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July 27, 2017

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.\(^1\) 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.\(^2\)

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).

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

² 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,³ 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

³ 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.

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- 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.⁴ 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,⁵ 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. 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

⁴ 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.

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

⁶ 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)

Vehicle Accident

NatureDesc

6.202	Column Labels	Labels													Average
Count of Category	2005	2006	2002	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Grand Total	Per Year
Prairie Rd / Old 99 Intersection	11	2	6	7	2	4	m	7	6	Ŋ	4	5		63	5.0
Prairie Rd - S-Curves, Near Friday Ck	2		m	m		Н	ťή	1	5		7		7	22	1.8
Prairie Rd - Park Ridge Ln / Water Hazard Area	1			Н	П	Н	7	7		1	1			00	9.0
Prairie Rd - Water Hazard to F&S Grade Rd			1	1	Н				1		1			Ŋ	0.4
Prairie Rd / F&S Grade Rd Intersection	e		1	2	3		1	2	Н	2	1	4	+	21	1.7
Prairie Rd / Grip Rd Intersection	4	2	1	н		2	1					7	m	15	1.2
Grip Rd - Prairie Rd to Proposed Pit Entrance						Н		Н	Н	1			Н	Ŋ	0.4
Old 99 - Prairie Rd to Samish River	1	Ц					н				2	5		. 01	0.8
Old 99 - Samish River to CNW Pit Entrance	12		4	1	4	2	m	Ŋ	Н	7	4	S	2	84	3.8
Grand Total	X	Ŋ	16	Ħ	Ħ	14	13	17	100	11	15	20	6	197	15.8
NatureDesc	Traffic	Traffic Enforcement	ment												
Count of Category	Column Labels	Labels													Average
Row Labels	2002	2006	2002	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Grand Total	Per Year
Prairie Rd / Old 99 Intersection	4		ø	∞	11	9	σ	7	12	13	13	თ	2	105	8.4
Prairie Rd - S-Curves, Near Friday Ck		2				2						1		5	0.4
Prairie Rd - Park Ridge Ln / Water Hazard Area	Н		н		Ч		Н	IJ		∞			П	14	1,1
Prairie Rd - Water Hazard to F&S Grade Rd					\vdash							Н		2	0.2
Prairie Rd / F&S Grade Rd Intersection		7	н	m	∞	3	Э	1	Н	m		IJ		25	2,0
Prairie Rd / Grip Rd Intersection		ч		↔	7	2	7						1	œ	9.0
Grip Rd - Prairie Rd to Proposed Pit Entrance					Н			1		Н	н			4	0,3
Old 99 - Prairie Rd to Samish River		Ţ			Н			2	2	2	2	33		16	1.3
Old 99 - Samish River to CNW Pit Entrance	6	15	2	14	23	28	21	10	14	15	12	11	9	183	14.6
Grand Total	14	20	51	56	47	41	36	22	32	42	82	92	13	362	29.0
NatureDesc	Tra	Traffic Hazard	2												
Count of Category	Column Labels	Labels													Average
Row Labels	2002	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Grand Total	Per Year
Prairie Rd / Old 99 Intersection	4	9		ĸ	9	7	9	4	m	2	ø	m	ю	58	4.6
Prairie Rd - S-Curves, Near Friday Ck		7	1				2							4	0.3
Prairie Rd - Park Ridge Ln / Water Hazard Area		1			1	4		1		Н	m	4		15	1.2
Prairie Rd / F&S Grade Rd Intersection		3	2	3	2		m	2	4	4	М			29	2.3
Prairie Rd / Grip Rd Intersection	1	1	Н			7	1	1						7	9.0
Grip Rd - Prairie Rd to Proposed Pit Entrance								1						1	0.1
Old 99 - Prairie Rd to Samish River	1				1		1	1			1			S	0.4
Old 99 - Samish River to CNW Pit Entrance	∞	11	7	,	œ	7	4	4	۲۲	-	c۲	2	۲	61	0 1
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*Data for 2017 is thru 7/17

Vehicle Accident

NatureDesc

Count of Category Prairie Rd / Old 99 Intersection													
Prairie Rd / Old 99 Intersection	January	February	March	April	May	June	July	August	September	October	November	November December Grand Total	Grand Total
	9	н	4	00	4	D	7	Ŋ	9	m	00	9	63
Prairie Rd - S-Curves, Near Friday Ck		7		m		2	⊣	2	4	1		4	22
Prairie Rd - Park Ridge Ln / Water Hazard Area	1			1	₩			1	1	1	1	1	00
Prairie Rd - Water Hazard to F&S Grade Rd							1	2			₽	1	5
Prairie Rd / F&S Grade Rd Intersection	2	33	2	2	7	2	1	1	2	1	1	2	21
Prairie Rd / Grip Rd Intersection	2		1			m	П	2	1	1	m	1	15
Grip Rd - Prairie Rd to Proposed Pit Entrance		1		н	~			1	н				5
Old 99 - Prairie Rd to Samish River	Н	П			П		⊣			m	2	1	10
Old 99 - Samish River to CNW Pit Entrance	∞	4	2	6	2	n	2	4	2	2	2	2	48
Grand Total	20	12	12	24	11	18	14	18	17	15	18	18	197
	ı		,										
NatureDesc	Irat	гатіс Елтогсеме	ent										
Count of Category	Column Labels	els											
Row Labels	January	February	March	April	May	June	July	August	September	October	November	November December	Grand Total
Prairie Rd / Old 99 Intersection	11	9	7	6	∞	9	12	11	14	6	9	9	105
Prairie Rd - S-Curves, Near Friday Ck				2			1	1	Ħ				5
Prairie Rd - Park Ridge Ln / Water Hazard Area	1			Т	н	2		7		1		Н	14
Prairie Rd - Water Hazard to F&S Grade Rd						7	1						2
Prairie Rd / F&S Grade Rd Intersection	m	e	1	—		4	4	33		4	1	e	25
Prairie Rd / Grip Rd Intersection		1		₽		2		ĸ)			1		8
Grip Rd - Prairie Rd to Proposed Pit Entrance				\vdash		Ţ	Ţ	⊣					4
Old 99 - Prairie Rd to Samish River		1		H	က		7	33	1		Н	e	16
Old 99 - Samish River to CNW Pit Entrance	13	18	12	21	15	15	16	11	17	13	14	18	183
Grand Total	28	53	21	37	27	31	37	40	33	27	23	29	362
NatureDesc	L	Traffic Hazard											
Count of Category	Column Labels	els											
Row Labels	January	February	March	April	May	June	July	August	September	October	November	November December	Grand Total
Prairie Rd / Old 99 Intersection	7	9	П	7	П	00	4	2	5	00	2	4	28
Prairie Rd - S-Curves, Near Friday Ck				П			2	7					4
Prairie Rd - Park Ridge Ln / Water Hazard Area	2	2	П	7	2	1	2	1		2		1	15
Prairie Rd / F&S Grade Rd Intersection	1	m	2	3	1	4	Н	3	9	4	1		53
Prairie Rd / Grip Rd Intersection	1	1		1			2	2					7
Grip Rd - Prairie Rd to Proposed Pit Entrance										1			1
Old 99 - Prairie Rd to Samish River				⊣	1			\leftarrow		7		↔	2
Old 99 - Samish River to CNW Pit Entrance	∞	1	7	2	m	4	9	00	m	6	9	4	61
Grand Total	19	13	11	16	00	17	17	21	14	22	6	10	180

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	9	4	6	7	12	12	13	63
Prairie Rd - S-Curves, Near Friday Ck	3	1	2	2	Н	m	7	22
Prairie Rd - Park Ridge Ln / Water Hazard Area	П	П	1	1	3		Π	00
Prairie Rd - Water Hazard to F&S Grade Rd		1		8	Н			ı Lı
Prairie Rd / F&S Grade Rd Intersection	5	2	1	4	2	9	7	21
Prairie Rd / Grip Rd Intersection	m		1	m	4	m		15
Grip Rd - Prairie Rd to Proposed Pit Entrance				₽	1	. 		, r
Old 99 - Prairie Rd to Samish River	П		-		l m		1 (, 5
Old 99 - Samish River to CNW Pit Entrance	∞	m	9	11	ıvı	n v	10	7 07
Grand Total	27	12	21	35	32	33	37	197
NatureDesc	Traffic Enforcement							
Count of Category	Column Labels							
Row Labels	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Grand Total
Prairie Rd / Old 99 Intersection	12	11	10	. 19	23	21	6	105
Prairie Rd - S-Curves, Near Friday Ck		1	г		m			5
Prairie Rd - Park Ridge Ln / Water Hazard Area		9	5	₽	1		Н	14
Prairie Rd - Water Hazard to F&S Grade Rd				7			П	2
Prairie Rd / F&S Grade Rd Intersection	S	es	e	ю	4	4	ĸ	25
Prairie Rd / Grip Rd Intersection		Н		2	1	4		∞
Grip Rd - Prairie Rd to Proposed Pit Entrance			3		1			4
Old 99 - Prairie Rd to Samish River		9	1		æ	4	2	16
Old 99 - Samish River to CNW Pit Entrance	28	23	31	28	33	20	20	183
Grand Total	45	51	ħ	33.	69	233	36	362
NatureDesc	Traffic Hazard							
Count of Category	Column Labels							
Row Labels	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Grand Total
Prairie Rd / Old 99 Intersection	2	∞	6	11	∞	. ∞	. 6	58
Prairie Rd - S-Curves, Near Friday Ck		1			1	2		4
Prairie Rd - Park Ridge Ln / Water Hazard Area	1	2	3	2	1	က	8	15
Prairie Rd / F&S Grade Rd Intersection	2	Н	7	4	9	2	7	29
Prairie Rd / Grip Rd Intersection		⊣	1				Ŋ	7
Grip Rd - Prairie Rd to Proposed Pit Entrance					П			H
Old 99 - Prairie Rd to Samish River		↔	1		1		2	2
Uld 99 - Samish River to CNW Pit Entrance	∞ ;	m ¦	11	10	10	6	10	61
Grand Lotal	1 0	17	32	27	78	24	36	180

Vehicle Accident

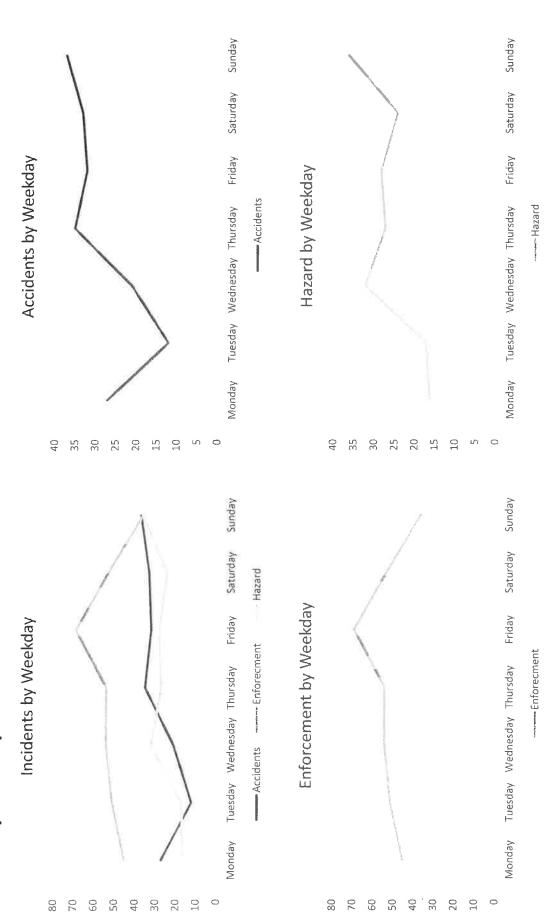
NatureDesc

	Wee Hours	Morning	Mid Day	Evening	Late Evening	
Row Labels	Midnight to 5:30AM	5:30AM - 9:00AM	9:00AM to 3:30PM	3:30PM to 7:00PM	7:00PM to Midnight	Grand Ibotal
Prairie Rd / Old 99 Intersection	15	11	28	∞	1	63
Prairie Rd - S-Curves, Near Friday Ck	4	4	80	m	m	22
Prairie Rd - Park Ridge Ln / Water Hazard Area		ന	m	1	. +-	¦ ∝
Prairie Rd - Water Hazard to F&S Grade Rd	1	₩	+		1 0) L
Prairie Rd / F&S Grade Rd Intersection	ī	2	10	•	l m	, 5
Prairie Rd / Grip Rd Intersection	7	4	4	1.)	1,5
Grip Rd - Prairie Rd to Proposed Pit Entrance	-		t ov		*	CI 1
Old 99 - Prairie Rd to Samish River	1 +		ກເ	,	T	n
Old Oo Samily Birman Oniversity College	٦ ;		Λ	₩.	m	10
Old 39 - Samish River to CNW Pit Entrance	12	11	16	N	4	48
Grand libital	46	36	78	19	18	197
NatureDesc	Traffic Enforcement					
Count of Category	Column Labels					
	Wee Hours Midnight to	Morning 5:30AM -	Mid Day 9:00AM to	Evening 3:30PM to	Late Evening 7:00PM to	
Row Labels	5:30AM	9:00AM	3:30PM	7:00PM	Midnight	Grand Total
Prairie Rd / Old 99 Intersection	19	20	48	13	2	105
Prairie Rd - S-Curves, Near Friday Ck	1		4			Ŋ
Prairie Rd - Park Ridge Ln / Water Hazard Area	5	2	9	1		14
Prairie Rd - Water Hazard to F&S Grade Rd			2			2
Prairie Rd / F&S Grade Rd Intersection	7	9	14	m		25
Prairie Rd / Grip Rd Intersection	1	2	cc	1	\vdash	00
Grip Rd - Prairie Rd to Proposed Pit Entrance		1	m			4
Old 99 - Prairie Rd to Samish River	5	9	m	2		16
Old 99 - Samish River to CNW Pit Entrance	36	27	76	35	6	183
Grand Total	69	64	159	55	15	362
NatureDesc	Traffic Hazard					
Count of Category	Column Labels Wee Hours Midnight to	Morning 5:30AM -	Mid Day 9:00AM to	Evening 3:30PM to	Late Evening 7:00PM to	
Row Labels	5:30AM	9:00AM	3:30PM	7:00PM	Midnight	Grand Total
Prairie Rd / Old 99 Intersection	10	12	19	10	7	58
Prairie Rd - S-Curves, Near Friday Ck			4			4
Prairie Rd - Park Ridge Ln / Water Hazard Area	5		4		9	15
Prairie Rd / F&S Grade Rd Intersection	4	4	11	4	9	29
Prairie Rd / Grip Rd Intersection	1	2	m		1	7
Grip Rd - Prairie Rd to Proposed Pit Entrance				Ţ		1
Old 99 - Prairie Rd to Samish River	2		2		Н	5
Old 99 - Samish River to CNW Pit Entrance	18	00	19	5	11	61
Grand Total	40	26	62	20	32	007

Enforcement

Hazard

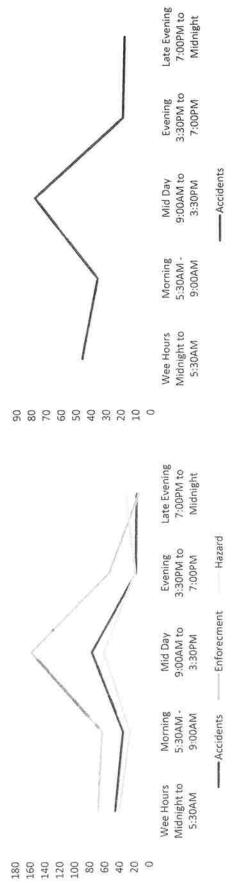
Incidents By Weekday



Incidents By Time of Day

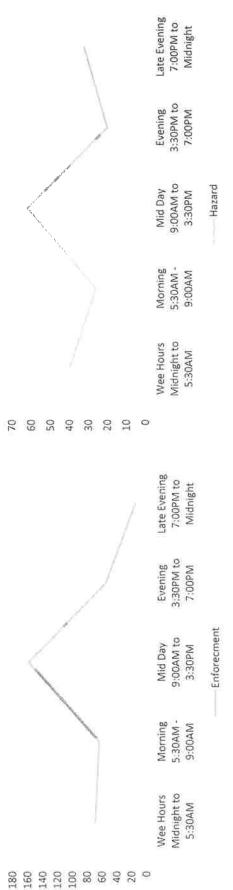
Incidents by Time of Day

Accidents by Time of Day





Enforcement 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	Enforecment
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	Enforecment
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	46
Midnight to 5:30AM	40
Morning	36
5:30AM - 9:00AM	50
Mid Day	78
9:00AM to 3:30PM	/0
Evening	19
3:30PM to 7:00PM	19
Late Evening	18
7:00PM to Midnight	10

Time of Day	Enforecment				
Wee Hours	69				
Midnight to 5:30AM	09				
Morning	64				
5:30AM - 9:00AM	04				
Mid Day	159				
9:00AM to 3:30PM	139				
Evening	55				
3:30PM to 7:00PM	33				
Late Evening	15				
7:00PM to Midnight	15				

Time of Day	Hazard
Wee Hours	40
Midnight to 5:30AM	40
Morning	26
5:30AM - 9:00AM	20
Mid Day	62
9:00AM to 3:30PM	62
Evening	70
3:30PM to 7:00PM	20
Late Evening	32
7:00PM to Midnight	32

Estimated Accident Totals Using Cited NHTSA Study

		Estimated	Total Estimated
Location	2005-2017	Unreported	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 F	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
Grand Total	197	60	257

Estimated accident totals were generated using this report:

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

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WhereID		Road	WhereDescription	Route	Route Description
1 2	07, Major Collector 07, Major Collector		Old 99 - Prairie Rd to Samish River Old 99 - Samish River to CNW PIt Entrance	1 2	
3	07, Major Collector	Intersection	Prairie Rd / Old 99 Intersection	3	
4 5	07, Major Collector 07, Major Collector		Prairie Rd - S-Curves, Near Friday Ck Prairie Rd - Park Ridge Ln / Water Hazard Area	4 5	
6	07, Major Collector	Road	Prairie Rd - Water Hazard to F&S Grade Rd	6	
7	07, Major Collector		Prairie Rd / F&S Grade Rd Intersection	7	
B 9	07, Major Collector 08, Minor Collector		Prairie Rd / Grip Rd Intersection Grip Rd - Prairie Rd to Proposed Pit Entrance	8 9	
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11 12				11 12	
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14 15				14 15	
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J.

ID	Route	Location	Туре	Incident	Nature	Area	Arme	PM Peak	Business Hours	Haur	Minute	Time	Day P	Month Year	Date
1	Haul	6000 Block Old 99 & Prairie Road	Accident	12-06488		RSC02	SCSO		No	21		21:34:52	2b	5 2012	5/26/2012
1	Haul	6000 Block Old 99 & Prairie Road	Accident	14-04409		RSC02	SCSO		Yes	14		14:03:21	9	4 2014	4/9/2014
1	Haul	6000 Block Old 99 & Prairie Road	Accident	15-16999		RSC02		Peak PM	Yes	16		16:28:06	20		11/20/2015
1	Haul Haul	6000 Block Old 99 & Prairie Road 6000 Block Old 99 & Prairie Road	Accident Accident	16-01294	Traffic Hazard	RSC02 RSC02	SCSO SCSO		No Yes	19 17		19:20:21	29	1 2016	1/29/2016
1	Haul	6000 Block Old 99 & Prairie Road	Accident	12-08570		RSC02			No	18		17:25:30 18:17:56	7	4 2013 7 2012	4/10/2013 7/7/2012
1	Haul	6000 Block Old 99 & Prairie Road	Accident	12-14159		RSC02			Yes	12		12:11:26	19		10/19/2012
1	Haul	6000 Block Old 99 & Prairie Road	Accident	13-13029	XMVAU	RSC02	SCSO	Other	Yes	15		15:43:11	9	9 2013	9/9/2013
1	Hauf	6000 Block Old 99 & Prairie Road	Abandoned	43.00536											
1	Haui Haul	6000 Block Old 99 & Prairie Road 6000 Block Old 99 & Prairie Road	Enforcement Enforcement	12-08570		RSC02 RSC02		Other Peak PM	No	18 17		18:17:56	7	7 2012	7/7/2012
1	Haul	6000 Block Old 99 & Prairie Road	Enforcement	13-13029		RSC02			Yes	15		17:25:30 15:43:11	10	4 2013 9 2013	4/10/2013 9/9/2013
1	Haul	6000 Block Old 99 & Prairie Road	Enforcement		Traffic Enforce	RSCOZ		Other	No	22		22:00:02	22		12/22/2015
1	Haul	6000 Block Old 99 & Prairie Road	Hazard		. Traffic Hazard	R5C02	SCSO	Other	No	0	14	0:14:33	3	9 2012	9/3/2012
3	Haul	6000 Block Old 99 & Prairie Road	Hazard		Traffic Hazard	R5C02	SCSO	Other	Yes	11		11:13:50	24	4 2014	4/24/2014
1	Hauf Hauf	6000 Block Old 99 & Prairie Road 6000 Block Old 99 & Prairie Road	Hazard Hazard		Traffic Hazard Traffic Hazard	RSC02 RSC02	SCSO SCSO	Other Other	No No	19	49	3:49:24	13 29		11/13/2015
1	Haul	6000 Block Old 99 & Prairie Road	Animal Problem		Animal Problem	RSC02		Other	No	20		19:20:21 20:40:22	25	1 2016 4 2016	1/29/2016 4/25/2016
2	Haul	Old 99 & Bow Hill Road	Accident	16-06193		RSC02	SCSO	Peak PM	Yes	17		17:55:05	6	5 2016	5/6/2016
2	Haul	Old 99 & Bow Hill Road	Accident	12-11649		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		RSC02		Other	Yes	14		14:44:36	31	8 2013	8/31/2013
2 2	Haul Haul	Old 99 & Bow Hill Road Old 99 & Bow Hill Road	Accident Accident	16-17291 16-16559		RSC02 RSC02	SCSO	Peak PM Other	Yes Yes	17 12		17:52:26 12:23:06	17		11/17/2016
2	Haul	Old 99 & Bow Hill Road	Abandoned		Abandoned Vehicle	RSC02	SCSO	Other	No	6	55	6:55:03	22		11/2/2016 12/22/2015
2	Haul	Old 99 & Bow Hill Road	Abandoned		Abandoned Vehicle	RSC02		Other	Yes	7	32	7:32:39	9	10 2016	10/9/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	12-08580		RSC02	5CSO	Other	No	2.1	30	21:30:31	7	7 2012	7/7/2012
2	Haul	Old 99 & Bow Hill Road	Enforcement	12-11649		RSC02		Other	No	21		21:38:23	31	8 2012	8/31/2012
2	Haul Haul	Old 99 & Bow Hill Road Old 99 & Bow Hill Road	Enforcement Enforcement		Traffic Enforce Traffic Enforce	RSC02 RSC02		Other Peak PM	No Yes	20 17		20:49:22 17:57:57	3	11 2012	11/3/2012
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02	SCSO	Other	No.	21		21:39:11	24	11 2012 3 2013	11/24/2012 3/9/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Other	No	18		18:45:06	16	3 2013	3/16/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement	13-04476	DUI	R5C02	scso	Other	No	1	25	1:25:40	10	4 2013	4/10/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSCOZ		Other	No	23		23:42:10	15	8 2013	8/15/2013
2	Haul Haul	Old 99 & Bow Hill Road Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Peak PM	Yes	16		16:02:46	20	8 2013	8/20/2013
2	Haul	Old 99 & Bow Hill Road	Enforcement Enforcement		Traffic Enforce Traffic Enforce	RSC02 RSC02	SCSO	Other	Yes No	12 22		12:06:31 22:20:41	J8 14		10/18/2013 1/14/2014
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Other	Yes	15		15:00:45	17	1 2014 1 2014	1/17/2014
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Other	No	20		20:40:00	29	3 2014	3/29/2014
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Other	No	23	44	23:44:52	7	4 2014	4/7/2014
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Other	No	22		22:16:51	11	7 2015	7/11/2015
2	Haul Haul	Old 99 & Bow Hill Road Old 99 & Bow Hill Road	Enforcement Enforcement		Traffic Enforce Traffic Enforce	RSC02 RSC02	SCSO SCSO	Other	No Yes	20 13		20:41:16 13:44:40	15 22		7/15/2015
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Peak PM	Yes.	16		16:10:20	24	1 2015	11/22/2015 4/24/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02	scso		No	2.3		23:25:44	24	8 2016	8/24/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Other	No	18		18:33:34	29	9 2016	9/29/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	RSC02		Other	No	23		23:27:16	14		10/14/2016
2	Haul Haul	Old 99 & Bow Hill Road Old 99 & Bow Hill Road	Enforcement Enforcement		Traffic Enforce Agency Assist	RSC02 RSC02		Other Other	No No	3		3:09:42 23:43:58	15 14		10/15/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-16559		RSC02		Other	Yes	12		12:23:06	2		10/14/2016 11/2/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement	16-17291		R5C02		Peak PM	Yes	1.7		17:52:26	17		11/17/2016
2	Haul	Old 99 & Bow Hill Road	Enforcement		Traffic Enforce	R5C02		Other	No	2.2	49	22:49:14	14		1/14/2017
2	Haul	Old 99 & Bow Hill Road	Hazard		Traffic Hazard	RSC02		Other	Yes	12		12:23:46	16	6 2012	6/16/2012
2	Haul Haul	Old 99 & Bow Hill Road Old 99 & Bow Hill Road	Hazard Hazard		Traffic Hazard Traffic Hazard	RSC02 RSC02		Other Other	No No	22		22:00:39 23:27:19	4	4 2013	10/11/2012
2	Haul	Old 99 & Bow Hill Road	Hazard		Traffic Hazard			Other	Yes	15		15:17:15	15	6 2013	4/4/2013 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		2/23/2014
2	Haul	Old 99 & Bow Hill Road	Hazard		Traffic Hazard			Other	Yes	1,2		12:16:21	14	6 2014	6/14/2014
2	Haul Haul	Old 99 & Bow Hill Road Old 99 & Bow Hill Road	Hazard Hazard		Traffic Hazard Animal Problem			Peak PM	Yes	17		17:12:13	3	8 7014	8/3/2014
2	Haul	Old 99 & Bow Hill Road	Hazard		Animal Problem	RSC02 RSC02		Peak PM Other	Yes Yes	17	29	17:17:49 8:29:02	1 3 L	1 2014 8 2014	1/1/2014 8/31/2014
2	Haul	Old 99 & Bow Hill Road	Hazard	15-1396	Traffic Hazard			Other	No	22		22:05:52	23	8 2015	8/23/2014
2	Haul	Old 99 & Bow Hill Road	Hazard	16-00631	Traffic Hazard	R5C0Z	SCSO	Other	No	18		18:17:02	15		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 - Harrignton Lane to Bob Smith Creek	Abandoned	10 10303	8.817.6	DC COO	FOED	Cal	No	2		2.04.25	10	10 151-	
4		Bob Smith Creek to Bow Hill Frontage Road Bob Smith Creek to Bow Hill Frontage Road	Enforcement	16-16362	Traffic Enforce			Other Other	No	2	.1 10	2:04:35	29 14		10/29/2016 7/14/2013
4		Bob Smith Creek to Bow Hill Frontage Road	Enforcement		Traffic Enforce				No	18		18:57:04	20		12/20/2013
4		Bob Smith Creek to Bow Hill Frontage Road	Enforcement	16-16362	MVA	RSCOB	SCSO	Other	No	2	14	2:14:35	29		10/29/2016
5	Haul	Friday Creek and Old 99 (both)	Accident	16-15180					Yes	16		16:44:34	5		10/5/2016
5	Haul Haul	Friday Creek and Old 99 (both) Friday Creek and Old 99 (both)	Accident Accident	12-00598 16-00045				Peak PM Other	Ves No	17 21		17:39:01 21:14:55	14		1/14/2012 1/1/2016
5	Haul	Friday Creek and Old 99 (both)	Abandoned		Abandoned Vehicle				Yes	8		8:30:14	15	1 2016	1/1/2016
5	Haul	Friday Creek and Old 99 (both)	Abandoned	16-00045					No	21		21:14:55	1	1 2016	1/1/2016
5	Haul	Friday Creek and Old 99 (both)	Enforcement	13-08444	Traffic Enforce	RSC02	SCSO	Other	No	18	13	18:13:22	23	6 2013	6/23/2013
5	Haul	Friday Creek and Old 99 (both)	Enforcement		Traffic Enforce				Yes	16		16:20:29	7	5 2015	5/7/2015
5	Haul Haul	Friday Creek and Old 99 (both) Friday Creek and Old 99 (both)	Enforcement Enforcement		Traffic Enforce Traffic Enforce				Yes No	13		13:37:08	12		5/12/2016
5	Haul	Friday Creek and Old 99 (both)	Hazard		Animal Problem				Yes	20 17		20:56:40 17:02:23	13 14		7/13/2016 9/14/2014
5	Haul	Friday Creek and Old 99 (both)	Hazard		Traffic Hazard				No	1.8		18:02:44	12		10/12/2015
5	Haul	Friday Creek and Old 99 (both)	Hazard	16-01212	Traffic Hazard	R5C02	SCSO	Other	Yes	7	18	7:48:19	28		1/28/2016
5	Haul	Friday Creek and Old 99 (both)	Hazard		Traffic Hazard				Yes	11		11:40:53	19	1 2017	1/19/2017
6	Haul	Prairie Road and Old 99	Accident	13-03966					No	2		2:24:39	31		3/31/2013
6	Haul Haul	Prairie Road and Old 99 Prairie Road and Old 99	Accident Accident	13-16876 14-09690					Yes No	15 19		15:08:42 19:20:15	27 19		11/27/2013 7/19/2014
6	Haul	Prairie Road and Old 99	Accident	16-04390					No	18		18:13:05	1	4 2016	4/1/2016
6	Haul	Prairie Road and Old 99	Accident	13-06942					Yes	12		12:43:48	27		5/27/2013
6	Haul	Prairie Road and Old 99	Accident	13-11088					No	2.2		22:02:47	6	8 2013	8/6/2013
6	Haul	Prairie Road and Old 99	Accident	14-14422					Yes	15		15:20:45	17		12/17/2014
6	Haul Haul	Prairie Road and Old 99 Prairie Road and Old 99	Accident Accident	13-12015 16-08448					Yes Yes	15 12		L5:30:02 L2:20:47	17		8/22/2013 6/17/2016
6	Haul	Prairie Road and Old 99	Abandoned	13-03966					No	2		2:24:39	31		3/31/2013
6	Haul	Prairie Road and Old 99	Enforcement		Traffic Enforce	RSC02	5CSO		Yes	15		L5:28:56	1	6 2012	6/1/2012
6	Haul	Prairie Road and Old 99	Enforcement		Traffic Enforce				No	20		20:36:50	23		4/23/2012
6	Haul Haul	Prairie Road and Old 99 Prairie Road and Old 99	Enforcement Enforcement		Traffic Enforce Traffic Enforce				No	18		18:56:34	2.3		8/23/2012
6	itaul	Franc Road and Old 55	ria or centent	13-03343	Transc Emorce	13002	3030	car PIVI	Yes	16	40 .	L6:46:21	22	3 2013	3/22/2013

6	Haul	Prairie Road and Old 99	Enforcement	13-06942 M			SCSO Other	Yes	12	43 12:43:48	27		5/27/2013
6	Haul	Prairie Road and Old 99	Enforcement	13-12015 XM	MVAU	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 Tr		RSC02	SCSO Peak PN		17	28 17:28:52	18	9 2013	9/18/2013
6	Haul	Prairie Road and Old 99	Enforcement	13-17369 Tr	raffic Enforce	RSC02	SCSO Other	No	20	59 20:59:42	9		12/9/2013
6	Haul	Prairie Road and Old 99	Enforcement	13-16876 M	fVA	RSCD2	SCSO Other	Yes	15	8 15:08:42	27	11 2013	11/27/2013
6	Haul	Prairie Road and Old 99	Enforcement	14-01883 Tr	raffic 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 Tr	raffic Enforce	RSC02	SCSO Other	Yes	7	38 7:38:30	1,3	8 2014	B/13/2014
6	Haul	Prairie Road and Old 99	Enforcement	14-17422 M	IVA	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 Tr	raffic 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 Tr	raffic Enforce	R5C02	SCSO Other	No	20	33 20:33:44	20	5 2015	5/20/2015
6	Haul	Prairie Road and Old 99	Enforcement	15-08517 Tr		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 Tr		RSC02	SCSO Peak PN	l Yes	16	11 16:11:01	13	2 2016	2/13/2016
6	Haul	Prairie Road and Old 99	Enforcement	16-08448 M		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 Tr		RSC02	SCSO Peak PIV		17	48 17:48:24	11	8 2016	8/11/2016
6		Prairie Road and Old 99	Enforcement	16-12789 Tr		RSC02	SCSO Other	Yes	14	8 14:08:39	25	8 2016	8/25/2016
6	Haul Haul	Prairie Road and Old 99	Hazard	12-04520 Tr		RSC02	SCSO Other	Yes	13	28 13:28:01	15	4 2012	4/15/2012
				12-10359 Tr		RSC02	SCSO Other	Yes	15	33 15:33:39	8	8 2012	8/8/2012
6	Haul	Prairie Road and Old 99	Hazard						0				
6	Haul	Prairie Road and Old 99	Hazard		nimal Problem	RSC02	SCSO Other	No No	19	58 0:58:12 17 19:17:36	5 26	4 2014	4/5/2014
6	Haul	Prairie Road and Old 99	Hazard	15-02674 Tr		RSC02							2/26/2015
6	Haui	Prairie Road and Old 99	Hazard	15-11778 Tr		RSC02	SCSO Peak PN		16	34 16:34:42	12	8 2015	8/12/2015
6	Haul	Prairie Road and Old 99	Hazard	16-15908 Tr		RSC02	SCSO Other	No	4	51 4:51:10	20		10/20/2016
7a	Haul	6000-6900 Block Prairie Rd	Accident	12-06488 M		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 M		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 M		RSC02	SCSO Peak PN		16	28 16:28:06	20		11/20/2015
7a	Haul	6000-6900 Block Prairie Rd	Accident	16-01294 Tr	raffic 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 M	IVA	RSC02	SCSO Peak PN	Yes	17	47 17:47:21	28	10 2012	10/28/2012
7a	Hauf	6000-6900 Block Prairie Rd	Accident	13-04499 XI	MVAU	RSC02	SCSO Peak PN	Yes	17	25 17:25:30	10	4 2013	4/10/2013
7a	Haul	6000-6900 Block Prairie Rd	Accident	13-05798 M	I VA	RSC02	SCSO Peak PN	Yes	17	18 17:18:52	6	5 7013	5/6/2013
7a	Haul	6000-6900 Block Prairie Rd	Accident	16-01185 M	1VA	RSC02	SCSO Peak PN	Yes	17	19 17:19:28	27	1 2016	1/27/2016
7a	Haul	6000-6900 Block Prairie Rd	Accident	16-03064 M	1VA	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 M	1VA	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 X	MVAU	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 XI		RSC02	SC50 Other	Yes	35	43 15:43:11	9	9 2013	9/9/2013
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	12-02042 Tr		RSC02	SCSO Other	No	20	9 20:09:20	17	2 2012	2/17/2012
	Haul	6000-6900 Block Prairie Rd	Enforcement	12-08570 M		RSC02	SCSO Other	No	18	17 18:17:56	7	7 2012	7/7/2012
7a 7a	Haul	6000-6900 Block Prairie Rd	Enforcement	12-14559 M		RSC02	SCSO Peak PA		17	47 17:47:21	28		10/28/2012
		6000-6900 Block Prairie Rd		13-04499 Xf		RSC02	SCSO Peak PN		17	25 17:25:30	10	4 2013	4/10/2013
7a	Haul		Enforcement						17		6		
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	13-05798 M 13-13029 X		RSC02 RSC02	SCSO Peak PA SCSO Other	Yes	15	18 17:18:52 43 15:43:11	9	5 2013	5/6/2013
7a	Haul	6000-6900 Block Prairie Rd	Enforcement									9 2013	9/9/2013
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	14-01760 Tr		RSC02	SCSO Other	Yes	11	32 11:32:51	10	2 2014	2/10/2014
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	14-08439 Tr		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 Tr		RSC02	SCSO Other	No	2.2	0 22:00:02	22		12/22/2015
7a	Haul	6000-6900 Block Prairie Rd	Enforcement	16-08491 Tr		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 Tr	raffic 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 Tr		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 Tr	raffic Hazard	RSC02	SCSD Other	No	21	8 21:08:56	28	7 2013	2/28/2013
7a	Haul	6000-6900 Block Prairie Rd	Hazard	13-07546 Tr	raffic Hazard	RSC02	SCSO Other	No	19	38 19:38:39	G	6 2013	6/6/2013
7a	Haul	6000-6900 Block Prairie Rd	Hazard	13-12389 Tr	raffic 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 Tr	raffic 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 Tr	raffic 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 Tr	raffic Hazard	RSC02	SCSO Other	Nn	5	18 5:18:19	24	2 2014	2/24/2014
7a	Haul	6000-6900 Block Prairie Rd	Hazard	14-05133 Tr	raffic 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 Tr	raffic 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 Tr		RSC02	SCSO Other	Yes	1/1	5 14:05:46	26		10/26/2014
7a	Haul	6000-6900 Block Prairie Rd	Hazard	15-04140 Tr		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 Tr		RSC02	SCSO Other	Yes	11	50 11:50:49	3.1		10/31/2015
7a	Hauf	6000-6900 Block Prairie Rd	Hazard	15-16615 Tr		RSC02	SCSO Other	No	0	49 0:49:24	13		11/13/2015
7a	Haul	6000-6900 Block Prairie Rd	Hazard	16-01294 Tr		RSC02	SCSO Other	No	19	20 19:20:21	29		1/29/2016
7a 7a	Haul	6000-6900 Block Prairie Rd	Hazard		nimal Problem	RSC02	SCSO Other	No	20	40 20:40:22	25	4 2016	4/25/2016
	Haul	19000-19900 Block Prairie Road	Accident	13-03966 DI		RSC02	SCSO Other	Nο	18	24 42:24:39	31		3/31/2013
7b		19000-19900 Block Prairie Road	Accident	13-04067 M		RSC02	SCSO Other	No	13	33 5:33:52	2	4 2013	4/2/2013
7b	Haul			1317770 M		RSC02	SCSO Peak PA		16	46 16:46:53	18		
7Ь	Haul	19000-19900 Block Prairie Road	Accident							33 17:33:00	18		12/18/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	13-17772 M		RSC09	SCSO Peak PN		17				12/18/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	12-11636 M		RSC02	SCSO Peak PN		1.7	7 17:07:03	31		8/31/2012
7b	Haul	19000-19900 Block Prairie Road	Accident	12-12563 M			SCSO Other	No	19	30 19:30:58	16		9/16/2012
7b	Haul	19000-19900 Block Prairie Road	Accident		bandoned Vehicle	RSC02	SCSO Other	Yes	8	17 8:17:16	19		11/19/2012
7b	Haul	19000-19900 Block Prairie Road	Accident	13-16876 M			SCSO Other	Yes	15	8 15:08:42	27		11/27/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	13-17777 XI		RSC02	SCSO Other	No	19	1 19:01:30	18		12/18/2013
7b	Haul	19000-19900 Block Prairie Road	Accident		IVA	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 M	TVA	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 XM	MVAU	RSC09	SCSO Other	Yes	33	13 13:13:58	23		7/23/2014
7b	Haul	19000-19900 Block Prairie Road	Accident	14-12968 Ar	nimal Problem	RSC02	SCSO Peak PN	l Yes	17	54 17:54:41	16	9 2014	9/16/2014
7b	Haul	19000-19900 Block Prairie Road	Accident	15-07821 M	₹VA	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 M		RSC02	SCSO Other	No	18	13 18:13:05	1	1 2016	4/1/2016
7b	Haul	19000-19900 Block Prairie Road	Accident	13-06942 M		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 M	fVA	RSC02	SCSO Other	140	22	2 22:02:47	6	8 2013	8/6/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	13-15008 M		RSC02	SCSO Other	No	5	58 5:58:10	18		10/18/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	14-14722 M		RSC02	SCSO Other	Yes	15	20 15:20:45	17		12/17/2014
7b	Haui	19000-19900 Block Prairie Road	Accident	13-00241 M		RSC02	SCSO Other	Yes	11	54 11:54:12	6	1 2013	1/6/2013
7b	Haul	19000-19900 Block Prairie Road	Accident	13-12015 XM		RSC09	SCSO Other	Yes	15	30 15:30:02	2.2	8 2013	8/22/2013
		19000-19900 Block Prairie Road	Accident	13-14123 M		RSC02	SCSO Other	No	19	35 19:35:28	28	9 2013	9/28/2013
7b	Haul		Accident				SCSO Peak PA		16		6		11/6/2015
7b	Haul	19000-19900 Block Prairie Road		15-16316 M		RSC02				58 16:58:26			
7b	Haul	19000-19900 Block Prairie Road	Accident	16-08448 M		RSC02	SCSO Other	Yes	12	20 12:20:47	17	6 2016	6/17/2016
7b	Haul	19000-19900 Block Prairie Road	Abandoned	13-04067 M		RSC02	SCSO Other	No	S	33 5:33:52	2	1 2013	4/2/2013
7b	Haul	19000-19900 Block Prairie Road	Abandoned	13-03966 DI		RSC02	SCSO Other	No	2	24 2:24:39	31		3/31/2013
7b	Haul	19000-19900 Block Prairie Road	Abandoned	16-01111 Tr		RSCOZ	SCSO Other	Yes	11	52 11:52:35	26		1/26/2016
7b	Haul	19000-19900 Block Prairie Road	Enforcement	12-03479 Tr			SCSO Peak PN		17	16 17:16:38	27.	3 2012	3/22/2012
7b	Haul	19000-19900 Block Prairie Road	Enforcement	12-06737 Tr		RSC02	SCSO Other	Yes	15	28 15:28:56	1	5 2012	6/1/2012
7b	Haul	19000-19900 Block Prairie Road	Enforcement	12-08018 Tr			SCSO Other	No	19	24 19:24:41	2.8	6 2012	6/28/2012
7b	Haul	19000-19900 Block Prairie Road	Enforcement	12-09487 Tr	raffic Enforce	RSC02	SCSO Other	No	20	36 20:36:50	23	7 2012	7/23/2012
7b	Haul	19000-19900 Block Prairie Road	Enforcement	12-11220 Tr	raffic Enforce	RSC02	SCSO Other	No	18	56 18:56:34	23	8 2012	8/23/2012
7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-03545 Tr		RSC02	SCSO Peak Pt.		16	46 16:46:21	22		3/22/2013
7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-06942 M		RSC02	SCSO Other	Yes	12	43 12:43:48	27	5 2013	5/27/2013
7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-12015 XM			SCSO Other	Yes	15	30 15:30:02	22	8 2013	8/22/2013
7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-13567 Tr		RSC02	SCSO Peak PN		17	28 17:28:52	18	9 2013	9/18/2013
7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-14123 M			SCSO Other	No	19	35 19:35:28	28		9/28/2013

7b	Haul	19000-19900 Block Prairie Road	Enforcement	13-15008		RSC09	scso		No	5			18		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	В	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	S	8 2014	B/5/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement		Traffic Enforce	R5C02	scso	Other	No	21	46	21:46:09	5	8 2014	8/5/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement		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		Traffic Enforce	RSC02	SCSO	Other	Yes	11	- 2	11:02:01	6	8 2014	8/6/2014
					Traffic Enforce	RSC02	SCSO	Other	Yes	12		12:00:45	6	8 2014	8/6/2014
7b	Haul	19000-19900 Block Prairle Road	Enforcement												
7b	Haul	19000-19900 Block Prairie Road	Enforcement		Traffic Enforce	RSC02	scso	Other	No	1		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		15:20:45	17		12/17/2014
7b	Haul	19000-19900 Block Prairie Road	Enforcement	15-06132	Traffic Enforce	RSC02	5CSO	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	SC50	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		Traffic Enforce	RSC02	SCSO		Yes	16		16:11:01	13	2 2016	2/13/2016
7b	Haul	19000-19900 Block Prairie Road	Enforcement	16-08448		RSC02	SCSO	Other	Yes	12		12:20:47	17	6 2016	6/17/2016
					Traffic Enforce	RSC09	5CSO		No	22		22:03:08	26	8 2016	8/26/2016
7b	Hauf	19000-19900 Block Prairie Road	Enforcement												
7b	Haul	19000-19900 Block Prairie Road	Hazard		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		Traffic Hazard	RSC02	scso	Other	Yes	15		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		22:23:46	19	2 2014	2/19/2014
7b	Haul	19000-19900 Block Prairie Road	Hazard	14-00814	Animal Problem	R5C02	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	Ves	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	19:17:36	26	2 2015	2/26/2015
7b	Haul	19000-19900 Block Prairie Road	Hazard	15-10368	Traffic Hazard	R5C02	5C5O	Other	No	4	51	4:51:42	20	7 2015	7/20/2015
7b	Haul	19000-19900 Block Prairie Road	Hazard		Traffic Hazard	RSC02	SCSO	Peak PM	Yes	16	3/1	16:34:42	12	8 2015	8/12/2015
						RSC02	SCSO	Other	Yes	8	41	8:41:36	31	10 2015	
7b	Haul	19000-19900 Block Prairie Road	Hazard		Traffic Hazard										
7b	Haul	19000-19900 Block Prairie Road	Hazard		Traffic Hazard	RSC02	SCSO	Other	Nο	3	39	3:39:48	18		12/18/2015
7b	Haul	19000-19900 Block Prairie Road	Hazard		Traffic Hazard	RSC02	SCSO	Other	Yes	11		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	1.9	2	19:02:06	17	12 2014	12/17/2014
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-00849		RSC09	scso	Other	Yes	14	45	14:45:03	1,9	1 2015	1/19/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-02940		RSC28	SCSO	Other	No	19		19:07:55	4	3 2015	3/4/2015
	Mixed	20000-29000 Block Prairie Road	Accident	15-16972		RSC02	SCSO	Other	No	6	25	6:25:01	20		11/20/2015
7c						RSC02	\$C\$0		No	6	13	6:13:23	2.2		11/22/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-17064											
7c	Mixed	20000-29000 Block Prairie Road	Accident	15-18795		RSC02	SCSO		No	5	34	5:34:56	28		12/28/2015
7c	Mixed	20000-29000 Block Prairie Road	Accident	16-02162		RSC28	SCSO		Yes	13		13:39:59	17	2 2016	
7c	Mixed	20000-29000 Block Prairie Road	Accident	16-02301	MVA	RSC09	SCSO	Other	No	18		18:11:35	20	2 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	2.1	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	2.6	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		RSC02	scso		No	18		18:52:15	1.1		11/11/2016
		20000-29000 Block Prairie Road	Abandoned		Abandoned Vehicle	RSC09	scso		No	5	48	5:48:51	27	4 2012	4/27/2012
7c	Mixed			13-16964		RSC09	SCSO		No	3	20	3:20:03	30		11/30/2013
7c	Mixed	20000-29000 Block Prairie Road	Abandoned												
7c	Mixed	20000-29000 Block Prairie Road	Abandoned		Abandoned Vehicle	RSC09	scso	Other	No	19		19:19:47	11	6 2014	6/11/2014
7c	Mixed	20000-29000 Block Prairie Road	Abandoned		Traffic Hazard	RSC09	SCSO	Other	Yes	11		11:47:49	29	9 2014	
7c	Mixed	20000-29000 Block Prairie Road	Abandoned	15-05718	Abandoned Vehicle	RSC09	SC\$O	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	2.2	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	2.2	57	22:57:47	20		10/20/2012
7c	Mixed	20000-29000 Block Prairie Road	Enforcement		Traffic Enforce	RSC09	scso		No	22		22:19:55	13		11/13/2012
	Mixed	20000-29000 Block Prairie Road	Enforcement		Traffic Enforce	RSC02	scso	Other	Yes	15		15:14:41	17	7 2013	
7c					Traffic Enforce	RSC02	SCSO	Other	No	18		18:30:40	1	9 2013	9/1/2013
7c	Mixed	20000-29000 Block Prairie Road	Enforcement												
7c	Mixed	20000-29000 Block Prairie Road	Enforcement		Traffic Enforce	RSC02		Other	Yes	15 17			21		1/21/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-00481		RSC02		Peak PM	Yes			17:42:20			1/11/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-04214		RSC02	scso	Other	No	4	44	4:44:19	5	4 2014	4/5/2014
7c	Mixed	20000-29000 Block Prairie Road	Enforcement		Traffic Enforce	RSC02	scso		Yes	11		11:10:59	10	5 2014	
7c	Mixed	20000-29000 Block Prairie Road	Enforcement		Traffic Enforce	R5C09	SCSO		No	21		21:12:31	20	5 2014	
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-11401	Traffic Enforce	RSC09	SCSO	Other	Yes	14		14:50:40	19	8 2014	
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	14-15997	Traffic Enforce	RSC09	scso	Other	Yes	12	46	12:46:53	1.7	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		Traffic Enforce	RSC02	SCSO	Other	No	3	42	1:42:36	28	2 2015	
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-02940		RSC28	scso	Other	No	19		19:07:55	4	3 2015	3/4/2015
		20000-29000 Block Prairie Road	Enforcement		Traffic Enforce	RSC28	SCSO	Peak PM	Yes	16		16:38:23	20	3 2015	
7c	Mixed		Enforcement		Suspicious	RSC02	SCSO	Other	Yes	15		15:23:33	27	4 2015	4/27/2015
7c	Mixed	20000-29000 Block Prairie Road				RSC02	SCSO		Yes	16		16:06:19	17	5 2015	
7c	Mixed	20000-29000 Block Prairie Road	Enforcement		Traffic Enforce										
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-11399		RSC02	SCSO		Yes	11		11:04:00	6	8 2015	B/6/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement		Traffic Enforce	RSC02	SCSO		Yes	15		15:42:14	23		10/23/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-17064		RSC02	scso		No	6	13	6:13:23	2.2		11/22/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	15-18795		RSC02	SC50		No	5	34	5:34:56	28		12/28/2015
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	16-00368	Traffic Enforce	RSC02	5C\$O	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		RSC02	SCSO	Other	No	0	24	0:24:11	26	4 2015	
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	16-02301		RSC09	scso	Other	No	18	11	18:11:35	20	2 2016	
			Enforcement	16-05682		RSC28	SCSO	Other	No	18		18:31:03	26	J 2016	
7c	Mixed	20000-29000 Block Prairie Road			Traffic Enforce	RSC09	SCSO		No	19		19:22:54	19	6 2016	
7c	Mixed	20000-29000 Block Prairie Road	Enforcement						Yes	15		15:25:46	28	9 2016	
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	16-14772		R5C02	SCSO								
7c	Mixed	20000-29000 Block Prairie Road	Enforcement	16-17000		RSC02	SCSO	Other	No	18		18:52:15	11		11/11/2016
7с	Mixed	20000-29000 Block Prairie Road	Hazard		Traffic Hazard	RSC09	5C5O	Other	No	5	41	5:41:50	1	2 2012	2/1/2012
7c	Mixed	20000-29000 Block Prairie Road	Hazard	12-06133	Traffic Hazard	RSC02	SCSO	Other	No	₹2.		22:48:18	18	5 2012	
7c	Mixed	20000-29000 Block Prairie Road	Hazard	12-07203	MVA	RSC02	5C5O	Other	No	18		18:40:17	12	6 2012	
7c	Mixed	20000-29000 Block Prairie Road	Hazard	12-14873	Animal Problem	RSC09	SCSO	Peak PM	Yes	16	58	16:58:53	4	11 2012	11/4/2012
7c	Mixed	20000-29000 Block Prairie Road	Hazard	12-15956	Traffic Hazard	RSC28	SCSO	Peak PIVI	Yes	17	24	17:24:02	29	11 2012	11/29/2012
7c	Mixed	20000-29000 Block Prairie Road	Hazard		Traffic Hazard	RSC09	scso	Other	[NO	19		19:11:12	18		11/18/2013
7c	Mixed	20000-29000 Block Prairie Road	Hazard		Animal Problem	RSC02	SCSO		No	20		20:00:59	16		5/16/2013
/ 6											-				

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7c	Mixed	20000-29000 Block Prairie Road	Hazard	14-02359	Traffic Hazard		SCSO		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 1	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	SC50	Other	No	18		18:02:45	18	5 2014	5/18/2014
7c	Mixed	20000-29000 Block Prairie Road	Hazard	14-12185	Traffic Hazard	R5C28	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	В	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		RSC2B	scso	Other	Yes	8	54	8:54:53	20	9 2012	9/20/2012
			Hazard		Traffic Hazard	RSC09		Other	Yes	7	2	7:02:04	30		10/30/2015
7c	Mixed	20000-29000 Block Prairie Road			Traffic Hazard	RSC09		Peak PM	Yes	16		16:23:22	5	12 2015	12/5/2015
7c	Mixed	20000-29000 Block Prairie Road	Hazard										8	9 2015	9/8/2015
7c	Mixed	20000-29000 Block Prairie Road	Hazard		Animal Problem	RSC02	SCSO	Peak PM	Yes	17		17:07:12			
7c	Mixed	20000-29000 Block Prairie Road	Hazard	15-11266 I		RSC28		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	3	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	SCSQ	Other	No	18	6	18:06:35	7	7 2016	7/7/2016
8a	Haul	F&S Grade / Prairie	Accident	14-10744	MVA	R5C09	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
			Accident	12-14559		RSC02	scso	Peak PM	Yes	17		17:47:21	28		10/28/2012
8a	Haul	F&S Grade / Prairie	Accident			RSC02		Peak PM	Yes	17		17:18:52	6	5 2013	5/6/2013
8a	Haul	F&S Grade / Prairie		13-05798		RSC02	SCSO	Peak PM	Yes	17		17:19:28	27	1 2016	1/27/2016
8a	Haul	F&S Grade / Prairie	Accident	16-01185											
8a	Haul	F&S Grade / Prairie	Accident	16-03064		RSC02		Other	Yes	8	40	8:40:22	7	3 2016	3/7/2016
Ва	Hauf	F&S Grade / Prairie	Accident	16-18724		RSC02	SCSO	Other	No	19		19:10:39	19		12/19/2016
Вa	Haul	F&S Grade / Prairie	Enforcement	12-02042	Traffic Enforce	R5C02	5C50	Other	No	20		20:09:20	17	2 2012	2/17/2012
8a	Haul	F&S Grade / Prairie	Enforcement	12-14559	MVA	RSC02	5CSO	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	5CSD	Peak PIVI	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		Traffic Enforce	RSC02	scso	Other	Yes	15	44	15:44:19	28	6 2014	6/28/2014
	Haul	F&S Grade / Prairie	Enforcement	14-10744		RSC09		Other	No	18		18:24:44	7	8 2014	8/7/2014
8a		·			Traffic Enforce	RSC02		Other	No	0	50	0:50:16	18	6 2016	6/18/2016
8a	Haul	F&S Grade / Prairie	Enforcement						No	19		19:10:39	19		12/19/2016
Ba	Haul	F&S Grade / Prairie	Enforcement	16-18724		RSC02	SCSO	Other							
8a	Haul	F&S Grade / Prairie	Enforcement	16-18974	MVA	RSCD2	SCSO	Other	Yes	1.1		11:38:05	26		12/26/2016
Ba	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
Ba	Haul	F&S Grade / Prairie	Hazard	12-12432	Traffic Hazard	RSC02	5C\$0	Other	Yes	12	52	12:52:10	14	9 2014	9/14/2014
Ва	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
Ba	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
		F&S Grade / Prairie	Hazard		Traffic Hazard	RSC02	SCSO	Other	No	1.9	38	19:38:39	6	6 2013	6/6/2013
8a	Haul				Traffic Hazard	RSC02	SCSO	Other	Yes	14		14:10:06	29	8 2013	8/29/2013
8a	Haul	F&S Grade / Prairie	Hazard							6	18	6:18:59	16	9 2013	9/16/2013
8a	Haul	F&S Grade / Prairie	Hazard		Traffic Hazard	R5C02	SC50	Other	No						
8a	Haul	F&S Grade / Prairie	Hazard		Traffic Hazard	RSC02	SCSO	Other	No	18		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	S: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&5 Grade / Prairie	Hazard	14-14931	Traffic Hazard	RSC02	SCSO	Other	Yes	14	5	14:05:46	26	10 2014	10/26/2014
Ba	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		Traffic Hazard	RSC02	SCSO	Other	Yes	11	50	11:50:49	31	10 2015	10/31/2015
		F&S Grade 6000-6900	Accident	12-04711		RSC09	SCSO	Other	No	6	49	6:49:41	20	4 2012	4/20/2012
Bb	Mixed			12-14559		RSC02	SCSO	Peak PIM	Yes	17	47	17:47:21	28	10 2017	10/28/2012
8b	Mixed	F&S Grade 6000-6900	Accident							1.7	18	17:18:52	G	5 2013	5/6/2013
8b	Mixed	F&S Grade 6000-6900	Accident	13-05798		RSC02	5C50	Peak PM	Yes						
8b	Mixed	F&S Grade 6000-6900	Accident	16-01185		RSC02	5C50	Peak PM	Yes	17		17:19:2B	27	1 2016	1/27/2016
8b	Mixed	F&S Grade 6000-6900	Accident	16-03064	MVA	RSC02	SCSO	Other	Yes	8	4()	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	В	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		Abandoned Vehicle	RSC09	SCSO	Other	No	0	45	0:45:43	9	10 2014	10/9/2014
			Enforcement		Traffic Enforce	RSC02	5C50	Other	No	20	9	20:09:20	17	2 2012	2/17/2012
8b	Mixed	F&S Grade 6000-6900		12-14559		R5C02	SCSO	Peak PM	Yes	17	17	17:47:21	28	10 2012	10/28/2012
8b	Mixed	F&S Grade 6000-6900	Enforcement			RSC02		Other	Yes	9	9.1	9:34:04	23		11/23/2012
ВЬ	Mixed	F&S Grade 6000-6900	Enforcement		Traffic Enforce					17		17:18:52	6	5 2013	5/6/2013
Вb	Mixed	F&5 Grade 6000-6900	Enforcement	13-05798		RSC02		Peak PM	Yes						
8b	Mixed	F&S Grade 6000-6900	Enforcement		Traffic Enforce	RSC09	SCSO		Yes	11	35	11:35:58	9	9 2013	9/9/2013
8b	Mixed	F&5 Grade 6000-6900	Enforcement	14-01760	Traffic Enforce	RSC02	scso	Other	Yes	1.1	32	11:32:51	10	2 2014	2/10/2014
ab d8	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
Вb	Mixed	F&5 Grade 6000-6900	Enforcement	16-08491	Traffic Enforce	RSC02	SCSO	Other	No	()	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 2012	9/14/2012
8b	Mixed	F&S Grade 5000-6900	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		Traffic Hazard	RSC02	SCSO	Other	No	19	38	19:38:39	6	6 2013	6/6/2013
			Hazard		Traffic Hazard	RSC02		Other	Yes	14	10	14:10:06		8 2013	
8Ь	Mixed	F&S Grade 6000-6900							No	6	18	6:18:59	16	9 2013	1. 1.
8Ь	Mixed	F&S Grade 6000-6900	Hazard		Traffic Hazard	RSC02		Other Other		2	53		17		12/17/2013
8b	Mixed	F&S Grade 6000-6900	Hazard		Traffic Hazard	RSC09			No						
8b	Mixed	F&S Grade 6000-6900	Hazard		Traffic Hazard	RSC02	SCSO		No	18	35		23	2 2014	
86	Mixed	F&5 Grade 6000-6900	Hazard		Traffic Hazard	RSC028			No	19	12	19:12:15	23	2 2014	
Вb	Mixed	F&S Grade 6000-6900	Hazard		Traffic Hazard	RSC02	scso		No	5	18			2 2014	
8b	Mixed	F&5 Grade 6000-6900	Hazard		Traffic Hazard	RSC02	SCSO		No	1	11	1:31:01	6	9 2014	9/6/2014
Вb	Mixed	F&S Grade 6000-6900	Hazard	14-14931	Traffic Hazard	RSC02	SCSO	Other	Yes	14		14:05:46			10/26/2014
Вb	Mixed	F&S Grade 6000-6900	Hazard	15-04140	Traffic Hazard	RSC02	SCSO	Other	Yes	10		10:55:21		3 2015	
Вb	Mixed	F&S Grade 6000-6900	Hazard	15-15973	Traffic Hazard	RSCOZ	SCSO	Other	Yes	11	50	11:50:49	31	10 2015	10/31/2015
Bc	No	Samish River Bridge & F&S Grade													
		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					RSC02	SCSO		Yes	13	58		6	6 2016	
9	Haul	Prairie Road and Grip	Accident	16-07868		RSC09	SCSO		No	19		19:02:06			12/17/2014
9	Haul	Prairie Road and Grip	Accident	14-17432						18		18:11:35	20	2 2016	
9	Haul	Prairie Road and Grip	Accident	16-02301		RSC09	SCSO		No						
9	Haul	Prairie Road and Grip	Accident	17-00883		RSC09	SCSO		Yes	10		10:47:04		1 2017	
9	Haul	Prairie Road and Grip	Abandoned	13-16964		RSC09	scso		No	3	20				11/30/2013
9	Haul	Prairie Road and Grip	Abandoned	14-07540	Abandoned Vehicle	RSC09	SCSO	Other	No	19		19:19:47		6 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	Haul	Prairie Road and Grip	Abandoned		Abandoned Vehicle	RSC09	scso		Yes	13	28	13:28:06	29	1 2015	4/29/2015
9	Haul	Prairie Road and Grip	Enforcement		Traffic Enforce	RSC09	SCSO		No	22	19	22:19:55		11 7012	11/13/2012
			Enforcement		Traffic Enforce	RSC09	SCSO		No	21		21:12:31		5 2014	
9	Haul	Prairie Road and Grip			Traffic Enforce	RSC09	SCSO		Yes	14		14:50:40		8 2014	
9	Haul	Prairie Road and Grip	Enforcement							12		12:46:53			11/17/2014
9	Haul	Prairie Road and Grip	Enforcement		Traffic Enforce	RSC09	scso		Yes						
9	Haul	Prairie Road and Grip	Hazard		Animal Problem	RSC09	scso			16		16:58:53	4	11 2012	
9	Haul	Prairie Road and Grip	Hazard		Traffic Hazard	RSC09	SCSO		No	20		20:21:53	2	3 2014	3/2/2014
9	Haul	Prairie Road and Grip	Hazard	14-13596	Traffic Hazard	RSC09	SC\$O	Other	Yes	11	47			9 2014	
9	Haul	Prairie Road and Grip	Hazard	15-17696	Traffic Hazard	RSC09	SCSO	Peak PM	Yes	16	23	16:23:22	5	12 2015	
9	Haul	Prairie Road and Grip	Hazard		Traffic Hazard	RSC09	SCSO		No	2.2	54	22:54:34	28	5 2016	5/28/2016
10	Haul	Grip Road & Swede Creek	Hazard		Traffic Hazard	R5C28	SCSO		No	20		20:16:47	2	1 2014	1/2/2014
		21600 Block of Grip Road	Accident	14-12857		RSC28		Other	No	20		20:50:07		9 2014	
11	Haul					RSC28	SCSO		Yes	11		11:08:42	5	6 2012	6/5/2012
11	Haul	21600 Block of Grip Road	Accident	12-06912	NIVA	roc28	2520	Orner	16.7	11	٥	11.00.42	.3	0 2012	0/3/2012

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	RSC2B	SC50	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	R5C02	SCSO	Other	No	ō	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	SC50	Other	Yes	7	32	7:32:17	4	8 2014	8/4/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement		Traffic Enforce	RSC02	SCSO	Other	Yes	8	55	8:55:38	8	11 2012	11/8/2012
11	Alternative		Enforcement	13-08955		RSC02	SCSO	Other	No	18		18:33:30	1	7 2013	7/1/2013
11	Alternative		Enforcement		Traffic Enforce	R5C02	SCSO	Peak PM	Yes	16		16:03:20	31	5 2014	5/31/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement		Traffic Enforce	RSC02		Other	Yes	11		11:39:46	31	7 2014	7/31/2014
11 11			Enforcement		Traffic Enforce Traffic Enforce	RSC02 RSC02	SCSO	Other Other	Yes	12 14		12:24:03 14:22:23	31 4	7 2014	7/31/2014
11	Alternative Alternative	Prairie Road & Parson Creek Road Prairie Road & Parson Creek Road	Enforcement Enforcement		Traffic Enforce	RSC02	SCSO	Other	Yes Yes	14		14:22:23	4	8 2014 8 2014	8/4/2014 8/4/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement		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		Traffic Enforce	RSC02		Other	No	o o	22	0:22:34	14		12/14/2014
11	Alternative	Prairie Road & Parson Creek Road	Enforcement		Traffic Enforce	RSC02		Other	Yes	9	21	9:21:52	11	7 2015	7/11/2015
11	Alternative	Prairie Road & Parson Creek Road	Enforcement		Traffic Enforce	RSC02		Other	Yes	15		15:52:12	29	5 2016	5/29/2016
11	Alternative	Prairie Road & Parson Creek Road	Hazard		Traffic Hazard	RSC02	scso	Other	Yes	11		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	SC50	Other	Yes	15	40	15:40:58	16	3 2016	3/16/2016
12		21000 Block of Prairie Road	Accident	16-16194		RSC28	SCSO	Other	No	19		19:43:36	25		10/25/2016
12		21000 Block of Prairie Road	Accident	15-14425		RSC02		Other	No	0	17	0:17:58	30	9 2015	9/30/2015
12		21000 Block of Prairie Road	Accident	16-05004		RSC02		Other	Yes	11		11:58:20	13	4 2016	4/13/2016
12		21000 Block of Prairie Road	Accident	12-00305		RSC02		Other	No	20		20:09:44	7	1 2012	1/7/2012
12		21000 Block of Prairie Road	Accident	13-08955		RSC02	SCSO	Other	No	18		18:33:30	1	7 2013	7/1/2013
12		21000 Block of Prairie Road	Accident	14-10520		RSC02	5C50	Other	Yes	7	32	7:32:17	4	8 2014	8/4/2014
12		21000 Block of Prairie Road	Accident Accident	16-10673 13-09520		RSC02 RSC02	SCSO	Other Other	Yes Yes	7	23 50	7:23:43 7:50:21	23 11	7 2016 7 2013	7/23/2016
12 12		21000 Block of Prairie Road 21000 Block of Prairie Road	Abandoned	15-13767		RSC02		Other	Yes	11		11:13:47	1.7	9 2015	7/11/2013 9/17/2015
12		21000 Block of Prairie Road	Enforcement	12-00305		RSC02		Other	No	20		20:09:44	7	1 2012	1/7/2013
12		21000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02		Other	Yes	8	55	8:55:38	8	11 2012	11/8/2012
12		21000 Block of Prairie Road	Enforcement	13-09855		RSC02	SCSO	Other	No	18		18:33:30	1	7 2013	7/1/2013
12		21000 Block of Prairie Road	Enforcement	13-09520		RSCOZ	SCSO	Other	Yes	7	50	7:50:21	11	7 2013	7/11/2013
12		21000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02	SCSO	Peak PM	Yes	16	3	16:03:20	31	5 2014	5/31/2014
12		21000 Block of Prairie Road	Enforcement		Traffic Enforce			Other	Yes	11		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		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		21000 Block of Prairie Road	Enforcement	14-10520		RSC02	SCSO	Other	Yes	7	32	7:32:17	4	8 2014	8/4/2014
12		21000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02	SCSO	Other	No	0	2.2	0:22:34	14		12/14/2014
12		21000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02		Other	No	19		19:00:53	2.6	4 2015	4/26/2015
12		21000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02		Other	Yes	9	21	9:21:52	11	7 2015	7/11/2015
12		21000 Block of Prairie Road	Enforcement		Traffic Enforce	RSCOZ		Other	Yes	9	41	9:41:47	9	3 2016	3/9/2016
12		21000 Block of Prairie Road	Enforcement Accident	12-00140	Traffic Enforce	RSC02 RSC02		Other	Yes No	15 21		15:52:12 21:56:27	29 21	5 2016	5/29/2016
13 13		22000 Block of Prairie Road 22000 Block of Prairie Road	Accident	14-01747	MVA	RSC02		Other	Na	23		23:16:17	79	4 2013 8 2013	4/21/2013
13		22000 Block of Prairie Road	Accident		Public Works	RSC02		Other	Yes	12		12:29:57	1	7 2013	8/29/2013 7/1/2013
13		22000 Block of Prairie Road	Accident	16-01124		RSC02		Peak PM	Yes	17		17:33:24	10	7 2015	7/10/2015
13		22000 Block of Prairie Road	Accident	17-00021				Other	Yes	11		11:07:23	30	9 2015	9/30/2015
13		22000 Block of Prairie Road	Accident	13-13848	MVA	RSC02	SCSO	Other	Yes	15		15:54:58	13	6 2016	6/13/2016
13		22000 Block of Prairie Road	Accident	15-15230				Other	No	6	50	6:50:20	16	3 2016	3/16/2016
13		22000 Block of Prairie Road	Accident	12-08807		RSC02	scso	Other	No	19	19	19:19:23	23	7 2016	7/23/2016
13	Alternative	22000 Block of Prairie Road	Abandoned	12-10699	Abandoned Vehicle	RSC28	SCSO	Other	Yes	J1	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	5CSO	Other	Yes	14	3	14:03:12	S	3 2013	3/8/2013
13	Alternative	22000 Block of Prairie Road	Enforcement	13-08970	Traffic Enforce	RSC28	SCSO	Other	No	2.2	24	22:24:05	1	7 2013	7/1/2013
13		22000 Block of Prairie Road	Enforcement	13-13848				Other	Yes	15		15:54:58	23	9 2013	9/23/2013
13		22000 Block of Prairie Road	Enforcement	14-01747				Other	No	23		23:16:17	9	2 2014	2/9/2014
13		22000 Block of Prairie Road	Enforcement		Traffic Enforce			Other	No	13		18:48:59	7	6 2014	6/7/2014
13		22000 Block of Prairie Road	Enforcement		Traffic Enforce			Other	Yes	8	2	B:02:22	8	8 2014	8/8/2014
		22000 Block of Prairie Road	Enforcement		Traffic Enforce			Other	Yes	9	16	9:16:44	8	8 2014	8/8/2014
		22000 Block of Prairie Road	Enforcement		Traffic Enforce Traffic Enforce	RSC28 RSCD2	SCSO	Other	Yes No	14 19		14:58:31 19:05:33	22		11/22/2014
13		22000 Block of Prairie Road	Enforcement				SCSO	Other		11			12	8 2015	8/6/2015
13 13		22000 Block of Prairie Road 22000 Block of Prairie Road	Hazard Hazard	12-03020	Traffic Hazard MVA	RSC28		Other	Yes No	19		11:26:15 19:19:23	12 11	3 2012 7 2012	3/12/2012 7/11/2012
13		22000 Block of Prairie Road	Hazard		Traffic Hazard			Other	Yes	14		14:55:58	9	8 2012	8/9/2012
13		22000 Block of Prairie Road	Hazard		Traffic Hazard			Other	Yes	13		13:14:25	15	1 2013	1/15/2013
13		22000 Block of Prairie Road	Hazard		Traffic Hazard			Peak PM	Yes	17		17:54:21	11	9 2013	9/11/2013
13		22000 Block of Prairie Road	Hazard		Traffic Hazard		SCSO	Other	No	19		19:32:22	27		12/27/2013
13		22000 Block of Prairie Road	Hazard	13-07122	Animal Problem	RSC28	SCSO	Othei	Yes	12	16	12:16:25	30	5 2013	5/30/2013
13	Alternative	22000 Block of Prairie Road	Hazard		Public Works			Other	Yes	12		12:29:57	6	12 2014	12/6/2014
13	Alternative	22000 Block of Prairie Road	Hazard	12-00140	XMVAU	RSC02	SCSO	Other	Nο	21	56	21:56:27	3	1 2012	1/3/2012
13		22000 Block of Prairie Road	Hazard		Animal Problem	RSC28		Other	Yes	12	52	12:52:48	14	9 2015	9/14/2015
13		22000 Block of Prairie Road	Hazard	15-15230				Other	No	6	50	6:50:20	16		10/16/2015
13		22000 Block of Prairie Road	Hazard	16-01124					Yes	17		17:33:24	26	1 2016	1/26/2016
		23000 Block of Prairie Road	Accident	14-12450				Other	No	19		19:15:20	7	9 2014	9/7/2014
		23000 Block of Prairie Road	Accident	15-00306				Other	Yes	.3	41 :	13:41:51	7	1 2015	1/7/2015
14		23000 Block of Prairie Road	Accident	16-03110				Other	No	0		0:41:24	8	3 2016	3/8/2016
14		23000 Block of Prairie Road	Accident	16-17139 12-14568				Other Other	Yes No	12 20		12:24:12 20:16:07	14 28		11/14/2016
14		23000 Block of Prairie Road 23000 Block of Prairie Road	Accident Accident	12-14568 14-16057				Peak PM	Yes	17		17:32:17	18		10/28/2012 11/18/2014
14 14		23000 Block of Prairie Road	Accident	15-10006				Other	Yes	9	38 .	9:40:05	14	7 2014	7/14/2015
		23000 Block of Prairie Road	Accident	13-10008				Peak Pt/I	Yes	16		16:50:47	8	6 2013	6/8/2013
		23000 Block of Prairie Road	Accident	13-12328				Other	Yes	11		11:12:32	25	8 2013	8/28/2013
		23000 Block of Prairie Road	Accident	13-13515				Other	No	0	33	0:33:05	18	9 2013	9/18/2013
		23000 Block of Prairie Road	Accident	16-17696				Other	No		10	2:40:20	27		11/27/2016
		23000 Block of Prairie Road		13-04556				Other	No	18	34	18:34:19	11	4 2013	4/11/2013
		23000 Block of Prairie Road		15-01392		RSC15	scso	Peak PM	Yes	16	13	16:13:06	30	1 2015	1/30/2015
		23000 Block of Prairie Road			Abandoned Vehicle			Other	Yes	8	7	8:07:13	7	6 2013	6/7/2013
		23000 Block of Prairie Road	Abandoned	13-08321	Abandoned Vehicle			Other	Yes	13		13:18:13	21	6 2013	6/21/2013
		23000 Block of Prairie Road			Traffic Enforce			Other	No	19		19:33:13	19	6 2013	6/19/2013
		23000 Block of Prairie Road		16-03110				Other	No	0	41	0:41:16	8	3 2016	3/8/2016
		23000 Block of Prairie Road			Abandoned Vehicle			Other	No	20		20:56:16	21	5 2016	5/21/2016
14	Alternative	23000 Block of Prairie Road	Abandoned	16-08144	Abandoned Vehicle	RSC15	scso	uther	No	18	45	18:45:16	11	6 2016	6/11/2016

14	Alternative	23000 Block of Prairie Road	Abandoned	16-14613	Abandoned Vehicle	RSC15	SCSO	Other	Yes	10	47	10:47:16	26		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
		23000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02		Other	Yes	6	33		30	6 201.2	8/30/2012
		23000 Block of Prairie Road	Enforcement	13-00957	Traffic Enforce	RSC02	scso	Peak PM	Yes	16			22	1 2013	1/22/2013
				-						3	13		2	3 2013	3/2/2013
		23000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02		Other	No	-			_		
		23000 Block of Prairie Road	Enforcement	13-08253	Traffic Enforce	RSC02	SCSO	Other	No	19		19:33:54	19	6 2013	6/19/2013
14	Alternative	23000 Block of Prairie Road	Enforcement	13-12328	MVA	RSC02	5CSO	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
		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
		23000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC28	5CSO		Yes	12	1.8	12:18:44	21	9 2014	9/21/2014
												17:05:23	6	2 2015	2/6/2015
		23000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02		Peak PM	Yes	17			-		
		23000 Block of Prairie Road	Enforcement		Traffic Enforce	RSC02	SCSO		Yes	12		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
		23000 Block of Prairie Road	Hazard	12-00694	Traffic Hazard	RSC02	SCSO	Other	No	4	22	4:22:49	17	1 2012	1/17/2012
		23000 Block of Prairie Road	Hazard		Traffic Hazard	RSC02	SCSO		Yes	15		15:50:47	9	7 2012	7/9/2012
													7	10 2013	10/7/2013
		23000 Block of Prairie Road	Hazard		Animal Problem	RSC2B	5C50	Peak PM	Yes	17		17:42:24			
14	Alternative	23000 Block of Prairie Road	Hazard		Animal Problem	RSC02	scso		No	18		18:17:45	2	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
		23000 Block of Prairie Road	Hazard		Traffic Hazard	RSC02	SCSO	Other	Yes	9	18	9:18:48	1	12 2015	12/1/2015
		23000 Block of Prairie Road	Hazard		Animal Problem	RSC02	SCSO	Other	Yes	7	1	7:01:18	17	4 2015	4/17/2015
										9	40		14		
		23000 Block of Prairie Road	Hazard	15-10006		RSC02	5CSO	Other	Yes	-		,		7 2015	7/14/2015
14	Alternative	23000 Block of Prairie Road	Hazard	16-02084	Traffic Hazard	RSC02	SCSO		No	20		20:49:41	15	2 2016	2/15/2016
14	Alternative	23000 Block of Prairie Road	Hazard	16-02133	Traffic Hazard	RSC15	5C50	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
		23000 Block of Prairie Road	Hazard		Animal Problem	RSC02	scso		No	-4	SO	4:50:01	21		10/21/2016
		Prairie Road & Upper Samish Road	Accident	15-10006		RSC02	SCSO		Yes	ŋ	-10		14	7 2015	7/14/2015
										-		16:50:47	8		
		Prairie Road & Upper Samish Road	Accident	13-07653		RSC02	SCSO		Yes	16				6 2013	6/8/2013
		Prairie Road & Upper Samish Road	Accident	13-13515		RSC02			No	0	33		18	9 2013	9/18/2013
		Prairie Road & Upper Samish Road	Abandoned		Abandoned Vehicle	RSC02	SC50		No	20		20:56:31	21	5 2016	5/21/2016
15	Afternative	Prairie Road & Upper Samish Road	Enforcement	12-02102	Traffic Enforce	RSC28	SCSO	Other	Yes	12	2.2	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	1.2	56	12:56:39	9	8 2012	8/9/2012
		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
		Prairie Road & Upper Samish Road	Enforcement	13-13515		RSCOZ	scso		No	υ	33		18	9 2013	9/18/2013
										1	54		3	11 2013	
		Prairie Road & Upper Samish Road	Enforcement		Traffic Enforce	RSC02	SCSO		No						11/3/2013
15	Alternative	Prairie Road & Upper Samish Road	Enforcement		Traffic Enforce	RSC02	SCSO	Other	No	21		21:11:41	17	6 2016	6/17/2016
15	Alternative	Prairie Road & Upper Samish Road	Enforcement		Traffic Hazard	RSC02	SCSO		No	4	2.2		17	1 2012	1/17/2012
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	R5C02	SCSO	Other	Yes	9	40	9:40	14	7 2015	7/14/2015
		Prairie Road & State Route 9	Abandoned		Abandoned Vehicle	RSC02		Other	No	19	33	19:33:54	19	6 2013	6/19/2013
		Prairie Road & State Route 9	Enforcement		Traffic Enforce	RSC28	SCSO		Yes	16		16:08:23	3	7 2012	7/3/2012
						RSC02	SCSO		No	19		19:33:54	19	6 2013	6/19/2013
		Prairie Road & State Route 9	Enforcement		Traffic Enforce										
19	Alternative	Prairie Road & State Route 9	Enforcement		Traffic Enforce	RSC02	SCSO		Yes	17		17:05:23	6	2 2015	2/6/2015
19	Alternative	Prairie Road & State Route 9	Enforcement	15-06147	Traffic Enforce	RSC02	SC50	Other	Yes	1.2	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	1.6	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
		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
					Animal Problem	RSC02	SCSO		Yes	7	1		17	4 2015	4/17/2015
		Prairie Road & State Route 9	Hazard												
		Prairie Road & State Route 9	Hazard		Traffic Hazard	RSC02	SCSO		No	20		20:49:41	15	2 2016	2/15/2016
19	Alternative	Prairie Road & State Route 9	Hazard		Animal Problem	RSC02	SCSO		No	20		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	
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	G	7:06:01	3	5 2012	5/3/2012
		3000 Block of Upper Samish Road	Accident	14-09708	NAVAII	RSC02	SCSO	Other	No	1	45	1:45:31	20	7 2014	7/20/2014
			Accident	14-11845		RSC02	SCSO		Yes	12		12:15:58	27	8 2014	B/27/2014
		3000 Block of Upper Samish Road								10		10:36:21	12		
		3000 Block of Upper Samish Road	Accident	15-00504		RSC02	SC50		Yes					1 2015	1/12/2015
20b	Alternative	3000 Block of Upper Samish Road	Abandoned	12-05364	MVA	R5C02	SCS0		Yes	7	6		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	R5C02	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
		3000 Block of Upper Samish Road	Hazard	12-15067	Traffic Hazard	R5C02	SCSO	Other	No	23	48	23:48:24	8	11 2012	11/8/2012
		3000 Block of Upper Samish Road	Hazard		Traffic Hazard	R5C02	SCSO		No	21		21:53:48	28	8 2014	8/28/2014
		3000 Block of Upper Samish Road			Animal Problem	RSC02		Other	Yes	7	10		5	2 2015	2/5/2015
			Hazard			RSC02	5CSO		No	23		23:56:25	7	1 2012	1/7/2012
		State Route 9 & Upper Samish Road	Accident	12-00311											
		State Route 9 & Upper Samish Road	Accident	12-03108		RSC02	\$C50		Yes	8	14		1.4	3 2012	3/14/2012
		State Route 9 & Upper Samish Road	Accident	12-08441		RSC02	SC\$O		Yes	15		15:18:03	5	7 2012	7/5/2012
21	Alternative	State Route 9 & Upper Samish Road	Accident	13-07587	MVA	RSC02	SCSO		Yes	13		13:12:49	7	6 2013	6/7/2013
	Alternative	State Route 9 & Upper Samish Road	Enforcement	16-04247	Traffic Enforce	RSC02	SCSO	Other	Yes	1,2	1,9	12:19:43	30	3 2016	3/30/2015
		State Route 9 & Upper Samish Road	Enforcement		Traffic Enforce	RSC02	SCSO	Peak PM	Yes	17	30	17:30:24	6	4 2016	4/6/2016
		State Route 9 & Upper Samish Road	Hazard		Traffic Hazard	RSC02		Other	Yes	1.4		14:12:43	17	6 2014	6/17/2014
					Traffic Hazard	R5C02	5C50		Yes	13		13:54:21	15	3 2015	3/15/2015
		State Route 9 & Upper Samish Road	Hazard							17			4		
		State Route 9 & Upper Samish Road	Hazard		Traffic Hazard	RSC02	SCSO		Yes			17:50:45		12 2015	12/4/2015
21	Alternative	State Route 9 & Upper Samish Road	Hazard	16-03230	Traffic Hazard	R5C02	SCSO	Other	No	0	2.6		10	3 2016	
22	Alternative	Parson Creek & Skaarup	Accident	12-15061	MVA	RSC02	SCSO	Peak PfvI	Yes	1.7	S	17:05:36	В	11 2012	11/8/2012
		Parson Creek & Skaarup	Accident	14-03420	MVA	RSC02	SCSO	Other	No	21	27	21:27:14	19	3 2014	3/19/2014
		Parson Creek & Skaarup	Accident	16-04097		RSC02	SCSO		No	1		1:11:06	27	3 2016	
						RSC02		Peak PM		16		16:16:59	2	1 2016	1/2/2016
		Parson Creek & Skaarup	Accident	16-00080											
			Abandoned		Abandoned Vehicle	RSC02	\$CSO		Yes	12		12:13:47	6	11 2013	
22	Alternative	Parson Creek & Skaarup	Abandoned		Recovered Veh	R5C02	SCSO		Yes	10		10:36:53	8	11 2013	
22	Alternative	Parson Creek & Skaarup	Enforcement	12-16639	Traffic Enforce	RSC02	SC\$0	Other	Yes	8	38		14	12 2012	12/14/2012
22	Alternative	Parson Creek & Skaarup	Enforcement	13-03602	Traffic Enforce	RSC02	5CSO	Other	No	19	32	19:32:34	23	3 2013	3/23/2013
		Parson Creek & Skaarup	Enforcement		Traffic Enforce	R5C02	SCSO	Other	Yes	9	30	9:30:49	2	5 2013	5/2/2013
			Enforcement		Traffic Enforce	RSC02	SCSO		Yes	7	25		20		10/20/2015
					Traffic Enforce	RSC02	SCSO		Yes	7	7		14		12/14/2015
		Parson Creek & Skaarup	Enforcement												
		Parson Creek & Skaarup	Enforcement	16-00080		RSC02		Peak PM	Yes	16		16:16:59	2	1 2016	1/2/2016
		Parson Creek & Skaarup	Enforcement	16-04097		RSC02		Other	No	3.	11		27	3 2016	
22	Alternative	Parson Creek & Skaarup	Enforcement	16-07903	Traffic Enforce	RSC02	SCSO		Yes	17		17:33:23	6	ь 2016	
		Parson Creek & Skaarup	Hazard	12-15061	MVA	R5C02	SCSQ	Peak PM	Yes	17	5	17:05:36	8	1.1 2012	11/8/2012
		Parson Creek & Skaarup	Hazard		Traffic Hazard	R5C02	SCSO		Yes	13	30	13:30:58	10	4 2016	
		Parson Creek & Skaarup	Hazard		Traffic Hazard	RSC02	SCSO		Yes	7	33		30	4 2016	
						RSC02			Yes	8	0		20	4 2012	
		Parson Creek & Old Highway 99	Accident		Drug Problem										
23	Alternative	Parson Creek & Old Highway 99	Accident	13-05992	IVIVA	RSC02	5C50	Other	No	50	20	20:20:26	10	> 2013	5/10/2013

23	Alternative	Parson Creek & Old Highway 99	Accident	14-14994 Traffic Enforce	RSC02	scso o	Other	Yes	15	39 15:39:39	27	10 2014	10/27/2014
23		Parson Creek & Old Highway 99	Enforcement	15-13274 Traffic Hazard	RSC02	SCSO C	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		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		Other	No	-	49 3:49:36	30	3 2012	3/30/2012
24a	Haul	21000 Block of Grip Road	Accident	14-13171 MVA	RSC28		Peak PM	Yes		27 16:27:06	20	9 2014	9/20/2014
24a	Haul	21000 Block of Grip Road	Accident	12-10984 MVA	RSC28		Other	Yes		53 11:53:22	19	8 2012	8/19/2012
24a		21000 Block of Grip Road	Accident	12-16003 MVA	RSC28		Peak PM	Yes	17	0 17:00:13	30		11/30/2012
24a	Haul	21000 Block of Grip Road	Accident	14-12857 MVA	RSC28		Other	No		50 20:50:07	14	9 2014	9/14/2014
24a	Haul	21000 Block of Grip Road	Accident	15-06889 XMVAU	RSC28		Peak PM	Yes		39 16:39:09	21	5 2015	5/21/2015
24a		21000 Block of Grip Road	Accident	13-02952 MVA	RSC28 RSC28		Other Peak PM	No Yes		31 2:31:52 17 17:17:23	9 30	3 2013	3/9/2013
24a 24a	Haul Haul	21000 Block of Grip Road 21000 Block of Grip Road	Accident Accident	13-07140 MVA 15-00788 XMVAU	RSC28		Other	No		17 17:17:23 53 21:53:08	17	5 2013 1 2015	5/30/2013 1/17/2015
24a	Haui	21000 Block of Grip Road	Accident	15-04472 MVA	RSC28		Other	Yes	13	4 13:04:26	5	4 2015	4/5/2015
24a		21000 Block of Grip Road	Accident	15-06137 MVA	RSCZB		Other	Yes		15 8:15:50	7	5 2015	5/7/2015
24a	Haul	21000 Block of Grip Road	Accident	12-06912 MVA	RSC28		Other	Yes	11	8 11:08:42	5	6 2012	6/5/2012
24a		21000 Block of Grip Road	Abandoned	13-02952 MVA	RSC28		Other	No		31 2:31:52	9	3 2013	3/9/2013
	Haul	21000 Block of Grip Road	Abandoned	15-01829 Abandoned Vehicle	RSC09	scso c	Other	Yes	9	14 9:14:00	9	2 2015	2/9/2015
24a	Haul	21000 Block of Grip Road	Enforcement	12-03800 MVA	RSC2B	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 F	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 C	Other	No	20	43 20:43:08	20	8 2014	8/20/2014
24a	Haul	21000 Block of Grip Road	Enforcement	15-00788 XMVAU	RSC2B	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		Other	No		25 20:25:51	15	4 2015	4/15/2015
24a	Haul	21000 Block of Grip Road	Enforcement	15-04472 MVA	RSC28		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		Other	Yes		15 8:15:50	7	5 2015	5/7/2015
24a	Haul	21000 Block of Grip Road	Hazard	14-08269 Animal Problem	RSC2B		Other	Na		34 18:34:10	25	6 2014	6/25/2014
24a	Haul	21000 Block of Grip Road	Hazard	12-16003 MVA	RSC2B		Peak PM Other	Yes No	17 20	0 17:00:13 50 20:50:07	30 14		11/30/2012
24a	Haul	21000 Block of Grip Road	Hazard	14-12857 MVA	RSC28 RSC28		Other Other	No.	3	3 3:03:51	5	9 2014	9/14/2014 11/6/2015
24a	Haul	21000 Block of Grip Road 21000 Block of Grip Road	Hazard	15-16282 Traffic Hazard	RSC2B		Other	No		53 21:53:08	17	11 2015	1/17/2015
24a 24a	Haul Haul	21000 Block of Grip Road	Hazard Hazard	15-00788 XMVAU 15-06137 MVA	RSC28		Other	Yes		15 B:15:50	7	1 2015 5 2015	5/7/2015
24a	Alternative	22000 Block of Grip Road	Accident	13-10870 MVA	RSC28		Other	No		18 5:18:07	3	8 2013	8/3/2013
	Alternative	22000 Block of Grip Road	Accident	15-11389 MVA	RSC2B		Other	No		54 5:54:43	6	8 2015	8/6/2015
	Alternative	22000 Block of Grip Road	Accident	12-00045 MVA	RSC28		Other	No	19	3 19:03:57	1	1 2012	1/1/2012
	Alternative	22000 Block of Grip Road	Accident	12-03131 MVA	RSC28		Other	No	20	8 20:08:42	1.0	3 2012	3/14/2012
24b	Alternative	22000 Block of Grip Road	Accident	12-08300 MVA	R5C28	scso c	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 o	Other	No	19	13 19:13:43	4	4 2013	4/4/2013
24b	Alternative	22000 Block of Grip Road	Accident	13-13770 MVA	R5C28	SCSO (Other	No	6	45 6:45:44	72	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
	Alternative	22000 Block of Grip Road	Accident	15-15257 MVA	RSC28		Peak PM	Yes		66 17:56:23	16		10/16/2015
24b	Alternative	22000 Block of Grip Road	Accident	12-08730 MVA	RSC28		Other	Yes		90 14:30:43	10	7 2012	7/10/2012
	Alternative	22000 Block of Grip Road	Accident	12-14257 XMVAU	RSC28		Other	No		20 5:20:28	22		10/22/2012
	Alternative	22000 Block of Grip Road	Accident	13-05489 MVA	R5C2B		Other	Yes		12 7:12:53	1	5 2013	5/1/2013
	Alternative	22000 Block of Grip Road	Accident	14-00420 MVA	RSC2B		Peak PM	Yes Yes		51 16:51:36	10 19	1 2014	1/10/2014
	Alternative	22000 Block of Grip Road 22000 Block of Grip Road	Accident Accident	15-03658 MVA 15-14939 MVA	RSC2B RSC2B		Peak PM Other	No	16 71	9 16:09:28 36 21:36:10	9	3 2015 10 2015	3/19/2015 10/9/2015
	Alternative Alternative	22000 Block of Grip Road	Accident	17-00504 MVA	RSC28		Other	No	-	11 19:41:06	11	1 2017	1/11/2017
	Alternative	22000 Block of Grip Road	Accident	17-00304 MIVA	110020	3030 (2000	140		12 13.71.00			
		22000 Block of Grin Road	Accident	14-09943 MVA	RSC2R	SCS0_0	Other	No	1	51 1:51:01	15	7 201a	
		22000 Block of Grip Road 22000 Block of Grip Road	Accident Abandoned	14-09943 MVA 13-00076 Abandoned Vehicle	RSC28 RSC28		Other Other	No Yes		51 1:51:01 30 13:39:03	25	7 2014 1 2013	7/25/2014 1/2/2013
24b	Alternative	22000 Block of Grip Road	Abandoned	14-09943 MVA 13-00076 Abandoned Vehicle 14-13064 Suspicious	RSC28 RSC28 RSC28	SCSO (Other Other Other	No Yes Yes	13	51 1:51:01 39 13:39:03 10 15:10:41	25 2 18	7 2014 1 2013 9 2014	1/2/2013
24b 24b	Alternative Alternative	22000 Block of Grip Road 22000 Block of Grip Road		13-00076 Abandoned Vehicle	RSC28	SCSO C	Other	Yes	13 15	39 13:39:03	2	1 2013 9 2014	
24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned	13-00076 Abandoned Vehicle 14-13064 Suspicious	RSC28 RSC28	SCSO 0	Other Other	Yes Yes	13 15	39 13:39:03 10 15:10:41	2 18	1 2013 9 2014	1/2/2013 9/18/2014
24b 24b 24b 24b	Alternative Alternative Alternative	22000 Block of Grip Road 22000 Block of Grip Road 22000 Block of Grip Road	Abandoned Abandoned Abandoned	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard	RSC28 RSC28 RSC28	SCSO C SCSO C SCSO C	Other Other Other	Yes Yes Yes	13 15 14 11	39 13:39:03 10 15:10:41 40 14:40:46	2 18 10	1 2013 9 2014 17 2015	1/2/2013 9/18/2014 12/10/2015
24b 24b 24b 24b 24b	Alternative Alternative Alternative Alternative	22000 Block of Grip Road 22000 Block of Grip Road 22000 Block of Grip Road 22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle	RSC28 RSC28 RSC28 RSC28	SCSO C SCSO C SCSO C SCSO C	Other Other Other Other	Yes Yes Yes Yes	13 15 14 11	39 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32	2 18 10 19	1 2013 9 2014 17 2015 3 2016	1/2/2013 9/18/2014 12/10/2015 3/19/2016
24b 24b 24b 24b 24b 24b	Alternative Alternative Alternative Alternative Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C	Other Other Other Other Other Other	Yos Yes Yes Yes Yes Yes	13 15 14 11 15 15	39 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 17 15:17:47 3 15:09:11 25 15:25:01	2 18 10 19 3 3	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012
24b 24b 24b 24b 24b 24b 24b	Alternative Alternative Alternative Alternative Alternative Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement Enforcement Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-08730 MVA	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C	Other Other Other Other Other Other Other	Yes Yes Yes Yes Yes Yes Yes	13 15 14 11 15 15 15	39 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 17 15:17:47 3 15:03:11 25 15:25:01 30 14:30:43	2 18 10 19 3 3 1	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 / 2012	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012
24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Enforcement Enforcement Enforcement Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-08730 MVA 12-13497 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C	Other	Yes Yes Yes Yes Yes Yes Yes Yes	13 15 14 11 15 15 15 14 7	39 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 17 15:17:47 3 15:03:11 25 15:25:01 30 14:30:43 41 7:41:14	2 18 10 19 3 3 1 10 5	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 / 2012 10 2012	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement Enforcement Enforcement Enforcement Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-03730 MVA 12-13494 Traffic Enforce 12-14391 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C SCSO C	Other	Yes	13 15 14 11 15 15 15 15 14 7	39 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 17 15:17:47 3 15:09:11 25 15:25:01 30 14:30:43 41 7:41:14 7 17:07:32	2 18 10 19 3 3 1 10 5	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 / 2012 10 2012 10 2012	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/1/2012 10/5/2012 10/5/2012
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement Enforcement Enforcement Enforcement Enforcement Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13497 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14562 Domestic	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	\$C\$0 C \$C\$0 C \$C\$0 C \$C\$0 C \$C\$0 C \$C\$0 C \$C\$0 C \$C\$0 C \$C\$0 C \$C\$0 C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yos No	13 15 14 11 15 15 15 14 7 17	39 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 17 15:17:47 3 15:09:11 25 15:25:01 30 14:30:43 41 7:41:14 7 17:07:32 47 18:47:47	2 18 10 19 3 3 1 10 5 24 28	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 / 2012 10 2012 10 2012 10 2012	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012 10/24/2012 10/28/2012
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement Enforcement Enforcement Enforcement Enforcement Enforcement Enforcement Enforcement	13-0076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13437 Traffic Enforce 12-13497 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14502 Domestic 13-00841 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	\$C\$0 C \$C\$0 C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yos No	13 15 14 11 15 15 15 14 7 17 18 20	99 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 17 15:17:47 3 15:03:11 30 14:30:43 41 7:41:14 7 17:07:32 47 18:47:47 33 20:33:14	2 18 10 19 3 3 1 10 5 24 28 19	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 10 2012 10 2012 10 2012	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012 10/28/2012 10/28/2012 1/19/2013
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement Enforcement Enforcement Enforcement Enforcement Enforcement Enforcement Enforcement Enforcement	13-0076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13497 Traffic Enforce 12-14391 Traffic Enforce 12-14562 Domestic 13-00841 Traffic Enforce 13-00841 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	\$C\$0 C \$C\$0 C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yos Yos No No	13 15 14 11 15 15 15 14 7 17	99 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 7 15:17:47 3 15:09:11 25 15:25:01 30 14:30:43 41 7:17:07:32 47 18:47:47 33 20:33:14 6 23:06:50	2 18 10 19 3 3 1 10 5 24 28	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 / 2012 10 2012 10 2012 10 2012 1 2013 2 2013	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012 10/24/2012 10/28/2012 1/19/2013 2/25/2013
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-03730 MVA 12-13497 Traffic Enforce 12-14562 Domestic 13-00841 Traffic Enforce 13-02466 Traffic Enforce 13-02466 Traffic Enforce 13-02486 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	\$C\$0 C \$C\$0 C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yos No No No Yes	13 15 14 11 15 15 15 15 17 17 18 20 28 7	99 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 7 15:17:47 3 15:03:11 25 15:25:01 30 14:30:43 41 7:41:14 7 17:07:32 47 18:47:47 48 47:47 49 20:33:14 6 23:06:50 12 7:12:53	2 18 10 19 3 3 1 10 5 24 28 19 25 1	1 2013 9 2014 12 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 10 2012 1 2013 2 2013 5 2013	1/2/2013 9/18/2014 1/2/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 10/5/2012 10/5/2012 10/24/2012 10/24/2012 1/19/2013 2/25/2013 5/1/2013
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement	13-0076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13497 Traffic Enforce 12-14391 Traffic Enforce 12-14562 Domestic 13-00841 Traffic Enforce 13-00841 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	\$C\$0 C \$C\$0 C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yos Yos No No	13 15 14 11 15 15 15 14 7 17 18 20 23 7	99 13:39:03 10 15:10:41 40 14:40:46 6 11:06:32 7 15:17:47 3 15:03:11 25 15:25:01 30 14:30:43 41 7:41:14 7 17:07:32 47 18:47:47 47 18:47:47 32 20:33:14 6 23:06:50 12 7:12:53	2 18 10 19 3 3 1 10 5 24 28 19	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 10 2012 10 2014 1 2013 2 2013 5 2013 8 2013	1/2/2013 9/18/2014 1/2/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/24/2012 10/24/2012 10/28/2013 2/25/2013 5/1/2013 8/30/2013
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13431 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14562 Domestic 13-00841 Traffic Enforce 13-02466 Traffic Enforce 13-02486 Traffic Enforce 13-05489 MVA 13-12430 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	\$C\$0 C \$C\$0 C \$C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yos No No No Yes Yes Yes	13 15 14 11 15 15 15 15 14 7 17 18 20 20 23 7	39 13:39:03 10 15:10:41 10 14:40:46 16 11:06:32 17 15:17:47 3 15:09:11 25 15:25:01 30 14:30:43 41 7:41:14 7 17:07:32 47 18:47:47 38 20:33:14 6 23:06:50 12 7:12:53 37:33:35	2 18 10 19 3 3 1 10 5 24 28 19 25 1	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 10 2012 10 2014 1 2013 2 2013 5 2013 8 2013	1/2/2013 9/18/2014 1/2/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 1/10/2012 10/5/2012 10/28/2012 1/19/2013 2/25/2013 5/1/2013 8/30/2013 10/29/2013
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14562 Domestic 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-02466 Traffic Enforce 13-02468 MVA 13-12430 Traffic Enforce 13-12430 Traffic Enforce	R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28	\$C\$0 C \$C\$0 C \$C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yos No No No Yes Yes Yes	13 15 14 11 15 15 15 15 17 17 18 20 23 7 7	99 13:39:03 10 15:10:41 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15:55:01 10 14:30:43 14 7:41:14 17 17:07:32 17 18:47:47 18:47:47 19 10:33:14 10 12:53 11 11:10:09	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 10 2012 1 2013 2 2013 5 2013 8 2013 10 2018	1/2/2013 9/18/2014 1/2/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/24/2012 10/24/2012 10/28/2013 2/25/2013 5/1/2013 8/30/2013
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13497 Traffic Enforce 12-14592 Domestic 13-00841 Traffic Enforce 13-02466 Traffic Enforce 13-05489 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 14-00777 Traffic Enforce	R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28	\$C\$0 C \$C\$0 C \$C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yos Yos No No No Yes Yes Yes No	13 15 14 11 15 15 15 14 7 17 18 20 23 7 7 11 18	39 13:39:03 10 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 17:41:14 17 17:07:32 17 18:47:47 13:04:50:12 17:12:53 12 13:03:31 10 11:10:09 16 18:26:21 18:26:21	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29 18	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 10 2012 1 2013 2 2013 5 2013 8 2013 10 2014	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012 10/5/2012 10/24/2012 10/28/2012 1/19/2013 8/30/2013 10/28/2013 1/18/2014
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement	13-0076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13397 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-05489 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 13-15586 Traffic Enforce 14-00777 Traffic Enforce 14-00747 Traffic Enforce	RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28 RSC28	\$C\$0 C \$C\$0 C \$C	Other	Yes	13 15 14 11 15 15 15 17 17 18 20 23 7 7 7 11 18 16 15	39 13:39:03 10 15:10:41 10 15:10:41 10 14:40:46 6 11:06:32 17 15:17:47 13 15:23:11 13 14:30:43 14 7:41:14 17 17:07:32 17 18:47:47 18:47 18	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29 18 10	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 10 2012 1 2013 2 2013 8 2013 8 2013 1 2014 1 2014	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 10/5/2012 10/28/2012 1/19/2013 2/25/2013 8/30/2013 10/28/2013 1/18/2014 1/10/2014
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-13801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14562 Domestic 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-02466 Traffic Enforce 13-02466 Traffic Enforce 13-05489 MVA 13-12430 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00420 MVA 14-05275 Traffic Enforce	R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28 R5C28	\$C\$0 C \$C\$0 C \$C	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes No No No No Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 7 11 18 16 15	39 13:39:03 10 15:10:41 40:46 6 11:06:32 77 15:17:47 3 15:03:11 50:12 15:17:47 13:15:17:47 14:14 14:14 15:14	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29 18 10 27	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 1 2013 2 2013 3 2013 3 2013 10 2014 1 2014 4 2014	1/2/2013 9/3/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012 10/24/2012 10/24/2012 10/28/2013 5/1/2013 8/30/2013 1/18/2014 1/10/2014 4/27/2014
24b 24b 24b 24b 24b 24b 24b 24b 24b 24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-13801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Domestic 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00840 Traffic Enforce 13-02466 Traffic Enforce 13-05489 MVA 13-12430 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00752 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 14-12458 Traffic Enforce 15-03658 MVA	RSC28 RSC28	\$C\$0 C \$C\$0 C \$C	Other Dither	Yes Yes Yes Yes Yes Yes Yes Yes Yes No No No No Yes Yes Yes Yes No No No No Yes Yes No	13 15 14 11 15 15 14 7 17 18 20 23 7 7 11 18 16 15 19 18 16 15 19 18 16 15 18 16 15 18 16 15 18 16 16 15 18 16 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	39 13:39:03 10 15:10:41 10 14:40:46 16 11:06:32 17 15:17:47 18 15:03:11 18 17:41 19 17:07:32 17 18:47:47 18 17:47 18 18:47:47 18 18:48 19 18	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29 18 10 27 27 7	1 2013 9 2014 17 2015 3 2016 7 2012 9 2012 10 2012 10 2012 10 2012 10 2012 1 2013 2 2013 5 2013 8 2013 10 2014 1 2014 1 2014 1 2014 4 2014 9 2014 9 2015	1/2/2013 9/3/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/24/2013 10/29/2013 5/1/2013 8/30/2013 1/18/2014 4/27/2014 4/27/2014 9/7/2014 3/19/2015
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-1337 Traffic Enforce 12-14391 Traffic Enforce 12-14562 Domestic 13-00841 Traffic Enforce 13-00846 Traffic Enforce 13-05489 MVA 13-15586 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00752 Traffic Enforce 14-09752 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce	RSC28 RSC28	\$C\$0 C \$C\$0 C \$C	Other Dither Dither Dither Dither Dither Other Dither	Yes	13 15 14 11 15 15 17 17 17 18 20 22 21 11 18 16 15 15 11 18 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 18 15:03:11 17 15:17:47 17 17:07:32 18 16:47 17 17:07:32 18 16:47 17 17:07:32 18 16:47 18	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 27 29 18 10 27 7 19	1 2013 9 2014 12 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2012 10 2013 5 2013 8 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2014 9 2014 9 2014 9 2014 9 2014	1/2/2013 9/18/2014 1/2/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 10/5/2012 10/5/2012 10/5/2012 10/24/2012 10/28/2012 1/19/2013 2/25/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 1/10/2014 4/27/2014 9/7/2014 9/7/2014 9/7/2015 10/16/2015
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement	13-0076 Abandoned Vehicle 14-13064 Suspicious 15-13974 Traffic Harard 16-03740 Abandoned Vehicle 12-08300 MVA 12-13801 Traffic Enforce 12-13313 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-05489 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 14-00772 Traffic Enforce 14-00742 MVA 14-0525 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-1258 Traffic Enforce 14-1258 Traffic Enforce 14-1258 Traffic Enforce 15-03658 MVA 16-0332 Traffic Enforce	RSC28 RSC28	\$CSO C \$CSO C \$C	Other Dither	Yes	13 15 14 11 15 15 14 7 17 18 20 27 7 18 16 16 17 17 18 16 17 17 18 18 19 10 11 11 11 11 11 11 11 11 11 11 11 11	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 10 14:30:43 17 16:47:47 17 17:07:32 17 16:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17:47:47 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29 18 10 27 21 7 19 10 10 27 21 10 27 10 27 10 27 10 27 10 27 10 27 10 27 10 27 10 27 10 27 10 10 27 10 27 10 27 10 10 10 10 10 10 10 10 10 10 10 10 10	1 2013 9 7014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 8 2013 8 2013 10 2014 4 2014 7 2014 9	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/5/2012 10/5/2012 10/28/2012 10/28/2013 5/12/2013 5/12/2013 8/30/2013 10/18/2014 1/10/2014 4/27/2014 3/19/2014 3/19/2015 3/23/2016 1/16/2015 3/23/2016
24b	Alternative Altern	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-13801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Domestic 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00840 Traffic Enforce 13-05889 MVA 13-12430 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00752 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 15-03658 MVA 15-15257 MVA 15-15257 MVA 16-0392 Traffic Enforce 16-0315 Traffic Enforce	RSC28 RSC28	SCSO () SCS	Other Dither	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 11 18 16 15 16 17 16 17 11 18 11 11 11 11 11 11 11 11 11 11 11	39 13:39:03 10 15:10:41 10 14:40:46 16 11:06:32 17 15:17:47 18 15:03:11 18 17:12 19 15:25:01 10 14:30:43 14 74:11 14 74:11 15 12:06:50 12 71:25:33 10 11:10:09 16 18:26:21 15 16:51:36 10 15:49:51 16 16:51:36 19 15:49:51 16 16:51:36 19 16:92:86 19 16:92:86 19 16:92:86 19 17:56:23	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29 18 10 27 27 21 7 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	1 2013 9 2014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2012 1 2013 2 2013 5 2013 8 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2014 1 2014 1 2014 1 2014 1 2014 3 2015 5 2013	1/2/2013 9/2/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/24/2012 10/24/2013 2/25/2013 5/1/2013 8/30/2013 1/18/2014 4/27/2014 4/27/2014 3/19/2015 10/16/2015 3/23/2016 5/5/2016
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13313 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Traffic Enforce 13-03465 Traffic Enforce 13-02466 Traffic Enforce 13-03489 MVA 13-12430 Traffic Enforce 14-0777 Traffic Enforce 14-07852 Traffic Enforce 14-07952 Traffic Enforce 14-12458 Traffic Enforce 14-1257 MVA 15-15257 MVA 16-03912 Traffic Enforce 16-06116 Traffic Enforce 16-06116 Traffic Enforce 16-06116 Traffic Enforce	RSC28 RSC28	SCS0 (SCS0) (SCS0	Other Dither	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 11 18 16 17 17 18 18 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 18 15:09:11 12 15:12:50 10 14:30:43 17 14:11 17 17:07:32 18 14:47:47 18 16:13:33 10 13:39:31 10 14:10:49 11 16:13:49	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 27 7 19 16 23 5 4	1 2013 9 2014 12 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 1 2013 5 2013 8 2013 8 2013 1 2014 1 2014 7 2014 3 2015 3 2015 3 2016 5 2016 7 2016	1/2/2013 9/18/2014 1/2/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/24/2012 10/24/2013 1/19/2013 2/25/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 1/10/2014 4/27/2014 9/7/2014 3/19/2015 10/16/2015 3/23/2016 5/5/2016 5/5/2016
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13431 Traffic Enforce 12-13497 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-10841 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-15846 Traffic Enforce 13-15846 Traffic Enforce 14-00742 MVA 14-05275 Traffic Enforce 14-00742 MVA 14-05275 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 15-03658 MVA 16-0392 Traffic Enforce 16-06116 Traffic Enforce 16-0616 Traffic Enforce 16-0616 Traffic Enforce 17-00504 MVA	RSC28 RSC28	SCS0 ()	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes No No No No Yes	13 15 14 11 15 15 15 17 17 18 20 23 7 7 11 18 16 15 15 16 17 12 11 18 11 11 11 11 11 11 11 11 11 11 11	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 10 14:30:43 17 16:47:47 17 17:07:32 17 16:47:47 18 17:47 18 17:	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29 18 0 27 21 7 19 16 23 5 4 4 11	1 2013 9 7014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 8 2013 8 2013 10 2014 4 2014 4 2014 7 2014 9	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/1/2012 10/5/2012 10/5/2012 10/28/2012 10/28/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 1/10/2014 4/27/2014 3/19/2015 3/23/2016 5/5/2016 5/5/2016 5/5/2016 5/5/2016 5/5/2016 5/5/2016 5/5/2016 5/5/2016
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-13801 Traffic Enforce 12-13313 Traffic Enforce 12-08730 MVA 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Domestic 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00840 Traffic Enforce 13-05849 MVA 13-12430 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00752 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 15-03658 MVA 15-15257 MVA 15-15257 MVA 15-15257 MVA 16-0392 Traffic Enforce 16-0391 Traffic Enforce 16-0391 Traffic Enforce 16-03946 Traffic Enforce 16-06116 Traffic Enforce 17-00504 MVA	RSC28 RSC3 RSC3 RSC3 RSC3 RSC3 RSC3 RSC3 RSC3	SCS0 ()	Dither Di	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 11 18 16 15 16 17 16 17 18 18 19 11 18 19 18 19 18 19 18 19 18 19 19 18 19 19 19 18	39 13:39:03 10 15:10:41 10 14:40:46 16 11:06:32 17 15:17:47 18 15:03:11 18 17:12 19 15:25:01 10 14:30:43 14 74:11 17 17:07:32 17 18:47:47 18 16:13:13 18 16:13:13 18 16:13:13 18 16:13:13 18 18:13:13 18 18:18:19 19 18:13:13 18 18:18:19 18 18:18:18 18 18:18:19 18 18:18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18:18 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18	2 18 10 19 3 3 1 10 5 24 28 19 25 1 30 29 18 10 27 27 27 21 7 19 16 23 5 4 4 11 11 11 11 11 11 11 11 11 11 11 11	1 2013 9 2014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 6 2013 10 2014 1 2014 1 2014 1 2014 1 2014 3 2015 10 2015 2 2016 5 2016 5 2016 5 2016 5 2016 5 2016 6 2017 1 2014	1/2/2013 9/2/2013 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/28/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 3/19/2015 10/16/2015 10/16/2015 7/4/2016 7/4/2016 7/4/2016 7/4/2016 7/4/2017 4/17/2012
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Enfo	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13313 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14492 Traffic Enforce 13-00841 Traffic Enforce 13-00846 Traffic Enforce 13-02466 Traffic Enforce 13-10480 Traffic Enforce 13-12430 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12689 Traffic Enforce 16-09166 Traffic Enforce 16-09166 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 12-04586 Traffic Hazard 12-16899 Traffic Hazard	RSC28 RSC38 RSC38	SCS0 (SC	Dither Di	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 11 18 16 15 9 21 16 17 12 11 18 19 8 10	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 18 15:05:11 19 14:30:43 17 14:11:47 17 17:07:32 18 16:30:33 18 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31:31 31 16:31	2 18 10 19 3 3 1 100 5 24 28 19 25 1 30 27 21 16 23 5 4 11 17 19	1 2013 9 2014 12 2015 3 2016 7 2012 10 2012 10 2012 10 2012 1 2013 2 2013 5 2013 5 2013 1 2014 1 2014 1 2014 1 2014 1 2014 1 2015 3 2015 3 2016 5 2016 7 2016 1 2017 1 2017	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 10/5/2012 10/5/2012 10/28/2012 1/19/2013 2/25/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 1/10/2014 4/27/2014 9/7/2014 9/7/2014 9/7/2015 3/23/2016 5/5/2016 5/5/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2012 12/19/2012
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Enforc	13-0076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13497 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-05489 MVA 13-12430 Traffic Enforce 14-00777 Traffic Enforce 14-00772 MVA 14-05275 Traffic Enforce 14-03925 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 15-03658 MVA 16-0392 Traffic Enforce 16-0616 Traffic Enforce 16-0616 Traffic Enforce 16-09466 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-08504 MVA	RSC28 RSC28	SCSO (C SCS	Other	Yes	13 15 14 11 15 15 15 17 17 18 20 23 7 7 11 18 16 15 15 16 17 12 11 18 19 8 10 11	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 10 14:30:43 17 16:47:47 17 17:07:32 17 16:47:47 18 16:47 18 16:47	2 18 10 19 3 3 1 100 5 24 28 19 25 1 30 29 18 10 27 21 19 16 23 5 4 11 17 19 22	1 2013 9 7014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 8 2013 10 2014 1 2014 1 2014 2 2014 2 2014 3 2015 10 2015 2 2013 3 2016 5 2016 7 2016 1 2017 1 2017 2 2018 2 2013	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 10/12/2012 10/12/2012 10/5/2012 10/5/2012 10/5/2012 10/5/2013 10/28/2013 5/12/2013 5/12/2013 1/18/2014 1/10/2014 4/27/2014 4/27/2014 3/19/2015 3/23/2016 5/5/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2012 12/19/2012 12/19/2012 12/19/2012
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Hazard Hazard Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-13801 Traffic Enforce 12-13313 Traffic Enforce 12-1339 MVA 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Traffic Enforce 13-03641 Traffic Enforce 13-03641 Traffic Enforce 13-03684 MVA 13-12430 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00752 Traffic Enforce 14-00752 Traffic Enforce 14-09525 MVA 14-12458 Traffic Enforce 15-03658 MVA 15-13527 MVA 15-13527 MVA 15-13527 MVA 12-04586 Traffic Enforce 16-0932 Traffic Enforce 16-0932 Traffic Enforce 16-0932 Traffic Enforce 16-0938 Traffic Enforce 16-0939 Traffic Enforce 16-0939 Traffic Enforce 13-03598 Traffic Hazard 13-02398 Traffic Hazard 13-02398 Traffic Hazard	RSC28 RSC38 RSC38	SCS0 (SC	Dither Di	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 11 18 16 15 16 17 16 17 18 19 10 11 18 10 11 19 10 11	39 13:39:03 10 15:10:41 10 14:40:46 16 11:06:32 17 15:17:47 18 15:03:11 18 17:03:12 19 15:25:01 10 14:30:43 14 7-41:14 17 17:07:32 17 18:47:47 18 16:13:14 18 16:13:14 18 16:13:14 18 16:13:14 18 16:13:14 18 16:13:14 18 16:13:14 18 16:13:14 18 16:13:14 18 17:14 18 18:14 19 18:14 18 18:14 19 18 18:14 19 18 18:14 19 18 18 18:14 19 18 18 18:14 19 18 18 18:14 19 18 18 18:14 19 18 18 18:14 19 18 18 18:14 19 18 18 18 18:14 19 18 1	2 18 10 19 3 3 1 100 5 24 28 19 25 1 30 27 7 19 16 23 5 4 11 17 19 22 2 9	1 2013 9 2014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 6 2013 10 2014 1 2014 1 2014 1 2014 2 2013 3 2016 5 2017 7 2016 5 2016 5 2016 7 2016 1 2017 1 2012 2 2013 3 2016	1/2/2013 9/3/2016 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/28/2013 2/25/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 3/19/2015 10/16/2015 2/25/2016 7/4/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2012 12/19/2013
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement En	13-0076 Abandoned Vehicle 14-13064 Suspicious 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13397 Traffic Enforce 12-13491 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00840 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 14-10472 MVA 14-05275 Traffic Enforce 14-00420 MVA 14-05275 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 15-03658 MVA 16-0392 Traffic Enforce 16-0616 Traffic Enforce 16-0616 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-00504 MVA 13-02983 Traffic Hazard 13-02983 Traffic Hazard 14-15024 Traffic Hazard	RSC28 RSC28	SCS0 (SCS0) (SCS0	Dither Di	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 7 11 18 16 17 12 11 18 19 19 10 11 11 11 14 4	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:05:10 14:30:43 14:40:46 17 17:07:32 18:47:47 18:47	2 18 10 19 3 3 1 100 5 24 28 19 25 1 30 29 18 10 27 21 19 16 23 5 4 11 17 19 22	1 2013 9 7014 17 7015 3 2016 7 7012 9 2012 10 2012 10 2012 1 2013 2 2013 8 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2014 9 2014 3 2015 3 2016 5 2013 1 2014 1 2017 1 2017 2 2018 3 2016 5 2017 1 2017 1 2017 2 2018 1 2017	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012 10/5/2012 10/28/2012 1/19/2013 2/25/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 9/7/2014 3/19/2015 5/5/2016 5/5/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2012 12/19/2013 10/28/2013 10/28/2014
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Harard Hazard Hazard Hazard Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13497 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-10841 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00840 MVA 13-12430 Traffic Enforce 14-00742 MVA 14-05275 Traffic Enforce 14-00742 MVA 14-05275 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 16-0346 Traffic Enforce 16-0346 Traffic Enforce 16-0346 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-00504 Traffic Enforce 17-00504 MVA 12-04586 Traffic Hazard 13-02393 Traffic Hazard 13-02393 Traffic Hazard 14-15042 Traffic Hazard	RSC28 RSC28	SCSO (C SCS	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes No No No Yes	13 15 14 11 15 15 15 17 17 18 20 23 7 7 11 18 16 15 19 21 11 18 19 8 10 11 19 4	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:05:10 14:30:43 14:40:46 17 17:07:32 18:47:47 18:47	2 18 10 19 3 3 1 100 5 24 28 19 25 18 10 27 27 19 16 23 5 4 11 17 19 22 5 28 6 6	1 2013 9 7014 17 7015 3 2016 7 7012 9 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 8 2013 10 2014 1 2014 1 2014 1 2014 2 2013 3 2015 1 2017	1/2/2013 9/3/2014 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/5/2012 10/5/2012 10/5/2012 10/5/2013 10/28/2013 5/1/2013 8/30/2013 1/18/2014 1/10/2014 4/27/2014 4/27/2014 3/19/2015 3/23/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 2/22/2013 3/9/2013 10/28/2014 11/6/2014
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Enforcement En	13-0076 Abandoned Vehicle 14-13064 Suspicious 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13397 Traffic Enforce 12-13491 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00840 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 14-10472 MVA 14-05275 Traffic Enforce 14-00420 MVA 14-05275 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 15-03658 MVA 16-0392 Traffic Enforce 16-0616 Traffic Enforce 16-0616 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-00504 MVA 13-02983 Traffic Hazard 13-02983 Traffic Hazard 14-15024 Traffic Hazard	RSC28 RSC28	SCSO ()	Dither Di	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 11 18 16 15 17 16 17 18 18 10 11 18 10 11 19 8 10 11	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 10 14:30:43 17 15:17:47 17 17:07:32 17 17 17:07:32 17 17:	2 18 10 19 3 1 10 5 24 28 19 25 1 8 10 27 21 7 19 16 23 5 4 111 17 19 22 28	1 2013 9 7014 17 7015 3 2016 7 7012 9 2012 10 2012 10 2012 1 2013 2 2013 8 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2014 9 2014 3 2015 3 2016 5 2013 1 2014 1 2017 1 2017 2 2018 3 2016 5 2017 1 2017 1 2017 2 2018 1 2017	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012 10/5/2012 10/28/2012 1/19/2013 2/25/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 9/7/2014 3/19/2015 5/5/2016 5/5/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2012 12/19/2013 10/28/2013 10/28/2014
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Harard Hazard Hazard Hazard Hazard Hazard Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-13801 Traffic Enforce 12-13313 Traffic Enforce 12-1339 MVA 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Traffic Enforce 13-03684 Traffic Enforce 13-03684 Traffic Enforce 13-05889 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00752 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 14-09752 Traffic Enforce 16-0368 MVA 15-13-257 MVA 15-13-257 MVA 15-13-268 Traffic Enforce 16-0391 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0393 Traffic Hazard 13-02983 Traffic Hazard 13-02983 Traffic Hazard 14-15495 Traffic Hazard 14-15495 Traffic Hazard	RSC28 RSC28	SCS0 (SCS0) (SCS0	Dither Di	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 7 11 18 16 17 12 11 18 19 19 10 11 14 9 10 10 10	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 10 14:30:43 14 7-41:14 17 17:07:32 17 18:47:47 18 16:31 18 16:51:36 19 16:51:36 1	2 18 10 19 3 1 10 5 5 24 28 19 25 1 8 10 27 21 16 23 5 4 11 17 19 22 9 28 6 6 6	1 2013 9 2014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 6 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2014 3 2015 5 2016 5 2016 5 2016 5 2016 5 2016 1 2017 1 2012 2 2013 3 2013 10 2014 11 2014	1/2/2013 9/3/2016 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/28/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 4/27/2014 3/19/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2015 10/16/2014
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Harard Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13397 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-05489 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-00785 Traffic Enforce 14-12458 Traffic Enforce 15-03658 MVA 16-0392 Traffic Enforce 16-0616 Traffic Enforce 16-0616 Traffic Enforce 16-0616 Traffic Enforce 17-00504 MVA 13-0293 Traffic Hazard 13-0294 Traffic Hazard 14-15024 Traffic Hazard	RSC28 RSC28	SCSO (C SCS	Deter	Yes	13 15 14 11 15 15 15 17 17 18 20 23 7 7 11 18 16 15 9 21 11 18 19 8 10 11 10 4 9 10 10 5	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 13 16:33:14 17:41:47 17:07:32 14 18:47:47 13 16:33:16 14:10:09 15:13:16 16:51:36 17:51:36 17:51:36 17:51:36 18:18:09:18 18:18:09:	2 18 10 19 3 3 1 1 10 5 24 28 19 25 1 30 27 19 16 23 5 4 11 17 19 22 2 8 6 6 6 5 5	1 2013 9 7014 17 7015 3 2016 7 7012 9 2012 10 2012 10 2012 1 2013 2 2013 8 2013 8 2013 10 2014 1 2014 1 2014 1 2014 9 2014 3 2015 3 2016 5 2013 3 2016 5 2017 1 2017	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 9/3/2012 10/1/2012 7/10/2012 10/5/2012 10/28/2012 1/19/2013 2/25/2013 8/30/2013 10/29/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 9/7/2014 3/19/2015 5/5/2016 5/5/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2012 12/19/2013 10/28/2014 11/6/2014 11/6/2014
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Harard Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-134391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-10841 Traffic Enforce 13-10840 MVA 13-12430 Traffic Enforce 13-15866 Traffic Enforce 14-00742 MVA 14-05275 Traffic Enforce 14-00742 MVA 14-05275 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 16-09466 Traffic Enforce 16-09466 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-00504 MVA 12-04586 Traffic Hazard 13-02393 Traffic Hazard 13-02393 Traffic Hazard 14-15445 Traffic Hazard 14-15445 Traffic Hazard 14-15450 Traffic Hazard 14-15450 Traffic Hazard 15-00177 Traffic Hazard 15-00177 Traffic Hazard	RSC28 RSC28	SCS0 (SC	Other	Yes Yes Yes Yes Yes Yes Yes Yes Yes No No No No Yes Yes Yes Yes Yes Yes Yes Yes Yes No	13 15 14 11 15 15 15 17 17 18 20 23 7 7 11 18 16 15 19 21 11 18 19 10 11 10 4 9 10 15	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 10 14:30:43 17 15:17:47 17 17:07:32 17 18:10:49 18 18:30:43 18 18 18:30 18 18 18 18 18 18 18 18 18 18 18 18 18 1	2 18 10 19 3 3 1 100 5 24 28 19 25 1 8 10 27 19 16 23 5 4 11 17 19 22 2 9 28 6 6 6 5 5 5	1 2013 9 7014 17 7015 3 2016 7 7012 9 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 8 2013 10 2014 1 2014 1 2014 1 2014 2 2013 3 2015 10 2017 1 2017	1/2/2013 9/3/2014 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/5/2012 10/5/2012 10/5/2012 10/5/2013 10/28/2013 5/1/2013 5/1/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 1/10/2014 4/27/2014 4/27/2014 3/19/2015 3/23/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 2/22/2013 3/9/2013 10/28/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Hararcement Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13313 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Traffic Enforce 13-10486 Traffic Enforce 13-02846 Traffic Enforce 13-02848 MVA 13-12586 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-0077 Traffic Enforce 14-00752 Traffic Enforce 14-00752 Traffic Enforce 14-09525 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-03946 Traffic Enforce 16-0393 Traffic Hazard 12-16899 Traffic Hazard 13-02983 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15491 Traffic Hazard 14-15491 Traffic Hazard 14-15491 Traffic Hazard 13-13770 MVA	RSC28 RSC38	SCS0 (SC	Deter Ditter Dit	Yes	13 15 16 11 15 15 15 17 17 18 20 23 7 11 18 16 15 9 21 11 18 19 4 10 11 10 5 6 6 10 10 10 10 10 10 10 10 10 10 10 10 10	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 10 14:30:43 14 7-41:14 17 17:07:32 17 18:47:47 18 16:30:43 18 16:51:46 19 16:51:4	2 18 10 19 3 1 10 5 5 24 28 19 25 1 8 10 27 21 16 23 5 4 4 11 17 19 22 9 28 6 6 6 5 5 5 22	1 2013 9 7014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2012 10 2013 5 2013 8 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2016 1 2017 2 2013 3 2016 1 2017 2 2013 3 2016 1 2017 2 2013 3 2016 1 2017 1 2017 1 2017 1 2017 1 2017 1 2014	1/2/2013 9/3/2016 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/24/2013 10/28/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 4/27/2014 3/19/2015 10/16/2015 3/23/2016 5/5/2016 7/4/2016 11/12/2017 4/17/2012 12/19/2012 12/19/2013 3/9/2013 10/28/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13397 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00840 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 14-00420 MVA 14-05275 Traffic Enforce 14-00420 MVA 14-05275 Traffic Enforce 14-03757 Traffic Enforce 14-03752 Traffic Enforce 15-03658 MVA 16-0392 Traffic Enforce 16-03615 Traffic Enforce 16-0364 Traffic Enforce 17-00504 MVA 12-04586 Traffic Hazard 13-02933 Traffic Hazard 14-15485 Traffic Hazard 14-15485 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15491 Traffic Hazard 15-00177 Traffic Hazard 15-00177 Traffic Hazard	RSC28 RSC38	SCS0 C C SCS0 C SC	Dither Di	Yes	13 15 14 11 15 15 15 17 17 17 18 20 23 7 11 18 16 15 17 16 17 18 10 11 19 8 10 11 19 9 10 10 5 6 20 14 9	39 13:39:03 13:39:03 13:39:03 10 15:10:41 10 14:40:46 14:10:43 15:40:41 15:40:45 15:40:4	2 18 10 19 3 1 10 5 5 24 28 19 25 1 10 27 21 16 5 5 4 11 17 19 22 9 28 6 6 6 5 5 5 22 14 10 28 8	1 2013 9 2014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 6 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2014 2 2013 3 2015 10 2017 1 2012 2 2013 3 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 6 2017 1 2017 1 2018 1 2017 1 2018 1 2017 1 2018 1 2017 1 2018 1	1/2/2013 9/3/2014 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/24/2013 10/28/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 4/27/2014 3/19/2015 10/16/2015 3/23/2016 5/5/2016 7/4/2016 11/12/2017 4/17/2012 12/19/2012 12/19/2013 3/9/2013 10/28/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2015 9/22/2013 3/14/2012 12/10/2015 7/28/2015
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13431 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-00840 MVA 13-12430 Traffic Enforce 13-15586 Traffic Enforce 14-00420 MVA 14-05275 Traffic Enforce 14-00420 MVA 14-05275 Traffic Enforce 14-03757 Traffic Enforce 14-03952 Traffic Enforce 15-03658 MVA 15-12527 MVA 16-0392 Traffic Enforce 16-0361 Traffic Enforce 16-0364 Traffic Enforce 17-00504 MVA 12-04586 Traffic Hazard 13-02943 Traffic Hazard 14-15495 Traffic Hazard 14-15495 Traffic Hazard 14-15495 Traffic Hazard 14-15497 Traffic Hazard 14-15497 Traffic Hazard 14-15491 Traffic Hazard 15-00177 Traffic Hazard 15-00177 Traffic Hazard 15-10314 Animal Problem 15-10705 Animal Problem	RSC28	SCS0 (SC	Deter Ditter Dit	Yes	13 15 16 11 11 15 15 15 17 17 17 18 20 23 7 7 11 18 16 17 12 11 18 19 21 10 11 10 5 6 20 114 9 18	39 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 13 15:03:11 15 15:25:01 13 16:33:14 17:41:47 17:07:32 14 18:47:47 13 16:33:16 13 16:33:16 13 16:33:16 14:10:09 15 16:51:36 16:51:36 17:41:31 16:51:36 17:41:31 17:41 18:47:47 18:47	2 18 10 19 3 3 1 1 10 5 24 28 19 25 1 30 27 21 17 19 16 23 5 4 4 11 17 19 22 28 6 6 6 5 5 5 5 5 22 21 4 10 28 25	1 2013 9 7014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 5 2013 5 2013 10 2014 1 2014 2 2014 3 2015 1 2014 1 2017 1 2017 2 2013 3 2016 1 2017 2 2013 3 2016 1 2017 2 2013 3 2016 1 2017 2 2013 3 2016 1 2017 2 2013 3 2016 1 2017 2 2013 3 2013 10 2014 11 2014 11 2014 11 2014 11 2014 12 2013 3 2013 10 2014 11 2014 11 2014 11 2014 11 2014 11 2014 12 2013 3 2013 10 2014 11 2014 11 2014 11 2014 11 2014 11 2014 11 2015 12 2013 3 2013 11 2014 11 2015 12 2013 3 2011 12 2014 11 2015 12 2013 3 2011 12 2014 13 2015 14 2015 17 2015	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/5/2012 10/28/2012 10/28/2012 1/19/2013 2/25/2013 8/30/2013 10/29/2013 10/29/2013 11/19/2014 4/27/2014 4/27/2014 9/7/2014 3/19/2015 3/23/2016 5/5/2016 5/5/2016 5/5/2016 5/3/2016 1/11/2017 4/17/2012 12/19/2013 10/28/2014 11/6/2015 7/28/2015 7/28/2015
24b	Alternative Altern	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 15-17974 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-134391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-10841 Traffic Enforce 13-10840 MVA 13-12430 Traffic Enforce 13-15866 Traffic Enforce 13-15866 Traffic Enforce 14-00742 MVA 14-05275 Traffic Enforce 14-00742 MVA 14-05275 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-12458 Traffic Enforce 14-0392 Traffic Enforce 16-03466 Traffic Enforce 16-0346 Traffic Enforce 16-0346 Traffic Enforce 17-00504 MVA 12-04586 Traffic Enforce 17-00504 MVA 12-04586 Traffic Hazard 13-02294 Traffic Hazard 13-02393 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 15-10717 Traffic Hazard	RSC28	SCSO (C SCS	Other	Yes	13 15 16 11 15 15 15 17 17 18 20 23 7 11 18 16 15 9 21 11 18 19 4 9 10 11 19 4 9 10 10 5 6 6 10 11 9 10 10 10 10 10 10 10 10 10 10 10 10 10	39 3:39:03 0 13:39:03 0 13:30:04 10 14:40:46 11:06:32 17:17:47 3 15:03:11 17:17:47 17:07:32 1	2 18 10 19 3 3 1 100 5 24 28 19 25 1 30 29 18 10 27 21 17 19 22 29 28 6 6 6 5 5 5 22 14 10 28 25 24	1 2013 9 7014 17 7015 3 2016 7 7012 9 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 8 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2014 2 2013 3 2015 10 2017 1	1/2/2013 9/18/2014 12/10/2015 3/15/2016 7/3/2012 10/1/2012 10/5/2012 10/5/2012 10/5/2012 10/5/2013 5/12/2013 5/12/2013 5/12/2013 1/18/2014 1/10/2014 4/27/2014 4/27/2014 4/27/2014 3/19/2015 3/23/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2012 12/19/2012 12/19/2013 3/9/2013 10/28/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 1/5/2015 9/22/2013 3/14/2012 12/10/2015 7/28/2015 7/28/2015 8/24/2015
24b	Alternative	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Harbard Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13313 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Traffic Enforce 13-10486 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-05849 MVA 13-12586 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-0077 Traffic Enforce 14-00752 Traffic Enforce 14-00752 Traffic Enforce 14-00752 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0394 Traffic Enforce 16-0395 Traffic Enforce 16-0396 Traffic Enforce 16-0391 Traffic Enforce 16-0392 Traffic Hazard 13-10294 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15491 Traffic Hazard 14-15491 Traffic Hazard 13-13770 MVA 12-03131 MVA 15-13784 Animal Problem 15-12005 Animal Problem 15-12005 Animal Problem 15-12008 MAImal Problem 15-12008 Animal Problem 15-12088 Animal Problem	RSC28 RSC38	SCSO C C SCSO	Other	Yes	13 15 16 11 15 15 15 17 17 17 18 20 23 7 11 18 16 15 16 17 16 17 18 10 11 19 8 10 10 10 5 6 20 11 18 9 10 10 10 5 6 20 11 18 10 10 10 5 6 20 11 18 8 16	39 13:39:03 10 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 3 15:03:11 17:07:32 17:0	2 18 10 19 3 1 10 5 5 24 28 25 1 10 28 25 1 10 28 25 1 10 28 25 1 10 28 25 1 10 28 25 1 10 28 25 1 10 28 25 14 17	1 2013 9 2014 17 2015 3 2016 7 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 6 2013 10 2014 1 2014 1 2014 1 2014 1 2014 1 2014 1 2014 2 2013 3 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 5 2016 7 2016 1 2017 1 2014 1 2014 2 2013 3 2013 10 2014 11 2014 5 2013 3 2013 10 2014 11 2014 5 2013 3 2016 1 2017 7 2016 1 2017 7 2016 1 2017 7 2016 1 2017 7 2016 1 2017 7 2016 7 2016 7 2016 7 2017 7 2016 8 2015 8 2015 8 2015	1/2/2013 9/3/2012 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/24/2012 10/24/2013 2/25/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 4/27/2014 3/19/2015 10/16/2015 2/23/2016 5/5/2016 7/4/2016 11/12/2017 4/17/2012 12/19/2012 12/19/2013 3/9/2013 10/28/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2015 9/22/2013 3/14/2012 12/10/2015 7/28/2015 7/28/2015 7/28/2015 9/21/2015
24b	Alternative Altern	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 14-13064 Suspicious 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13431 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14391 Traffic Enforce 13-10841 Traffic Enforce 13-02466 Traffic Enforce 13-02466 Traffic Enforce 13-02468 Traffic Enforce 13-15586 Traffic Enforce 14-00420 MVA 13-12430 Traffic Enforce 14-00777 Traffic Enforce 14-03757 Traffic Enforce 14-03757 Traffic Enforce 14-03757 Traffic Enforce 14-03752 Traffic Enforce 15-03658 MVA 16-0392 Traffic Enforce 16-03615 Traffic Enforce 16-03616 Traffic Enforce 17-00504 MVA 12-04586 Traffic Hazard 13-02983 Traffic Hazard 13-02983 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 15-00177 Traffic Hazard 15-00177 Traffic Hazard 15-00177 Traffic Hazard 15-10374 Animal Problem 15-12078 Animal Problem 15-123788 Animal Problem 15-12388 Animal Problem 15-13788 Animal Problem 15-13788 Animal Problem	RSC28	SCS0 () C SCS0	Other	Yes	13 15 16 11 11 15 15 15 17 17 17 18 20 23 7 7 11 18 16 17 12 11 18 19 21 10 11 10 5 6 20 14 9 18 8 16 8	39 (339-03) 49 (13-39-03) 40 (15-10-41) 40 (14-04-64) 40 (17-10-10-10-10-10-10-10-10-10-10-10-10-10-	2 18 10 19 3 1 1 10 5 24 28 28 29 18 10 27 7 19 16 23 5 4 11 17 7 19 22 28 6 6 6 5 5 5 5 22 14 10 28 25 24 17 4	1 2013 9 7014 17 2015 3 2016 7 7012 9 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 5 2013 6 2015 1 2014 1 2014 1 2014 9 2014 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2018	1/2/2013 9/18/2014 12/10/2015 3/19/2016 7/3/2012 10/1/2012 7/10/2012 10/5/2012 10/28/2012 1/19/2013 2/25/2013 3/18/2014 1/10/2014 4/27/2014 4/27/2014 4/27/2014 4/27/2014 3/19/2015 3/23/2016 5/5/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2015 3/23/2016 5/5/2016 7/4/2016 1/11/2017 4/17/2012 12/19/2012 12/19/2013 3/9/2013 11/6/2014 11/6/2014 15/5/2014 11/6/2014 15/5/2014 11/6/2014 15/5/2015 7/28/2015 7/28/2015 7/28/2015 7/28/2015 1/2015 1/2015 1/2015 1/2015
24b	Alternative Altern	22000 Block of Grip Road	Abandoned Abandoned Abandoned Abandoned Abandoned Enforcement Harbard Hazard	13-00076 Abandoned Vehicle 14-13064 Suspicious 15-17994 Traffic Hazard 16-03740 Abandoned Vehicle 12-08300 MVA 12-11801 Traffic Enforce 12-13313 Traffic Enforce 12-13313 Traffic Enforce 12-13491 Traffic Enforce 12-14391 Traffic Enforce 12-14392 Traffic Enforce 13-10486 Traffic Enforce 13-00841 Traffic Enforce 13-00841 Traffic Enforce 13-05849 MVA 13-12586 Traffic Enforce 14-00777 Traffic Enforce 14-00777 Traffic Enforce 14-0077 Traffic Enforce 14-00752 Traffic Enforce 14-00752 Traffic Enforce 14-00752 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0392 Traffic Enforce 16-0394 Traffic Enforce 16-0395 Traffic Enforce 16-0396 Traffic Enforce 16-0391 Traffic Enforce 16-0392 Traffic Hazard 13-10294 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15490 Traffic Hazard 14-15491 Traffic Hazard 14-15491 Traffic Hazard 13-13770 MVA 12-03131 MVA 15-13784 Animal Problem 15-12005 Animal Problem 15-12005 Animal Problem 15-12008 MAImal Problem 15-12008 Animal Problem 15-12088 Animal Problem	RSC28 RSC38	SCSO C C SCSO	Other	Yes	13 15 16 11 11 15 15 15 17 17 17 18 20 23 7 7 11 18 16 17 12 11 18 19 21 10 11 10 5 6 20 14 9 18 8 16 8	39 13:39:03 10 13:39:03 10 15:10:41 10 14:40:46 11:06:32 17 15:17:47 3 15:03:11 17:07:32 17:0	2 18 10 19 3 1 10 5 5 24 28 25 1 10 28 25 1 10 28 25 1 10 28 25 1 10 28 25 1 10 28 25 1 10 28 25 1 10 28 25 14 17	1 2013 9 7014 17 2015 3 2016 7 7012 9 2012 10 2012 10 2012 10 2012 10 2012 10 2013 2 2013 5 2013 5 2013 6 2015 1 2014 1 2014 1 2014 9 2014 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2017 1 2018	1/2/2013 9/3/2012 12/10/2015 3/19/2016 7/3/2012 10/1/2012 10/1/2012 10/24/2012 10/24/2012 10/24/2012 10/24/2013 2/25/2013 5/1/2013 8/30/2013 10/29/2013 1/18/2014 4/27/2014 4/27/2014 4/27/2014 3/19/2015 10/16/2015 2/23/2016 5/5/2016 7/4/2016 11/12/2017 4/17/2012 12/19/2012 12/19/2013 3/9/2013 10/28/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2014 11/6/2015 9/22/2013 3/14/2012 12/10/2015 7/28/2015 7/28/2015 7/28/2015 9/21/2015

245 416	22000 No. 1. 600' P 1		45 00555											
24b Alternative 24b Alternative	22000 Block of Grip Road 22000 Block of Grip Road	Hazard		Traffic Enforce Traffic Hazard	RSC28	SCSO		Yes	10		10:52:14	19	6 2016	6/19/2016
24b Alternative	22000 Block of Grip Road	Hazard Kazard		Animal Problem	RSC28 RSC28		Peak PIM Other	Yes No	16		16:59:10	1	7 2016	7/1/2016
24b Alternative	22000 Block of Grip Road	Hazard		Traffic Hazard	RSC28	SCSO	Other	No	18 22		18:41:42	11	2 2016	2/11/2016
24b Alternative	22000 Block of Grip Road	Hazard		Traffic Hazard	RSC28	5CSO	Peak PM	Yes	17		22:24:19 17:49:35	15 1		10/15/2016
25a Alternative	6000 Block of Grip Road	Accident	14-02650		RSC28	SCSO	Other	No	1		1:04:11	3	3 2014	11/1/2016 3/3/2014
25a Alternative	6000 Block of Grip Road	Accident	16-05835		RSC28	SCSO	Other	Yes	15		15:05:49	29	4 2016	4/29/2016
25a Alternative	6000 Block of Grip Road	Abandoned	14-02650		RSC28		Other	No	1	4	1:04:11	3	3 2014	3/3/2014
25a Alternative	6000 Block of Grip Road	Abandoned	16-05835		RSC28		Other	Yes	15		15:05:49	29	4 2016	4/29/2016
25c Alternative	Grip Road & Bassett Road	Accident		Traffic Enforce	RSC28		Other	Yes	13		13:43:04	18	5 2016	5/18/2016
25c Alternative	Grip Road & Bassett Road	Accident		Domestic	RSC28		Other	No			19:53:36	30	8 2013	8/30/2013
25c Alternative	Grip Road & Bassett Road	Enforcement		Traffic Enforce	RSC2B	SCSO	Other	Yes			13:58:16	21	6 2013	6/21/2012
25c Alternative	Grip Road & Bassett Road	Enforcement	13-12460		RSC28		Other	No			19:53:36	30		
25c Alternative	Grip Road & Bassett Road	Hazard		Traffic Hazard	RSC28		Other	No			21:44:29	15	8 2013	B/30/2013
25d Alternative	23000 Block of Grip Road	Accident		Traffic Enforce	RSC28		Other	Yes			13:43:04	18		10/15/2016
25d Alternative	23000 Block of Grip Road	Accident	13-11145		RSC28		Other	Yes			8:20:31	8	5 2016	5/18/2016
25d Alternative	23000 Block of Grip Road	Accident	13-04220		RSC28		Other	Yes	7	2	7:02:00	5	8 2013 4 2013	8/8/2013
25d Alternative	23000 Block of Grip Road	Accident	13-12460		RSC2B		Other	No			19:53:36	30		4/5/2013
26 Alternative	7000 Block of F&S Grade Road	Accident	13-08849		RSC09	SCSO	Other	No		49	3:49:03	30	8 2013	B/30/2013
26 Alternative	7000 Block of F&S Grade Road	Accident	13-06393		RSC28		Other	No				17	6 2013	6/30/2013
26 Alternative	7000 Block of F&S Grade Road	Accident	13-09206		RSC09		Peak PM	Yes			23:18:21 16:13:00	5	5 2013 7 2013	5/17/2013
26 Alternative	7000 Block of F&S Grade Road	Accident	13-14686		RSC28		Other	No		24	6:24:42	11		7/5/2013 10/11/2013
26 Alternative	7000 Block of F&S Grade Road	Accident	14-00080		RSC09		Other	No			18:35:04	2		
26 Alternative	7000 Block of F&S Grade Road	Accident	14-08015		RSC09		Other	Yes		54	9:54:23	21	1 2014 6 2014	1/2/2014
26 Alternative	7000 Block of F&S Grade Road	Accident	14-09867		RSC09		Other	Yes		40	8:40:03	23	7 2014	6/21/2014
26 Alternative	7000 Block of F&S Grade Road	Accident		Traffic Hazard	RSC09		Other	No	19		19:08:26	9	10 2014	7/23/2014
26 Alternative	7000 Block of F&S Grade Road	Accident	15-09936		RSC09		Other	Nο			20:27:21	12		10/9/2014
26 Alternative	7000 Block of F&S Grade Road	Accident	16-05763		RSC09		Other	No			6:48:55	28	7 2015	7/12/2015
26 Alternative	7000 Block of F&S Grade Road	Accident	16-05853		RSC09		Other	No	22				4 2016	4/28/2016
26 Alternative	7000 Block of F&S Grade Road	Accident	12-02722		RSC09		Other	No	6		22:00:54 6:06:21	29 5	4 2016 3 2012	4/29/2016
26 Alternative	7000 Block of F&S Grade Road	Accident	12-12460		RSC28		Other	No			21:36:44	14		3/5/2012
26 Alternative	7000 Block of F&S Grade Road	Accident	14-04852		RSC28		Other	Yes			11:50:20	18	9 2012	9/14/2012
26 Alternative	7000 Block of F&S Grade Road	Accident	14-04652		RSC09		Other	No			21:23:01	18	4 2014	4/18/2014
26 Alternative	7000 Block of F&S Grade Road	Accident	14-07040		RSC09		Other	Yes	13		21:23:01 13:09:49	21	6 2014	6/1/2014
26 Alternative	7000 Block of F&S Grade Road	Accident	16-08425		RSC09		Other	No		-	13:09:49 21:53:39	16	6 2014 6 2016	6/21/2014
26 Alternative	7000 Block of F&S Grade Road	Accident	16-16146		RSC28		Other	No						6/16/2016
26 Alternative	7000 Block of F&S Grade Road	Accident	16-19184		RSC28		Peak PM	Yes			21:47:22 17:27:21	24		10/24/2016
26 Alternative	7000 Block of F&S Grade Road	Accident	16-19194		RSC28		Other	No				30		12/30/2016
26 Alternative	7000 Block of F&S Grade Road	Abandoned		Abandoned Vehicle	RSC09		Other	Yes			19:49:17	30		12/30/2016
26 Alternative	7000 Block of F&S Grade Road	Abandoned		Traffic Hazard	RSC09		Other	No			15:26:23	27		6/27/2015
26 Alternative	7000 Block of F&S Grade Road	Abandoned		Recovered Veh	RSC28		Other	No			18:46:47	11	5 2016	5/11/2016
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	RSC09		Other	No.			19:56:21	22		12/22/2016
26 Alternative	7000 Block of F&S Grade Road	Enforcement	12-02083		RSC09		Peak PM	Yes			19:40:47	18		2/18/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	RSC09		Other	No			17:16:29	12		2/12/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	RSC09		Other	No.	22		22:46:04	13		3/13/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	RSC2B								4 2012	4/13/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	RSC09		Peak PIA Other	Yes No			16:23:42	21	4 2012	4/21/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	RSC28		Other			8 1	18:15:48	29	4 2012	4/29/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement	12-12460		RSC28		Other	Yes No	8 21		B:08:01	26	6 2012	6/26/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce							21:36:44	1.4		9/14/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	R5C09 R5C09		Other Other	No No			18:55:44	30		11/30/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement									18:52:03	9		12/9/2012
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce Traffic Enforce	R5C09 R5C09		Other Other	No No			19:22:11	9		12/9/2012
	7000 Block of F&S Grade Road					-			20		20:01:55	1	3 2013	1/1/2013
26 Alternative 26 Alternative	7000 Block of F&S Grade Road	Enforcement Enforcement	13-06393	Traffic Enforce	RSC09		Other	No			18:30:47	14		5/14/2013
	7000 Block of F&S Grade Road				R5C28		Other	No			23:18:21	1,7	5 2013	5/17/2013
26 Alternative 26 Alternative	7000 Block of F&S Grade Road	Enforcement Enforcement		Traffic Enforce Traffic Enforce	RSC09		Other	No			19:59:02	25	6 2013	6/25/2013
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	RSC28 RSC28		Other Other	Yes			15:15:06 19:24:03	9	8 2013	8/9/2013
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce				No				14	8 2013	8/14/2013
26 Alternative	7000 Block of F&S Grade Road			Traffic Enforce	RSC09		Other	Yes			15:48:58	16	8 2013	8/16/2013
26 Alternative	7000 Block of F&S Grade Road	Enforcement Enforcement		Traffic Enforce	RSC28 RSC09		Peak PM Other	Yes			17:17:03	9		11/9/2013
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce			Other	No Yes			20:29:12	6		12/6/2013
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce							12:47:18	4	2 2014	2/4/2014
26 Alternative	7000 Block of F&S Grade Road	Enforcement	14-04852		RSC09 RSC28		Other Other	Yes Yes			15:10:22	13		4/13/2014
26 Alternative	7000 Block of F&S Grade Road	Enforcement									11:50:20			4/18/2014
26 Alternative	7000 Block of F&S Grade Road	Enforcement	14-06460	Traffic Enforce	RSC28 RSC09		Other Other	Yes No				21		
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce	RSC09			No			21:23:01	1.1	6 2014	6/1/2014
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce			Other Other	Yes				11		7/11/2014
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce								17 26	9 2014	9/17/2014
26 Alternative	7000 Block of F&S Grade Road		14-13144		RSC28		Other	No			23:45:37	19		9/26/2014
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce			Other	Yes				18		9/19/2014
26 Alternative	7000 Block of F&S Grade Road			Traffic Enforce			Other	Yes				25		7/18/2015
26 Alternative	7000 Block of F&S Grade Road	Enforcement		Traffic Enforce			Other					13		12/25/2015
26 Alternative	7000 Block of F&S Grade Road		16-05763		R5C09		Other	No				28		2/13/2016
26 Alternative	7000 Block of F&S Grade Road			Traffic Enforce								16		4/28/2016
26 Alternative	7000 Block of F&S Grade Road			Traffic Hazard								29		6/16/2016 4/29/2012
26 Alternative	7000 Block of F&S Grade Road			Welfare Check			Other				22:23:12	1	7 2012	7/1/2012
26 Alternative	7000 Block of F&S Grade Road			Traffic Hazard				No	6			31		10/31/2012
26 Alternative	7000 Block of F&S Grade Road			Traffic Hazard								2.2		5/22/2013
26 Alternative	7000 Block of F&S Grade Road			Traffic Hazard				No				11		1/11/2014
26 Alternative	7000 Block of F&S Grade Road			Traffic Hazard			Other		12			23		2/23/2014
26 Alternative	7000 Block of F&S Grade Road			Traffic Hazard			Other		19		19:08:26	9		10/9/2014
	7000 Block of F&S Grade Road		14-09867					Yes				23		7/23/2014
26 Alternative	7000 Block of F&S Grade Road			Traffic Hazard				No				24		1/24/2015
26 Alternative	7000 Block of F&S Grade Road		13-09206								16:13:00	5	7 2013	7/5/2013
26 Alternative	7000 Block of F&S Grade Road		14-04852									18		4/18/2014
26 Alternative	7000 Block of F&S Grade Road		14-08029						13			21		
	7000 Block of F&S Grade Road			Traffic Hazard							17:21:37	7	4 2015	6/21/2014 4/7/2015
26 Alternative	7000 Block of F&S Grade Road			Traffic Hazard								11		5/11/2016
	7000 Block of F&S Grade Road		16-05853						22			29		
	7000 Block of F&S Grade Road		16-03833											4/29/2016
	F&S Grade Road & Kelleher Road		16-16326									30 28	10 2016 1	
	F&S Grade Road & Kelleher Road		16-08425									28 16	6 2016	
	F&S Grade Road & Kelleher Road		16-17095									13	11 2016 1	6/16/2016
	F&5 Grade Road & Kelleher Road			Traffic Enforce										
	F&S Grade Road & Kelleher Road			Traffic Enforce		SCSO					.5:15:06 .9:24:03	9	8 2013	8/9/2013
21 Witchigging		orcement	~~ ~~ ~~	anne entrotte	113020	2-20	- cost	146		/4 I	J.24:U3	14	e ZU13	8/14/2013

27 Alternative	F&S Grade Road & Kelleher Road	Enforcement	13-16112 Traffic Enforce	RSC28	SCSO	Peak Pfvi	Yes	17	17 17:17:03	9	11 2013 11/9/201
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 12/25/201
27 Alternative	F&5 Grade Road & Kelleher Road	Enforcement	16-01969 Traffic Enforce	RSC28	SCSO	Olher	Yes	13	11 13:11:16	13	2 2016 2/13/201
27 Alternative	F&5 Grade Road & Kelleher Road	Hazard	12-15299 Traffic Hazard	RSC09	scso	Other	No	23	52 23:52:39	14	11 2012 11/14/201
27 Alternative	F&S Grade Road & Kelleher Road	Hazard	16-16326 MVA	RSC28	SCSO	Other	Yes	11	46 11:46:53	28	10 2016 10/28/201
b Alternative	F&S Grade Road & Collins Road	Accident	12-10147 MVA	RSC28	SCSO	Other	No	18	29 18:29:35		8 2012 8/4/201
b Alternative	F&S Grade Road & Collins Road	Accident	15-00087 XMVAU	RSC28	SCSO	Other	No	4	57 4:57:37	3	1 2015 1/3/201
b Alternative	F&S Grade Road & Collins Road	Accident	16-03908 MVA	RSC28	SCSO		No	6	22 6:22:10		3 2016 3/23/201
7b Alternative	F&5 Grade Road & Collins Road	Enforcement	13-02776 Traffic Enforce	RSC28	SCSO	Other	Yes	7	35 7:35:43		3 2013 3/5/201
7b Alternative	F&S Grade Road & Collins Road	Enforcement	14-07768 Traffic Enforce	RSC28	SCSO	Other	No	19	47 19:47:19		6 2014 6/16/201
7b Alternative	F&S Grade Road & Collins Road	Enforcement	15-01453 Traffic Enforce	RSC28	SCSO	Other	No	20	44 20:44:42		1 2015 1/31/201
76 Alternative	F&S Grade Road & Collins Road	Hazard	13-08146 Traffic Hazard	RSC28	SCSO	Other	No	0	22 0:22:05		6 2013 6/18/201
7b Alternative	F&S Grade Road & Collins Road	Hazard	13-13050 Traffic Hazard	RSC28	SCSO	Other	No	20	57 20:57:00		9 2013 9/9/201
7b Alternative	F&S Grade Road & Collins Road	Hazard	14-07089 Traffic Hazard	RSC28	SC\$O	Other	No	22	52 22:52:16		6 2014 6/2/201
7b Alternative	F&S Grade Road & Collins Road	Hazard	14-14371 Traffic Hazard	RSC28	5CSO	Other	Yes	14	10 14:10:50	14	10 2014 10/14/201
7b Alternative	F&S Grade Road & Collins Road	Hazard	14-137B5 Animal Problem	RSC28	SCSO	Other	Yes	8	1 8:01:53	3	10 2014 10/3/201
7b Alternative	F&S Grade Road & Collins Road	Hazard	15-03407 Animal Problem	RSC2B	SCSO	Peak PM	Yes	16	51 16:51:26	14	3 2015 3/14/201
7c Alternative	8000 Block of F&S Grade Road	Accident -	12-10147 MVA	RSC28	5C50	Other	No	18	29 18:29:35	4	8 2012 8/4/201
7c Alternative	8000 Block of F&S Grade Road	Accident	15-00087 XMVAU	RSC28	SCSO	Other	No	4	57 4:57:37	3	1 2015 1/3/201
c Alternative	8000 Block of F&S Grade Road	Accident	15-09687 MVA	RSC28	SCSO	Peak PM	Yes	17	5 17:05:57	В	7 2015 7/8/201
7c Alternative	8000 Block of F&S Grade Road	Accident	12-13392 XMVAU	RSC28	SCSO	Other	No	1	3 1:03:20	3	10 2012 10/3/20
7c Alternative	8000 Block of F&S Grade Road	Accident	16-03908 MVA	RSC28	SCSO	Other	No	6	22 6:22:10		3 2016 3/23/20:
7c Alternative	8000 Block of F&S Grade Road	Abandoned	13-06979 Abandoned Vehicle	RSC28	SCSO	Other	Yes	9	29 9:29:38		5 2013 5/28/20
7c Alternative	8000 Block of F&S Grade Road	Enforcement	12-02330 Traffic Enforce	RSC28	SCSO	Other	No	1			
								_			
7c Alternative	8000 Block of F&S Grade Road	Enforcement	12-05001 Traffic Enforce	RSC28	SCSO	Other	Yes	13	20 13:20:42		4 2012 4/25/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	12-09215 Traffic Enforce	RSC28	SCSO	Other	No	19	53 19:53:28		7 2012 7/18/201
7c 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 9/5/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	12-13392 XMVAU	R5C28	SCSO	Other	No	1	3 1:03:20		10 2012 10/3/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	12-13605 Traffic Enforce	RSC2B	5CSO	Other	No	1	19 1:19:49	7	10 2012 10/7/201
7c 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 10/26/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	13-02174 Traffic Enforce	RSC2B	SCSO	Other	No	20	19 20:19:21	19	2 2013 2/19/203
7c Alternative	8000 Block of F&S Grade Road	Enforcement	13-02776 Traffic Enforce	RSC2B	SCSO	Other	Yes	7	35 7:35:43	5	3 2013 3/5/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	13-15016 Traffic Enforce	RSC2B	scso	Other	Yes	11	20 11:20:18	18	10 2013 10/18/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	14-04832 Traffic Enforce	RSC2B	SCSO	Other	No	0	25 0:25:55		4 2014 4/18/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	14-05652 Traffic Enforce	R5C2B	SCSO	Other	Yes	10	58 10:58:09	5	5 2014 5/5/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	14-05653 Traffic Enforce	RSC28	SCSO	Other	Yes	11	14 11:14:55		5 2014 5/5/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	14-06949 Traffic Enforce	R5C28	5050	Other	Yes	9	34 9:34:20		5 2014 5/31/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	14-07768 Traffic Enforce	RSC28	SCSO	Other	No	19	47 19:47:19		
	8000 Block of F&S Grade Road		15-01453 Traffic Enforce	RSC28	5CSO	Other	No				
7c Alternative		Enforcement						20	44 20:44:42		1 2015 1/31/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	15-03835 Traffic Enforce	RSC28	SCSO	Other	Yes	10	47 10:47:01		3 2015 3/23/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	15-07375 Traffic Enforce	RSC28		Other	No	18	58 18:58:54		5 2015 5/30/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	15-14479 Traffic Enforce	RSC28	5C50	Other	No	2	21 2:21:26		10 2015 10/1/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	16-01699 Traffic Enforce	RSC28	SC50	Other	No	19	52 19:52:10	1	2 2016 2/7/201
7c Alternative	8000 Block of F&S Grade Road	Enforcement	16-06014 Traffic Enforce	RSC28	SCSO	Other	Nα	21	55 21:55:01	2	5 2016 5/2/201
7c 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 4/21/201
7c Alternative	8000 Block of F&S Grade Road	Hazard	12-07804 Traffic Enforce	RSC28	SC50	Other	Yes	13	12 13:12:32	24	6 2012 6/24/201
7c Alternative	8000 Block of F&S Grade Road	Hazard	13-08146 Traffic Hazard	RSC28	SCSO	Other	No	0	2.2 0:22:05	18	6 2013 6/18/20:
7c Alternative	8000 Block of F&S Grade Road	Hazard	13-08584 Traffic Hazard	RSC28	SCSO	Other	No	2.3	8 23:08:07	25	6 2013 6/25/203
7c Alternative	8000 Block of F&S Grade Road	Hazard	13-12556 Traffic Hazard	RSC28	SCSO	Other	Yes	1.2	49 12:49:21	1	9 2013 9/1/20:
7c 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 9/9/201
7c Alternative	8000 Block of F&S Grade Road	Hazard	13-14108 Wires	R5C28	SCSO	Other	Yes	14	17 14:17:47		9 2013 9/28/20
7c Alternative	8000 Block of F&S Grade Road	Hazard	14-07089 Traffic Hazard	RSC28	5CSO	Other	No	22	52 22:52:16		6 2014 6/2/20
7c Alternative	8000 Block of F&5 Grade Road	Hazard	14-14371 Traffic Hazard	RSC28	SCSO	Other	Yes	14	10 14:10:50		10 2014 10/14/201
7c Alternative	8000 Block of F&S Grade Road	Hazard	14-15649 Traffic Hazard	RSC28	5CSO	Other	Yes	8	2 B:02:14	9	11 2014 11/9/20:
7c Alternative	8000 Block of F&S Grade Road	Hazard	14-13343 Animal Problem	RSC28	SCS0	Other	No	22.	37 22:37:50		9 2014 9/23/201
7c Alternative	8000 Block of F&S Grade Road	Hazard	14-14284 Animal Problem	RSC28	SCSO	Peak PM	Yes	17	2 17:02:24		10 2014 10/12/201
7c Alternative	8000 Block of F&S Grade Road	Hazard	14-13785 Animal Problem	RSC28	SC50	Other	Yes	8	1 8:01:53		10 2014 10/3/201
7c 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 3/14/201
	0000 0110-0 200 t1- 01	Hannad	1E 00CB7 NAVA	DECOR	5050	Peak PM	Yes	17	5 17:05:57	8	7 2015 7/8/201
7c Alternative	8000 Block of F&S Grade Road	Hazard	15-09687 MVA	RSC28	SCSO	LEGK LIM	16.2	17	3 17.03.37		, , , , , , , , , , , , , , , , , , , ,

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 <u>applicant</u> to provide evidence in support of the <u>application</u>. 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

Jonathan K. Sitkin ATTORNEY
e] jsitkin@chmelik.com

e] jsitkin@chmelik.cor

RECEIVED

SKAGIT COUNTY

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

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www.chmelik.com

application. The Staff Report is proof of no such thing,¹ 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

¹ 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 68acre 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.

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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

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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 reinitiate 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.

- CHMELIK SITKIN & DAVIS P.S. ATTORNEYS AT LAW

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 8th."

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 13th.

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:

- 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.

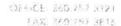
The appropriate course of action for Skagit County at this point is to clarify the intent of the email exchange, rescind the extension and deny the permit application if CNW fails to provide the additional information requested by the November 3, 2017 deadline. In addition, the proceedings of any meetings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

Sincerely,

Martha Bray and John Day

Cc: Skagit County Commissioners

Julie Nicoll Jon Sitkin





Mount Vernor, WA 95273-0280

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 5th 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,

Dan Cox

General Manger

John Cooper

From:

Martha Bray <mbray1107@gmail.com>

Sent:

Thursday, December 14, 2017 12:56 PM

To:

Ryan Walters; John Cooper

Julie S. Nicoll

Cc: 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

iulien@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

EXTENSION GRANTED TO CONCRETE NOR'WEST IN VIOLATION OF RE:

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. 1 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

Entlingham, WA 98:25

pl 550,671,1798

11 360.071.3781

¹ 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 1500 Railroad Avenue 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. 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

² 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)