Trafficway | 1820723.23 | 322141.63 |



**PROJECT
LOCATION**

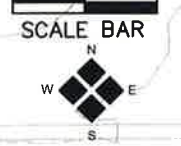


SCALE BAR

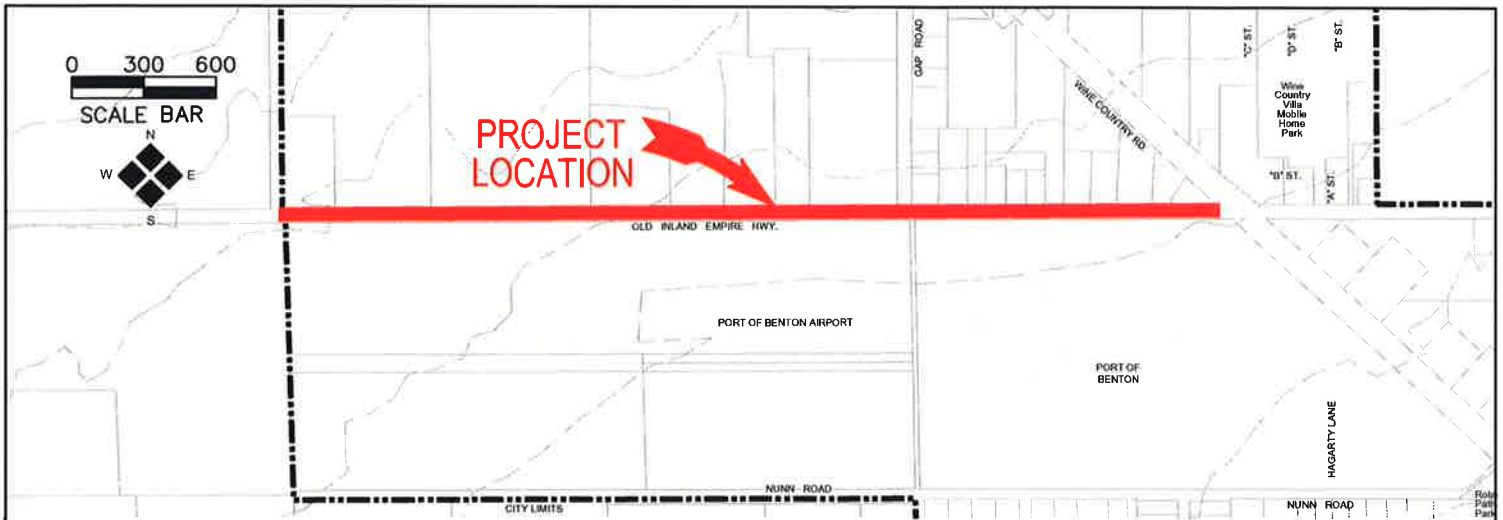


**CITY OF PROSSER
OLD INLAND EMPIRE HIGHWAY IMPROVEMENTS
WEST CITY LIMITS TO WINE COUNTRY ROAD
VICINITY MAP**

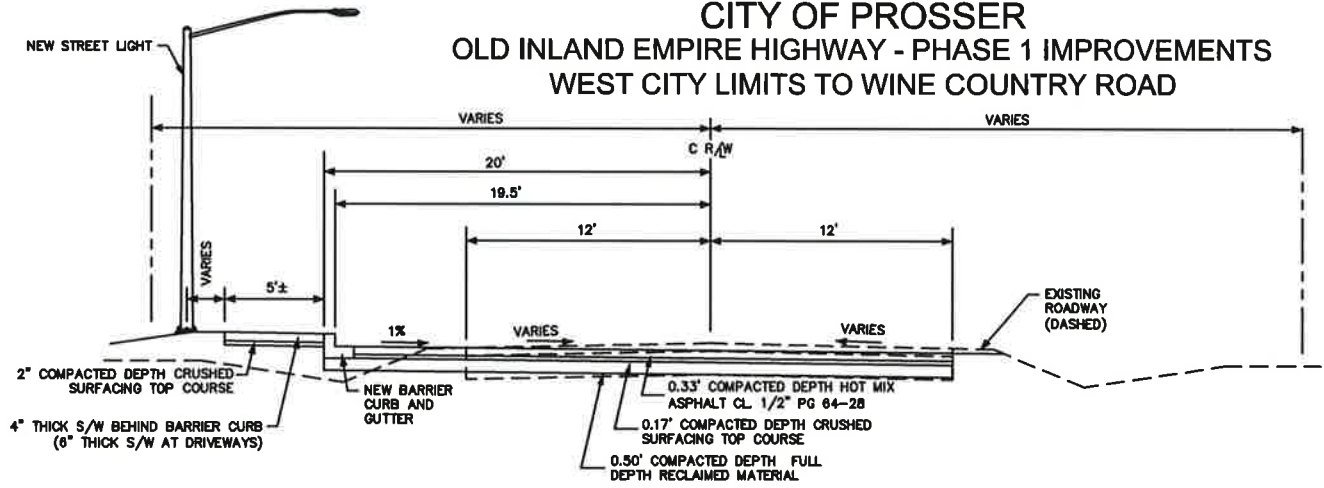
0 300 600



**PROJECT
LOCATION**



CITY OF PROSSER OLD INLAND EMPIRE HIGHWAY - PHASE 1 IMPROVEMENTS WEST CITY LIMITS TO WINE COUNTRY ROAD



OLD INLAND EMPIRE TYPICAL SECTION