

From: Wallace Groda <wallacegroda@msn.com>
Sent: Sunday, February 21, 2021 10:12 AM
To: Michael Cerbone <mcerbone@co.skagit.wa.us>
Subject: Grip Road and Prairie Road Intersections

Subject: PL16-0097 Grip Road Mining Use Permit - Intersection Issues

Mr. Michael Cerbone,

I drive to my farm on Grip Road each day and pass through the Cook Road/Highway 99 intersection at a minimum of twice/day. It occurred to me that a few observations of the truck and trailer rigs going through the Cook Road/Highway 99 intersection highlight issues to be expected and addressed for the Grip Road/mine entrance intersection and the Grip Road/Prairie Road intersection.

A few observations and thoughts to consider:

- The Cook Road/Highway 99 intersection has up to 4 wide lanes (left turn lane, straight through lane, right turn lane, and a counter flow lane) for each of the four legs of the intersection. Even so, truck and trailer rigs, when making a right turn, most often cross into the adjacent lane at both the entrance and exit of the intersection and the trailer rear goes over the curb and/or onto the shoulder. Oncoming traffic making a left turn, countering the right turning truck, frequently has to back up to allow that truck rig to complete its turn as it crosses into their opposing lane.
- The Prairie/Grip intersection and the Grip/mine entrance have only two lanes for each of the three legs of the intersection and these lanes are much narrower than lanes at the Cook Road/Highway 99 intersection. It appears physically impossible for a truck and trailer rig to make a right turn at these Grip Road intersections without intruding on the oncoming traffic. The truck and trailer rig will have to use both the counterflow lane and shoulder at both the approach and the exit of the intersections. The limited visibility at these two intersections only makes the collision hazard far worse.
- The proposed route for the mine traffic will impact up to seven intersections with turn challenges - the Grip Road/mine entrance intersection, the Prairie/Grip Road intersection, the Prairie/Hwy 99 intersection, the Bow Hill Road/I-5 intersection, the I-5/Cook Road intersection, the Cook Road/Hwy 99 intersection, and finally, the Hwy 99/Bellville gravel plant intersection.
- Safety and road congestion consequences of proceeding with the mine project without road mitigation will be significant.

With all that said, the work that I've observed thus far on traffic impact analysis for the gravel mine has been very limited and only emphasizes the need for a far more thorough study to identify and address the traffic hazards.

I would like to request the Planning Department's help to assure that all the traffic safety problems are addressed during the ongoing permitting process.

Thank you,
Wallace Groda
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