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**VIA REGULAR U.S. MAIL & E-MAIL**

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Julie S. Nicoll  
Deputy Prosecuting Attorney  
Skagit County  
Civil Division – Planning & Development Services  
605 S. 3rd Street  
Mount Vernon, WA 98273-3867

**RE: THIRD-PARTY REVIEW OF DN TRAFFIC CONSULTANTS' TRAFFIC STUDY**

Dear Ms. Nicoll:

I am following up on my July 19 letter regarding issues raised in recent correspondence between the County and Concrete Nor'West ("CNW")—as well as third party traffic consultants—that require further clarification. Having now had a chance to review the scope of work for the proposed third-party review of DN Traffic Consultants' traffic study (the "DN Study") by Gibson Traffic Consultants, Inc. ("Gibson"), several issues merit further clarification.<sup>1</sup> A third-party review of the DN Study is undoubtedly warranted; however, there are many significant issues that Gibson's proposed scope of work fails to address. While the eventual report from Gibson may very well encompass many of the concerns highlighted in this letter, it is nonetheless advantageous for all parties involved to clearly specify these concerns now to ensure they are included in Gibson's scope of work. It is clear that, at a minimum, a complete Level II traffic impact analysis is necessary per the County standards and code.<sup>2</sup>

Gibson's proposed scope of work overlooks several crucial deficiencies in the DN Study that any third-party review should consider. Some of those deficiencies are (without limitation):

- The only intersections evaluated for Level of Service ("LOS") issues in the DN Study were Prairie Road and Grip Road, and Prairie Road and Old Highway 99. While these are certainly crucial intersections to evaluate, other intersections are no less important, including the intersection at F&S Grade Road and Prairie Road, and the intersection at the site access point. There are undoubtedly other intersections along other potential haul routes (which, it is worth noting, have never been identified).

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<sup>1</sup> Please note that additional comments regarding the gravel mine project's impact on emergency medical response are anticipated.

<sup>2</sup> Section 4.02 of the Skagit County Road Standards

- The only intersections evaluated for sight distance issues were Prairie Road and Grip Road, and the site access intersection. Gibson has proposed to review the site access, but other intersections are equally important, including those listed above.
- The DN Study should also have encompassed LOS evaluations, sight distance assessments, and other issues and conditions at crucial areas of potential haul routes that have no intersection, such as the S-curves on Prairie Road near Friday Creek.
- The DN Study did not include a map, description, or evaluation of the proposed haul route and no reference whatsoever to other potential haul routes. A proper evaluation of the traffic impacts of the mine must encompass not only CNW's proposed route but also any potential haul routes, which are reasonable alternatives that must be reviewed under SEPA.
- On the issue of turning, the DN Study did not include turning templates and did not otherwise address the ability of trucks with pup trailers to stay in their assigned lane through curves and intersections. Gibson intends to assess "[t]rip turning moving assignments" but doesn't specify the scope of this review.
- The DN Study never considers the impact of increased passing as motorists encounter truck traffic from the mine—including impacts on sight distance and LOS.
- The DN Study never considers the impact on other roads and routes as motorists divert from their normal routes to avoid truck traffic from the mine.
- CNW has repeatedly acknowledged that the volume of truck traffic will fluctuate seasonally and in proportion to market demand; however, no evaluation of such fluctuations is ever taken into account in the DN Study.
- The DN Study does not address concurrency requirements at all.
- The DN Study does not address impacts to school bus routes (which include Grip Road) or school bus stops).
- The DN Study identifies sight distance deficiencies at the site access intersection, but offers no proposed mitigation measures.
- The only mitigation measure proposed in the DN Study—a flashing beacon at the Prairie Road and Grip Road intersection—would not mitigate the sight distance deficiency identified in the study. The DN Study even acknowledges that anything other than reconstructing the intersection is at most a temporary mitigation measure for the sight distance deficiency.
- The DN Study does not address the impact of gravel and materials from the access road spreading into the Grip Road intersection.
- The DN Study does not address impacts to pedestrians and bicyclists along the proposed haul route or any potential haul route. The Skagit County Comprehensive Plan (Appendix A3) clearly designates both Grip Road and Prairie Road as bicycle routes.

None of these deficiencies are properly identified or addressed in Gibson's scope of work, indicating that Gibson's review of the DN Study is inadequate. Additionally, several of the review tasks identified by Gibson are, at least as phrased in the scope of work, likely inadequate to properly evaluate the relevant traffic issues. For example, Gibson proposes to evaluate the adequacy of the 2013 traffic counts relied on in the DN Study while simultaneously ruling out any new counts from its scope of work. The adequacy of the 2013 data cannot be properly

evaluated until new data is obtained, which necessitates new counts. It is also unclear when and where Gibson intends to perform the proposed site surveys, relevant conditions for which can vary widely depending on time and place. Site conditions at a given location are not necessarily representative of conditions at other sites or at other times, but Gibson does not identify the time, place, or number of its proposed site surveys. Gibson's scope of work also includes the task of "check[ing] LOS," but it does not state whether that analysis will presume (as it should) that each truck will have a pup trailer, which will impact LOS evaluations.

Gibson's scope of work also does not encompass several issues highlighted by the County. For example, in the July 6 letter from John Cooper of Skagit County Planning & Development Services to Dan Cox of CNW, et al., Mr. Cooper stated that a third-party review of the DN Study would consider "safety concerns relating to pedestrians, bicycle riders, and school bus stops." This concern is not included in Gibson's scope of work.

As a more general matter, while a third-party review of the DN Study is a step in the right direction, it does little in the way of providing the County—and just as importantly, the public—with a proper evaluation of the actual traffic impacts from the proposed gravel mine. That is, Gibson's review may very well highlight some of the traffic problems not considered by DN Traffic Consultants, but it will do nothing toward curing any actual adverse impacts.

In order to properly evaluate the impacts of the proposed gravel mine, a complete Level II traffic impact analysis is plainly necessary. Indeed, given the number of proposed truck trips (up to 110 per hour according to DN Traffic Consultants) and the roadway deficiencies identified in the DN Study—to say nothing of the numerous deficiencies *not* identified in the DN Study—a Level II analysis is clearly required under Section 4.02 of the Skagit County Road Standards. A Level II analysis should also be required as part of the environmental review that, for all the reasons discussed in previous correspondence, this permit clearly requires under SEPA.

Under the Skagit County Road Standards, a Level II traffic impact analysis would encompass a number of issues not contemplated in either the DN Study or in Gibson's scope of work,<sup>3</sup> including:

- Traffic signal location, phasing, coordination and timing
- Existing congested locations within the study area as identified by the County or previous traffic studies
- Accident history for 3 years adjacent to the site, and on major roadway links and intersections within the study area
- Adopted local and regional transportation plans, including any future bicycle, pedestrian and transit plans
- Planned future roadways within the study area
- Planned future roadway improvements within the study area, identifying those with secured funding and those in planning stages
- Location of bus stops, service and usage

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<sup>3</sup> I would point out that, as a general matter, a Level II traffic impact analysis would cover not only the proposed haul route but also the area roadway system.

- Pedestrian and bicycle linkages and usage
- Available curb and off-site parking facilities
- Any temporary anomalies in the current road system that would influence the data or outcome of the analysis, e.g. road construction
- Private and public schools in the study area
- Hospitals, police and fire stations in the area

This last point is perhaps the most important issue from a public health and safety standpoint (and one which, again, has never been addressed). The proposed truck traffic is likely to have a monumental impact on response time and service levels for police, firefighters, EMS, and other emergency responders. Truck traffic will not only make it more difficult for public safety officials to respond to emergencies, it will likely make such emergencies more frequent. Yet there is no mention of evaluating this impact in either the DN Study, Gibson's scope of work, or in any correspondence between the County and CNW.

Our clients' own data and analysis of motor vehicle accidents on the proposed haul route further demonstrate the need for a comprehensive traffic analysis.<sup>4</sup> First, the data shows that the highest rate of accidents occurs between 9:00 am and 3:30 pm—precisely when CNW's truck traffic is expected to be at full force. Second, the data demonstrates that, over a period of years, traffic enforcement along the proposed haul route is generally decreasing while the accident rate is slowly trending up—a problem that will be compounded by the introduction of a significant volume of truck traffic. Taking into account that a significant number of accidents go unreported,<sup>5</sup> this data demonstrates a clear need for a Level II traffic impact analysis.

As a final matter, it is troubling that Gibson's fee proposal letter touts their ability "to obtain a successful approval." Although it may have been a form letter generally used by Gibson with private clients seeking permit approval, Gibson's apparent advocacy of permit approval is inappropriate in a third-party review such as this. This concern is compounded by the County's documented history of offering the gravel mine project far less rigorous environmental scrutiny than is required under SEPA.<sup>6</sup> The process, the community, and the tenets of good government require third party consultants to be free from bias or prejudice, which is in question here as a result of Gibson's proposal. Of similar concern is the County's apparent lack of attention to this issue in reviewing Gibson's proposal.

A third-party review of the DN Study is unquestionably justified, and represents a step toward the level of scrutiny this project plainly requires under SEPA. To that extent, we look forward to an unbiased third party traffic engineer's review of the DN Study and to the further environmental review and mitigation measures that will presumably follow. But given the clear

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<sup>4</sup> Enclosed with this letter is an excel spreadsheet of traffic incident data prepared by our client group using the Skagit County Crime Map, limited in scope to roads along the proposed haul route.

<sup>5</sup> A National Highway Traffic Safety Administration study conducted in 2015 estimated that roughly 30% of crashes go unreported.

<sup>6</sup> Some of the responses Gibson apparently gave to inquiries from members of Skagit County Public Works—such as Gibson's contention that "land use dictates road use"—also suggest the County has engaged a third-party consultant with a predisposition toward advocating for approval.

environmental impact of a potential 24-hour mining operation (of which truck traffic is only one element), both SEPA and the Skagit County Code require not only that the issues identified in this letter and in Gibson's eventual review be addressed and mitigated, but also that a proper Level II traffic impact analysis be conducted pursuant to a full environmental review of the proposed gravel mine's environmental impacts. A full environmental impact statement is necessary to provide the County—and the public—with the information needed to properly evaluate the impacts of the proposed gravel mine.

Thank you for your consideration.

Sincerely,

CHMELIK SITKIN & DAVIS P.S.



Jonathan K. Sitkin  
Nolan F. Davidson

JKS/NFD/

Encl.

cc: Client

John Cooper, Skagit County Planning & Development (hard copy only)

**CNW Proposed Haul Route Accidents, Enforcement, Hazards**

NatureDesc	Vehicle Accident	Column Labels													Average	
Count of Category	Count of Category	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Grand Total	Per Year
Prairie Rd / Old 99 Intersection	11	2	9	2	2	2	4	3	7	9	5	4	5		<b>63</b>	5.0
Prairie Rd - S-Curves, Near Friday Ck	2	3	3	3	1	1	1	3	1	5	2	2		2	<b>22</b>	1.8
Prairie Rd - Park Ridge Ln / Water Hazard Area	1	1	1	1	1	1	1	1	1	1	1	1			<b>8</b>	0.6
Prairie Rd - Water Hazard to F&S Grade Rd	3	1	1	1	1	1	1	1	2	1	1	1	4	1	<b>21</b>	1.7
Prairie Rd / F&S Grade Rd Intersection	4	2	1	1	1	2	2	1	1	1	1	1	1	3	<b>15</b>	1.2
Prairie Rd / Grip Rd Intersection	1	1	1	1	1	1	1	1	1	1	1	1	1	1	<b>5</b>	0.4
Grip Rd - Prairie Rd to Proposed Pit Entrance	12	4	1	4	1	4	5	3	5	1	2	4	5	2	<b>48</b>	3.8
Old 99 - Prairie Rd to Samish River															<b>10</b>	0.8
Old 99 - Samish River to CNW Pit Entrance															<b>48</b>	3.8
<b>Grand Total</b>	<b>34</b>	<b>5</b>	<b>19</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>14</b>	<b>13</b>	<b>17</b>	<b>18</b>	<b>11</b>	<b>15</b>	<b>20</b>	<b>9</b>	<b>197</b>	<b>15.8</b>

NatureDesc	Traffic Enforcement	Column Labels													Average	
Count of Category	Count of Category	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Grand Total	Per Year
Prairie Rd / Old 99 Intersection	4	2	8	8	8	11	6	9	7	12	13	13	9	5	<b>105</b>	8.4
Prairie Rd - S-Curves, Near Friday Ck	1	1	1	1	1	1	2	1	1	1	8	1	1	1	<b>5</b>	0.4
Prairie Rd - Park Ridge Ln / Water Hazard Area															<b>14</b>	1.1
Prairie Rd - Water Hazard to F&S Grade Rd															<b>2</b>	0.2
Prairie Rd / F&S Grade Rd Intersection															<b>25</b>	2.0
Prairie Rd / Grip Rd Intersection															<b>8</b>	0.6
Grip Rd - Prairie Rd to Proposed Pit Entrance															<b>4</b>	0.3
Old 99 - Prairie Rd to Samish River	9	15	5	14	23	28	28	21	10	14	15	12	11	6	<b>183</b>	14.6
Old 99 - Samish River to CNW Pit Entrance															<b>13</b>	0.9
<b>Grand Total</b>	<b>14</b>	<b>20</b>	<b>15</b>	<b>26</b>	<b>47</b>	<b>41</b>	<b>36</b>	<b>22</b>	<b>22</b>	<b>32</b>	<b>42</b>	<b>28</b>	<b>26</b>	<b>13</b>	<b>362</b>	<b>29.0</b>

NatureDesc	Traffic Hazard	Column Labels													Average	
Count of Category	Count of Category	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Grand Total	Per Year
Prairie Rd / Old 99 Intersection	4	6	3	3	6	7	7	6	4	3	5	8	3	3	<b>58</b>	4.6
Prairie Rd - S-Curves, Near Friday Ck	1	1	1	1	1	4	2	2	1	1	3	4			<b>4</b>	0.3
Prairie Rd - Park Ridge Ln / Water Hazard Area															<b>15</b>	1.2
Prairie Rd / F&S Grade Rd Intersection															<b>29</b>	2.3
Prairie Rd / Grip Rd Intersection	1	1	1	1	1	2	2	1	1	1	1	1	1	1	<b>7</b>	0.6
Grip Rd - Prairie Rd to Proposed Pit Entrance	1	1	1	1	1	1	1	1	1	1	1	1	1	1	<b>1</b>	0.1
Old 99 - Prairie Rd to Samish River	8	11	7	1	8	7	7	4	4	3	1	3	2	2	<b>61</b>	4.9
Old 99 - Samish River to CNW Pit Entrance															<b>5</b>	0.4
<b>Grand Total</b>	<b>14</b>	<b>23</b>	<b>11</b>	<b>7</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>11</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>180</b>	<b>14.4</b>

CNW Proposed Haul Route Accidents, Enforcement, Hazards

Vehicle Accident

NatureDesc

Count of Category	January	February	March	April	May	June	July	August	September	October	November	December	Grand Total
Prairie Rd / Old 99 Intersection	6	1	4	8	4	5	7	5	6	3	8	6	63
Prairie Rd - S-Curves, Near Friday Ck		2		3		5	1	2	4	1		4	22
Prairie Rd - Park Ridge Ln / Water Hazard Area	1			1	1			1	1	1	1	1	8
Prairie Rd - Water Hazard to F&S Grade Rd							1	2			1	1	5
Prairie Rd / F&S Grade Rd Intersection	2	3	2	2	2	2	1	1	2	1	1	2	21
Prairie Rd / Grip Rd Intersection	2		1			3	1	2	1	1	3	1	15
Grip Rd - Prairie Rd to Proposed Pit Entrance		1		1	1			1	1				5
Old 99 - Prairie Rd to Samish River	1	1			1		1			3	2	1	10
Old 99 - Samish River to CNW Pit Entrance	8	4	5	9	2	3	2	4	2	5	2	2	48
<b>Grand Total</b>	<b>20</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>11</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>17</b>	<b>15</b>	<b>18</b>	<b>18</b>	<b>197</b>

Traffic Enforcement

NatureDesc

Count of Category	January	February	March	April	May	June	July	August	September	October	November	December	Grand Total
Prairie Rd / Old 99 Intersection	11	6	7	9	8	6	12	11	14	9	6	6	105
Prairie Rd - S-Curves, Near Friday Ck				2			1	1					5
Prairie Rd - Park Ridge Ln / Water Hazard Area	1			1	1	2		7		1		1	14
Prairie Rd - Water Hazard to F&S Grade Rd						1	1						2
Prairie Rd / F&S Grade Rd Intersection	3	3	1	1		4	4	3	4	4	1	1	25
Prairie Rd / Grip Rd Intersection		1		1		2		3			1		8
Grip Rd - Prairie Rd to Proposed Pit Entrance				1		1	1	1					4
Old 99 - Prairie Rd to Samish River		1	1	1	3		2	3	1		1	3	16
Old 99 - Samish River to CNW Pit Entrance	13	18	12	21	15	15	16	11	17	13	14	18	183
<b>Grand Total</b>	<b>28</b>	<b>29</b>	<b>21</b>	<b>37</b>	<b>27</b>	<b>31</b>	<b>37</b>	<b>40</b>	<b>33</b>	<b>27</b>	<b>23</b>	<b>29</b>	<b>362</b>

Traffic Hazard

NatureDesc

Count of Category	January	February	March	April	May	June	July	August	September	October	November	December	Grand Total
Prairie Rd / Old 99 Intersection	7	6	1	7	1	8	4	5	5	8	2	4	58
Prairie Rd - S-Curves, Near Friday Ck				1			2	1					4
Prairie Rd - Park Ridge Ln / Water Hazard Area	2	2	1	1	2	1	2	1		2		1	15
Prairie Rd / F&S Grade Rd Intersection	1	3	2	3	1	4	1	3	6	4	1		29
Prairie Rd / Grip Rd Intersection	1	1		1			2	2					7
Grip Rd - Prairie Rd to Proposed Pit Entrance					1					1			1
Old 99 - Prairie Rd to Samish River	8	1	7	2	3	4	6	8	3	9	6	4	61
Old 99 - Samish River to CNW Pit Entrance	19	13	11	16	8	17	17	21	14	25	9	10	180

CNW Proposed Haul Route Accidents, Enforcement, Hazards

NatureDesc Vehicle Accident

Count of Category Column Labels

Count of Category	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Grand Total
Prairie Rd / Old 99 Intersection	6	4	9	7	12	12	13	63
Prairie Rd - S-Curves, Near Friday Ck	3	1	2	5	1	3	7	22
Prairie Rd - Park Ridge Ln / Water Hazard Area	1	1	1	1	3		1	8
Prairie Rd - Water Hazard to F&S Grade Rd	5	2	1	3	1	6	1	5
Prairie Rd / F&S Grade Rd Intersection	3	1	1	4	2	3	1	21
Prairie Rd / Grip Rd Intersection	1	1	1	3	4	3	1	15
Grip Rd - Prairie Rd to Proposed Pit Entrance	8	3	1	1	1	1	2	5
Old 99 - Prairie Rd to Samish River	27	12	21	35	32	33	37	197
Old 99 - Samish River to CNW Pit Entrance								
<b>Grand Total</b>								

NatureDesc Traffic Enforcement

Count of Category Column Labels

Count of Category	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Grand Total
Prairie Rd / Old 99 Intersection	12	11	10	19	23	21	9	105
Prairie Rd - S-Curves, Near Friday Ck	1	1	1	3	1		1	5
Prairie Rd - Park Ridge Ln / Water Hazard Area	6	6	5	1	1		1	14
Prairie Rd - Water Hazard to F&S Grade Rd	5	3	3	3	4	4	3	25
Prairie Rd / F&S Grade Rd Intersection	1	1	2	2	1	4		8
Grip Rd / Grip Rd Intersection	28	6	3	3	1	4	2	46
Grip Rd - Prairie Rd to Proposed Pit Entrance	45	23	31	28	33	20	20	183
Old 99 - Prairie Rd to Samish River								
Old 99 - Samish River to CNW Pit Entrance								
<b>Grand Total</b>								

NatureDesc Traffic Hazard

Count of Category Column Labels

Count of Category	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Grand Total
Prairie Rd / Old 99 Intersection	5	8	9	11	8	8	9	58
Prairie Rd - S-Curves, Near Friday Ck	1	1	1	1	1	2		4
Prairie Rd - Park Ridge Ln / Water Hazard Area	2	2	3	2	1	3	3	15
Prairie Rd / F&S Grade Rd Intersection	2	1	7	4	6	2	7	29
Prairie Rd / Grip Rd Intersection	1	1	1		1		5	7
Grip Rd - Prairie Rd to Proposed Pit Entrance	8	1	1		1		1	11
Old 99 - Prairie Rd to Samish River	16	3	11	10	10	9	10	61
Old 99 - Samish River to CNW Pit Entrance								
<b>Grand Total</b>								



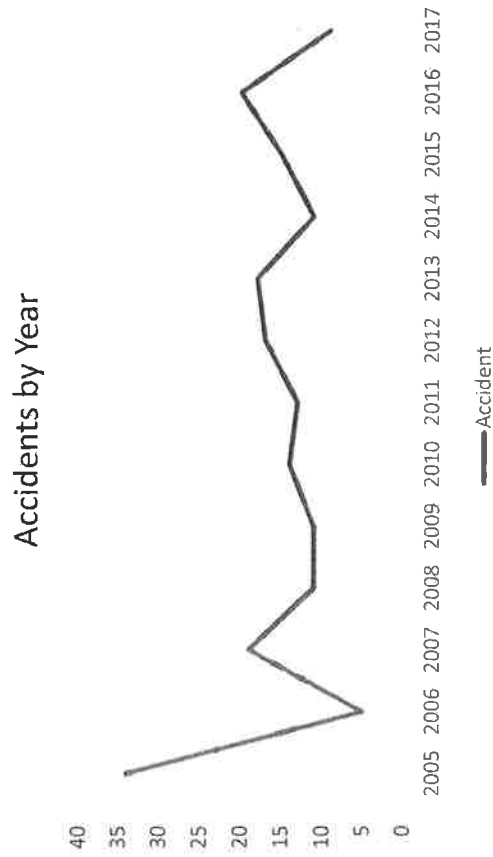
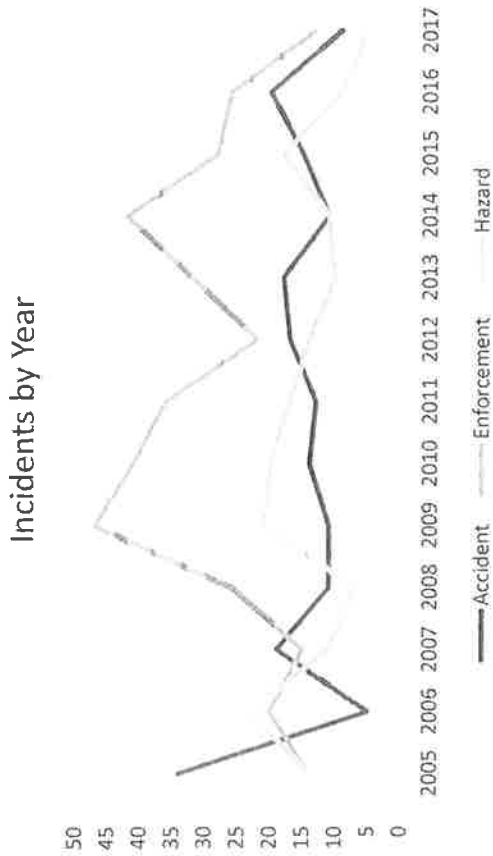
CNW Proposed Haul Route Accidents, Enforcement, Hazards

NatureDesc	Vehicle Accident	Count of Category						Grand Total
		Column Labels	Midnight to 5:30AM	Morning 5:30AM - 9:00AM	Mid Day 9:00AM to 3:30PM	Evening 3:30PM to 7:00PM	Late Evening 7:00PM to Midnight	Grand Total
Row Labels		Wee Hours						
Prairie Rd / Old 99 Intersection	15			11	28	8	1	63
Prairie Rd - S-Curves, Near Friday Ck	4		4		8	3	3	22
Prairie Rd - Park Ridge Ln / Water Hazard Area			3		3	1	1	8
Prairie Rd - Water Hazard to F&S Grade Rd	1		1		1		2	5
Prairie Rd / F&S Grade Rd Intersection	5		2		10	1	3	21
Prairie Rd / Grip Rd Intersection	7		4		4			15
Grip Rd - Prairie Rd to Proposed Pit Entrance	1				3		1	5
Old 99 - Prairie Rd to Samish River	1				5	1	3	10
Old 99 - Samish River to CNW Pit Entrance	12		11		16	5	4	48
<b>Grand Total</b>	<b>46</b>		<b>36</b>		<b>78</b>	<b>19</b>	<b>18</b>	<b>197</b>

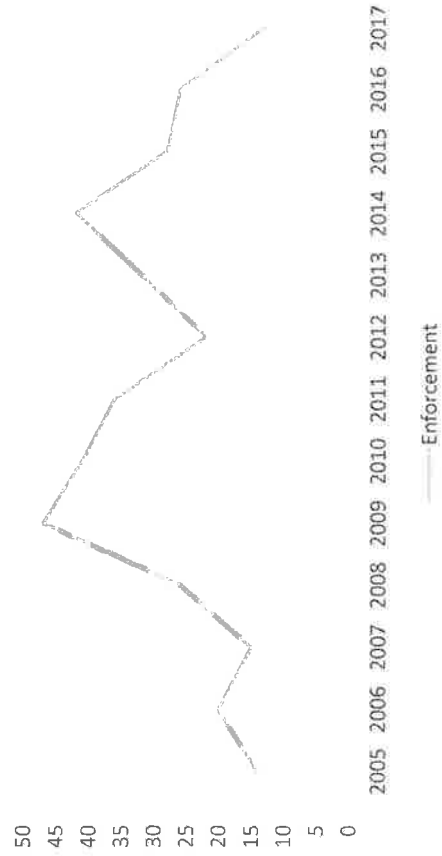
NatureDesc	Traffic Enforcement	Count of Category						Grand Total
		Column Labels	Midnight to 5:30AM	Morning 5:30AM - 9:00AM	Mid Day 9:00AM to 3:30PM	Evening 3:30PM to 7:00PM	Late Evening 7:00PM to Midnight	Grand Total
Row Labels		Wee Hours						
Prairie Rd / Old 99 Intersection	19		20		48	13	5	105
Prairie Rd - S-Curves, Near Friday Ck	1				4			5
Prairie Rd - Park Ridge Ln / Water Hazard Area	5		2		6	1		14
Prairie Rd - Water Hazard to F&S Grade Rd					2			2
Prairie Rd / F&S Grade Rd Intersection	2		6		14	3		25
Prairie Rd / Grip Rd Intersection	1		2		3	1	1	8
Grip Rd - Prairie Rd to Proposed Pit Entrance			1		3			4
Old 99 - Prairie Rd to Samish River	5		6		3	2		16
Old 99 - Samish River to CNW Pit Entrance	36		27		76	35	9	183
<b>Grand Total</b>	<b>69</b>		<b>64</b>		<b>159</b>	<b>55</b>	<b>15</b>	<b>362</b>

NatureDesc	Traffic Hazard	Count of Category						Grand Total
		Column Labels	Midnight to 5:30AM	Morning 5:30AM - 9:00AM	Mid Day 9:00AM to 3:30PM	Evening 3:30PM to 7:00PM	Late Evening 7:00PM to Midnight	Grand Total
Row Labels		Wee Hours						
Prairie Rd / Old 99 Intersection	10		12		19	10	7	58
Prairie Rd - S-Curves, Near Friday Ck	5				4			4
Prairie Rd - Park Ridge Ln / Water Hazard Area	4		4		4		6	15
Prairie Rd / F&S Grade Rd Intersection	1		2		11	4	6	29
Prairie Rd / Grip Rd Intersection					3		1	7
Grip Rd - Prairie Rd to Proposed Pit Entrance	2					1		1
Old 99 - Prairie Rd to Samish River	18		8		19	5	11	61
Old 99 - Samish River to CNW Pit Entrance	40		26		62	20	32	180

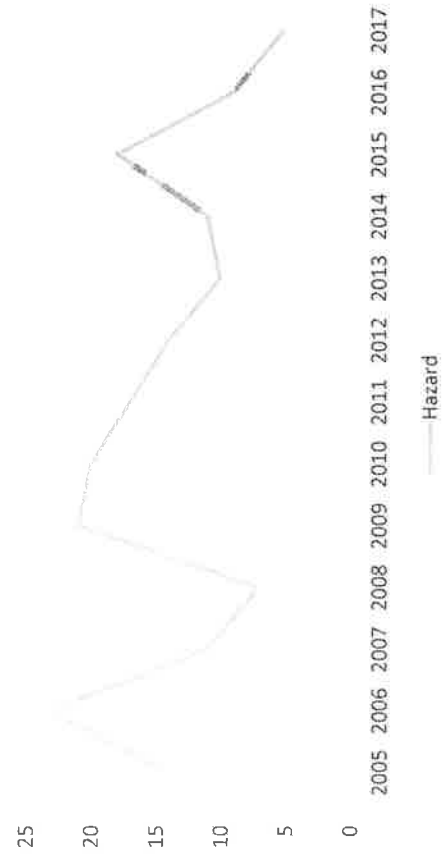
# Incidents By Year



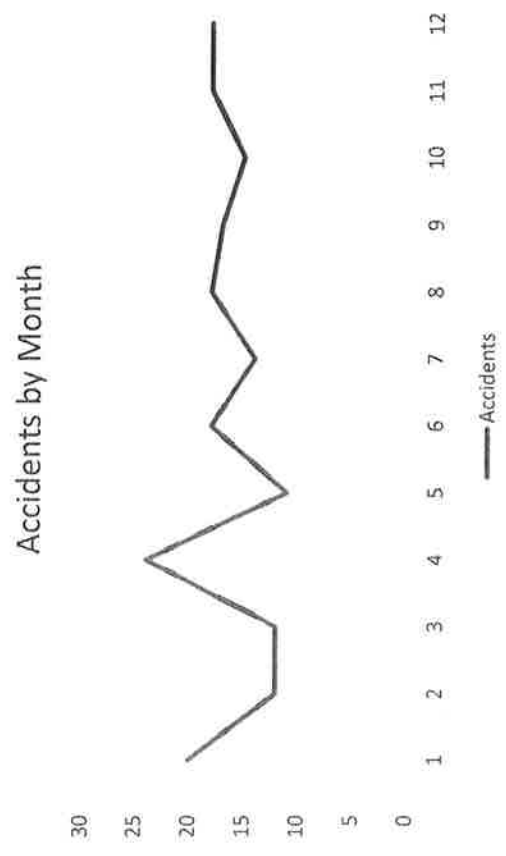
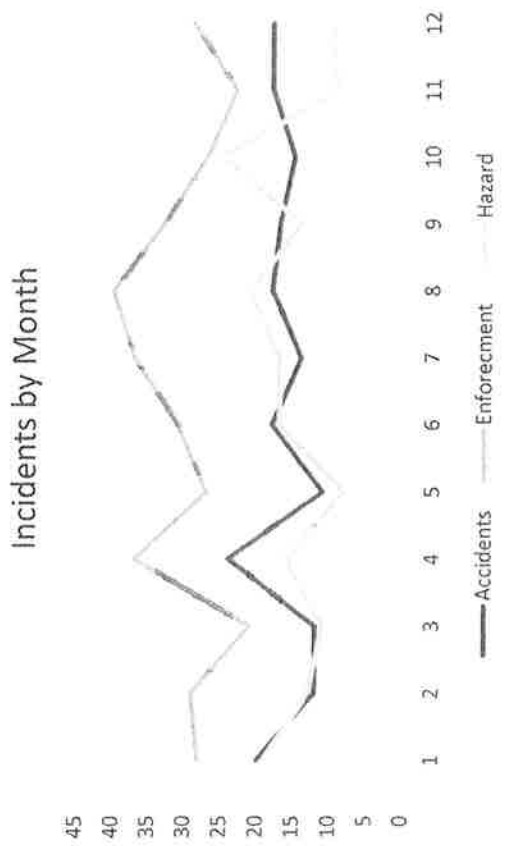
# Enforcement by Year



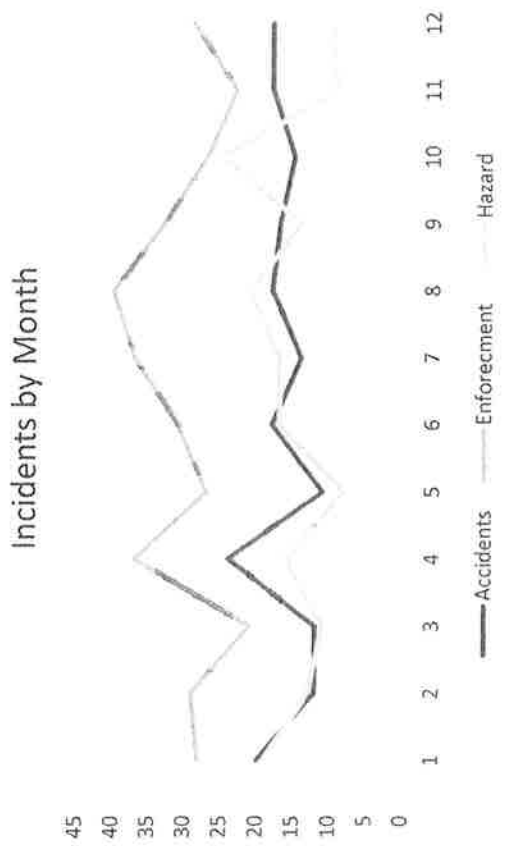
# Hazard by Year



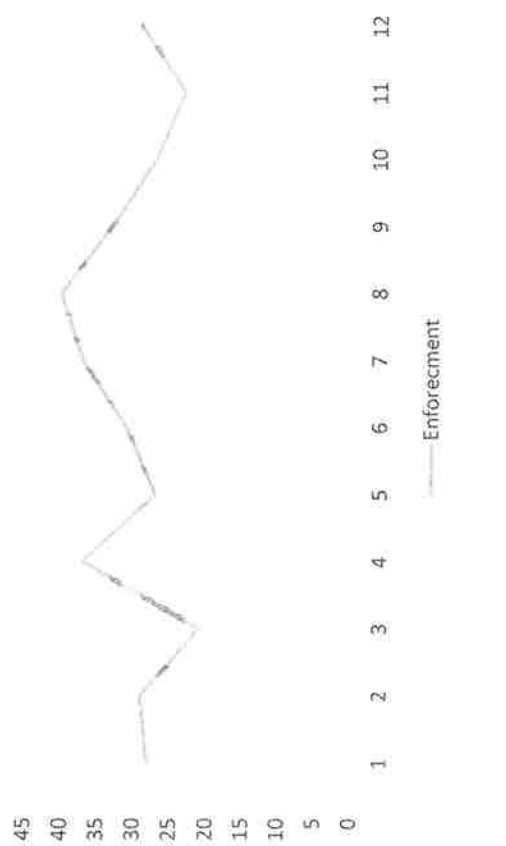
# Incidents By Month



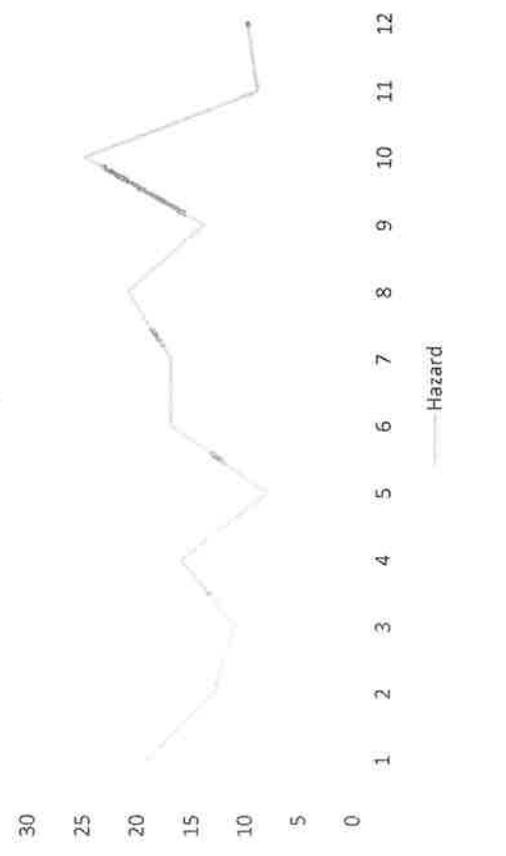
# Enforcement by Month



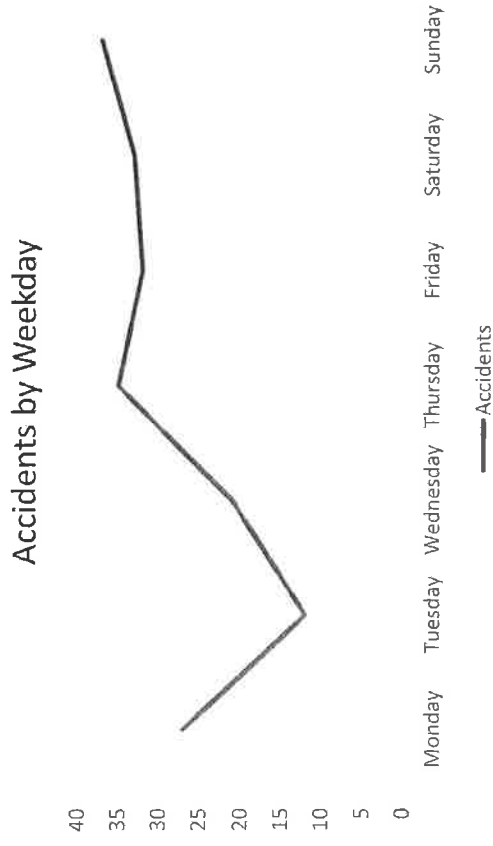
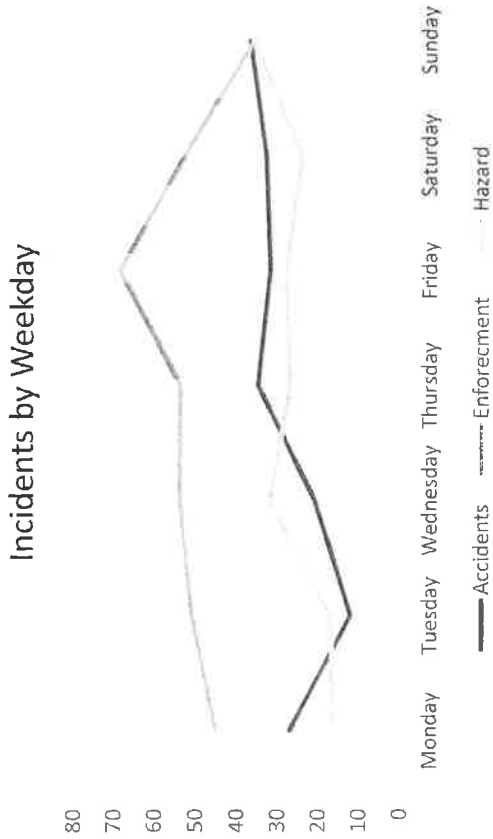
# Hazard by Month



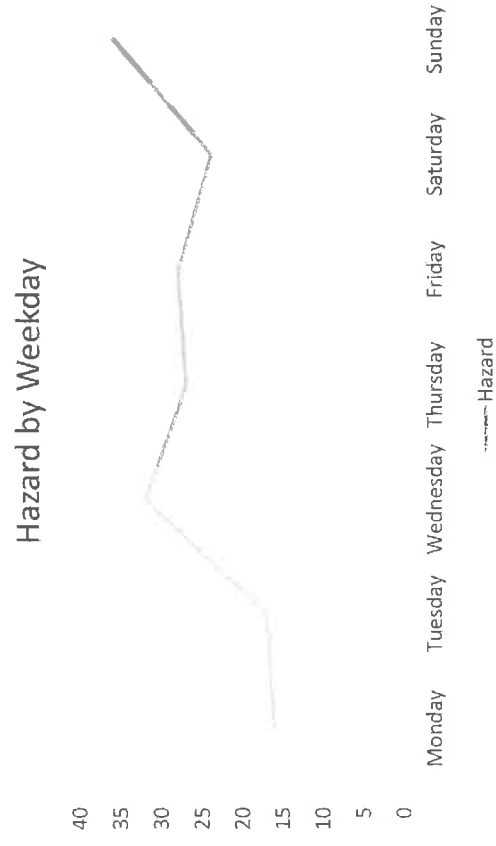
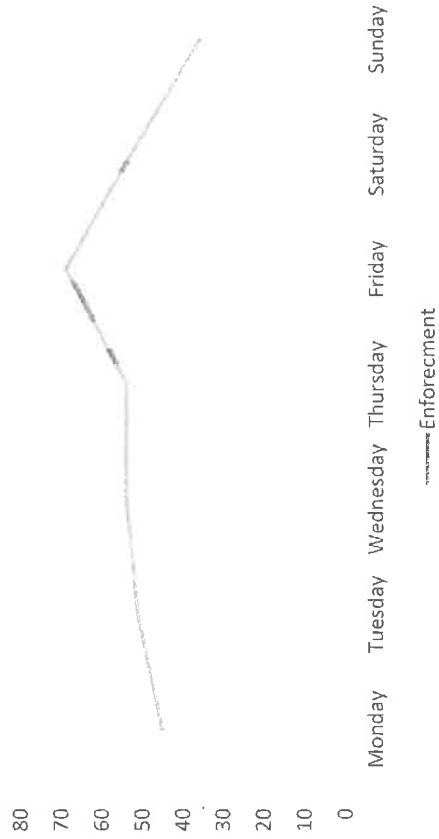
# Accidents by Month



# Incidents By Weekday

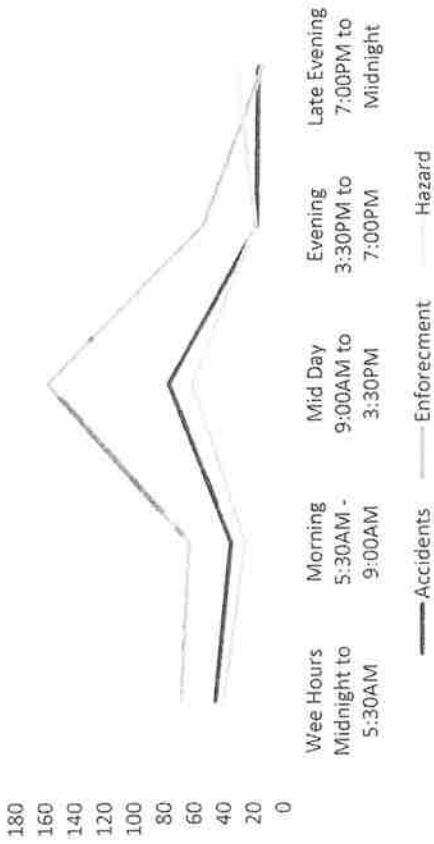


# Enforcement by Weekday

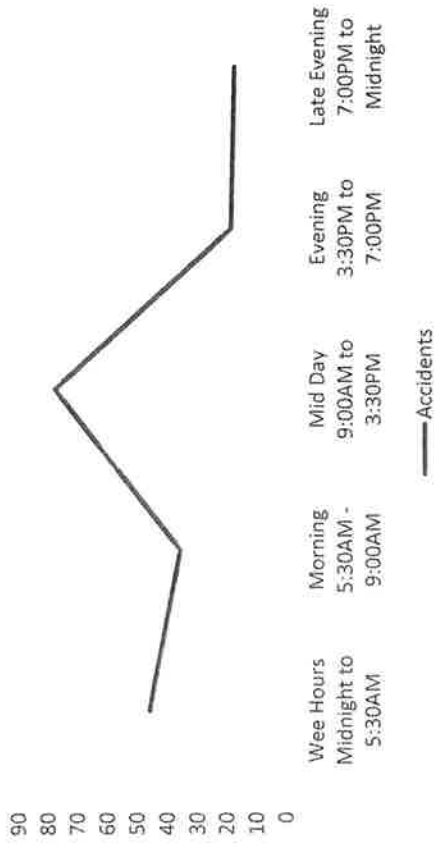


# Incidents By Time of Day

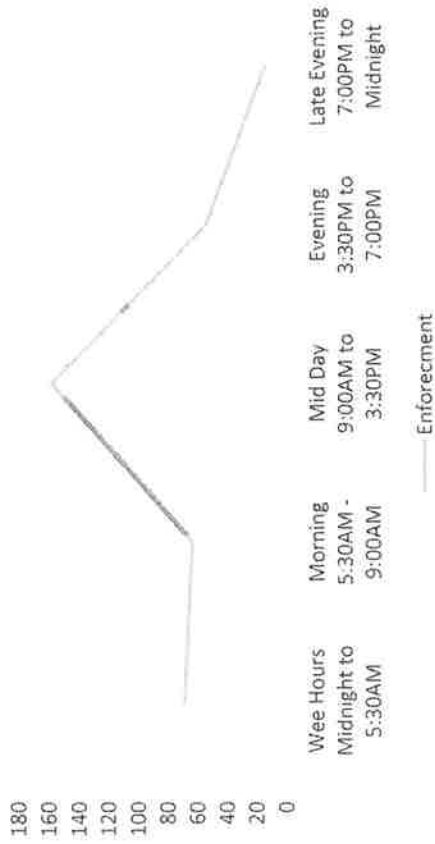
Incidents by Time of Day



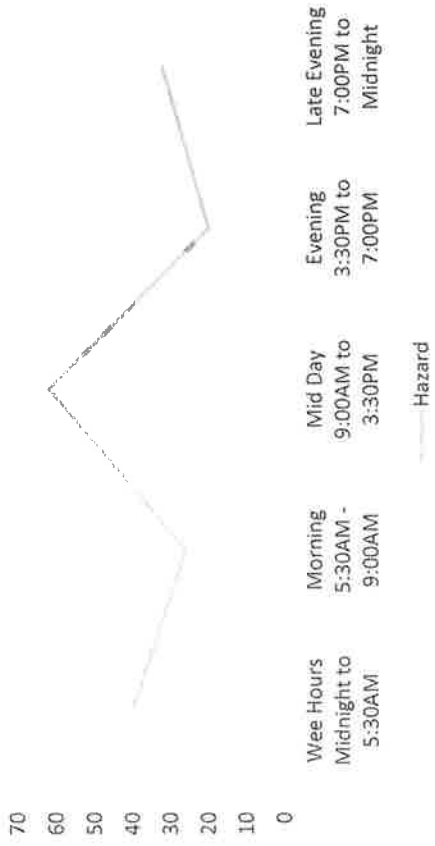
Accidents by Time of Day



# Enforcement by Time of Day



Hazard by Time of Day



### Incidents By Year

Year	Accident
2005	34
2006	5
2007	19
2008	11
2009	11
2010	14
2011	13
2012	17
2013	18
2014	11
2015	15
2016	20
2017	9

Year	Enforcement
2005	14
2006	20
2007	15
2008	26
2009	47
2010	41
2011	36
2012	22
2013	32
2014	42
2015	28
2016	26
2017	13

Year	Hazard
2005	14
2006	23
2007	11
2008	7
2009	21
2010	20
2011	17
2012	14
2013	10
2014	11
2015	18
2016	9
2017	5

### Incidents By Month

Month	Accidents
1	20
2	12
3	12
4	24
5	11
6	18
7	14
8	18
9	17
10	15
11	18
12	18

Month	Enforcement
1	28
2	29
3	21
4	37
5	27
6	31
7	37
8	40
9	33
10	27
11	23
12	29

Month	Hazard
1	19
2	13
3	11
4	16
5	8
6	17
7	17
8	21
9	14
10	25
11	9
12	10

### Incidents By Weekday

Weekday	Accidents
Monday	27
Tuesday	12
Wednesday	21
Thursday	35
Friday	32
Saturday	33
Sunday	37

Weekday	Enforcement
Monday	45
Tuesday	51
Wednesday	54
Thursday	54
Friday	69
Saturday	53
Sunday	36

Weekday	Hazard
Monday	16
Tuesday	17
Wednesday	32
Thursday	27
Friday	28
Saturday	24
Sunday	36

### Incidents By Time of Day

Time of Day	Accidents
Wee Hours Midnight to 5:30AM	46
Morning 5:30AM - 9:00AM	36
Mid Day 9:00AM to 3:30PM	78
Evening 3:30PM to 7:00PM	19
Late Evening 7:00PM to Midnight	18

Time of Day	Enforcement
Wee Hours Midnight to 5:30AM	69
Morning 5:30AM - 9:00AM	64
Mid Day 9:00AM to 3:30PM	159
Evening 3:30PM to 7:00PM	55
Late Evening 7:00PM to Midnight	15

Time of Day	Hazard
Wee Hours Midnight to 5:30AM	40
Morning 5:30AM - 9:00AM	26
Mid Day 9:00AM to 3:30PM	62
Evening 3:30PM to 7:00PM	20
Late Evening 7:00PM to Midnight	32

## Estimated Accident Totals Using Cited NHTSA Study

Location	2005-2017	Estimated Unreported	Total Estimated Accidents
Prairie Rd / Old 99 Intersection	63	19	82
Prairie Rd - S-Curves, Near Friday Ck	22	7	29
Prairie Rd - Park Ridge Ln / Water Hazard A	8	2	10
Prairie Rd - Water Hazard to F&S Grade Rd	5	2	7
Prairie Rd / F&S Grade Rd Intersection	21	6	27
Prairie Rd / Grip Rd Intersection	15	5	20
Grip Rd - Prairie Rd to Proposed Pit Entran	5	2	7
Old 99 - Prairie Rd to Samish River	10	3	13
Old 99 - Samish River to CNW Pit Entrance	48	14	62
<b>Grand Total</b>	<b>197</b>	<b>60</b>	<b>257</b>

Estimated accident totals were generated using this report:

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812183>





Year	Month	Day	Event	Location	Category	Time	Notes
1985	12	22	Christmas Eve	Various	Religious	18:00	Special service with carols and prayers.
1986	1	1	New Year's Day	Various	Religious	10:00	Worship service celebrating the new year.
1986	1	6	Epiphany	Various	Religious	10:00	Service commemorating the visit of the Magi.
1986	1	13	Jan 13	Various	Religious	10:00	Regular Sunday service.
1986	1	19	Jan 19	Various	Religious	10:00	Regular Sunday service.
1986	1	26	Jan 26	Various	Religious	10:00	Regular Sunday service.
1986	2	2	Feb 2	Various	Religious	10:00	Regular Sunday service.
1986	2	9	Feb 9	Various	Religious	10:00	Regular Sunday service.
1986	2	16	Feb 16	Various	Religious	10:00	Regular Sunday service.
1986	2	23	Feb 23	Various	Religious	10:00	Regular Sunday service.
1986	2	29	Feb 29	Various	Religious	10:00	Leap day service.
1986	3	7	Mar 7	Various	Religious	10:00	Regular Sunday service.
1986	3	14	Mar 14	Various	Religious	10:00	Regular Sunday service.
1986	3	21	Mar 21	Various	Religious	10:00	Regular Sunday service.
1986	3	28	Mar 28	Various	Religious	10:00	Regular Sunday service.
1986	4	4	Apr 4	Various	Religious	10:00	Regular Sunday service.
1986	4	11	Apr 11	Various	Religious	10:00	Regular Sunday service.
1986	4	18	Apr 18	Various	Religious	10:00	Regular Sunday service.
1986	4	25	Apr 25	Various	Religious	10:00	Regular Sunday service.
1986	5	2	May 2	Various	Religious	10:00	Regular Sunday service.
1986	5	9	May 9	Various	Religious	10:00	Regular Sunday service.
1986	5	16	May 16	Various	Religious	10:00	Regular Sunday service.
1986	5	23	May 23	Various	Religious	10:00	Regular Sunday service.
1986	5	30	May 30	Various	Religious	10:00	Regular Sunday service.
1986	6	6	Jun 6	Various	Religious	10:00	Regular Sunday service.
1986	6	13	Jun 13	Various	Religious	10:00	Regular Sunday service.
1986	6	20	Jun 20	Various	Religious	10:00	Regular Sunday service.
1986	6	27	Jun 27	Various	Religious	10:00	Regular Sunday service.
1986	7	4	Jul 4	Various	Religious	10:00	Regular Sunday service.
1986	7	11	Jul 11	Various	Religious	10:00	Regular Sunday service.
1986	7	18	Jul 18	Various	Religious	10:00	Regular Sunday service.
1986	7	25	Jul 25	Various	Religious	10:00	Regular Sunday service.
1986	8	1	Aug 1	Various	Religious	10:00	Regular Sunday service.
1986	8	8	Aug 8	Various	Religious	10:00	Regular Sunday service.
1986	8	15	Aug 15	Various	Religious	10:00	Regular Sunday service.
1986	8	22	Aug 22	Various	Religious	10:00	Regular Sunday service.
1986	8	29	Aug 29	Various	Religious	10:00	Regular Sunday service.
1986	9	5	Sep 5	Various	Religious	10:00	Regular Sunday service.
1986	9	12	Sep 12	Various	Religious	10:00	Regular Sunday service.
1986	9	19	Sep 19	Various	Religious	10:00	Regular Sunday service.
1986	9	26	Sep 26	Various	Religious	10:00	Regular Sunday service.
1986	10	3	Oct 3	Various	Religious	10:00	Regular Sunday service.
1986	10	10	Oct 10	Various	Religious	10:00	Regular Sunday service.
1986	10	17	Oct 17	Various	Religious	10:00	Regular Sunday service.
1986	10	24	Oct 24	Various	Religious	10:00	Regular Sunday service.
1986	10	31	Oct 31	Various	Religious	10:00	Regular Sunday service.
1986	11	7	Nov 7	Various	Religious	10:00	Regular Sunday service.
1986	11	14	Nov 14	Various	Religious	10:00	Regular Sunday service.
1986	11	21	Nov 21	Various	Religious	10:00	Regular Sunday service.
1986	11	28	Nov 28	Various	Religious	10:00	Regular Sunday service.
1986	12	5	Dec 5	Various	Religious	10:00	Regular Sunday service.
1986	12	12	Dec 12	Various	Religious	10:00	Regular Sunday service.
1986	12	19	Dec 19	Various	Religious	10:00	Regular Sunday service.
1986	12	26	Dec 26	Various	Religious	10:00	Regular Sunday service.
1986	12	31	Dec 31	Various	Religious	10:00	Regular Sunday service.

Table with 30 columns: Date, Time, Location, Name, Address, Phone, Fax, Email, Website, etc. The table contains a dense grid of data points for various locations and services.



WhereID	Type	Road	WhereDescription	Route	Route Description
1	07, Major Collector	Road	Old 99 - Prairie Rd to Samish River	1	
2	07, Major Collector	Road	Old 99 - Samish River to CNW PR Entrance	2	
3	07, Major Collector	Intersection	Prairie Rd / Old 99 Intersection	3	
4	07, Major Collector	Road	Prairie Rd - S-Curves, Near Friday Ck	4	
5	07, Major Collector	Road	Prairie Rd - Park Ridge Ln / Water Hazard Area	5	
6	07, Major Collector	Road	Prairie Rd - Water Hazard to F&S Grade Rd	6	
7	07, Major Collector	Intersection	Prairie Rd / F&S Grade Rd Intersection	7	
8	07, Major Collector	Intersection	Prairie Rd / Grip Rd Intersection	8	
9	08, Minor Collector	Road	Grip Rd - Prairie Rd to Proposed Pit Entrance	9	
10				10	
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ID	Route	Location	Type	Incident	Nature	Area	Agnc	PM Peak	Business Hours	Hour	Minute	Time	Day	Month	Year	Date
1	Haul	6000 Block Old 99 & Prairie Road	Accident	12-06488	MVA	RSC02	SCSO	Other	No	21	34	21:34:52	26	5	2012	5/26/2012
1	Haul	6000 Block Old 99 & Prairie Road	Accident	14-04409	MVA	RSC02	SCSO	Other	Yes	14	3	14:03:21	9	4	2014	4/9/2014
1	Haul	6000 Block Old 99 & Prairie Road	Accident	15-16995	MVA	RSC02	SCSO	Peak PM	Yes	16	28	16:28:06	20	11	2015	11/20/2015
1	Haul	6000 Block Old 99 & Prairie Road	Accident	16-01294	Traffic Hazard	RSC02	SCSO	Other	No	19	20	19:20:21	29	1	2016	1/29/2016
1	Haul	6000 Block Old 99 & Prairie Road	Accident	13-04499	XMVU	RSC02	SCSO	Peak PM	Yes	17	25	17:25:30	10	4	2013	4/10/2013
1	Haul	6000 Block Old 99 & Prairie Road	Accident	12-08570	MVA	RSC02	SCSO	Other	No	18	17	18:17:56	7	7	2012	7/7/2012
1	Haul	6000 Block Old 99 & Prairie Road	Accident	12-14159	XMVU	RSC02	SCSO	Other	Yes	12	11	12:11:26	19	10	2012	10/19/2012
1	Haul	6000 Block Old 99 & Prairie Road	Accident	13-13029	XMVU	RSC02	SCSO	Other	Yes	15	43	15:43:11	9	9	2013	9/9/2013
1	Haul	6000 Block Old 99 & Prairie Road	Abandoned													
1	Haul	6000 Block Old 99 & Prairie Road	Enforcement	12-08570	MVA	RSC02	SCSO	Other	No	18	17	18:17:56	7	7	2012	7/7/2012
1	Haul	6000 Block Old 99 & Prairie Road	Enforcement	13-04499	XMVU	RSC02	SCSO	Peak PM	Yes	17	25	17:25:30	10	4	2013	4/10/2013
1	Haul	6000 Block Old 99 & Prairie Road	Enforcement	13-13029	XMVU	RSC02	SCSO	Other	Yes	15	43	15:43:11	9	9	2013	9/9/2013
1	Haul	6000 Block Old 99 & Prairie Road	Enforcement	15-18581	Traffic Enforce	RSC02	SCSO	Other	No	22	0	22:00:02	22	12	2015	12/22/2015
1	Haul	6000 Block Old 99 & Prairie Road	Hazard	12-11771	Traffic Hazard	RSC02	SCSO	Other	No	0	14	0:14:33	3	9	2012	9/3/2012
1	Haul	6000 Block Old 99 & Prairie Road	Hazard	14-05133	Traffic Hazard	RSC02	SCSO	Other	Yes	11	13	11:13:50	24	4	2014	4/24/2014
1	Haul	6000 Block Old 99 & Prairie Road	Hazard	15-16615	Traffic Hazard	RSC02	SCSO	Other	No	3	49	3:49:24	13	11	2015	11/13/2015
1	Haul	6000 Block Old 99 & Prairie Road	Hazard	16-01294	Traffic Hazard	RSC02	SCSO	Other	No	19	20	19:20:21	29	1	2016	1/29/2016
1	Haul	6000 Block Old 99 & Prairie Road	Animal Problem	16-05641	Animal Problem	RSC02	SCSO	Other	No	20	40	20:40:22	25	4	2016	4/25/2016
2	Haul	Old 99 & Bow Hill Road	Accident	16-06193	MVA	RSC02	SCSO	Peak PM	Yes	17	55	17:55:05	6	5	2016	5/6/2016
2	Haul	Old 99 & Bow Hill Road	Accident	12-11649	MVA	RSC02	SCSO	Other	No	21	38	21:38:23	31	8	2012	8/31/2012
2	Haul	Old 99 & Bow Hill Road	Accident	13-12512	MVA	RSC02	SCSO	Other	Yes	14	44	14:44:36	31	8	2013	8/31/2013
2	Haul	Old 99 & Bow Hill Road	Accident	16-17291	MVA	RSC02	SCSO	Peak PM	Yes	17	52	17:52:26	17	11	2016	11/17/2016
2	Haul	Old 99 & Bow Hill Road	Accident	16-16559	MVA	RSC02	SCSO	Other	Yes	12	23	12:23:06	2	11	2016	11/2/2016
2	Haul	Old 99 & Bow Hill Road	Abandoned	15-18538	Abandoned Vehicle	RSC02	SCSO	Other	No	6	55	6:55:03	22	12	2015	12/22/2015
2	Haul	Old 99 & Bow Hill Road	Abandoned	16-15357	Abandoned Vehicle	RSC02	SCSO	Other	Yes	7	32	7:32:39	9	10	2016	10/9/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	12-08580	DUI	RSC02	SCSO	Other	No	21	30	21:30:31	7	7	2012	7/7/2012
2	Haul	Old 99 & Bow Hill Road	Enforcement	12-11649	MVA	RSC02	SCSO	Other	No	21	38	21:38:23	31	8	2012	8/31/2012
2	Haul	Old 99 & Bow Hill Road	Enforcement	12-14840	Traffic Enforce	RSC02	SCSO	Other	No	20	49	20:49:22	3	11	2012	11/3/2012
2	Haul	Old 99 & Bow Hill Road	Enforcement	12-15695	Traffic Enforce	RSC02	SCSO	Peak PM	Yes	17	57	17:57:57	24	11	2012	11/24/2012
2	Haul	Old 99 & Bow Hill Road	Enforcement	13-02988	Traffic Enforce	RSC02	SCSO	Other	No	21	39	21:39:11	9	3	2013	3/9/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement	13-03299	Traffic Enforce	RSC02	SCSO	Other	No	18	45	18:45:06	16	3	2013	3/16/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement	13-04476	DUI	RSC02	SCSO	Other	No	1	25	1:25:40	10	4	2013	4/10/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement	13-11616	Traffic Enforce	RSC02	SCSO	Other	No	23	42	23:42:10	15	8	2013	8/15/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement	13-11887	Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	2	16:02:46	20	8	2013	8/20/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement	13-15019	Traffic Enforce	RSC02	SCSO	Other	Yes	12	6	12:06:31	18	10	2013	10/18/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement	14-00610	Traffic Enforce	RSC02	SCSO	Other	No	22	20	22:20:41	14	1	2014	1/14/2014
2	Haul	Old 99 & Bow Hill Road	Enforcement	14-00724	Traffic Enforce	RSC02	SCSO	Other	Yes	15	0	15:00:45	17	1	2014	1/17/2014
2	Haul	Old 99 & Bow Hill Road	Enforcement	14-03932	Traffic Enforce	RSC02	SCSO	Other	No	20	40	20:40:00	29	3	2014	3/29/2014
2	Haul	Old 99 & Bow Hill Road	Enforcement	14-04348	Traffic Enforce	RSC02	SCSO	Other	No	23	44	23:44:52	7	4	2014	4/7/2014
2	Haul	Old 99 & Bow Hill Road	Enforcement	15-09888	Traffic Enforce	RSC02	SCSO	Other	No	22	16	22:16:51	11	7	2015	7/11/2015
2	Haul	Old 99 & Bow Hill Road	Enforcement	15-10101	Traffic Enforce	RSC02	SCSO	Other	No	20	41	20:41:16	15	7	2015	7/15/2015
2	Haul	Old 99 & Bow Hill Road	Enforcement	15-17077	Traffic Enforce	RSC02	SCSO	Other	Yes	13	44	13:44:40	22	11	2015	11/22/2015
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-05576	Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	10	16:10:20	24	4	2016	4/24/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-12766	Traffic Enforce	RSC02	SCSO	Other	No	23	25	23:25:44	24	8	2016	8/24/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-14834	Traffic Enforce	RSC02	SCSO	Other	No	18	33	18:33:34	29	9	2016	9/29/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-15668	Traffic Enforce	RSC02	SCSO	Other	No	23	27	23:27:16	14	10	2016	10/14/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-15678	Traffic Enforce	RSC02	SCSO	Other	No	3	9	3:09:42	15	10	2016	10/15/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-15669	Agency Assist	RSC02	SCSO	Other	No	23	43	23:43:58	14	10	2016	10/14/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-16559	MVA	RSC02	SCSO	Other	Yes	12	23	12:23:06	2	11	2016	11/2/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-17291	MVA	RSC02	SCSO	Peak PM	Yes	17	52	17:52:26	17	11	2016	11/17/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	17-00650	Traffic Enforce	RSC02	SCSO	Other	No	22	49	22:49:14	14	1	2017	1/14/2017
2	Haul	Old 99 & Bow Hill Road	Hazard	12-07382	Traffic Hazard	RSC02	SCSO	Other	Yes	12	23	12:23:46	16	6	2012	6/16/2012
2	Haul	Old 99 & Bow Hill Road	Hazard	12-13831	Traffic Hazard	RSC02	SCSO	Other	No	22	0	22:00:39	13	10	2012	10/11/2012
2	Haul	Old 99 & Bow Hill Road	Hazard	13-04211	Traffic Hazard	RSC02	SCSO	Other	No	23	27	23:27:19	1	4	2013	4/4/2013
2	Haul	Old 99 & Bow Hill Road	Hazard	13-08008	Traffic Hazard	RSC02	SCSO	Other	Yes	15	17	17:17:15	15	6	2013	6/15/2013
2	Haul	Old 99 & Bow Hill Road	Hazard	14-02313	Traffic Hazard	RSC02	SCSO	Other	Yes	7	1	7:01:56	23	2	2014	2/23/2014
2	Haul	Old 99 & Bow Hill Road	Hazard	14-07660	Traffic Hazard	RSC02	SCSO	Other	Yes	12	16	12:16:21	14	6	2014	6/14/2014
2	Haul	Old 99 & Bow Hill Road	Hazard	14-10485	Traffic Hazard	RSC02	SCSO	Peak PM	Yes	17	17	17:12:13	3	8	2014	8/3/2014
2	Haul	Old 99 & Bow Hill Road	Hazard	14-00042	Animal Problem	RSC02	SCSO	Peak PM	Yes	17	17	17:17:49	1	1	2014	1/1/2014
2	Haul	Old 99 & Bow Hill Road	Hazard	14-12051	Animal Problem	RSC02	SCSO	Other	Yes	8	29	8:29:02	31	8	2014	8/31/2014
2	Haul	Old 99 & Bow Hill Road	Hazard	15-1396	Traffic Hazard	RSC02	SCSO	Other	No	22	5	22:05:52	23	8	2015	8/23/2015
2	Haul	Old 99 & Bow Hill Road	Hazard	16-00631	Traffic Hazard	RSC02	SCSO	Other	No	18	17	18:17:02	15	1	2016	1/15/2016
2	Haul	Old 99 & Bow Hill Road	Hazard	16-06193	MVA	RSC02	SCSO	Peak PM	Yes	17	55	17:55:05	6	5	2016	5/6/2016
3		Bow Hill - Harrington Lane to Bob Smith Creek														
4		Bob Smith Creek to Bow Hill Frontage Road	Abandoned	16-16362	MVA	RSC08	SCSO	Other	No	2	4	2:04:35	29	10	2016	10/29/2016
4		Bob Smith Creek to Bow Hill Frontage Road	Enforcement	13-09682	Traffic Enforce	RSC08	SCSO	Other	No	1	10	1:10:07	14	7	2013	7/14/2013
4		Bob Smith Creek to Bow Hill Frontage Road	Enforcement	13-17870	Traffic Enforce	RSC08	SCSO	Other	No	18	57	18:57:04	20	12	2013	12/20/2013
4		Bob Smith Creek to Bow Hill Frontage Road	Enforcement	16-16362	MVA	RSC08	SCSO	Other	No	2	14	2:14:35	29	10	2016	10/29/2016
5	Haul	Friday Creek and Old 99 (both)	Accident	16-15180	MVA	RSC02	SCSO	Peak PM	Yes	16	44	16:44:34	5	10	2016	10/5/2016
5	Haul	Friday Creek and Old 99 (both)	Accident	12-00598	MVA	RSC02	SCSO	Peak PM	Yes	17	39	17:39:01	14	1	2012	1/14/2012
5	Haul	Friday Creek and Old 99 (both)	Accident	16-00045	MVA	RSC02	SCSO	Other	No	21	14	21:14:55	1	1	2016	1/1/2016
5	Haul	Friday Creek and Old 99 (both)	Abandoned	15-18211	Abandoned Vehicle	RSC02	SCSO	Other	Yes	8	30	8:30:14	15	12	2015	12/15/2015
5	Haul	Friday Creek and Old 99 (both)	Abandoned	16-00045	MVA	RSC02	SCSO	Other	No	21	14	21:14:55	1	1	2016	1/1/2016
5	Haul	Friday Creek and Old 99 (both)	Enforcement	13-												

6	Haul	Prairie Road and Old 99	Enforcement	13-06942 MVA	RSC02	SCSO	Other	Yes	12	43	12:43:48	27	5	2013	5/27/2013
6	Haul	Prairie Road and Old 99	Enforcement	13-12015 XMVAU	RSC02	SCSO	Other	Yes	15	30	15:30:02	22	8	2013	8/22/2013
6	Haul	Prairie Road and Old 99	Enforcement	13-13567 Traffic Enforce	RSC02	SCSO	Peak PM	Yes	17	28	17:28:52	18	9	2013	9/18/2013
6	Haul	Prairie Road and Old 99	Enforcement	13-17369 Traffic Enforce	RSC02	SCSO	Other	No	20	59	20:59:42	9	12	2013	12/9/2013
6	Haul	Prairie Road and Old 99	Enforcement	13-16876 MVA	RSC02	SCSO	Other	Yes	15	8	15:08:42	27	11	2013	11/27/2013
6	Haul	Prairie Road and Old 99	Enforcement	14-01883 Traffic Enforce	RSC02	SCSO	Other	Yes	11	39	11:39:02	13	2	2014	2/13/2014
6	Haul	Prairie Road and Old 99	Enforcement	14-11036 Traffic Enforce	RSC02	SCSO	Other	Yes	7	38	7:38:30	13	8	2014	8/13/2014
6	Haul	Prairie Road and Old 99	Enforcement	14-17422 MVA	RSC02	SCSO	Other	Yes	15	20	15:20:45	17	12	2014	12/17/2014
6	Haul	Prairie Road and Old 99	Enforcement	15-06132 Traffic Enforce	RSC02	SCSO	Other	No	6	45	6:45:01	7	5	2015	5/7/2015
6	Haul	Prairie Road and Old 99	Enforcement	15-06850 Traffic Enforce	RSC02	SCSO	Other	No	20	33	20:33:44	20	5	2015	5/20/2015
6	Haul	Prairie Road and Old 99	Enforcement	15-08517 Traffic Enforce	RSC02	SCSO	Other	Yes	15	27	15:27:23	20	6	2015	6/20/2015
6	Haul	Prairie Road and Old 99	Enforcement	16-01977 Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	11	16:11:01	13	2	2016	2/13/2016
6	Haul	Prairie Road and Old 99	Enforcement	16-08448 MVA	RSC02	SCSO	Other	Yes	12	20	12:20:47	17	6	2016	6/17/2016
6	Haul	Prairie Road and Old 99	Enforcement	16-11914 Traffic Enforce	RSC02	SCSO	Peak PM	Yes	17	48	17:48:24	11	8	2016	8/11/2016
6	Haul	Prairie Road and Old 99	Enforcement	16-12789 Traffic Enforce	RSC02	SCSO	Other	Yes	14	8	14:08:39	25	8	2016	8/25/2016
6	Haul	Prairie Road and Old 99	Hazard	12-04520 Traffic Hazard	RSC02	SCSO	Other	Yes	13	28	13:28:01	15	4	2012	4/15/2012
6	Haul	Prairie Road and Old 99	Hazard	12-10359 Traffic Hazard	RSC02	SCSO	Other	Yes	15	33	15:33:39	8	8	2012	8/8/2012
6	Haul	Prairie Road and Old 99	Hazard	14-04209 Animal Problem	RSC02	SCSO	Other	No	0	58	0:58:12	5	4	2014	4/5/2014
6	Haul	Prairie Road and Old 99	Hazard	15-02674 Traffic Hazard	RSC02	SCSO	Other	No	19	17	17:17:36	26	2	2015	2/26/2015
6	Haul	Prairie Road and Old 99	Hazard	15-11778 Traffic Hazard	RSC02	SCSO	Peak PM	Yes	16	34	16:34:42	12	8	2015	8/12/2015
6	Haul	Prairie Road and Old 99	Hazard	16-15908 Traffic Hazard	RSC02	SCSO	Other	No	4	51	4:51:10	20	10	2016	10/20/2016
7a	Haul	6000-6900 Block Prairie Rd	Accident	12-06488 MVA	RSC02	SCSO	Other	No	21	34	21:34:52	26	5	2012	5/26/2012
7a	Haul	6000-6900 Block Prairie Rd	Accident	14-04409 MVA	RSC02	SCSO	Other	Yes	14	3	14:03:21	9	4	2014	4/9/2014
7a	Haul	6000-6900 Block Prairie Rd	Accident	15-16995 MVA	RSC02	SCSO	Peak PM	Yes	16	28	16:28:06	20	11	2015	11/20/2015
7a	Haul	6000-6900 Block Prairie Rd	Accident	16-01294 Traffic Hazard	RSC02	SCSO	Other	No	19	20	19:20:21	29	1	2016	1/29/2016
7a	Haul	6000-6900 Block Prairie Rd	Accident	12-14559 MVA	RSC02	SCSO	Peak PM	Yes	17	47	17:47:21	28	10	2012	10/28/2012
7a	Haul	6000-6900 Block Prairie Rd	Accident	13-04499 XMVAU	RSC02	SCSO	Peak PM	Yes	17	25	17:25:30	10	4	2013	4/10/2013
7a	Haul	6000-6900 Block Prairie Rd	Accident	13-05798 MVA	RSC02	SCSO	Peak PM	Yes	17	18	17:18:52	6	5	2013	5/6/2013
7a	Haul	6000-6900 Block Prairie Rd	Accident	16-01185 MVA	RSC02	SCSO	Peak PM	Yes	17	19	17:19:28	27	1	2016	1/27/2016
7a	Haul	6000-6900 Block Prairie Rd	Accident	16-03064 MVA	RSC02	SCSO	Other	Yes	8	40	8:40:22	7	3	2016	3/7/2016
7a	Haul	6000-6900 Block Prairie Rd	Accident	12-08570 MVA	RSC02	SCSO	Other	No	18	17	18:17:56	7	7	2012	7/7/2012
7a	Haul	6000-6900 Block Prairie Rd	Accident	12-14159 XMVAU	RSC02	SCSO	Other	Yes	12	13	12:11:26	19	10	2012	10/19/2012
7a	Haul	6000-6900 Block Prairie Rd	Accident	13-13029 XMVAU	RSC02	SCSO	Other	Yes	15	43	15:43:11	9	9	2013	9/9/2013
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	12-02042 Traffic Enforce	RSC02	SCSO	Other	No	20	9	20:09:20	17	2	2012	2/17/2012
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	12-08570 MVA	RSC02	SCSO	Other	No	18	17	18:17:56	7	7	2012	7/7/2012
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	12-14559 MVA	RSC02	SCSO	Peak PM	Yes	17	47	17:47:21	28	10	2012	10/28/2012
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	13-04499 XMVAU	RSC02	SCSO	Peak PM	Yes	17	25	17:25:30	10	4	2013	4/10/2013
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	13-05798 MVA	RSC02	SCSO	Peak PM	Yes	17	18	17:18:52	6	5	2013	5/6/2013
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	13-13029 XMVAU	RSC02	SCSO	Other	Yes	15	43	15:43:11	9	9	2013	9/9/2013
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	14-01760 Traffic Enforce	RSC02	SCSO	Other	Yes	11	37	11:37:51	10	2	2014	2/10/2014
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	14-08439 Traffic Enforce	RSC02	SCSO	Other	Yes	15	44	15:44:19	28	6	2014	6/28/2014
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	15-18581 Traffic Enforce	RSC02	SCSO	Other	No	22	0	22:00:02	22	12	2015	12/22/2015
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	16-08491 Traffic Enforce	RSC02	SCSO	Other	No	0	50	0:50:16	15	6	2016	6/15/2016
7a	Haul	6000-6900 Block Prairie Rd	Hazard	12-11771 Traffic Hazard	RSC02	SCSO	Other	No	0	14	0:14:43	3	9	2012	9/3/2012
7a	Haul	6000-6900 Block Prairie Rd	Hazard	12-12432 Traffic Hazard	RSC02	SCSO	Other	Yes	12	52	12:52:10	14	9	2012	9/14/2012
7a	Haul	6000-6900 Block Prairie Rd	Hazard	13-02586 Traffic Hazard	RSC02	SCSO	Other	No	21	8	21:08:56	28	7	2013	7/28/2013
7a	Haul	6000-6900 Block Prairie Rd	Hazard	13-07544 Traffic Hazard	RSC02	SCSO	Other	No	19	38	19:38:39	6	6	2013	6/6/2013
7a	Haul	6000-6900 Block Prairie Rd	Hazard	13-12389 Traffic Hazard	RSC02	SCSO	Other	Yes	14	10	14:10:06	29	8	2013	8/29/2013
7a	Haul	6000-6900 Block Prairie Rd	Hazard	13-13401 Traffic Hazard	RSC02	SCSO	Other	No	6	18	6:18:59	16	9	2013	9/16/2013
7a	Haul	6000-6900 Block Prairie Rd	Hazard	14-02335 Traffic Hazard	RSC02	SCSO	Other	No	18	35	18:35:34	23	2	2014	2/23/2014
7a	Haul	6000-6900 Block Prairie Rd	Hazard	14-02351 Traffic Hazard	RSC02	SCSO	Other	Mn	5	18	5:18:19	24	2	2014	2/24/2014
7a	Haul	6000-6900 Block Prairie Rd	Hazard	14-05133 Traffic Hazard	RSC02	SCSO	Other	Yes	11	13	11:13:50	24	4	2014	4/24/2014
7a	Haul	6000-6900 Block Prairie Rd	Hazard	14-12355 Traffic Hazard	RSC02	SCSO	Other	No	1	31	1:31:01	6	9	2014	9/6/2014
7a	Haul	6000-6900 Block Prairie Rd	Hazard	14-14931 Traffic Hazard	RSC02	SCSO	Other	Yes	14	5	14:05:46	26	10	2014	10/26/2014
7a	Haul	6000-6900 Block Prairie Rd	Hazard	15-04140 Traffic Hazard	RSC02	SCSO	Other	Yes	10	55	10:55:21	29	3	2015	3/29/2015
7a	Haul	6000-6900 Block Prairie Rd	Hazard	15-15973 Traffic Hazard	RSC02	SCSO	Other	Yes	11	50	11:50:49	31	10	2015	10/31/2015
7a	Haul	6000-6900 Block Prairie Rd	Hazard	15-16615 Traffic Hazard	RSC02	SCSO	Other	No	0	49	0:49:24	13	11	2015	11/13/2015
7a	Haul	6000-6900 Block Prairie Rd	Hazard	16-01294 Traffic Hazard	RSC02	SCSO	Other	No	19	20	19:20:21	29	1	2016	1/29/2016
7a	Haul	6000-6900 Block Prairie Rd	Hazard	16-05641 Animal Problem	RSC02	SCSO	Other	No	20	40	20:40:22	25	4	2016	4/25/2016
7b	Haul	19000-19900 Block Prairie Road	Accident	13-03966 DUI	RSC02	SCSO	Other	No	18	24	18:24:39	31	3	2013	3/31/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	13-04067 MVA	RSC02	SCSO	Other	No	5	38	5:33:52	7	4	2013	4/2/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	1317770 MVA	RSC09	SCSO	Peak PM	Yes	16	46	16:46:53	18	12	2013	12/18/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	13-17772 MVA	RSC09	SCSO	Peak PM	Yes	17	33	17:33:00	18	12	2013	12/18/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	12-11636 MVA	RSC02	SCSO	Peak PM	Yes	17	7	17:07:03	31	8	2012	8/31/2012
7b	Haul	19000-19900 Block Prairie Road	Accident	12-12563 MVA	RSC02	SCSO	Other	No	19	30	19:30:58	16	9	2012	9/16/2012
7b	Haul	19000-19900 Block Prairie Road	Accident	12-15465 Abandoned Vehicle	RSC02	SCSO	Other	Yes	8	17	8:17:16	19	13	2012	11/19/2012
7b	Haul	19000-19900 Block Prairie Road	Accident	13-16876 MVA	RSC02	SCSO	Other	Yes	15	8	15:08:42	27	11	2013	11/27/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	13-17777 XMVAU	RSC02	SCSO	Other	No	19	1	19:01:30	18	12	2013	12/18/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	14-0581 MVA	RSC02	SCSO	Other	Yes	13	46	13:46:52	8	5	2014	5/8/2014
7b	Haul	19000-19900 Block Prairie Road	Accident	14-09690 MVA	RSC02	SCSO	Other	No	19	20	19:20:15	19	7	2014	7/19/2014
7b	Haul	19000-19900 Block Prairie Road	Accident	14-09875 XMVAU	RSC09	SCSO	Other	Yes	13	13	13:13:58	23	7	2014	7/23/2014
7b	Haul	19000-19900 Block Prairie Road	Accident	14-12968 Animal Problem	RSC02	SCSO	Peak PM	Yes	17	54	17:54:41	16	9	2014	9/16/2014
7b	Haul	19000-19900 Block Prairie Road	Accident	15-07821 MVA	RSC02	SCSO	Other	No	4	1	4:01:12	8	6	2015	6/8/2015
7b	Haul	19000-19900 Block Prairie Road	Accident	16-04390 MVA	RSC02	SCSO	Other	No	18	13	18:13:05	1	4	2016	4/1/2016
7b	Haul	19000-19900 Block Prairie Road	Accident	13-06942 MVA	RSC02	SCSO	Other	Yes	12	43	12:43:48	27	5	2013	5/27/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	13-11088 MVA	RSC02	SCSO	Other	No	22	2</					

7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-15008 MVA	RSC09	SCSO	Other	No	5	58	5:58:10	18	10	2013	10/18/2013
7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-17369 Traffic Enforce	RSC02	SCSO	Other	No	20	59	20:59:42	9	12	2013	12/9/2013
7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-16876 MVA	RSC02	SCSO	Other	Yes	15	8	15:08:42	27	11	2013	11/27/2013
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-00049 Traffic Enforce	RSC02	SCSO	Other	No	23	8	23:08:07	1	1	2014	1/1/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-01883 Traffic Enforce	RSC02	SCSO	Other	Yes	11	39	11:39:02	13	2	2014	2/13/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-05801 MVA	RSC02	SCSO	Other	Yes	13	46	13:46:52	8	5	2014	5/8/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-10621 Traffic Enforce	RSC02	SCSO	Other	Yes	15	21	15:21:49	5	8	2014	8/5/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-10643 Traffic Enforce	RSC02	SCSO	Other	No	20	7	20:07:25	5	8	2014	8/5/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-10649 Traffic Enforce	RSC02	SCSO	Other	No	21	46	21:46:09	5	8	2014	8/5/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-10656 Traffic Enforce	RSC02	SCSO	Other	Yes	8	27	8:27:00	6	8	2014	8/6/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-10661 Traffic Enforce	RSC02	SCSO	Other	Yes	11	2	11:02:01	6	8	2014	8/6/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-10667 Traffic Enforce	RSC02	SCSO	Other	Yes	12	0	12:00:45	6	8	2014	8/6/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-10709 Traffic Enforce	RSC02	SCSO	Other	No	1	44	1:44:26	7	8	2014	8/7/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-11036 Traffic Enforce	RSC02	SCSO	Other	Yes	7	38	7:38:30	13	8	2014	8/13/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	14-17422 MVA	RSC02	SCSO	Other	Yes	15	20	15:20:45	17	12	2014	12/17/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	15-06132 Traffic Enforce	RSC02	SCSO	Other	No	6	45	6:45:01	7	5	2015	5/7/2015
7b	Haul	19000-19900 Block Prairie Road	Enforcement	15-06850 Traffic Enforce	RSC02	SCSO	Other	No	20	33	20:33:44	20	5	2015	5/20/2015
7b	Haul	19000-19900 Block Prairie Road	Enforcement	15-08517 Traffic Enforce	RSC02	SCSO	Other	Yes	15	27	15:27:23	20	6	2015	6/20/2015
7b	Haul	19000-19900 Block Prairie Road	Enforcement	15-12131 MVA	RSC09	SCSO	Peak PM	Yes	16	47	16:47:40	18	8	2015	8/18/2015
7b	Haul	19000-19900 Block Prairie Road	Enforcement	16-01977 Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	11	16:11:01	13	2	2016	2/13/2016
7b	Haul	19000-19900 Block Prairie Road	Enforcement	16-08448 MVA	RSC02	SCSO	Other	Yes	12	20	12:20:47	17	6	2016	6/17/2016
7b	Haul	19000-19900 Block Prairie Road	Enforcement	16-12877 Traffic Enforce	RSC09	SCSO	Other	No	22	3	22:03:08	26	8	2016	8/26/2016
7b	Haul	19000-19900 Block Prairie Road	Hazard	12-00192 Traffic Hazard	RSC02	SCSO	Other	No	6	43	6:43:23	5	1	2012	1/5/2012
7b	Haul	19000-19900 Block Prairie Road	Hazard	12-10359 Traffic Hazard	RSC02	SCSO	Other	Yes	15	33	15:33:39	8	8	2012	8/8/2012
7b	Haul	19000-19900 Block Prairie Road	Hazard	14-02162 Traffic Hazard	RSC02	SCSO	Other	No	22	23	22:23:46	19	2	2014	2/19/2014
7b	Haul	19000-19900 Block Prairie Road	Hazard	14-00814 Animal Problem	RSC02	SCSO	Other	No	18	18	18:18:37	19	1	2014	1/19/2014
7b	Haul	19000-19900 Block Prairie Road	Hazard	14-04209 Animal Problem	RSC02	SCSO	Other	No	0	58	0:58:12	5	4	2014	4/5/2014
7b	Haul	19000-19900 Block Prairie Road	Hazard	14-12968 Traffic Hazard	RSC02	SCSO	Peak PM	Yes	17	54	17:54:41	16	9	2014	9/16/2014
7b	Haul	19000-19900 Block Prairie Road	Hazard	15-02674 Traffic Hazard	RSC02	SCSO	Other	No	19	17	17:17:36	26	2	2015	2/26/2015
7b	Haul	19000-19900 Block Prairie Road	Hazard	15-10368 Traffic Hazard	RSC02	SCSO	Other	No	4	51	4:51:42	20	7	2015	7/20/2015
7b	Haul	19000-19900 Block Prairie Road	Hazard	15-11778 Traffic Hazard	RSC02	SCSO	Peak PM	Yes	16	34	16:34:42	12	8	2015	8/12/2015
7b	Haul	19000-19900 Block Prairie Road	Hazard	15-15968 Traffic Hazard	RSC02	SCSO	Other	Yes	8	41	8:41:36	31	10	2015	10/31/2015
7b	Haul	19000-19900 Block Prairie Road	Hazard	15-18360 Traffic Hazard	RSC02	SCSO	Other	No	3	39	3:39:48	18	17	2015	12/18/2015
7b	Haul	19000-19900 Block Prairie Road	Hazard	16-01111 Traffic Hazard	RSC02	SCSO	Other	Yes	11	52	11:52:35	26	1	2016	1/26/2016
7b	Haul	19000-19900 Block Prairie Road	Hazard	16-02040 Traffic Hazard	RSC02	SCSO	Other	Yes	7	50	7:50:36	15	2	2016	2/15/2016
7b	Haul	19000-19900 Block Prairie Road	Hazard	16-03047 Traffic Hazard	RSC02	SCSO	Other	No	19	35	19:35:55	6	3	2016	3/6/2016
7c	Mixed	20000-29000 Block Prairie Road	Accident	14-04214 MVA	RSC02	SCSO	Other	No	4	44	4:44:19	5	4	2014	4/5/2014
7c	Mixed	20000-29000 Block Prairie Road	Accident	14-17432 MVA	RSC09	SCSO	Other	No	19	7	19:02:06	17	12	2014	12/17/2014
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-00849 MVA	RSC09	SCSO	Other	Yes	14	45	14:45:03	19	1	2015	1/19/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-02940 MVA	RSC28	SCSO	Other	No	19	7	19:07:55	4	3	2015	3/4/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-16972 MVA	RSC02	SCSO	Other	No	6	25	6:25:01	20	11	2015	11/20/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-17064 MVA	RSC02	SCSO	Other	No	6	13	6:13:23	22	11	2015	11/22/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-18795 MVA	RSC02	SCSO	Other	No	5	34	5:34:56	28	12	2015	12/28/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	16-02162 MVA	RSC28	SCSO	Other	Yes	13	39	13:39:59	17	2	2016	2/17/2016
7c	Mixed	20000-29000 Block Prairie Road	Accident	16-02301 MVA	RSC09	SCSO	Other	No	18	11	18:11:35	20	2	2016	2/20/2016
7c	Mixed	20000-29000 Block Prairie Road	Accident	16-06598 MVA	RSC02	SCSO	Other	Yes	13	44	13:44:14	14	5	2016	5/14/2016
7c	Mixed	20000-29000 Block Prairie Road	Accident	16-15006 MVA	RSC02	SCSO	Peak PM	Yes	16	21	16:21:36	2	10	2016	10/2/2016
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-05544 MVA	RSC02	SCSO	Other	No	0	24	0:24:11	26	4	2015	4/26/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-11399 MVA	RSC02	SCSO	Other	Yes	11	4	11:04:00	6	8	2015	8/6/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	16-17000 MVA	RSC02	SCSO	Other	No	18	57	18:57:15	11	11	2016	11/11/2016
7c	Mixed	20000-29000 Block Prairie Road	Abandoned	12-05072 Abandoned Vehicle	RSC09	SCSO	Other	No	5	48	5:48:51	27	4	2017	4/27/2017
7c	Mixed	20000-29000 Block Prairie Road	Abandoned	13-16964 MVA	RSC09	SCSO	Other	No	3	20	3:20:03	10	11	2013	11/30/2013
7c	Mixed	20000-29000 Block Prairie Road	Abandoned	14-07540 Abandoned Vehicle	RSC09	SCSO	Other	No	19	19	19:19:47	11	6	2014	6/11/2014
7c	Mixed	20000-29000 Block Prairie Road	Abandoned	14-13596 Traffic Hazard	RSC09	SCSO	Other	Yes	11	47	11:47:49	29	9	2014	9/29/2014
7c	Mixed	20000-29000 Block Prairie Road	Abandoned	15-05718 Abandoned Vehicle	RSC09	SCSO	Other	Yes	13	28	13:28:06	29	4	2015	4/29/2015
7c	Mixed	20000-29000 Block Prairie Road	Abandoned	15-11626 Abandoned Vehicle	RSC09	SCSO	Other	No	22	35	22:35:46	9	8	2015	8/9/2015
7c	Mixed	20000-29000 Block Prairie Road	Abandoned	15-10172 MVA	RSC28	SCSO	Other	No	1	20	1:20:47	17	7	2015	7/17/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	12-01521 DUI	RSC02	SCSO	Other	No	0	7	0:07:29	5	2	2012	2/5/2012
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	12-08074 Traffic Enforce	RSC28	SCSO	Other	No	18	32	18:32:50	29	6	2012	6/29/2012
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	12-14223 MVA	RSC02	SCSO	Other	No	22	57	22:57:47	20	10	2012	10/20/2012
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	12-15262 Traffic Enforce	RSC09	SCSO	Other	No	22	19	22:19:55	13	11	2012	11/13/2012
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	13-09886 Traffic Enforce	RSC02	SCSO	Other	Yes	15	14	15:14:41	17	7	2013	7/17/2013
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	13-12578 Traffic Enforce	RSC02	SCSO	Other	No	18	30	18:30:40	1	9	2013	9/1/2013
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-00894 Traffic Enforce	RSC02	SCSO	Other	Yes	15	31	15:31:10	21	1	2014	1/21/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-00481 MVA	RSC02	SCSO	Peak PM	Yes	17	42	17:42:20	13	1	2014	1/11/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-04214 MVA	RSC02	SCSO	Other	No	4	44	4:44:19	5	4	2014	4/5/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-05895 Traffic Enforce	RSC02	SCSO	Other	Yes	11	10	11:10:59	10	5	2014	5/10/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-06435 Traffic Enforce	RSC09	SCSO	Other	No	21	12	21:12:31	20	5	2014	5/20/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-11401 Traffic Enforce	RSC09	SCSO	Other	Yes	14	50	14:50:40	19	8	2014	8/19/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-15997 Traffic Enforce	RSC09	SCSO	Other	Yes	12	46	12:46:53	17	11	2014	11/17/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-16055 Traffic Enforce	RSC28	SCSO	Other	Yes	15	24	15:24:27	18	11	2014	11/18/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-00849 MVA	RSC09	SCSO	Other	Yes	14	45	14:45:03	19	1	2015	1/19/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-02736 Traffic Enforce	RSC02	SCSO	Other	No	1	42	1:42:36	28	2	2015	2/28/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-02940 MVA	RSC28	SCSO	Other	No	19	7	19:07:55	4	3	2015	3/4/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-03715 Traffic Enforce	RSC28	SCSO	Peak PM	Yes	16	38	16:38:23	20	3	2015	3/20/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-05606 Suspicious	RSC02	SCSO	Other	Yes	15	23	15:23:33	27	4	2015	4/27/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-06685 Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	6	16:06:19	17	5	2015	5/17/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-11399 MVA	RSC02	SCSO	Other	Yes	11	4	11:04:00	6	8	2015	8/6/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-15619 Traffic Enforce	RSC02	SCSO	Other	Yes	15	42	15:42:14	23	10	2015	10/23/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-17064 MVA	RSC02	SCSO	Other	No	6	13	6:13:23	22	11	2015	11/22/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-18795 MVA	RSC02	SCSO	Other	No	5	34	5:34:56	28	12	2015	12/28/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	16-00368 Traffic Enforce	RSC02	SCSO	Other	No	18	46	18:46:20	8	1	2016	1/8/2016
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	16-01376 MVA	RSC09	SCSO	Other	No	21	7	21:07:42	31	1	2016	1/31/2016
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-05544 MVA	RSC02	SCSO</									



7c	Mixed	20000-29000 Block Prairie Road	Hazard	14-02359	Traffic Hazard	RSC28	SCSO	Other	Yes	8	14	8:14:25	24	2	2014	2/24/2014
7c	Mixed	20000-29000 Block Prairie Road	Hazard	14-02646	Traffic Hazard	RSC09	SCSO	Other	No	20	21	20:21:53	2	3	2014	3/2/2014
7c	Mixed	20000-29000 Block Prairie Road	Hazard	14-02778	Traffic Hazard	RSC02	SCSO	Other	No	5	12	5:12:16	6	3	2014	3/6/2014
7c	Mixed	20000-29000 Block Prairie Road	Hazard	14-06321	Traffic Hazard	RSC28	SCSO	Other	No	18	2	18:02:45	18	5	2014	5/18/2014
7c	Mixed	20000-29000 Block Prairie Road	Hazard	14-12185	Traffic Hazard	RSC28	SCSO	Peak PM	Yes	16	57	16:57:04	2	9	2014	9/2/2014
7c	Mixed	20000-29000 Block Prairie Road	Hazard	14-13596	Traffic Hazard	RSC09	SCSO	Other	Yes	11	47	11:47:49	29	9	2014	9/29/2014
7c	Mixed	20000-29000 Block Prairie Road	Hazard	15-00334	Traffic Hazard	RSC09	SCSO	Other	No	5	20	5:20:44	8	1	2015	1/8/2015
7c	Mixed	20000-29000 Block Prairie Road	Hazard	15-00969	Traffic Hazard	RSC02	SCSO	Other	Yes	9	31	9:31:16	22	1	2015	1/22/2015
7c	Mixed	20000-29000 Block Prairie Road	Hazard	12-12749	MVA	RSC28	SCSO	Other	Yes	8	54	8:54:53	20	9	2012	9/20/2012
7c	Mixed	20000-29000 Block Prairie Road	Hazard	15-15909	Traffic Hazard	RSC09	SCSO	Other	Yes	7	2	7:02:04	30	10	2015	10/30/2015
7c	Mixed	20000-29000 Block Prairie Road	Hazard	15-17696	Traffic Hazard	RSC09	SCSO	Peak PM	Yes	16	23	16:23:22	5	12	2015	12/5/2015
7c	Mixed	20000-29000 Block Prairie Road	Hazard	15-13253	Animal Problem	RSC02	SCSO	Peak PM	Yes	17	7	17:07:12	8	9	2015	9/8/2015
7c	Mixed	20000-29000 Block Prairie Road	Hazard	15-11266	MVA	RSC28	SCSO	Other	No	0	3	0:03:00	4	8	2015	8/4/2015
7c	Mixed	20000-29000 Block Prairie Road	Hazard	16-03267	Traffic Hazard	RSC09	SCSO	Other	Yes	8	3	8:03:37	10	3	2016	3/10/2016
7c	Mixed	20000-29000 Block Prairie Road	Hazard	16-07396	Traffic Hazard	RSC09	SCSO	Other	No	22	54	22:54:34	28	5	2016	5/28/2016
7c	Mixed	20000-29000 Block Prairie Road	Hazard	16-09661	Traffic Hazard	RSC02	SCSO	Other	No	18	6	18:06:35	7	7	2016	7/7/2016
8a	Haul	F&S Grade / Prairie	Accident	14-10744	MVA	RSC09	SCSO	Other	No	18	24	18:24:44	7	8	2014	8/7/2014
8a	Haul	F&S Grade / Prairie	Accident	16-18974	MVA	RSC02	SCSO	Other	Yes	11	38	11:38:05	26	12	2016	12/26/2016
8a	Haul	F&S Grade / Prairie	Accident	12-14559	MVA	RSC02	SCSO	Peak PM	Yes	17	47	17:47:21	28	10	2012	10/28/2012
8a	Haul	F&S Grade / Prairie	Accident	13-05798	MVA	RSC02	SCSO	Peak PM	Yes	17	18	17:18:52	6	5	2013	5/6/2013
8a	Haul	F&S Grade / Prairie	Accident	16-01185	MVA	RSC02	SCSO	Peak PM	Yes	17	19	17:19:28	27	1	2016	1/27/2016
8a	Haul	F&S Grade / Prairie	Accident	16-03064	MVA	RSC02	SCSO	Other	Yes	8	40	8:40:22	7	3	2016	3/7/2016
8a	Haul	F&S Grade / Prairie	Accident	16-18724	MVA	RSC02	SCSO	Other	No	19	10	19:10:39	19	12	2016	12/19/2016
8a	Haul	F&S Grade / Prairie	Enforcement	12-02042	Traffic Enforce	RSC02	SCSO	Other	No	20	9	20:09:20	17	2	2012	2/17/2012
8a	Haul	F&S Grade / Prairie	Enforcement	12-14559	MVA	RSC02	SCSO	Peak PM	Yes	17	47	17:47:21	28	10	2012	10/28/2012
8a	Haul	F&S Grade / Prairie	Enforcement	13-05798	MVA	RSC02	SCSO	Peak PM	Yes	17	18	17:18:52	6	5	2013	5/6/2013
8a	Haul	F&S Grade / Prairie	Enforcement	14-01760	Traffic Enforce	RSC02	SCSO	Other	Yes	11	32	11:32:51	10	2	2014	2/10/2014
8a	Haul	F&S Grade / Prairie	Enforcement	14-08439	Traffic Enforce	RSC02	SCSO	Other	Yes	15	44	15:44:19	28	6	2014	6/28/2014
8a	Haul	F&S Grade / Prairie	Enforcement	14-10744	MVA	RSC09	SCSO	Other	No	18	24	18:24:44	7	8	2014	8/7/2014
8a	Haul	F&S Grade / Prairie	Enforcement	16-08491	Traffic Enforce	RSC02	SCSO	Other	No	0	50	0:50:16	18	6	2016	6/18/2016
8a	Haul	F&S Grade / Prairie	Enforcement	16-18724	MVA	RSC02	SCSO	Other	No	19	10	19:10:39	19	12	2016	12/19/2016
8a	Haul	F&S Grade / Prairie	Enforcement	16-18974	MVA	RSC02	SCSO	Other	Yes	11	38	11:38:05	26	12	2016	12/26/2016
8a	Haul	F&S Grade / Prairie	Hazard	12-07564	Traffic Hazard	RSC09	SCSO	Other	No	23	20	23:20:08	19	6	2012	6/19/2012
8a	Haul	F&S Grade / Prairie	Hazard	12-12432	Traffic Hazard	RSC02	SCSO	Other	Yes	12	52	12:52:10	14	9	2014	9/14/2014
8a	Haul	F&S Grade / Prairie	Hazard	13-00292	Traffic Hazard	RSC09	SCSO	Other	Yes	14	45	14:45:30	7	1	2013	1/7/2013
8a	Haul	F&S Grade / Prairie	Hazard	13-02586	Traffic Hazard	RSC02	SCSO	Other	No	21	8	21:08:56	28	2	2013	2/28/2013
8a	Haul	F&S Grade / Prairie	Hazard	13-07546	Traffic Hazard	RSC02	SCSO	Other	No	19	38	19:38:39	6	6	2013	6/6/2013
8a	Haul	F&S Grade / Prairie	Hazard	13-12389	Traffic Hazard	RSC02	SCSO	Other	Yes	14	10	14:10:06	29	8	2013	8/29/2013
8a	Haul	F&S Grade / Prairie	Hazard	13-13401	Traffic Hazard	RSC02	SCSO	Other	No	6	18	6:18:59	16	9	2013	9/16/2013
8a	Haul	F&S Grade / Prairie	Hazard	14-02335	Traffic Hazard	RSC02	SCSO	Other	No	18	35	18:35:34	23	2	2014	2/23/2014
8a	Haul	F&S Grade / Prairie	Hazard	14-02351	Traffic Hazard	RSC02	SCSO	Other	No	5	18	5:18:19	24	2	2014	2/24/2014
8a	Haul	F&S Grade / Prairie	Hazard	14-12355	Traffic Hazard	RSC02	SCSO	Other	No	1	31	1:31:01	6	9	2014	9/6/2014
8a	Haul	F&S Grade / Prairie	Hazard	14-14931	Traffic Hazard	RSC02	SCSO	Other	Yes	14	5	14:05:46	26	10	2014	10/26/2014
8a	Haul	F&S Grade / Prairie	Hazard	15-04140	Traffic Hazard	RSC02	SCSO	Other	Yes	10	55	10:55:21	29	3	2015	3/29/2015
8a	Haul	F&S Grade / Prairie	Hazard	15-15973	Traffic Hazard	RSC02	SCSO	Other	Yes	11	50	11:50:49	31	10	2015	10/31/2015
8b	Mixed	F&S Grade 6000-6900	Accident	12-04711	MVA	RSC09	SCSO	Other	No	6	49	6:49:41	20	4	2012	4/20/2012
8b	Mixed	F&S Grade 6000-6900	Accident	12-14559	MVA	RSC02	SCSO	Peak PM	Yes	17	47	17:47:21	28	10	2012	10/28/2012
8b	Mixed	F&S Grade 6000-6900	Accident	13-05798	MVA	RSC02	SCSO	Peak PM	Yes	17	18	17:18:52	6	5	2013	5/6/2013
8b	Mixed	F&S Grade 6000-6900	Accident	16-01185	MVA	RSC02	SCSO	Peak PM	Yes	17	19	17:19:28	27	1	2016	1/27/2016
8b	Mixed	F&S Grade 6000-6900	Accident	16-03064	MVA	RSC02	SCSO	Other	Yes	8	40	8:40:22	7	3	2016	3/7/2016
8b	Mixed	F&S Grade 6000-6900	Accident	15-01133	XMVAU	RSC09	SCSO	Other	Yes	13	8	13:08:38	25	1	2015	1/25/2015
8b	Mixed	F&S Grade 6000-6900	Abandoned	12-04711	MVA	RSC09	SCSO	Other	No	6	49	6:49:41	20	4	2012	4/20/2012
8b	Mixed	F&S Grade 6000-6900	Abandoned	14-14115	Abandoned Vehicle	RSC09	SCSO	Other	No	0	45	0:45:43	9	10	2014	10/9/2014
8b	Mixed	F&S Grade 6000-6900	Enforcement	12-02042	Traffic Enforce	RSC02	SCSO	Other	No	20	9	20:09:20	17	2	2012	2/17/2012
8b	Mixed	F&S Grade 6000-6900	Enforcement	12-14559	MVA	RSC02	SCSO	Peak PM	Yes	17	47	17:47:21	28	10	2012	10/28/2012
8b	Mixed	F&S Grade 6000-6900	Enforcement	12-15638	Traffic Enforce	RSC09	SCSO	Other	Yes	9	34	9:34:04	23	11	2012	11/23/2012
8b	Mixed	F&S Grade 6000-6900	Enforcement	13-05798	MVA	RSC02	SCSO	Peak PM	Yes	17	18	17:18:52	6	5	2013	5/6/2013
8b	Mixed	F&S Grade 6000-6900	Enforcement	13-13012	Traffic Enforce	RSC09	SCSO	Other	Yes	11	35	11:35:58	9	9	2013	9/9/2013
8b	Mixed	F&S Grade 6000-6900	Enforcement	14-01760	Traffic Enforce	RSC02	SCSO	Other	Yes	11	37	11:32:51	10	2	2014	2/10/2014
8b	Mixed	F&S Grade 6000-6900	Enforcement	14-08439	Traffic Enforce	RSC02	SCSO	Other	Yes	15	44	15:44:19	28	6	2014	6/28/2014
8b	Mixed	F&S Grade 6000-6900	Enforcement	16-08491	Traffic Enforce	RSC02	SCSO	Other	No	0	50	0:50:16	18	6	2016	6/18/2016
8b	Mixed	F&S Grade 6000-6900	Hazard	12-12432	Traffic Hazard	RSC02	SCSO	Other	Yes	12	52	12:52:10	14	9	2014	9/14/2014
8b	Mixed	F&S Grade 6000-6900	Hazard	13-02586	Traffic Hazard	RSC02	SCSO	Other	No	21	8	21:08:56	28	2	2013	2/28/2013
8b	Mixed	F&S Grade 6000-6900	Hazard	13-07546	Traffic Hazard	RSC02	SCSO	Other	No	19	38	19:38:39	6	6	2013	6/6/2013
8b	Mixed	F&S Grade 6000-6900	Hazard	13-12389	Traffic Hazard	RSC02	SCSO	Other	Yes	14	10	14:10:06	29	8	2013	8/29/2013
8b	Mixed	F&S Grade 6000-6900	Hazard	13-13401	Traffic Hazard	RSC02	SCSO	Other	No	6	18	6:18:59	16	9	2013	9/16/2013
8b	Mixed	F&S Grade 6000-6900	Hazard	13-17697	Traffic Hazard	RSC09	SCSO	Other	No	2	53	2:53:57	17	12	2013	12/17/2013
8b	Mixed	F&S Grade 6000-6900	Hazard	14-02335	Traffic Hazard	RSC02	SCSO	Other	No	18	35	18:35:34	23	2	2014	2/23/2014
8b	Mixed	F&S Grade 6000-6900	Hazard	14-02338	Traffic Hazard	RSC028	SCSO	Other	No	19	12	19:12:15	23	2	2014	2/23/2014
8b	Mixed	F&S Grade 6000-6900	Hazard	14-02351	Traffic Hazard	RSC02	SCSO	Other	No	5	18	5:18:19	24	2	2014	2/24/2014
8b	Mixed	F&S Grade 6000-6900	Hazard	14-12355	Traffic Hazard	RSC02	SCSO	Other	No	1	31	1:31:01	6	9	2014	9/6/2014
8b	Mixed	F&S Grade 6000-6900	Hazard	14-14931	Traffic Hazard	RSC02	SCSO	Other	Yes	14	5	14:05:46	26	10	2014	10/26/2014
8b	Mixed	F&S Grade 6000-6900	Hazard	15-04140	Traffic Hazard	RSC02	SCSO	Other	Yes	10	55	10:55:21	29	3	2015	3/29/2015
8b	Mixed	F&S Grade 6000-6900	Hazard	15-15973	Traffic Hazard	RSC02	SCSO	Other	Yes	11	50	11:50:49	31	10	2015	10/31/2015
8c	No	Samish River Bridge & F&S Grade														
9	Haul	Prairie Road and Grip	Accident	13-16964	MVA	RSC09	SCSO	Other	No	3	20	3:20:03	30	11	2013	11/30/2013
9	Haul	Prairie Road and Grip	Accident	16-07868	MVA	RSC02	SCSO	Other	Yes	13	58	13:58:33	6	6	2016	6/6/2016
9	Haul	Prairie Road and Grip	Accident	14-17432	MVA	RSC09	SCSO	Other	No	19	2	19:02:06	17	12	2014	12/17/2014
9	Haul	Prairie Road and Grip	Accident	16-02301	MVA	RSC09	SCSO	Other	No	18	11	11:11:35	20	2	2016	2/20/2016
9	Haul	Prairie Road and Grip	Accident	17-00883	MVA	RSC09	SCSO	Other	Yes	10	47	10:47:04	20	1	2017	1/20/2017
9	Haul	Prairie Road and Grip	Abandoned	13-16964	MVA	RSC09	SCSO	Other	No	3	20	3:20:03	30	11	2013	11/30/2013
9	Haul	Prairie Road and Grip	Abandoned	14-07540	Abandoned Vehicle	RSC09	SCSO	Other	No	19	19	19:19:47	11	6	2014	6/11/2014
9	Haul	Prairie Road and Grip	Abandoned	14-13596	Traffic Hazard	RSC09	SCSO	Other	Yes	11	47	11:47:49	29	9	2014	9/29/2014
9	Haul	Prairie Road and Grip	Abandoned	15-05718	Abandoned Vehicle	RSC09	SCSO	Other	Yes	13	28	13:28:06	29	1	2015	4/29

11	Haul	21600 Block of Grip Road	Hazard	14-12857 MVA	RSC28	SCSO	Other	No	20	50	20:50:07	14	9	2014	9/14/2014
11	Haul	21600 Block of Grip Road	Hazard	15-16282 Traffic Hazard	RSC28	SCSO	Other	No	3	3	3:03:51	6	11	2015	11/6/2015
11	Alternative	Prairie Road & Parson Creek Road	Accident	15-14425 Traffic Hazard	RSC02	SCSO	Other	No	0	17	0:17:58	30	9	2015	9/30/2015
11	Alternative	Prairie Road & Parson Creek Road	Accident	13-08955 MVA	RSC02	SCSO	Other	No	18	33	18:33:30	1	7	2013	7/1/2013
11	Alternative	Prairie Road & Parson Creek Road	Accident	14-10520 MVA	RSC02	SCSO	Other	Yes	7	32	7:32:17	4	8	2014	8/4/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	12-15091 Traffic Enforce	RSC02	SCSO	Other	Yes	8	55	8:55:38	8	11	2012	11/8/2012
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	13-08955 MVA	RSC02	SCSO	Other	No	18	33	18:33:30	1	7	2013	7/1/2013
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	14-06974 Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	3	16:03:20	31	5	2014	5/31/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	14-10303 Traffic Enforce	RSC02	SCSO	Other	Yes	11	39	11:39:46	31	7	2014	7/31/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	14-10309 Traffic Enforce	RSC02	SCSO	Other	Yes	12	24	12:24:03	31	7	2014	7/31/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	14-10552 Traffic Enforce	RSC02	SCSO	Other	Yes	14	22	14:22:23	4	8	2014	8/4/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	14-10554 Traffic Enforce	RSC02	SCSO	Other	Yes	14	40	14:40:05	4	8	2014	8/4/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	14-10520 Traffic Enforce	RSC02	SCSO	Other	Yes	7	32	7:32:17	4	8	2014	8/4/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	14-17253 Traffic Enforce	RSC02	SCSO	Other	No	0	22	0:22:34	14	12	2014	12/14/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	15-09852 Traffic Enforce	RSC02	SCSO	Other	Yes	9	21	9:21:52	11	7	2015	7/11/2015
11	Alternative	Prairie Road & Parson Creek Road	Enforcement	16-07427 Traffic Enforce	RSC02	SCSO	Other	Yes	15	52	15:52:12	29	5	2016	5/29/2016
11	Alternative	Prairie Road & Parson Creek Road	Hazard	13-04998 Traffic Hazard	RSC02	SCSO	Other	Yes	11	2	11:02:52	21	4	2013	4/21/2013
11	Alternative	Prairie Road & Parson Creek Road	Hazard	13-08955 MVA	RSC02	SCSO	Other	No	18	33	18:33:30	1	7	2013	7/1/2013
11	Alternative	Prairie Road & Parson Creek Road	Hazard	15-09786 Traffic Hazard	RSC02	SCSO	Other	Yes	7	32	7:32:23	10	7	2015	7/10/2015
11	Alternative	Prairie Road & Parson Creek Road	Hazard	15-14425 Traffic Hazard	RSC02	SCSO	Other	No	0	17	0:17:58	30	9	2015	9/30/2015
11	Alternative	Prairie Road & Parson Creek Road	Hazard	16-03590 Animal Problem	RSC02	SCSO	Other	Yes	15	40	15:40:58	16	3	2016	3/16/2016
12	Alternative	21000 Block of Prairie Road	Accident	16-16194 MVA	RSC28	SCSO	Other	No	19	43	19:43:36	25	10	2016	10/25/2016
12	Alternative	21000 Block of Prairie Road	Accident	15-14425 Traffic Hazard	RSC02	SCSO	Other	No	0	17	0:17:58	30	9	2015	9/30/2015
12	Alternative	21000 Block of Prairie Road	Accident	16-05004 MVA	RSC02	SCSO	Other	Yes	11	58	11:58:20	13	4	2016	4/13/2016
12	Alternative	21000 Block of Prairie Road	Accident	12-00305 MVA	RSC02	SCSO	Other	No	20	9	20:09:44	7	1	2012	1/7/2012
12	Alternative	21000 Block of Prairie Road	Accident	13-08955 MVA	RSC02	SCSO	Other	No	18	33	18:33:30	1	7	2013	7/1/2013
12	Alternative	21000 Block of Prairie Road	Accident	14-10520 MVA	RSC02	SCSO	Other	Yes	7	32	7:32:17	4	8	2014	8/4/2014
12	Alternative	21000 Block of Prairie Road	Accident	16-10673 MVA	RSC02	SCSO	Other	Yes	7	23	7:23:43	23	7	2016	7/23/2016
12	Alternative	21000 Block of Prairie Road	Accident	13-09520 MVA	RSC02	SCSO	Other	Yes	7	50	7:50:21	11	7	2013	7/11/2013
12	Alternative	21000 Block of Prairie Road	Abandoned	15-13767 Abandoned Vehicle	RSC02	SCSO	Other	Yes	11	13	11:13:47	17	9	2015	9/17/2015
12	Alternative	21000 Block of Prairie Road	Enforcement	12-00305 MVA	RSC02	SCSO	Other	No	20	9	20:09:44	7	1	2012	1/7/2012
12	Alternative	21000 Block of Prairie Road	Enforcement	12-15031 Traffic Enforce	RSC02	SCSO	Other	Yes	8	55	8:55:38	8	11	2012	11/8/2012
12	Alternative	21000 Block of Prairie Road	Enforcement	13-08955 MVA	RSC02	SCSO	Other	No	18	33	18:33:30	1	7	2013	7/1/2013
12	Alternative	21000 Block of Prairie Road	Enforcement	13-09520 MVA	RSC02	SCSO	Other	Yes	7	50	7:50:21	11	7	2013	7/11/2013
12	Alternative	21000 Block of Prairie Road	Enforcement	14-06974 Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	3	16:03:20	31	5	2014	5/31/2014
12	Alternative	21000 Block of Prairie Road	Enforcement	14-10303 Traffic Enforce	RSC02	SCSO	Other	Yes	11	39	11:39:46	31	7	2014	7/31/2014
12	Alternative	21000 Block of Prairie Road	Enforcement	14-10309 Traffic Enforce	RSC02	SCSO	Other	Yes	12	24	12:24:03	31	7	2014	7/31/2014
12	Alternative	21000 Block of Prairie Road	Enforcement	14-10552 Traffic Enforce	RSC02	SCSO	Other	Yes	14	22	14:22:23	4	8	2014	8/4/2014
12	Alternative	21000 Block of Prairie Road	Enforcement	14-10554 Traffic Enforce	RSC02	SCSO	Other	Yes	14	40	14:40:05	4	8	2014	8/4/2014
12	Alternative	21000 Block of Prairie Road	Enforcement	14-10749 Traffic Enforce	RSC28	SCSO	Other	No	19	58	19:58:22	7	8	2014	8/7/2014
12	Alternative	21000 Block of Prairie Road	Enforcement	14-10520 MVA	RSC02	SCSO	Other	Yes	7	32	7:32:17	4	8	2014	8/4/2014
12	Alternative	21000 Block of Prairie Road	Enforcement	14-17253 Traffic Enforce	RSC02	SCSO	Other	No	0	22	0:22:34	14	12	2014	12/14/2014
12	Alternative	21000 Block of Prairie Road	Enforcement	15-05571 Traffic Enforce	RSC02	SCSO	Other	No	19	0	19:00:53	26	4	2015	4/26/2015
12	Alternative	21000 Block of Prairie Road	Enforcement	15-09852 Traffic Enforce	RSC02	SCSO	Other	Yes	9	21	9:21:52	11	7	2015	7/11/2015
12	Alternative	21000 Block of Prairie Road	Enforcement	16-03163 Traffic Enforce	RSC02	SCSO	Other	Yes	9	41	9:41:47	9	3	2016	3/9/2016
12	Alternative	21000 Block of Prairie Road	Enforcement	16-07427 Traffic Enforce	RSC02	SCSO	Other	Yes	15	52	15:52:12	29	5	2016	5/29/2016
13	Alternative	22000 Block of Prairie Road	Accident	12-00140 XMVAU	RSC02	SCSO	Other	No	21	56	21:56:27	21	4	2013	4/21/2013
13	Alternative	22000 Block of Prairie Road	Accident	14-01747 MVA	RSC02	SCSO	Other	No	23	16	23:16:17	9	8	2013	8/29/2013
13	Alternative	22000 Block of Prairie Road	Accident	14-16884 Public Works	RSC02	SCSO	Other	Yes	12	29	12:29:57	7	7	2013	7/1/2013
13	Alternative	22000 Block of Prairie Road	Accident	16-01124 MVA	RSC02	SCSO	Peak PM	Yes	17	33	17:33:24	10	7	2015	7/10/2015
13	Alternative	22000 Block of Prairie Road	Accident	17-00021 MVA	RSC02	SCSO	Other	Yes	11	7	11:07:23	30	9	2015	9/30/2015
13	Alternative	22000 Block of Prairie Road	Accident	13-13848 MVA	RSC02	SCSO	Other	Yes	15	54	15:54:58	13	6	2016	6/13/2016
13	Alternative	22000 Block of Prairie Road	Accident	15-15230 MVA	RSC02	SCSO	Other	No	6	50	6:50:20	16	3	2016	3/16/2016
13	Alternative	22000 Block of Prairie Road	Accident	12-08807 MVA	RSC02	SCSO	Other	No	19	19	19:19:23	23	7	2016	7/23/2016
13	Alternative	22000 Block of Prairie Road	Abandoned	12-10659 Abandoned Vehicle	RSC28	SCSO	Other	Yes	11	6	11:06:15	14	8	2012	8/14/2012
13	Alternative	22000 Block of Prairie Road	Enforcement	12-09402 Traffic Enforce	RSC02	SCSO	Other	Yes	11	24	11:24:47	22	7	2012	7/22/2012
13	Alternative	22000 Block of Prairie Road	Enforcement	13-02920 Traffic Enforce	RSC28	SCSO	Other	Yes	14	3	14:03:12	8	3	2013	3/8/2013
13	Alternative	22000 Block of Prairie Road	Enforcement	13-08970 Traffic Enforce	RSC28	SCSO	Other	No	22	24	22:24:05	1	7	2013	7/1/2013
13	Alternative	22000 Block of Prairie Road	Enforcement	13-13848 MVA	RSC02	SCSO	Other	Yes	15	54	15:54:58	23	9	2013	9/23/2013
13	Alternative	22000 Block of Prairie Road	Enforcement	14-01747 MVA	RSC02	SCSO	Other	No	23	16	23:16:17	9	7	2014	7/1/2014
13	Alternative	22000 Block of Prairie Road	Enforcement	14-07348 Traffic Enforce	RSC28	SCSO	Other	No	18	48	18:48:59	7	6	2014	6/7/2014
13	Alternative	22000 Block of Prairie Road	Enforcement	14-10762 Traffic Enforce	RSC02	SCSO	Other	Yes	8	2	8:02:22	8	8	2014	8/8/2014
13	Alternative	22000 Block of Prairie Road	Enforcement	14-10764 Traffic Enforce	RSC02	SCSO	Other	Yes	9	16	9:16:44	8	8	2014	8/8/2014
13	Alternative	22000 Block of Prairie Road	Enforcement	14-16262 Traffic Enforce	RSC28	SCSO	Other	Yes	14	58	14:58:31	22	11	2014	11/22/2014
13	Alternative	22000 Block of Prairie Road	Enforcement	15-11428 Traffic Enforce	RSC02	SCSO	Other	No	19	5	19:05:33	6	8	2015	8/6/2015
13	Alternative	22000 Block of Prairie Road	Hazard	12-03020 Traffic Hazard	RSC02	SCSO	Other	Yes	11	26	11:26:15	12	3	2012	3/12/2012
13	Alternative	22000 Block of Prairie Road	Hazard	12-08807 MVA	RSC28	SCSO	Other	No	19	19	19:19:23	11	7	2012	7/11/2012
13	Alternative	22000 Block of Prairie Road	Hazard	12-10426 Traffic Hazard	RSC02	SCSO	Other	Yes	14	55	14:55:58	9	8	2012	8/9/2012
13	Alternative	22000 Block of Prairie Road	Hazard	13-00646 Traffic Hazard	RSC02	SCSO	Other	Yes	13	14	13:14:25	15	1	2013	1/15/2013
13	Alternative	22000 Block of Prairie Road	Hazard	13-13143 Traffic Hazard	RSC28	SCSO	Peak PM	Yes	17	54	17:54:21	11	9	2013	9/11/2013
13	Alternative	22000 Block of Prairie Road	Hazard	13-18146 Traffic Hazard	RSC02	SCSO	Other	No	19	32	19:32:22	27	12	2013	12/27/2013
13	Alternative	22000 Block of Prairie Road	Hazard	13-07122 Animal Problem	RSC28	SCSO	Other	Yes	12	16	12:16:25	30	5	2013	5/30/2013
13	Alternative	22000 Block of Prairie Road	Hazard	14-16884 Public Works	RSC02	SCSO	Other	Yes	12	29	12:29:57	6	12	2014	12/6/2014
13	Alternative	22000 Block of Prairie Road	Hazard	12-00140 XMVAU	RSC02	SCSO	Other	No	21	56	21:56:27	3	1	2012	1/3/2012
13	Alternative	22000 Block of Prairie Road	Hazard	15-13582 Animal Problem	RSC28	SCSO	Other	Yes	12	52	12:52:48	14	9	2015	9/14/2015
13	Alternative	22000 Block of Prairie Road	Hazard	15-15230 MVA	RSC02	SCSO	Other	No	6	50	6:50:20	16	10	2015	10/16/2015
13	Alternative	22000 Block of Prairie Road	Hazard	16-01124 MVA	RSC02	SCSO	Peak PM	Yes	17	33	17:33:24	26	1	2016	1/26/2016
14	Alternative	23000 Block of Prairie Road	Accident	14-12450 XMVAU	RSC02	SCSO	Other	No	19	15	19:15:20	7	9	2014	9/7/2014
14	Alternative	23000 Block of Prairie Road	Accident	15-00306 MVA	RSC28	SCSO	Other	Yes	3	41	13:41:51	7	1	2015	1/7/2015
14	Alternative	23000 Block of Prairie Road	Accident	16-03110 MVA	RSC28	SCSO	Other	No	0	41	0:41:24	8	3	2016	3/8/2016
14	Alternative	23000 Block of Prairie Road	Accident	16-17139 MVA	RSC02	SCSO	Other	Yes	12	24	12:24:12	14	11	2016	11/14/2016
14	Alternative	23000 Block of Prairie Road	Accident	12-14568 MVA	RSC28	SCSO	Other	No	20	16	20:16:07	28	10	2012	10/28/2012
14	Alternative	23000 Block of Prairie Road	Accident	14-16057 MVA	RSC15	SCSO	Peak PM	Yes	17	32	17:32:17	18	11	2014	11/18/2014
14	Alternative	23000 Block of Prairie Road	Accident	15-10006 MVA	RSC02	SCSO	Other	Yes	9	40	9:40:05	14	7	2015	7/14/2015
14	Alternative	23000 Block of Prairie Road	Accident	13-07653 MVA	RSC02	SCSO	Peak PM	Yes	16	50	16:50:47	8	6	2013	6/8/2013
14	Alternative	23000 Block of Prairie Road	Accident	13-17328 MVA	RSC02	SCSO	Other	Yes	11	12	11:12:32	28	8	2013	8/28/2013
14	Alternative	23000 Block of Prairie Road	Accident	13-13515 MVA	RSC02										

14	Alternative	23000 Block of Prairie Road	Abandoned	16-14613	Abandoned Vehicle	RSC15	SCSO	Other	Yes	10	47	10:47:16	26	9	2016	9/26/2016
14	Alternative	23000 Block of Prairie Road	Enforcement	12-01532	Traffic Enforce	RSC02	SCSO	Other	Yes	10	24	10:24:23	5	2	2012	2/5/2012
14	Alternative	23000 Block of Prairie Road	Enforcement	12-02102	Traffic Enforce	RSC02	SCSO	Other	Yes	12	22	12:22:45	19	2	2012	2/19/2012
14	Alternative	23000 Block of Prairie Road	Enforcement	12-11557	Traffic Enforce	RSC02	SCSO	Other	Yes	8	33	8:33:53	30	6	2012	8/30/2012
14	Alternative	23000 Block of Prairie Road	Enforcement	13-00957	Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	45	16:45:24	22	1	2013	11/22/2013
14	Alternative	23000 Block of Prairie Road	Enforcement	13-02648	Traffic Enforce	RSC02	SCSO	Other	No	3	13	3:13:59	2	3	2013	3/2/2013
14	Alternative	23000 Block of Prairie Road	Enforcement	13-08253	Traffic Enforce	RSC02	SCSO	Other	No	19	33	19:33:54	19	6	2013	6/19/2013
14	Alternative	23000 Block of Prairie Road	Enforcement	13-12328	MVA	RSC02	SCSO	Other	Yes	11	12	11:12:32	28	8	2013	8/28/2013
14	Alternative	23000 Block of Prairie Road	Enforcement	13-13515	MVA	RSC02	SCSO	Other	No	0	33	0:33:05	18	9	2013	9/18/2013
14	Alternative	23000 Block of Prairie Road	Enforcement	13-15811	Traffic Enforce	RSC02	SCSO	Other	No	1	54	1:54:05	3	11	2013	11/3/2013
14	Alternative	23000 Block of Prairie Road	Enforcement	14-13210	Traffic Enforce	RSC28	SCSO	Other	Yes	12	18	12:18:44	21	9	2014	9/21/2014
14	Alternative	23000 Block of Prairie Road	Enforcement	1501715	Traffic Enforce	RSC02	SCSO	Peak PM	Yes	17	5	17:05:23	6	2	2015	2/6/2015
14	Alternative	23000 Block of Prairie Road	Enforcement	15-06147	Traffic Enforce	RSC02	SCSO	Other	Yes	12	45	12:45:55	7	5	2015	5/7/2015
14	Alternative	23000 Block of Prairie Road	Enforcement	15-14839	Traffic Enforce	RSC02	SCSO	Other	No	19	5	19:05:38	7	10	2015	10/7/2015
14	Alternative	23000 Block of Prairie Road	Enforcement	16-07924	Traffic Enforce	RSC28	SCSO	Other	Yes	15	20	15:20:58	7	6	2016	6/7/2016
14	Alternative	23000 Block of Prairie Road	Enforcement	16-08484	Traffic Enforce	RSC02	SCSO	Other	No	71	11	21:11:41	17	6	2016	6/17/2016
14	Alternative	23000 Block of Prairie Road	Hazard	12-00694	Traffic Hazard	RSC02	SCSO	Other	No	4	22	4:22:49	17	1	2012	11/7/2012
14	Alternative	23000 Block of Prairie Road	Hazard	12-08689	Traffic Hazard	RSC02	SCSO	Other	Yes	15	50	15:50:47	9	7	2012	7/9/2012
14	Alternative	23000 Block of Prairie Road	Hazard	13-14561	Animal Problem	RSC28	SCSO	Peak PM	Yes	17	42	17:42:24	7	10	2013	10/7/2013
14	Alternative	23000 Block of Prairie Road	Hazard	14-04110	Animal Problem	RSC02	SCSO	Other	No	18	17	18:17:45	7	4	2014	4/2/2014
14	Alternative	23000 Block of Prairie Road	Hazard	14-16530	Animal Problem	RSC02	SCSO	Other	Yes	12	2	12:02:07	28	11	2014	11/28/2014
14	Alternative	23000 Block of Prairie Road	Hazard	15-01392	MVA	RSC15	SCSO	Peak PM	Yes	16	13	16:13:06	30	1	2015	1/30/2015
14	Alternative	23000 Block of Prairie Road	Hazard	15-09317	Traffic Hazard	RSC02	SCSO	Other	Yes	13	21	13:21:24	3	7	2015	7/3/2015
14	Alternative	23000 Block of Prairie Road	Hazard	15-17459	Traffic Hazard	RSC02	SCSO	Other	Yes	9	18	9:18:48	1	12	2015	12/1/2015
14	Alternative	23000 Block of Prairie Road	Hazard	15-05077	Animal Problem	RSC02	SCSO	Other	Yes	7	1	7:01:18	17	4	2015	4/17/2015
14	Alternative	23000 Block of Prairie Road	Hazard	15-10006	MVA	RSC02	SCSO	Other	Yes	9	40	9:40:05	14	7	2015	7/14/2015
14	Alternative	23000 Block of Prairie Road	Hazard	16-02084	Traffic Hazard	RSC02	SCSO	Other	No	20	49	20:49:41	15	2	2016	2/15/2016
14	Alternative	23000 Block of Prairie Road	Hazard	16-02133	Traffic Hazard	RSC15	SCSO	Other	No	18	45	18:45:34	16	2	2016	2/16/2016
14	Alternative	23000 Block of Prairie Road	Hazard	16-03294	Animal Problem	RSC02	SCSO	Other	Yes	15	53	15:53:19	10	3	2016	3/10/2016
14	Alternative	23000 Block of Prairie Road	Hazard	16-15957	Animal Problem	RSC02	SCSO	Other	No	4	50	4:50:01	21	10	2016	10/21/2016
15	Alternative	Prairie Road & Upper Samish Road	Accident	15-10006	MVA	RSC02	SCSO	Other	Yes	9	40	9:40:05	14	7	2015	7/14/2015
15	Alternative	Prairie Road & Upper Samish Road	Accident	13-07653	MVA	RSC02	SCSO	Peak PM	Yes	16	50	16:50:47	8	6	2013	6/8/2013
15	Alternative	Prairie Road & Upper Samish Road	Accident	13-13515	MVA	RSC02	SCSO	Other	No	0	33	0:33:05	18	9	2013	9/18/2013
15	Alternative	Prairie Road & Upper Samish Road	Abandoned	16-07032	Abandoned Vehicle	RSC02	SCSO	Other	No	20	56	20:56:31	21	5	2016	5/21/2016
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	12-02102	Traffic Enforce	RSC28	SCSO	Other	Yes	12	22	12:22:45	19	2	2012	2/19/2012
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	12-10412	Traffic Enforce	RSC02	SCSO	Other	Yes	12	56	12:56:39	9	8	2012	8/9/2012
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	12-11557	Traffic Enforce	RSC02	SCSO	Other	Yes	8	33	8:33:53	30	8	2012	8/30/2012
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	13-13515	MVA	RSC02	SCSO	Other	No	0	33	0:33:05	18	9	2013	9/18/2013
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	13-15811	Traffic Enforce	RSC02	SCSO	Other	No	1	54	1:54:05	3	11	2013	11/3/2013
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	16-08484	Traffic Enforce	RSC02	SCSO	Other	No	21	11	21:11:41	17	6	2016	6/17/2016
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	12-00694	Traffic Hazard	RSC02	SCSO	Other	No	4	22	4:22:49	17	1	2012	11/7/2012
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	12-08693	Traffic Hazard	RSC28	SCSO	Peak PM	Yes	16	11	16:11:17	9	7	2012	7/9/2012
15	Alternative	Prairie Road & Upper Samish Road	Enforcement	15-10006	MVA	RSC02	SCSO	Other	Yes	9	40	9:40	14	7	2015	7/14/2015
19	Alternative	Prairie Road & State Route 9	Abandoned	13-08253	Abandoned Vehicle	RSC02	SCSO	Other	No	19	33	19:33:54	19	6	2013	6/19/2013
19	Alternative	Prairie Road & State Route 9	Enforcement	12-08304	Traffic Enforce	RSC28	SCSO	Peak PM	Yes	16	8	16:08:23	3	7	2012	7/3/2012
19	Alternative	Prairie Road & State Route 9	Enforcement	13-08253	Traffic Enforce	RSC02	SCSO	Other	No	19	33	19:33:54	19	6	2013	6/19/2013
19	Alternative	Prairie Road & State Route 9	Enforcement	15-01715	Traffic Enforce	RSC02	SCSO	Peak PM	Yes	17	5	17:05:23	6	2	2015	2/6/2015
19	Alternative	Prairie Road & State Route 9	Enforcement	15-06147	Traffic Enforce	RSC02	SCSO	Other	Yes	12	45	12:45:55	7	5	2015	5/7/2015
19	Alternative	Prairie Road & State Route 9	Enforcement	15-08314	Traffic Enforce	RSC28	SCSO	Other	No	18	47	18:47:45	16	6	2015	6/16/2015
19	Alternative	Prairie Road & State Route 9	Enforcement	16-07924	Traffic Enforce	RSC28	SCSO	Other	Yes	15	20	15:20:58	7	6	2016	6/7/2016
19	Alternative	Prairie Road & State Route 9	Hazard	12-08689	Traffic Hazard	RSC02	SCSO	Other	Yes	15	50	15:50:47	9	7	2012	7/9/2012
19	Alternative	Prairie Road & State Route 9	Hazard	15-05077	Animal Problem	RSC02	SCSO	Other	Yes	7	1	7:01:18	17	4	2015	4/17/2015
19	Alternative	Prairie Road & State Route 9	Hazard	16-02084	Traffic Hazard	RSC02	SCSO	Other	No	20	49	20:49:41	15	2	2016	2/15/2016
19	Alternative	Prairie Road & State Route 9	Hazard	16-04617	Animal Problem	RSC02	SCSO	Other	No	20	56	20:56:09	5	4	2016	4/5/2016
20a	Alternative	3000 Block of Upper Samish Road	Enforcement	16-08163	Traffic Enforce	RSC02	SCSO	Other	No	0	57	0:57:13	12	6	2016	6/12/2016
20a	Alternative	3000 Block of Upper Samish Road	Hazard	15-16583	Traffic Hazard	RSC02	SCSO	Other	Yes	14	58	14:58:25	12	11	2015	11/12/2015
20b	Alternative	3000 Block of Upper Samish Road	Accident	12-05364	MVA	RSC02	SCSO	Other	Yes	7	6	7:06:01	3	5	2012	5/3/2012
20b	Alternative	3000 Block of Upper Samish Road	Accident	14-09708	XMVAU	RSC02	SCSO	Other	No	1	45	1:45:31	20	7	2014	7/20/2014
20b	Alternative	3000 Block of Upper Samish Road	Accident	14-11845	MVA	RSC02	SCSO	Other	Yes	12	15	12:15:58	27	8	2014	8/27/2014
20b	Alternative	3000 Block of Upper Samish Road	Accident	15-00504	MVA	RSC02	SCSO	Other	Yes	10	36	10:36:21	12	1	2015	1/12/2015
20b	Alternative	3000 Block of Upper Samish Road	Abandoned	12-05364	MVA	RSC02	SCSO	Other	Yes	7	6	7:06:01	3	5	2012	5/3/2012
20b	Alternative	3000 Block of Upper Samish Road	Abandoned	13-05703	Abandoned Vehicle	RSC02	SCSO	Other	No	23	22	23:22:54	4	5	2013	5/4/2013
20b	Alternative	3000 Block of Upper Samish Road	Enforcement	12-05364	MVA	RSC02	SCSO	Other	Yes	7	6	7:06:01	3	5	2012	5/3/2012
20b	Alternative	3000 Block of Upper Samish Road	Enforcement	14-15509	Traffic Enforce	RSC02	SCSO	Other	Yes	14	33	14:33:17	6	11	2014	11/6/2014
20b	Alternative	3000 Block of Upper Samish Road	Hazard	12-15067	Traffic Hazard	RSC02	SCSO	Other	No	23	48	23:48:24	8	11	2012	11/8/2012
20b	Alternative	3000 Block of Upper Samish Road	Hazard	14-11935	Traffic Hazard	RSC02	SCSO	Other	No	21	53	21:53:48	28	8	2014	8/28/2014
20b	Alternative	3000 Block of Upper Samish Road	Hazard	15-01640	Animal Problem	RSC02	SCSO	Other	Yes	7	40	7:40:48	5	2	2015	2/5/2015
21	Alternative	State Route 9 & Upper Samish Road	Accident	12-00311	MVA	RSC02	SCSO	Other	No	23	56	23:56:25	7	1	2012	1/7/2012
21	Alternative	State Route 9 & Upper Samish Road	Accident	12-03108	MVA	RSC02	SCSO	Other	Yes	8	14	8:14:37	14	3	2012	3/14/2012
21	Alternative	State Route 9 & Upper Samish Road	Accident	12-08441	MVA	RSC02	SCSO	Other	Yes	15	18	15:18:03	5	7	2012	7/5/2012
21	Alternative	State Route 9 & Upper Samish Road	Accident	13-07587	MVA	RSC02	SCSO	Other	Yes	13	12	13:12:49	7	6	2013	6/7/2013
21	Alternative	State Route 9 & Upper Samish Road	Enforcement	16-04247	Traffic Enforce	RSC02	SCSO	Other	Yes	12	10	12:19:43	30	3	2016	3/30/2016
21	Alternative	State Route 9 & Upper Samish Road	Enforcement	16-04661	Traffic Enforce	RSC02	SCSO	Peak PM	Yes	17	30	17:30:24	6	4	2016	4/6/2016
21	Alternative	State Route 9 & Upper Samish Road	Hazard	14-07807	Traffic Hazard	RSC02	SCSO	Other	Yes	14	17	14:12:43	17	6	2014	6/17/2014
21	Alternative	State Route 9 & Upper Samish Road	Hazard	15-03446	Traffic Hazard	RSC02	SCSO	Other	Yes	13	54	13:54:21	15	3	2015	3/15/2015
21	Alternative	State Route 9 & Upper Samish Road	Hazard	15-17639	Traffic Hazard	RSC02	SCSO	Peak PM	Yes	17	50	17:50:45	4	12	2015	12/4/2015
21	Alternative	State Route 9 & Upper Samish Road	Hazard	16-03230	Traffic Hazard	RSC02	SCSO	Other	No	0	26	0:26:08	10	1	2016	3/10/2016
22	Alternative	Parson Creek & Skaarup	Accident	12-15061	MVA	RSC02	SCSO	Peak PM	Yes	17	5	17:05:36	8	11	2012	11/8/2012
22	Alternative	Parson Creek & Skaarup	Accident	14-03420	MVA	RSC02	SCSO	Other	No	21	27	21:27:14	19	3	2014	3/19/2014
22	Alternative	Parson Creek & Skaarup	Accident	16-04097	MVA	RSC02	SCSO	Other	No	1	11	1:11:06	27	3	2016	3/27/2016
22	Alternative	Parson Creek & Skaarup	Abandoned	13-15967	Abandoned Vehicle	RSC02	SCSO	Other	Yes	12	13	12:13:47	6	11	2013	11/6/2013
22	Alternative	Parson Creek & Skaarup	Abandoned	13-16042	Recovered Veh	RSC02	SCSO	Other	Yes	10	36	10:36:53	8	11	2013	11/8/2013
22	Alternative	Parson Creek & Skaarup	Enforcement	12-16639	Traffic Enforce	RSC02	SCSO	Other	Yes	8	38	8:38:49	14	12	2012	12/14/2012
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23	Alternative	Parson Creek & Old Highway 99	Accident	14-14994	Traffic Enforce	RSC02	SCSO	Other	Yes	15	39	15:39:39	27	10	2014	10/27/2014
23	Alternative	Parson Creek & Old Highway 99	Enforcement	15-13274	Traffic Hazard	RSC02	SCSO	Other	Yes	7	7	7:07:50	9	9	2015	9/9/2015
23	Alternative	Parson Creek & Old Highway 99	Enforcement	13-05992	MVA	RSC02	SCSO	Other	No	20	20	20:20:26	10	5	2013	5/10/2013
23	Alternative	Parson Creek & Old Highway 99	Hazard	15-13274	Traffic Hazard	RSC02	SCSO	Other	Yes	7	7	7:07:50	9	9	2015	9/9/2015
24a	Haul	21000 Block of Grip Road	Accident	12-03800	MVA	RSC28	SCSO	Other	No	3	49	3:49:36	30	3	2012	3/30/2012
24a	Haul	21000 Block of Grip Road	Accident	14-13171	MVA	RSC28	SCSO	Peak PM	Yes	16	27	16:27:06	20	9	2014	9/20/2014
24a	Haul	21000 Block of Grip Road	Accident	12-10984	MVA	RSC28	SCSO	Other	Yes	11	53	11:53:22	19	8	2012	8/19/2012
24a	Haul	21000 Block of Grip Road	Accident	12-16003	MVA	RSC28	SCSO	Peak PM	Yes	17	0	17:00:13	30	11	2012	11/30/2012
24a	Haul	21000 Block of Grip Road	Accident	14-12857	MVA	RSC28	SCSO	Other	No	20	50	20:50:07	14	9	2014	9/14/2014
24a	Haul	21000 Block of Grip Road	Accident	15-06889	XMVAU	RSC28	SCSO	Peak PM	Yes	16	39	16:39:09	21	5	2015	5/21/2015
24a	Haul	21000 Block of Grip Road	Accident	13-02952	MVA	RSC28	SCSO	Other	No	2	31	2:31:52	9	3	2013	3/9/2013
24a	Haul	21000 Block of Grip Road	Accident	13-07140	MVA	RSC28	SCSO	Peak PM	Yes	17	17	17:17:23	30	5	2013	5/30/2013
24a	Haul	21000 Block of Grip Road	Accident	15-00788	XMVAU	RSC28	SCSO	Other	No	21	53	21:53:08	17	1	2015	1/17/2015
24a	Haul	21000 Block of Grip Road	Accident	15-04472	MVA	RSC28	SCSO	Other	Yes	13	4	13:04:26	5	4	2015	4/5/2015
24a	Haul	21000 Block of Grip Road	Accident	15-06137	MVA	RSC28	SCSO	Other	Yes	8	15	8:15:50	7	5	2015	5/7/2015
24a	Haul	21000 Block of Grip Road	Accident	12-06912	MVA	RSC28	SCSO	Other	Yes	11	8	11:08:42	5	6	2012	6/5/2012
24a	Haul	21000 Block of Grip Road	Accident	13-02952	MVA	RSC28	SCSO	Other	No	2	31	2:31:52	9	3	2013	3/9/2013
24a	Haul	21000 Block of Grip Road	Abandoned	15-01829	Abandoned Vehicle	RSC09	SCSO	Other	Yes	9	14	9:14:00	9	2	2015	2/9/2015
24a	Haul	21000 Block of Grip Road	Enforcement	12-03800	MVA	RSC28	SCSO	Other	No	3	49	3:49:36	30	3	2012	3/30/2012
24a	Haul	21000 Block of Grip Road	Enforcement	12-08079	Traffic Enforce	RSC09	SCSO	Other	No	19	1	19:01:23	29	6	2012	6/29/2012
24a	Haul	21000 Block of Grip Road	Enforcement	12-10984	MVA	RSC28	SCSO	Other	Yes	11	53	11:53:22	19	8	2012	8/19/2012
24a	Haul	21000 Block of Grip Road	Enforcement	13-06596	Suspicious	RSC28	SCSO	Peak PM	Yes	17	0	17:00:07	21	5	2013	5/21/2013
24a	Haul	21000 Block of Grip Road	Enforcement	14-11470	Traffic Enforce	RSC28	SCSO	Other	No	20	43	20:43:08	20	8	2014	8/20/2014
24a	Haul	21000 Block of Grip Road	Enforcement	15-00788	XMVAU	RSC28	SCSO	Other	No	21	53	21:53:08	17	1	2015	1/17/2015
24a	Haul	21000 Block of Grip Road	Enforcement	15-05012	Traffic Enforce	RSC28	SCSO	Other	No	20	25	20:25:51	15	4	2015	4/15/2015
24a	Haul	21000 Block of Grip Road	Enforcement	15-04472	MVA	RSC28	SCSO	Other	Yes	13	4	13:04:26	5	4	2015	4/5/2015
24a	Haul	21000 Block of Grip Road	Enforcement	15-06137	MVA	RSC28	SCSO	Other	Yes	8	15	8:15:50	7	5	2015	5/7/2015
24a	Haul	21000 Block of Grip Road	Hazard	14-08269	Animal Problem	RSC28	SCSO	Other	No	18	34	18:34:10	25	6	2014	6/25/2014
24a	Haul	21000 Block of Grip Road	Hazard	12-16003	MVA	RSC28	SCSO	Peak PM	Yes	17	0	17:00:13	30	11	2012	11/30/2012
24a	Haul	21000 Block of Grip Road	Hazard	14-12857	MVA	RSC28	SCSO	Other	No	20	50	20:50:07	14	9	2014	9/14/2014
24a	Haul	21000 Block of Grip Road	Hazard	15-16282	Traffic Hazard	RSC28	SCSO	Other	No	3	3	3:03:51	6	11	2015	11/6/2015
24a	Haul	21000 Block of Grip Road	Hazard	15-00788	XMVAU	RSC28	SCSO	Other	No	21	53	21:53:08	17	1	2015	1/17/2015
24a	Haul	21000 Block of Grip Road	Hazard	15-06137	MVA	RSC28	SCSO	Other	Yes	8	15	8:15:50	7	5	2015	5/7/2015
24b	Alternative	22000 Block of Grip Road	Accident	13-10870	MVA	RSC28	SCSO	Other	No	5	18	5:18:07	3	8	2013	8/3/2013
24b	Alternative	22000 Block of Grip Road	Accident	15-11389	MVA	RSC28	SCSO	Other	No	5	54	5:54:43	6	8	2015	8/6/2015
24b	Alternative	22000 Block of Grip Road	Accident	12-00045	MVA	RSC28	SCSO	Other	No	19	3	19:03:57	1	1	2012	1/1/2012
24b	Alternative	22000 Block of Grip Road	Accident	12-03131	MVA	RSC28	SCSO	Other	No	20	8	20:08:42	14	3	2012	3/14/2012
24b	Alternative	22000 Block of Grip Road	Accident	12-08300	MVA	RSC28	SCSO	Other	Yes	15	17	15:17:47	3	7	2012	7/3/2012
24b	Alternative	22000 Block of Grip Road	Accident	13-04196	MVA	RSC28	SCSO	Other	No	19	13	13:13:43	4	4	2013	4/4/2013
24b	Alternative	22000 Block of Grip Road	Accident	13-13770	MVA	RSC28	SCSO	Other	No	6	45	6:45:44	22	9	2013	9/22/2013
24b	Alternative	22000 Block of Grip Road	Accident	14-00890	MVA	RSC28	SCSO	Other	Yes	14	52	14:52:34	21	1	2014	1/21/2014
24b	Alternative	22000 Block of Grip Road	Accident	15-12409	MVA	RSC28	SCSO	Other	Yes	8	4	8:04:09	24	8	2015	8/24/2015
24b	Alternative	22000 Block of Grip Road	Accident	15-15257	MVA	RSC28	SCSO	Peak PM	Yes	17	56	17:56:23	16	10	2015	10/16/2015
24b	Alternative	22000 Block of Grip Road	Accident	12-08730	MVA	RSC28	SCSO	Other	Yes	14	30	14:30:43	10	7	2012	7/10/2012
24b	Alternative	22000 Block of Grip Road	Accident	12-14257	XMVAU	RSC28	SCSO	Other	No	5	20	5:20:28	22	10	2012	10/22/2012
24b	Alternative	22000 Block of Grip Road	Accident	13-05489	MVA	RSC28	SCSO	Other	Yes	7	12	7:12:53	1	5	2013	5/1/2013
24b	Alternative	22000 Block of Grip Road	Accident	14-00420	MVA	RSC28	SCSO	Peak PM	Yes	16	51	16:51:36	10	1	2014	1/10/2014
24b	Alternative	22000 Block of Grip Road	Accident	15-03658	MVA	RSC28	SCSO	Peak PM	Yes	16	9	16:09:28	19	3	2015	3/19/2015
24b	Alternative	22000 Block of Grip Road	Accident	15-14939	MVA	RSC28	SCSO	Other	No	21	36	21:36:10	9	10	2015	10/9/2015
24b	Alternative	22000 Block of Grip Road	Accident	17-00504	MVA	RSC28	SCSO	Other	No	19	11	19:41:06	11	1	2017	1/11/2017
24b	Alternative	22000 Block of Grip Road	Accident	14-09943	MVA	RSC28	SCSO	Other	No	1	51	1:51:01	25	7	2014	7/25/2014
24b	Alternative	22000 Block of Grip Road	Abandoned	13-00076	Abandoned Vehicle	RSC28	SCSO	Other	Yes	13	39	13:39:03	2	1	2013	1/2/2013
24b	Alternative	22000 Block of Grip Road	Abandoned	14-13064	Suspicious	RSC28	SCSO	Other	Yes	15	10	15:10:41	18	9	2014	9/18/2014
24b	Alternative	22000 Block of Grip Road	Abandoned	15-17974	Traffic Hazard	RSC28	SCSO	Other	Yes	14	40	14:40:46	10	17	2015	12/10/2015
24b	Alternative	22000 Block of Grip Road	Abandoned	16-03740	Abandoned Vehicle	RSC28	SCSO	Other	Yes	11	6	11:06:32	19	3	2016	3/19/2016
24b	Alternative	22000 Block of Grip Road	Enforcement	12-08300	MVA	RSC28	SCSO	Other	Yes	15	17	15:17:47	3	7	2012	7/3/2012
24b	Alternative	22000 Block of Grip Road	Enforcement	12-11801	Traffic Enforce	RSC28	SCSO	Other	Yes	15	3	15:03:11	3	9	2012	9/3/2012
24b	Alternative	22000 Block of Grip Road	Enforcement	12-13313	Traffic Enforce	RSC28	SCSO	Other	Yes	15	25	15:25:01	1	10	2012	10/1/2012
24b	Alternative	22000 Block of Grip Road	Enforcement	12-08730	MVA	RSC28	SCSO	Other	Yes	14	30	14:30:43	10	7	2012	7/10/2012
24b	Alternative	22000 Block of Grip Road	Enforcement	12-13497	Traffic Enforce	RSC28	SCSO	Other	Yes	7	41	7:41:14	5	10	2012	10/5/2012
24b	Alternative	22000 Block of Grip Road	Enforcement	12-14391	Traffic Enforce	RSC28	SCSO	Peak PM	Yes	17	7	17:07:32	24	10	2012	10/24/2012
24b	Alternative	22000 Block of Grip Road	Enforcement	12-14562	Domestic	RSC28	SCSO	Other	No	18	47	18:47:47	28	10	2012	10/28/2012
24b	Alternative	22000 Block of Grip Road	Enforcement	13-00841	Traffic Enforce	RSC28	SCSO	Other	No	20	33	20:33:14	19	1	2013	1/19/2013
24b	Alternative	22000 Block of Grip Road	Enforcement	13-02466	Traffic Enforce	RSC28	SCSO	Other	No	23	6	23:06:50	25	2	2013	2/25/2013
24b	Alternative	22000 Block of Grip Road	Enforcement	13-05489	MVA	RSC28	SCSO	Other	Yes	7	12	7:12:53	1	5	2013	5/1/2013
24b	Alternative	22000 Block of Grip Road	Enforcement	13-12430	Traffic Enforce	RSC28	SCSO	Other	Yes	7	33	7:33:35	30	8	2013	8/30/2013
24b	Alternative	22000 Block of Grip Road	Enforcement	13-15586	Traffic Enforce	RSC28	SCSO	Other	Yes	11	10	11:10:09	29	10	2013	10/29/2013
24b	Alternative	22000 Block of Grip Road	Enforcement	14-00777	Traffic Enforce	RSC28	SCSO	Other	No	18	26	18:26:21	18	1	2014	1/18/2014
24b	Alternative	22000 Block of Grip Road	Enforcement	14-00420	MVA	RSC28	SCSO	Peak PM	Yes	16	51	16:51:36	10	1	2014	1/10/2014
24b	Alternative	22000 Block of Grip Road	Enforcement	14-05275	Traffic Enforce	RSC28	SCSO	Other	Yes	15	49	15:49:51	27	4	2014	4/27/2014
24b	Alternative	22000 Block of Grip Road	Enforcement	14-09752	Traffic Enforce	RSC28	SCSO	Other	Yes	9	26	9:26:05	21	7	2014	7/21/2014
24b	Alternative	22000 Block of Grip Road	Enforcement	14-12458	Traffic Enforce	RSC28	SCSO	Other	No	21	12	21:12:42	7	9	2014	9/7/2014
24b	Alternative	22000 Block of Grip Road	Enforcement	15-03658	MVA	RSC28	SCSO	Peak PM	Yes	16	9	16:09:28	19	3	2015	3/19/2015
24b	Alternative	22000 Block of Grip Road	Enforcement	15-15257	MVA	RSC28	SCSO	Peak PM	Yes	17	56	17:56:23	16	10	2015	10/16/2015
24b	Alternative	22000 Block of Grip Road	Enforcement	16-0392	Traffic Enforce	RSC28	SCSO	Other	Yes	12	51	12:51:28	23	3	2016	3/23/2016
24b	Alternative	22000 Block of Grip Road	Enforcement	16-06116	Traffic Enforce	RSC28	SCSO	Other	Yes	11	19	11:19:38	5	5	2016	5/5/2016
24b	Alternative	22000 Block of Grip Road	Enforcement	16-09466	Traffic Enforce	RSC28	SCSO	Other	No	18	18	18:18:09	4	7	2016	7/4/2016
24b	Alternative	22000 Block of Grip Road	Enforcement	17-00504	MVA	RSC28	SCSO	Other	No	19	41	19:41:06	11	1	2017	1/11/2017
24b	Alternative	22000 Block of Grip Road	Hazard	12-04586	Traffic Hazard	RSC28	SCSO	Other	Yes	8	23	8:23:01	17	4	2012	4/17/2012
24b	Alternative	22000 Block of Grip Road	Hazard	12-16899	Traffic Hazard	RSC28	SCSO	Other	Yes	10	8	10:08:16	19	12	2012	12/19/2012
24b	Alternative	22000 Block of Grip Road	Hazard	13-02294	Traffic Hazard	RSC28	SCSO	Other	Yes	11	25	11:25:05	22	2	2013	2/22/2013
24b	Alternative	22000 Block of Grip Road	Hazard	13-02983	Traffic Hazard	RSC28	SCSO	Other	No	19	33	13:33:56	9	3	2013	3/9/2013
24b	Alternative	22000 Block of Grip Road	Hazard	14-15024	Traffic Hazard	RSC28	SCSO	Other	No	4	41	4:41:12	28	10	2014	10/28/2014
24b																

24b	Alternative	22000 Block of Grip Road	Hazard	16-08555	Traffic Enforce	RSC28	SCSO	Other	Yes	10	52	10:52:14	19	6	2016	6/19/2016
24b	Alternative	22000 Block of Grip Road	Hazard	16-09241	Traffic Hazard	RSC28	SCSO	Peak PM	Yes	16	59	16:59:10	1	7	2016	7/1/2016
24b	Alternative	22000 Block of Grip Road	Hazard	16-01906	Animal Problem	RSC28	SCSO	Other	No	18	41	18:41:42	11	2	2016	2/11/2016
24b	Alternative	22000 Block of Grip Road	Hazard	16-15719	Traffic Hazard	RSC28	SCSO	Other	No	22	24	22:24:19	15	10	2016	10/15/2016
24b	Alternative	22000 Block of Grip Road	Hazard	16-16533	Traffic Hazard	RSC28	SCSO	Peak PM	Yes	17	49	17:49:35	1	11	2016	11/1/2016
25a	Alternative	6000 Block of Grip Road	Accident	14-02650	MVA	RSC28	SCSO	Other	No	1	4	1:04:11	3	3	2014	3/3/2014
25a	Alternative	6000 Block of Grip Road	Accident	16-05835	MVA	RSC28	SCSO	Other	Yes	15	5	15:05:49	29	4	2016	4/29/2016
25a	Alternative	6000 Block of Grip Road	Abandoned	14-02650	MVA	RSC28	SCSO	Other	No	1	4	1:04:11	3	3	2014	3/3/2014
25a	Alternative	6000 Block of Grip Road	Abandoned	16-05835	MVA	RSC28	SCSO	Other	Yes	15	5	15:05:49	29	4	2016	4/29/2016
25c	Alternative	Grip Road & Bassett Road	Accident	16-06839	Traffic Enforce	RSC28	SCSO	Other	Yes	13	43	13:43:04	18	5	2016	5/18/2016
25c	Alternative	Grip Road & Bassett Road	Accident	13-12460	Domestic	RSC28	SCSO	Other	No	19	53	19:53:36	30	8	2013	8/30/2013
25c	Alternative	Grip Road & Bassett Road	Enforcement	12-07646	Traffic Enforce	RSC28	SCSO	Other	Yes	13	58	13:58:16	21	6	2012	6/21/2012
25c	Alternative	Grip Road & Bassett Road	Enforcement	13-12460	DUI	RSC28	SCSO	Other	No	19	53	19:53:36	30	8	2013	8/30/2013
25c	Alternative	Grip Road & Bassett Road	Hazard	16-15718	Traffic Hazard	RSC28	SCSO	Other	No	21	44	21:44:29	15	10	2016	10/15/2016
25d	Alternative	23000 Block of Grip Road	Accident	16-06839	Traffic Enforce	RSC28	SCSO	Other	Yes	13	43	13:43:04	18	5	2016	5/18/2016
25d	Alternative	23000 Block of Grip Road	Accident	13-11145	MVA	RSC28	SCSO	Other	Yes	8	20	8:20:31	8	8	2013	8/8/2013
25d	Alternative	23000 Block of Grip Road	Accident	13-04220	MVA	RSC28	SCSO	Other	Yes	7	2	7:02:00	5	4	2013	4/5/2013
25d	Alternative	23000 Block of Grip Road	Accident	13-12460	DUI	RSC28	SCSO	Other	No	19	53	19:53:36	30	8	2013	8/30/2013
26	Alternative	7000 Block of F&S Grade Road	Accident	13-08849	MVA	RSC09	SCSO	Other	No	3	49	3:49:03	30	6	2013	6/30/2013
26	Alternative	7000 Block of F&S Grade Road	Accident	13-06393	MVA	RSC28	SCSO	Other	No	23	18	23:18:21	17	5	2013	5/17/2013
26	Alternative	7000 Block of F&S Grade Road	Accident	13-09206	MVA	RSC09	SCSO	Peak PM	Yes	16	13	16:13:00	5	7	2013	7/5/2013
26	Alternative	7000 Block of F&S Grade Road	Accident	13-14686	MVA	RSC28	SCSO	Other	No	6	24	6:24:42	11	10	2013	10/11/2013
26	Alternative	7000 Block of F&S Grade Road	Accident	14-00080	MVA	RSC09	SCSO	Other	No	18	35	18:35:04	2	1	2014	1/2/2014
26	Alternative	7000 Block of F&S Grade Road	Accident	14-08015	MVA	RSC09	SCSO	Other	Yes	9	54	9:54:23	21	6	2014	6/21/2014
26	Alternative	7000 Block of F&S Grade Road	Accident	14-09867	MVA	RSC09	SCSO	Other	Yes	8	40	8:40:03	23	7	2014	7/23/2014
26	Alternative	7000 Block of F&S Grade Road	Accident	14-14151	Traffic Hazard	RSC09	SCSO	Other	No	19	8	19:08:26	9	10	2014	10/9/2014
26	Alternative	7000 Block of F&S Grade Road	Accident	15-09936	MVA	RSC09	SCSO	Other	No	20	27	20:27:21	12	7	2015	7/12/2015
26	Alternative	7000 Block of F&S Grade Road	Accident	16-05763	MVA	RSC09	SCSO	Other	No	6	48	6:48:55	28	4	2016	4/28/2016
26	Alternative	7000 Block of F&S Grade Road	Accident	16-05853	MVA	RSC09	SCSO	Other	No	27	0	22:00:54	29	4	2016	4/29/2016
26	Alternative	7000 Block of F&S Grade Road	Accident	12-02722	MVA	RSC09	SCSO	Other	No	6	6	6:06:21	5	3	2012	3/5/2012
26	Alternative	7000 Block of F&S Grade Road	Accident	12-12460	XMVAU	RSC28	SCSO	Other	No	21	36	21:36:44	14	9	2012	9/14/2012
26	Alternative	7000 Block of F&S Grade Road	Accident	14-04852	MVA	RSC28	SCSO	Other	Yes	11	50	11:50:20	18	4	2014	4/18/2014
26	Alternative	7000 Block of F&S Grade Road	Accident	14-07040	XMVAU	RSC09	SCSO	Other	No	21	23	21:23:01	1	6	2014	6/1/2014
26	Alternative	7000 Block of F&S Grade Road	Accident	14-08029	MVA	RSC09	SCSO	Other	Yes	13	9	13:09:49	21	6	2014	6/21/2014
26	Alternative	7000 Block of F&S Grade Road	Accident	16-08425	MVA	RSC09	SCSO	Other	No	21	53	21:53:39	16	6	2016	6/16/2016
26	Alternative	7000 Block of F&S Grade Road	Accident	16-16146	MVA	RSC28	SCSO	Other	No	21	47	21:47:22	24	10	2016	10/24/2016
26	Alternative	7000 Block of F&S Grade Road	Accident	16-19184	MVA	RSC28	SCSO	Peak PM	Yes	17	27	17:27:21	30	12	2016	12/30/2016
26	Alternative	7000 Block of F&S Grade Road	Accident	16-19184	MVA	RSC28	SCSO	Other	No	19	49	19:49:17	30	17	2016	12/30/2016
26	Alternative	7000 Block of F&S Grade Road	Abandoned	15-08936	Abandoned Vehicle	RSC09	SCSO	Other	Yes	15	26	15:26:23	27	6	2015	6/27/2015
26	Alternative	7000 Block of F&S Grade Road	Abandoned	16-06452	Traffic Hazard	RSC09	SCSO	Other	No	18	46	18:46:47	11	5	2016	5/11/2016
26	Alternative	7000 Block of F&S Grade Road	Abandoned	16-18853	Recovered Veh	RSC28	SCSO	Other	No	19	56	19:56:21	22	12	2016	12/22/2016
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-02083	Traffic Enforce	RSC09	SCSO	Other	No	19	40	19:40:47	18	2	2012	2/18/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-01837	DUI	RSC09	SCSO	Peak PM	Yes	17	16	17:16:29	12	7	2012	2/12/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-03095	Traffic Enforce	RSC09	SCSO	Other	No	22	46	22:46:04	13	3	2012	3/13/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-04451	Traffic Enforce	RSC09	SCSO	Other	No	22	9	22:09:42	13	4	2012	4/13/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-04779	Traffic Enforce	RSC28	SCSO	Peak PM	Yes	16	23	16:23:42	21	4	2012	4/21/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-05215	Traffic Enforce	RSC09	SCSO	Other	No	18	15	18:15:48	29	4	2012	4/29/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-07883	Traffic Enforce	RSC28	SCSO	Other	Yes	8	8	8:08:01	26	6	2012	6/26/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-12460	XMVAU	RSC28	SCSO	Other	No	21	36	21:36:44	14	9	2012	9/14/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-16008	Traffic Enforce	RSC09	SCSO	Other	No	18	55	18:55:44	30	11	2012	11/30/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-16432	Traffic Enforce	RSC09	SCSO	Other	No	18	52	18:52:03	9	12	2012	12/9/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	12-16436	Traffic Enforce	RSC09	SCSO	Other	No	19	22	19:22:11	9	12	2012	12/9/2012
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-00048	Traffic Enforce	RSC09	SCSO	Other	No	20	1	20:01:55	1	1	2013	1/1/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-06208	Traffic Enforce	RSC09	SCSO	Other	No	18	30	18:30:47	14	5	2013	5/14/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-06393	MVA	RSC28	SCSO	Other	No	23	18	23:18:21	17	5	2013	5/17/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-08572	Traffic Enforce	RSC09	SCSO	Other	No	19	59	19:59:02	25	6	2013	6/25/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-11229	Traffic Enforce	RSC28	SCSO	Other	Yes	15	15	15:15:06	9	8	2013	8/9/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-11538	Traffic Enforce	RSC28	SCSO	Other	No	19	24	19:24:03	14	8	2013	8/14/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-11657	Traffic Enforce	RSC09	SCSO	Other	Yes	15	48	15:48:58	16	8	2013	8/16/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-16112	Traffic Enforce	RSC28	SCSO	Peak PM	Yes	17	17	17:17:03	9	11	2013	11/9/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	13-17239	Traffic Enforce	RSC09	SCSO	Other	No	20	29	20:29:12	6	12	2013	12/6/2013
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-01504	Traffic Enforce	RSC09	SCSO	Other	Yes	12	47	12:47:18	4	2	2014	2/4/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-04622	Traffic Enforce	RSC09	SCSO	Other	Yes	15	10	15:10:22	13	4	2014	4/13/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-04852	MVA	RSC28	SCSO	Other	Yes	11	50	11:50:20	18	4	2014	4/18/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-06460	Traffic Enforce	RSC28	SCSO	Other	Yes	13	26	13:26:26	21	5	2014	5/21/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-07040	XMVAU	RSC09	SCSO	Other	No	21	23	21:23:01	1	6	2014	6/1/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-09246	Traffic Enforce	RSC09	SCSO	Other	No	20	51	20:51:20	11	7	2014	7/11/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-13000	Traffic Enforce	RSC09	SCSO	Other	Yes	10	31	10:31:14	17	9	2014	9/17/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-13479	Traffic Enforce	RSC28	SCSO	Peak PM	Yes	16	14	16:14:28	26	9	2014	9/26/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	14-13144	Domestic	RSC28	SCSO	Other	No	23	45	23:45:37	19	9	2014	9/19/2014
26	Alternative	7000 Block of F&S Grade Road	Enforcement	15-10258	Traffic Enforce	RSC09	SCSO	Other	Yes	12	23	12:23:07	18	7	2015	7/18/2015
26	Alternative	7000 Block of F&S Grade Road	Enforcement	15-18681	Traffic Enforce	RSC28	SCSO	Other	Yes	12	44	12:44:00	25	12	2015	12/25/2015
26	Alternative	7000 Block of F&S Grade Road	Enforcement	16-01969	Traffic Enforce	RSC28	SCSO	Other	Yes	13	11	13:11:16	13	2	2016	2/13/2016
26	Alternative	7000 Block of F&S Grade Road	Enforcement	16-05763	MVA	RSC09	SCSO	Other	No	6	48	6:48:55	28	4	2016	4/28/2016
26	Alternative	7000 Block of F&S Grade Road	Enforcement	16-08419	Traffic Enforce	RSC09	SCSO	Other	No	20	55	20:55:05	16	6	2016	6/16/2016
26	Alternative	7000 Block of F&S Grade Road	Hazard	12-05214	Traffic Hazard	RSC28	SCSO	Peak PM	Yes	17	35	17:35:54	29	4	2012	4/29/2012
26	Alternative	7000 Block of F&S Grade Road	Hazard	12-08219	Welfare Check	RSC09	SCSO	Other	No	22	23	22:23:12	1	7	2012	7/1/2012
26	Alternative	7000 Block of F&S Grade Road	Hazard	12-14665	Traffic Hazard	RSC09	SCSO	Other	No	6	1	6:01:58	31	10	2012	10/31/2012
26	Alternative	7000 Block of F&S Grade Road	Hazard	13-06666	Traffic Hazard	RSC09	SCSO	Other	No	21	45	21:45:15	22	5	2013	5/22/2013
26	Alternative	7000 Block of F&S Grade Road	Hazard	14-00452	Traffic Hazard	RSC09	SCSO	Other	No	3	50	3:50:12	11	1	2014	1/11/2014
26	Alternative	7000 Block of F&S Grade Road	Hazard	14-02321	Traffic Hazard	RSC09	SCSO	Other	Yes	12	7	12:07:35	23	2	2014	2/23/2014
26	Alternative	7000 Block of F&S Grade Road	Hazard	14-1415												

27	Alternative	F&S Grade Road & Kelleher Road	Enforcement	13-16112	Traffic Enforce	RSC28	SCSO	Peak PM	Yes	17	17	17:17:03	9	11	2013	11/9/2013
27	Alternative	F&S Grade Road & Kelleher Road	Enforcement	15-18981	Traffic Enforce	RSC28	SCSO	Other	Yes	12	44	12:44:00	25	12	2015	12/25/2015
27	Alternative	F&S Grade Road & Kelleher Road	Enforcement	16-01969	Traffic Enforce	RSC28	SCSO	Other	Yes	13	11	13:11:16	13	2	2016	2/13/2016
27	Alternative	F&S Grade Road & Kelleher Road	Hazard	12-15299	Traffic Hazard	RSC09	SCSO	Other	No	23	52	23:52:39	14	11	2012	11/14/2012
27	Alternative	F&S Grade Road & Kelleher Road	Hazard	16-16326	MVA	RSC28	SCSO	Other	Yes	11	46	11:46:53	28	10	2016	10/28/2016
27b	Alternative	F&S Grade Road & Collins Road	Accident	12-10147	MVA	RSC28	SCSO	Other	No	18	29	18:29:35	4	8	2012	8/4/2012
27b	Alternative	F&S Grade Road & Collins Road	Accident	15-00087	XMVVAU	RSC28	SCSO	Other	No	4	57	4:57:37	3	1	2015	1/3/2015
27b	Alternative	F&S Grade Road & Collins Road	Accident	16-03908	MVA	RSC28	SCSO	Other	No	6	22	6:22:10	23	3	2016	3/23/2016
27b	Alternative	F&S Grade Road & Collins Road	Enforcement	13-02776	Traffic Enforce	RSC28	SCSO	Other	Yes	7	35	7:35:43	5	3	2013	3/5/2013
27b	Alternative	F&S Grade Road & Collins Road	Enforcement	14-07768	Traffic Enforce	RSC28	SCSO	Other	No	19	47	19:47:19	16	6	2014	6/16/2014
27b	Alternative	F&S Grade Road & Collins Road	Enforcement	15-01453	Traffic Enforce	RSC28	SCSO	Other	No	20	44	20:44:42	31	1	2015	1/31/2015
27b	Alternative	F&S Grade Road & Collins Road	Hazard	13-08146	Traffic Hazard	RSC28	SCSO	Other	No	0	22	0:22:05	18	6	2013	6/18/2013
27b	Alternative	F&S Grade Road & Collins Road	Hazard	13-13050	Traffic Hazard	RSC28	SCSO	Other	No	20	57	20:57:00	9	9	2013	9/9/2013
27b	Alternative	F&S Grade Road & Collins Road	Hazard	14-07089	Traffic Hazard	RSC28	SCSO	Other	No	22	52	22:52:16	2	6	2014	6/2/2014
27b	Alternative	F&S Grade Road & Collins Road	Hazard	14-14371	Traffic Hazard	RSC28	SCSO	Other	Yes	14	10	14:10:50	14	10	2014	10/14/2014
27b	Alternative	F&S Grade Road & Collins Road	Hazard	14-13785	Animal Problem	RSC28	SCSO	Other	Yes	8	1	8:01:53	3	10	2014	10/3/2014
27b	Alternative	F&S Grade Road & Collins Road	Hazard	15-03407	Animal Problem	RSC28	SCSO	Peak PM	Yes	16	51	16:51:26	14	3	2015	3/14/2015
27c	Alternative	8000 Block of F&S Grade Road	Accident	12-10147	MVA	RSC28	SCSO	Other	No	18	29	18:29:35	4	8	2012	8/4/2012
27c	Alternative	8000 Block of F&S Grade Road	Accident	15-00087	XMVVAU	RSC28	SCSO	Other	No	4	57	4:57:37	3	1	2015	1/3/2015
27c	Alternative	8000 Block of F&S Grade Road	Accident	15-09687	MVA	RSC28	SCSO	Peak PM	Yes	17	5	17:05:57	8	7	2015	7/8/2015
27c	Alternative	8000 Block of F&S Grade Road	Accident	12-13392	XMVVAU	RSC28	SCSO	Other	No	1	3	1:03:20	3	10	2012	10/3/2012
27c	Alternative	8000 Block of F&S Grade Road	Accident	16-03908	MVA	RSC28	SCSO	Other	No	6	22	6:22:10	23	3	2016	3/23/2016
27c	Alternative	8000 Block of F&S Grade Road	Abandoned	13-06979	Abandoned Vehicle	RSC28	SCSO	Other	Yes	9	29	9:29:38	28	5	2013	5/28/2013
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	12-02330	Traffic Enforce	RSC28	SCSO	Other	No	1	32	1:32:12	25	2	2012	2/25/2012
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	12-05001	Traffic Enforce	RSC28	SCSO	Other	Yes	13	20	13:20:42	25	4	2012	4/25/2012
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	12-09215	Traffic Enforce	RSC28	SCSO	Other	No	19	53	19:53:28	18	7	2012	7/18/2012
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	12-11936	Traffic Enforce	RSC28	SCSO	Other	Yes	15	26	15:26:04	5	9	2012	9/5/2012
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	12-13392	XMVVAU	RSC28	SCSO	Other	No	1	3	1:03:20	3	10	2012	10/3/2012
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	12-13605	Traffic Enforce	RSC28	SCSO	Other	No	1	19	1:19:49	7	10	2012	10/7/2012
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	12-14459	Traffic Enforce	RSC28	SCSO	Other	Yes	10	43	10:43:07	26	10	2012	10/26/2012
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	13-02174	Traffic Enforce	RSC28	SCSO	Other	No	20	19	20:19:21	19	2	2013	2/19/2013
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	13-02776	Traffic Enforce	RSC28	SCSO	Other	Yes	7	35	7:35:43	5	3	2013	3/5/2013
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	13-15016	Traffic Enforce	RSC28	SCSO	Other	Yes	11	20	11:20:18	18	10	2013	10/18/2013
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	14-04832	Traffic Enforce	RSC28	SCSO	Other	No	0	25	0:25:55	18	4	2014	4/18/2014
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	14-05652	Traffic Enforce	RSC28	SCSO	Other	Yes	10	58	10:58:09	5	5	2014	5/5/2014
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	14-05653	Traffic Enforce	RSC28	SCSO	Other	Yes	11	14	11:14:55	5	5	2014	5/5/2014
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	14-06949	Traffic Enforce	RSC28	SCSO	Other	Yes	9	34	9:34:20	31	5	2014	5/31/2014
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	14-07768	Traffic Enforce	RSC28	SCSO	Other	No	19	47	19:47:19	16	6	2014	6/16/2014
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	15-01453	Traffic Enforce	RSC28	SCSO	Other	No	20	44	20:44:42	31	1	2015	1/31/2015
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	15-03835	Traffic Enforce	RSC28	SCSO	Other	Yes	10	47	10:47:01	23	3	2015	3/23/2015
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	15-07375	Traffic Enforce	RSC28	SCSO	Other	No	18	58	18:58:54	30	5	2015	5/30/2015
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	15-14479	Traffic Enforce	RSC28	SCSO	Other	No	2	21	2:21:26	1	10	2015	10/1/2015
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	16-01699	Traffic Enforce	RSC28	SCSO	Other	No	19	52	19:52:10	7	2	2016	2/7/2016
27c	Alternative	8000 Block of F&S Grade Road	Enforcement	16-06014	Traffic Enforce	RSC28	SCSO	Other	No	21	55	21:55:01	2	5	2016	5/2/2016
27c	Alternative	8000 Block of F&S Grade Road	Hazard	12-04776	Traffic Hazard	RSC28	SCSO	Other	Yes	14	50	14:50:18	21	4	2012	4/21/2012
27c	Alternative	8000 Block of F&S Grade Road	Hazard	12-07804	Traffic Hazard	RSC28	SCSO	Other	Yes	13	12	13:12:32	24	6	2012	6/24/2012
27c	Alternative	8000 Block of F&S Grade Road	Hazard	13-08146	Traffic Hazard	RSC28	SCSO	Other	No	0	22	0:22:05	18	6	2013	6/18/2013
27c	Alternative	8000 Block of F&S Grade Road	Hazard	13-08584	Traffic Hazard	RSC28	SCSO	Other	No	23	8	23:08:07	25	6	2013	6/25/2013
27c	Alternative	8000 Block of F&S Grade Road	Hazard	13-12556	Traffic Hazard	RSC28	SCSO	Other	Yes	12	49	12:49:21	1	9	2013	9/1/2013
27c	Alternative	8000 Block of F&S Grade Road	Hazard	13-13050	Traffic Hazard	RSC28	SCSO	Other	No	20	57	20:57:00	9	9	2013	9/9/2013
27c	Alternative	8000 Block of F&S Grade Road	Hazard	13-14108	Wires	RSC28	SCSO	Other	Yes	14	17	14:17:47	28	9	2013	9/28/2013
27c	Alternative	8000 Block of F&S Grade Road	Hazard	14-07089	Traffic Hazard	RSC28	SCSO	Other	No	22	52	22:52:16	2	6	2014	6/2/2014
27c	Alternative	8000 Block of F&S Grade Road	Hazard	14-14371	Traffic Hazard	RSC28	SCSO	Other	Yes	14	10	14:10:50	14	10	2014	10/14/2014
27c	Alternative	8000 Block of F&S Grade Road	Hazard	14-15649	Traffic Hazard	RSC28	SCSO	Other	Yes	8	2	8:02:14	9	11	2014	11/9/2014
27c	Alternative	8000 Block of F&S Grade Road	Hazard	14-13343	Animal Problem	RSC28	SCSO	Other	No	22	37	22:37:50	23	9	2014	9/23/2014
27c	Alternative	8000 Block of F&S Grade Road	Hazard	14-14284	Animal Problem	RSC28	SCSO	Peak PM	Yes	17	2	17:02:24	12	10	2014	10/12/2014
27c	Alternative	8000 Block of F&S Grade Road	Hazard	14-13785	Animal Problem	RSC28	SCSO	Other	Yes	8	1	8:01:53	3	10	2014	10/3/2014
27c	Alternative	8000 Block of F&S Grade Road	Hazard	15-03407	Animal Problem	RSC28	SCSO	Peak PM	Yes	16	51	16:51:26	14	3	2015	3/14/2015
27c	Alternative	8000 Block of F&S Grade Road	Hazard	15-09687	MVA	RSC28	SCSO	Peak PM	Yes	17	5	17:05:57	8	7	2015	7/8/2015
27c	Alternative	8000 Block of F&S Grade Road	Hazard	16-15635	Traffic Hazard	RSC28	SCSO	Other	Yes	13	11	13:11:18	14	10	2016	10/14/2016

30 September 2017

John Cooper  
Skagit County Planning and Development Services  
1800 Continental Place  
Mount Vernon, WA 98283

Re: Reply to 20 September 2017 Miles Sand and Gravel letter (PL16-0097)

Dear Mr. Cooper.

This letter is intended to provide our opinion regarding the above referenced letter written to you by Mr. Dan Cox of Miles Sand & Gravel (Miles). Mr. Cox's letter regards the County, 6 July 2017, letter requesting additional information in order to continue processing the Miles application (PL16-0097).

It is apparent the contents of said letter did not adequately address the county's request for additional information. Generally, they only superficially responded with no substantive new information.

Our concern was and remains adherence to their SEPA checklist as it pertains to the safety and welfare of the people that use the roads of the proposed gravel extraction operation—environmental impacts, the likelihood of increased large truck traffic, noise and dust levels.

The numbering below reference quotes within the Miles letter and our brief response.

1. The unlimited hours of truck trips that would be generated by the operation of the pit will not mitigate for the concerns expressed in the above referenced paragraph. SCC 14.16.440 (10) (i) states; *Hours of Operation. Hours of operation shall vary according to the location of the site as stated below and may be shortened by the Hearing Examiner (HE) based on site-specific circumstances.*

Because this section states the *HE* may limit the hours of operation, and includes other subsections concerning limiting hours of operation. We highly recommend the county request that the *HE* limit said hours of operation to no more than 8am to 5pm Monday through Friday, and require the applicant limit said hours. This recommendation will mitigate for some impacts the operation of the pit will have on the safety and welfare to the surrounding land owners and drivers that will be significantly affected by the increase in truck traffic the pit generates.

2. SCC 14.16.900 (1)(b)(v) states: *The burden of proof shall be on the applicant to provide evidence in support of the application. The criteria for approval or denial shall include the following.* (To rebut the statement by Miles) The burden of proof is on the applicant and

not the county, nor us, i.e. the affected neighbors. Therefore, this statement is erroneous.

3. The DN Traffic Consultants study is only a **Draft**. Therefore, as we have previously expressed, a full Level II traffic analysis is needed to truly determine the impacts the proposed pit will have on all proposed roads and intersections that are likely to be used by trucks leaving and returning to the pit operation. We also respectfully request a full physical description of all trucks (size, turn radius, etc.) that will be used by Miles to transport gravel.

4. Because the "private road" to be used by Miles for their pit operation will be modified and maintained to allow for truck traffic, we request Miles provide the county with a realistic description of modifications and maintenance to said private road. SCC 14.24.060 Authorizations Required, of the county Critical Areas Ordinance, states: *With the exception of activities identified as Allowed without Standard Review under SCC 14.24.107, any land use activity that can impair the functions and values of critical areas or their buffers including suspect or known geologically hazardous areas, through a development activity or by disturbance of the soil or water, and/or by removal of, or damage to existing vegetation shall require critical areas review and written authorization pursuant to this Chapter.*

The permit application submitted by Miles is inadequate (see the above statement) due to lack of information of their proposed pit operation impacts and the lack of report preparation of said critical areas. As we have previously expressed, county code requires a critical areas report be prepared on the land the proposed pit will impact by their proposed land use activities. To date, Miles has not submitted a critical areas report on the pit site, the "private road" and/or on all impacts the increased truck traffic will have on the roads that are intended and likely to be used during hauling gravel.

5. We appreciate the submittal of the draft boiler plate Spill Control Plan submitted and have the following comments.

There are several references to a "Site Map". We need to see said site map. Said site map should include the pit site and the private access road.

Page 4, A, mentions "process water". If the pit operation is for gravel extraction and trucking to another facility, what is the purpose of "process water". Please explain.

Page 4, B, f, lists "constructed wetlands". Where will said constructed wetlands be constructed?

Page 5, E, 1 and 2 mention Chemical Liquids, fluids, petroleum products, Used Oil, Spent Solvents, Fertilizers, and Pesticides. What type of products are these, their purpose, and why are they included with this project when all that is proposed is gravel extraction and hauling to a secondary location?

Page 6, 7,b., ii, refers to concrete truck wash-outs? What is the purpose of this reference when all that is proposed is gravel extraction? Same page item 8 refers to



Storage of unhardened concrete, what is the purpose of this? Same page item 11 refers to paving equipment, what is the purpose of this when all that is proposed is gravel extraction?

Same page 6, item 12 mentions the management of sediment track out. We assume this references the entrance to the pit site from Grip Road ingress/egress. If said entrance to said access road will be widened, it is apparent said entrance road will have some construction completed. Said construction needs to be described and where appropriate, a critical areas report needs to be completed for the proposed construction.

Page 7 throughout...there are references to a "closed loop", cleaning of off-site roads, fueling stations, mobile fueling, and dust control. These proposed features require additional mapping and descriptions, and, their purpose.

Page 9 discusses potential spills and "doesn't allow a discharge to surface waters". Where are the surface waters this language refers to? We request all said surface waters be identified.

Page 10, C, 2, and D. Storage requirements refer to "tank's". What tanks?

6. Because Miles has not submitted a critical areas report for the entire impact area (pit site, private road, and adjacent public roads) it is not known what type of impacts and County buffers will be required. However, the critical areas report completed by Graham Bunting for the wetland associated with the Samish River recommends a 200' buffer. While, SCC 14.24.230 Wetland Protection Standards, requires a 300' buffer for High Intensity Land use, which a gravel pit is per the definitions section of the SCC CAO as follows: *Land Use Intensity, High; Land uses which are associated with high levels of human disturbance or substantial habitat impacts including, but not limited to, medium-and high-density residential (more than one home per five acres), multifamily residential, some agricultural practices, and commercial and industrial land uses.*

We therefore request the County limit all impacts to all wetlands, those currently known and to be identified, and their regulated buffers in the pit area, and "private road" and likely areas of disturbance, be identified and required to have a 300' buffer or the buffers per code (the CAO).

7. We respectfully request the county to address this question by Miles.

Respectfully,

Jim Wiggins                      Abbe Rolnick

21993 Grip Road  
Sedro-Woolley, WA 98284

October 1, 2017

John Cooper  
Skagit County Planning and Development Services  
1800 Continental Place  
Mount Vernon, WA 98283

**Re: Proposed gravel mine / Miles Sand and Gravel 9/20/17 response to County (PL16-0097)**

Dear Mr. Cooper,

In your letter of July 6, 2017, you again asked Miles Sand and Gravel ("Miles") to provide the County with additional information necessary to process their application for a Mining Special Use Permit. This proposal is to develop a large new gravel mine on the Samish River near Prairie and Grip Roads. We have reviewed Miles' latest (Sept 20, 2017) response to the County. Miles' submission again fails to respond to the requirements set out in your July 6, 2017 letter, and does not even attempt to address numerous substantive issues raised by the community. Miles continues to insist that their application is complete and ready to go to public hearing. They substantiate this claim with repeated references to the original staff report issued in September 2016. This rationale is simply erroneous. Miles is aware that there were serious flaws with the original public notice process – flaws that rendered the original Mitigated Determination of NonSignificance (MDNS) and staff report invalid. Miles is still not acknowledging this fundamental fact. The failure to notify surrounding landowners of the original application and SEPA process was not a harmless error. Many people were literally uninformed and therefore could not participate or comment prior to the issuance of the original staff report and SEPA determination. Because of these flaws, the Hearing Examiner canceled the public hearing last December. After the public had a chance to comment, the County did the right thing by asking Miles to respond to the community's legitimate concerns – these concerns are not "unsupported public sentiment" as claimed by Miles. Community members have documented in detail numerous specific public safety issues, dangerous road deficiencies and many other environmental impacts that were simply not evaluated or addressed in the original proposal. Numerous omissions and errors in the original application materials and the original staff report have also been pointed out repeatedly. These issues cannot simply be addressed at the public hearing – they require additional study and evaluation, as should have been done in the first place. Until Miles provides the information necessary to fully evaluate the potential impacts of its proposal, it is incumbent on the County to continue to consider the application incomplete, and do no more to evaluate or process it.

Please find below some additional comments regarding specific numbered issues listed in the County's July letter and Miles' September response:

1. Regarding proposed hours of operation: In its July 2017 letter, the County clearly documented the Hearing Examiner's authority to regulate hours of operation, and it is appropriate for staff to make recommendations to the Hearing Examiner regarding this. Many households will be impacted by the noise from on-site operations from this mine, as well as from the noise from heavy gravel truck traffic – there is currently no similar industrial activity in this neighborhood – we deserve to have some reasonable limits put on hours of operation. Furthermore, without a noise study, we do indeed have only "unsupported public sentiment" as claimed by Miles – this is perhaps the most compelling reason to conduct such a study. Please see additional comments regarding the "isolated" nature of the site under item #2 below.
2. Regarding conducting a noise study: Miles claims that the site is "very isolated". According to our ArcGIS calculations from a center pin-point, approximately 100 households are within a mile of the mine site, 375 households are within 2 miles and 750 households are within 3 miles. This hardly qualifies as isolated.

Furthermore 25 years of continuous mining activity and associated truck traffic is not comparable to “any construction site where earthwork is underway” as claimed by Miles.

In addition, this section of the County’s letter asked Miles to provide sufficient evidence to support specific criteria for Special Use Permits as set out in SCC 14.16.900(1)(b)(v). The full list of criteria was quoted, not just those dealing with noise and vibration. Notably: paragraphs (G) *The proposed use is not in conflict with the health and safety of the community*; and (H) *The proposed use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding areas, or conditions can be established to mitigate adverse impacts on such facilities*. County roads constitute *public facilities and services*. Public comments have repeatedly documented the inadequacy of the existing County road system to accommodate the proposed gravel truck traffic and the significant public safety issues associated with this increased volume of traffic. The number of households which use the proposed haul route (Prairie Road and Grip Road) on a daily basis is close to 1,000, with the number using Highway 99 / Bow Hill Road being much higher. There are also at least three school bus runs in the morning and again in the afternoon along Prairie Road and Grip Road. This further confounds Miles’ claim of the site’s remoteness. The burden of proof is on the applicant to demonstrate that the safety of the community is not at risk, and to describe the mitigation that is intended to make our roads safe despite the huge increase in gravel truck traffic that is proposed.

3. Regarding truck trips: Miles claims that the County’s letter “does not accurately represent what [Miles] has proposed,” stating that the information is “clearly presented” in the DN traffic ‘reports’. And yet, the County lifted the numbers of truck trips directly from the DN consultants’ report which states: *Assuming this volume is spread evenly across 260 working days a year the resultant daily volume would be approximately 46 vehicles per day*. The key word is “assuming”. Everyone knows that the gravel truck traffic will not be spread evenly across the calendar year, but instead will be seasonal and market driven, and therefore we must expect much higher than ‘average’ numbers of truck trips during the summer, and whenever it is expedient for Miles. Even the ‘average’ of 46 trips per day, itself represents a significant threat to public safety. However, in lieu of any firm commitment from Miles to limit numbers of trucks per day, we have no choice but to assume any number of trips up to the 60 per hour/720 per day, which was suggested as a “more realistic” limit by DN traffic consultants in their November 30, 2016 addendum to the traffic report.

Many letters have been written to the County on this topic and we will refrain from further comment at this time, except to reiterate that the DN traffic “reports” are woefully inadequate. A full Level 2 Traffic Impact Analysis is not only needed, but is required to comply with the County’s Road Standards. The County’s stated intention to retain an unbiased qualified third party traffic consultant to review this issue is a good first step. We feel strongly that this review should be done at the applicant’s, not Skagit County taxpayers’, expense.

4. Regarding the private haul road: This is a two-mile-long largely unimproved dirt road that crosses a fish bearing stream and is adjacent to several large wetlands. The use of this road is changing from a very light occasional use (forest management) to very heavy industrial traffic. Miles is completely disregarding these impacts. Nor did Miles address the County’s request for additional Critical Areas review of the private road.
5. Regarding the “example” Environmental Protection Plan: The status of this document is somewhat unclear. Is it an actual, submitted document of record or is it only meant to be an “example” of what Miles

might submit to the Department of Ecology to cover its Grip Road operations? If it is only an “example” and not an actual submission, we question the validity of this document as a response to the request you made for a site-specific spill control plan in your July 6, 2017 letter. The Stormwater Pollution Prevention Plan appears to be a “catch-all” of BMPs that might be applied on this site. It isn’t really clear which ones would actually be used, potentially leaving the door open for expanded operations. Furthermore, this document does not address the potential impacts and BMPs for both the private haul road and off-site haul routes.

6. Regarding a 200’ vs. 300’ buffer on the Samish River. What “development permit” has already been issued? How does this relate to the proposed Mining Special Use Permit? Numerous previous comments by citizens and agencies have made the clear case that an open pit mine is not a “medium intensity use”.
7. Regarding “numerous factual discrepancies”. There are so many disparate conflicting documents submitted over a long stretch of time, it’s incredibly difficult to sort out what information is correct and most recent. If Miles would take the time to review the previous letters sent by the County, the public comments, and the letters from our attorneys have submitted, they will find plenty of corrections and clarifications to address. Asking for these to be stated again is simply stonewalling. The time is over for delay tactics. If Miles wants to develop this mine, they should start over with new clean application and new detailed SEPA checklist that addresses the community’s concerns and truly address all of the environmental impacts.

Thank you for your time and consideration.

Sincerely,

Martha Bray and John Day  
6368 Erwin Ln  
Sedro-Woolley, WA

Cc: Dale Pernula  
Commissioner Lisa Janicki

RECEIVED  
OCT 10 2017  
SKAGIT COUNTY  
PDS

October 4, 2017

**VIA REGULAR U.S. MAIL & E-MAIL**

*julien@co.skagit.wa.us*

Julie S. Nicoll  
Deputy Prosecuting Attorney  
Skagit County  
Civil Division – Planning & Development Services  
605 S. 3rd Street  
Mount Vernon, WA 98273-3867

**RE: CONCRETE NOR'WEST'S SEPTEMBER 20 RESPONSE TO SKAGIT COUNTY'S  
REQUEST FOR INFORMATION**

Dear Ms. Nicoll:

Thank you for forwarding the letter from Concrete Nor'West ("CNW") dated September 20 responding to Skagit County's July 6 request for more information regarding CNW's permit applications PL 16-0097 AND PL 16-0098. While CNW purports to respond to the County's requests, they provide no substantive information and, in several instances, make assertions that are demonstrably false. This letter is intended to highlight some of these issues.

As a general matter, CNW's letter does not respond in any meaningful way to any of the County's requests for more information identified in its July 6 letter. Pursuant to SCC 14.16.105, CNW's failure to adequately respond within the timeframe prescribed in that ordinance results in the expiration of its permit application. This is mandatory by the County Code. There is no discretion in this matter. The County has the affirmative duty and obligation to deny the application. In fact, many of the requests articulated in the County's July 6 letter are reiterations of identical requests for information made in its March 14 letter to CNW—requests which, it must be noted, CNW still has not adequately responded to. Under SCC 14.16.105, CNW has repeatedly failed to timely respond to the County's requests for information. The County is obligated to deny the application.

Even if CNW had provided the required information before the expiration of its application, that would not correct the underlying problem: the inadequate environmental review this project has been given by the County under SEPA. For example, in its letter, CNW repeatedly points to the County's September 12, 2016 Staff Report as proof of the completeness of its permit

application. The Staff Report is proof of no such thing,<sup>1</sup> but CNW's point is nonetheless indicative of the inconsistency in the rigor of the County's review of the proposed project—including lapses in public notice that have been extensively detailed in previous correspondence. While the County has undertaken important steps toward rebuilding the trust of the public and properly involving the public in the permit review process, such efforts do not resolve the inconsistencies on which CNW (albeit baselessly) relies. The only way to ensure that the proposed project is subject to the appropriate level of environmental review and the required processes that have *always* been necessitated under SEPA—is to formally withdraw the MDNS and re-commence the environmental review process from the beginning. CNW's most recent refusal to comply with the County's requests merely reinforces this conclusion.

In that context, the items raised in CNW's September 20 letter are each addressed in detail below.

### **1. Hours of Operation**

In response to the County's proposed restriction of the proposed mine's hours of operation to Monday through Friday, 7:00 a.m. to 5:00 p.m., CNW reiterates its baseless contention that the County effectively lacks the authority to restrict its hours of operation under SCC 14.16.440(10)(i)(i).

CNW has made this argument in previous correspondence. The Hearing Examiner has the authority to impose conditions on a permit under SEPA's substantive authority to mitigate the proposed project's adverse environmental impacts. See WAC 197-11-660 and RCW 43.21C.060. Because CNW's proposed project will result in documented adverse impacts related to noise and truck traffic (among other impacts), CNW's permit must be conditioned with restricted hours of operation. The adverse impacts from noise and truck traffic were discussed in our July 27 letter to the County, which also provided documentation of such impacts.

Moreover, since CNW has repeatedly asserted its right to unlimited hours of operation, its permit application must be reviewed under the presumption that the proposed gravel mine will be operating 24 hours per day, 7 days per week, every day of the year, which is not what was indicated in the Staff Report. It is simply impossible that such a project would, under a proper SEPA review, result in a threshold determination of nonsignificance, mitigated or otherwise. This indicates that the original SEPA threshold analysis was inadequate, and should be formally withdrawn.

### **2. Special Use Permit Criteria**

The County's July 6 letter identified nine (9) special use permit criteria that required further supporting evidence from CNW and expressly requested a noise and vibration study. Rather than respond to this request for more information, CNW suggests that the County cannot require a noise and vibration study because, first, the County's September 12 Staff Report

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<sup>1</sup> To the extent the Staff Report made any assertions, erroneous or otherwise, regarding the completeness of CNW's permit application, SCC 14.16.100(5) permits the County to request more information even after a determination of completeness is issued.

concluded that CNW's proposed project was in compliance with the special use criteria of SCC 14.16.900(1)(b)(v), and second, because CNW believes the site is "very isolated and no processing is proposed."

First, CNW paradoxically argues on the one hand that the County cannot impose certain conditions, but on the other hand seeks to use the County's Staff Report as a final arbiter of an issue necessitating further study. In any case, regardless of whether the September 12 Staff Report correctly deemed CNW's application complete, SCC 14.16.100(5) expressly permits the County to request more information subsequent to a determination of completeness. The County made precisely such a request, and CNW may not now point to the Staff Report as proof of its compliance with the special use criteria.

Second, the site of the proposed mine is not nearly as remote as CNW suggests. According to data obtained from ArcGIS, within one mile of the proposed gravel mine there are 100 households and nearly 250 residents; within two miles there are 374 households and nearly 1,000 residents; within three miles there are 752 households and nearly 2,000 residents. And this is only in reference to the mine itself—the truck trips generated by the mine would undoubtedly produce significant noise and vibration along Prairie Road and Grip Road (not to mention likely alternative haul routes that CNW's traffic analysis has never considered). The same data shows that the number of households that would be affected by the noise and vibration from truck traffic is close to 1,000. Pedestrians and cyclists use these roads as well, as do school buses. This is hardly the isolated operation that CNW depicts, and CNW offers no explanation for why these thousands of Skagit County residents would not be affected by a 68-acre gravel mine theoretically running up to 110 trucks *per hour* through their backyard. Simple logic and basic understanding of living in this environment reveals the adverse impact this proposal has on this neighborhood and community. A noise and vibration study would clarify the extent to which these neighbors would be affected by this aspect of the proposed project, and CNW's resistance to such a study is revealing. By its resistance, CNW suggests that its operation is likely to be more disruptive to the local community than it is willing to disclose.

Moreover, CNW's statement that "no processing is proposed" is inconsistent with statements from both CNW and the County regarding future on-site processing. Although certain of CNW's initial application materials suggested that no on-site processing would occur, both the MDNS and the Staff Report state that no on-site processing is proposed "at this time"—implying that future on-site processing was contemplated. When pressed to clarify this point, CNW's May 15 letter to the County stated only that no processing was proposed "in this application"—again implying that future on-site processing was contemplated. CNW's refusal to categorically state whether or not processing will occur on-site strongly suggests that it intends to process on-site at some point. Under SEPA, the full scope of the proposed project must be considered in order to prevent inappropriate phased or piecemeal review. See WAC 197-11-060(5)(d)(ii). Given that CNW has expressly reserved the right to pursue processing at this site in the future, CNW's project must now be reviewed on the basis of what has been reserved as a potential future activity—that such processing *will* occur at this site, as CNW has repeatedly indicated.

For these reasons, the County's request for more information regarding special use criteria, including a noise and vibration study, is more than justified, and CNW's refusal to comply with the County's request should be treated as a failure to respond under SCC 14.06.105.

### **3. Truck Trips**

The County's July 6 letter suggested that the maximum number of truck trips should be 46 per day, subject to the results of a third-party review of CNW's traffic analysis. CNW rejects this limit and again refers the County to the report and addendum from DN Traffic Consultants, but avoids acknowledging what that report and addendum actually say. The addendum proposed a theoretical limit of 110 truck trips per hour, but pointed out that there weren't enough trucks with pups in Skagit County to actually reach this limit. Effectively, then, CNW is refusing any limit to the number of truck trips, and the County's SEPA review of the proposed project must be based on the operation of a mine that will result in up to 110 trips per hour. As with the hours of operation issue discussed above, the MDNS was therefore erroneous and should be formally withdrawn.

### **4. Private Road Standards Applicable to the Access Road**

In response to the County's request to CNW to amend its application to ensure the access road's compliance with private road standards, CNW acknowledges the need for emergency vehicle access and agrees to a "reasonable performance standard that requires the access road be maintained to private road standards." However, CNW expressly excludes the existing approach and the Swede Creek bridge from this proposal. In essence, CNW recognizes the applicability of private road standards everywhere except where it is likely to trigger further critical areas review.

This is simply an effort to avoid the critical areas regulation by seeking a waiver of the private road standards in critical areas. The presence of critical areas is no basis for a waiver of private road standards. More importantly, there is no authority for such a waiver. See SCC 14.36.010; Skagit County Road Standards Section 2.03 ("In all cases, the application of these Standards shall be in conformance with the Critical Areas Ordinance"). There is no question that private road standards are applicable to the access road—the *entire* access road. See SCC 14.36.010; Skagit County Road Standards Section 3.02 and 3.05.B. There are, in addition, other critical areas near and along the access road—wetlands in particular—that are subject to critical areas review. It is not within CNW's authority to pick and choose the portions of the road that it will maintain in compliance with such standards in order to avoid critical areas review, and CNW's refusal to comply with the County's request for an amended application should be treated as a failure to submit requested information under SCC 14.16.105.

### **5. Spill Control Plan**

In response to the County's request for a site-specific spill control plan, CNW provides for the first time its Sand & Gravel General Permit, including a spill control plan. The spill control plan is a generic plan that contains no site-specific information other than the address and the plain



statement that “[t]he Grip Road site includes above ground mining.” This does not satisfy the County’s request for information.

The Sand & Gravel General Permit also raises a number of questions regarding the nature and scope of the proposed project. For example, there are references to a site plan that has never been shared with the public. There are, furthermore, references to a number of materials or processes that suggest CNW has not disclosed the full scope of its proposed project. These include chemical liquids, petroleum products, used oil, spent solvents, fertilizers, and pesticides, the purpose of which is never specified. There are likewise references to unhardened concrete, concrete truck washouts, and tanks that aren’t clearly consistent with a proposal to extract *and not process* gravel. The Sand & Gravel General Permit at one point refers to on-site tanks being subject to requirements regarding their construction, but elsewhere states that no tanks will be stored on-site. These discrepancies must be clarified before the project can be properly evaluated.

#### **6. Land Use Intensity Rating**

CNW continues to assert that a gravel mine is a moderate intensity land use under the land use impact definitions in SCC 14.04.020, and is therefore subject to only a 200-foot critical areas buffer under Skagit County’s Critical Area’s Ordinance, Chapter 14.24 SCC. “Moderate impact land use” is defined as:

land uses which are associated with moderate levels of human disturbance or substantial habitat impacts including, but not limited to, low-density residential (no more than one home per five acres), active recreation, and moderate agricultural land uses.

That definition could not possibly encompass an industrial gravel mine. Such a position is baseless. It is clear that under the County Code *all* commercial and industrial uses fall under the definition of “high impact land use” which is defined as:

land uses which are associated with high levels of human disturbance or substantial habitat impacts including, but not limited to, medium and high-density residential (more than one home per five acres), multifamily residential, some agricultural practices, and *commercial and industrial land uses*.

The County correctly pointed out, in its July 6 letter, that CNW’s project is a high intensity land use, and required CNW to amend its application materials to reflect this. In response, CNW, again, claims that the County has already “decided and approved” the project as a moderate impact land use subject to a 200-foot critical areas buffer. Again, though, the County has authority to request more information from a permit applicant under SCC 14.06.105. CNW cannot point to previous correspondence with the County as proof that its proposed mine would constitute a “moderate impact land use.” And, again, on the one hand CNW argues the County cannot impose conditions, seek new information or even change its determination based on new information, and on the other hand seeks to use the Staff Report as a final arbiter of an issue to avoid an accurate and lawful determination that restrains their activity. CNW’s refusal

to amend or even clarify its application to correctly identify the intensity of the land use constitutes a failure to respond under SCC 14.06.105, and the County should therefore deny the application.

### **7. Factual Discrepancies**

The County requested updated application materials in its March 14 letter, a request reiterated in the July 6 request. In response, CNW requests specific identification of the factual discrepancies contained in its application materials. Many of these discrepancies have been identified numerous times in previous correspondence between the County and CNW. They include:

- Inconsistencies regarding the hours of operation, which remain unresolved.
- Inconsistencies regarding the number of truck trips, which remain unresolved.
- Inconsistencies regarding on-site processing, which remain unresolved.
- Inconsistencies regarding noise, which remain unresolved.
- Inconsistencies regarding whether CNW plans to store fuel on-site. CNW indicated that fuel *will* be stored on-site, but has not amended its application to so indicate.
- Inconsistencies regarding the amount of gravel to be removed, which remain unresolved.
- Inconsistencies regarding the depth of the mine, which remain unresolved.

All of these discrepancies were discussed in detail in our March 3 letter to John Cooper of Skagit County Planning and Development and again in later correspondence. The County has followed up on several of these, but none of them have been meaningfully or sufficiently clarified.

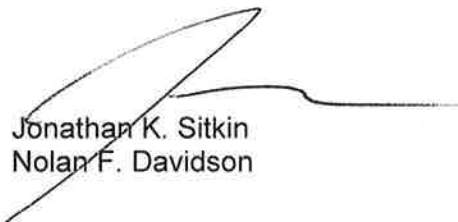
The County's March 14 request for updated materials has, as of the date of this letter, been ignored by CNW for more than 200 days. This is well beyond the time limit prescribed in SCC 14.16.105. Accordingly, the County has a nondiscretionary obligation to deny the permit application for failure to timely submit requested information. CNW is free to reinstate review by submitting a new application consistent with all current requirements. SCC 14.16.105(4). This would have the added benefit of allowing the public to make informed comments throughout the SEPA process.

Our clients recognize and appreciate the steps the County has undertaken to regain the public's trust following the deficiencies in SEPA review and public notice that have been highlighted in previous correspondence and need not be discussed in detail here. CNW, on the other hand, has made clear its intention to shirk proper review under SEPA in any way it can, including an open refusal to respond to the County's requests for information. The County must recognize CNW's response—or rather, its refusal to respond—as a failure to submit requested information under SCC 14.06.105, and accordingly deny the permit.

Thank you for your consideration.

Sincerely,

CHMELIK SITKIN & DAVIS P.S.



Jonathan K. Sitkin  
Nolan F. Davidson

JKS/NFD/rsv

cc: Client

John Cooper, Skagit County Planning & Development (hard copy only)

November 2, 2017

Dale Pernula

Director, Skagit County Planning and Development Services  
1800 Continental Place  
Mount Vernon, WA 98273

Re: Concrete Nor'west Gravel Mine Permit Application PL16-0097

Dear Mr. Pernula:

We have generally been encouraged by the way that Skagit County has stepped up to the plate since early in 2017 with regard to the Concrete Nor'west (CNW) gravel mine permit application. We were especially heartened by the recent notice you issued to CNW that its application would be rejected if it does not submit the additional information the County has requested by the November 2017 deadline. However, your apparent subsequent granting of a 120-day extension to CNW has caused us to seriously question the County's adherence to County code and its commitment to a transparent process.

On October 25, 2017, attorneys and other representatives for Central Samish Valley Neighbors (CSVN) received an email message from Deputy Prosecuting Attorney Julie Nicoll that included an October 24, 2017 email memo from you to CNW. This memo responded to CNW's September 20, 2017 letter to PDS. Your memo to CNW states that CNW has not yet provided the additional information for its permit application that was requested by PDS, pursuant to Skagit County Code (SCC) 14.06.100(5), in its letters to CNW of March 14, 2017 and July 6, 2017. The memo goes on to state that, per SCC 14.06.105(1), if CNW fails to submit the requested information by 120 days from July 6, 2017 (November 3, 2017), PDS will reject CNW's application.

**We believe that your memo of October 24, 2017 correctly states the applicable requirements of SCC 14.06.105 and that this decision should stand.**

On October 30, 2017, Ms. Nicoll forwarded to CSVN an email exchange, dated October 27, 2017, between CNW and you. In an email sent at 10:36 AM, Dan Cox of CNW refers to what was apparently a phone discussion between the two of you that had taken place earlier the same day, and thanks you for your willingness to grant CNW an extension under SCC 14.06.105. Cox goes on to state, "As we discussed, we would like to set up a time to meet with you and your staff anytime on or after November 8<sup>th</sup>."

In a response to Cox at 4:27 PM, you confirm that PDS has granted CNW's request for an extension to February 25, 2018, provided that CNW transmits to PDS a schedule for submittal of the requested additional information by November 3, 2017. You go on to indicate that if Cox would like to set up a meeting, he should provide specific dates and times he is available the week of November 13<sup>th</sup>.

In a reply to you at 4:49 PM, Cox thanks you for PDS' approval of the extension request and states, "As we discussed this afternoon, beyond committing to the February 25, 2018 timeline it will be impossible for us to submit a reasonable schedule until we are able to meet with PDS to clarify the additional requested information. You indicated this approach will suffice and will not jeopardize this extension."

**The conclusion we draw from this somewhat vague email exchange is that you have granted a permit extension. If this is so, and if there is no other written record of a timely, written extension request from CNW, as required by County Code (none is posted on the County website in the public record), then we strenuously object to these back door methods, and especially to the County not requiring submittal of the additional requested information by the end of the 120-day period ending November 3, 2017.**

SCC 14.06.105(1) states as follows:

If additional information is requested pursuant to SCC 14.06.100(5), an applicant has 120 days to submit the required information. If all of the requested information is not received within 120 days, the Administrative Official or designee shall deny the application for failure to timely submit requested information consistent with Subsection (3) of this Section, unless the following exception applies:

- (a) The Department may grant 1 or more (although not exceeding 3) 3-month extensions to this time frame if the following criteria are met:
  - (i) A written request for extension is submitted at least 21 days prior to the expiration date; and
  - (ii) The applicant demonstrates that circumstances beyond the control of the applicant prevent timely submittal of the requested information; and
  - (iii) The applicant provides a reasonable schedule for submittal of the requested information.

Subparagraph (a) above requires that ALL of the listed criteria (i) through (iii) be met in order for PDS to grant a 120-day extension. CNW has met NONE of these criteria:

1. To meet criterion (i) above, CNW would have had to submit a written request for extension by 21 days prior to November 3, 2017, or October 13, 2017. To our knowledge, CNW submitted no such request. Neither is there any reference in the October 24, 2017 and October 30, 2017 correspondence between Dan Cox and you to any such written request from CNW by the required date.
2. CNW has at no point demonstrated that circumstances beyond its control have prevented timely submission of the requested information. CNW has had since July 6, 2017 (arguably since March 14, 2017) to either submit the information requested or demonstrate why it is unable to do so. Its response thus far has been to stonewall the request by disagreeing with its validity.
3. CNW has not provided a reasonable schedule for submittal of the requested information.

You may cite SCC 14.06.105(5) as the justification for your informal and cursory granting of an extension to CNW. 14.06.105(5) states as follows:

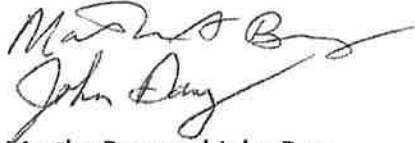
The Administrative Official or designee may, at their discretion, extend this 120-day time frame for submitting additional information when the information requested is dependent upon another County department or outside agency review, or under similar circumstances.

We strongly believe that 14.06.105(5) does not apply to this situation. None of the information requested in PDS' letter to CNW of July 6, 2017 was dependent on another County department or outside agency review, nor have any "similar circumstances" been identified by PDS that would justify granting this extension. Also, CNW would presumably still have had to submit a written request for an extension by October 13, 2017 in order for the request to be valid. Its failure to do so is emblematic of its lack of a "good faith" effort to comply with PDS requirements thus far. PDS needs to hold CNW accountable for this now, not drag out the process even further.

We are very concerned about this turn of events. This extension has seemingly been granted informally, without any written record, counter to requirements of County code. And even more concerning, it appears that the stage is being set for very important decisions – regarding any additional assessments or evaluations that will be required for the project – to be made in a closed door meeting between CNW and planning officials. Once again, we find this most recent PDS decision completely lacking in transparency; it will further undermine public confidence in the permitting process and the proposal.

**The appropriate course of action for Skagit County at this point is to clarify the intent of the email exchange, rescind the extension and deny the permit application if CNW fails to provide the additional information requested by the November 3, 2017 deadline. In addition, the proceedings of any meetings held between the County and CNW to “clarify” information requests need to be very clearly reported in the public record.**

Sincerely,

Handwritten signatures of Martha Bray and John Day. The signature for Martha Bray is written above the signature for John Day.

Martha Bray and John Day

Cc: Skagit County Commissioners  
Julie Nicoll  
Jon Sitkin



OFFICE: 360.217.3321  
FAX: 360.757.3813

PO Box 281  
Mount Vernon, WA 98273-0280

November 21, 2017

Via E-mail: Dale Pernula <dalep@co.skagit.wa.us>, Johnc@co.skagit.wa.us

Skagit County Planning and Development Services  
1800 Continental Place  
Mount Vernon, WA 98273

RE: Proposed schedule - PL16-0097

Dear Mr. Pernula,

Since receipt of your October 24, 2017 letter, we have requested and you have approved an extension to submit additional information on or before February 25, 2018. In that letter you also requested we provide a reasonable schedule for submittal of the additional information. Further, we agreed that prior to submitting the schedule, we would have a meeting to clarify several of the County's requests, which we were able to accomplish yesterday and we thank you for meeting with us. Based on our meeting and the clarifications you provided, we wanted to provide the proposed schedule as requested.

One of the remaining items is to submit a Noise and Vibration Study which will need to be prepared by a consultant. We are in the process of hiring a consultant and approving the scope of work. Our goal is to be able to provide the finished report on or before February 25, 2018.

Beyond the Noise and Vibration Study, the remaining issues can be addressed by our existing team who are working through each item. Since several items like hours of operation and truck trips may be impacted by the Noise and Vibration Study, we do not feel it is appropriate to piecemeal our response. For that reason, and in an effort to provide the additional information in an organized and cohesive fashion, we are proposing one submittal with all of the requested information, on or before February 25, 2018. If we are able to complete this work sooner, we will certainly do so.

We also look forward to the County's consultant completing the third party review of the traffic impacts. We would appreciate receiving this report or at least a schedule update from Public Works no later than January 29, 2017. This will give our team adequate time to review and complete our submittal or request a schedule change.

We appreciate the communication with the County, and are looking forward to providing the additional information in a timely fashion so that you may continue review of the application. I will provide a schedule update on or before January 5<sup>th</sup> reporting progress and timeline for the Noise and Vibration Study and completion of work. Please contact me directly with any further information you may need.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Cox', written over a white background.

Dan Cox

General Manger

Miles Sand & Gravel Company

WWW.MILES.ROCKS



## John Cooper

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**From:** Martha Bray <mbray1107@gmail.com>  
**Sent:** Thursday, December 14, 2017 12:56 PM  
**To:** Ryan Walters; John Cooper  
**Cc:** Julie S. Nicoll  
**Subject:** FW: CNW proposed mine - Grip-Prairie Roads (PL16-0097)

Dear Mr. Cooper and Mr. Walters:

Since Dale Pernula is gone, I am writing to you. We are, just now, in receipt of Concrete Nor'West's latest letter to the County dated November 21, 2017. Dale had assured me that he would let me know the outcome of the meeting between the County and CNW. I see in CNW's letter that the meeting occurred on November 20th. The only record of this meeting seems to be the (Nov 21) letter from CNW. In this letter, there is reference to conducting a noise and vibration study; a contracted third party review of the traffic impacts, and some vague reference to "remaining issues" to be addressed by [CNW's] "existing team". Is there some further communication from the County to CNW regarding the specifics of what additional information is being required? Surely the County has put something in writing regarding the specific requirements that were discussed at the meeting, and not just left it up to CNW to summarize and interpret.

As you know, there are a number of significant concerns that have been repeatedly brought to light by many residents of our community -- concerns that require additional assessment and evaluation, and which are not mentioned in CNW's latest letter. Further, without knowing the scope of the third party review of traffic impacts, we have no assurances that it will be adequate.

Finally, we have never seen anything from the County in writing concerning the extension of the permit deadlines. The only reason we knew about the extension is because Ms. Nicoll forwarded email communications between the County and CNW, and even in those emails, there was never any clear acknowledgment from County personnel that the extension had been granted. Per our November 2, 2017 letter, this appears contrary to County code. Beyond that, the process seems to have become increasingly ill-defined, poorly documented, and certainly not transparent for concerned citizens.

None of this is instilling much confidence in us that the community's concerns are being addressed. Lastly, our November 2, 2017 letter has still not been posted on the public website. We would appreciate seeing it there along with the other public records.

Thank you for your time and consideration. I look forward to hearing back.

Sincerely,

Martha Bray

December 28, 2017

**VIA REGULAR U.S. MAIL & E-MAIL**  
*julien@co.skagit.wa.us*

Julie S. Nicoll  
Deputy Prosecuting Attorney  
Skagit County  
Civil Division – Planning & Development Services  
605 S. 3rd Street  
Mount Vernon, WA 98273-3867

**RE: EXTENSION GRANTED TO CONCRETE NOR'WEST IN VIOLATION OF  
SKAGIT COUNTY CODE**

Dear Ms. Nicoll:

This letter is written in response to the County's October 24, 2017 decision to grant Concrete Nor'West ("CNW") an extension to provide the County with requested information regarding CNW's deficient permit application.<sup>1</sup> This extension was granted in flagrant violation of the Skagit County Code, which expressly requires that the permit application be denied.

SCC 14.06.105 is clear and unambiguous. Extensions to requests for information may *only* be granted if three specific conditions are met. First, a written request for extension must be submitted 21 days prior to the specified deadline. Second, the applicant must demonstrate that circumstances beyond the control of the applicant prevented timely submittal of the requested information. Third, the applicant must provide a reasonable schedule for submittal of the requested information. There is no authority for the County to grant an extension if these conditions have not been met.

*None* of these conditions were met in CNW's case. CNW did not submit a written request for an extension until an email on October 27 memorializing an off-the-record discussion with the County's Director of Planning & Development Services. Thus, CNW's request for an extension, such as it was, came only 7 days prior to the deadline—two weeks beyond the last date to request an extension. Second, CNW made no attempt to explain how circumstances beyond their control prevented a timely

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<sup>1</sup> The Skagit County Planning Department has issued multiple requests for more information related to CNW's permit application over the past year. CNW has yet to provide the County with the requested information, yet the County granted an extension in violation of the County Code. The County's most recent request for information from CNW was dated July 6, 2017. CNW's response on September 21, 2017, over two months later, provided no substantive information, arguing instead that the information had either already been provided or was not within the County's authority to request. The Skagit County Code sets a 120-day time limit on such responses. The County wrote to CNW on October 24 to state that CNW's failure to respond with the requested information by November 3 would constitute an abandonment of the permit application pursuant to SCC 14.06.105. On October 30, we were provided an email chain between CNW and the County indicating that, after an October 27 discussion with CNW (no record of which has been provided), the County had decided to grant an extension through February 25, 2018, on the condition that CNW provide, by November 3, a reasonable schedule for producing the requested information.

submittal of the information. Indeed, CNW's previous correspondence indicated that CNW simply did not believe the County had the authority to request such information, which is incorrect for the various reasons discussed in our previous correspondence on this matter. Third, as for the required "reasonable schedule," the County gave CNW until November 3, 2017, to submit it. CNW immediately repudiated this deadline, stating that they would not provide a schedule until after a meeting with the County that, at the time, had not been scheduled.

Furthermore, a decision to grant an extension is an act taken by the County, the findings for which must be documented in a final decision in order to allow for appeal. The County has never issued a final decision on this extension; the most it has done is privately email CNW to confirm that an extension had been granted. The County has yet to post any final decision or formal writing to its website to disclose to the public that an extension was granted. Indeed, the only indication on the County's website that an extension has been granted is a November 21 letter not from the County but from CNW.<sup>2</sup> There is no confirmation from the County that the terms outlined in this letter accurately reflect the County's expectations regarding the information that CNW is required to provide.

The County's grant of an extension to CNW is in plain violation of the County Code, and CNW's permit application must therefore be administratively denied, as the County expressly stated in its October 25 letter to CNW. SCC 14.06.105 is a mandatory provision; it states that the failure to timely respond to a request for more information "shall" effect a denial of the application. The County staff has no discretion to bend the rules or make up new rules for CNW. Moreover, even if the County's offer of an extension had been valid, CNW has plainly failed to comply with the stated conditions by refusing to provide a reasonable schedule for submittal of the requested information within the prescribed deadline. The County cannot simply disregard the County Code in this manner.

The meeting between CNW and the County to discuss the "reasonable schedule" requirement raises other concerns. The County originally required a schedule by November 3, which CNW rejected out of hand. This meeting did not occur until several weeks later, and despite repeated requests for updates, the public did not learn of the meeting until several weeks after that—and then only when we were provided a copy of the November 21 letter from CNW memorializing the meeting (which was not posted to the County's website until mid-December). CNW's November 21 letter indicates that the County provided certain "clarifications" regarding the earlier requests for information. No written account of the meeting from the County's perspective has yet been provided, so it remains unclear to what extent CNW is being held to the County's original requests for information (which, it is worth noting, did not lack for clarity in any case).

The meeting plainly *did* result in changes to the requirements imposed on CNW's permit application by the County. For example, the County has apparently decided to pursue a third-party review of CNW's traffic study—which we only became aware of through CNW's November 21 letter. Given that this review process had previously been put on hold due to CNW's failure to adequately respond to the County's requests for information, it's not clear what was discussed at the meeting or what (if anything) has changed so as to justify the third-party review now. Moreover, although an objective review of CNW's traffic study is clearly warranted and necessary, CNW's traffic study is now nearly two years out of date. Before taxpayer funds are spent on a third-party review of that study, the County should require CNW to provide a revised traffic study with more current data based upon a revised scope of work, as we have communicated in the past. More importantly, the scope of any third-party review should have been disclosed to the public for comment. Concerned citizens have

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<sup>2</sup> At the time of this writing, the link to CNW's November 21 letter on the County's website is not even functional.

expressed significant and substantial comments to the County staff regarding road, pedestrian, and traffic safety. The depth and scope of any traffic assessment—whether CNW's own traffic study or a third-party review thereof—is a matter necessitating public input.

The public frustrations regarding the County's lack of transparency on this permit application has been repeatedly expressed to County officials. The County has now negotiated the terms of an (already unlawful) extension behind closed doors with no public participation or awareness, making it difficult to ignore the growing suspicion that the County's lack of transparency is, at this point, not simply an accident or oversight. While the County had taken steps toward providing for some public awareness by maintaining all correspondence with CNW on the County's website, that practice appears to have been abandoned, opting instead for closed door meetings with decisions of the County prepared and memorialized by CNW. To abandon the practice of open, written communication with CNW at this stage would be a tremendous disservice to the public and a violation of the tenets of good government. If CNW had valid questions that they believed required answers prior to their submittal of a reasonable schedule—which is unlikely, given the clarity of the County's requests—then CNW should have put those questions in writing and the County should have responded in writing, consistent with past practice. The closed-door meeting with CNW and subsequent actions and inactions by the County has damaged the public trust, which the County had appeared to be attempting to regain.

In the end, CNW's stalling on providing the requested information is indicative of its disregard for the environmental review necessitated by its permit applications under both state law and the County Code, and its open repudiation of an extension whose terms were already more favorable than the County Code allows is merely the latest expression of this disregard. Now, the County's grant of an unlawful extension indicates the County's apparent intent to accommodate CNW's disdain to the detriment of the public. The County should—and indeed, is required to under SCC 14.06.105—deny CNW's permit application for failure to timely respond to a request for more information.

Thank you for your consideration.

Sincerely,

CHMELIK SITKIN & DAVIS P.S.



Nolan F. Davidson

JKS/NFD/rsv

cc: Client

John Cooper, Skagit County Planning & Development (hard copy only)