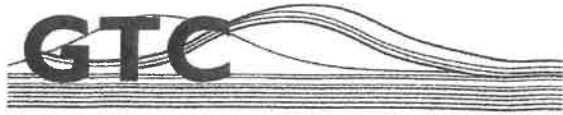


PU 4-05530
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DEC 02 2016
SKAGIT COUNTY
PDS



Gibson Traffic Consultants, Inc.
2802 Wetmore Avenue
Suite 220
Everett, WA 98201
425.339.8266

Lake Erie Gravel Pit Traffic Impact Analysis

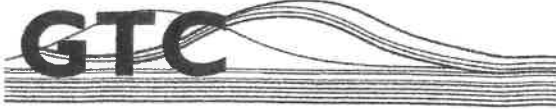
Jurisdiction: Skagit County

September 2016



GTC #16-190

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Suite 220
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425.339.8266

Lake Erie Gravel Pit Traffic Impact Analysis

Jurisdiction: Skagit County

September 2016



GTC #16-190

TABLE OF CONTENTS

1. DEVELOPMENT IDENTIFICATION 1
 2. METHODOLOGY 1
 3. TRIP GENERATION..... 4
 4. TRIP DISTRIBUTION 4
 5. INTERSECTION LEVEL OF SERVICE ANALYSIS 6
 5.1 Turning Movement Calculations..... 6
 5.2 Collision Data..... 6
 5.3 Level of Service Calculations 10
 6. CONCLUSIONS 10

LIST OF FIGURES

Figure 1: Site Vicinity Map 2
 Figure 2: Development Trip Distribution – PM Peak-Hour 5
 Figure 3: Existing Turning Movements 7
 Figure 4: 2018 Baseline Turning Movements 8
 Figure 5: 2018 Future with Development Turning Movements 9

LIST OF TABLES

Table 1: Level of Service Criteria..... 3
 Table 2: Trip Generation Summary 4
 Table 3: Level of Service Summary 10

ATTACHMENTS

Trip Generation Calculations A
 Counts and Turning Movement Sheets..... B
 Level of Service Calculations C
 Collision Data D

LAKE ERIE GRAVEL PIT EXPANSION
(60,000 TONS ANNUALLY)

SKAGIT COUNTY

GIBSON TRAFFIC CONSULTANTS

LEGEND
★ DEVELOPMENT SITE
⊕ STUDY INTERSECTION

FIGURE 1
SITE VICINITY
MAP

TRAFFIC IMPACT STUDY
GTC #16-190

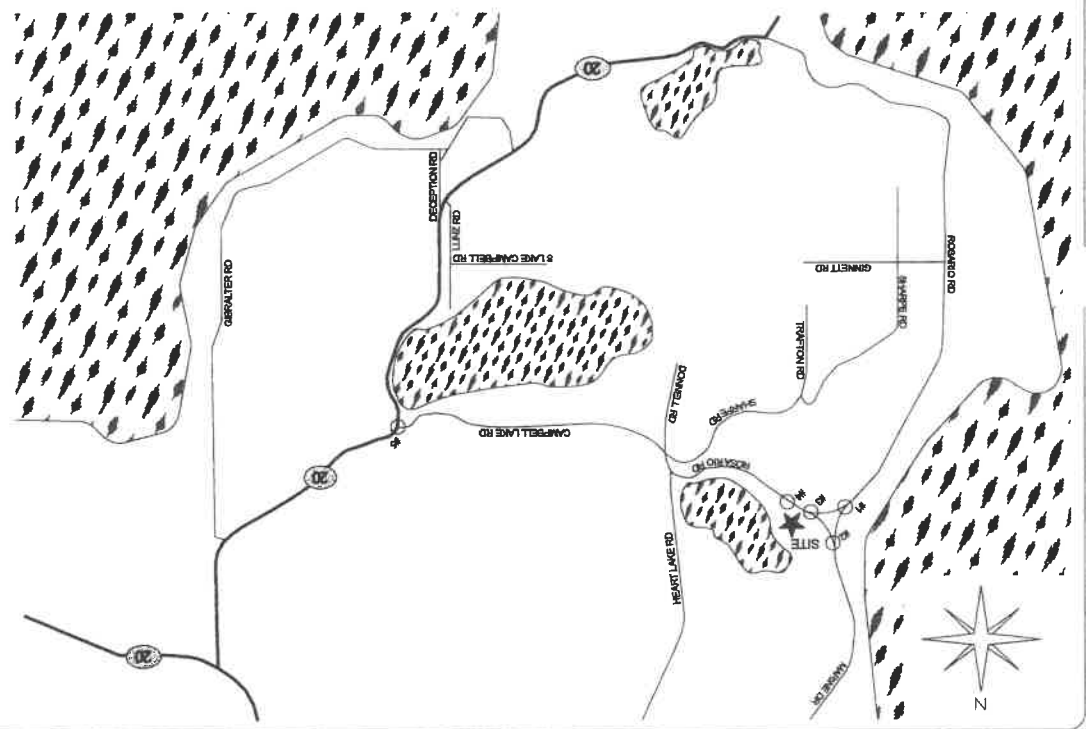


Table 1: Level of Service Criteria

Level of ¹ Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized and Roundabout Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays ²	>50	>80

The level of service at all-way stop-controlled intersections and signalized intersections is based on the average delay for all vehicles. The level of service analysis for the study intersection has been performed utilizing the *Synchro 9.1, Build 908* software.

¹ **Source:** *Highway Capacity Manual* 2010.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

² When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

3. TRIP GENERATION

Trip generation calculations for the Lake Erie Gravel Pit mining operation is based on the information provided by the client and prior GTC experience pertaining to similar earthmoving activities. As stated by the client, the amount of material extracted will be 60,000 tons/year. Each truck and trailer combination can carry approximately 30 tons of material and single truck can carry approximately 15 tons. The lower tonnage of a single truck (15 tons) was utilized for all of the calculations to be conservative.

It is also anticipated that the operation would have up to 312 workdays a year; therefore, to move 60,000 tons would require an estimated 26 truck trips in & out per day (13 loads per day). It is anticipated that the in/out percentages will reflect that of gravel mines and other heavy truck operations with 15% of the ADT occurring during the AM peak-hour and as a “worst case” 15% during the PM peak-hour.

The Lake Erie Gravel Pit expansion is anticipated to generate **26 average daily trips (ADT)** with **4 AM peak-hour truck trips (2 inbound/2 outbound)** and **4 PM peak-hour truck trips (2 inbound/2 outbound)**. Trip generation calculations have been included in the attachments.

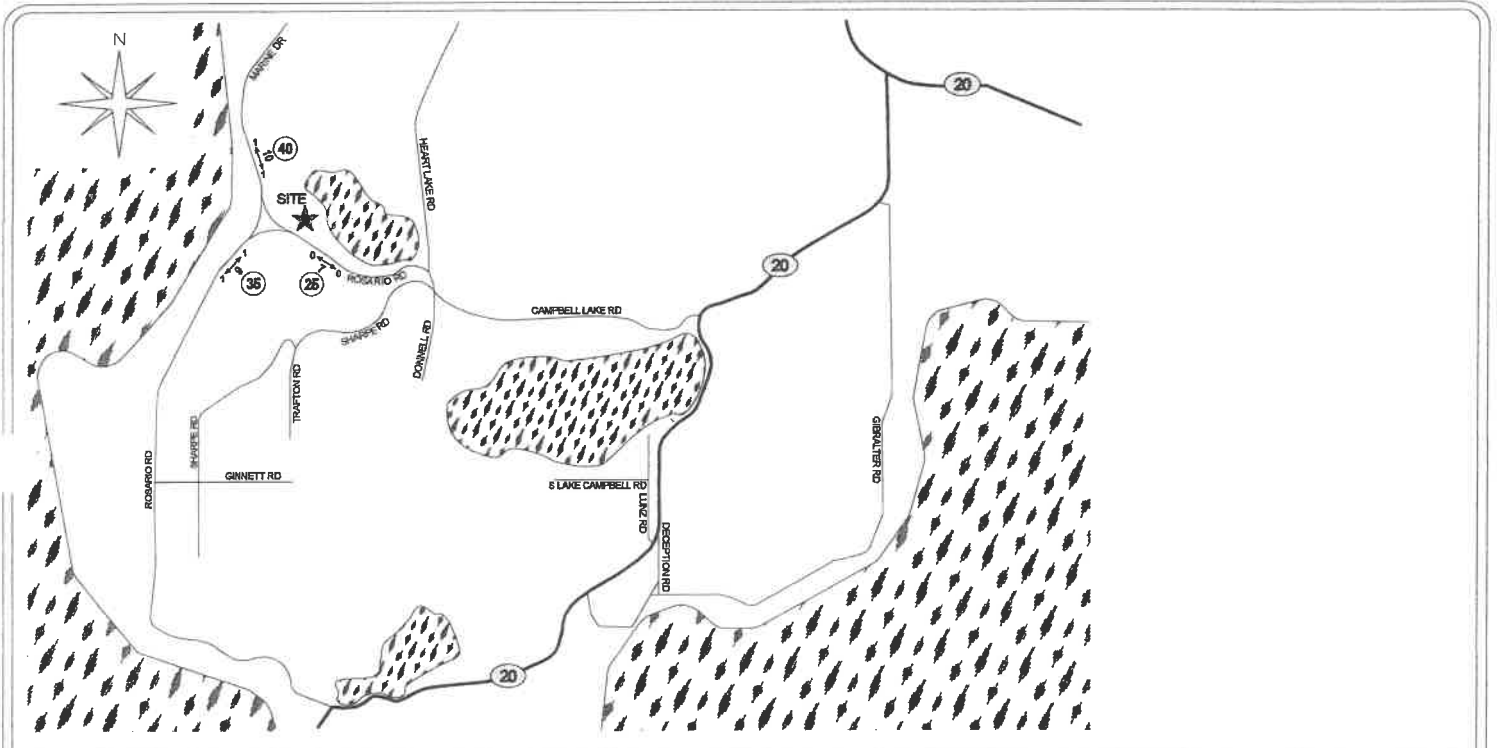
The trip generation of the site is summarized in Table 2.

Table 2: Trip Generation Summary

Land Use	Units	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Gravel Mine	13 Trucks	26	2	2	4	2	2	4

4. TRIP DISTRIBUTION

The trip distribution for the development is based on traffic trends within the project area and potential market areas. It is anticipated that 40% of the development's trips will travel to and from the north. Approximately 25% of the development's trips are anticipated to travel to and from the east and the remaining 35% of the development's trips are anticipated to travel to and from the south. A detailed trip distribution is shown in Figure 2 for the PM peak-hour.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #16-150

LAKE ERIE GRAVEL PIT EXPANSION
(60,000 TONS ANNUALLY)

LEGEND
 AMDT
 PM ← PEAK
 NEW SITE TRAFFIC
 (PM PEAK HOUR)
 TRIP DISTRIBUTION %

FIGURE 2
PM PROJECT TRIP
DISTRIBUTION

SKAGIT COUNTY

5. INTERSECTION LEVEL OF SERVICE ANALYSIS

The following intersections were analyzed as a part of this report:

1. Marine Drive at Rosario Road - West
2. Marine Drive at Rosario Road - North
3. Marine Drive at Rosario Road - East
4. Site Access at Rosario Road - East

5.1 Turning Movement Calculations

The existing turning movements are based on counts collected by the independent count firm, Traffic Data Gathering (TDG) on August 16, 2016. The existing PM peak-hour turning movements for the study intersection are shown in Figure 3.

The 2018 baseline turning movements at the study intersection have been calculated by applying a 2% annually compounding growth rate to the existing turning movements. The growth rate is based on historic traffic volume growth along SR-20 to the east of the site. The 2018 baseline turning movements at the study intersection are shown in Figure 4.

The 2018 future with development turning movements at the study intersection have been calculated by adding the Lake Erie Gravel Pit trips to the 2018 baseline turning movements. The 2018 future with development turning movements are shown in Figure 5. The existing, 2018 baseline and 2018 future with development turning movement calculations are included in the attachments.

5.2 Collision Data

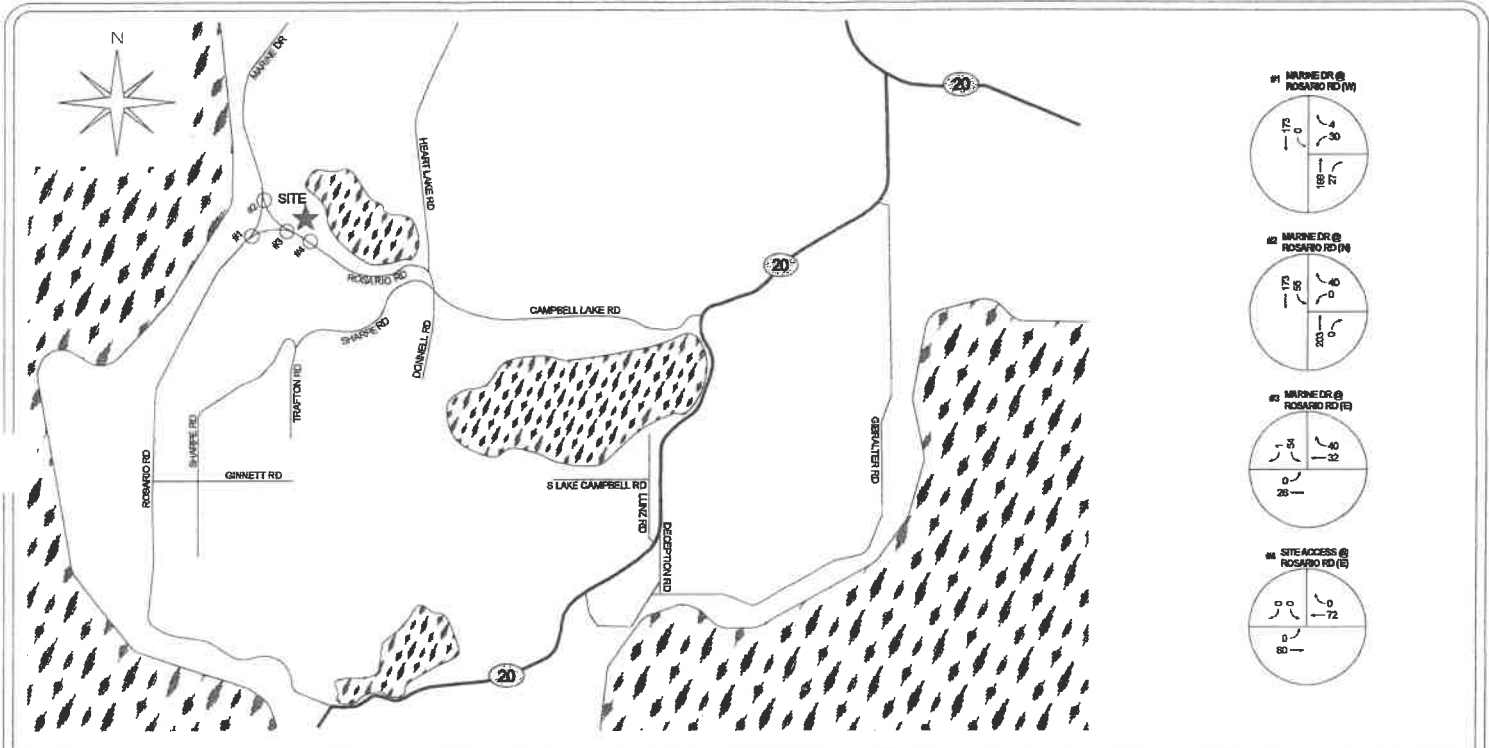
Collision data was collected from WSDOT for more than 5 years (January 1, 2011 - available 2016). The data shows there was one collision (fixed object) at the intersection of Marine Drive at Rosario Road – North and two collisions (rear-end and strikes deer) at the intersection of Marine Drive at Rosario Road – East. The collision frequency is less than a collision a year. None of the collisions resulted in a fatality. The full collision report is included in the attachments.

Trip Generation Calculations

1-YEAR TRIP GENERATION

60,000 tons total in 1 year	60,000 tons/year	In a Year	In + Out
tons/truck	30 T & T	60,000 tons	per day
tons/truck	15 Single	4,000 truck trips	26
tons/truck	0 SU		
Hours per Day	10		
Days/Week	6		
Weeks/Year	52		
Days/Year	312		
		Total	26

	Total	In	Out
Daily	26	13	13
15% of Daily is AM peak-hour	4	2	2
15% of Daily is PM peak-hour	4	2	2



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #16-190

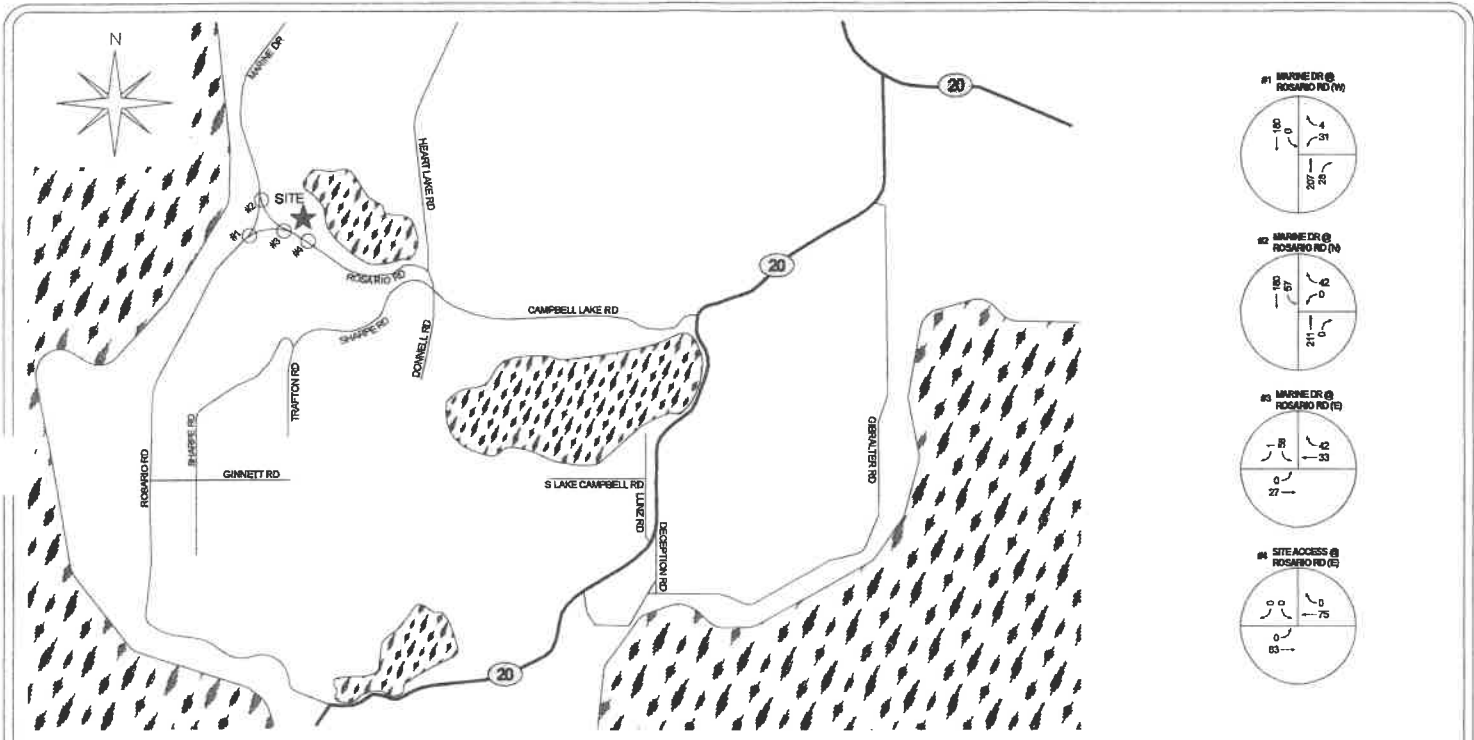
LAKE ERIE GRAVEL PIT EXPANSION
(60,000 TONS ANNUALLY)

LEGEND

xxx → PEAK HOUR TURNING MOVEMENT VOLUME

SKAGIT COUNTY

FIGURE 3
EXISTING TURNING MOVEMENT VOLUMES



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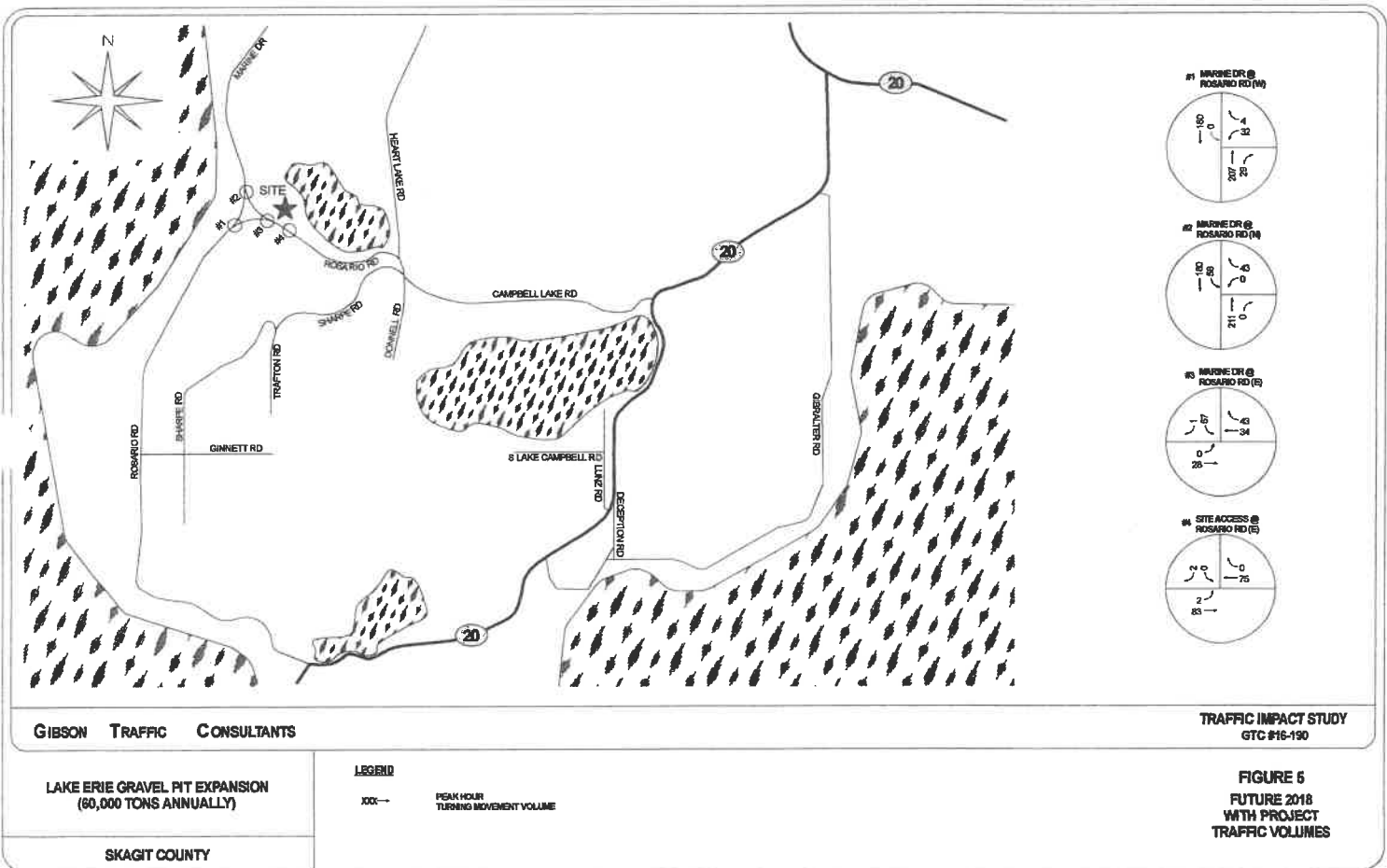
TRAFFIC IMPACT STUDY
GTC #16-190

LAKE ERIE GRAVEL PIT EXPANSION
(60,000 TONS ANNUALLY)

LEGEND
--- PEAK HOUR TURNING MOVEMENT VOLUME

SKAGIT COUNTY

FIGURE 4
FUTURE 2018
WITHOUT PROJECT
TRAFFIC VOLUMES



5.3 Level of Service Calculations

The level of service calculations have been performed utilizing the existing channelization and intersection control and the peak-hour factors and heavy vehicle factors from the 2016 turning movement counts. The parameters have been used for the existing, 2018 baseline, and 2018 future with development conditions.

The intersection level of service analysis shows the study intersections currently operate at acceptable LOS B or better and are anticipated to operate at acceptable LOS B or better under the 2018 baseline and 2018 future with development conditions during the PM peak-hour. The level of service analysis is summarized in Table 3.

Table 3: Level of Service Summary

Intersection	Control	Existing Conditions		2018 Baseline Conditions		2018 Future w Development	
		LOS	Delay	LOS	Delay	LOS	Delay
1. Marine Drive at Rosario Rd - West	Two-Way Stop-Controlled	B	11.6 sec	B	11.9 sec	B	11.9 sec
2. Marine Drive at Rosario Rd - North	Two-Way Stop-Controlled	A	9.7 sec	A	9.7 sec	A	9.7 sec
3. Marine Drive at Rosario Rd - East	Two-Way Stop-Controlled	A	9.3 sec	A	9.3 sec	A	9.4 sec
4. Site Access at Rosario Rd - East	Two-Way Stop-Controlled	---	---	---	---	A	8.7 sec

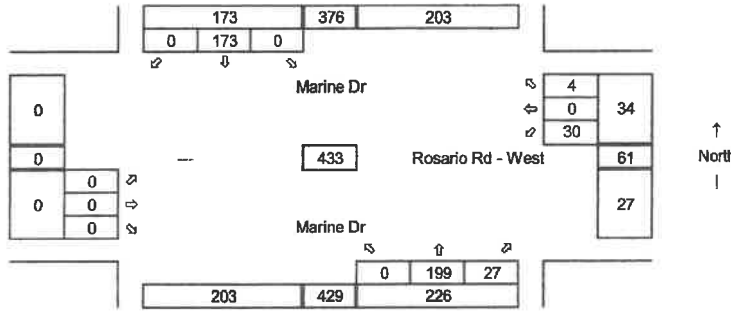
The level of service calculations are included in the attachments.

6. CONCLUSIONS

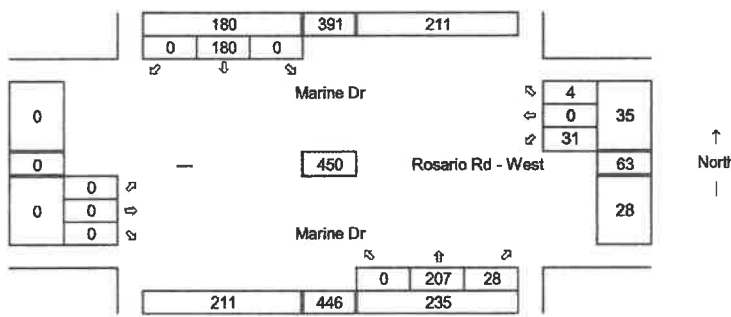
The expansion of Lake Erie Gravel Pit is proposed to allow the pit to extract 60,000 tons of gravel per year. The development is anticipated to generate 26 new average daily trips with 4 new PM peak-hour trips. The analysis shows that the study intersections will operate at acceptable LOS B or better with the development traffic. No WSDOT intersections would be impacted with 10 PM peak trips; additional capacity mitigation should therefore not be required for impacts to any intersections.

Counts and Turning Movement Sheets

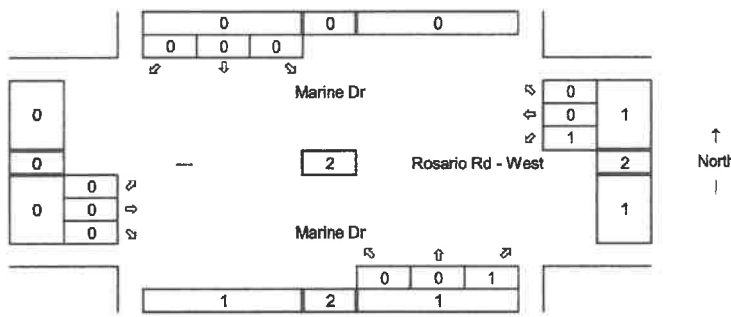
Synchro ID: 1
Existing
 Average Weekday
 PM Peak Hour
 Year: 8/16/16
 Data Source: TDG



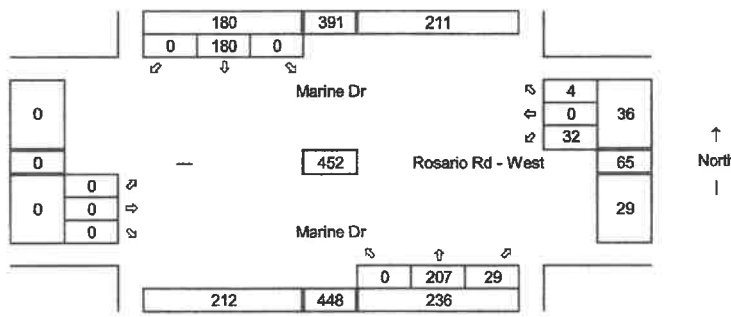
Future without Project
 Average Weekday
 PM Peak Hour
 Year: 2018
 Growth Rate = 2.0%
 Years of Growth = 2
 Total Growth = 1.0404



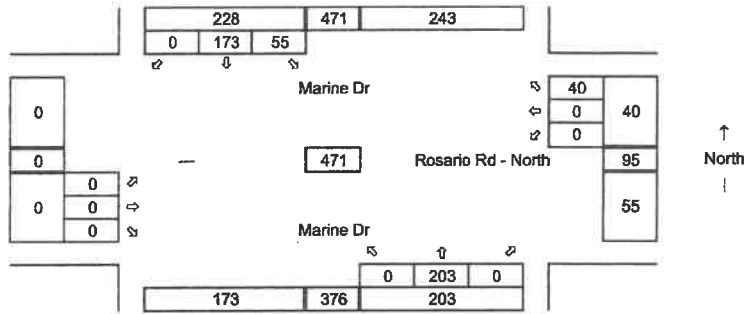
Total Project Trips
 Average Weekday
 PM Peak Hour



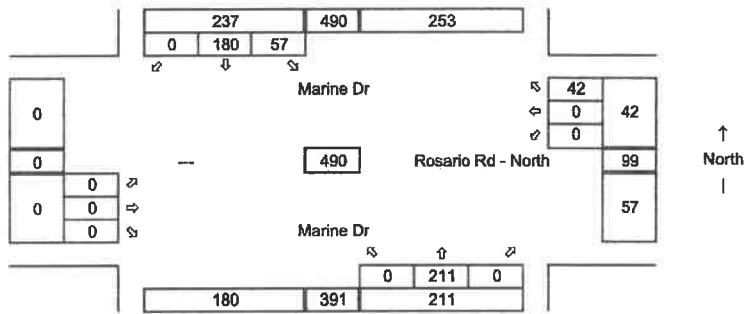
Future with Project
 Average Weekday
 PM Peak Hour



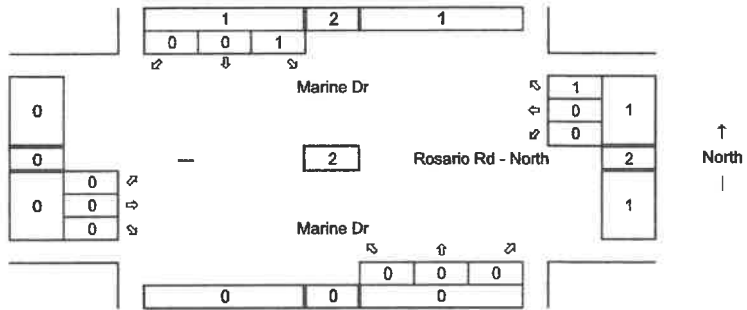
Synchro ID: 2
Existing
 Average Weekday
 PM Peak Hour
 Year: 8/16/16
 Data Source: TDG



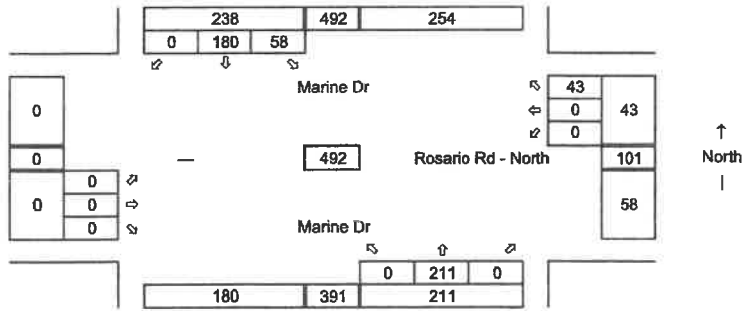
Future without Project
 Average Weekday
 PM Peak Hour
 Year: 2018
 Growth Rate = 2.0%
 Years of Growth = 2
 Total Growth = 1.0404



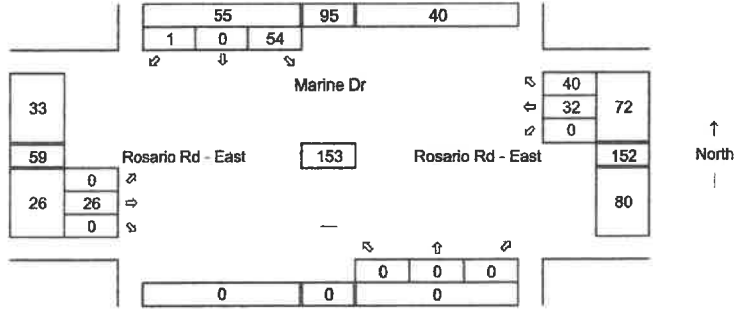
Total Project Trips
 Average Weekday
 PM Peak Hour



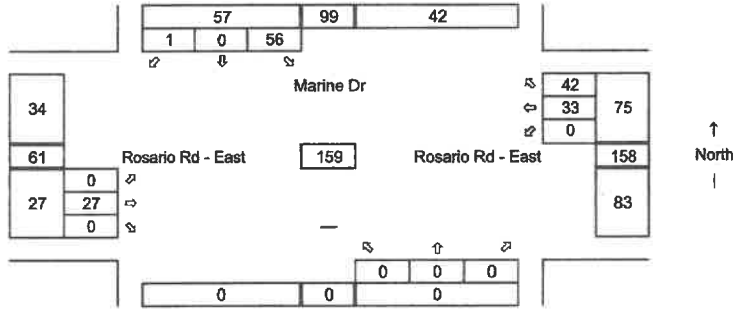
Future with Project
 Average Weekday
 PM Peak Hour



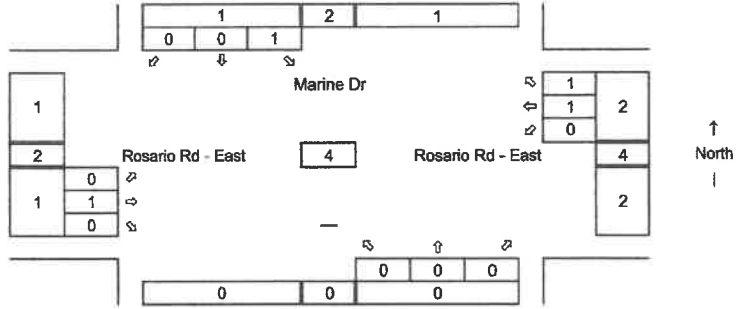
Synchro ID: 3
Existing
 Average Weekday
 PM Peak Hour
 Year: 8/16/16
 Data Source: TDG



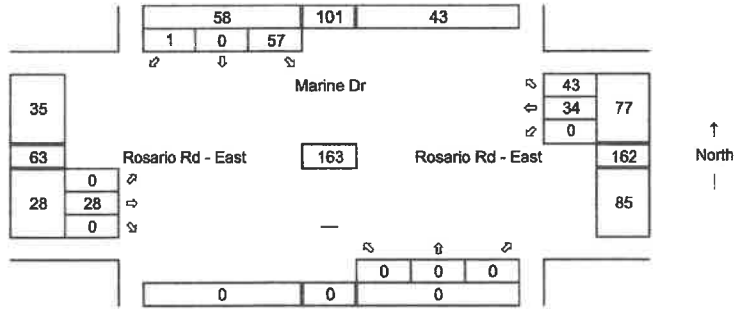
Future without Project
 Average Weekday
 PM Peak Hour
 Year: 2018
 Growth Rate = 2.0%
 Years of Growth = 2
 Total Growth = 1.0404

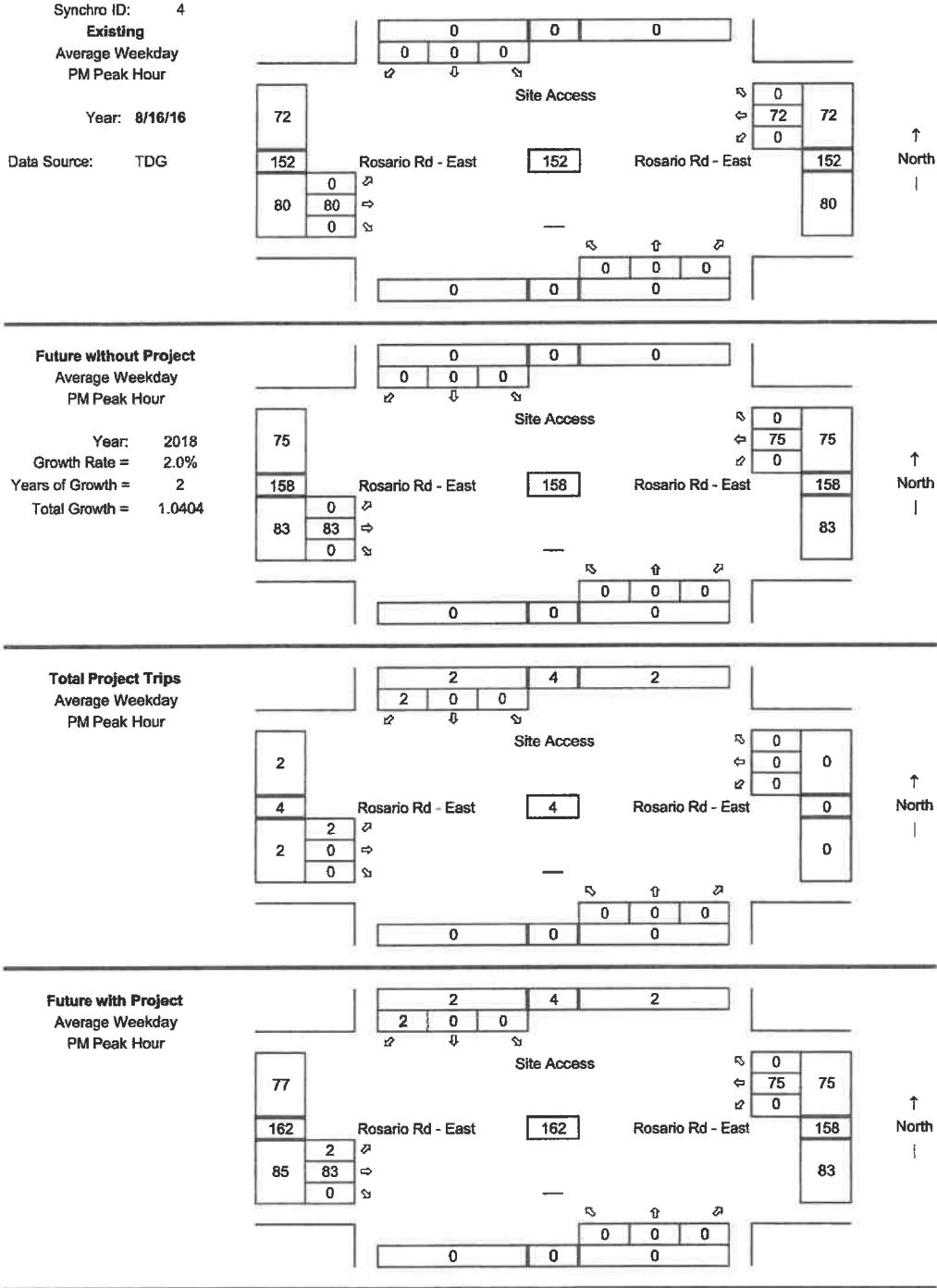


Total Project Trips
 Average Weekday
 PM Peak Hour



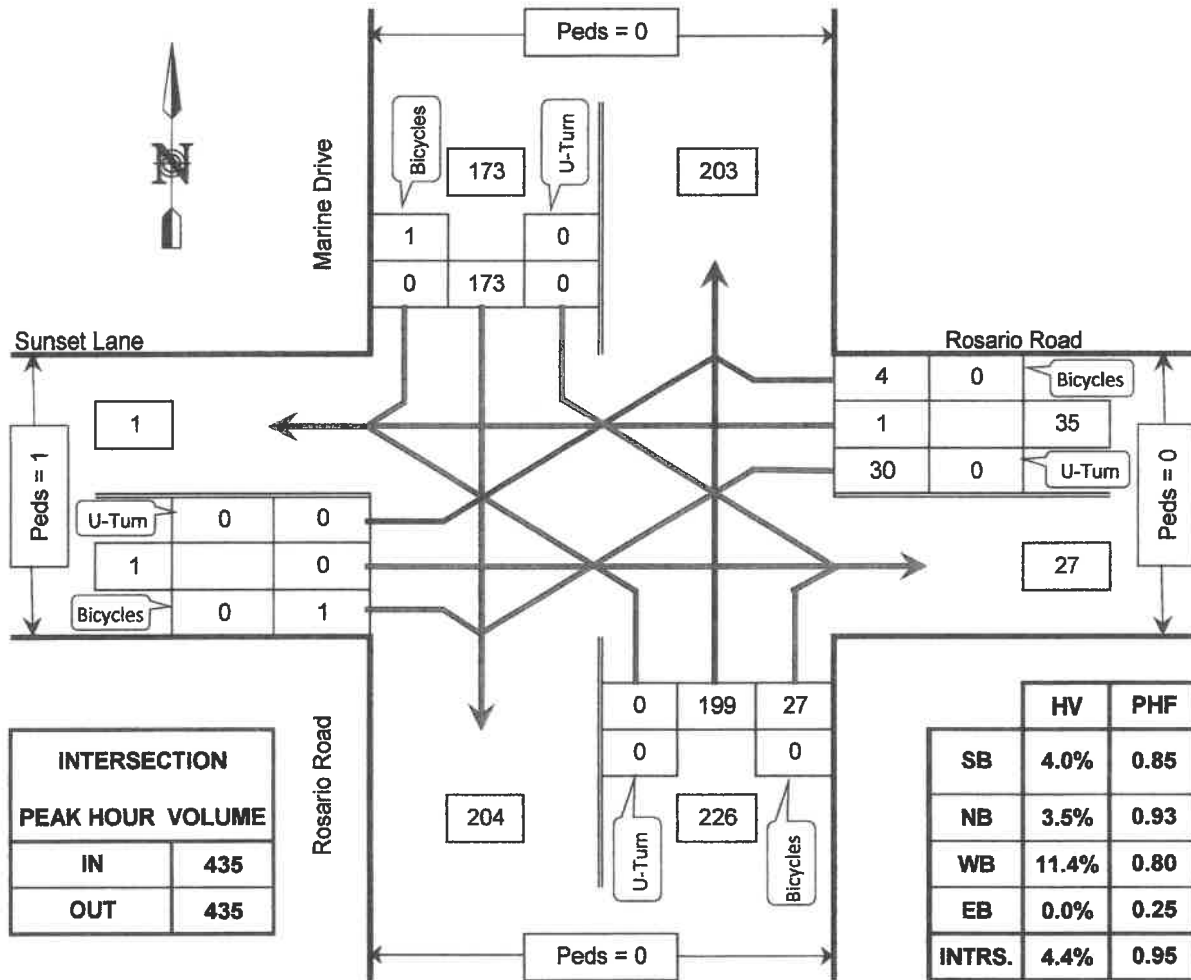
Future with Project
 Average Weekday
 PM Peak Hour





TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

**Marine Drive @ Rosario Road @ Sunset Lane
Anacortes, WA**

COUNTED BY: CN

DATE OF COUNT: Tue. 8/16/16

REDUCED BY: CN

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

REDUCTION DATE: Tue. 8/16/16

WEATHER: Sunny



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: Marine Drive @ Rosario Road @ Sunset Lane Anacortes, WA DATE OF COUNT: Tue, 8/18/16 TIME OF COUNT: 4:00 PM - 6:00 PM COUNTED BY: CN WEATHER: Sunny

TIME INTERVAL ENDING AT	FROM NORTH ON Marine Drive				FROM SOUTH ON Rosario Road				FROM EAST ON Rosario Road				FROM WEST ON Sunset Lane				INTERVAL TOTALS		
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left		Thru	Right
02:16 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	2	0	1	42	0	0	0	0	45	5	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	0	44	0	0	0	0	56	5	0	0	0	0	0	0	103
04:45 PM	0	0	1	0	0	42	0	0	2	0	50	8	0	1	0	6	1	0	115
05:00 PM	0	0	2	0	0	36	0	0	1	0	47	7	0	0	10	0	1	0	107
05:15 PM	0	0	4	0	0	51	0	0	2	0	46	7	0	0	6	0	0	0	111
05:30 PM	0	0	0	0	0	56	0	0	2	0	38	6	0	1	13	1	0	0	114
05:45 PM	0	0	1	0	1	42	0	0	1	0	37	6	0	0	8	0	0	0	94
06:00 PM	1	0	0	0	0	40	0	0	0	0	43	1	0	0	10	0	0	0	94
PEAK HOUR TOTALS	0	1	7	0	0	173	0	0	0	0	189	27	0	4	30	1	4	1	435
ALL MOVEMENTS																		1	
% HV																		0.0%	
PEAK HOUR FACTOR																		0.25	

HV = Heavy Vehicle PHF = Peak Hour Factor DATE OF REDUCTION: 8/18/2016

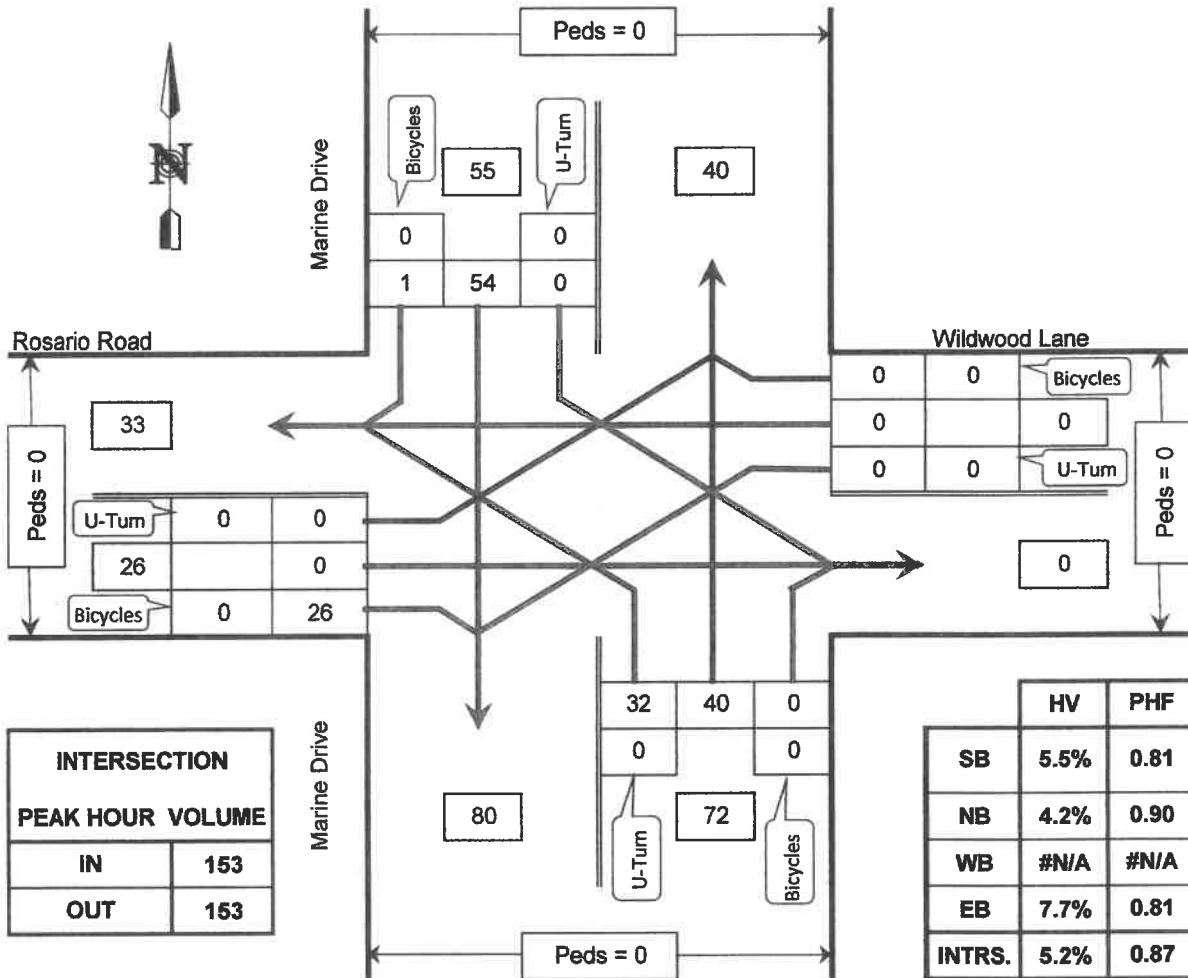
REDUCED BY: CN DATE OF REDUCTION: 8/18/2016

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON Marine Drive				FROM SOUTH ON Rosario Road				FROM EAST ON Rosario Road				FROM WEST ON Sunset 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	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	1	5	0	1	164	0	0	0	0	189	25	0	0	33	1	4	1	0	0	0	0	0
4:15 PM - 5:15 PM	0	1	7	0	0	173	0	0	0	0	199	27	0	4	30	1	4	1	0	0	0	0	1
4:30 PM - 5:30 PM	0	1	0	0	0	185	0	0	0	0	181	28	0	0	35	2	2	1	0	0	0	0	1
4:45 PM - 5:45 PM	1	0	0	0	0	185	0	0	0	0	188	28	0	0	37	1	2	0	0	0	0	0	1
5:00 PM - 6:00 PM	1	0	0	0	0	189	0	0	0	0	184	20	0	0	37	1	1	0	0	0	0	0	1

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

**Marine Drive @ Rosario Road @ Wildwood Lane
Anacortes, WA**

COUNTED BY: RN

DATE OF COUNT: Tue. 8/16/16

REDUCED BY: CN

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

REDUCTION DATE: Tue. 8/16/16

WEATHER: Sunny



TRAFFIC DATA GATHERING

INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: Marine Drive @ Rosario Road @ Wildwood Lane Astorbes, WA DATE OF COUNT: Tue, 8/18/16 TIME OF COUNT: 4:00 PM - 6:00 PM COUNTED BY: RN WEATHER: Sunny

Table with columns for Time Interval, From North On (Marine Drive), From South On (Marine Drive), From East On (Wildwood Lane), From West On (Rosario Road), and Interval Totals. Includes sub-columns for Peds, Bicycle, HV, U-Turn, Left, Thru, Right movements.

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM

REDUCED BY: CN DATE OF REDUCTION: 8/18/2016

ROLLING HOUR COUNT

Table with columns for Time Interval, From North On (Marine Drive), From South On (Marine Drive), From East On (Wildwood Lane), From West On (Rosario Road), and Interval Totals. Includes sub-columns for Peds, Bicycle, HV, U-Turn, Left, Thru, Right movements.

Level of Service Calculations

Intersection

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	1					
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	30	4	199	27	0	173
Future Vol, veh/h	30	4	199	27	0	173
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	80	80	93	93	85	85
Heavy Vehicles, %	11	11	4	4	4	4
Mvmt Flow	38	5	214	29	0	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	432	228	0	0	243	0
Stage 1	228	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.14	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.236	-
Pot Cap-1 Maneuver	564	789	-	-	1312	-
Stage 1	789	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	564	789	-	-	1312	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11.6		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	1312	-
HCM Lane V/C Ratio	-	-	0.073	-	-
HCM Control Delay (s)	-	-	11.6	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗			↖
Traffic Vol, veh/h	0	40	203	0	55	173
Future Vol, veh/h	0	40	203	0	55	173
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	90	90	93	93	85	85
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	44	218	0	65	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	551	218	0	0	218	0
Stage 1	218	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	492	817	-	-	1340	-
Stage 1	814	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	465	817	-	-	1340	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.7		0		1.9
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	817	1340	-
HCM Lane V/C Ratio	-	-	0.054	0.048	-
HCM Control Delay (s)	-	-	9.7	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		3	
Traffic Vol, veh/h	0	26	32	40	54	1
Future Vol, veh/h	0	26	32	40	54	1
Conflicting Peds, #/hr	0	0	0	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	81	81	90	90	81	81
Heavy Vehicles, %	8	8	6	6	6	6
Mvmt Flow	0	32	36	44	67	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	80	0	90
Stage 1	-	-	58
Stage 2	-	-	32
Critical Hdwy	4.18	-	6.46
Critical Hdwy Stg 1	-	-	5.46
Critical Hdwy Stg 2	-	-	5.46
Follow-up Hdwy	2.272	-	3.554
Pot Cap-1 Maneuver	1481	-	901
Stage 1	-	-	954
Stage 2	-	-	980
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1481	-	901
Mov Cap-2 Maneuver	-	-	901
Stage 1	-	-	954
Stage 2	-	-	980

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1481	-	-	-	903
HCM Lane V/C Ratio	-	-	-	-	0.075
HCM Control Delay (s)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	1					
Lane Configurations	Y		B		A	
Traffic Vol, veh/h	31	4	207	28	0	180
Future Vol, veh/h	31	4	207	28	0	180
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	80	80	93	93	85	85
Heavy Vehicles, %	11	11	4	4	4	4
Mvmt Flow	39	5	223	30	0	212

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	450	238	0	0	253	0
Stage 1	238	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.14	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.236	-
Pot Cap-1 Maneuver	550	779	-	-	1301	-
Stage 1	781	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	550	779	-	-	1301	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11.9		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	569	1301	-
HCM Lane V/C Ratio	-	-	0.077	-	-
HCM Control Delay (s)	-	-	11.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	0	42	211	0	57	180
Future Vol, veh/h	0	42	211	0	57	180
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	90	90	93	93	85	85
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	47	227	0	67	212

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	573	227	0	0	227	0
Stage 1	227	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	478	807	-	-	1330	-
Stage 1	806	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	451	807	-	-	1330	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.7		0		1.9
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	807	1330	-
HCM Lane V/C Ratio	-	-	0.058	0.05	-
HCM Control Delay (s)	-	-	9.7	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		←	↑		↑	
Traffic Vol, veh/h	0	27	33	42	56	1
Future Vol, veh/h	0	27	33	42	56	1
Conflicting Peds, #/hr	0	0	0	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	81	81	90	90	81	81
Heavy Vehicles, %	8	8	6	6	6	6
Mvmt Flow	0	33	37	47	69	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	83	0	93
Stage 1	-	-	60
Stage 2	-	-	33
Critical Hdwy	4.18	-	6.46
Critical Hdwy Stg 1	-	-	5.46
Critical Hdwy Stg 2	-	-	5.46
Follow-up Hdwy	2.272	-	3.554
Pot Cap-1 Maneuver	1477	-	897
Stage 1	-	-	952
Stage 2	-	-	979
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1477	-	897
Mov Cap-2 Maneuver	-	-	897
Stage 1	-	-	952
Stage 2	-	-	979

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	899
HCM Lane V/C Ratio	-	-	-	-	0.078
HCM Control Delay (s)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection

int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	32	4	207	29	0	180
Future Vol, veh/h	32	4	207	29	0	180
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	80	80	93	93	85	85
Heavy Vehicles, %	11	11	4	4	4	4
Mvmt Flow	40	5	223	31	0	212

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	450	238	0	0	254	0
Stage 1	238	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.14	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.236	-
Pot Cap-1 Maneuver	550	779	-	-	1300	-
Stage 1	781	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	550	779	-	-	1300	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	569	1300	-
HCM Lane V/C Ratio	-	-	0.079	-	-
HCM Control Delay (s)	-	-	11.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗			↖
Traffic Vol, veh/h	0	43	211	0	58	180
Future Vol, veh/h	0	43	211	0	58	180
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	90	90	93	93	85	85
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	48	227	0	68	212

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	575	227	0	0	227	0
Stage 1	227	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	476	807	-	-	1330	-
Stage 1	806	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	448	807	-	-	1330	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.7		0		1.9
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	807	1330	-
HCM Lane V/C Ratio	-	-	0.059	0.051	-
HCM Control Delay (s)	-	-	9.7	7.9	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	28	34	43	57	1
Future Vol, veh/h	0	28	34	43	57	1
Conflicting Peds, #/hr	0	0	0	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	81	81	90	90	81	81
Heavy Vehicles, %	8	8	6	6	6	6
Mvmt Flow	0	35	38	48	70	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	86	0	97
Stage 1	-	-	62
Stage 2	-	-	35
Critical Hdwy	4.18	-	6.46
Critical Hdwy Stg 1	-	-	5.46
Critical Hdwy Stg 2	-	-	5.46
Follow-up Hdwy	2.272	-	3.554
Pot Cap-1 Maneuver	1473	-	893
Stage 1	-	-	951
Stage 2	-	-	977
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1473	-	893
Mov Cap-2 Maneuver	-	-	893
Stage 1	-	-	951
Stage 2	-	-	977

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1473	-	-	-	895
HCM Lane V/C Ratio	-	-	-	-	0.08
HCM Control Delay (s)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	2	83	75	0	0	2
Future Vol, veh/h	2	83	75	0	0	2
Conflicting Peds, #/hr	0	0	0	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	90	82	0	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	82	0	177
Stage 1	-	-	82
Stage 2	-	-	95
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1515	-	813
Stage 1	-	-	941
Stage 2	-	-	929
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1515	-	812
Mov Cap-2 Maneuver	-	-	812
Stage 1	-	-	941
Stage 2	-	-	928

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1515	-	-	-	978
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Collision Data



**Washington State
Department of Transportation**

Transportation Data and GIS Office
7345 Linderson Way Sw, Fl 1
Tumwater, WA 98501

360-570-2464 / Fax 360-570-2449
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 11, 2016

Matthew Palmer
Gibson Traffic Consultants
2802 Wetmore Ave #220
Everett WA 98201

Dear Mr. Palmer:

In accordance with the Public Records Act, RCW 42.56, this letter acknowledges receipt of your request for records dated August 10, 2016 (Request Number PDR-16-2407).

We have prepared a history of officer reported crashes that occurred on the following road segments in Skagit County for the period of 1/1/2011 – *available 2016*.

- Campbell Lake Rd (Co Rd #13900, milepost 0.000 – 1.562) from State Route 20 to Rosario Rd
- Rosario Rd (Co Rd #10310, milepost 0.000 – 1.080) from Campbell Lake Rd to *500 feet southwest of* Marine Dr.
- Marine Dr. (Co Rd #10610, milepost 0.000 – 0.090) from Rosario Rd to *500 feet north of* the intersection (Marine Dr. @ Rosario Rd)
- State Route 20 (milepost 45.98 – 46.16) *at or within 500 feet each direction of* Campbell Lake Rd intersection

Federal law 23 United States Code Section 409 governs use of the data you requested. Under this law, data maintained for purposes of evaluating potential highway safety enhancements:

“ . . . shall not be 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.” [Emphasis added.]

Public Disclosure Request PDR-16-2407

August 11, 2016

Page 2

The Washington State Department of Transportation (WSDOT) is releasing this data to you with the understanding that you will not use this data contrary to the restrictions in Section 409, which means you will not use this data in discovery or as evidence at trial in any action for damages against the WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data. If you should attempt to use this data in an action for damages against WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data, these entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from the data.

With this package, your request for records is complete and closed.

If you have any further questions you may contact me at 360-570-2464.

Sincerely,

A handwritten signature in cursive script that reads "Julie Brown".

Julie Brown
Transportation Planning Technician 3
Transportation Data and GIS Office

cc: w/enclosures

Nafisa Peshtaz & Laretta Lew, WSDOT Northwest Region

OFFICER REPORTED THAT OCCURRED ON THE FOLLOWING ROAD SEGMENTS IN SKAGIT COUNTY
 CAMPBELL LAKE RD (CO RD #13900, MP 0.000 - 1.562) FROM SR 20 TO ROSARIO RD
 ROSARIO RD (CO RD #10310, MP 0.000 - 1.080) FROM CAMPBELL LAKE RD TO 500 feet southwest of MARINE DR
 MARINE DR (CO RD #10610, MP 0.000 - 0.090) FROM ROSARIO RD TO 500 feet north of THE INTERSECTION (MARINE DR @ ROSARIO RD)
 SR 20 (MP 45.98 - 46.16) or OR within 500 feet each direction of CAMPBELL LAKE RD INTERSECTION

1/1/2011 - available 2016

UNDER THE UNITED STATES CODE - SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE
 IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

JURISDICTION	PRIMARY TRAFFICWAY	MILE POST	INTERSECTING TRAFFICWAY	CO ONLY INTERSECTING COUNTY ROAD MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# FATAL	# SERIOUS	# INJURED	# PROPERTY DAMAGE	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITIONS	LIGHTING CONDITIONS
County Road	10310	0.850	10650	0.000	Z919069	10/31/2012	7:00	No Injury	0	0	0	0	Passenger Car		At Intersection and Not Related	Wet	Dark-No Street Lights
County Road	10310	0.850	10650	0.000	E342336	7/10/2014	15:20	Possible Injury	1	0	2	0	Passenger Car	Passenger Car	At Intersection and Related	Dry	Daylight
County Road	10610	0.000	10310	0.990	E507110	1/15/2016	7:03	No Injury	0	0	1	0	Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Not Related	Ice	Dark-No Street Lights

FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION	VEH 2 ACTION	MV DRIVER CONT CIRC 1 (UNIT 1)	MV DRIVER CONT CIRC 1 (UNIT 2)	VEH 1 COMP DIR FROM	VEH 1 COMP DIR TO	VEH 2 COMP DIR FROM	VEH 2 COMP DIR TO	IMPACT LOCATION (effective for City, County & Misc 1/1/2010; SR's Indefinite)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Vehicle Strikes Deer	Going Straight Ahead		None	None	South	North	Vehicle Stopped	Vehicle Stopped	Lane of Primary Trafficway	1,118,575.52	1,144,698.18
From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None	West	East	Vehicle Stopped	Vehicle Stopped	Lane of Primary Trafficway	1,118,441.75	1,144,753.79
Utility Pole	Going Straight Ahead		Driver Not Distracted		Northeast	Southwest			Past the Outside Shoulder of Primary Trafficway	1,118,458.44	1,144,741.56

Collision Summary

Rd #	MP	Rd Name	Report #	Date	ADT	Sev	Veh	Inj	Fatal	Collision Type	Unit 1 CC	Weather	Light
13900	1.090	CAMPBELL LAKE ROAD	E129942	10/10/2011	2093	1	1	0	0	Domestic animal (horse/cow/sheep/etc)	None	Raining	Dark-No Street Lights
13900	0.180	CAMPBELL LAKE ROAD	E161606	03/28/2012	2093	1	1	0	0	Fixed object	Apparently ill	Clear or Partly Cloudy	Daylight
13900	1.470	CAMPBELL LAKE ROAD	E432797	05/02/2015	2093	1	1	0	0	Fixed object	Driver Distractions Outside the Vehicle	Clear or Partly Cloudy	Daylight
13900	0.180	CAMPBELL LAKE ROAD	E557785	06/20/2016	2093	2	1	1	0	Fixed object	Exceeding Reas. Safe Speed	Clear or Partly Cloudy	Dark-No Street Lights
13900	1.440	CAMPBELL LAKE ROAD	E599559	10/22/2016	2093	1	1	0	0	Vehicle strikes deer	None	Overcast	Dark-No Street Lights

Collision Summary

Rd #	MP	Rd Name	Report #	Date	ADT	Sev	Veh	# Inj	# Fatal	Collision Type	Unit 1 CC	Weather	Light
10310	0.250	ROSARIO ROAD	E096036	03/14/2011	1484	1	1	0	0	Fixed object	Other	Clear or Partly Cloudy	Dark-No Street Lights
10310	0.440	ROSARIO ROAD	E190615	09/05/2012	1484	1	1	0	0	Fixed object	None	Clear or Partly Cloudy	Daylight
10310	0.850	ROSARIO ROAD	2919069	10/31/2012	1484	1	1	0	0	Vehicle strikes deer	Other	Raining	Dark-No Street Lights
10310	0.700	ROSARIO ROAD	E214527	12/15/2012	1484	2	1	1	0	Vehicle overturned	Other	Clear or Partly Cloudy	Dark-No Street Lights
10310	0.000	ROSARIO ROAD	E303546	01/24/2014	1603	1	1	0	0	Fixed object	Under Influence of Alcohol	Clear or Partly Cloudy	Dark-Street Lights On
10310	0.249	ROSARIO ROAD	E313703	03/11/2014	1484	1	1	0	0	Fixed object	Inattention	Clear or Partly Cloudy	Daylight
10310	0.850	ROSARIO ROAD	E342336	07/10/2014	1484	2	2	1	0	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	Clear or Partly Cloudy	Daylight
10310	0.440	ROSARIO ROAD	E570188	08/01/2016	1484	1	1	0	0	Fixed object	Driver Interacting with Passengers or Animals or Objects in the Vehicle	Clear or Partly Cloudy	Daylight
10310	0.510	ROSARIO ROAD	2915514	10/26/2016	1484	2	1	1	0	Fixed object	Exceeding Stated Speed Limit	Overcast	Dark-No Street Lights

Collision Summary

Rd #	MP	Rd Name	Report #	Date	ADT	Sev	Veh	#	Inj	#	Fatal	Collision Type	Unit 1	Weather	Light
10610	0.000	MARINE DRIVE	E507110	01/15/2016	4297	1	1	1	0	0	0	Fixed object	CC Driver Not Distracted	Clear or Partly Cloudy	Dark-No Street Lights



Summary Reports - Total Crashes by Year

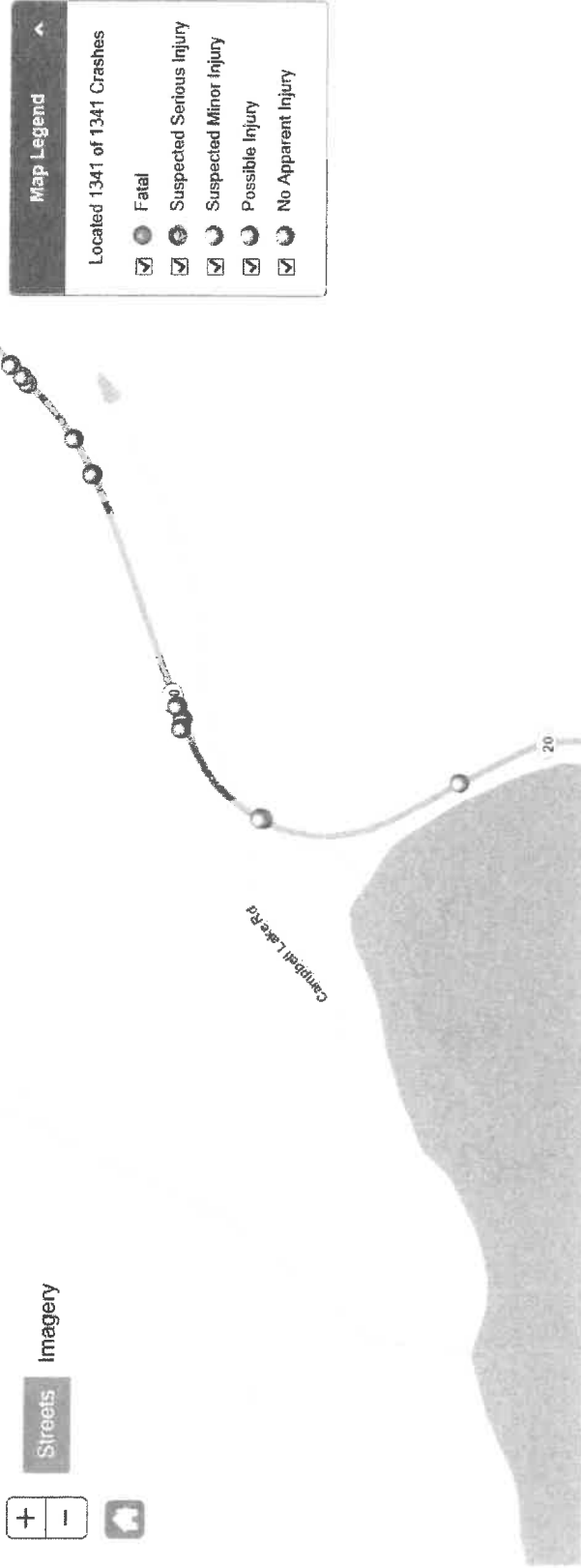
Report Year: 2016

Report Location: Skagit County

Report Jurisdiction: State Routes

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list 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 report, surveys, schedules, lists, or data.

Data Charts Notes **Map** Additional crash data available by clicking on map marker.





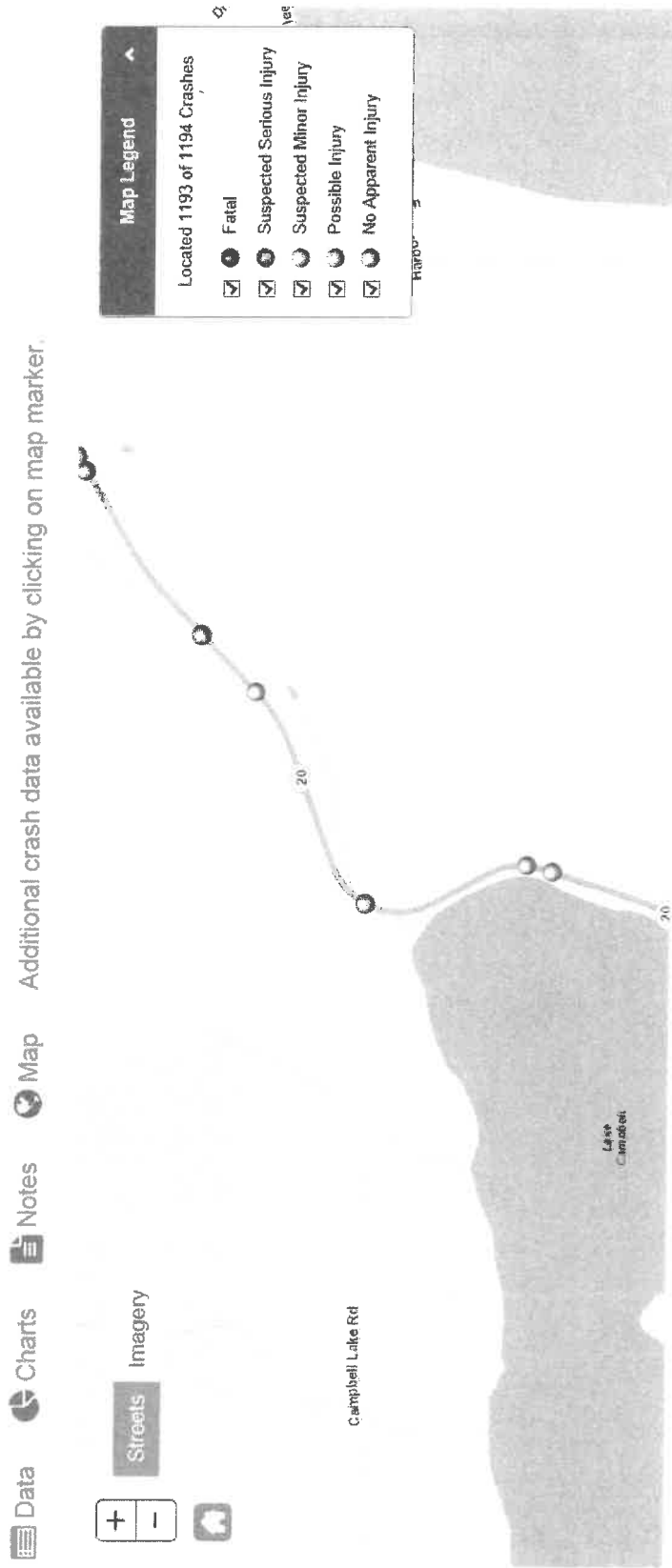
Summary Reports - Total Crashes by Year

Report Year: 2015

Report Location: Skagit County

Report Jurisdiction: State Routes

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list 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 report, surveys, schedules, lists, or data.





Summary Reports - Total Crashes by Year

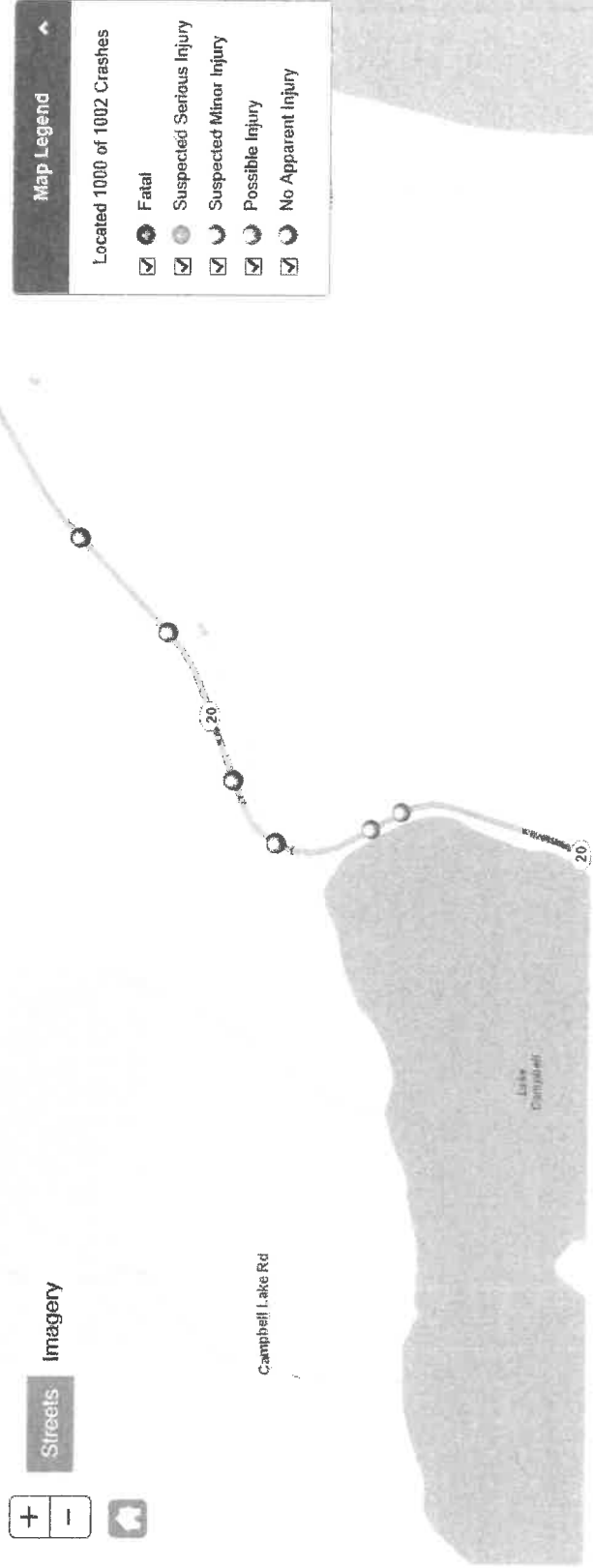
Report Year: 2014

Report Location: Skagit County

Report Jurisdiction: State Routes

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list 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 report, surveys, schedules, lists, or data

Data Charts Notes Map Additional crash data available by clicking on map marker.





Summary Reports - Total Crashes by Year

Report Year: 2013

Report Location: Skagit County

Report Jurisdiction: State Routes

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list 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 report, surveys, schedules, lists, or data.

Data Charts Notes **Map** Additional crash data available by clicking on map marker.





Summary Reports - Total Crashes by Year

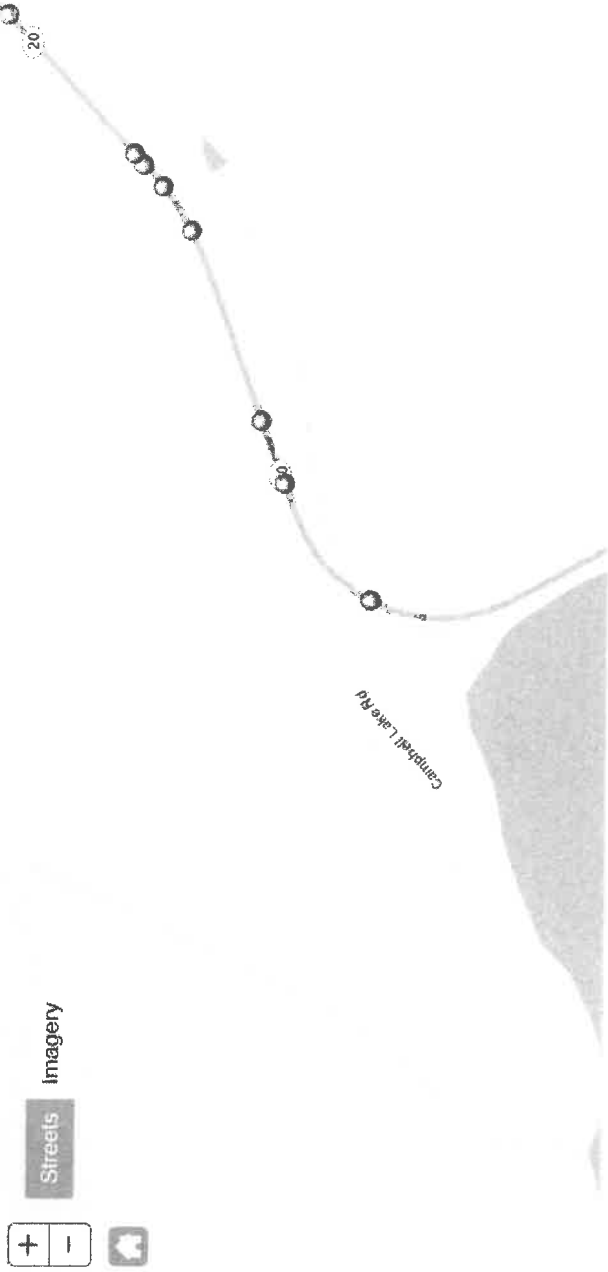
Report Year: 2012

Report Location: Skagit County

Report Jurisdiction: State Routes

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list 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 report, surveys, schedules, lists, or data.

Data Charts Notes Map Additional crash data available by clicking on map marker.





Summary Reports - Total Crashes by Year

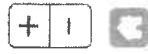
Report Year: 2011

Report Location: Skagit County

Report Jurisdiction: State Routes

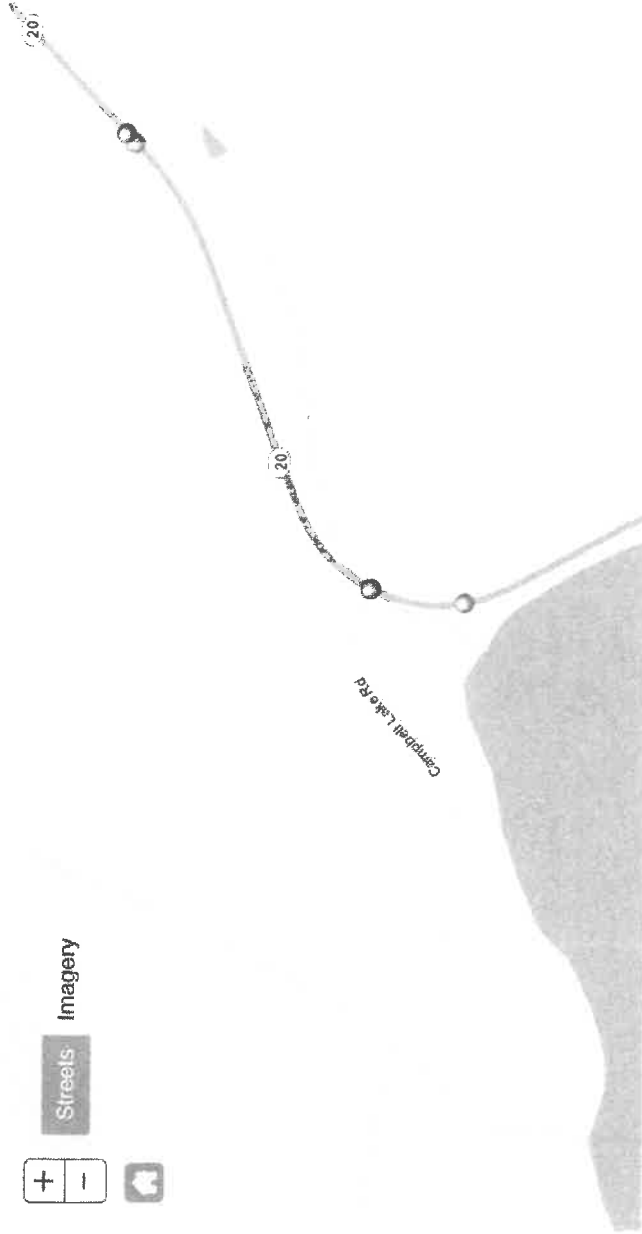
Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery 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 report, surveys, schedules, lists, or data

Data Charts Notes Map Additional crash data available by clicking on map marker



Streets

Imagery



Map Legend

Located 1008 of 1008 Crashes

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Apparent Injury

