



Barr Road Quarry (Site N) Frequently Asked Questions

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1. Why site a quarry in the Cline Buttes Area?

The Cline Buttes area is proximate to several highways: OR 126, US 97 and US 20. Development of a material source in the area will ensure a long-term supply of materials needed for maintenance and construction of the highways in the Bend- Redmond-Sisters Area. These highways are major travel corridors for residents and tourists as well as important freight routes in and out of Central Oregon.

Through extensive studies conducted in the late 1990's, this area was identified as an area in great need of an aggregate supply. The Central Oregon area is growing rapidly, intensifying the need for improved transportation facilities to handle traffic volumes and improve safety. The increased traffic resulting from the population increase is leading to increased wear and tear on the existing transportation facilities.

The location of an aggregate site in the Cline Buttes area ensures it is proximate to the areas of greatest need. Close proximity to the highways also reduces the haul cost for the rock products, consequently lowering the cost of construction or paving of highways and decreasing the time a road is under construction.

Rock that meets the quality requirements for paving aggregate in sufficient quantity is difficult to locate. The rock at the Barr Road Quarry site (also know as Site N from the studies in the 1990's) has been tested and meets the quality and quantity requirements for paving aggregate.

The Barr Road Quarry site is located on lands administered by the Bureau of Land Management. Of the potential mineral sources in the Cline Buttes area, this is the only area that is available for the development of mineral materials in the BLM's Upper Deschutes Resource Management Plan (UDRMP) Environmental Impact Statement and Record of Decision completed in 2005. Other alternative sites proposed for development by ODOT were eliminated from consideration through the UDRMP process and decision.

2. What are the benefits to Oregonians?

The benefits to Oregonians are realized through a cost effective transportation system. The Barr Road Quarry site is proximate to several highways in the Bend- Redmond-Sisters area. Close proximity of the quarry site to the highways reduces the haul cost for the rock products and lowers the cost of constructing or paving roads. Offering a public rock source encourages competition among contractors and private rock sources, ensuring that Oregonians realize the lowest prices for aggregate materials used in public road projects. By obtaining the lowest possible bid for the project, the tax dollars can be utilized more effectively, in essence obtaining more projects for the dollar.

3. Will there be noise from the aggregate site?

Yes, there will be noise generated by operating in the aggregate site. ODOT (and ODOT's contractors) are required to meet all local, state, and federal regulations for noise abatement, and are required to meet the established noise levels. Some of the measures ODOT uses to reduce noise impacts include limitations on hours of operations, muffling of equipment, and using existing and constructed noise barriers/berms.

4. Will there be dust from the aggregate site?

Yes, there will be dust generated from the aggregate site, but dust must be controlled to meet air quality standards. In order to control dust, ODOT requires all operators in the site to develop and implement a dust control plan, and to maintain air quality permits on all portable equipment. This dust control is also required on the access roads during hauling activities.

5. This site is public land and part of the Cline Buttes area that is used for recreation. Will the site still be available for recreational uses?

Yes. If the recreational activity is consistent with the BLM management plan covering this area, you will still be able to use the site for recreation. For safety reasons, portions of the site will be temporarily closed during aggregate extraction activities. Advanced notice, warning signs and physical controls will be used to warn and restrict recreational users of the area when it is necessary during periods of active operations.

6. Will there be blasting at the aggregate site?

Yes. Most aggregate mining requires blasting. ODOT sets standards for blasting in the quarry site requiring contractors to employ measures to ensure [safe blasting practices](#). These measures include resident and recreational user notifications, submitting blasting plans for review, and controlling fly rock and ground vibrations. ODOT limits blasting activities to certain hours of the day and days of the week.

Actual blasting events are only seconds in duration, with most quarries generally requiring only one to two episodes per operation. Therefore, the total blasting time associated with any given operation will have duration of less than a minute.

7. What does an aggregate site look like and how does it operate?

An aggregate site like the Barr Road Quarry consists of a steep rock face, a flat expanse of ground below the working face where the machinery operates, and an area adjacent to the flat area where crushing and mixing operations are conducted and aggregate materials are stockpiled. Typical equipment on the site includes bulldozers, front end loaders, hauling vehicles (dump trucks), portable rock crushers, shaker screens for sorting rock, and conveyor belts. Portable asphalt plants may be used for mixing rock with asphalt to produce pavement.

Unlike privately owned aggregate quarries, this site will not be in operation continuously. The Barr Road Quarry site will only be used for public highway construction and maintenance purposes. The duration of any particular operation will depend largely on the size and type of the highway project. On a large project, crushing, batching and hauling activities may last 6-9 months. In between major projects, the site remains available for other uses, including recreation if consistent with the BLM resource management plan.

During each project, new material is mined, and areas no longer needed for mining are reshaped and vegetation is planted consistent with the development and reclamation plans that will be prepared and approved for the site.

8. How often will the site get used?

The frequency of mining in the site depends on a number of factors including transportation funding levels, transportation system needs, and availability and cost of alternate sources of aggregate. A typical ODOT aggregate site is used for larger projects once every 5 to 10 years, but due to the strategic location of this site and the increasing demand for high quality aggregate materials in the Central Oregon area, this site may see more frequent use. In addition, due to the very strategic location, this site will likely be sporadically used between major projects to meet the smaller material needs associated with maintenance activities.

9. How big is this quarry site?

The proposed appropriation is approximately 105 acres. The actual area open for active material extraction, processing and stockpiling will vary depending on size of the projects and the specific area being developed at the time. At no time will the entire site be open. The development and reclamation plan for the Barr Road Quarry site will include elements of concurrent reclamation, with various areas undergoing reclamation as other areas are undergoing development.

10. Why such a large site?

Identification of a long-term source of high quality material is not easy. It is difficult to find a site that has large volumes of high quality rock in Central Oregon. Once identified, it is a very time consuming and expensive process to gain the necessary approvals and environmental clearances necessary to permit and open such a site.

This effort has taken more than 15 years and has been expensive in both time and money for ODOT, the BLM and the general public involved in the effort. The public need for this material exists and it would be completely irresponsible of ODOT to look at a smaller site that would not meet the long-term need for material in this area. This is not a process that either agency or the public can afford to undertake on a regular basis.

11. What is the life expectancy of this site?

ODOT estimates that three million cubic yards of high quality rock is likely available within the boundaries of this site. Projects like the Redmond Reroute or the Bend Parkway have required nearly half a million yards of material per project but most surfacing projects use less than 100,000 cubic yards per project. Depending on the schedule of projects in the Central Oregon area, it is likely that this site represents at a minimum a 20 year life cycle.

12. What are the traffic volumes and routes associated with the operations?

Traffic from an active material source can be intense during peak construction season. It is feasible that several hundred truck trips per day will be generated from this site during the peak paving season. Based on the location of this site, the likely haul route would be from the source east to Barr Road (an unimproved county road) and then north on Barr Road to Hwy. 126. From Hwy. 126 trucks will travel to the various project sites. Barr Road to the south of the quarry site is in a primitive condition and would not be feasible as a haul route at this time.

13. What are the environmental concerns?

With every proposed development, especially those proposed on public lands, concerns are raised relative to the environment: wildlife, threatened and endangered species, wetlands, archeological and historic resources, ground water, surface water and so forth.

This site has been reviewed for all of these concerns. The site has no wildlife concerns, no threatened and endangered species, no wetlands, and the site has been reviewed and cleared for historic and archeological resources. Ground water in this area is several hundred feet below ground surface, no springs were identified within the boundaries and surface water will be maintained on site.

14. What are the impacts to humans?

The location of this site is in an undeveloped area, at least a quarter mile from the closest homes. It is located adjacent to an existing cinder pit. The proposed 105 acre site represents a very small percentage (0.3%) of the public lands in the Cline Buttes area (32,000 acres).

The haul route will utilize existing roads, approved for this purpose. The haul route will take vehicles directly from the quarry site to a state highway without using improved county, city or privately maintained roads.

Due to safety concerns, recreational use of this area may be impacted during active quarry operations. In between quarry operations, the area will be available for recreational activities allowed by in BLM's resource management plan.

Quarry operations are ground disturbing activities and will change the landscape. Noise, dust and traffic will result from active operations. But ODOT has contractual operating requirements that will mitigate these impacts. And those areas no longer needed for quarry operations will be reclaimed concurrently.

Development of this site will have human impact, both negative and positive. No site can be developed anywhere that will have absolutely no human impact. However, this public rock source will be offered for public road projects in Central Oregon and help assure tax payers get the best value and most competitive bids on road contracts. The material will be used to construct, improve, maintain and enhance the safety of highways that Central Oregonians use to get to work, to stores, to schools, to recreation areas and to transport goods.

Summary

Purpose:

Maintaining and constructing highways requires high quality sources of aggregate materials. More than 90% of the highway is constructed of rock or soil products. A source of aggregate, an essential road building material, is an integral part of ODOT's mission "To provide safe, efficient transportation systems to support economic development and livability for Oregonians".

Location:

Barr Road Quarry (Site N) is located on lands administered by the Bureau of Land Management (BLM) in the Cline Buttes area. The site is adjacent to an existing material source (cinder pit) off of Barr Road. The Cline Buttes area is proximate to several highways including OR 126, US 97, and US 20. Development of a material source in the area will ensure a supply of high quality aggregate needed for maintenance and construction of the highways in Central Oregon.

Land Use and Environmental Studies:

In the Upper Deschutes Resource Management Plan prepared by the BLM, the Barr Road Quarry site is within an area that is available for the development of mineral materials.

Site specific environmental studies were conducted in the Barr Road Quarry area by ODOT. The studies address the following environmental resources: archeological, wildlife, threatened and endangered species, socio-economics, air quality, water quality, erosion, and visuals.

Operations in an Aggregate Site:

ODOT sets specific contractual operating conditions for development and use of quarry sites. These conditions include:

- Dust control plans and dust abatement
- Adherence to noise standards
- Blasting safety and protection measures
- Site-specific erosion and pollution control plans
- Long-term site safety measures
- Concurrent development and reclamation efforts