

CALICO RESOURCES USA CORP.
GRASSY MOUNTAIN MINE PROJECT
MALHEUR COUNTY, OREGON

**TRANSPORTATION
BASELINE REPORT**

JANUARY 2018
REVISED JULY 2018

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**CALICO RESOURCES USA CORP.
GRASSY MOUNTAIN MINE PROJECT
TRANSPORTATION BASELINE REPORT**

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LIST OF ATTACHMENTS

Attachment A:	Transportation Baseline Study, July 2015
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LIST OF ABBREVIATIONS AND ACRONYMS

AADT	average annual daily traffic
BLM	Bureau of Land Management
EA	Environmental Assessment
EIS	Environmental Impact Statement
ERU	Exclusive Range Use
HDR	HDR Engineering, Inc.
MRA	Malheur Resource Area
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OR	Oregon Route
ORS	Oregon Revised Statutes
OTP	Oregon Transportation Plan
Project	Grassy Mountain Mine Project
ROW	right-of-way
SEORMP	Southeastern Oregon Resource Management Plan and Record of Decision
SPIS	Safety Priority Index System
TSP	Transportation System Plan
US	United States

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GRASSY MOUNTAIN MINE PROJECT
TRANSPORTATION BASELINE REPORT**

1 INTRODUCTION

The purpose of this transportation baseline report is to document existing conditions associated with access roads to the Grassy Mountain Mine Project (Project) study area. This baseline report will be used to support a National Environmental Policy Act evaluation for future mine site activities, and will be included in the Consolidated Permit Application submitted to the Oregon Department of Geology and Mineral Industries. A large portion of the text and data used in this report has been taken from the July 2015 *Transportation Baseline Study* prepared for the Project by HDR Engineering, Inc. (HDR). Additional or updated information has been added where necessary to accommodate the current permit area. The additional/updated information includes: 1) expansion/description of the permit area; 2) revisions to the road network to accommodate the revised study area; 3) updated highway traffic count data; and 4) Contacts and Preparers. No new field data were collected for this report. The July 2015 HDR report is included as Attachment A to this report.

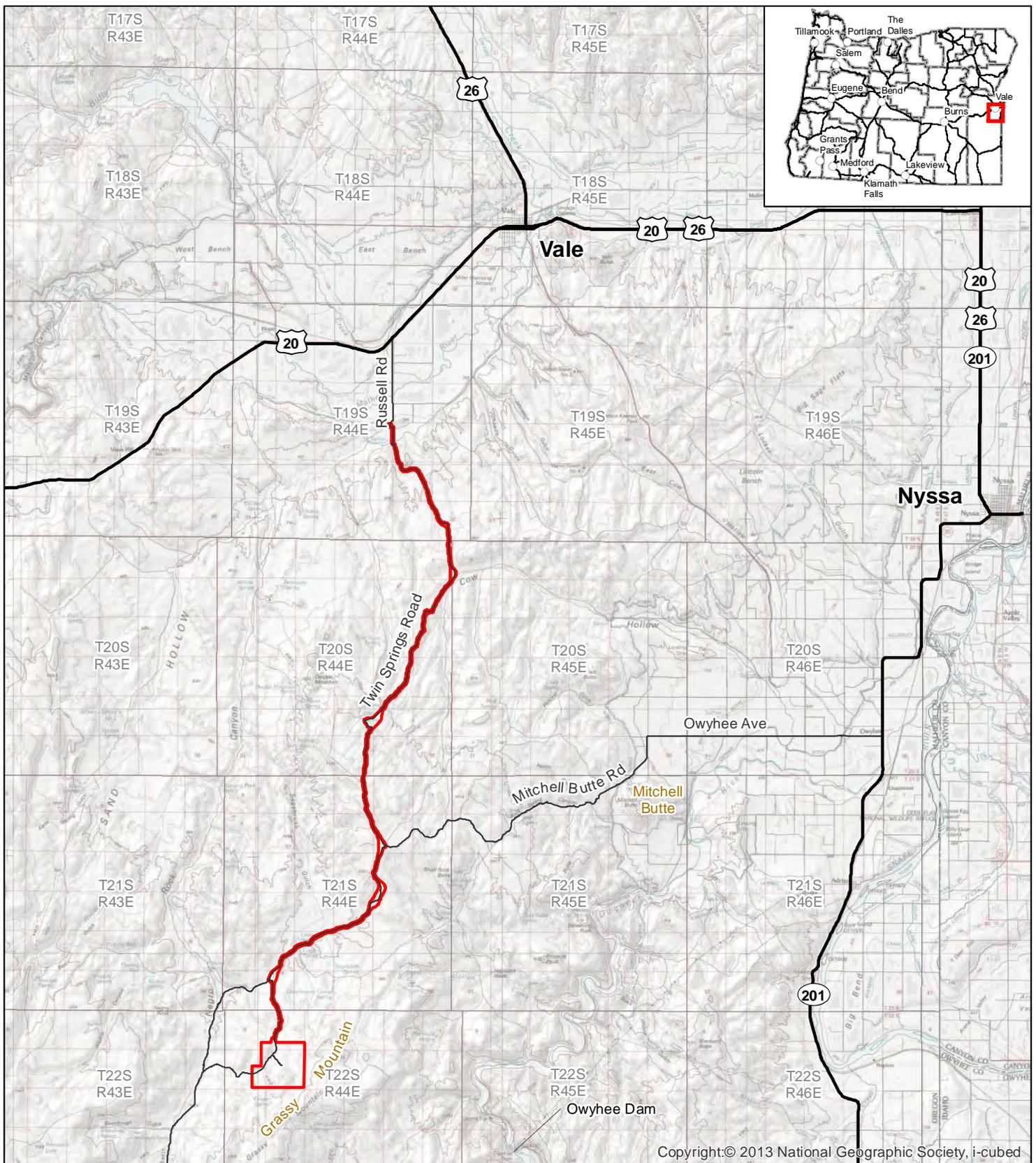
The transportation network near the Project includes a United States (US) Highway, Malheur County roads, and Bureau of Land Management (BLM) roads. The Project is accessed via US Highway 20 (US 20), west from Vale, and south on Russell Road, which becomes Twin Springs Road. The site is approximately 25 miles south down Twin Springs Road. The transportation component of the Project will involve the use of County roads and an Oregon state highway. These roads also support public access, grazing, and outdoor recreation, as well as a power line route. These roads will be considered in the baseline report and related analyses.

2 RESOURCE STUDY AREA

The Project is located in Malheur County, Oregon, approximately 22 miles south-southwest of Vale (Figure 1) and consists of two areas: the Mine and Process Area and the Access Road Area (Permit Area) (Figure 2).

The Mine and Process Area is located on three patented lode mining claims and unpatented lode mining claims that cover an estimated 886 acres. These patented and unpatented lode mining claims are part of a larger land position that includes 419 unpatented lode mining claims and nine mill site claims on lands administered by the BLM (Figure 2). All proposed mining would occur on the patented claims, with some mine facilities on unpatented claims. The Mine and Process Area is in all or portions of Sections 5 through 8, Township 22 South, Range 44 East (T22S, R44E) (Willamette Meridian).

The Access Road Area is located on public land administered by the BLM, and private land controlled by others (Figure 2). A portion of the Access Road Area is a Malheur County Road named Twin Springs Road. The Access Road Area extends north from the Mine and Process Area to Russell Road, a paved Malheur County Road. The Access Road Area is in portions of Section 5, T22S, R44E, Sections 3, 10, 11, 14, 15, 21 through 23, 28, 29, and 32, T21S, R44E, Sections 1, 12 through 14, 23, 26, 27, and 34, T20S, R44E, Sections 6 and 7, T20S, R45E, and Sections 22, 23, 26, 35, and 36, T19S, R44E (Willamette Meridian). The width of the Access Road Area is 300 feet (150 feet on either side of the access road centerline) to accommodate possible minor



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Explanation

- █ Permit Area
- Existing Road

Projection: UTM Zone 11 North, NAD83, meters



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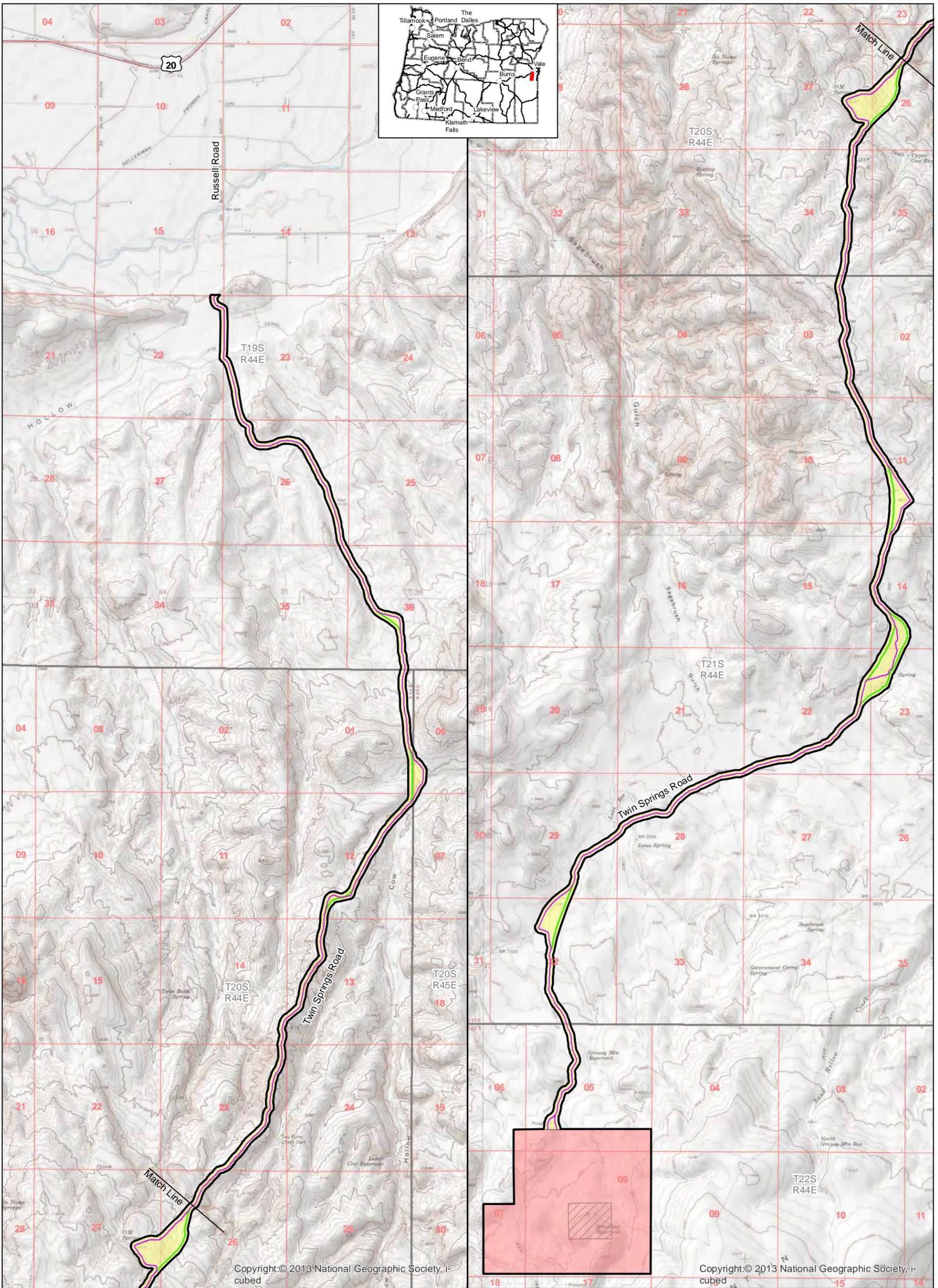
GRASSY MOUNTAIN MINE PROJECT

Location Map

Figure 1

Date: 12/19/2017	Drawn By: JDB
Revised:	Project No.: 3672
Base Map: USGS 100K quads: Boise, Brogan, Vale, Weiser	
File Name: 3672G_GrassyMtn_BL_Fig01_Location.mxd	





Explanation Permit Area Mine and Process Area Access Road Area Patented Lode Claims Proposed Access Road Possible Road Realignment		CALICO RESOURCES USA CORP. GRASSY MOUNTAIN MINE PROJECT Permit Area Map	
Projection: UTM Zone 11 North, NAD83, meters		0 2,000 4,000 6,000 8,000 10,000 Feet 0 1 2 Miles	
Copyright: © 2013 National Geographic Society, i-cubed		Copyright: © 2013 National Geographic Society, i-cubed	
Date: 12/19/2017 Revised: _____ Base Map: USGS 7.5 Quad: T20N, W12E, Grassy Mountain, Kalmiopsis Spring, Oregon, Sourdough Spring, Vale, West		Drawn By: JDB Project No: 3672 	

Figure 2

widening or re-routing, and a potential powerline adjacent to the access road. There are several areas shown that are significantly wider than 300 feet on the Permit Area Map (Figure 2), which are areas where the final alignment has not yet been determined. The final engineering of the road will be consistent throughout, and within the Permit Area. The Access Road Area also includes a buffer on either side of the proposed road width for the collection of environmental baseline data. The road corridor will be 40 feet wide, which includes a 24-foot wide road travel width (12 feet on either side of the road centerline), four-foot wide shoulders on each side of the road, minimum one-foot wide ditches on each side of the road, and appropriate cut and fill. The Access Road Area totals approximately 876 acres. The Transportation Study Area (Study Area) is shown on Figure 3 and includes the Mine and Process Area, Project Access Road, Main Access Road from Ontario through Vale, and Emergency Access Road through Nyssa.

3 REGULATORY FRAMEWORK

The proposed Project would affect roads that are owned and/or maintained by BLM (on BLM-administered land), Malheur County (on BLM-administered land, and on private and non-federal land in unincorporated areas of the County), and the Oregon Department of Transportation (ODOT) (US 20, US 26, and Oregon Route (OR) 201).

3.1 Federal

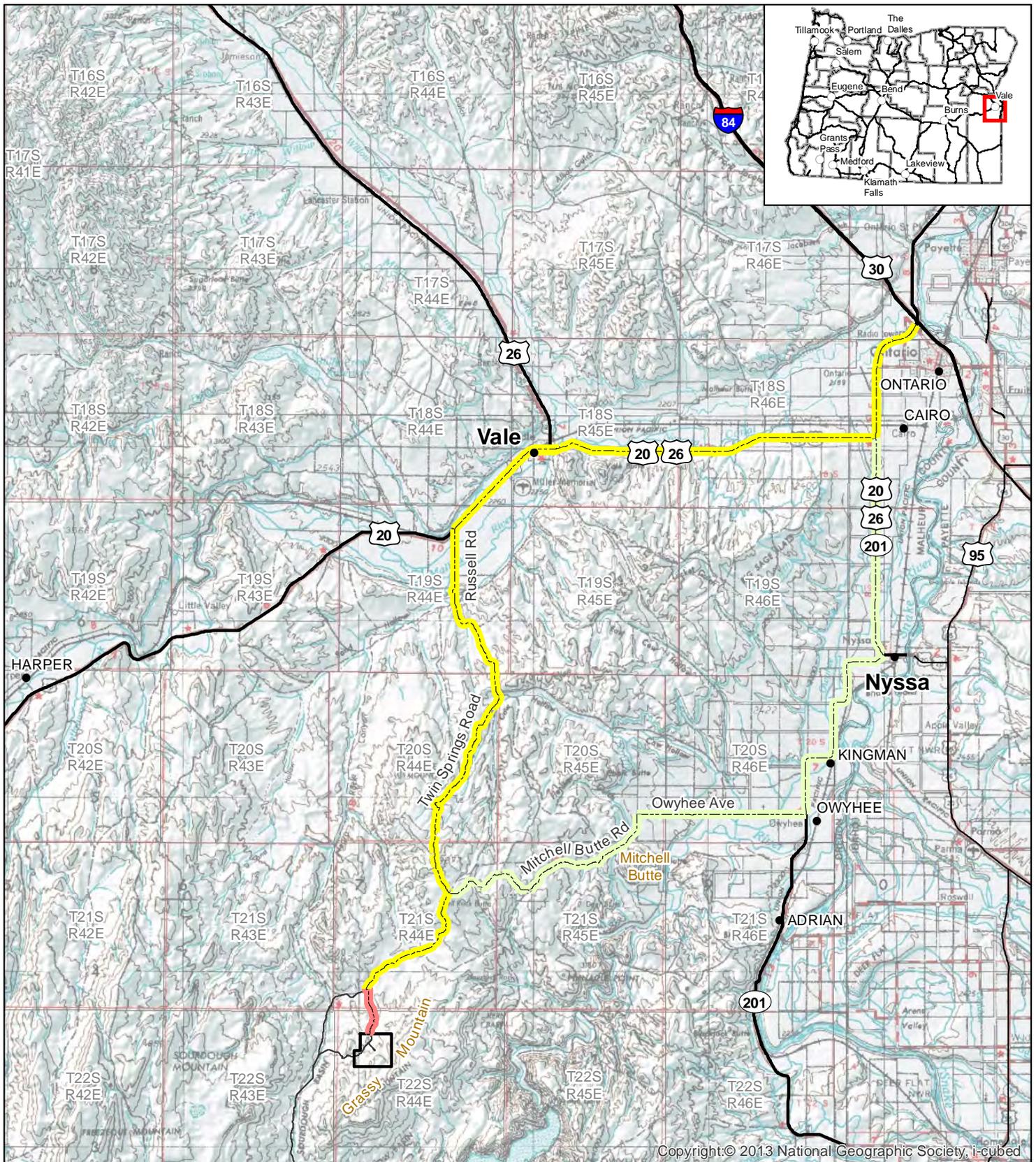
3.1.1 Southeastern Oregon Resource Management Plan

BLM's 2002 Southeastern Oregon Resource Management Plan and Record of Decision (SEORMP) provides the Vale District with a comprehensive framework for managing 4.5 million acres of public land administered as the Malheur Resource Area (MRA) and Jordan Resource Area. The SEORMP addresses land in Malheur, Grant, and Harney Counties in a larger 6.5 million-acre planning area that contains private land and land managed by the State of Oregon. The purpose of the SEORMP is to ensure that public land is managed for multiple use and sustained yield in accordance with the Federal Land Policy and Management Act of 1976. The Study Area is in the MRA.

As it developed the SEORMP, BLM identified program planning criteria to guide plan development. The SEORMP includes the following program planning criteria related to transportation:

- Public land will generally be available for land use authorizations, including transportation and utility ROWs, with preference given to existing corridors. Exceptions will include areas specifically prohibited by law or regulation (such as wilderness study areas) and specific areas identified as unavailable because of a need to protect resource values (BLM 2002).

The SEORMP identified a need for the BLM to develop a transportation management plan for the SEORMP area. The plan would consolidate documents outlining BLM's philosophy toward transportation management and could cover a larger area than just the SEORMP area. To date, BLM has not completed this transportation management plan.

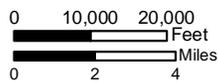


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Explanation

-  Mine and Process Area
-  Project Access Road
-  Main Access Road
-  Emergency Access Road
-  Existing Road

Projection: UTM Zone 11 North, NAD83, meters



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GRASSY MOUNTAIN MINE PROJECT

Transportation Study Area

Figure 3

Date: 01/10/2018	Drawn By: JDB
Revised:	Project No: 3672
Base Map: USGS 250K quads: Baker, Boise	
File Name: 3672G_GrassyMtn_BL_T_Fig03_StudyArea.mxd	



3.2 State

3.2.1 Oregon Administrative Rule and Oregon Revised Statutes

Oregon Administrative Rule (OAR) Chapter 632, Division 37 addresses the consolidated permitting of mining operations. The Division 37 process includes an examination of the locations of existing and proposed project-related roads and an evaluation of potential alternative road designs and locations.

Provisions for mining and processing on agricultural land are contained in Oregon Revised Statutes (ORS) 215.283. ORS 215.283(1)(i) addresses reconstruction or modification of public roads in areas that are identified for exclusive range use (ERU) such as the Permit Area. Specifically, the ORS states that the “[r]econstruction or modification of public roads and highways... where no removal or displacement of buildings would occur, or no new land parcels result” is allowed in ERU zones by right. New roads or road reconstruction that do not meet the requirements of ORS 215.283(1)(i) would need to be addressed in the consolidated permit for the proposed action.

3.2.2 Oregon Highway Plan

The main and secondary Project access routes would use three state-managed highways: US 20; US 26; and OR 201. The Oregon Highway Plan, an element of the Oregon Transportation Plan (OTP), includes goals that apply to these state highways. These goals include the following:

- Goal 1. System Definition: To maintain and improve the safe and efficient movement of people and goods, and contribute to the health of Oregon’s local, regional, and statewide economies and livability of its communities.
 - The system definition policies define a classification system for the state highways to guide management and investment decisions. The state highway classification system divides state highways into five categories based on function: interstate, statewide, regional, district, and local interest roads. State-managed highways in the Study Area include regional highway (US 20 and US 26) and a district highway (OR 201). Local interest roads are managed by the County, BLM, and private landowners.
 - The state’s highway mobility standards policy falls under this goal. This policy sets standards for mobility based on volume to capacity ratios that vary according to highway classification (system type) and urban and rural land use types. The policy is referred to as Oregon Highway Plan Policy 1F. Table 6 in that policy lists the adopted standards by highway category. Table 6 from Policy 1F is included in Appendix A of the July 2015 HDR report (Attachment A).
- Goal 3. Access Management: To employ access management strategies to ensure safe and efficient highways consistent with their determined function, ensure the statewide movement of goods and services, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians and bicyclists.

- The highway plan policies manage access through freeway interchange placement and design, driveway and road spacing and design, traffic signal location, median design and spacing of openings, connectivity, and the use of turn lanes. The access management policies set standards for these elements and outline a process for deviations and appeals.
- Access management spacing standards and a description of the permitting process are listed in OAR Chapter 734, Division 51.

3.3 Malheur County

In Malheur County, public roads are built and maintained by the state, the county, incorporated cities, the BLM, and four road assessment districts. The road assessment districts are special districts with taxing authority that were created for road maintenance. They are responsible for county roads within their districts, which surround Ontario, Nyssa, Juntura, and Ironside. The Malheur County Road Department is responsible for over 1,000 miles of county roads lying outside of the road assessment districts.

The Malheur County zoning ordinance addresses road construction and road improvements associated with uses that are authorized under the code. The ordinance is also used to implement the policies established in the Malheur County Comprehensive Plan, which includes transportation policies. Finally, the Malheur County Transportation System Plan (TSP) (W&H Pacific 1998), which is a joint plan used by the county, cities, and ODOT, guides the management of existing and future transportation facilities for a 20-year period that began in 1998.

3.3.1 Malheur County Comprehensive Plan

The transportation chapter of the *Malheur County Comprehensive Plan* identifies a roadway classification system, describes maintenance responsibilities of the county and the four road assessment districts, lists planned improvements, describes public transportation, and discusses bicycle, pedestrian and horse trails. The main and secondary access roads would use roads that are not part of any of the districts (that is, they are managed by the County Road Master; applies to the main access road) and that pass through the Nyssa District (the secondary access road).

3.3.2 Malheur County Zoning Ordinance

The Project is located in an area that the County has designated ERU. The purpose of the ERU (and other agriculture and forestry zones) is to maintain the resource-based economy of Malheur County by permitting the establishment of only those uses that are compatible with agricultural activities. The intent is to ensure that areas classified ERU are preserved and protected from conflicting non-resource uses.

Mining and accessory uses are not permitted outright in areas zoned ERU. The zoning ordinance does allow “minor betterment of existing public roads” by right on lands zoned ERU (Malheur County Code Title 6, Chapter 3, Article A, Section 6-3A-2 [A][9]).

3.3.3 Malheur County Transportation System Plan

The Malheur County TSP is an element of Malheur County's comprehensive plan. The TSP includes roadway design standards for local roadways that are not already subject to design standards as part of the OTP. The TSP includes the following standards for local roadways:

- Rural Arterial Roadway: minimum ROW width of 60 feet to 74 feet, minimum improvement width of 40 feet to 54 feet.
- Rural Major/Minor Collector: minimum ROW width of 60 feet, minimum improvement width of 36 feet.
- Rural Minor Roadway: minimum ROW width of 60 feet, minimum improvement width of 34 feet.

The TSP also includes access management guidelines such as minimum intersection and signal spacing. If the proposed action adds or changes public road access points, then the County would review the Project's consistency with the access management guidelines.

The TSP also includes policies recommended for protection of transportation facilities (W&H Pacific 1998). These policies include:

- Uses Permitted Outright. Except where otherwise specifically regulated by county ordinance, the following improvements are permitted outright:
 - Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
 - Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.
- For state projects that require an environmental impact study (EIS) or environmental assessment (EA), if local review is required the draft EIS or EA shall serve as the documentation for local land use review, as follows:
 - Where the Project is consistent with the TSP, formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions; or
 - Where the Project is not consistent with the TSP, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments.
- Uses permitted outright under ORS 215.213(1)(m) through (p) and ORS 215.283 (k) through (n), consistent with the TSP, the classification of the roadway, and approved road standards, shall be allowed without land use review.
- The County shall protect the function of existing and planned roadways as identified in the TSP.
- The County shall include a consideration of their impact on existing or planned transportation facilities in all land use decisions.
- The proposed use shall impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips, the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project.

- The determination of impact or effect and the scope of the impact study should be coordinated with the provider of the affected transportation facility.
- All development proposals, plan amendments, or zone changes shall conform with the adopted TSP.

4 STUDY METHODOLOGY

4.1 Literature Review

The majority of the baseline characterization in this report has been taken from the July 2015 HDR report. Additional or updated information has been added where necessary to accommodate for the revision in the Permit Area and Transportation Study Area. References used for this report are included in Section 6, Bibliography.

4.2 Field Studies

In coordination with the Malheur County surveyor, traffic counts were taken in Fall 2014 and Spring 2015 to capture seasonal variability of the road usage at the following two sites:

- Russell Road, which typically experiences seasonal changes with farm work and farm to market traffic; and
- Twin Springs Road, which was expected to experience the most use in the fall.

No new field studies were conducted for this report.

5 BASELINE CHARACTERIZATION

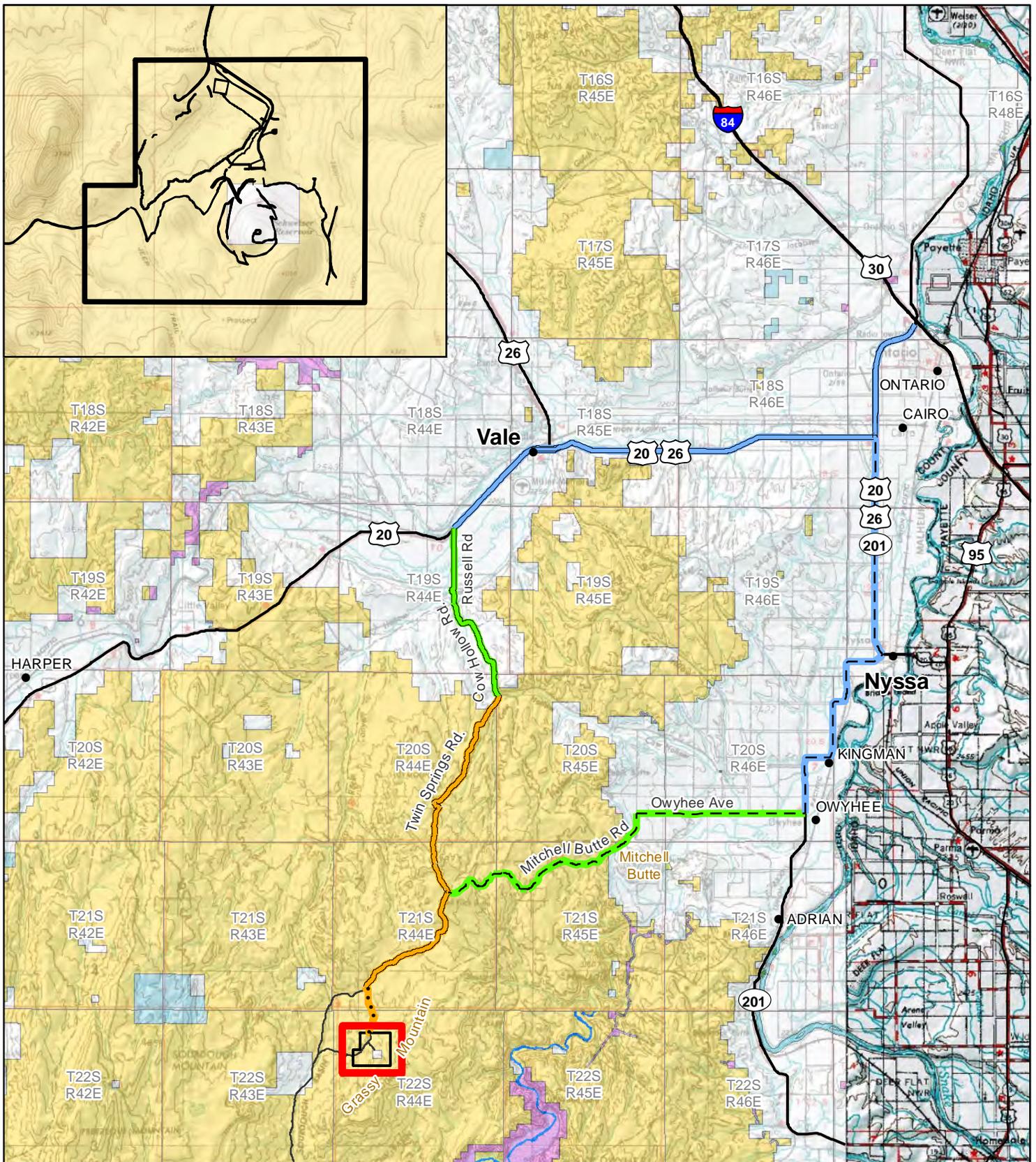
5.1 Existing Transportation System

The proposed Project would use existing roads ranging from state-managed highways to unsurfaced two-track roads. Road ownership and land status for the Project roadway network is shown on Figure 4. The details of management of the roads is also described below.

5.1.1 State-Managed Highways

5.1.1.1 Main Access Road

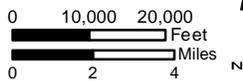
The main access road for the Project would use portions of US 20, US 26, and OR 201. This access connects from Russell Road to US 20, west of Vale, and remains on the highway to the City of Nyssa. The section of highway between the Cairo Junction and Nyssa is a combined route for US 20, US 26, and OR 201. ODOT designates the entire section of state-managed highway that is part of the main access road as an Oregon Highway Patrol freight route or high clearance route (ODOT 2017).



Explanation

- | | |
|--|--|
| <ul style="list-style-type: none"> Mine and Process Area ••• Project Access Road Main Access Road Emergency Access Road Existing Road Road Ownership Federal State County | <ul style="list-style-type: none"> Land Status Bureau of Land Management Bureau of Reclamation Private Individual or Company State Agency U.S. Fish and Wildlife Service Undetermined Water |
|--|--|

Projection: UTM Zone 11 North, NAD83, meters



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GRASSY MOUNTAIN MINE PROJECT

**Project Roadway Ownership,
Land Status, and Internal
Road Configuration**

Figure 4

Date: 07/06/2018	Drawn By: JDB/GSL
Revised:	Project No.: 3672
Base Map: USGS 250K quads: Baker, Boise	
File Name: 3672GXW_GrassyMtn_BL_T_Fig04_Roads.mxd	



ODOT designates the section of state-managed highway between Russell Road and the Cairo Junction as Rural Other Principal Arterial and part of the National Highway System. The section of the main access route between Cairo Junction and Nyssa is designated as Rural Minor Arterial. ODOT rates the pavement condition for the section of state-managed highway that would be used as the portion of the primary access between Russell Road and the Cairo Junction as “very good” and the portion between the Cairo Junction and Nyssa as “good” (ODOT 2017).

ODOT uses the Safety Priority Index System (SPIS) to identify potential safety problems on state highways. The state only uses an SPIS rating for sites that have had one fatal crash or three other crashes over a three-year period. The higher an SPIS score, the higher the potential safety needs for the identified roadway segment. ODOT assigns SPIS scores to one location along this section of highway: at the Cairo Junction. The Cairo Junction location was rated in the 85 to 89.99 percentile for the years 2012 to 2014 (ODOT 2017).

5.1.2 Local Main Access Route Roads

5.1.2.1 Russell Road

Russell Road is a county road that is used as part of the main access route from the City of Vale. Russell Road is an approximately four-mile stretch of road that connects US 20 to Cow Hollow Road. Approximately two miles of Russell Road is paved, then it becomes gravel. The paved section passes through irrigated farmland and dispersed farmsteads. ODOT and the County classify Russell Road as a Minor Collector. The four-mile segment is managed and maintained by the County’s Road Department (it is not in any of the County’s road assessment districts). Russell Road has a 60-foot-wide ROW and the current road width is not more than 22 feet. The County has not identified any changes to Russell Road in its current capital improvement program.

5.1.2.2 Cow Hollow Road

Cow Hollow Road is part of the main access route. Cow Hollow Road connects Russell Road to Twin Springs Road via a four-mile section of unpaved (gravel) road. Cow Hollow Road passes through undeveloped land, most of which is privately owned, continues past the intersection with Twin Springs Road, and eventually connects into the road network around the town of Owyhee to the east. The BLM manages and maintains Cow Hollow Road.

5.1.2.3 Twin Springs Road

Twin Springs Road is the last section of the main access road. The section of Twin Springs Road that is part of the proposed Project would provide connection between Cow Hollow Road and the Mine and Process Area. Twin Springs Road is unpaved (gravel) and passes through undeveloped land that is administered by the BLM. The BLM manages and maintains Twin Springs Road.

5.1.3 Project Site Roads

The Mine and Process Area would be connected to Twin Springs Road by the Project Access Road. The access road, which is shown on Figure 3, would use an existing road alignment on BLM-administered land. This two-track road would need to be upgraded as part of the Project. Figure 4 shows the on-site road configuration. Currently, the BLM is the only party with legal

ROWs on BLM-administered land in the Permit Area. A query of the LR2000 database did not indicate any BLM-authorized road ROWs in or near the Permit Area. There is an authorized power transmission ROW south of the Permit Area. This ROW does not cross the Permit Area.

5.1.4 Emergency Access Route

An emergency access route has been identified that could use a section of OR 201 and local roads. Local roads that could be used include Mitchell Butte Road, an unsurfaced County-owned road that is located primarily on BLM-administered land, and Owyhee Avenue, a mostly paved County-owned and maintained road that starts as a Minor Collector but becomes a Major Collector as it approaches the town of Owyhee. Both roads are in the County’s Nyssa Road District. Owyhee Avenue is part of the main access road for Owyhee Reservoir, which is a popular destination for recreationists. The emergency access route would share approximately four miles of Owyhee Avenue with this type of recreation-focused traffic.

5.1.5 Traffic Counts

5.1.5.1 State Highway System

ODOT traffic count data from 2015 show that AADT for US 20 and US 26 through Vale ranges between 2,501 and 5,000 vehicles (Figure 5). The volume decreases east and west of Vale and ranges between 1,001 to 2,500 AADT. An ODOT traffic counter located west of the point where the main access route intersects US 20 shows an AADT of approximately 1,900 for 2015 (ODOT 2017).

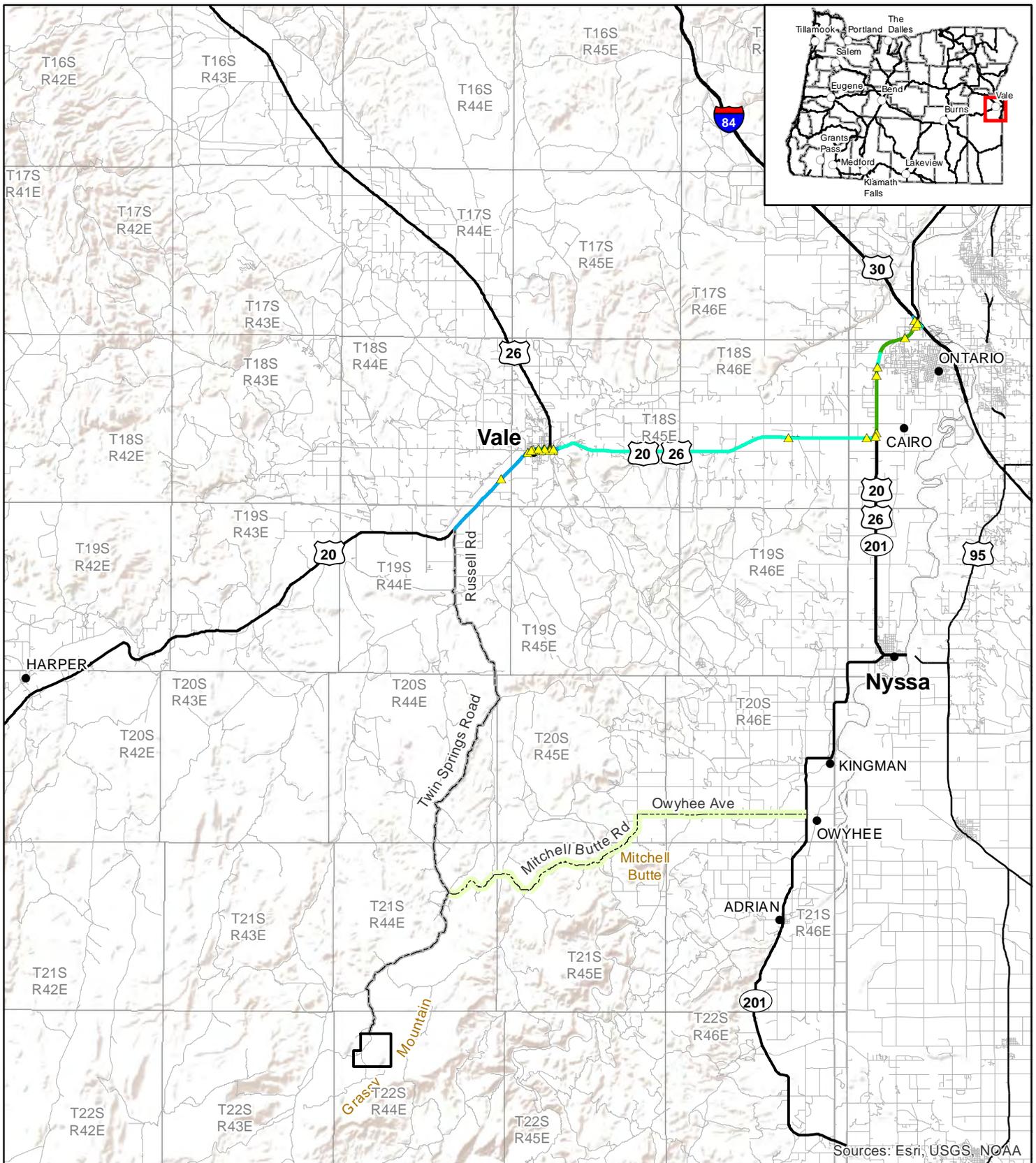
5.1.5.2 Local Roads

In coordination with the Malheur County surveyor, traffic counts (PicoCount 2500, Version 2.25) were taken at two locations in the Study Area in fall 2014 and again in spring 2015 to record existing two-way road and trail usage on Russell Road and Twin Springs Road (Figure 6). The traffic counters do not reliably record lighter vehicles, like all-terrain vehicles and dirt bikes, so the data can only be said to reflect full-size vehicles. Table 1 summarizes the data collected. Appendix B in the July 2015 HDR report (Attachment A) contains the full data set recorded by each traffic counter.

Table 1: Traffic Count Data in the Study Area

Counter No.	Location	X coordinate	Y coordinate	Data Gathering Start Date	Data Gathering End Date	Total Recorded Vehicles
1	Russell Road (fall 2014)	475475	4862111	9/21/14	10/22/14	2,591
	Russell Road (spring 2015)			4/7/15	4/16/15	413
2	Twin Springs Road (fall 2014)	471910	4840599	9/21/14	10/22/14	564
	Twin Springs Road (spring 2015)			4/7/15	4/16/15	27

Source: HDR 2015



Explanation

- Mine and Process Area
- Existing Access Road
- Emergency Access Road
- Existing Road
- ▲ Automatic Traffic Recorder Station

Traffic Flow Segments

- AADT**
- 1,001 - 2,500
 - 2,501 - 5,000
 - 5,001 - 10,000
 - 10,001 - 15,000

Projection: UTM Zone 11 North, NAD83, meters



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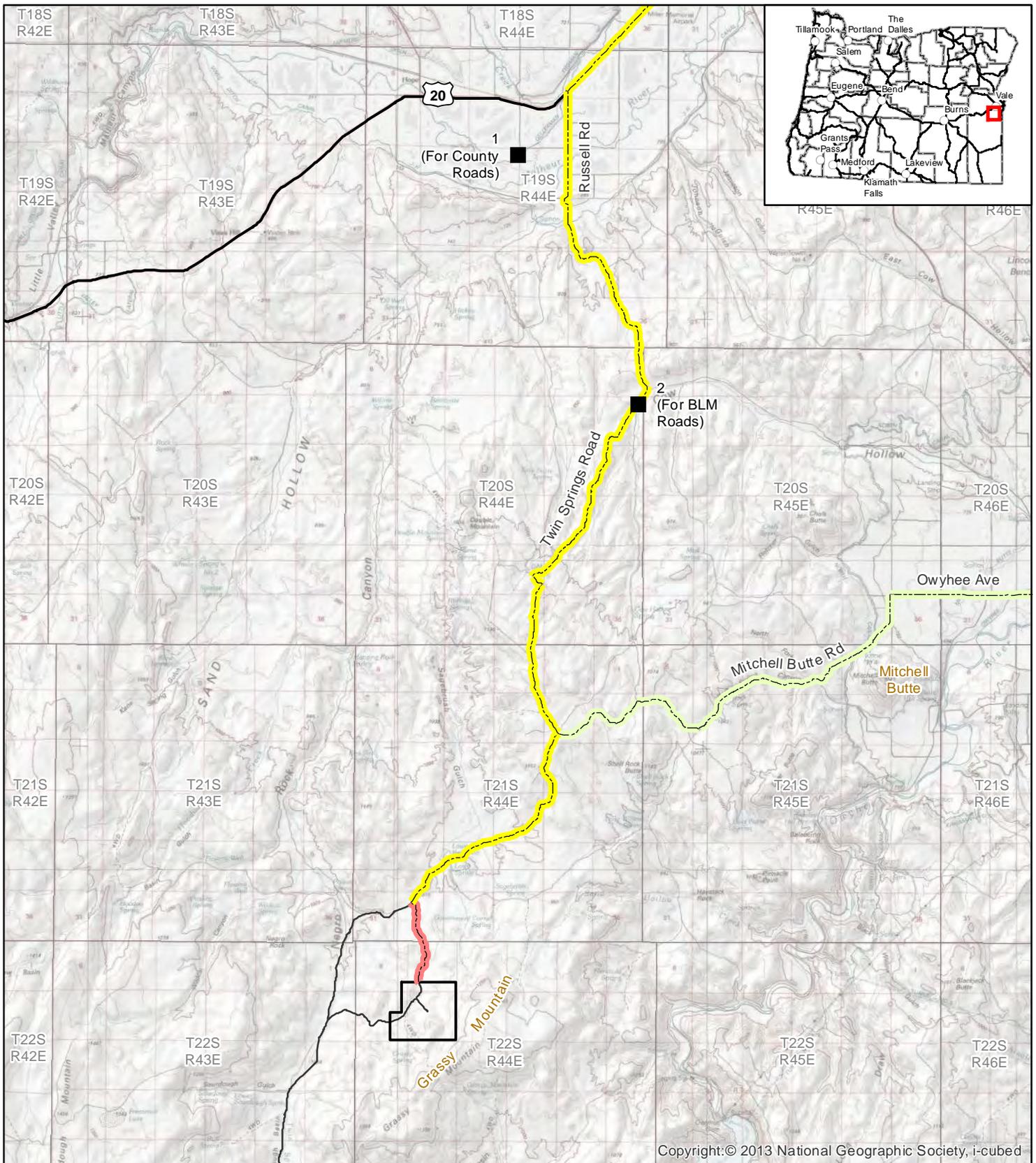
GRASSY MOUNTAIN MINE PROJECT

Highway Traffic Counts and Traffic Flow

Figure 5

Date: 05/22/2018	Drawn By: JDB/GSL
Revised:	Project No.: 3672
Base Map: USGS 250K quads: Baker, Boise	
File Name: 3672G_GrassyMtn_BL_T_Fig05_CountsFlows.mxd	





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Explanation

- Mine and Process Area
- Traffic Counter Locations
- Project Access Road
- Main Access Road
- Emergency Access Road
- Existing Road

Projection: UTM Zone 11 North, NAD83, meters



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Traffic Counter Locations

Figure 6

Date: 05/22/2018	Drawn By: JDB/GSL
Revised:	Project No.: 3672
Base Map: USGS 100K quad: Vale	
File Name: 3672G_GrassyMtn_BL_T_Fig06_Proposed.mxd	



Russell Road typically experiences seasonal changes with farm work and farm-to-market traffic, especially during the fall harvest since it is a primary access route to irrigated farmland. Twin Springs Road also showed substantially higher use in the fall; however, more usage occurs in the summer when recreationists travel down Twin Springs Road to Twin Springs Campground or Owyhee Lake State Park, as well as for hunters during hunting seasons. Winter use would be low both on Russell Road and Twin Springs Road by farm and recreational traffic. Vehicles associated with the mine are anticipated to use the road throughout the year, but with lower usage in times of severe snow conditions.

As part of the main access route, improvements to Russell Road may need to be made, but would occur within the existing road ROW. Depending on the type of improvements proposed, a conditional use permit from the County may be required.

6 POTENTIAL TRANSPORTATION USE CONFLICTS

Existing vehicular travel on the Main Access Road include farm equipment and farm support vehicles associated with the farms on Russell Road, recreational travel to access Twin Springs Campground and Lake Owyhee, and support vehicles for water well drilling operations occurring in the Mine and Process Area. The Project would result in increased vehicle travel from mining equipment and support vehicles. The main vehicle types that would be traveling along the Main Access Road would primarily include pick-up trucks and other service vehicles. In addition, approximately 100 workers would be employed at the mine, resulting in increased personal vehicle travel along the Main Access Road; however, a daily bus shuttle service from Vale to the mine site is anticipated to be provided, reducing the number of personal vehicles traveling on the road.

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ATTACHMENT A

Transportation Baseline Study – July 2015



Transportation Baseline Study

Grassy Mountain Exploration Project

Calico Resources USA Corporation



Malheur County, Oregon

July 2015

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- Appendix A: Oregon Highway Plan Highway Mobility Policy Standards (Policy 1F)
- Appendix B: 2014-2015 Vehicle Counts on Russell Road and Twin Springs Road

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Abbreviations/Acronyms

Term	Definition
AADT	annual average daily traffic
ADT	average daily traffic
BLM	Bureau of Land Management
Calico	Calico Resources USA Corporation
EA	environmental assessment
EIS	environmental impact statement
ERU	exclusive range use
JRA	Jordan Resource Area
MCC	Malheur County Code
MRA	Malheur Resource Area
NEPA	National Environmental Policy Act
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ORS	Oregon Revised Statutes
OR-201	Oregon Route 201
SEORMP	2002 <i>Southeastern Oregon Resource Management Plan and Record of Decision</i>
SPIS	Safety Priority Index System
TSF	tailings storage facility
TSP	<i>Transportation System Plan</i>
US-20	U.S. Highway 20
US-26	U.S. Highway 26

Chapter 1: Introduction

1.1 Purpose of Report

The purpose of the transportation baseline study is to characterize existing transportation system for the Grassy Mountain Project in Malheur County, Oregon. The baseline study will be used to support future mine permitting.

1.2 Background

Calico Resources USA Corporation (Calico), a minerals exploration company and wholly-owned subsidiary of Calico Resources Corporation, engages in the acquisition, exploration, and development of mineral properties. Calico holds 100-percent interest in the Grassy Mountain Project. Calico Resources plans to construct an underground mine and surface mill complex to develop the Grassy Mountain gold resource. The potential mining site includes 3 patented lode mining claims that cover an estimated 62 acres. The 3 patented lode mining claims are part of a larger land position that includes 419 un-patented lode mining claims on BLM land and 9 mill site claims, along with 1,300 acres of fee land, including 6 association placer claims, all controlled by Calico.

1.3 Project Area Description

As shown in **Figure 1**, the Grassy Mountain project is located in Malheur County, Oregon, about 25 miles south-southwest of the City of Vale. The project area, shown in **Figure 2**, encompasses portions of Section 8, Township 22 South, Range 44 East and Section 7, Township 22 South, Range 44 East. The project is accessed via U.S. Highway 20 (US-20), west from Vale, and south on Russell Road. Russell Road becomes Cow Hollow Road, and then Twin Springs Road. The site is approximately 25 miles south on Russell Road/Cow Hollow Road and Twin Springs Roads.

The project area acreage includes the following:

Mine area	62 acres
Processing, tailings management and administration	626 acres
Total project area	688 acres

The proposed mining activities would potentially disturb 287 to 393 acres.

The project area is located in a rural part of Malheur County. BLM manages most of the land in the project vicinity and maintains the roads that provide public access to and/ or pass through the area. The proposed project site is on BLM-managed land.

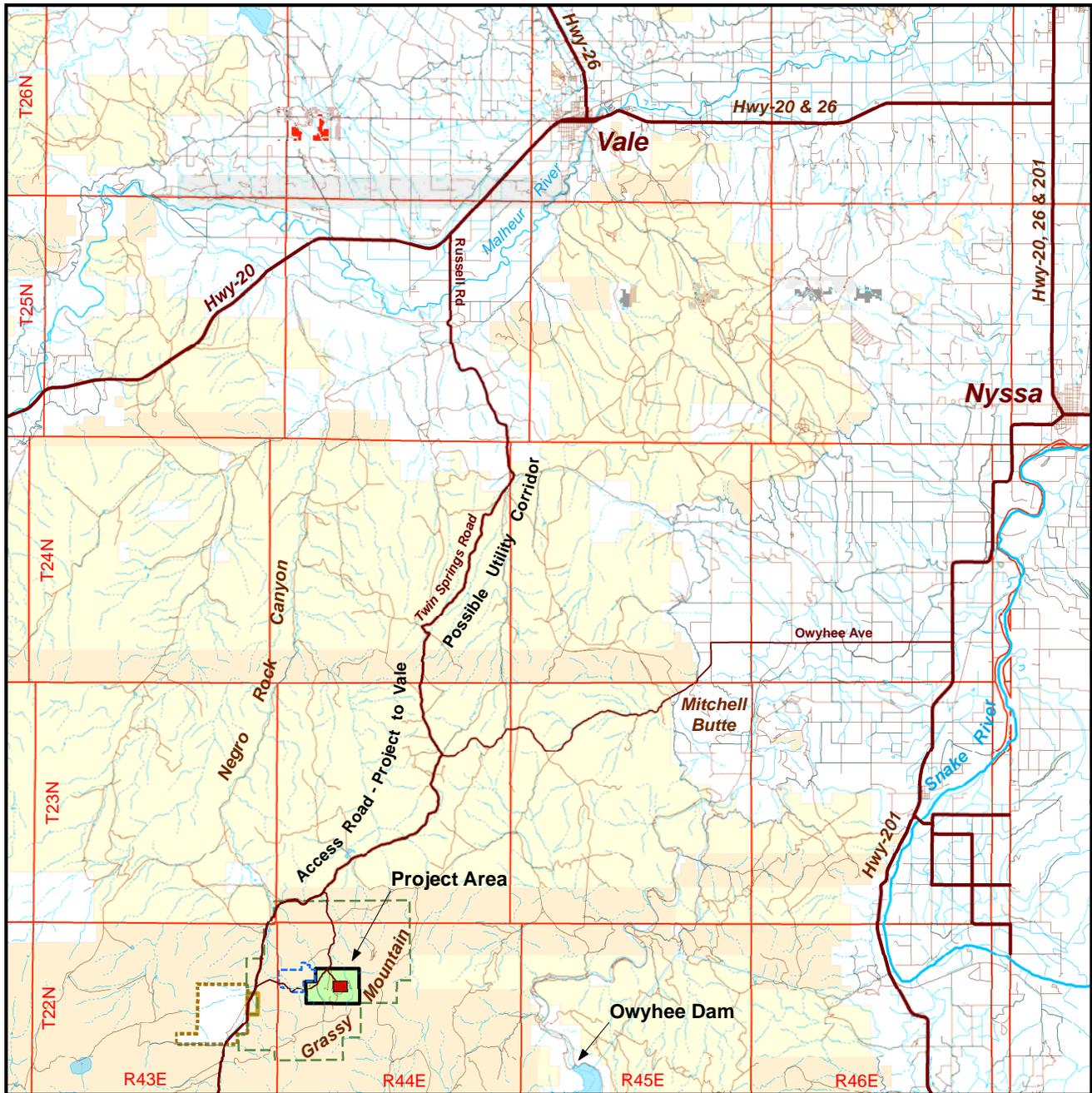
1.4 Organization of Report

- Chapter 1 explains the purpose of the baseline study and provides background information on the project and project area.
- Chapter 2 provides an overview of the transportation study area.



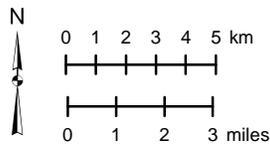
- Chapter 3 discusses the regulatory environment pertaining to transportation.
- Chapter 4 summarizes the methodology used to characterize existing transportation system.
- Chapter 5 reviews the affected environment as it relates to transportation.
- Chapter 6 lists this study's bibliography.
- Chapter 7 includes pertinent contact information related to this study.

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Property Explanation

- Calico unpatented claims
- other unpatented claims
- Fee - surface & minerals
- Fee - minerals only
- Patented Claims
- Project Area
- BLM administered lands



**Grassy Mountain Project
Malheur Co, Oregon**

**Location Map
July 2015**

Figure 1. Project Location Map

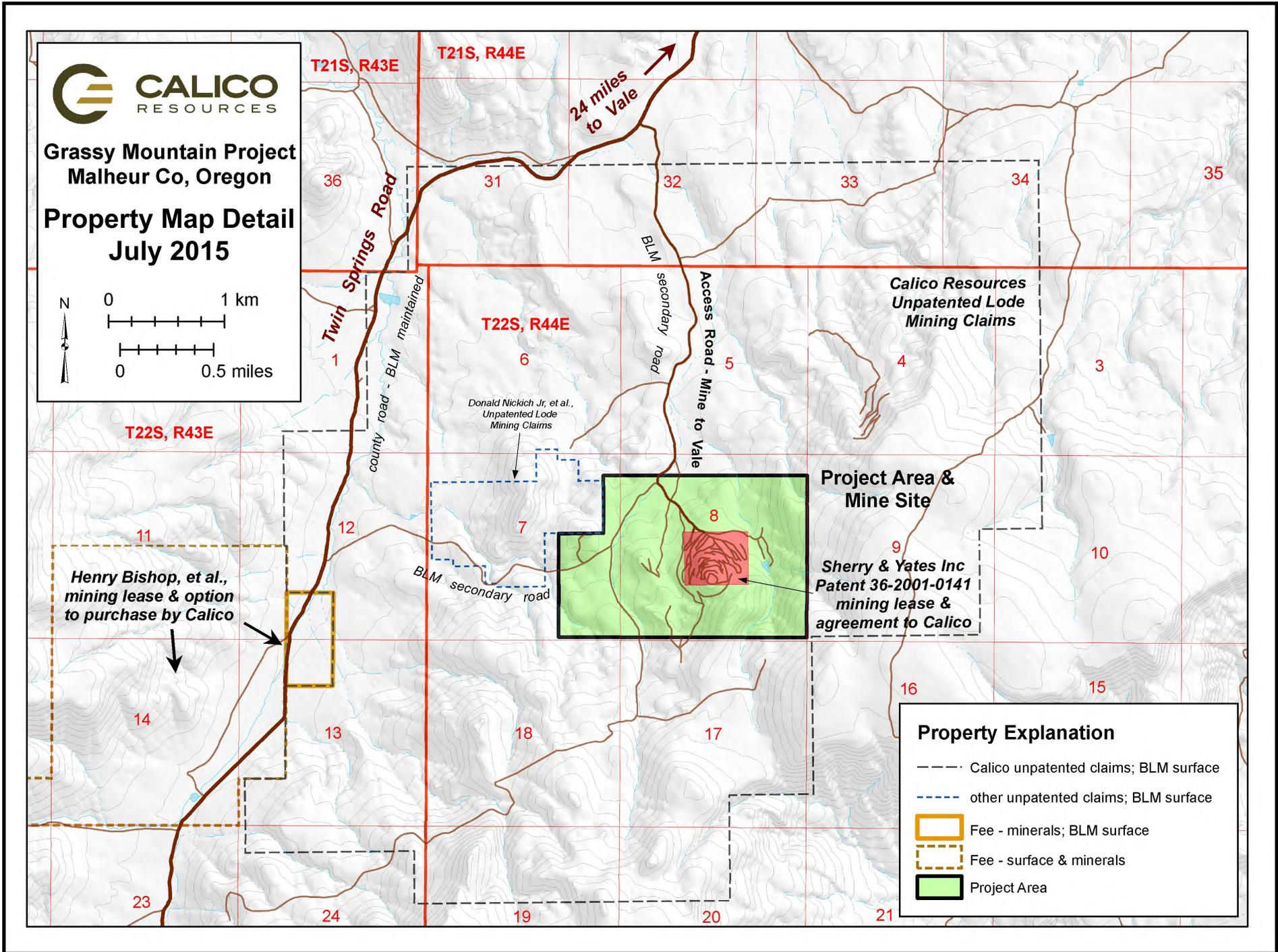
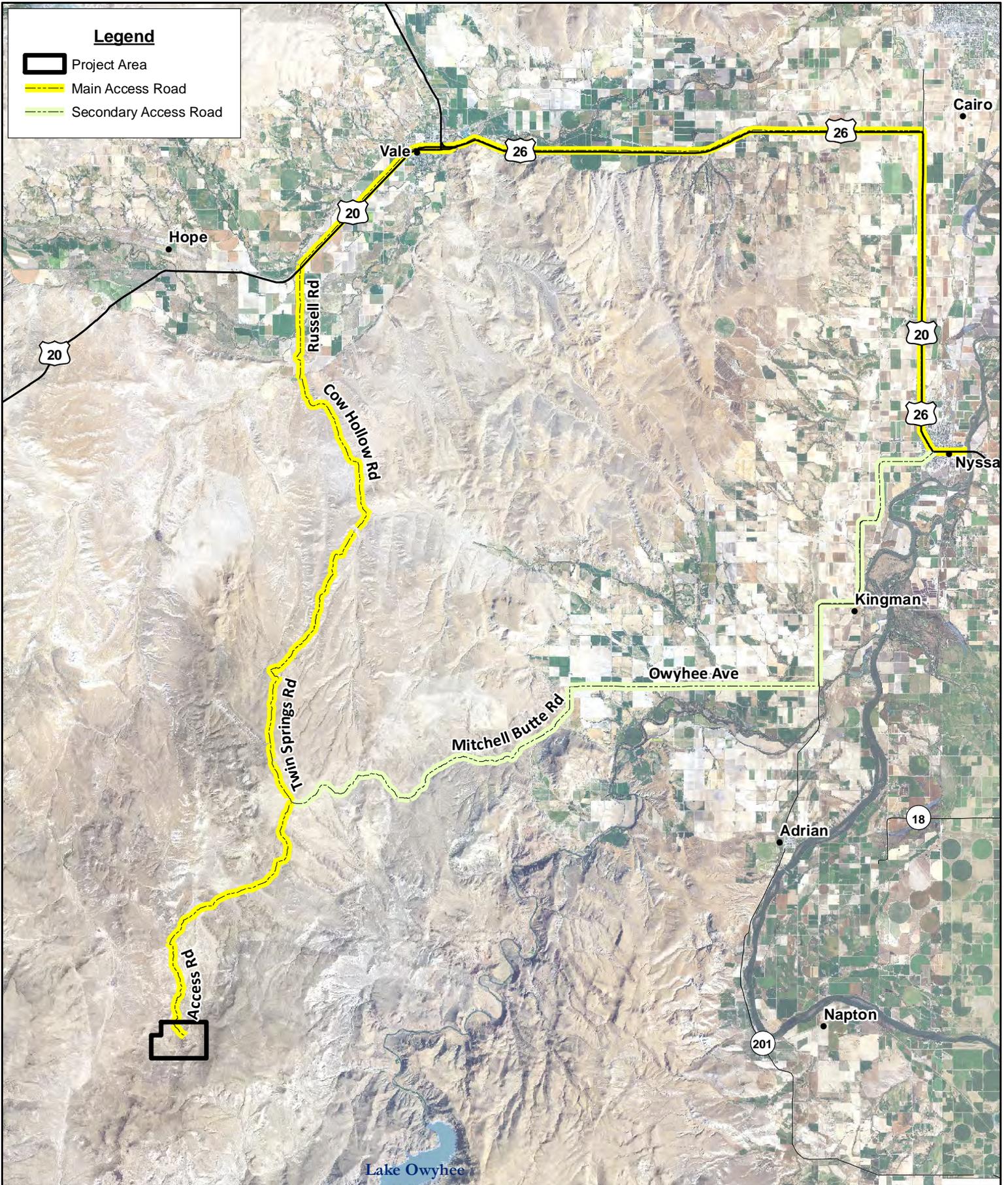


Figure 2. Property Map Detail

Chapter 2: Resource Study Area

The transportation study area is shown in **Figure 3**. It includes roads that provide connection between the proposed project area and access routes. Calico is proposing a main access route and a secondary access route. The main access route travels north from the project area toward the city of Vale, and the secondary access route branches from the main access route and travels east toward the city of Nyssa. The transportation study area includes two U.S. Highways (U.S. Highway 20 [US-20] and U.S. Highway 26 [US-26]), a state highway (Oregon Route 201 [OR-201]), Malheur County roads, BLM roads, and private roads. In addition to providing access to and from the proposed project area, local roads provide access for grazing management and dispersed outdoor recreation, and a corridor for power line right(s)-of-way.

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**Figure 3. Transportation Study Area
Calico Resources, Grassy Mountain Project
Malheur County, OR**

Imagery: 2014 NAIP 1 meter resolution
Source: NRCS/USDA Digital Gateway
Other Data Sources: USGS; US Census Bureau



Chapter 3: Regulatory Framework

The proposed project would affect roads that are owned and/or maintained by BLM (on BLM-administered land), Malheur County (on BLM-administered land, and on private and non-federal land in unincorporated areas of the county), and the Oregon Department of Transportation (ODOT) (US-20, US-26, and OR-201).

3.1 Federal Regulations and Policies

3.1.1 Southeastern Oregon Resource Management Plan

The proposed project is located in the Vale District of BLM. BLM's 2002 *Southeastern Oregon Resource Management Plan and Record of Decision* (SEORMP), which applies to the Vale District, provides a comprehensive framework for managing 4.5 million acres of public land administered as the Malheur Resource Area (MRA) and Jordan Resource Area (JRA). The SEORMP addresses land in Malheur, Grant, and Harney counties in a larger 6.5-million-acre planning area that contains private land and land managed by the state of Oregon. The purpose of the SEORMP is to ensure that public land is managed for multiple uses and sustained yield in accordance with the Federal Land Policy and Management Act of 1976. The proposed project area is located in the MRA.

As it developed the SEORMP, BLM identified program planning criteria to guide plan development. The SEORMP includes the following program planning criteria related to transportation:

- Public land will generally be available for land use authorizations, including transportation and utility rights-of-way, with preference given to existing corridors. Exceptions will include areas specifically prohibited by law or regulation (such as wilderness study areas) and specific areas identified as unavailable because of a need to protect resource values.

The SEORMP identified a need for BLM to develop a transportation management plan for the SEORMP area. That plan will consolidate documents outlining BLM's philosophy toward transportation management and could cover a larger area than just the SEORMP area. To date, BLM has not completed this transportation management plan.

3.1.2 National Environmental Policy Act

The project area and some of the access roads would be located on federally-owned land that is administered by BLM. BLM would need to review and authorize those parts of the project that would occur on land that it manages. BLM authorization is a federal action and thus BLM must comply with the environmental review requirements of the National Environmental Policy Act (NEPA). Because the proposed project would use BLM-managed roads, BLM must consider granting Calico rights-of-way to use the roads and must complete a NEPA analysis of the proposed rights-of-way authorization. As part of the review process, BLM will also review proposed road modifications to ensure that the roads would continue to meet BLM's design and water quality protection standards.

3.2 State Regulation and Policies

3.2.1 Oregon Administrative Rule and Oregon Revised Statutes

Oregon Administrative Rule (OAR) Chapter 632, Division 37 addresses the consolidated permitting of mining operations. The Division 37 process includes an examination of the locations of existing and proposed project-related roads and an evaluation of potential alternative road designs and locations.

Provisions for mining and processing on agricultural land are contained in Oregon Revised Statutes (ORS) 215.283. ORS 215.283(1)(i) addresses reconstruction or modification of public roads in areas that are identified for exclusive range use (ERU) such as the project area. Specifically, the ORS states that the “[r]econstruction or modification of public roads and highways... where no removal or displacement of buildings would occur, or no new land parcels result” is allowed in ERU zones by right. New roads or road reconstruction that do not meet the requirements of ORS 215.283(1)(i) would need to be addressed in the consolidated permit for the proposed action.

3.2.2 Oregon Highway Plan

The primary and secondary project access routes would use three state-managed highways: US-20, US-26, and OR-201. The Oregon Highway Plan, an element of the Oregon Transportation Plan, includes goals that apply to these state highways. These goals include the following:

- **Goal 1. System Definition:** To maintain and improve the safe and efficient movement of people and goods, and contribute to the health of Oregon’s local, regional, and statewide economies and livability of its communities.
 - The *system definition policies* define a classification system for the state highways to guide management and investment decisions. The state highway classification system divides state highways into five categories based on function: interstate, statewide, regional, district, and local interest roads. State-managed highways in the study area include regional highways (US-20 and US-26) and a district highway (OR-201). Local interest roads are managed by the county, BLM, and private landowners.
 - The state’s *highway mobility standards policy* falls under this goal. This policy sets standards for mobility based on volume to capacity ratios that vary according to highway classification (system type) and urban and rural land use types. The policy is referred to as Oregon Highway Plan Policy 1F. Table 6 in that policy lists the adopted standards by highway category. Table 6 from Policy 1F is included in Appendix A.
- **Goal 3. Access Management:** To employ access management strategies to ensure safe and efficient highways consistent with their determined function, ensure the statewide movement of goods and services, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians and bicyclists.
 - The highway plan policies manage access through freeway interchange placement and design, driveway and road spacing and design, traffic signal location, median

design and spacing of openings, connectivity, and the use of turn lanes. The access management policies set standards for these elements and outline a process for deviations and appeals.

- o Access management spacing standards and a description of the permitting process are listed in OAR Chapter 734, Division 51.

3.3 County Regulation and Policies

In Malheur County, public roads are built and maintained by the state, the county, incorporated cities, BLM, and four road assessment districts. The road assessment districts are special districts with taxing authority that were created for road maintenance. They are responsible for county roads within their districts, which surround Ontario, Nyssa, Juntura, and Ironside. The Malheur County Road Department is responsible for over 1,000 miles of county roads lying outside of the road assessment districts.

The Malheur County zoning ordinance addresses road construction and road improvements associated with uses that are authorized under the code. The ordinance is also used to implement the policies established in the *Malheur County Comprehensive Plan*, which includes transportation policies. Finally, the *Malheur County Transportation System Plan* (TSP) (W&H Pacific 1998), which is a joint plan used by the county, cities, and ODOT, guides the management of existing and future transportation facilities for a 20-year period beginning of 1998.

3.3.1 Malheur County Comprehensive Plan

The transportation chapter of the *Malheur County's Comprehensive Plan* identifies a roadway classification system; describes maintenance responsibilities of the county and the four road districts; lists planned improvements; describes public transportation; and discusses bicycle, pedestrian and horse trails. The main and secondary access routes would use roads that are not part of any of the districts (that is, they are managed by the county Road Master; applies to the main access route) and that pass through the Nyssa District (the secondary access route).

3.3.2 Malheur County Zoning Ordinance

The proposed project is located in an area that the county has designated ERU. The purpose of the ERU (and other agriculture and forestry zones) is to maintain the resource-based economy of Malheur County by permitting the establishment of only those uses that are compatible with agricultural activities. The intent is to ensure that areas classified ERU are preserved and protected from conflicting non-resource uses.

Mining and accessory uses are not permitted outright in areas zoned ERU. The zoning ordinance does allow “minor betterment of existing public roads” by right on lands zoned ERU (MCC Title 6, Chapter 3, Article A, Section 6-3A-2 [A][9]).

3.3.3 Malheur County Transportation System Plan

The Malheur County TSP is an element of Malheur County's comprehensive plan. The TSP includes roadway design standards for local roadways that are not already subject to design standards as part of the *Oregon Transportation Plan*. The TSP includes the following standards for local roadways:

- Rural Arterial Roadway: minimum right-of-way width of 60 feet to 74 feet, minimum improvement width of 40 feet to 54 feet
- Rural Major/Minor Collector: minimum right-of-way width of 60 feet, minimum improvement width of 36 feet
- Rural Minor Roadway: minimum right-of-way width of 60 feet, minimum improvement width of 34 feet

The TSP also includes access management guidelines such as minimum intersection and signal spacing. If the proposed action adds or changes public road access points, then the county would review the project's consistency with the access management guidelines.

Finally, the TSP includes policies recommended for implementation. The status of these recommendations as formal policies needs to be confirmed with Malheur County. Policies included in the plan that would apply to the proposed project (if adopted as formal policies) include:

- The County shall protect the function of existing and planned roadways as identified in the TSP.
- The County shall include a consideration of their impact on existing or planned transportation facilities in all land use decisions.
- A proposed use shall impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADTs), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project.
- The determination of impact or effect and the scope of an impact study should be coordinated with the provider of the affected transportation facility.
- All development proposals, plan amendments, or zone changes shall conform with the adopted TSP.
- Uses Permitted Outright. Except where otherwise specifically regulated by county ordinance, the following improvements are permitted outright:
 - A. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
 - B. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.
- For state projects that require an environmental impact study (EIS) or environmental assessment (EA), if local review is required the draft EIS or EA shall serve as the documentation for local land use review, as follows:
 - (I) Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions;

- (2) Where the project is not consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments.
- Uses permitted outright under ORS 215.213(1)(m) through (p) and ORS 215.283 (k) through (n), consistent with the Transportation System Plan, the classification of the roadway, and approved road standards, shall be allowed without land use review.

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Chapter 4: Study Methodology

4.1 Literature and Data Review

This baseline study relies on information that is available through the following publications, regulations, rules, or codes:

- *Southeastern Oregon Resource Management Plan*, U.S. Department of the Interior Bureau of Land Management (2002)
- Oregon Revised Statutes Section 215.83
- Oregon Administrative Rules Chapter 632, Division 37 and Chapter 734, Division 51
- *Oregon Transportation Plan (2006)*, including Oregon Highway Plan element (1999, as amended)
- Oregon Department of Transportation, Traffic Counts and System Maps
- *Malheur County Comprehensive Plan (1982)*
- Malheur County Zoning Ordinance
- *Malheur County Transportation System Plan (1998)*

This study also uses information from BLM's LR2000 database about existing road and power transmission right-of-way authorizations on BLM-administered land.

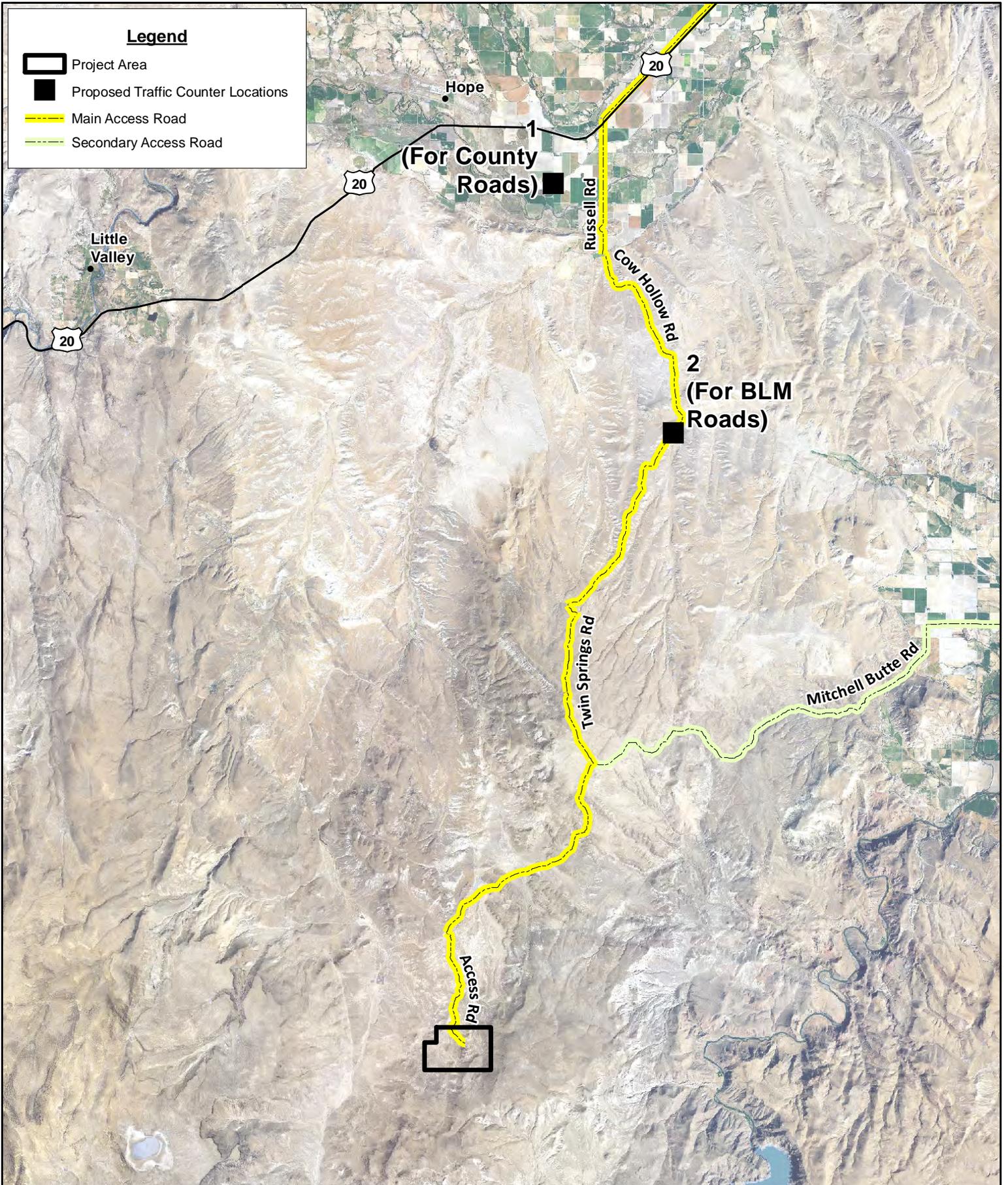
The study team also contacted the Malheur County road master for information about the county-owned roads that are proposed as part of the main and secondary access routes.

4.2 Field Studies

In coordination with Malheur County surveyor (Tom Edwards), HDR installed traffic counters in the fall of 2014 and the spring of 2015 to capture the seasonal variability of the road usage at the following two sites (see **Figure 4**):

1. Russell Road, which typically experiences seasonal changes with farm work and farm to market traffic.
2. Twin Springs Road, which was expected to experience the most use in the fall.

The cattle guard at the property line was determined to be the safest location for the counting equipment.



**Figure 4. Traffic Counter Locations
Calico Resources, Grassy Mountain Project
Malheur County, OR**



Chapter 5: Baseline Characterization

5.1 Existing Transportation System

The proposed project would use existing roads ranging from state-managed highways to unsurfaced two-track.

5.1.1 State-Managed Highways: US- 20, US-26, and OR-201 North of Nyssa

5.1.1.1 MAIN ACCESS ROUTE

The main access route for the proposed project would use parts of US-20, US-26, and OR-201. This access connects from Russell Road to US-20, west of Vale, and remains on the highway to the city of Nyssa. Along the way, US-20 intersects and combines with US-26 and OR-201. The section of highway between the Cairo Junction and Nyssa is a combined route for US-20, US-26, and OR-201. ODOT designates the entire section of state-managed highway that is part of the main access route as a freight route (ODOT 2013a).

ODOT designates the section of state-managed highway between Russell Road and the Cairo Junction as state highway–principal arterial and part of the National Highway System. The section of the main access route between Cairo Junction and Nyssa is designated as state highway–minor arterial. ODOT rates the pavement condition for the section of state-managed highway that would be used as part of the primary access as “good” (ODOT 2015).

ODOT uses what it calls the Safety Priority Index System (SPIS) to identify potential safety problems on state highways. The state only uses an SPIS rating for sites that have had one fatal crash or three other crashes over a 3-year period. The higher an SPIS score, the higher the potential safety needs for the identified roadway segment. ODOT assigns SPIS scores to two locations along this section of highway: at the Cairo Junction and where US-20/US-26/OR-201 approaches the northern end of Nyssa. The Cairo Junction location is rated in the 85 to 89.99 percentile of all rated locations statewide. The Nyssa location is rated in the 90 to 94.99 percentile.

5.1.1.2 SECONDARY ACCESS ROUTE

The proposed secondary access route would use a section of OR-201 between Owyhee Junction and Nyssa. ODOT designates this section of the secondary access route as state highway–minor arterial.

ODOT traffic count information from 2013 shows an annual average daily traffic (AADT) of between 1000 and 2500 for this section of OR-201. ODOT reports an AADT of about 1800 where OR-201 approaches the city of Nyssa, which is near the northern end of the secondary access route.

ODOT rates the pavement condition for the section of state-managed highway that would be used as part of the primary access as “good”. The state does not rate any SPIS sites along this section of OR-201.

5.1.2 Local Main Access Route Roads

5.1.2.1 RUSSELL ROAD

Russell Road is a county road that is used as part of the main access route. Russell Road is an approximately 4-mile stretch of road that connects US-20 to Cow Hollow Road. About 2 miles of Russell Road is paved; the road becomes gravel after that point. The paved section passes through irrigated farmland and dispersed farmsteads (**Photo 1**). ODOT and the county classify Russell Road as a local minor collector. The 4-mile segment is managed and maintained by the county's Road Department (it is not in any of the county's road assessment districts). Russell Road has a 60-foot-wide right-of-way and the current road width is no more than 22 feet. The county has not identified any changes to Russell Road in its current capital improvement program.



Photo 1. Russell Road

Calico collected traffic count data for Russell Road in support of this baseline study. Section 5.1.5.2 summarizes those traffic counts.

5.1.2.2 COW HOLLOW ROAD

Cow Hollow Road is part of the main access route. Cow Hollow Road connects Russell Road to Twin Springs Road via a 4-mile section of unpaved (gravel) road. Cow Hollow Road passes through undeveloped land, most of which is privately owned, continues past the intersection with Twin Springs Road, and eventually connects into the road network around the town of Owyhee to the east. The BLM manages and maintains Cow Hollow Road.

5.1.2.3 TWIN SPRINGS ROAD

Twin Springs Road is the last section of the main access road. The section of Twin Springs Road that is part of the proposed project would provide connection between Cow Hollow Road and an access road for the mine and processing site. Twin Springs Road is unpaved (gravel) and passes through undeveloped land that is administered by BLM (**Photo 2**).

BLM manages and maintains Twin Springs Road.



Photo 2. Typical Gravel Road on BLM-Administered Land

5.1.3 Secondary Access Route Roads

Calico is considering establishing a secondary access route to and from the proposed project site. The secondary route would use a section of state highway and local roads. Local roads that would be used include Mitchell Butte Road, an unsurfaced county-owned road that is located primarily on BLM-administered land, and Owyhee Avenue, a mostly paved county-owned and maintained road that starts as a minor collector but becomes a major collector as it approaches the town of Owyhee. Both of these roads are in the county's Nyssa Road District. Owyhee Avenue is part of the main access road for Owyhee Reservoir, which is a popular destination for recreationists. The secondary access route would share about 4 miles of Owyhee Avenue with this type of recreation-focused traffic.

5.1.4 Project Site Roads



Photo 3. Typical Two-Track Road on BLM-administered Land

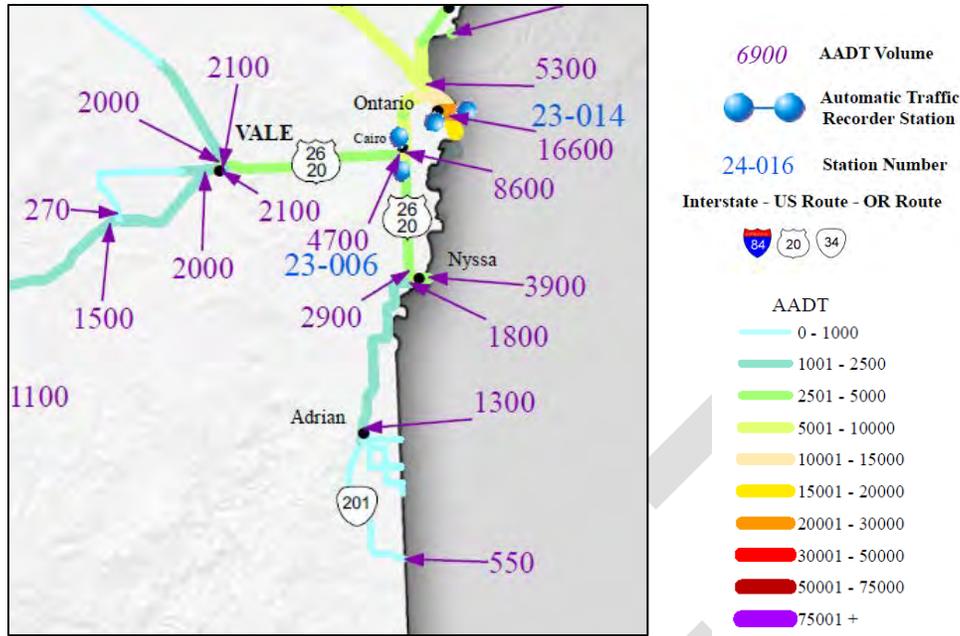
The proposed project site would be connected to Twin Springs Road by an access road and would have internal service roads. The access road, which is shown on **Figure 2** above, would use an existing road alignment on BLM-administered land. This two-track road (**Photo 3**) would need to be upgraded as part of the project.

Currently, BLM is the only party with legal rights-of-way on BLM-administered land in the project area. A query of the LR2000 database did not indicate any other BLM-authorized road rights-of-way in or near the project area. There is an authorized power transmission right-of-way south of the project area. This right-of-way does not enter the project footprint and does not cross any of the proposed project roads.

5.1.5 Traffic Counts

5.1.5.1 STATE HIGHWAY SYSTEM

ODOT traffic count data from 2013 show that AADT for US-20 and US-26 through Vale is about 2000 to 2100 vehicles (**Figure 5**). The volume increases east of Vale and ranges between 2500 and 5000 AADT. Traffic volumes west of Vale are lower, ranging from 1000 to 2500 AADT. An ODOT traffic counter located west of the point where the main access route intersects US-20 shows an AADT of 1500 for 2013.



Source: ODOT 2014

Figure 5. ODOT 2013 Traffic Flow in the Project Region

The ODOT AADT data for the section of US-20/US-26/OR-201 between the Cairo Junction and Nyssa show that traffic on this section of the highway ranges between 2500 and 5000 AADT. A traffic counter just north of Nyssa shows an AADT of 2900 for 2013.

5.1.5.2 LOCAL ROADS

In coordination with Malheur County surveyor (Tom Edwards), HDR set up traffic counters (PicoCount 2500, Version 2.25) at two locations in the study area in the fall of 2014 and again in the spring of 2015 to record existing two-way road and trail usage on Russell Road and Twin Springs Road (**Figure 4**). These counters do not reliably record lighter vehicles, like all terrain vehicles and dirt bikes, so the data can only be said to reflect full-size vehicles (Counting Cars 2014). **Table 1** summarizes the data collected. Appendix B contains the full data set recorded by each traffic counter.

Table 1. Traffic Count Data in Project Study Area

Counter No.	Location	X Coordinate	Y Coordinate	Data Gathering Start Date	Date Gathering End Date*	Total Recorded Vehicles
1	Russell Road (fall 2014)	475475	4862111	9/21/14	10/22/14	2,591
	Russell Road (spring 2015)			4/7/15	4/16/15	413
2	Twin Springs Road (fall 2014)	471910	4840599	9/21/14	10/22/14	564
	Twin Springs Road (spring 2015)			4/7/15	4/16/15	27

Because it is a primary access route to irrigated farmland, Russell Road typically experiences seasonal changes with farm work and farm-to-market traffic, especially during the fall harvest. Twin Springs Road also showed substantially higher use in the fall.

As part of the main access route, Calico might need to improve Russell Road. All improvements would be within the existing road right-of-way. Whether the improvements would require a conditional use permit from the county will depend on the proposed modifications, which have yet to be developed.

5.2 Summary

The proposed project would use existing unsurfaced roads at the project site. Most of these roads are located on land that is administered by BLM.

The proposed project would have two access routes that would connect the project site to state-maintained highways to the north. The main access route would use a section of BLM secondary road (unsurfaced) for an access road to the project site, a section of Twin Springs Road (unsurfaced; owned and maintained by BLM), Cow Hollow Road (unsurfaced; shared ownership and maintenance), and Russell Road (paved; owned and maintained by the county) to connect the project site to US-20 southwest of Vale. The main access route would then use US-20/US-26/OR-201 between the point where Russell Road intersects the highway and the city of Nyssa. This section of highway is a designated freight route and the pavement condition is good. ODOT has identified two points of safety concern along the main route: at the Cairo Junction (where US-20/US-26 intersects OR-201) and on US-20/US-26/OR-108 at the north end of the city of Nyssa.

The secondary access route would use part of Twin Springs Road (unsurfaced; owned and maintained by BLM), Mitchell Butte Road (unsurfaced; owned by the county and managed by the Nyssa Road District) and Owyhee Avenue (paved; owned by the county and managed by the Nyssa Road District) to connect the project site to OR-201 in the town of Owyhee. From this point, the secondary route would use OR-201 northward to the city of Nyssa.

Limited traffic counts conducted for Russell Road and Twin Springs Road show that use was higher in the fall of 2014 than in the spring of 2015. ODOT maintains traffic count information for state highways that are part of the main and secondary access routes. ODOT traffic count information shows that AADT between Vale and Nyssa ranges from about 2500 to 5000.

Chapter 6: Bibliography

6.1 Documents, Websites, and Personal Communication

BLM [Bureau of Land Management]

2002. *Southeastern Oregon Resource Management Plan and Record of Decision* (BLM/OR/WA/GI-03/020+1792). Prepared by the Vale Field Office. Accessed June 2015. Available online at <http://www.blm.gov/or/plans/files/SEORMP-ROD.pdf>.

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2014. Personal communication to HDR's Jesse Tatum.

Malheur County

1982. *Malheur County Comprehensive Plan*. As amended through June 2015. Accessed June 2015. Available online at https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/9377/HT393_072M34_1982_OCR.pdf?sequence=1&isAllowed=y

Oregon Department of Transportation

1999. Oregon Highway Plan, an element of the Oregon Transportation Plan. Includes amendments November 1999 through May 2015.

2006. *Oregon Transportation Plan*. September.

2011. Traffic Counts. http://www.oregon.gov/ODOT/TD/TDATA/tsm/docs/2011_TVT.pdf

2013a. State Highway Freight System map. GIS No. 23-47.

2013b. Traffic Flow, Oregon State Highway System (map).

2015. Oregon State Highway System 2014 Pavement Conditions, District 14 (map). GIS No. 23-53.

W&H Pacific

1998. *Malheur County Transportation System Plan*. Prepared for Malheur County. March.

6.2 Laws, Regulations, Codes, and Policies

Oregon Highway Plan Policy 1F, Adopted by the Oregon Transportation Commission on December 21, 2011 (<http://www.oregon.gov/ODOT/TD/TP/docs/ohp11/policyadopted.pdf>)

Oregon Revised Statutes Section 215.83

(https://www.oregonlegislature.gov/bills_laws/Pages/ORS.aspx)

Oregon Administrative Rules Chapter 632, Division 37 and Chapter 734, Division 51

(http://sos.oregon.gov/archives/Pages/oregon_administrative_rules.aspx)

Malheur County Zoning Ordinance

(http://www.sterlingcodifiers.com/codebook/index.php?book_id=695)

Chapter 7: Contacts

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A large, stylized, light gray letter 'A' graphic is positioned behind the main text. It is composed of several overlapping, slightly offset lines, giving it a layered, architectural appearance. The letter is centered vertically and horizontally relative to the text below it.

A

Oregon Highway Plan
Highway Mobility Policy
Standards (Policy 1F)

Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions

VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO ^{A,B,C,D}							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STA ^E	MPO	Non-MPO Outside of STAs where non-freeway posted speed \leq 35 mph, or a Designated UBA	Non-MPO outside of STAs where non-freeway speed $>$ 35 mph, but $<$ 45 mph	Non-MPO where non-freeway speed limit \geq 45 mph	Unincorporated Communities ^F	Rural Lands
Interstate Highways	N/A	0.85	N/A	N/A	0.80	0.70	0.70
Statewide Expressways	N/A	0.85	0.80	0.80	0.80	0.70	0.70
Freight Route on a Statewide Highway	0.90	0.85	0.85	0.80	0.80	0.70	0.70
Statewide (not a Freight Route)	0.95	0.90	0.90	0.85	0.80	0.75	0.70
Freight Route on a Regional or District Highway	0.95	0.90	0.90	0.85	0.85	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.90	N/A	0.85	0.85	0.75	0.70
Regional Highways	1.0	0.95	0.90	0.85	0.85	0.75	0.70
District / Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.80	0.75

Notes for Table 6

^A Unless the Oregon Transportation Commission has adopted an alternative mobility target for the impacted facility, the mobility targets in Tables 6 are considered standards for purposes of determining compliance with OAR 660-012, the Transportation Planning Rule.

^B For the purposes of this policy, the peak hour shall be the 30th highest annual hour. This approximates weekday peak hour traffic in larger urban areas. Alternatives to the 30th highest annual hour may be considered and established through alternative mobility target processes.

^C Highway design requirements are addressed in the Highway Design Manual (HDM).

^D See Action 1F.1 for additional technical details.

^E Interstates and Expressways shall not be identified as Special Transportation Areas.

^F For unincorporated communities inside MPO boundaries, MPO mobility targets shall apply.

Note: this table is from the final Policy 1F adopted December 21, 2011. The policy is available online at <http://www.oregon.gov/ODOT/TD/TP/docs/ohp11/policyadopted.pdf>

A large, dark grey, serif letter 'B' is positioned in the upper right quadrant of the page. It is partially overlaid by a light grey diagonal line that runs from the top right towards the bottom left. The background of the page features several large, semi-transparent grey rectangular blocks: a dark grey block at the top right, a light grey block on the left side, a medium grey block at the bottom left, and a dark grey block at the bottom right.

2014-2015 Vehicle Counts
on Russell Road and Twin
Springs Road

Unit Type: PicoCount 2500 V2.27
 Serial Number: 14060321
 ID: Unit 1
 Location: Russell Road
 Comments: data collected 10-22-14
 Start Date: 9/12/2014
 Interval: 60 Min
 Title: Vehicle Volume

Date/Time	Total
09/12/2014 09:00 - 09:59	1
09/12/2014 10:00 - 10:59	5
09/12/2014 11:00 - 11:59	2
09/12/2014 12:00 - 12:59	8
09/12/2014 13:00 - 13:59	5
09/12/2014 14:00 - 14:59	11
09/12/2014 15:00 - 15:59	6
09/12/2014 16:00 - 16:59	5
09/12/2014 17:00 - 17:59	4
09/12/2014 18:00 - 18:59	5
09/12/2014 19:00 - 19:59	2
09/12/2014 20:00 - 20:59	4
09/12/2014 21:00 - 21:59	1
09/12/2014 22:00 - 22:59	1
09/12/2014 23:00 - 23:59	0
09/13/2014 00:00 - 00:59	0
09/13/2014 01:00 - 01:59	0
09/13/2014 02:00 - 02:59	0
09/13/2014 03:00 - 03:59	0
09/13/2014 04:00 - 04:59	1
09/13/2014 05:00 - 05:59	1
09/13/2014 06:00 - 06:59	2
09/13/2014 07:00 - 07:59	2
09/13/2014 08:00 - 08:59	1
09/13/2014 09:00 - 09:59	3
09/13/2014 10:00 - 10:59	0
09/13/2014 11:00 - 11:59	4
09/13/2014 12:00 - 12:59	3
09/13/2014 13:00 - 13:59	1
09/13/2014 14:00 - 14:59	1
09/13/2014 15:00 - 15:59	0
09/13/2014 16:00 - 16:59	3
09/13/2014 17:00 - 17:59	2
09/13/2014 18:00 - 18:59	7
09/13/2014 19:00 - 19:59	3
09/13/2014 20:00 - 20:59	1
09/13/2014 21:00 - 21:59	3
09/13/2014 22:00 - 22:59	1

09/13/2014 23:00 - 23:59	1
09/14/2014 00:00 - 00:59	1
09/14/2014 01:00 - 01:59	0
09/14/2014 02:00 - 02:59	1
09/14/2014 03:00 - 03:59	0
09/14/2014 04:00 - 04:59	2
09/14/2014 05:00 - 05:59	1
09/14/2014 06:00 - 06:59	0
09/14/2014 07:00 - 07:59	1
09/14/2014 08:00 - 08:59	2
09/14/2014 09:00 - 09:59	2
09/14/2014 10:00 - 10:59	5
09/14/2014 11:00 - 11:59	1
09/14/2014 12:00 - 12:59	6
09/14/2014 13:00 - 13:59	1
09/14/2014 14:00 - 14:59	6
09/14/2014 15:00 - 15:59	2
09/14/2014 16:00 - 16:59	2
09/14/2014 17:00 - 17:59	2
09/14/2014 18:00 - 18:59	1
09/14/2014 19:00 - 19:59	2
09/14/2014 20:00 - 20:59	1
09/14/2014 21:00 - 21:59	4
09/14/2014 22:00 - 22:59	0
09/14/2014 23:00 - 23:59	0
09/15/2014 00:00 - 00:59	0
09/15/2014 01:00 - 01:59	0
09/15/2014 02:00 - 02:59	0
09/15/2014 03:00 - 03:59	0
09/15/2014 04:00 - 04:59	0
09/15/2014 05:00 - 05:59	0
09/15/2014 06:00 - 06:59	1
09/15/2014 07:00 - 07:59	4
09/15/2014 08:00 - 08:59	4
09/15/2014 09:00 - 09:59	3
09/15/2014 10:00 - 10:59	2
09/15/2014 11:00 - 11:59	5
09/15/2014 12:00 - 12:59	0
09/15/2014 13:00 - 13:59	2
09/15/2014 14:00 - 14:59	2
09/15/2014 15:00 - 15:59	5
09/15/2014 16:00 - 16:59	2
09/15/2014 17:00 - 17:59	5
09/15/2014 18:00 - 18:59	4
09/15/2014 19:00 - 19:59	0
09/15/2014 20:00 - 20:59	1
09/15/2014 21:00 - 21:59	1

09/15/2014 22:00 - 22:59	3
09/15/2014 23:00 - 23:59	0
09/16/2014 00:00 - 00:59	0
09/16/2014 01:00 - 01:59	0
09/16/2014 02:00 - 02:59	0
09/16/2014 03:00 - 03:59	0
09/16/2014 04:00 - 04:59	0
09/16/2014 05:00 - 05:59	0
09/16/2014 06:00 - 06:59	2
09/16/2014 07:00 - 07:59	2
09/16/2014 08:00 - 08:59	5
09/16/2014 09:00 - 09:59	2
09/16/2014 10:00 - 10:59	4
09/16/2014 11:00 - 11:59	2
09/16/2014 12:00 - 12:59	7
09/16/2014 13:00 - 13:59	2
09/16/2014 14:00 - 14:59	4
09/16/2014 15:00 - 15:59	10
09/16/2014 16:00 - 16:59	6
09/16/2014 17:00 - 17:59	3
09/16/2014 18:00 - 18:59	2
09/16/2014 19:00 - 19:59	5
09/16/2014 20:00 - 20:59	4
09/16/2014 21:00 - 21:59	0
09/16/2014 22:00 - 22:59	1
09/16/2014 23:00 - 23:59	0
09/17/2014 00:00 - 00:59	0
09/17/2014 01:00 - 01:59	0
09/17/2014 02:00 - 02:59	0
09/17/2014 03:00 - 03:59	0
09/17/2014 04:00 - 04:59	0
09/17/2014 05:00 - 05:59	0
09/17/2014 06:00 - 06:59	0
09/17/2014 07:00 - 07:59	2
09/17/2014 08:00 - 08:59	3
09/17/2014 09:00 - 09:59	2
09/17/2014 10:00 - 10:59	8
09/17/2014 11:00 - 11:59	4
09/17/2014 12:00 - 12:59	4
09/17/2014 13:00 - 13:59	3
09/17/2014 14:00 - 14:59	0
09/17/2014 15:00 - 15:59	9
09/17/2014 16:00 - 16:59	2
09/17/2014 17:00 - 17:59	2
09/17/2014 18:00 - 18:59	6
09/17/2014 19:00 - 19:59	1
09/17/2014 20:00 - 20:59	2

09/17/2014 21:00 - 21:59	0
09/17/2014 22:00 - 22:59	0
09/17/2014 23:00 - 23:59	0
09/18/2014 00:00 - 00:59	1
09/18/2014 01:00 - 01:59	0
09/18/2014 02:00 - 02:59	0
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09/18/2014 11:00 - 11:59	3
09/18/2014 12:00 - 12:59	1
09/18/2014 13:00 - 13:59	3
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09/18/2014 16:00 - 16:59	3
09/18/2014 17:00 - 17:59	5
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09/19/2014 17:00 - 17:59	4
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09/19/2014 19:00 - 19:59	2

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09/25/2014 12:00 - 12:59	11
09/25/2014 13:00 - 13:59	16
09/25/2014 14:00 - 14:59	14
09/25/2014 15:00 - 15:59	10
09/25/2014 16:00 - 16:59	5

09/25/2014 17:00 - 17:59	2
09/25/2014 18:00 - 18:59	5
09/25/2014 19:00 - 19:59	1
09/25/2014 20:00 - 20:59	2
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09/26/2014 09:00 - 09:59	5
09/26/2014 10:00 - 10:59	12
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09/26/2014 12:00 - 12:59	9
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09/27/2014 12:00 - 12:59	4
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09/27/2014 15:00 - 15:59	2

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09/28/2014 16:00 - 16:59	3
09/28/2014 17:00 - 17:59	2
09/28/2014 18:00 - 18:59	6
09/28/2014 19:00 - 19:59	4
09/28/2014 20:00 - 20:59	2
09/28/2014 21:00 - 21:59	2
09/28/2014 22:00 - 22:59	0
09/28/2014 23:00 - 23:59	1
09/29/2014 00:00 - 00:59	0
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10/20/2014 06:00 - 06:59	0
10/20/2014 07:00 - 07:59	4
10/20/2014 08:00 - 08:59	9
10/20/2014 09:00 - 09:59	5
10/20/2014 10:00 - 10:59	15
10/20/2014 11:00 - 11:59	8
10/20/2014 12:00 - 12:59	2
10/20/2014 13:00 - 13:59	4
10/20/2014 14:00 - 14:59	6
10/20/2014 15:00 - 15:59	5
10/20/2014 16:00 - 16:59	8
10/20/2014 17:00 - 17:59	5
10/20/2014 18:00 - 18:59	2
10/20/2014 19:00 - 19:59	1
10/20/2014 20:00 - 20:59	1
10/20/2014 21:00 - 21:59	0
10/20/2014 22:00 - 22:59	0
10/20/2014 23:00 - 23:59	0
10/21/2014 00:00 - 00:59	0
10/21/2014 01:00 - 01:59	0
10/21/2014 02:00 - 02:59	0
10/21/2014 03:00 - 03:59	0

10/21/2014 04:00 - 04:59	0
10/21/2014 05:00 - 05:59	0
10/21/2014 06:00 - 06:59	0
10/21/2014 07:00 - 07:59	2
10/21/2014 08:00 - 08:59	6
10/21/2014 09:00 - 09:59	8
10/21/2014 10:00 - 10:59	2
	<hr/>
	2591

Unit Type: PicoCount 2500 V2.30
 Serial Number: 14060321
 ID: Unit 1
 Location: Russel Road
 Comments: data collected 4-16-15
 Start Date: 4/7/2015
 Interval: 60 Min
 Title: Vehicle Volume

Date/Time	Total
04/07/2015 13:00 - 13:59	0
04/07/2015 14:00 - 14:59	6
04/07/2015 15:00 - 15:59	4
04/07/2015 16:00 -16:59	5
04/07/2015 17:00 - 17:59	2
04/07/2015 18:00 - 18:59	2
04/07/2015 19:00 - 19:59	0
04/07/2015 20:00 - 20:59	3
04/07/2015 21:00 - 21:59	0
04/07/2015 22:00 - 22:59	0
04/07/2015 23:00 - 23:59	0
04/08/2015 00:00 - 00:59	0
04/08/2015 01:00 - 01:59	0
04/08/2015 02:00 - 02:59	0
04/08/2015 03:00 - 03:59	0
04/08/2015 04:00 - 04:59	0
04/08/2015 05:00 - 05:59	0
04/08/2015 06:00 - 06:59	4
04/08/2015 07:00 - 07:59	2
04/08/2015 08:00 - 08:59	5
04/08/2015 09:00 - 09:59	2
04/08/2015 10:00 - 10:59	0
04/08/2015 11:00 - 11:59	4
04/08/2015 12:00 - 12:59	1
04/08/2015 13:00 - 13:59	1
04/08/2015 14:00 - 14:59	5
04/08/2015 15:00 - 15:59	3
04/08/2015 16:00 - 16:59	5
04/08/2015 17:00 - 17:59	2
04/08/2015 18:00 - 18:59	2
04/08/2015 19:00 - 19:59	2
04/08/2015 20:00 - 20:59	1
04/08/2015 21:00 - 21:59	0
04/08/2015 22:00 - 22:59	0
04/08/2015 23:00 - 23:59	0
04/09/2015 00:00 - 00:59	0
04/09/2015 01:00 - 01:59	0
04/09/2015 02:00 - 02:59	0

04/09/2015 03:00 - 03:59	0
04/09/2015 04:00 - 04:59	0
04/09/2015 05:00 - 05:59	0
04/09/2015 06:00 - 06:59	1
04/09/2015 07:00 - 07:59	4
04/09/2015 08:00 - 08:59	1
04/09/2015 09:00 - 09:59	3
04/09/2015 10:00 - 10:59	1
04/09/2015 11:00 - 11:59	2
04/09/2015 12:00 - 12:59	2
04/09/2015 13:00 - 13:59	6
04/09/2015 14:00 - 14:59	5
04/09/2015 15:00 - 15:59	2
04/09/2015 16:00 - 16:59	2
04/09/2015 17:00 - 17:59	2
04/09/2015 18:00 - 18:59	3
04/09/2015 19:00 - 19:59	0
04/09/2015 20:00 - 20:59	3
04/09/2015 21:00 - 21:59	0
04/09/2015 22:00 - 22:59	0
04/09/2015 23:00 - 23:59	0
04/10/2015 00:00 - 00:59	0
04/10/2015 01:00 - 01:59	0
04/10/2015 02:00 - 02:59	0
04/10/2015 03:00 - 03:59	0
04/10/2015 04:00 - 04:59	0
04/10/2015 05:00 - 05:59	0
04/10/2015 06:00 - 06:59	0
04/10/2015 07:00 - 07:59	1
04/10/2015 08:00 - 08:59	2
04/10/2015 09:00 - 09:59	6
04/10/2015 10:00 - 10:59	2
04/10/2015 11:00 - 11:59	2
04/10/2015 12:00 - 12:59	3
04/10/2015 13:00 - 13:59	2
04/10/2015 14:00 - 14:59	7
04/10/2015 15:00 - 15:59	4
04/10/2015 16:00 - 16:59	0
04/10/2015 17:00 - 17:59	1
04/10/2015 18:00 - 18:59	7
04/10/2015 19:00 - 19:59	0
04/10/2015 20:00 - 20:59	0
04/10/2015 21:00 - 21:59	0
04/10/2015 22:00 - 22:59	0
04/10/2015 23:00 - 23:59	0
04/11/2015 00:00 - 00:59	0
04/11/2015 01:00 - 01:59	0

04/11/2015 02:00 - 02:59	0
04/11/2015 03:00 - 03:59	0
04/11/2015 04:00 - 04:59	0
04/11/2015 05:00 - 05:59	0
04/11/2015 06:00 - 06:59	2
04/11/2015 07:00 - 07:59	0
04/11/2015 08:00 - 08:59	2
04/11/2015 09:00 - 09:59	1
04/11/2015 10:00 - 10:59	4
04/11/2015 11:00 - 11:59	4
04/11/2015 12:00 - 12:59	6
04/11/2015 13:00 - 13:59	5
04/11/2015 14:00 - 14:59	2
04/11/2015 15:00 - 15:59	6
04/11/2015 16:00 - 16:59	3
04/11/2015 17:00 - 17:59	7
04/11/2015 18:00 - 18:59	2
04/11/2015 19:00 - 19:59	4
04/11/2015 20:00 - 20:59	2
04/11/2015 21:00 - 21:59	0
04/11/2015 22:00 - 22:59	0
04/11/2015 23:00 - 23:59	1
04/12/2015 00:00 - 00:59	0
04/12/2015 01:00 - 01:59	0
04/12/2015 02:00 - 02:59	0
04/12/2015 03:00 - 03:59	0
04/12/2015 04:00 - 04:59	0
04/12/2015 05:00 - 05:59	1
04/12/2015 06:00 - 06:59	0
04/12/2015 07:00 - 07:59	0
04/12/2015 08:00 - 08:59	1
04/12/2015 09:00 - 09:59	3
04/12/2015 10:00 - 10:59	3
04/12/2015 11:00 - 11:59	4
04/12/2015 12:00 - 12:59	2
04/12/2015 13:00 - 13:59	5
04/12/2015 14:00 - 14:59	5
04/12/2015 15:00 - 15:59	2
04/12/2015 16:00 - 16:59	5
04/12/2015 17:00 - 17:59	9
04/12/2015 18:00 - 18:59	1
04/12/2015 19:00 - 19:59	1
04/12/2015 20:00 - 20:59	0
04/12/2015 21:00 - 21:59	1
04/12/2015 22:00 - 22:59	0
04/12/2015 23:00 - 23:59	0
04/13/2015 00:00 - 00:59	0

04/13/2015 01:00 - 01:59	0
04/13/2015 02:00 - 02:59	0
04/13/2015 03:00 - 03:59	0
04/13/2015 04:00 - 04:59	0
04/13/2015 05:00 - 05:59	0
04/13/2015 06:00 - 06:59	3
04/13/2015 07:00 - 07:59	4
04/13/2015 08:00 - 08:59	6
04/13/2015 09:00 - 09:59	7
04/13/2015 10:00 - 10:59	6
04/13/2015 11:00 - 11:59	3
04/13/2015 12:00 - 12:59	8
04/13/2015 13:00 - 13:59	6
04/13/2015 14:00 - 14:59	5
04/13/2015 15:00 - 15:59	12
04/13/2015 16:00 - 16:59	9
04/13/2015 17:00 - 17:59	7
04/13/2015 18:00 - 18:59	2
04/13/2015 19:00 - 19:59	2
04/13/2015 20:00 - 20:59	0
04/13/2015 21:00 - 21:59	0
04/13/2015 22:00 - 22:59	0
04/13/2015 23:00 - 23:59	0
04/14/2015 00:00 - 00:59	0
04/14/2015 01:00 - 01:59	0
04/14/2015 02:00 - 02:59	0
04/14/2015 03:00 - 03:59	0
04/14/2015 04:00 - 04:59	0
04/14/2015 05:00 - 05:59	0
04/14/2015 06:00 - 06:59	2
04/14/2015 07:00 - 07:59	3
04/14/2015 08:00 - 08:59	1
04/14/2015 09:00 - 09:59	2
04/14/2015 10:00 - 10:59	0
04/14/2015 11:00 - 11:59	5
04/14/2015 12:00 - 12:59	1
04/14/2015 13:00 - 13:59	0
04/14/2015 14:00 - 14:59	2
04/14/2015 15:00 - 15:59	1
04/14/2015 16:00 - 16:59	1
04/14/2015 17:00 - 17:59	2
04/14/2015 18:00 - 18:59	3
04/14/2015 19:00 - 19:59	3
04/14/2015 20:00 - 20:59	0
04/14/2015 21:00 - 21:59	2
04/14/2015 22:00 - 22:59	2
04/14/2015 23:00 - 23:59	1

04/15/2015 00:00 - 00:59	0
04/15/2015 01:00 - 01:59	0
04/15/2015 02:00 - 02:59	0
04/15/2015 03:00 - 03:59	0
04/15/2015 04:00 - 04:59	0
04/15/2015 05:00 - 05:59	0
04/15/2015 06:00 - 06:59	3
04/15/2015 07:00 - 07:59	8
04/15/2015 08:00 - 08:59	8
04/15/2015 09:00 - 09:59	7
04/15/2015 10:00 - 10:59	7
04/15/2015 11:00 - 11:59	4
04/15/2015 12:00 - 12:59	5
04/15/2015 13:00 - 13:59	1
04/15/2015 14:00 - 14:59	12
04/15/2015 15:00 - 15:59	2
04/15/2015 16:00 - 16:59	2
04/15/2015 17:00 - 17:59	3
04/15/2015 18:00 - 18:59	0
04/15/2015 19:00 - 19:59	2
04/15/2015 20:00 - 20:59	1
04/15/2015 21:00 - 21:59	0
04/15/2015 22:00 - 22:59	0
04/15/2015 23:00 - 23:59	0
04/16/2015 00:00 - 00:59	0
04/16/2015 01:00 - 01:59	0
04/16/2015 02:00 - 02:59	0
04/16/2015 03:00 - 03:59	0
04/16/2015 04:00 - 04:59	0
04/16/2015 05:00 - 05:59	0
04/16/2015 06:00 - 06:59	3
04/16/2015 07:00 - 07:59	5

Unit Type: PicoCount 2500 V2.27
 Serial Number: 14042244
 ID: Unit 2
 Location: Twin Springs Road
 Comments: data collected 10-22-14
 Start Date: 9/12/2014
 Interval: 60 Min
 Title: Vehicle Volume

Date/Time	Total
09/12/2014 11:00 - 11:59	2
09/12/2014 12:00 - 12:59	0
09/12/2014 13:00 - 13:59	0
09/12/2014 14:00 - 14:59	1
09/12/2014 15:00 - 15:59	0
09/12/2014 16:00 - 16:59	0
09/12/2014 17:00 - 17:59	1
09/12/2014 18:00 - 18:59	0
09/12/2014 19:00 - 19:59	1
09/12/2014 20:00 - 20:59	0
09/12/2014 21:00 - 21:59	0
09/12/2014 22:00 - 22:59	1
09/12/2014 23:00 - 23:59	0
09/13/2014 00:00 - 00:59	0
09/13/2014 01:00 - 01:59	0
09/13/2014 02:00 - 02:59	0
09/13/2014 03:00 - 03:59	0
09/13/2014 04:00 - 04:59	0
09/13/2014 05:00 - 05:59	0
09/13/2014 06:00 - 06:59	0
09/13/2014 07:00 - 07:59	0
09/13/2014 08:00 - 08:59	0
09/13/2014 09:00 - 09:59	1
09/13/2014 10:00 - 10:59	1
09/13/2014 11:00 - 11:59	0
09/13/2014 12:00 - 12:59	0
09/13/2014 13:00 - 13:59	1
09/13/2014 14:00 - 14:59	1
09/13/2014 15:00 - 15:59	0
09/13/2014 16:00 - 16:59	1
09/13/2014 17:00 - 17:59	0
09/13/2014 18:00 - 18:59	1
09/13/2014 19:00 - 19:59	2
09/13/2014 20:00 - 20:59	2
09/13/2014 21:00 - 21:59	0
09/13/2014 22:00 - 22:59	0
09/13/2014 23:00 - 23:59	0
09/14/2014 00:00 - 00:59	0

09/14/2014 01:00 - 01:59	0
09/14/2014 02:00 - 02:59	0
09/14/2014 03:00 - 03:59	0
09/14/2014 04:00 - 04:59	0
09/14/2014 05:00 - 05:59	0
09/14/2014 06:00 - 06:59	0
09/14/2014 07:00 - 07:59	0
09/14/2014 08:00 - 08:59	1
09/14/2014 09:00 - 09:59	1
09/14/2014 10:00 - 10:59	1
09/14/2014 11:00 - 11:59	1
09/14/2014 12:00 - 12:59	2
09/14/2014 13:00 - 13:59	1
09/14/2014 14:00 - 14:59	0
09/14/2014 15:00 - 15:59	4
09/14/2014 16:00 - 16:59	1
09/14/2014 17:00 - 17:59	2
09/14/2014 18:00 - 18:59	2
09/14/2014 19:00 - 19:59	1
09/14/2014 20:00 - 20:59	0
09/14/2014 21:00 - 21:59	1
09/14/2014 22:00 - 22:59	0
09/14/2014 23:00 - 23:59	0
09/15/2014 00:00 - 00:59	0
09/15/2014 01:00 - 01:59	0
09/15/2014 02:00 - 02:59	0
09/15/2014 03:00 - 03:59	0
09/15/2014 04:00 - 04:59	0
09/15/2014 05:00 - 05:59	0
09/15/2014 06:00 - 06:59	0
09/15/2014 07:00 - 07:59	0
09/15/2014 08:00 - 08:59	0
09/15/2014 09:00 - 09:59	0
09/15/2014 10:00 - 10:59	0
09/15/2014 11:00 - 11:59	0
09/15/2014 12:00 - 12:59	0
09/15/2014 13:00 - 13:59	0
09/15/2014 14:00 - 14:59	0
09/15/2014 15:00 - 15:59	0
09/15/2014 16:00 - 16:59	0
09/15/2014 17:00 - 17:59	0
09/15/2014 18:00 - 18:59	0
09/15/2014 19:00 - 19:59	0
09/15/2014 20:00 - 20:59	0
09/15/2014 21:00 - 21:59	0
09/15/2014 22:00 - 22:59	0
09/15/2014 23:00 - 23:59	0

09/16/2014 00:00 - 00:59	0
09/16/2014 01:00 - 01:59	0
09/16/2014 02:00 - 02:59	0
09/16/2014 03:00 - 03:59	0
09/16/2014 04:00 - 04:59	0
09/16/2014 05:00 - 05:59	0
09/16/2014 06:00 - 06:59	0
09/16/2014 07:00 - 07:59	0
09/16/2014 08:00 - 08:59	1
09/16/2014 09:00 - 09:59	0
09/16/2014 10:00 - 10:59	2
09/16/2014 11:00 - 11:59	1
09/16/2014 12:00 - 12:59	0
09/16/2014 13:00 - 13:59	0
09/16/2014 14:00 - 14:59	1
09/16/2014 15:00 - 15:59	0
09/16/2014 16:00 - 16:59	1
09/16/2014 17:00 - 17:59	2
09/16/2014 18:00 - 18:59	1
09/16/2014 19:00 - 19:59	0
09/16/2014 20:00 - 20:59	0
09/16/2014 21:00 - 21:59	0
09/16/2014 22:00 - 22:59	0
09/16/2014 23:00 - 23:59	0
09/17/2014 00:00 - 00:59	0
09/17/2014 01:00 - 01:59	0
09/17/2014 02:00 - 02:59	0
09/17/2014 03:00 - 03:59	0
09/17/2014 04:00 - 04:59	0
09/17/2014 05:00 - 05:59	0
09/17/2014 06:00 - 06:59	0
09/17/2014 07:00 - 07:59	0
09/17/2014 08:00 - 08:59	0
09/17/2014 09:00 - 09:59	0
09/17/2014 10:00 - 10:59	0
09/17/2014 11:00 - 11:59	1
09/17/2014 12:00 - 12:59	1
09/17/2014 13:00 - 13:59	0
09/17/2014 14:00 - 14:59	0
09/17/2014 15:00 - 15:59	0
09/17/2014 16:00 - 16:59	3
09/17/2014 17:00 - 17:59	0
09/17/2014 18:00 - 18:59	0
09/17/2014 19:00 - 19:59	0
09/17/2014 20:00 - 20:59	0
09/17/2014 21:00 - 21:59	0
09/17/2014 22:00 - 22:59	0

09/17/2014 23:00 - 23:59	0
09/18/2014 00:00 - 00:59	0
09/18/2014 01:00 - 01:59	0
09/18/2014 02:00 - 02:59	0
09/18/2014 03:00 - 03:59	0
09/18/2014 04:00 - 04:59	0
09/18/2014 05:00 - 05:59	0
09/18/2014 06:00 - 06:59	0
09/18/2014 07:00 - 07:59	0
09/18/2014 08:00 - 08:59	2
09/18/2014 09:00 - 09:59	0
09/18/2014 10:00 - 10:59	1
09/18/2014 11:00 - 11:59	2
09/18/2014 12:00 - 12:59	0
09/18/2014 13:00 - 13:59	1
09/18/2014 14:00 - 14:59	1
09/18/2014 15:00 - 15:59	1
09/18/2014 16:00 - 16:59	0
09/18/2014 17:00 - 17:59	1
09/18/2014 18:00 - 18:59	0
09/18/2014 19:00 - 19:59	0
09/18/2014 20:00 - 20:59	0
09/18/2014 21:00 - 21:59	0
09/18/2014 22:00 - 22:59	0
09/18/2014 23:00 - 23:59	0
09/19/2014 00:00 - 00:59	0
09/19/2014 01:00 - 01:59	0
09/19/2014 02:00 - 02:59	0
09/19/2014 03:00 - 03:59	0
09/19/2014 04:00 - 04:59	0
09/19/2014 05:00 - 05:59	0
09/19/2014 06:00 - 06:59	0
09/19/2014 07:00 - 07:59	0
09/19/2014 08:00 - 08:59	0
09/19/2014 09:00 - 09:59	0
09/19/2014 10:00 - 10:59	0
09/19/2014 11:00 - 11:59	2
09/19/2014 12:00 - 12:59	0
09/19/2014 13:00 - 13:59	1
09/19/2014 14:00 - 14:59	0
09/19/2014 15:00 - 15:59	0
09/19/2014 16:00 - 16:59	4
09/19/2014 17:00 - 17:59	3
09/19/2014 18:00 - 18:59	4
09/19/2014 19:00 - 19:59	0
09/19/2014 20:00 - 20:59	0
09/19/2014 21:00 - 21:59	0

09/19/2014 22:00 - 22:59	0
09/19/2014 23:00 - 23:59	0
09/20/2014 00:00 - 00:59	0
09/20/2014 01:00 - 01:59	0
09/20/2014 02:00 - 02:59	0
09/20/2014 03:00 - 03:59	0
09/20/2014 04:00 - 04:59	0
09/20/2014 05:00 - 05:59	0
09/20/2014 06:00 - 06:59	0
09/20/2014 07:00 - 07:59	0
09/20/2014 08:00 - 08:59	1
09/20/2014 09:00 - 09:59	1
09/20/2014 10:00 - 10:59	0
09/20/2014 11:00 - 11:59	3
09/20/2014 12:00 - 12:59	2
09/20/2014 13:00 - 13:59	0
09/20/2014 14:00 - 14:59	0
09/20/2014 15:00 - 15:59	4
09/20/2014 16:00 - 16:59	0
09/20/2014 17:00 - 17:59	0
09/20/2014 18:00 - 18:59	4
09/20/2014 19:00 - 19:59	2
09/20/2014 20:00 - 20:59	1
09/20/2014 21:00 - 21:59	2
09/20/2014 22:00 - 22:59	0
09/20/2014 23:00 - 23:59	0
09/21/2014 00:00 - 00:59	0
09/21/2014 01:00 - 01:59	0
09/21/2014 02:00 - 02:59	0
09/21/2014 03:00 - 03:59	0
09/21/2014 04:00 - 04:59	0
09/21/2014 05:00 - 05:59	0
09/21/2014 06:00 - 06:59	0
09/21/2014 07:00 - 07:59	1
09/21/2014 08:00 - 08:59	0
09/21/2014 09:00 - 09:59	5
09/21/2014 10:00 - 10:59	2
09/21/2014 11:00 - 11:59	2
09/21/2014 12:00 - 12:59	2
09/21/2014 13:00 - 13:59	0
09/21/2014 14:00 - 14:59	0
09/21/2014 15:00 - 15:59	1
09/21/2014 16:00 - 16:59	1
09/21/2014 17:00 - 17:59	0
09/21/2014 18:00 - 18:59	1
09/21/2014 19:00 - 19:59	0
09/21/2014 20:00 - 20:59	0

09/21/2014 21:00 - 21:59	0
09/21/2014 22:00 - 22:59	0
09/21/2014 23:00 - 23:59	0
09/22/2014 00:00 - 00:59	0
09/22/2014 01:00 - 01:59	0
09/22/2014 02:00 - 02:59	0
09/22/2014 03:00 - 03:59	0
09/22/2014 04:00 - 04:59	0
09/22/2014 05:00 - 05:59	0
09/22/2014 06:00 - 06:59	0
09/22/2014 07:00 - 07:59	0
09/22/2014 08:00 - 08:59	0
09/22/2014 09:00 - 09:59	0
09/22/2014 10:00 - 10:59	0
09/22/2014 11:00 - 11:59	0
09/22/2014 12:00 - 12:59	2
09/22/2014 13:00 - 13:59	0
09/22/2014 14:00 - 14:59	0
09/22/2014 15:00 - 15:59	2
09/22/2014 16:00 - 16:59	0
09/22/2014 17:00 - 17:59	0
09/22/2014 18:00 - 18:59	0
09/22/2014 19:00 - 19:59	0
09/22/2014 20:00 - 20:59	0
09/22/2014 21:00 - 21:59	0
09/22/2014 22:00 - 22:59	0
09/22/2014 23:00 - 23:59	0
09/23/2014 00:00 - 00:59	0
09/23/2014 01:00 - 01:59	0
09/23/2014 02:00 - 02:59	0
09/23/2014 03:00 - 03:59	0
09/23/2014 04:00 - 04:59	0
09/23/2014 05:00 - 05:59	0
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	564

Unit Type: PicoCount 2500 V2.30
 Serial Number: 14042244
 ID: Unit 2
 Location: Twin Springs Road
 Comments: data collected 4-16-15
 Start Date: 4/7/2015
 Interval: 60 Min
 Title: Vehicle Volume

Date/Time	Total
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