



U.S. Department
of Transportation
**Federal Highway
Administration**

Received
SEP 18 2008
Bureau of Land Mgmt
Prineville District

530 Center Street N.E.
Suite 100
Salem, Oregon 97301
(503) 399-5749
September 15, 2008
In Reply Refer To:
411.200

Ms. Molly M. Brown
Field Manager, Deschutes Resource Area
United States Department of Interior – Bureau of Land Management
3050 NE Third Street
Prineville, OR 97754

RE: Federal Land Transfer – Letter of Consent
Barr Road Quarry (Site N)

Dear Ms. Brown:

The Oregon Department of Transportation (ODOT) has made application for the appropriation of a mineral interest in 105.8 acres of land where the Bureau of Land Management (BLM) is the controlling agency. The estimated 3 million cubic yards of aggregate is needed to provide an additional material source for the long term reconstruction and maintenance of the subject sections of the National Highway System (NHS). The 105.8 acres are identified on the enclosed File Number 6008102; Right of Way plats prepared by ODOT and dated July 2008.

Pursuant to the provisions of *Section 317, Title 23 U.S.C.*, and acting on the representation made by ODOT, it has been determined that the 105.8 acres identified by the above Right of Way plats contain materials necessary for the reconstruction and maintenance of the NHS. Your consent to this appropriation is requested under the terms of the interagency agreement between the BLM and the Federal Highway Administration (FHWA). Transfer of the highway right-of-way will be made by a materials source easement deed, subject to any additional terms and/or conditions contained in your letter of consent. The Right of Way Plat will be incorporated into the deed for the description of the land area.

FHWA responsibilities include compliance with the National Environmental Policy Act (NEPA). For your information, I am enclosing a copy of the NEPA document, reflecting FHWA's finding, dated August 08, 2008, that the proposed use will not have any significant environmental impacts and meets FHWA's criteria for categorical exclusion.

MOVING THE
AMERICAN
ECONOMY



It is my understanding that the ODOT coordinated with your office prior to submittal of their application. However, should you have any questions in respect tot his request please feel free to call me at (503) 587-4722. Following your consent and the recording of the highway material source easement deed your office will be provided with a conformed copy of the deed.

Sincerely,



Virginia Tsu
Right of Way / Civil Rights Manager

Enclosure



Oregon

Theodore R. Kulongoski, Governor

-TSU

Department of Transportation

Right of Way Section
355 Capitol Street NE
Salem, OR 97301-3871
(503) 986-3600
Fax: (503) 986-3625

August 25, 2008

Virginia Tsu
Federal Highway Administration
The Equitable Center
530 Center Street NE
Salem OR 97301

RECEIVED

SUBJECT: SECOND REVISED APPLICATION FOR TITLE 23 APPROPRIATION

AUG 11 2008

Barr Road Quarry (Site N)
ODOT File Number: 6008102
Agency: Bureau of Land Management
County: Deschutes

FHWA
OREGON DIVISION

The State of Oregon, by and through its Department of Transportation (ODOT), is re-submitting a request for a Material Source Easement Deed over land under the jurisdiction of the Bureau of Land Management.

The action requested is a transfer of lands from the Bureau of Land Management to the Federal Highway Administration on property known as the Barr Road Quarry (Site N) in Deschutes County, ODOT Region 4.

The purpose of this acquisition is for use by ODOT as a hard rock quarry site further described on the enclosed plat map marked as Exhibit A (Sheets 1-3). The appropriation encompasses approximately 105.18 acres of land. The material that could be utilized from this location is estimated at more than 3 million cubic yards as described in the attached document ***Table 1: Highway Aggregate Needs Estimate – Barr Road Quarry (Site N)***. Please see the attached ***Revised Application for Title 23 Appropriation*** for a full explanation of and details on the use of the quarry on current and future projects.

I am submitting two copies of the revised plat map (Sheets 1-3) covering the 105.18 acre parcel to be acquired. The plat map has been signed by ODOT State Right of Way Manager, and by ODOT Technical Services Branch Managing Engineer.

In addition to the two copies of the plat map, also please find the following documents:

- Revised Application for the Title 23 Appropriation dated 08/08/08
- Table 1: Highway Aggregate Needs Estimate – Barr Road Quarry (Site N)
- Environmental Documentation – ODOT and FHWA signed CE Close Out Document with attached SHPO Concurrence and other correspondence along with email dated 8-8-2008 from Michelle Eraut indicating she has signed the CE document
- Letter from the BLM date stamped June 18, 2007
- Response letter from ODOT dated July 5, 2007
- Summary of ODOT/ BLM Discussion and Issue Resolution



The contact person at BLM is:

United States Department of Interior
Bureau of Land Management
Prineville District Office
Attn: Molly M. Brown, Field Manager, Deschutes Resource Area
3050 NE Third Street
Prineville, OR 97754
(541) 416-6766

We are also requesting that ODOT be given a right of entry to this parcel upon BLM's issuance of the Letter of Consent and ODOT's acceptance thereof.

At the time you submit the application to BLM, please ask that a copy of any special conditions/stipulations that will need to go into the easement deed be provided to me in an electronic format. This will allow for insertion of those conditions into the easement document accurately. Also, please provide me with a copy of your letter to BLM so that I may track the status of the application.

If you should need additional information, please contact me at (503) 986-3648.



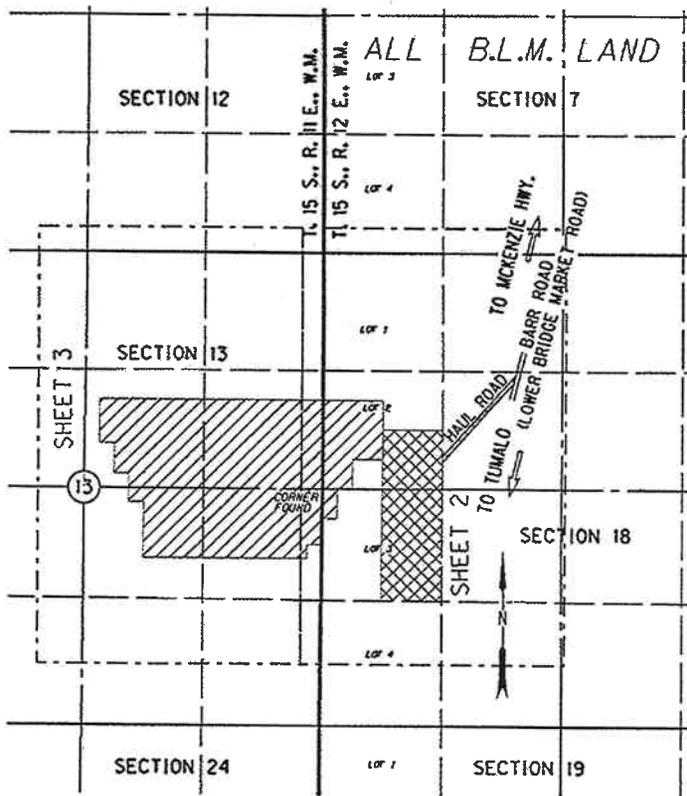
Gale Chipps
Federal Easement Specialist

Enclosure

CC: David Brown Region Right of Way Manager
Mary Whitaker Senior Right of Way Agent
Russ Frost, Statewide Aggregate Coordinator
Teresa Brasfield, Region Environmental Coordinator
Amy Pfeiffer, Project Manager

VICINITY MAP

SECTION 13, T. 15 S., R. 11 E., W.M. AND
SECTION 18, T. 15 S., R. 12 E., W.M.



SEE SHEET 2 FOR CORNER FOUND

ALL RECTANGULAR SURVEY LINES ARE PROJECTED
BEARINGS : BASED ON G.L.O. PLAT
ASSUMED COORDINATES

I, Catherine M. Nelson, P.E., state that I am Chief Engineer for the Oregon State Department of Transportation, hereinafter designated the "applicant"; that the survey of the right of way of the Barr Road Quarry (Site N) Section of the Barr Road aka Lower Bridge Market Road (county Road), was made under the Department's authority; and that the survey is accurately represented on this map.

DEPARTMENT OF TRANSPORTATION
Applicant

By *C. M. Nelson*
Catherine M. Nelson, P.E.
for Chief Engineer

I, Deolinda G. Jones, do hereby certify that I am the State Right of Way Manager for the Oregon State Department of Transportation, hereinafter designated the "applicant"; that Catherine M. Nelson who subscribed the foregoing affidavit is the Chief Engineer, for the Applicant; that the survey of the right of way for the Barr Road aka Lower Bridge Market Road (County Road), a portion of which is represented on this map, was made under the authority of the applicant as the approximate final location of the right of way of the Barr Road Quarry (Site N) Section, and that this map has been prepared to be filed for the approval of the Secretary of the Interior, in order that applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 885-916) approved August 27, 1958.

DEPARTMENT OF TRANSPORTATION

By *Richard K. Jones*
for Deolinda G. Jones
State Right of Way Manager

Accepted By:.....
B.L.M. Supervisor

Date:.....

OREGON DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
ENGINEERING**
RIGHT OF WAY PLAT

BARR ROAD QUARRY (SITE N) SECTION

SOURCE NUMBER OR 09-127-4

BARR ROAD aka LOWER BRIDGE MARKET
ROAD (COUNTY ROAD)

DESCHUTES COUNTY, OREGON

JULY, 2008

FILE NO. 6008102

BUREAU OF LAND MANAGEMENT

RIGHT OF WAY GRANT

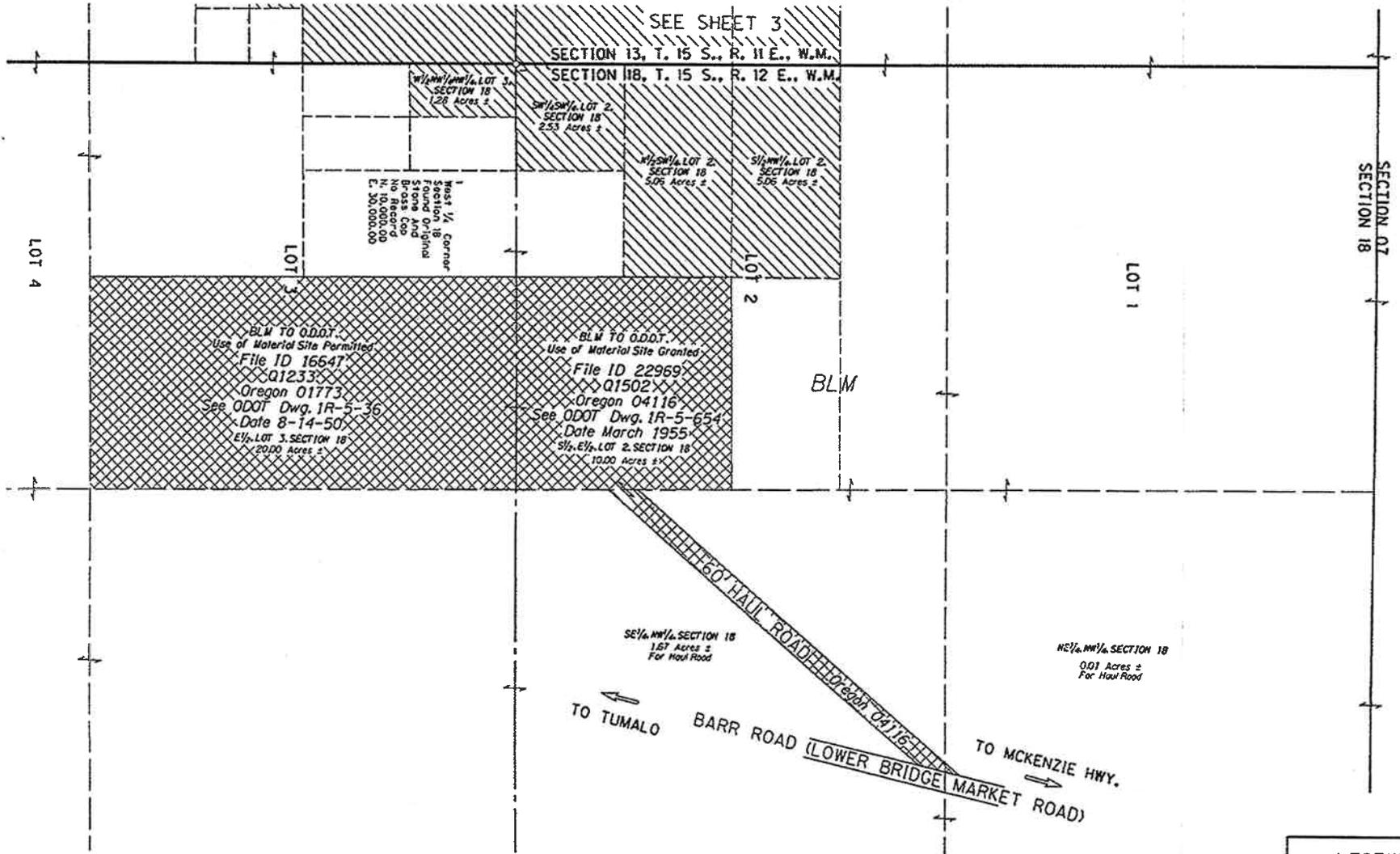
ORIGINAL GRANTS : 31.56 Acres±

TO BE ACQUIRED : 105.18 Acres±

EXHIBIT A SHEET 1 OF 3

NO SCALE

SECTIONS 18, T. 15 S., R. 12E., W.M.



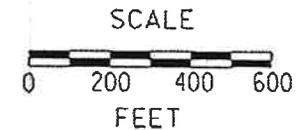
ACREAGE BASED ON G.L.O. PLAT APPROVED APRIL 26, 1872.

LEGEND
 ○ FOUND CORNER AS NOTED
 ASSUMED COORDINATES

OREGON DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY ENGINEERING
 RIGHT OF WAY PLAT

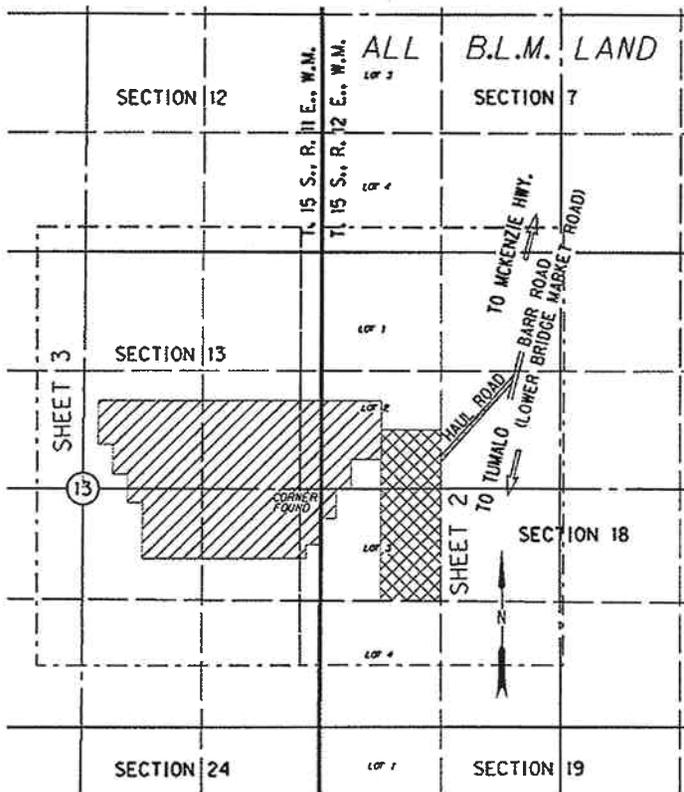
BARR ROAD QUARRY (SITE N) SECTION
 SOURCE NUMBER OR 09-127-4
 BARR ROAD aka LOWER BRIDGE MARKET ROAD (COUNTY ROAD)
 DESCHUTES COUNTY, OREGON
 JULY, 2008 FILE NO. 6008102

BUREAU OF LAND MANAGEMENT
 RIGHT OF WAY GRANT
 ORIGINAL GRANTS : 31.68 Acres±
 TO BE ACQUIRED : 13.93 Acres±
 EXHIBIT A SHEET 2 OF 3



VICINITY MAP

SECTION 13, T. 15 S., R. 11 E., W.M. AND
SECTION 18, T. 15 S., R. 12 E., W.M.



SEE SHEET 2 FOR CORNER FOUND

ALL RECTANGULAR SURVEY LINES ARE PROJECTED
BEARINGS BASED ON G.L.O. PLAT
ASSUMED COORDINATES

I, Catherine M. Nelson, P.E., state that I am Chief Engineer for the Oregon State Department of Transportation, hereinafter designated the "applicant"; that the survey of the right of way of the Barr Road Quarry (Site N) Section of the Barr Road aka Lower Bridge Market Road (county Road), was made under the Department's authority; and that the survey is accurately represented on this map.

DEPARTMENT OF TRANSPORTATION
Applicant

By *C. Johnson*
for Catherine M. Nelson, P.E.
Chief Engineer

I, Deolinda G. Jones, do hereby certify that I am the State Right of Way Manager for the Oregon State Department of Transportation, hereinafter designated the "applicant"; that Catherine M. Nelson who subscribed the foregoing affidavit is the Chief Engineer, for the Applicant; that the survey of the right of way for the Barr Road aka Lower Bridge Market Road (County Road), a portion of which is represented on this map, was made under the authority of the applicant as the approximate final location of the right of way of the Barr Road Quarry (Site N) Section, and that this map has been prepared to be filed for the approval of the Secretary of the Interior, in order that applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 885-916) approved August 27, 1958.

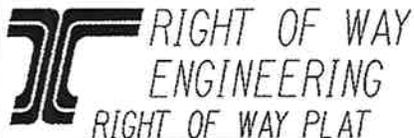
DEPARTMENT OF TRANSPORTATION

By *Richard K. Jones*
for Deolinda G. Jones
State Right of Way Manager

Accepted By:.....
B.L.M. Supervisor

Date:.....

OREGON DEPARTMENT OF TRANSPORTATION



BARR ROAD QUARRY (SITE N) SECTION
SOURCE NUMBER OR 09-127-4
BARR ROAD aka LOWER BRIDGE MARKET
ROAD (COUNTY ROAD)
DESCHUTES COUNTY, OREGON

JULY, 2008 FILE NO. 6008102

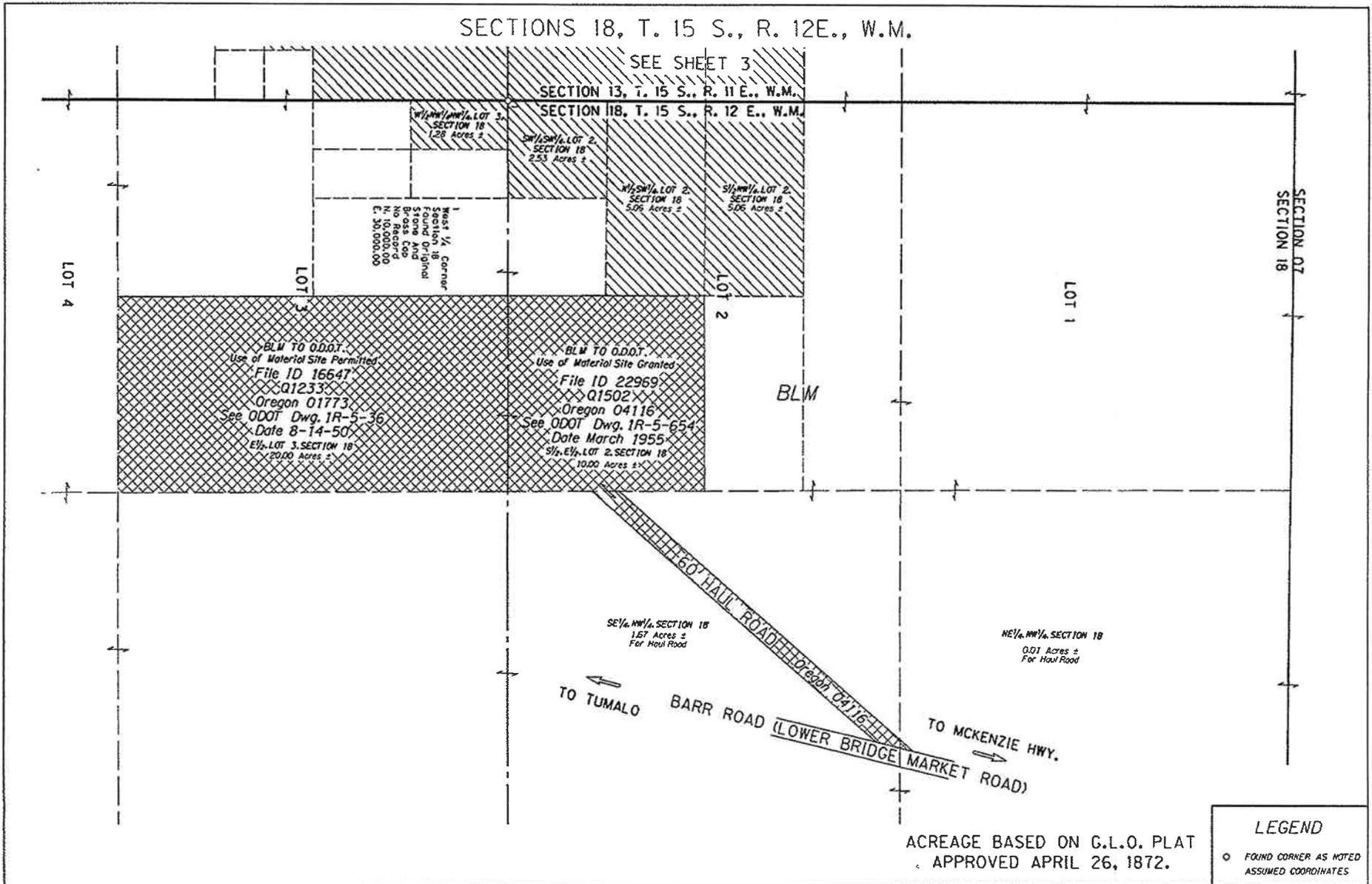
BUREAU OF LAND MANAGEMENT
RIGHT OF WAY GRANT

ORIGINAL GRANTS : 31.58 Acres±
 TO BE ACQUIRED : 105.18 Acres±

EXHIBIT A SHEET 1 OF 3

NO SCALE

SECTIONS 18, T. 15 S., R. 12E., W.M.



OREGON DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY ENGINEERING
 RIGHT OF WAY PLAT

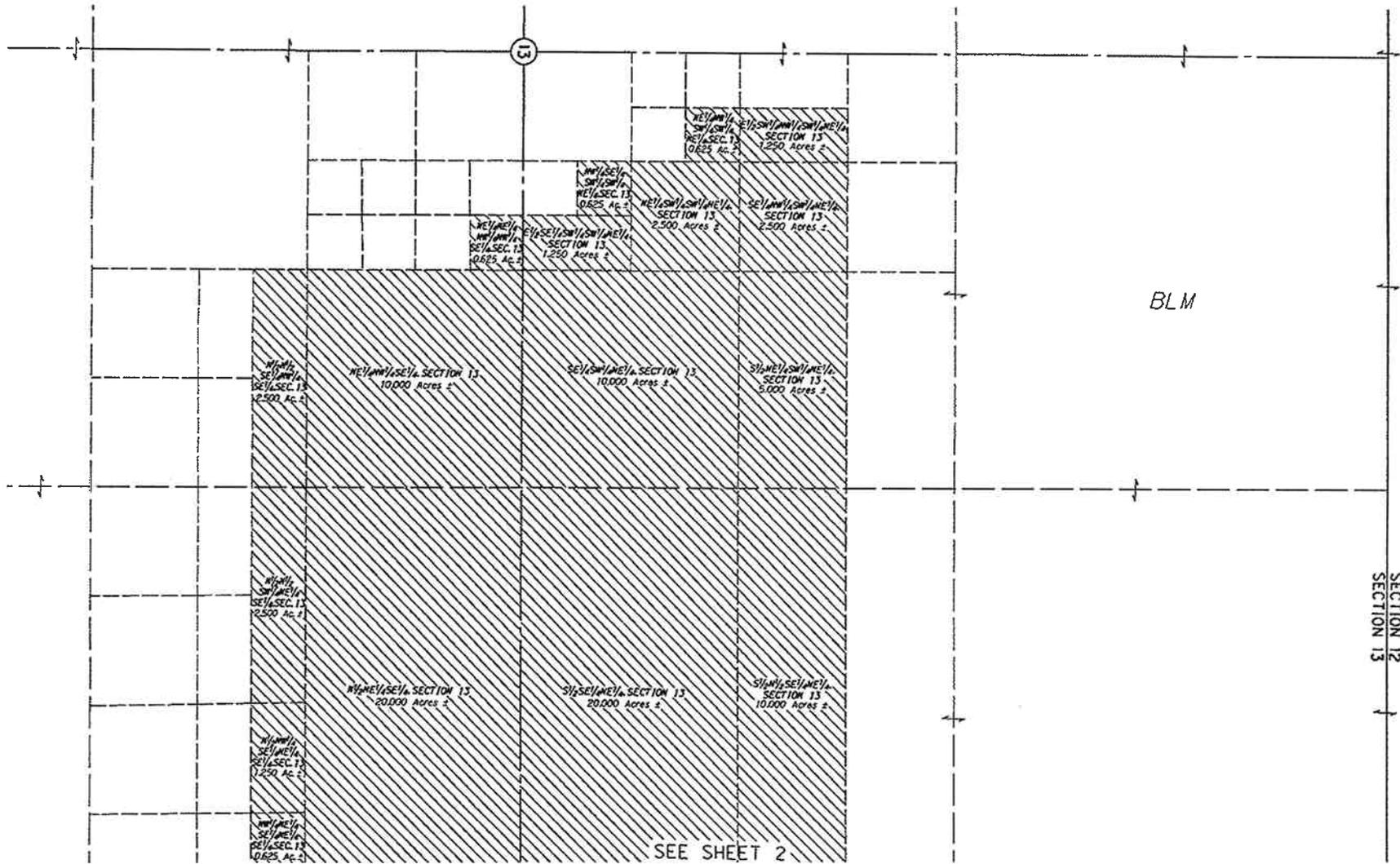
BARR ROAD QUARRY (SITE N) SECTION
 SOURCE NUMBER OR 09-127-4
 BARR ROAD aka LOWER BRIDGE MARKET ROAD (COUNTY ROAD)
 DESCHUTES COUNTY, OREGON
 JULY, 2008 FILE NO. 6008102

BUREAU OF LAND MANAGEMENT
 RIGHT OF WAY GRANT
 ORIGINAL GRANTS : 31.68 Acres±
 TO BE ACQUIRED : 13.93 Acres±
 EXHIBIT A SHEET 2 OF 3

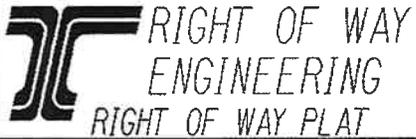
SCALE

 0 200 400 600
 FEET

SECTION 13, T. 15 S., R. 11 E., W.M.



OREGON DEPARTMENT OF TRANSPORTATION



BARR ROAD QUARRY (SITE N) SECTION

SOURCE NUMBER OR 09-127-4
 BARR ROAD aka LOWER BRIDGE MARKET
 ROAD (COUNTY ROAD)
 DESCHUTES COUNTY, OREGON

JULY, 2008

FILE NO. 6008102

BUREAU OF LAND MANAGEMENT
 RIGHT OF WAY GRANT

 TO BE ACQUIRED : 91.25 Acres ±

EXHIBIT A SHEET 3 OF 3

SCALE



Revised Application for Title 23 Appropriation Barr Road Quarry (Site N), OR-09-127-4

Intent:

The State of Oregon, by and through its Department of Transportation, plans to secure long term, rights for the use of the Bureau of Land Management lands referred to as the Barr Road Quarry (Site N), ODOT Source # OR-09-127-4. This will be a new hard rock quarry. The process will be to acquire through a new appropriation of federal lands, this site which is adjacent to two existing material site rights of way (Oregon 01773 and Oregon 04116) that ODOT currently controls. The Barr Road Quarry (Site N) is located in Sec. 13, T. 15 S., R. 11 E. and in Sec. 18, T. 15 S., R. 12 E. W.M.. The new appropriation will be for approximately 105 acres of a rock ridge located to the west of the existing material sites. The existing sites and the new appropriation area are located south of the McKenzie Highway, State Route 126, at approximately M.P. 103.71, between Sisters and Redmond. With the addition of this site to the ODOT network of material sources, ODOT will fill a gap for a much needed source of high quality aggregate material for use on public highway transportation maintenance and construction projects in the Central Oregon area. ODOT requests to appropriate this site long term until it is no longer needed as a source of materials for the highway system, or until the site is depleted of aggregate reserves.

ODOT plans to obtain a material source easement deed via provisions of the Act of Congress of August 27, 1958 as amended (23 U.S.C. Section 317) for the extraction, processing and stockpiling of minerals and staging on property under the jurisdiction of the Department of Interior – Bureau of Land Management (BLM) - Prineville.

Generic Need for Aggregate Material by ODOT:

Aggregate material is a generic term used for material that "adds bulk" to a construction project. Crushed rock, soil, sand and gravel are common types of aggregate. ODOT has a complex network of borrow sources, cinder sources and of hard rock or gravel sites from which aggregate products are obtained. This complex network serves four primary functions: cost effective source of materials, 24-hour access for emergency highway repair, reliable supply of quality material for highway maintenance and construction, and minimization of environmental impacts (e.g. reduction in haul distances, reduced traffic, planned development and reclamation of sites). Most of the ODOT owned and controlled sources are strategically located along highway corridors forming a network of sites from which ODOT can obtain the needed materials.

Availability of high quality aggregate material is critical to constructing and maintaining transportation systems. In any highway from the base to the wearing surface, 90% or more is constructed out of earthen material: soil, unprocessed rock, crushed rock and crushed rock mixed with asphalt oil. Identification, investigation, and acquisition or appropriation of an aggregate site is a time consuming and expensive process. Obtaining environmental clearances and the necessary permits to open an aggregate site can take years and can cost into the hundreds of thousands of dollars or more, depending on numerous factors. Initial site development costs can be and often times are high and the time involved in opening the site lengthy. Through planned source management, subsequent entries into a site are generally much quicker and significantly less expensive.

As a result of the time and expense involved in the environmental process, the permitting and opening a site, it is generally impractical for contractors or ODOT to identify and develop sources of materials for a single specific project. Contractors rely on existing commercial sources, private sources and the publicly controlled sources offered for the projects by ODOT. In areas where commercial source ownership has been consolidated or where no such commercial and/or

private sources exist, it has become extremely critical for ODOT to provide material source options for public highway projects.

Specific Need:

ODOT plans to add this 105.18 acre site to its network of material sites via federal land appropriation to allow for development of a long term source of high quality aggregate to be used for the construction, repair and maintenance of the State highway transportation system in this area. Due to the location of this source and the volume of high quality material available in this site, estimated at slightly more than 3 million cubic yards, ODOT would anticipate utilizing material from this site to meet the material needs of various current and future projects on the following transportation facilities:

OR 242, McKenzie Hwy, Hwy 015: MP 76.65 - MP 112

US 97, Hwy. 004: MP 112 - MP 145

OR 126, Santiam Hwy, Hwy 016: MP 90 - 100.36

US 20, McKenzie - Bend Hwy, Hwy 017: MP 0 - MP 20.99

US 26, Ochoco Hwy, Hwy 041: MP 0 - MP 15

US 20, Central Oregon Hwy, Hwy 007: MP 0 - MP 20

All of these segments of highway are part of the National Highway System, and all have a functional classification of – 02 Rural Principal Arterial or higher.

ODOT estimates a need for approximately 3 million cubic yards of crushed aggregate and rock materials over the next 20 years to maintain and improve highways in the Central Oregon area within the service area of Site N. The quantities and details of the estimate are outlined in the attached Table 1. The preservation estimates were based on the Pavement Management System's estimate of pavement life and frequency of preservation, and the average lane mile quantity of aggregate needed for a preservation project (average cubic yards per lane mile of the 3 most recent preservation projects in Central Oregon which includes paving aggregate, shoulder aggregate, base aggregate and other aggregate products needed for the project). Included on the table are the projects currently under development and programmed in the Region 4 STIP and those which have already been scoped as a highway need within the next 20 years.

Following is a list of current projects on the Region 4 STIP for which ODOT will consider offering Site N as a prospective source of material:

US 97: Bowerly Lane – Romaine Village on U.S. Route 97, project key number 15401, a preservation project schedule to go to contract in late 2008. Federal Aid Number FA#: Soo4 (117) PE.

US 97 Crooked River Bridge – Redmond on U.S. Route 97, project key numbers 14551, 13843 & 13948, a preservation and safety project scheduled to go to contract in early 2009, no FA number yet.

US 20: Purcell – Arnold Ice Cave on U.S. Route 20, project key number 14932, a preservation project scheduled to go to contract in late 2009, no FA # yet.

Some of projects for which Barr Road Quarry (Site N) would be considered for use on have Federal Aid numbers, and others do not, or at least do not as of yet. Federal Aid numbers are assigned to different phases of the work, and generally the FA numbers associated with the construction phase of a project are not issued more than a year in advance of construction.

Whether the site is offered for these specific projects will depend on numerous factors such as timing of the completion of the appropriation process, timing of the project let, the construction schedule for the projects, overlapping schedules and whether or not the site is already committed for use on a project.

When Barr Road Quarry (Site N) is offered for a construction project, the contractors will have the option to utilize the site or find an alternative source of materials. If the contractor elects to use Barr Road Quarry (Site N) for the project, the quarry will then not be available for other projects until the activities related to that contract are complete. If it is offered and the contractor opts to utilize an alternative source of materials, then ODOT can look to offer it again for an upcoming project. So depending on the schedule of the projects and whether or not it is selected for use by a contractor will determine for which of the projects listed above and in the future, the site can actually be offered for use on.

In addition to the projects listed above, ODOT is in the process of developing a project called **US97 Bend North Corridor**, shown on the current STIP as project key number 14020, FA# S004 (112) PE. Based on the project location, ODOT will evaluate the aggregate needs for the final design and consider Barr Road Quarry (Site N) for use on this project. In addition there are 3 other reasonably foreseeable modernization projects currently in a planning process that will likely be included on the next one or two STIP updates. ODOT is constantly in the process of scoping and developing new projects to be placed on the State Transportation Improvement Plan on a two year cycle. Every two years new projects will be approved and added to the STIP for the Central Oregon area that ODOT will evaluate to determine if aggregate needs warrant a material source, and if so if Site N can be offered to meet the projects aggregate needs. The next STIP update is scheduled for early fall of 2009.

It is critical that it is clearly understood, that the projects listed above only represent the immediate needs related to the current STIP. With every STIP update additional projects will be added and evaluated. With several major transportation facilities located in the immediate geographic area of the Barr Road Quarry (Site N), it is anticipated that every STIP update will include at least one if not multiple projects that Site N could service. As such ODOT will continuously be tasked with balancing the multiple project elements associated with each project and in making decisions as to when the Barr Road Quarry (Site N) will be offered as a prospective source for the project. It is equally critical that it is clearly understood that the appropriation of Barr Road Quarry (Site N), is immediately needed for the projects listed above and for any future project needs on these transportation facilities.

ODOT is looking for a large site for several reasons. There are several major transportation facilities that converge in the Central Oregon area yet there are no publicly controlled sources of high quality aggregate in the area. The Barr Road Quarry (Site N) is strategically located to service the aggregate needs for these transportation facilities. Deschutes County and the surrounding area is experiencing rapid population growth which has led to a significant increase in the wear and tear on the highways. The population increase has also led to expansion of the local communities, which has in turn resulted in conflicts with several of the existing commercial sources in the area. All factors add up to an overall increase in demand while at the same time, a decrease in availability of aggregate sites. Finally, ODOT is looking at this size of site to eliminate the need to repeat the extensive environmental and permitting process again in the near future. Leading up to this request, ODOT has spent years and large sums of tax payer money evaluating numerous potential properties in an attempt to locate a source that will meet the need for high quality aggregate for highway purposes in this area. It would be irresponsible of ODOT to not seek to obtain a long lived, strategically located source of high quality material.

The need for the Barr Road Quarry (Site N) has existed in the past which is evident by the appropriation of the existing material sources in the early 1950's (Oregon 01773 and Oregon 04116). Although these sites are cinder sources, which today primarily serve to supply ODOT

with sanding aggregate and borrow, when they were initially obtained, they were utilized to supplying paving or surfacing aggregate. Over the years the quality requirements for ODOT paving aggregates have been modified in an attempt to improve the durability of the highways and the cinder in these sites do not meet the new standards. Yet the existing 30 acre source still represents a valuable resource for sanding aggregate and embankment material. In addition the existing appropriations provide ODOT with land necessary for processing and stockpiling of material which will be removed from the new appropriation area. These existing appropriations also include the access roads that will continue to be utilized for ingress and egress purposes.

The need existed in the past, exists today, and will continue to exist indefinitely into the future for as long as the highways in this area remain a part of the state transportation system and ODOT is charged with the responsibility for maintaining and improving them. When general maintenance and projects are planned or when unplanned work arises for this area, the availability of quality sources like this are extremely valuable and are critical in keeping overall costs for construction or maintenance of the highway system reasonable and in completing work in a timely manner.

ODOT has documented that by offering sites like the Barr Road Quarry (Site N) - viable, cost effective prospective sources of high quality aggregate material within reasonable haul distances of projects, the number of bidders generally increases. As the number of bidders increase so does the level of competition. Audit reviews of bidding trends on ODOT projects have shown that as the number of bidders increase better overall bid prices are received. Better bid prices and lower overall project costs allow ODOT to provide more miles of highway for every dollar spent. Getting the best project possible for the lowest dollar value is a primary factor in justifying the public need for sources of aggregate. This public benefit resulting from increased competition stimulated via offering publicly controlled sources of material is received regardless of whether or not the prospective material source is utilized for the project.

Existing Condition:

At the Barr Road Quarry (Site N) ODOT controls 30 acres via existing appropriations, Oregon 01773 and Oregon 04116 dating back to the 1950's. On these existing appropriations a surface mine has been developed as has a large processing and stockpiling area. ODOT plans to appropriate 100 acres on a rock ridge located adjacent west of the existing material sites to develop a new hard rock quarry to meet the current and future material demands on State transportation facilities in the Central Oregon area.

History:

ODOT recognized the need for a quality source of materials in this area years ago. ODOT has been working with the BLM and the public since 1992 to evaluate existing sites and to identify potential areas where a viable source could be developed for use on the public transportation system. More than 15 years worth of time, energy, expense and public involvement have gone into the identification of this site as potential long term source of materials. The efforts involved activities such as surface and subsurface exploration, public involvement, negotiations, development of a BLM environmental document¹, and a study of the aggregate needs in Central Oregon².

ODOT intends to develop this single large site to meet the aggregate needs on public projects in this area. Once the appropriation and permitting process is completed, the existence of this site

¹ The Upper Deschutes Record of Decision and Resource Management Plan, BLM Prineville District Office, September 2005.

² Economic Analysis of the Aggregate Industry for the Bend/Sisters/Redmond Area, Oregon Department of Transportation, December 1998.

will facilitate short and long range planning by both ODOT and the BLM. This site would provide ODOT assurance of a long term source of high quality aggregate materials to meet the needs of maintenance as well as current and future transportation projects. The BLM could effectively plan for other use of the public lands in this area once the material source boundaries are defined and agreed upon.

Use:

This is a hard rock quarry, containing substantial volumes (approximately 3 million cubic yards) of extremely high quality rock. Source development will require blasting and subsequent processing to appropriately size the material. Due to the ever increasing concerns related to public safety and freight mobility certain activities on many highway projects are completed at night when traffic volumes are generally lower. Operation of portable asphalt and or concrete batch plants and associated hauling of the material to the project sites will often times be conducted at night to support the project requirements. Most other activities associated with the development of the site and subsequent extraction and processing within the site will be restricted to daylight hours.

ODOT may utilize raw rock materials and/or mix the rock with asphalt and possibly even cement to produce the products needed for the projects. Since this is such a large site, it could conceivably allow for more than one operation at a time in the future after the site is developed and enlarged, which if managed correctly could increase the potential benefits to the taxpayers. In addition, the size of the site facilitates quality development, allowing for concurrent reclamation activities, storage of reclamation materials, and effective storm water management.

ODOT will obtain and maintain necessary permits appropriate for the proposed activities. The site has received all necessary environmental surveys and clearances.

ODOT will utilize this site as we do other sites located around the state, by offering a fully permitted source of materials to the contractors in the project plans and specifications as a prospective source of materials. This will allow interested bidders to consider use of the site to meet the material needs for the proposed projects. All contractors preparing project bids are given the same opportunity to utilize the ODOT prospective source or to find and secure alternative sources of material on their own. Contractors will not be directed to utilize this site; rather they will be given the option to do so, within the limitations and requirements outlined in the project plans and specifications. It is left up to the bidding contractors to determine what options are available and which option best fits their individual operations while meeting the project demands but still allowing them to provide the lowest bid for the project.

Between contract operations and/or during if necessary, ODOT maintenance will utilize the site for stockpiling, removal of stockpiles, extraction and possibly processing of new materials as necessary to maintain the transportation system in the Central Oregon area.

Summary:

The Barr Road Quarry (Site N) is strategically located in an area where several major transportation facilities come together, and will provide a viable, cost effective source of high quality aggregate material to meet the transportation system needs in this area. This site is located in an area where there are no other publicly controlled sources available to meet the material needs. The need for the Barr Road Quarry (Site N) is immediate and project specific as reflected in the list of projects shown above. The need for Barr Road Quarry (Site N) is also transportation system specific as shown by the projects currently under development and still others that will be identified and developed in the future over the life of the transportation systems in this area. ODOT is taking advantage of available funding and resources at this time to secure this BLM parcel for long term use by ODOT as an aggregate source to supply the material needs

for these specific projects and the future needs for construction, reconstruction and maintenance of the highways in this area.

By obtaining an easement deed for this 105.18 acre Bureau of Land Management (BLM) parcel, ODOT will have the ability to plan for and count on the availability of this strategic aggregate site now and in the future. It will allow ODOT to manage this land as a strategic aggregate source for the long term, which will facilitate better development and reclamation while maximizing the utilization of this valuable resource. This appropriation will benefit the BLM by allowing them to identify this as a long term source of material under ODOT control in their management plan, and by allowing them to plan for non conflicting use of the same land and for other uses in the area. An additional benefit will be for future BLM planning efforts for lands in this area. As conflicting demands and changing priorities occur, the BLM would be able to consistently recognize this source as a valid existing right, and develop future management plans accordingly, eliminating future potential conflicts.

Contact Information:

In preparing this draft application, ODOT staff has worked with the following BLM representatives of the Prineville District Office: Ron Wortman (541) 416-6709, Steve Storo (541) 416-6885 and Molly Brown (541) 416-6766, Doug Vandergone (541) 416- 6752 and Linda Christian (541) 416-6890. The BLM representative who would be the appropriate person to send this request to is:

United States Department of Interior
Bureau of Land Management
Prineville District Office
ATTN: Molly M. Brown, Field Manager, Deschutes Resource Area
3050 NE Third Street
Prineville, OR 97754

If you need additional details on this application for appropriation of federal lands, feel free to contact me at the following:

Russ Frost
Statewide Aggregate Coordinator
63034 O.B. Riley Road
Bend, Oregon 97701
541-388-6186
Russell.G.FROST@odot.state.or.us

Table 1 : Highway Aggregate Needs Estimate - Barr Road Quarry (Site N)

Highway	Route	Highway Name	Project	Project Listing	Highway Classification	Beginning MP	Ending MP	Miles	Project Type	Estimated Quantity-cubic yards	Quantity Assumptions
015	OR 242	McKenzie Highway	Preservation	Pavement Management System	NHS, Federally Designated Truck Route	76.65	112	35.35	Preservation	410060	Frequency of preservation from the PMS (every 6-10 years) and average 2 lane highway paving aggregate needs including shoulder rock. Assumed paving 2 times in 20 years.
004	US97	The Dalles to California Highway	Preservation	Pavement Management System	NHS/Expressway, Federally Designated Truck Route	112	145	33	Preservation	990000	Frequency of preservation from the PMS (every 6-10 years) and average 2-4 lane highway paving aggregate needs including shoulder rock. Assumed paving 3 times in 20 years
016	OR126	Santiam Highway	Preservation	Pavement Management System	NHS, Federally Designated Truck Route	90	100.36	10.36	Preservation	180264	Frequency of preservation from the PMS (every 6-10 years) and average 2 lane highway paving aggregate needs including shoulder rock. Assumed paving 3 times in 20 years.
017	US20	McKenzie to Bend Highway	Preservation	Pavement Management System	NHS, Federally Designated Truck Route	0	20.99	20.99	Preservation	121742	Frequency of preservation from the PMS (every 6-10 years) and average 2 lane highway paving aggregate needs including shoulder rock. Assumed paving 3 times in 20 years.
041	US26	Ochoco Hwy	Preservation	Pavement Management System	NHS, Federally Designated Truck Route	0	15	15	Preservation	174000	Frequency of preservation from the PMS (every 6-10 years) and average 2 lane highway paving aggregate needs including shoulder rock.
007	US20	Central Oregon Highway	Preservation	Pavement Management System	NHS, Federally Designated Truck Route	0	20	20	Preservation	232000	Frequency of preservation from the PMS (every 6-10 years) and average 2 lane highway paving aggregate needs including shoulder rock. Assumed 2 additional paving projects in 20 years.
004	US97	The Dalles to California Highway	15401 US 97: Bowery Lane to Romaine Village	2008-2011 STIP	NHS Route	132.67	141	8.33	Preservation	40,000	Estimated quantities based on project design
007	US20	Central Oregon Highway	14932 US 20: Purcell to Arnold Ice Caves	2008-2011 STIP	NHS Route	2.29	12.69	10.4	Preservation	70,000	scoping estimate
004	US97	The Dalles to California Highway	14020 US 97 Bend North Corridor	2008-2011 D-STIP	NHS Route				Modernization	360,000	scoping estimate
004	US97	The Dalles to California Highway	15400: US 97 Redmond Reroute South Extension	2008-2011 D-STIP	NHS Route				Modernization	300,000	scoping estimate
017	US20	McKenzie to Bend Highway	Tumalo Interchange	2008-2011 D-STIP	NHS Route				Modernization	25,000	scoping estimate
	US 97	The Dalles to California Highway	frontage roads and median between Bend and Deschutes Market Road	Corridor Plan	NHS Route				5. Safety	80,000	scoping estimate
	ALL	All highways listed above	Maintenance Needs	Maintenance History	NHS Routes					100,000	Based on maintenance historical uses in the area
TOTAL										3,083,066	

